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UNITED NATIONS CONFERENCE ON ROAD AND MOTOR TRANSPORT

COMMITTEE II ON TECHNICAL CONDITIONS TO BE FULFILLED  
BY VEHICLES

SUMMARY RECORD OF THE FIFTEENTH MEETING

Held at the Palais des Nations, Geneva,  
on Monday, 5 September 1949, at 9.30 a.m.

CHAIRMAN: Mr. FEIFER (Czechoslovakia)  
ACTING SECRETARY: Mr. ADOSSIDES

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CONSIDERATION OF DRAFT PROVISIONS FOR INSERTION IN A CONVENTION  
ON ROAD AND MOTOR TRANSPORT PREPARED BY THE ECONOMIC COMMISSION  
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Annex 8 (resumed from the thirteenth meeting)

Mr. CHARLOTEAUX (Belgium), Rapporteur, drew the attention of the Committee to the United Kingdom proposal (working paper MRT/26/49) to exempt invalid carriages from the regulations relating to braking and lighting laid down in Annex 8.

It had been suggested that the following wording might be adopted: "The provisions of braking and lighting shall not apply to invalid carriages which comply with the domestic legislation in their country of registration as regards brakes and lights. 'Invalid carriage' means a motor vehicle whose weight unladen does not exceed 300 kg., and which is specially designed and constructed (and not merely adapted) for the use of a person suffering from some physical defect or disability, and is used solely by such person."

He considered that the definition of invalid carriage should only appear in Annex 8, and should not be repeated in Article 4, which embodied general definitions relative to the Draft Convention.

The Committee agreed that the definition of "invalid carriage" should be included in Annex 8 only.

Mr. VEZZANI (Italy) observed that the proviso concerning invalid carriages should include a speed limit. Since such carriages had only one brake, they should not have a speed of more than 30 to 35 km. an hour.

Mr. CHARLOTEAUX (Belgium), Rapporteur, pointing out that no speed limit had been laid down for motor cycles, asked the United Kingdom representative whether he would be prepared to accept the Italian proposal.

Mr. W.G. HUNT (United Kingdom) replied in the affirmative.

The Committee agreed to insert the words "whose speed does not exceed 30 km. per hour" after the words "a motor vehicle" in the definition suggested by the Rapporteur.

The Committee adopted the United Kingdom proposal to exempt invalid carriages from the regulations relating to braking and lighting laid down in Annex 8, together with the definition of such vehicles for inclusion in that Annex.

Section IV: Combination of Vehicles.

Mr. CHARLOTEAUX (Belgium), Rapporteur, recalled that the question as to whether Section IV (Document W/RT/10/49) should be included in Annex 8 had been left open. He now proposed that Section IV might be left at the end of Annex 8, as it stood, in the text which the Committee had before it.

The Committee adopted the proposal of the Rapporteur.

Mr. MASLOG (Philippine Republic) pointed out that the second sentence in sub-paragraph (a) of paragraph 3 of Section IV was obscure. It was not clear which vehicle was to have one axle only.

Mr. CHARLOTEAUX (Belgium), Rapporteur, replied that the trailer, not the articulated vehicle, was meant to have only one axle. There was no ambiguity in the French text, but the English version required re-drafting.

Mr. W.G. HUNT (United Kingdom) suggested that the meaning would be perfectly clear if the words "such an articulated" were substituted for the word "the" after the word "unless", and if the word "trailer" were substituted for the word "vehicle", after the words "provided that the".

The Committee adopted the wording proposed by the United Kingdom representative.

Mr. W.G. HUNT (United Kingdom) announced that his Government was now prepared to accept the proposal that light luggage trailers and camping caravans should carry safety devices, such as chains or wire ropes.

Mr. CHARLOTEAUX (Belgium), Rapporteur, observed that a trailer drawn by an articulated vehicle should not be used for the carriage of persons.

The Committee agreed that sub-paragraph (a) of paragraph 3 of Section IV should be re-drafted so as to indicate that trailers drawn by articulated vehicles should not be used for the carriage of persons.

Paragraph (b) and paragraph 3 as a whole were then adopted without comment.

## Section II: Lighting

### Clause (k)

Mr. W.G. HUNT (United Kingdom) stated that he had now been instructed by his Government to withdraw the United Kingdom amendment to paragraph (k), at present included in parentheses.

Mr. CHARLOTEAUX (Belgium), Rapporteur, announced that in accordance with an earlier decision of the Committee, the working group had drafted the following new sentence, to be added at the end of clause (k). "The stop light is not required on trailers and semi-trailers when their dimensions are such that the stop light of the drawing vehicle remains visible from the rear."

Mr. J.H. HUNT (United States of America) asked that, in view of the numerous changes which had been made in Annex 8, he might be allowed to go through the new text with the Secretary of the Committee, in order that he might be absolutely certain of the amendments adopted before Annex 8 came up for consideration in the Conference.

It was accordingly agreed to adjourn the meeting to enable representatives to familiarize themselves with the final text of Annex 8.

The meeting rose at 11 a.m.