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Working Party on the Construction of Vehicles

Working Party on Lighting and Light-Signalling
(Forty-first session, 5-9 October 1998,
agenda item 2.5.)

PROPOSAL FOR A DRAFT AMENDMENT TO REGULATION No. 70

(Rear marking plates for heavy and long vehicles)

Transmitted by the Expert from the Working Party "Brussels 1952" (GTB)

Note: The text reproduced below was prepared by the expert from the GTB in order to extend the scope of Annex 15 of Regulation No. 70 to vehicles of category N₂.

Note: This document is distributed to the Experts on Lighting and Light-Signalling only.

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A. PROPOSAL

Annex 15,

Paragraph 2.1., amend to read:

"..... of this annex is required for vehicles of categories N_2 and N_3 ,
with"

* * *

B. JUSTIFICATION

Rear marking plates for heavy vehicles are recommended in the Consolidated Resolution R.E.1 (Recommendation 2.15) since 1977. Today, 19 Contracting Parties apply Regulation No. 70, 01 series of amendments. For many years, most if not all of these have already passed legislation regarding such plates for goods vehicles whose permissible mass exceeds 3.5 tonnes.

Indeed, the heavy vehicles mentioned in the national legislation of those countries requiring mandatory or recommended plates correspond with the definitions of the category of driver's licence C according to the 1968 Vienna Convention on Road Traffic, Annex 7, "Motor vehicles used for the carriage of goods whose permissible maximum mass exceeds 3,500 kgs."

The Consolidated Resolution R.E.3, Annex 7, provides the following definition of "heavy" vehicles used for the carriage of goods:

N_2 category vehicles having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes, and

N_3 category vehicles having a maximum mass exceeding 12 tonnes.

Drivers could find difficulties in distinguishing between vehicles of categories N_2 and N_3 . Therefore, they shall be marked in the same way. GTB feels that, in the name of safety, there is no valid reason to change this practice.
