

WORLD TRADE ORGANIZATION

G/TBT/N/NLD/45

18 June 2002

(02-3388)

Committee on Technical Barriers to Trade

Original: English

NOTIFICATION

The following notification is being circulated in accordance with Article 10.6.

1.	Member to Agreement notifying: <u>THE NETHERLANDS</u> If applicable, name of local government involved (Articles 3.2 and 7.2):
2.	Agency responsible: Ministry of Transport, Public Works and Water Management Name and address (including telephone and fax numbers, e-mail and web-site addresses, if available) of agency or authority designated to handle comments regarding the notification shall be indicated if different from above: National Enquiry Point – EC WTO TBT Enquiry Point
3.	Notified under Article 2.9.2 [], 2.10.1 [X], 5.6.2 [], 5.7.1 [], other:
4.	Products covered (HS or CCCN where applicable, otherwise national tariff heading. ICS numbers may be provided in addition, where applicable): Devices that improve the field of vision to reduce the so-called 'blind spot', such as certain mirror and camera/monitor systems.
5.	Title, number of pages and language(s) of the notified document: Draft Decree amending the Vehicle Rules in connection with the rendering compulsory of certain devices that enhance the field of vision in company cars.
6.	Description of content: The Netherlands intends to prescribe the provisions referred to under 6 as a permanent requirement for all company cars intended for the transport of goods that have a maximum permitted mass of more than 3 500 kg (hereinafter: lorries). This obligation will not apply to company cars registered in another Member State of the European Communities. In addition, the Netherlands intends to permit certain wide-angled mirrors in the framework of the inspection for initial admission to the public roads if these reduce the 'blind spot'.
7.	Objective and rationale, including the nature of urgent problems where applicable: Over the past few years, the Netherlands has seen relatively many accidents as a result of collisions with right-turning lorries which involved pedestrians and (motor)cyclists. These accidents can to a large extent be ascribed to the limited vision which the drivers of these lorries had in the area to the right of their vehicles (the so-called 'blind spot'). The effects of these collisions are often very serious. It is expected that by including the obligation to apply the devices referred to under 4, the number of serious accidents as a result of the existence of the 'blind spot' between lorries and vulnerable members of the public will be drastically reduced. The number of lorries that are equipped with these devices is still far too low. This is why the Netherlands wishes to make them compulsory as quickly as possible.

8.	Relevant documents: Vehicle rules
9.	Proposed date of adoption: August 2002 Proposed date of entry into force: 1 September 2002
10.	Final date for comments: -
11.	Texts available from: National enquiry point <input checked="" type="checkbox"/> or address, telephone and fax numbers, e-mail and web-site addresses, if available of the other body: