

Submitted by the expert from Poland

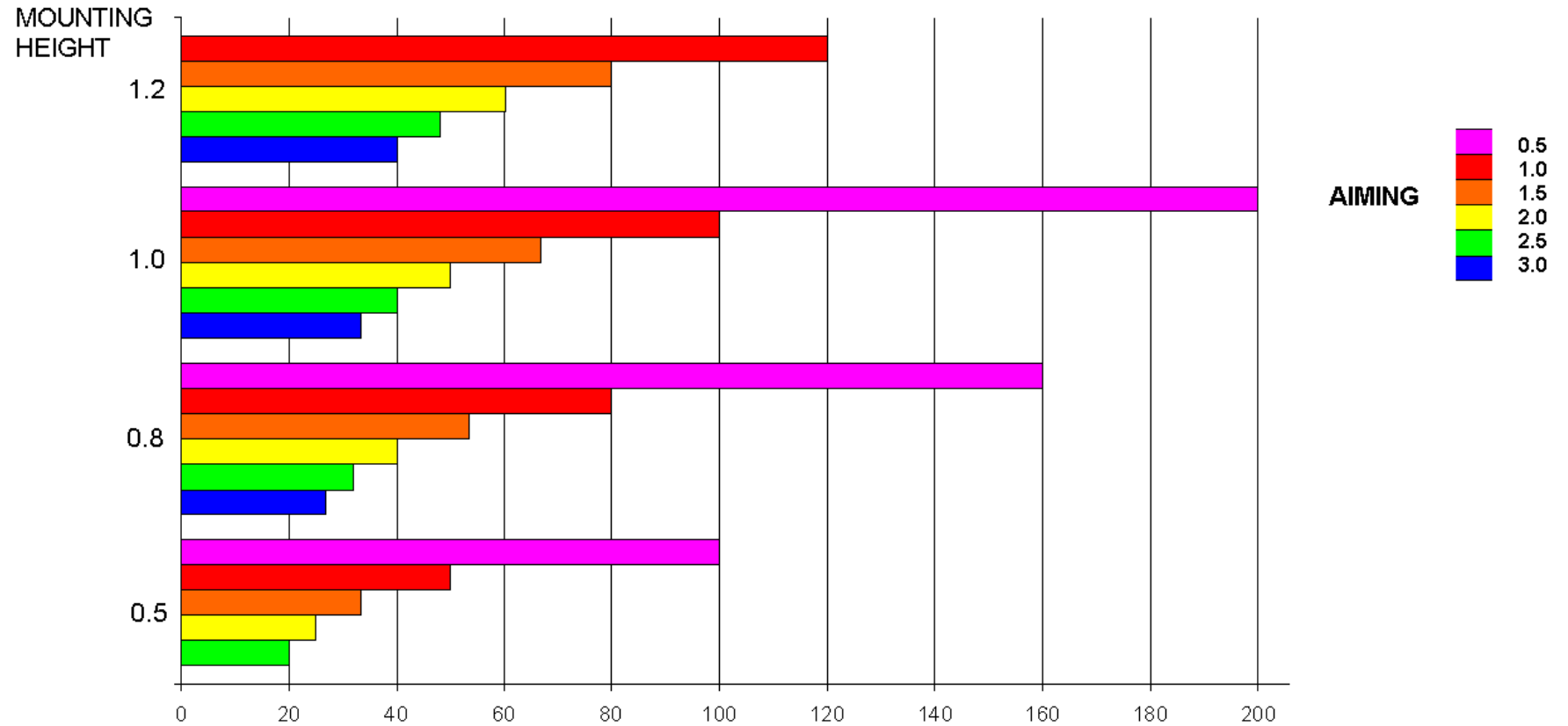
Informal document **GRE-81-16**
(81st GRE, 15–18 April 2019,
agenda item 4)

BOX JUSTIFICATION for GRE-81-13

Poland

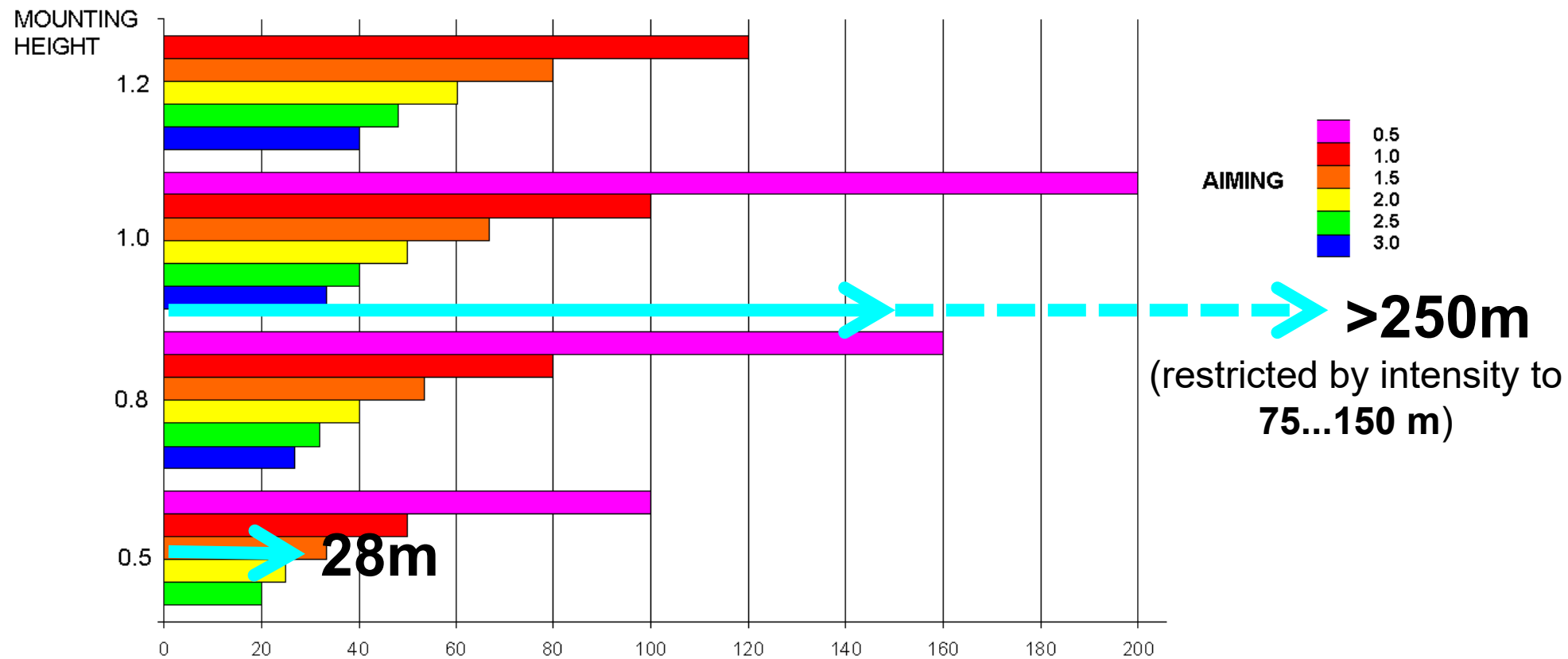
15 April 2019

Road illumination distance in present Reg. 48



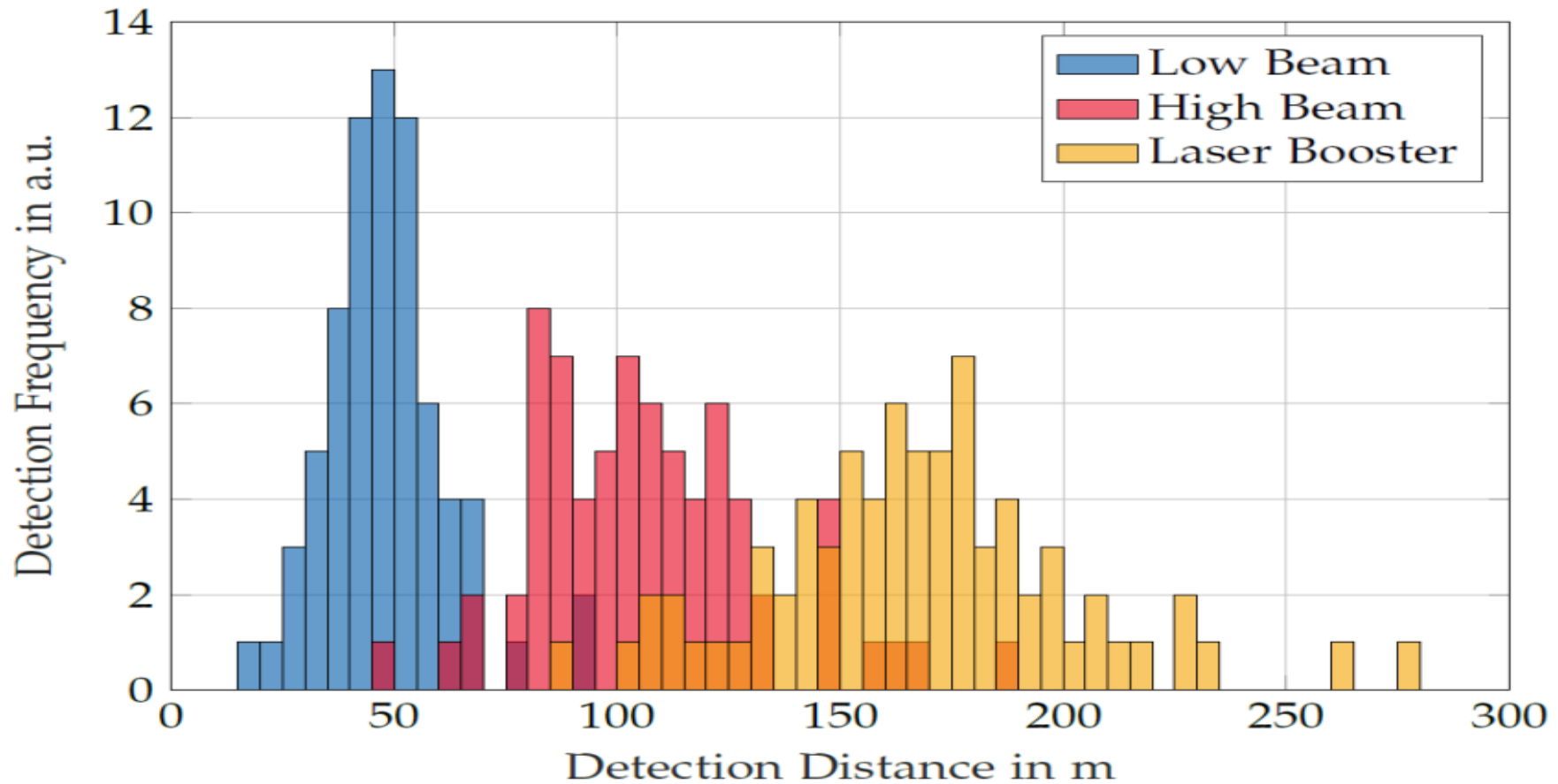
GRE-65-30

Road illumination distance proposed in ECE/TRANS/WP.29/ GRE/2019/3



GRE/2019/3

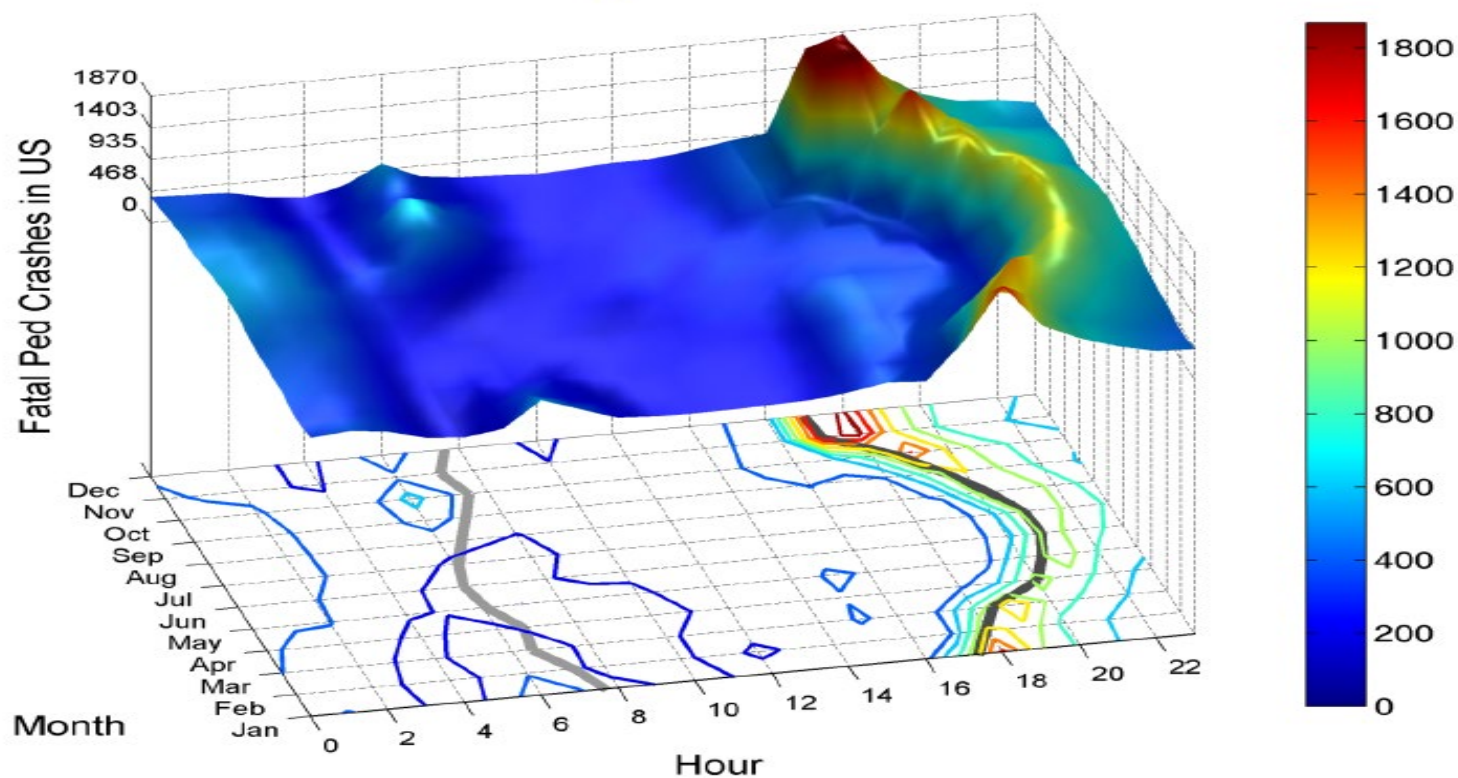
Detection distance for different kind of headlamps (20m – 100 m)



J. Kobbert, K. Kosmas, T. Khanh

PEDESTRIAN FATALITIES IN RELATION TO MONTH AND DAY HOUR

Pedestrian deaths FARS, 1987-2003



DARKNESS HAS VERY DIFFERENT EFFECTS BY CRASH TYPE

For fatal crashes, darkness increases risk by factors of:

- Two-vehicle	1.33
- Road departure	0.99
- Pedestrian	4.14
- Animal	4.60

M. J. Flannagan
UMTRI

ACCIDENTS WITH PEDESTRIAN WITHIN ONE HOUR BEFORE AND AFTER SUNSET OUTSIDE BUILT-UP AREAS

NEARLY THE SAME CLOCK HOURS (16:00-17:30 DEPENDING ON GEOGRAPHIC CO-ORDINATES)

7 DAYS BEFORE AND AFTER CHANGING TIME FROM SUMMER TO WINTER

8% ACCIDENTS „BEFORE”
92% ACCIDENTS „AFTER”

FOR PEDESTRIAN ACCIDENTS IN DARK RISK INCREASED BY FACTOR OF **12**

Poland

2013

-

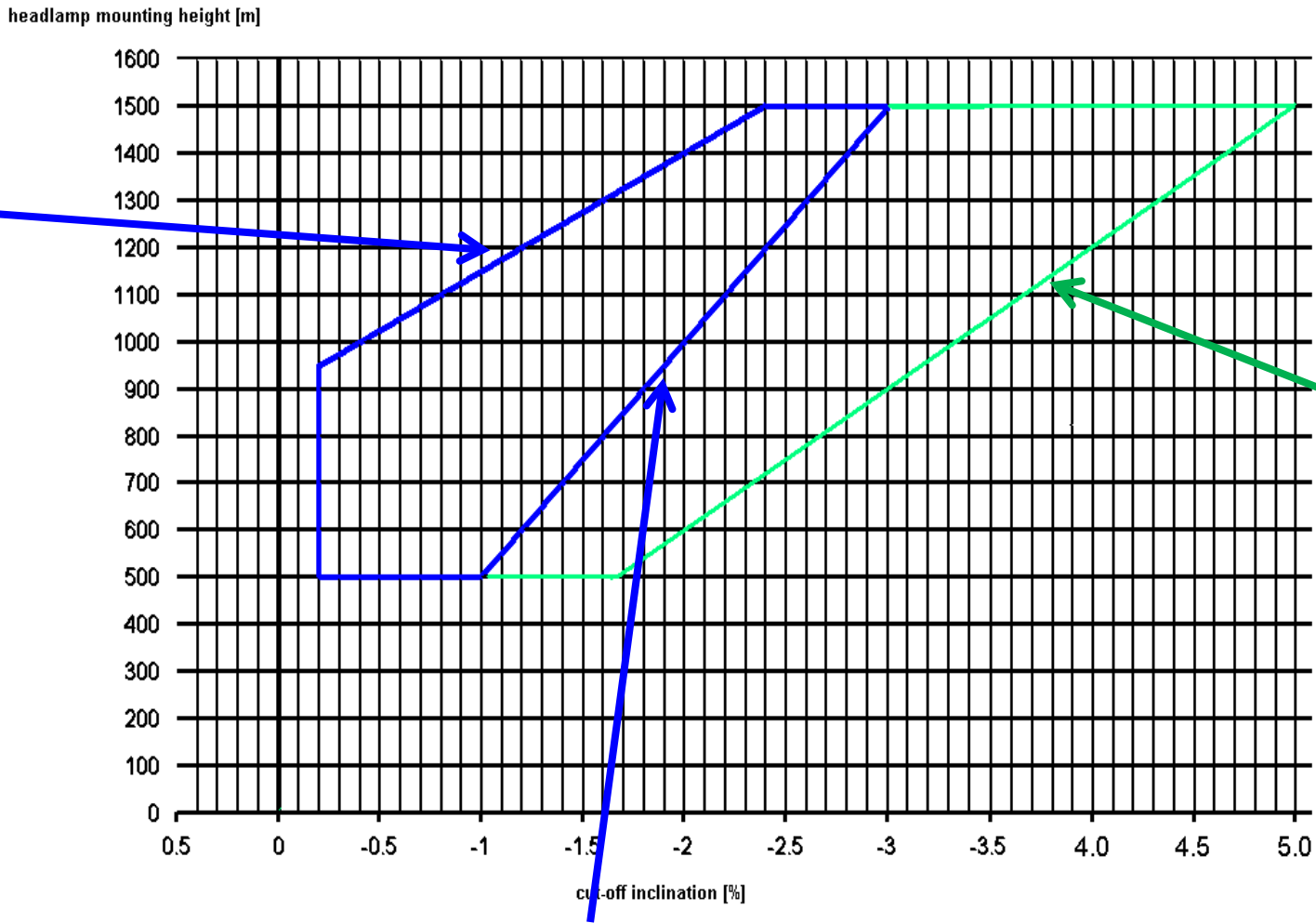
2017

**NO RESPONSE FROM MANUFACTURERS SIDE FOR QUESTION REGARDING
REQUEST FOR 1,6% AIMING RANGE (VGL-10-06)**

(STATIC) AUTOMATIC LEVELLING DEVICES FOR MANY USED SYSTEMS CAN CONTROL LEVELLING
BETTER THAN POSSIBLE TO MEASURE

STILL POSSIBLE TO USE MANUAL LEVELLING DEVICE

PROPOSAL



The same glare restriction beyond 25 m

[Min 30 m for special (restricted speed) vehicle]

Min 50m road illumination distance for normal vehicle

Thank you for attention



Instytut Transportu Samochodowego
Motor Transport Institute