

Transmitted by the expert from the Netherlands

Informal document **GRE-81-02-rev.1**
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agenda item 7 (c))

**Proposal for the 02 series of amendments to UN Regulation
No. 74 (Installation of lighting and light-signalling devices for
mopeds)**

The text reproduced below was prepared by the expert from the Netherlands, with input by the experts from Finland, Italy, France, Germany and European Commission, with the aim to require mandatory installation of direction indicators on mopeds. This document supersedes ECE/TRANS/WP.29/GRE/2019/2.

I. Proposal

Paragraph 4.2., amend to read:

"4.2. An approval number shall be assigned to each type approved. Its first two digits (at present ~~01~~02 for the Regulation in its ~~01~~02 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type or to the same vehicle type submitted with equipment not specified in the list referred to in paragraph 3.2.2. above, subject to the provisions of paragraph 7. of this Regulation. "

Insert a new paragraph 5.14.8., to read:

"5.14.8. direction indicator lamps⁴ (paragraph 6.8.) "

Insert a new footnote 4, to read:

"⁴ **Direction indicator lamps are mandatory on vehicles with a maximum design speed exceeding 25 km/h."**

Paragraph 5.15.4., amend to read:

"5.15.4. direction-indicator lamps⁵ (paragraph 6.8.)

Insert a new footnote 5, to read:

"⁵ **Direction indicator lamps are optional on vehicles with a maximum design speed not exceeding 25 km/h (output of auxiliary propulsion is cut off at a vehicle speed \leq 25 km/h)."**

The following footnotes, renumber accordingly.

Insert new paragraphs 12.4. to 12.9., to read:

"12.4. As from [the official date of entry into force of the 02 series of amendments], no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type-approvals under this UN Regulation as amended by the ~~03~~02 series of amendments.

12.5. As from 1 September [2023], Contracting Parties applying this UN Regulation shall not be obliged to accept UN type-approvals to the preceding series of amendments, first issued after 1 September [2023].

12.6. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this UN Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept UN type-approvals which were granted in accordance with any of the preceding series of amendments to this UN Regulation.

12.7. Notwithstanding paragraph 12.5., Contracting Parties applying [02 series of amendments of] this UN Regulation shall continue to accept UN type-approvals to the preceding series of amendments to this UN Regulation, first issued after 1 September [2023] and extension thereof, for the vehicles which are not affected by the changes introduced by the 02 series of amendments.

- 12.8. Contracting Parties applying 02 series of amendments of this Regulation shall continue to accept [until 1 September 2028] type approvals granted according to the series preceding 02 series of amendments to this Regulation first issued before [1 September 2023].
- 12.9. Contracting Parties applying this UN Regulation shall not refuse to grant UN type-approvals according to any preceding series of amendments to this UN Regulation or extensions thereof. "

II. Justification

1. The Netherlands would like to propose that the installation of direction indicator lamps becomes mandatory on mopeds, as they are already mandatory for many years on motorcycles, to enhance safety. In addition, most of today's mopeds appear to already be equipped with direction indicators.

2. The increase of the use of fast moving mopeds on the regular road (instead of on dedicated cycle ways), in particular of the so-called "speed-pedelecs", has shown a growing need for direction indicators on such vehicles. In a recent study by the Institute for Road Safety Research in the Netherlands (SWOV) it was acknowledged that for the time being the "speed-pedelecs" do not have the same rear light configuration as most mopeds do.

3. However, it is suggested to first consider the mandatory installation of direction indicators on mopeds with a maximum design speed exceeding 25 km/h. Thus leaving the installation of direction indicators optional on mopeds with a maximum design speed not exceeding 25 km/h, like e.g. certain electrically assisted bicycles (regular "e-bikes").

4. To allow all stakeholders (government administrations, type-approval authorities, manufacturers, etc.) sufficient lead time, a transitional period of approximately 4 years is proposed.

5. Since the earliest date of entry into force that can be foreseen for this revised proposal would be autumn 2019, the proposed end date for the envisaged transitional period (approximately 4 years) has been adjusted accordingly.

6. After discussion of document ECE/TRANS/WP.29/GRE/2018/52, during its 80th session in October 2018, GRE invited the proponent to redraft the transitional provisions and to submit a revised document for consideration to the next session.

7. During the 81st session of GRE, the revised proposal was discussed and it was agreed that the Transitional Provisions would need to be further clarified. This revision of the Transitional Provisions, which is now based on the Transitional Provisions GRE has recently adopted for R.53-03, is the result of the further consideration and consultation together with other GRE experts.
