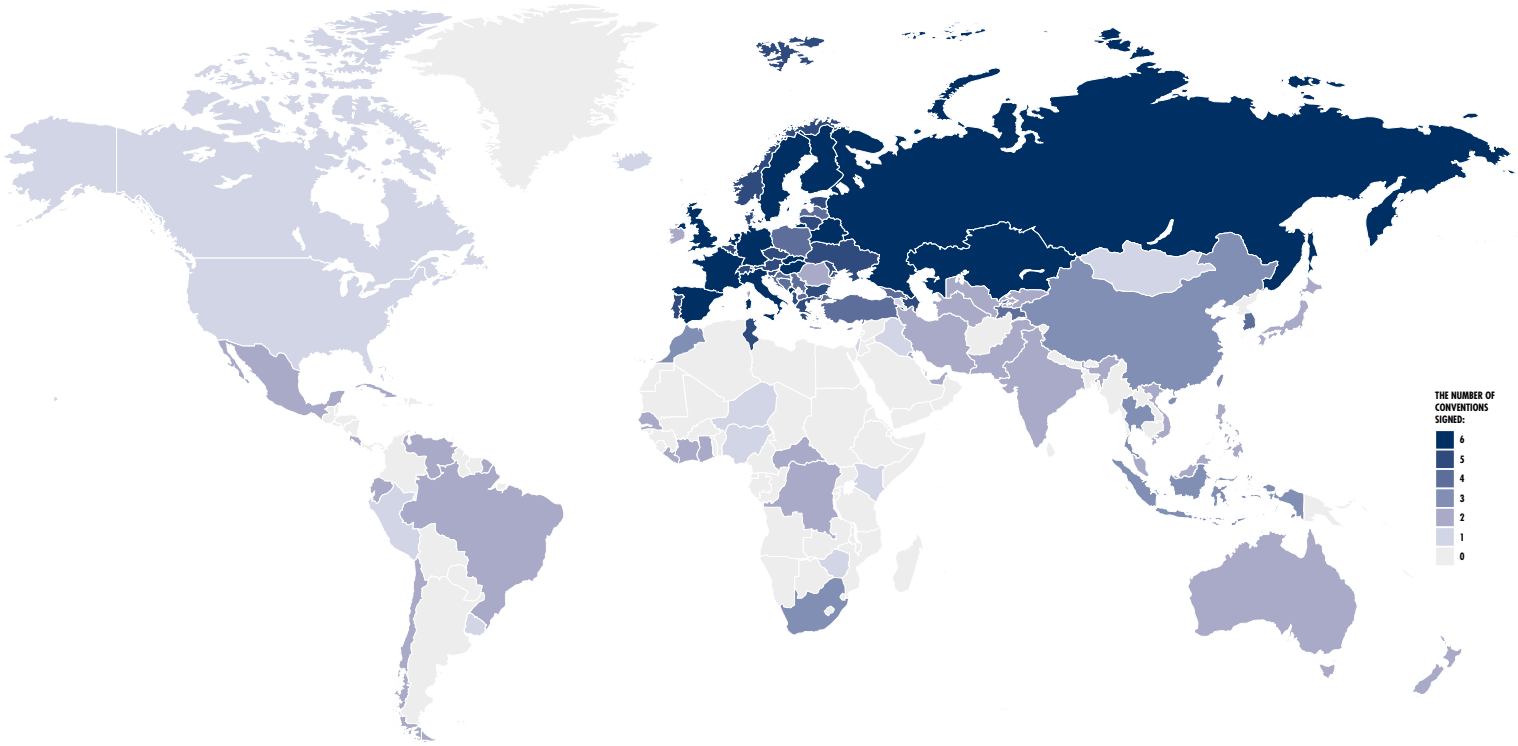
UNITED NATIONS ROAD SAFETY CONVENTIONS

CONTRACTING PARTY STATUS

There are 58 United Nations inland transport related legal instruments administered by the UNECE Inland Transport Committee and updated regularly. Of the 58 transport conventions, six are considered to be priorities for accession.

1. 1968 Convention on Road Traffic
2. 1968 Convention on Road Signs and Signals
3. 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts
4. 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles
5. 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts
6. 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

The conventions serve as a foundation for states to build national legal frameworks which prevent death and disability from road traffic crashes. Road safety governance is above all about the political will to create and carry out a national strategy and programme.



OVERVIEW: UNITED NATIONS ROAD SAFETY CONVENTIONS

1. **1968 Convention on Road Traffic**
   The 1968 convention provides rules on all aspects of international road traffic and safety, and serves as a reference for national legislation. It describes all road user behaviour, such as what drivers and pedestrians must do at crossings and intersections. It promotes safe road user behaviour.

2. **1968 Convention on Road Signs and Signals**
   The convention provides over 250 commonly agreed road signs and signals, road markings, and specifies the norms for traffic lights. It also classifies road signs into three classes (danger warning, regulatory and informative), defines each and describes their physical appearance to ensure visibility and legibility. It focuses on safe infrastructure which will contribute to safer roads and mobility.

3. **1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts**
   The agreement provides the legal framework for adopting uniform UN Regulations for all types of wheeled vehicles manufactured, specifically related to safety and environmental aspects. It covers over 130 UN Regulations (such as headlamps, braking, tires, safety belts). Parts and equipment that have been approved against these high safety requirements carry the E-marking, an important sign for the industry and consumers. It improves safety and environmental performance, facilitates international road traffic and removes technical barriers to international trade. It promotes safe and environmentally friendly vehicles.

4. **1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles**
   The agreement provides the legal framework for the inspection of wheeled vehicles and for the mutual recognition of inspection certificates f or c ross-border use of road vehicles. Its rules do not currently cover passenger cars and vans; however, amendments are under way. The agreement promotes keeping vehicles environmentally friendly and safe throughout their lifetime.

5. **1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts**
   The agreement serves as the framework for developing global technical regulations for vehicles on safety and environmental performance, including electronic stability control, pole side impact, and emissions tests among others. New regulations are added as needed to keep up with progress on safety and technology. If a country - applying a self-certification regime - has an established regulatory agency, it should conduct market surveillance and enforce production compliance. It promotes safe and environmentally friendly vehicles.

6. **1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)**
   This agreement and its annexes, which are updated every two years (last version ADR 2015), outline the highest level of safety acceptable to all Contracting Parties for permitting transport of dangerous goods by road on their territories, taking duly into account cost/safety benefits considerations. It defines the dangerous goods that may be transported internationally – and the transport conditions – and sets requirements for operations, driver training and vehicle construction. With performance-tested, certified and periodically inspected transport equipment and vehicles, top-trained drivers and a well-established efficient system of hazard communication for emergency response, we achieve safer road transport operations.

WE MUST ACHIEVE

The rapidly growing numbers of vehicles and road users and increased trade, globalization and urbanization, coupled with staggering global road traffic injury rates underline the critical need to actively promote road safety everywhere. Never before have sustainable transport, mobility and development been so intertwined and interdependent, as also reflected in SDGs 3.6 and 11.2. Sustainability must go hand-in-hand with safety, which is dependent on implementing internationally agreed norms and harmonizing the world's response; building a culture of safety on all levels and across all borders, with increased political will and governance at the core.

Achievement is about more than just decreasing the numbers, it is about holding the value of life at the highest level. Every individual on this planet deserves to live a safe, healthy and prosperous life.

STEPS TO UN CONVENTION ACCESSION

ACCESSION

How?
To become a Contracting Party (CP), any United Nations (UN) member State can submit "an instrument of accession, acceptance or approval" to the Secretary-General of the United Nations.

The decision
Accession only occurs when governments and other involved institutions provide their formal approval. For this to happen, government institutions should be informed of these instruments and convinced of their benefits. Experience shows it is often most effective to:

a) Translate the legal instrument into the national language
b) Conduct and provide a cost-benefit analysis, outlining the fiscal and human resources required for implementation
c) Determine a list of any required national legal reforms
d) Consult with industry and civil society to ensure full transparency and legal certainty for professionals in fields affected by the new rules

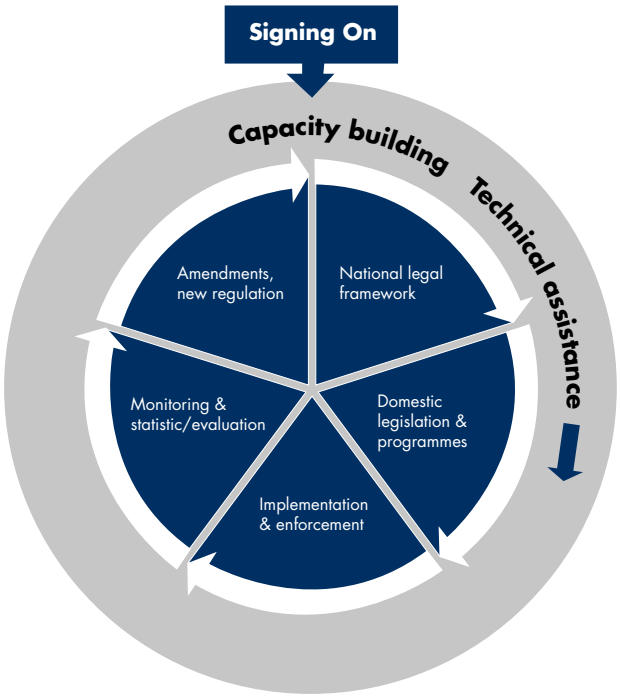
A State must follow domestic constitutional procedures to make a formal decision to become a CP. This means that parliament must agree before the instrument (or letter) of accession is signed and sent, or that the country's constitutional court has to examine and confirm the instrument does not contradict the constitution (judicial review). In other cases, various councils or other institutions within the government have to provide approval before the letter of accession can be sent.

Becoming a CP requires no financial obligation or fee.

THE PROCESS

The letter
Depending on a country's institutional and constitutional structure, only the head of state, head of government or the minister for foreign affairs can sign and thus validate the letter of accession. It is sent via official channels to the Secretary-General of the United Nations, where the Treaty Section of the Office of Legal Affairs at the UN headquarters in New York City will receive and register the accession.

Entry into force
The convention then enters into force automatically after a designated period of time; for the UN conventions under discussion, this period is nine months on average. The time between accession and entry into force allows governments to prepare for implementation. Unless a convention specifically provides for progressive implementation or transitional periods, a country generally can no longer invoke national law as grounds for not implementing once a convention enters into force.



IMPLEMENTATION

Each country has its own process of implementing and enforcing the conventions and agreements.

ASSISTANCE

Various institutions, such as the United Nations Economic and Social Council's Committee of Experts on Dangerous Goods, and the UNECE Inland Transport Committee and its Working Party on Road Traffic, can help to ease accession and implementation by providing technical assistance and training.

ACCESSION STATUS

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULA-TIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957
Afghanistan						
Albania	■	■	■	■		■
Algeria						
Andorra						■
Angola						
Antigua and Barbuda						
Argentina						
Armenia	■					
Australia			■		■	
Austria	■	■	■	▒		■
Azerbaijan	■	■	■		■	■
Bahamas	■					
Bahrain	■	■				
Bangladesh						
Barbados						
Belarus	■	■	■	■	■	■
Belgium	■	■	■	▒		■
Belize						
Benin						
Bhutan						
Bolivia						
Bosnia and Herzegovina	■	■	■			■
Botswana						
Brazil	■	▒				
Brunei Darussalam						
Bulgaria	■	■	■	■		■

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Burkina Faso						
Burundi						
Cabo Verde						
Cambodia						
Cameroon						
Canada					■	
Central African Republic	■	■				
Chad						
Chile	▒	■				
China	▒	▒			■	
Colombia						
Comoros						
Congo						
Costa Rica	▒	▒				
Côte d'Ivoire	■	■				
Croatia	■	■	■			■
Cuba	■	■				
Cyprus				▒	■	■
Czech Republic	■	■	■	▒		■
Democra-tic People's Republic of Korea						
Democratic Rep. of the Congo	■	■				
Denmark	■	■	■	▒		■

■ Ratification, accession, definite signature

▒ Signature

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULA-TIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957
Djibouti						
Dominica						
Dominican Republic						
Ecuador						
Egypt						
El Salvador						
Equatorial Guinea						
Eritrea						
Estonia						
Ethiopia						
European Union						
Fiji						
Finland						
France						
Gabon						
Gambia						
Georgia						
Germany						
Ghana						
Greece						
Grenada						
Guatemala						
Guinea						
Guinea Bissau						
Guyana						
Haiti						
Holy See						
Honduras						
Hungary						
Iceland						
India						
Indonesia						

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Iran, Islamic Republic of						
Iraq						
Ireland						
Israel						
Italy						
Jamaica						
Japan						
Jordan						
Kazakhstan						
Kenya						
Kiribati						
Kuwait						
Kyrgyzstan						
Lao People's Dem. Rep.						
Latvia						
Lebanon						
Lesotho						
Liberia						
Liechtenstein						
Lithuania						
Luxembourg						
Libya						
Madagascar						
Malawi						
Malaysia						
Maldives						
Mali						
Malta						
Marshall Islands						
Mauritania						
Mauritius						
Mexico						

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Micronesia (Federated States of)						
Monaco	■					
Mongolia	■	■				
Morocco	■	■				■
Mozambique						
Myanmar						
Namibia						
Nauru						
Nepal						
Netherlands	■	■	■	■	■	■
New Zealand			■		■	
Nicaragua						
Niger	■					
Nigeria		■				
Norway	■	■	■		■	■
Oman						
Pakistan	■	■				
Palau						
Panama						
Papua New Guinea						
Paraguay						
Peru	■					
Philippines	■	■				
Poland	■	■	■			■
Portugal	▒	■	■	■		■
Qatar	■					
Republic of Korea	▒	▒	■		■	
Republic of Moldova	■	■		■	■	■
Republic of Montenegro	■	■	■			■
Romania	■	■	■	■	■	■

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Russian Federation	■	■	■	■	■	■
Rwanda						
Saint Kitts and Nevis						
Saint Lucia						
Saint Vincent and the Grenadines						
Samoa						
San Marino	■	■	■	■	■	
Sao Tome and Principe						
Saudi Arabia						
Senegal	■	■				
Serbia	■	■	■			■
Seychelles	■	■				
Sierra Leone						
Singapore						
Slovakia	■	■	■	▒	■	■
Slovenia	■	■	■		■	■
Solomon Islands						
Somalia						
South Africa	■		■		■	
South Sudan						
Spain	▒	▒	■	▒	■	■
Sri Lanka						
Sudan						
Suriname						
Swaziland						
Sweden	■	■	■	▒	■	■
Switzerland	■	■	■	▒		■
Syrian Arab Republic						
Tajikistan	■	■			■	■
Thailand	▒	▒	■			

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The FYR of Macedonia	■	■	■			■
Timor-Leste						
Togo						
Tonga						
Trinidad and Tobago						
Tunisia	■	■	■		■	■
Turkey	■		■		■	■
Turkmenistan	■	■				
Tuvalu						
Uganda						
Ukraine	■	■	■	■		■
United Arab Emirates	■	■				
United Kingdom	■	■	■	■	■	■
United Rep. of Tanzania						
United States					■	
Uruguay	■					
Uzbekistan	■	■				
Vanuatu						
Venezuela	■	■				
Viet Nam	■	■				
Yemen						
Zambia						
Zimbabwe	■					