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Working Party on Road Traffic Safety
(Fortieth (special) session, 27-29 November 2002,
agenda item 2 (a))

AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD
TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS
SUPPLEMENTING THEM

Consolidated amendment proposals

Note by the secretariat

Introduction

1. The present document is a compilation of the proposals adopted by the Working Party on Road Traffic Safety (WP.1) (see documents TRANS/WP.1/74 and TRANS/WP.1/78, **TRANS/WP.1/2002/23 and CRPs from the thirty-ninth session**) to amend the Vienna Conventions on Road Traffic and on Road Signs and Signals, the European Agreements supplementing them, and the Protocol on Road Markings additional to the European Agreement supplementing the Vienna Convention on Road Signs and Signals. It is comprised of two main parts: the proposals themselves which appear in the order of the Articles and Annexes of the Conventions and Agreements [...]. **The additions or modifications adopted at the thirty-ninth session of WP.1 or by the Legal Group, at its meeting on 27 September, appear in bold underlined italics in the present document. Because of the lack of time, the present document is limited to the texts of the Conventions and Agreements. The accompanying explanatory notes have been deleted but will be included again for the forty-first session of the Working Party from 31 March to 4 April 2003.**

AMENDMENT PROPOSALS

A. VIENNA CONVENTION ON ROAD TRAFFIC

I. Article 1: Definitions

Insert new subparagraph (g bis) to read:

“(g bis) Cycle lane means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings ~~according to Article 26 bis of the Convention on Road Signs and Signals.~~”

Insert new subparagraph (g ter) to read:

“(g ter) Cycle track means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.”

II. Article 8: Drivers

Add a new paragraph 6 to read:

“6. A driver of a vehicle shall at all times minimize any activity other than driving. Domestic legislation should lay down rules on the use of phones by drivers. In any case, legislation shall prohibit the use by a driver of a hand held phone while the vehicle is in motion.”

III. Article 11: Overtaking and movement of traffic in lines

Insert a new subparagraph 1 (c) to read:

“(c) Domestic legislation may authorize cyclists and moped riders to pass stationary vehicles or vehicles moving at a low speed on the side which corresponds to the direction of traffic provided that sufficient space is available.”

IV. Article 16: Change of direction

Amend Article 16.1 (b) to read:

“(b) If he wishes to turn off on the other side, and subject to such other provisions as Contracting Parties or subdivisions thereof may enact for cycles and mopeds **enabling them to change direction, for instance by crossing the intersection in two separate stages, move as closely as possible to the centreline of the carriageway if it is a two-way carriageway or to the edge opposite to the side appropriate to the direction of traffic if it is a one-way carriageway and, if he wishes to enter another two-way road, make his turn so as to enter the carriageway of such other road on the side appropriate to the direction of traffic.”**

Amend Article 16.2 to read:

“2. While changing direction, the driver shall, without prejudice to the provisions of Article 21 of this Convention regarding pedestrians, **allow road users to pass on the carriageway, or on other parts of the same road, he is preparing to leave.**”

V. Article 23: Standing and parking

Amend the last sentence of Article 23.1 to read:

“**Both** in and outside built-up areas they shall not be stationed on cycle tracks, **cycle lanes, bus lanes, tracks for horseback riders, footpaths,** pavements or on verges specially provided for pedestrian traffic, save where applicable domestic legislation so permits.”

Amend Article 23.6 to read:

“6. Nothing in this Article shall be construed as preventing Contracting Parties or subdivisions thereof from introducing other **provisions** on parking and standing **or from making individual provisions for the standing and parking of cycles and mopeds.**”

VI. Article 27: Special rules applicable to cyclists, moped drivers and motor cyclists

Amend Article 27.4 to read:

“4. Where cycle **lanes or cycle** tracks exist, Contracting Parties or subdivisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances, they may authorize moped drivers to use the **cycle lane or cycle** track and, if they consider it advisable, prohibit them from using the rest of the carriageway. **Domestic legislation shall specify under what conditions other road users may use the cycle lane or cycle track or cross them, maintaining cyclists’ safety at all times.**”

VII. Article 37: Distinguishing sign of the State of registration

Amend Article 37.1 to read:

- (a) Every motor vehicle in international traffic shall display at the rear, in addition to its registration number, a distinguishing sign of the State in which it is registered. *(Existing text of paragraph 1 of Article 37)*
- (b) **This sign may either be placed separately from the registration plate(s) or may be incorporated into the registration plate(s).** *(Text already adopted).*
- (c) **When the distinguishing sign is incorporated into the registration plate, it must also appear on the front registration plate of the vehicle if such is obligatory.**

Amend the first sentence of Article 37.2 to read:

“2. Every trailer coupled to a motor vehicle and required under Article 36 of this Convention to display a registration number at the rear shall also display at the rear, **either separately from its registration plate or incorporated into it**, the distinguishing sign of the State where the registration number was assigned. ...”

Amend Article 37.3 to read:

“3. The composition of the distinguishing sign, [...] and the manner of displaying it **or its incorporation into the registration plate, shall conform to the conditions laid down in Annexes 2 and 3** to this Convention.”

VIII. Article 41: Driving permits

Amend subparagraphs (b) and (c) of Article 41.1 to read:

(b) **Contracting Parties undertake to ensure that driving permits are issued only after verification by the competent authorities that the driver possesses the required knowledge and skill; the persons authorized to check if drivers have the necessary knowledge and skills must have appropriate qualifications; the contents and procedure of both theoretical and practical exams are regulated by national legislation;**

(c) **Domestic legislation must lay down requirements for obtaining a driving permit; including those for the theoretical and practical exams and medical conditions;**

Amend Article 41.2 to read:

“ Contracting Parties shall recognize:

~~(a) Any domestic permit drawn up in their national language or in one of their national languages, or, if not drawn up in such a language, accompanied by a certified translation;~~

~~(b)~~ (a) Any domestic permit conforming to the provisions of Annex 6 to this Convention;

~~(c)~~ (b) Any international permit conforming to the provisions of Annex 7 to this Convention, **on the condition that it is presented together with the corresponding domestic permit;**

as valid for driving in their territories a vehicle coming within the categories covered by the **permits**, provided that the **permits are** still valid and that **they were** issued by another Contracting Party or subdivision thereof or by an association duly empowered thereto by such other Contracting Party. The provisions of this paragraph shall not apply to learner-driver permits.”

Amendments to be made to other paragraphs of Article 41, 42 and 43 will be incorporated later. Refer to the decisions contained in CRP.2/Add.4 of the thirty-ninth session and to documents TRANS/WP.1/2002/22 and Add.1.

IX. **Annex 1: EXCEPTIONS TO THE OBLIGATION TO ADMIT MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC**

Amend Annex 1, paragraph 9 to read:

“9. Contracting Parties may refuse to admit to their territories in international traffic any motor vehicle, or any trailer coupled to a motor vehicle, which displays a distinguishing sign other than **one of those** prescribed in Article 37 of this Convention. **Contracting Parties may not refuse admission to a vehicle which has a distinguishing sign placed separately from the registration plate in conformity with the provisions of this Convention substituting a non-conforming distinguishing sign which is incorporated into the registration plate(s).**”

X. **Annex 2: REGISTRATION NUMBER OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC**

The title of Annex 2 is modified to read:

“Annex 2: REGISTRATION NUMBER **AND PLATE** OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC”

Amend Annex 2, paragraph 3 (first sentence) to read (deletion of “special”):

“3. When the registration number is displayed on a (...) plate, this plate shall be flat and fixed in a vertical or nearly vertical position and at right angles to the vehicle’s median longitudinal plane. ...”

Amend Annex 2, paragraph 4 to read:

“4. **Without prejudice** to the provisions of **Annex 5, paragraph 61 (g) of this Convention, the background of the registration plate on which the registration number and, where applicable, the distinguishing sign of the State in which the vehicle is registered, possibly completed by the flag or emblem according to the conditions defined in Annex 3, is displayed, may be of a retro-reflective material.**”

Add a new paragraph 5 to Annex 2 as follows:

“5. **The background of the part of the registration plate on which the distinguishing sign is incorporated shall be of the same material as that used for the registration number.**”

XI. **Annex 3: DISTINGUISHING SIGN OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC**

Amend Annex 3 to read:

“1. The distinguishing sign referred to in Article 37 of this Convention shall consist of one to three letters in capital Latin characters. (...)”

2. When the distinguishing sign is displayed separately from the registration plate, it must conform to the following conditions:

2.1 The letters shall have a height of at least 0.08 m and their strokes a width of at least 0.01m. The letters shall be (...) in black on a white **background** having the shape of an ellipse with the major axis horizontal. **The white background may be of a retro-reflective material.**

2.2 When the distinguishing sign consists of only one letter, the major axis of the ellipse may be vertical.

2.3 The distinguishing sign shall not be affixed in such a way that it could be confused with the registration number or impair its legibility.

2.4 On motorcycles and their trailers, the dimensions of the axes of the ellipse shall be at least 0.175 m and 0.115 m. On other motor vehicles and their trailers, the dimensions of the axes of the ellipse shall be at least:

(a) 0.24 m and 0.145 m if the distinguishing sign comprises three letters.

(b) 0.175 m and 0.115 m if the distinguishing sign comprises less than three letters.

3. When the distinguishing sign is incorporated into the registration plate(s), the following conditions shall apply:

3.1 The letters shall have a height of at least 0.02 m, taking as a reference a registration plate 0.110 m high.

3.2 (a) The distinguishing sign of the State of registration, which may be supplemented by the flag or emblem of the State or the emblem of the regional economic integration organization to which the country belongs, shall be displayed on the far left or right of the rear registration plate, but preferably on the left or the far upper left on plates where the number takes up two lines.

(b) When, in addition to the distinguishing sign, a regional or local symbol, and/or flag and/or emblem is displayed on the registration plate, the distinguishing sign of the State of registration shall obligatorily be placed on the far left of the plate.

3.3 A flag or emblem supplementing the distinguishing sign of the State of registration shall be positioned so that it cannot impair the legibility of the distinguishing sign and shall preferably be placed above it.

3.4 The distinguishing sign of the State of registration shall be positioned so as to be easily identifiable and so that it cannot be confused with the registration number or impair its legibility. The distinguishing sign shall therefore be at least of a different colour from the registration number, or have a different background colour to that reserved for the registration number, or be clearly separated, preferably by a line, from the registration number.

3.5 For motorcycles and their trailers and/or for registration plates taking up two lines, the size of the letters of the distinguishing sign as well as, where applicable, the size of the national flag or emblem of the State of registration or the symbol of the regional economic integration organization which the country belongs to may be appropriately modified.

3.6 The provisions of this paragraph shall apply according to the same principles to the front registration plate of the vehicle when this plate is obligatory.”

4. The relevant provision of Annex 2, paragraph 3, shall apply to (...) the distinguishing sign.”

XII. Annex 6 to be modified (refer to decisions contained in CRP.2/Add.4 of the thirty-ninth session and to documents TRANS/WP.1/2002/22 and Add.1).

XIII: Annex 7 to be modified (refer to decisions contained in CRP.2/Add.4 of the thirty-ninth session and to documents TRANS/WP.1/2002/22 and Add.1).

AMENDMENT PROPOSALS

B. EUROPEAN AGREEMENT SUPPLEMENTING THE VIENNA CONVENTION ON ROAD TRAFFIC

I. Annex paragraph 12 (Ad Article 13 of the Convention)

Amend paragraph 12 to read:

“12. Ad Article 13 of the Convention (Speed and distance between vehicles)

Paragraph 6

(The paragraph number is changed from 4 to 6; the text remains the same).”

II. Annex paragraph 18 (Ad Article 23 of the Convention (Standing and parking))

Amend Article 23.3 (a)(i) to read:

“(i) Within 5 m before pedestrian crossings **and crossings for cyclists**, on pedestrian crossings, on crossings for cyclists and on level crossings.”

III. Annex paragraph 20 (Ad Article 27 of the Convention (Special rules applicable to cyclists, moped drivers and motor cycles))

Amend the text relating to paragraph 4 to read:

“Moped drivers may be authorized to use the cycle **lane or cycle** track and, if considered advisable, be prohibited from using the rest of the carriageway. **Domestic legislation shall specify under what circumstances other road users may use the cycle lane or cycle track or cross them, maintaining cyclists’ safety at all times.**”

AMENDMENT PROPOSALS

C. VIENNA CONVENTION ON ROAD SIGNS AND SIGNALS

I. Article 1: Definitions

Insert new subparagraph (e bis) to read:

“(e bis) Cycle lane means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings according to Article 26 bis of this Convention.”

Insert new subparagraph (e ter) to read:

“(e ter) Cycle track means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.”

II. Article 7: (Visibility and legibility of road signs)

Replace existing Article 7 by: see item 2 (e) of the agenda.

III. Article 13: Provisions applying generally to the signs described in Annex 1, sections C and D to this Convention

Amend Article 13.2 to read:

“2. Regulatory signs placed level with or shortly after a sign **indicating the beginning** of a built-up area shall mean that the rule applies throughout the built-up area, unless a different rule is notified by other signs on certain sections of the road in the built-up area.”

IV. Article 26 bis

Amend Article 26 bis, paragraph 1 to read:

“The marking of lanes reserved for certain categories of vehicles, **including cycle lanes**, shall be by means of lines which should be clearly distinguished from other continuous or broken lines on the carriageway, notably by being wider and with less space between strokes.”

V. Article 29

Amend the first sentence of Article 29.2 to read:

“2. If road markings are painted, they shall be yellow or white; however, blue may be used for markings showing places where parking is permitted **but subjected to some conditions or restrictions (limit of duration, payment, category of user, etc.). ...**”

Replace paragraph 4 by: see item 2 (e) in the agenda.

VI. Article 29 bis

A new Article 26 bis is inserted as follows : see item 2 (e) in the agenda

VII. Annex 1, Section C, Chapter II

Paragraph 9 (c) (vii) is deleted.

VIII. Annex 1, Section D

Amend paragraph 3 to read:

“3. Sign D,3 ‘COMPULSORY ROUNDABOUT’, shall notify drivers that they must **follow the direction at the roundabout indicated by the arrows. If the roundabout is indicated by the sign D,3 together with the sign B,1 or B,2, the driver in the roundabout has priority.**”

AMENDMENT PROPOSALS

**D. EUROPEAN AGREEMENT SUPPLEMENTING THE VIENNA CONVENTION
ON ROAD SIGNS AND SIGNALS**

I. Paragraph 21 (Ad Annex 1, Section D, subsection II to the Convention)

Paragraph 3 (Compulsory roundabout) is deleted.

AMENDMENT PROPOSALS

E. PROTOCOL ON ROAD MARKINGS, ADDITIONAL TO THE EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND SIGNALS

I. Annex

Amend paragraph 6 to read:

“6. Ad Article 29 of the Convention

Paragraph 2

This paragraph to read as follows:

“The road markings shall be white. The term “white” includes shades of silver or light grey. However:

?? markings showing places where parking is subjected **to some conditions or restrictions** may be blue;’

(rest of text unchanged).”
