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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety  
(Forty-fifth session, 27-30 September 2004,  
agenda item 5 (i))

**REVISION OF THE CONSOLIDATED RESOLUTION  
ON ROAD TRAFFIC (R.E.1)**

**Note by the secretariat**

The Working Party on Road Traffic Safety (WP.1) at its forty-fourth session welcomed the draft restructuring of R.E.1 (TRANS/WP.1/2004/2) proposed by the small group established for the purpose (France (Chair), Switzerland, PRI, secretariat) and submitted by the secretariat. In order to have a more accurate picture of the contents of the proposal, WP.1 requested the secretariat to prepare a draft for the forty-fifth session, incorporating in the new structure the texts relating to the items cited (excluding the annexes), taken from the existing version of R.E.1 (TRANS/SC.1/294/Rev.5, of 6 January 1998), and recommendations adopted by WP.1 since that time.

This is the aim of the text reproduced below. It should be noted, however, that when the draft was prepared, the secretariat, with the agreement of the other members of the small group, introduced changes into the order of the items, made additions to them, amended some headings and created sections so as to present a text that would be as consistent as possible. The secretariat also wishes to submit to the Working Party for consideration a number of proposals for new text in order to supplement the provisions of R.E.1 or improve existing wording. These proposals appear underlined in italics.

**PROPOSED NEW STRUCTURE FOR CONSOLIDATED  
RESOLUTION R.E.1**

*(Reference is made in brackets to existing provisions of R.E.1 or relevant texts.  
Underlined texts in italics are proposals by the secretariat)*

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## **CONSOLIDATED RESOLUTION ON ROAD TRAFFIC (R.E.1)**

THE PRINCIPAL WORKING PARTY ON ROAD TRANSPORT,

DESIRING to establish greater uniformity in Europe in the regulations relating to road traffic, in order to improve road safety and facilitate international road traffic,

BEARING IN MIND that for this purpose a Convention on Road Traffic was opened for signature at Vienna on 8 November 1968 and that a European Agreement supplementing that Convention was opened for signature at Geneva on 1 May 1971,

NOTING nevertheless that the provisions of these two international instruments leave open the possibility of divergences between one country and another as regards some of the regulations in question,

RECOMMENDS Governments, in order to eliminate these divergences as far as possible, to incorporate into their domestic legislation regulations which conform to the recommendations reproduced below, and

FURTHER RECOMMENDS Governments which are not yet in a position to ratify or accede to the above international instruments nevertheless to apply the provisions of those instruments forthwith to the fullest extent possible.

### **Recommendation**

#### **PART I. ROAD USERS**

##### **Chapter 1. Road traffic rules**

###### **1.1. Direction of traffic (1.1)**

It is desirable, in the interests of road safety, that the direction of traffic should be the same in all countries. It is recognized, however, that financial and economic circumstances may preclude, for many years, any change of the direction of traffic in the minority of countries whose rule is to drive on the left. Nevertheless, those Governments shall keep in mind the desirability of such a change.

###### **1.2 Overtaking (1.3)**

###### **1.2.1 At intersections**

No restrictions concerning overtaking at intersections should be imposed other than those specified in article 11, paragraph 8, of the 1968 Convention on Road Traffic.

###### **1.2.2 *(result of the work of the small group chaired by Russia)***

### **1.3 Level-crossings (1.2)**

Road users should be prohibited from proceeding beyond the railway crossing sign (A, 28a or A, 28b) when a train is approaching a level-crossing marked with that sign.

### **1.4 Re-entry of vehicles of regular public transport services into the traffic stream when moving off from stops marked as such (1.4)**

In order to facilitate the movement of regular public transport service vehicles in built-up areas the obligation shall be envisaged for drivers of other vehicles to slow down and if necessary stop in order to allow the public transport vehicles to perform the manoeuvre required for moving off from stops marked as such, subject to the provisions of article 17, paragraph 1, of the 1968 Convention on Road Traffic.

The provisions thus laid down shall in no way affect the duty of drivers of public transport vehicles to take, after having given warning by means of their direction indicators of their intention to move off, the precautions necessary to avoid any risk of accident.

### **1.5 Use of safety devices when a vehicle is immobilized on the carriageway (3.9 and 1.8)**

(a) When an advance warning triangle is used to indicate the immobilization on the carriageway of a motor vehicle other than a moped or a motorcycle without a sidecar, it shall be used in accordance with article 23, paragraph 5 of the 1968 Convention on Road Traffic as amended by the 1971 European Agreement and shall comply with the following conditions: (wording and presentation modified)

- (i) The advance warning triangle shall meet the requirements of Regulation No. 27 annexed to the 1958 Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts.
- (ii) It shall be placed outside built-up areas near the edge of the carriageway or in the lane the stationary vehicle occupies perpendicular to the lane's centre line at least 30 m from the stationary vehicle in the direction of the approaching traffic in such a way that it may be possible for the drivers of the said vehicles to see it in time. This distance shall be at least 100 m on high speed roads (*motorways and express ways*).
- (iii) In built-up areas, the advance warning triangle shall, if possible, be placed in the same way as described above, but at a distance that may be less than 100 m.

(b) Provisions (i) to (iii) above apply equally to independent devices other than triangles if prescribed in domestic legislation.

(c) In order to avoid drivers and other occupants of broken-down vehicles at the roadside and on the edges of motorways being hit by other vehicles while awaiting assistance or during repairs, it is recommended that, in addition to the use of *the above* advance warning devices, they wear safety clothing or other appliances, *for example, safety jackets*, making them highly visible by day and by night. These safety devices should be made of fluorescent materials fitted with retro-reflective bands in such a way that they are clearly visible under all conditions and from all angles.

## **Chapter 2. General rules concerning behaviour in traffic**

### **2.1 Speed** *(to be developed)*

### **2.2 Alcohol, drugs and medicinal products** *(result of the work of the small group chaired by Italy)*

### **2.3 Seat belts**

2.3.1 *(result of the work of the small group chaired by the United States of America)*

2.3.2 Exemptions (3.7)

(a) Member countries are recommended to recognize the validity on their territory of papers exempting persons from wearing seat belts on medical grounds, issued in another ECE country, provided that the said papers, which may be either official documents or medical certificates according to the country concerned, bear the symbol as presented below and indicate the holder's name and the period of validity.



(b) Nationals of countries in which the wearing of seat belts has not been made compulsory by law shall, in order to be granted exemption in the country visited, carry a medical certificate drawn up in compliance with the requirements laid down above.

### **2.4 Mobile phones** *(to be developed; basis: TRANS/WP.1/2001/31)*

**2.5 Tunnels** (*“Tunnels” report TRANS/AC.7/9 (introduction of C.1.1 (principles)) and report TRANS/WP.1/2002/28*)

In-depth analyses of incidents on our roads show that an accident is the consequence of one or more faults in a complex system involving drivers, vehicles, the road and its surroundings. However, the principal factor in road accidents is human error, so efforts to increase the level of road safety have to be primarily aimed at preventing these human errors.

2.5.1 General rules to be observed

Basically, the driving rules that apply in tunnels are the same as those for open roads, i.e. maintaining a safe distance, observing speed limits and maximum loads, thoroughly securing all loads and warning other road users in the event of a breakdown or congestion or severe slowing of traffic. And even more than on open roads, it is recommended that drivers listen to their radio while in tunnels, on the given frequency, so that they are able to receive traffic reports as well as possible specific instructions.

2.5.2 Specific rules to be observed

However, there are a number of additional traffic regulations, described below, that apply especially to tunnels.

When driving in a tunnel:

- Even if the tunnel is lit, driving lights must be switched on (*article 25 bis of the Vienna Convention*);
- Overtaking is forbidden if there is only one lane in each direction (*article 25 bis of the Vienna Convention*);
- Stopping is forbidden (except in cases of force majeure) (*article 25 bis of the Vienna Convention*);
- No turning or reversing is allowed (*article 25 bis of the Vienna Convention*);
- It is *essential to keep* an adequate distance (*or the distance indicated at the entrance to the tunnel or in the tunnel*) from the vehicle in front. *The distance between cars should be the equivalent of 2 seconds, between heavy vehicles the equivalent of 4 seconds and when the vehicles are stopped a distance of 5 m should be kept except in the event of an emergency stop.*

### 2.5.3 Rules for behaviour in special situations

In addition, the rules of behaviour described below should be observed in the following situations:

- (i) In the event of traffic congestion, drivers should:
- Switch on warning lights;
  - Keep sufficient distance from the vehicle in front, even if moving slowly or stopped;
  - Switch off the engine if traffic is completely stopped;
  - Not leave the vehicle;
  - Listen to possible messages on the radio.

- (ii) In the event of a breakdown or accident, drivers should:
- Switch on warning lights;
  - Switch off the engine;
  - Leave the vehicle.

- (iii) In the event of a fire (own vehicle), drivers should:

If possible, drive the vehicle out of the tunnel. If not possible:

- Pull over to the side;
- Switch off the engine;
- Leave the vehicle immediately;
- Attempt to put out fire using the vehicle's extinguisher or one available in the tunnel; if extinction of the fire is not possible, move away without delay to an emergency exit;
- Call for help from an emergency point.

- (iv) When stopped behind a fire (other vehicle), drivers should:

- Switch on warning lights;
- Pull over to the side;

- Switch off the engine;
- Leave the vehicle immediately;
- Attempt to put out fire using the vehicle's extinguisher or one available in the tunnel; if extinction of the fire is not possible, move away without delay to an emergency exit.

See also in this regard recommendations 5.1.1.2, 5.1.2.3 and 5.2.1.3.

## 2.6 Night driving *(to be developed)*

### Chapter 3. Pedestrians and persons with impaired mobility

#### 3.1 Safety of pedestrians *(annex 1 of the report TRANS/WP.1/76 (4 May 2001))*

The aim of these recommendations is to reduce the dangers of the road for pedestrians with regard to both accidents with vehicles and other accidents, such as falling. Because pedestrians as a diverse group have widely different capabilities and as individuals are especially vulnerable, the strategies for adapting pedestrian behaviour to current road structures are limited. Therefore, legal provisions regarding infrastructure, vehicle standards and road user behaviour are necessary.

##### 3.1.1 Facilities for pedestrians

Facilities and infrastructure should be designed to ensure pedestrian mobility, reduce the dangers of the road and foster in all traffic participants a safe and responsible behaviour. *(see 8.1)*

##### 3.1.2 Campaigns to promote pedestrian safety

It is recommended that road users should be made more aware of existing rules and how to behave so as not to constitute a threat to pedestrian safety. Stress should be placed on the aspects referred to in 5.2.1.2.

##### 3.1.3 Role of public authorities

Public authorities should take more account of the vulnerability of pedestrians and contribute actively to reducing the dangers to which they are exposed by taking the following measures:

- (a) Giving pedestrian safety an important role in their national road safety policies; ensuring, to this end, that measures concerning pedestrian safety are given due weight in their legislation, regulations and national programmes of action;

(b) Taking pedestrians into account, giving them the same importance as users of other means of transport when travel and traffic plans are being drawn up. When building new infrastructures, or changing existing infrastructures, a pedestrian implication study should be carried out to determine and to alleviate possible negative effects on the safety and mobility of pedestrians;

(c) Enlisting the participation of residents of the neighbourhoods involved, so that they may contribute via their suggestions to the improvement of pedestrian safety.

#### 3.1.4 Research and statistics on pedestrian safety

In the field of pedestrian safety there is a need to improve statistics and research by, inter alia, the following measures:

(a) Ensuring that pedestrian accidents are recorded and that the quality of recording is optimized;

(b) Research into the relationship between decreases in pedestrian accidents and reductions in pedestrian activity (as in children being brought to school by car instead of walking, or old people not leaving their homes due to fear of increased vehicular traffic);

(c) Further research to determine the positive and negative effects of the increasing use of advanced technologies in vehicles and the design of the latter on the safety of the most vulnerable road users, and pedestrians in particular.

### **3.2 Facilitation of the movement of handicapped persons (4.6 (a), (b), (e), (f), (g), (h) and (i) and annex 9)**

In addition to the provisions of the 1968 Conventions on Road Traffic and on Road Signs and Signals and the 1971 European Agreements supplementing them, it is recommended that urgent and suitable action shall be taken in order to facilitate the movement of handicapped persons in road traffic wherever possible and with due consideration for the safety of all road users, in accordance with the following principles:

(a) Adoption of the international symbol reproduced in annex 9 to this Consolidated Resolution or as described in the 1968 Convention on Road Signs and Signals (annex 1, chapter H, paragraph 1) and its incorporation in documents, road traffic signs, etc. used to facilitate the movement of handicapped persons;

(b) Allowing handicapped persons in wheelchairs to use pedestrian walkways and pavements, provided movement is at walking pace, and cycle-tracks where there is no properly surfaced pavement or pedestrian walkway;



- (c) Promotion, where feasible, of the organization and operation of a special urban transport system for use by handicapped persons unable to move about unaided (such as a service of specially-designed taxis or minibuses);
- (d) Facilitation of the transport of handicapped persons, for instance, using private cars or taxis through a package of appropriate measures such as subsidies or reduction of taxes and/or tariffs;
- (e) Encouraging:
  - (i) The adaptation of normal production vehicles to facilitate the transport of handicapped persons;
  - (ii) The adaptation of normal production vehicles to be driven by certain categories of handicapped persons;
  - (iii) The development and manufacture of special vehicles to be used by handicapped persons;
  - (iv) The standardization of materials used for the adaptation of the vehicles mentioned in subparagraphs (i) and (ii) above, and of the special vehicles mentioned in subparagraph (iii) above;
- (f) Use of the mass media and any other appropriate means to make the public aware of the problems of handicapped persons in road traffic;
- (g) Circulation of suitable information for handicapped persons regarding transport facilities and marked routes available to them.

### **3.3 Safety of elderly persons (4.7 (d), (e) and (f))**

In order to reinforce the safety of elderly persons, they should be made aware of the dangers of road traffic. The following measures are recommended in this regard:

- (a) Elderly persons walking at nightfall should be encouraged to wear bright and reflective clothing or reflective marks;
- (b) The dissemination of information regarding the needs of the elderly related to transport systems and facilities should be supported at all decision-making levels;
- (c) Mass media should be used together with other appropriate means to make all road users, including the elderly, aware of the particular problems concerning the movement of elderly persons in road traffic. Courses for the elderly by organizations involved and/or by the police could be of great help.

### **3.4 Skateboards, roller skates ... (to be developed?)**

## Chapter 4. Safety of children in road traffic

### 4.1 On the way to and from school (4.4 (a) to (l) and (t) to (w))

#### 4.1.1 Measures to be taken to ensure the safety of children on the way to and from school (4.4 (a) to (d)) (wording and presentation modified)

Road traffic is the most complex and difficult aspect of the environment which the child can experience. As a result of its physiological and psychological development, a child's behaviour is less predictable than and markedly different from that of an adult. *Furthermore*, children are especially prone to traffic injuries and the risk of long-term (permanent) disability which may have profound effects on victims' quality of life.

In order to reduce the number of child casualties, a large number of which involving school-age children occur on the way to and from school, it is recommended:

- (a) To supplement the recommendation on minimum requirements in road safety instruction for children, in particular in schools (*see recommendation 5.1.4.*);
- (b) To protect children by active and passive safety measures;
- (c) To eliminate as far as possible dangerous situations on roads near schools and on the routes taken to reach them; and
- (d) To underline the importance of adapting as far as is possible the traffic environment so as to take into account the special problems of children.

#### 4.1.2 Parents and local authorities (4.4 (e) to (l))

The necessary measures shall be taken to ensure the safety of children on their way to and from school and in the immediate vicinity of schools, insofar as possible, in accordance with the following provisions:

- (a) Parents should be informed of their children's limited abilities as road users and shall be encouraged to increase the safety of their children both by supervision and training. As regards supervision, parents shall be especially encouraged to accompany their children or have them escorted to school, particularly those in lower grades, and teach them progressively to go alone. As regards the acquisition of correct behaviour in traffic, theoretical training should be supplemented by practical training given in real traffic conditions and children should be taught how to behave as pedestrians (how to cross a road, walk on the side of the road if there is no pavement, etc.). Such training shall be carried out by both teachers and parents;

- (b) Particular attention shall be given by adults to show by their own example correct behaviour in traffic to children who are accompanied by them;
- (c) Patrols (police, teachers, parents or older pupils) shall be organized to protect children at dangerous places on the way to and from school. As patrols composed of older pupils contribute not only to a greater degree of safety of children at such places but also to the road safety education in general of the patrollers themselves and to the development of their sense of responsibility, it is suggested that special attention be given to promoting such patrols;
- (d) The use of scientifically prepared mass-media communication programmes, aimed at parents and children, in order to enhance the safety of children on their way to and from school shall be promoted;
- (e) A transport system (e.g. school buses - *see recommendation 7.5.1.1*) shall be established for children, in particular those in lower grades, especially if the school is far away from residential areas;
- (f) Parents and school authorities shall be encouraged to ensure that children wear brightly coloured clothing and safety devices (retro-reflective and fluorescent material), in particular in conditions of poor visibility;
- (g) Children who may use cycles or mopeds according to the provisions of national legislation shall be instructed in the basic traffic rules, the importance of correct equipment of their vehicle (lighting, retro-reflectors, brakes, etc.), the use of protective devices (helmets, etc.), and the particular dangers to be encountered in road traffic for their category of vehicle, especially in relation to heavy vehicles. If the children are allowed to use cycles at an early age, parents shall be encouraged to accompany them or to have them escorted and to follow the guidelines set out in paragraphs (a) and (c) above, to teach them progressively to behave correctly as cyclists.

#### 4.1.3 Road traffic and road signs (4.4 (t) to (u))

- (a) Drivers shall be warned by appropriate road signs of the proximity of schools. At least during school hours and during hours when children go to and from school, speed shall be reduced and parking and overtaking shall be prohibited.
- (b) The competent authorities shall reinforce checks on driver's respect of traffic rules near schools when children enter or leave them.

4.1.4 Research and statistics (4.4 (v) to (w))

(a) Governments shall ensure that all road accidents involving injuries to children are recorded in their national statistics, and shall take steps to improve the quality of the data which is recorded. Where it is not possible to include in national statistics data about the accident having occurred on a journey to or from school, the necessary information shall be obtained by means of ad hoc investigations or surveys.

(b) Governments shall take the necessary steps to develop research for increasing the safety of children who participate in road traffic.

**4.2 During the transport of children** (4.5 (b))

(a) The transport of standing children shall not be allowed.

(b) The presence of a monitor is highly recommended. If the role of monitor is entrusted to a pupil, he/she shall be at least 16 years old and have received special training.

(c) Drivers should become aware of specific problems concerning the transport of children.

**4.3 Raising children's awareness of how to behave** (4.5 (c))

Children should be instructed on how to behave at a bus stop, during getting on and getting off the bus and during the journey. Such education should be supplemented by practical training, particularly in facing dangerous situations.

**Chapter 5. Influencing behaviour on the road**

**5.1 Education/Training**

5.1.1 Driving permit

5.1.1.1 *(to be developed. Result of the work of the small group chaired by Russia)*

5.1.1.2 Driving in tunnels ("*Tunnels*" report TRANS/AC.7/9 and report TRANS/WP.1/2002/28)

The tests (*theoretical section*) for the driving permit for all categories of vehicle should include the special rules applicable to driving in tunnels indicated by special road signs (*article 25 bis of the Vienna Convention on Road Traffic*) and the correct behaviour in special situations, e.g. in the event of a vehicle breakdown, congestion, an accident or a fire in a tunnel (*see recommendations 2.5.1 to 2.5.3*).

5.1.2 Professional driving instruction (3.1 and annexes 4, 5, 6 and 7)

5.1.2.1 General principles (3.1 (a) to (c))

(a) Professional driving instruction should be based on the following basic considerations:

- (i) The behaviour of drivers plays an important role in road traffic accidents and their prevention;
- (ii) Minimum requirements for driving tests have been set out in the Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC), done at Geneva on 1 April 1975;
- (iii) In order to conform at least with these minimum requirements, appropriate tuition is necessary;
- (iv) The methods of tuition shall always follow the evolution of development in the field of education and applied psychology and therefore be adjusted to the requirements of the moment and of the local conditions;
- (v) Liaison meetings between representatives of driving schools, instructors and the driving test authorities shall be encouraged so as to improve the standards of tuition.

(b) The requirements indicated in the present recommendation are to be considered as a minimum and Governments shall endeavour to supplement them whenever possible by measures taking into account existing educational trends.

(c) It is recommended that Governments shall take all appropriate steps to ensure that tuition in the driving of motor vehicles shall be given as far as possible in accordance with the minimum conditions set out in paragraphs 5.1.2.2 to 5.1.2.3 below.

5.1.2.2 Instructors (3.1 (d))

Professional tuition shall be given only by instructors approved by the competent authority in accordance with the conditions set out in *annex 4* to this Consolidated Resolution. The instruction given in some countries by trainee instructors should be under the personal supervision and the direct responsibility of a professional instructor.

5.1.2.3 Tuition (3.1 (e) to (g))

(a) The tuition provided shall aim at promoting correct attitude and behaviour in all kinds of traffic situations, cover the matters set out in *annex 5* and follow the methods set out in *annex 6* to this Consolidated Resolution to at least the standards required by the theoretical and practical driving tests, and enable the pupil to realize the dangers of traffic and understand that they are particularly great during the initial years of driving.

(b) Instructors shall be encouraged, in giving the instruction mentioned in paragraphs *(a) and (d)*, to:

- (i) Make the fullest possible use of active methods of tuition and modern teaching aids, including, if appropriate, off-road areas for certain categories of vehicles;
- (ii) Adapt their training methods to suit the individual pupil in a way which encourages active participation by the pupil;
- (iii) Develop systematic training methods which coordinate theoretical and practical training in particular aspects of driving and risk-avoiding behaviour.

(c) (*“Tunnels” report TRANS/AC.7/9 and report TRANS/WP.1/2002/28, measure 1.05*)

The training of truck, coach and bus drivers shall include certain specific aspects concerning behaviour in tunnels. It is also essential that instruction should be given in the safety of vehicles and equipment. In particular, all drivers should be trained in the correct use of a fire extinguisher. It is also recommended that a periodic test of required safety-related knowledge should be introduced (at least every five years).

(d) *(3.1 (g))* Suitable facilities, teaching aids and equipment for the provision of theoretical instruction, determined by education plans and instruction programmes, shall be provided.

5.1.2.4 Vehicles used for tuition (3.1 (h) to (i))

(a) Motor vehicles used for the practical tuition shall be such that the instructor has the facility to control the driving of the candidate to the extent necessary to prevent accidents.

(b) Vehicles shall be marked in such a way as to indicate clearly to the front and to the rear that they are being used for tuition.

5.1.2.5 Supervision (3.1 (j))

The continued application of the provisions set out in paragraphs 5.1.2.2 to 5.1.2.4 above shall be checked at regular intervals by the competent authorities.

5.1.3 First aid training (3.2)

- (a) Appropriate measures shall be taken to ensure that candidates for a driver's permit receive proper training concerning their conduct at an accident site, so as to minimize the hazard to life or health at the scene.
- (b) Drivers and other people should be encouraged to acquire first aid training on a voluntary basis through courses or through mass media or any other appropriate means.

5.1.4 Instruction of children in safe road behaviour (3.3)

*The basic principles of road safety should be instilled in children from their earliest age in order to make them aware of safe road behaviour. For this purpose* appropriate steps shall be taken to encourage road safety instruction for children and ensure that it is given, as far as possible, in accordance with the following principles and the provisions in *annex 8*. Such instruction shall comply with the following principles:

- (a) The main aim of road traffic safety education shall be:
  - (i) To instil the knowledge necessary to observe road traffic rules and for safety on the road or street;
  - (ii) To ensure correct and safe behaviour in the various traffic situations according to limits of children (e.g. age, development);
  - (iii) To develop awareness of the importance and usefulness of road traffic safety and the measures taken.
- (b) To be effective, road safety education shall be provided on a systematic and continuous basis in pre-school establishments, primary and secondary schools, within out-of-school activities and places of further education. Every effort shall be made to secure the active participation of children and the cooperation and participation of parents to enable them to be an integral part of the tuition process, particularly in the early ages;
- (c) Road safety instruction may be taught not only as a single subject but should also be incorporated into more general approaches designed to ensure that the child and teenager learn to respect the fundamental values of everyday life. Furthermore, it should encourage young people to adopt reasonable, safe and considerate conduct not only when driving but in

day-to-day living, especially in respect of other people. To have maximum educational impact, road safety education must cover areas beyond simply the highway code, such as practical skills, knowledge of and positive attitudes towards safety via technical subjects, ethics and social science;

(d) Safety of children on their way to school and back has similar principles and characteristics in many countries. Therefore it is a particularly suitable subject to demonstrate international cooperation and friendship as a subject to be taught in schools.

## **5.2 Awareness-raising/communication**

### **5.2.1 Road safety campaigns**

5.2.1.1 General recommendations (*to be developed*)

5.2.1.2 Recommendations concerning pedestrians (*annex 1 (point 2) of the report TRANS/WP.1/76 (4 May 2001)*)

*With a view to the promotion of pedestrian safety, particular stress in awareness-raising campaigns and driving courses should be placed on the following points:*

(a) Campaigns on pedestrian safety should project not simply an image of the pedestrian as a vulnerable road user, but as an actor in his or her own right;

(b) Campaigns should inform all road users about the physical and psychological capabilities and limits of human beings in traffic thereby helping to understand the behaviour of each road user group;

(c) Driving courses and campaigns should encourage non-aggressive conduct towards pedestrians.

5.2.1.3 Special case of tunnels (*"Tunnels" report TRANS/AC.9/7 and report TRANS/WP.1/2002/28 (measure 1.01)*)

*In order to increase user awareness of safety in tunnels,* information campaigns should be regularly organized in collaboration with the principal partners involved.

(a) These campaigns should cover the behaviour road users should adopt when approaching and driving through tunnels or when they encounter special situations such as a vehicle breakdown, congestion, an accident or a fire, and the safety equipment available in tunnels.



In this regard, the rules to be observed as described in recommendations 2.5.1 to 2.5.3 should be borne in mind.

(b) These campaigns should be effected by means of displays in rest areas before tunnels and at tunnel entrances when the traffic is stopped (for example, at tolls).

#### 5.2.1.4 Campaigns for motorcycle users (3.6 (5))

Safety campaigns to improve the behaviour of drivers of *two-wheeled motor vehicles (motorcycles and mopeds)* in traffic and to urge other road users to pay more attention to *these vehicles*, particularly at crossroads, should be encouraged and their effectiveness evaluated.

### 5.2.2 Speed

#### 5.2.2.1 General recommendations (to be developed?)

#### 5.2.2.2 Information for drivers in international traffic on national legislation concerning speed limits by vehicle and road category (1.6)

All the appropriate measures shall be taken to inform drivers of vehicles in international traffic, e.g. by signs and signals placed at frontiers, of the national requirements concerning speed limits.

### 5.2.3 Information for road users (1.7)

With a view to improvement of the safety of traffic, road users should be informed of large-scale traffic disturbances on important international transit routes. It is recommended, therefore, to exchange information between neighbouring countries, if on the main road network defined by the neighbouring countries concerned:

- (i) Major traffic disturbances (stop-and-go or congestion) are noticed;
- (ii) Closures (e.g. due to construction work or natural catastrophes) become necessary for a prolonged period;
- (iii) Border crossing procedures cause considerable delays.

The competent authorities of the various countries should lay down details on the scope of information and its form of transmission.

5.2.4 Symbols warning drivers of vehicles of the effects of certain medications (3.10)

- (a) It is recommended that Governments shall take appropriate steps to ensure that drivers of vehicles are adequately informed of the adverse effects on their driving of certain medications prescribed by doctors or supplied by chemists without prescription.
- (b) Such information shall be provided by means of the warning symbol reproduced below displayed on the packaging of the medication concerned.
- (c) If certain medications are incompatible with driving, the warning symbol reproduced below shall be applied in the same way:

WARNING SYMBOL



5.3 **Control and sanctions** (*result of the work of the small group chaired by Switzerland*)

**PART II. RULES RELATING TO VEHICLES AND THEIR USE**

**Chapter 6. General rules concerning vehicles and their equipment**

**6.1 Technical inspection of vehicles** (*2.6 and annex 2 (TRANS/WP.1/2001/25 and Corr.1)*)

- (a) Periodic technical inspection of motor vehicles in service at authorized facilities shall be made mandatory in accordance with domestic legislation.
- (b) Legislation shall make it possible for vehicles to be inspected on the road without warning.

(c) The following vehicles shall be required to undergo a technical inspection at least once a year after admission to traffic in order to ascertain whether they satisfy statutory requirements, particularly in regard to the road traffic safety and environmental protection:

- (i) Motor vehicles and trailers used for passenger transport and having more than eight seats in addition to the driver's seat;
- (ii) Motor vehicles used for goods transport whose permissible maximum mass exceeds 3.5 tonnes, and their trailers;
- (iii) Taxis.

(d) Other motor vehicles shall also be required by the domestic legislation to undergo a technical inspection periodically.

(e) Regulations concerning technical inspection shall be based on the checks listed in annex 2 to this Consolidated Resolution.

(f) Domestic legislation may specify particularly stringent rules for vehicles which were involved in accidents or which have changed ownership.

## **6.2 Loading and stowage methods (2.8 and annex 3)**

Governments shall publicize and encourage publicity for the methods and rules reproduced in annex 3 to this Consolidated Resolution.

## **6.3 Registration**

### **6.3.1 Provisional registration (2.4)**

(a) Vehicles whose registration is applied for by or on behalf of persons claiming to be only casual visitors to the country and benefiting on that account from Customs or tax exemptions (tourist-owned vehicles which are not registered or whose registration is not recognized, vehicles bought for export) shall not be registered in an ordinary series.

(b) Such vehicles shall be registered provisionally, the registration to be valid only for a period defined in domestic legislation.

(c) Such registrations shall not be granted for vehicles which are out of the country unless the circumstances are exceptional and properly vouched for.

(d) The registration plates provided for vehicles so registered shall be of approximately the same dimensions as normal plates but shall show, one below the other, the last two figures of the year at the end of which the validity of the provisional registration expires, preferably inscribed in white on a vertical red bar (or in red on a white bar if the background of the plate is red).

(e) Further provisional registration of a vehicle which has already been registered provisionally shall not be allowed unless the service concerned has taken all necessary precautions to prevent abuse.

(f) Registration certificates for vehicles referred to in subparagraph (a) above shall in each case include the address stated by the applicant to be his ordinary residence outside the country in which he has applied for provisional registration (there being, however, no obligation to check in detail the statement by the holder of the certificate as to his ordinary residence), and shall indicate the date on which the validity of the provisional registration applied for expires.

#### 6.3.2 Registration certificates for hired vehicles (2.5)

Where the issue of registration certificates to persons hiring vehicles would present difficulties, it may be made possible for extracts from or copies of the registration certificate, containing at least all the particulars required under article 35, paragraph 1, of the Convention on Road Traffic (1968), to be issued by the authority which issued the certificate or by an association empowered for that purpose by the authority, it being understood that:

(a) A photocopy of the certificate, certified as a true copy by the authority which issued the certificate, may take the place of the copy proper or extract referred to above;

(b) It shall be for the authority issuing the copy or extract or certifying the photocopy to be a true copy to decide whether or not to require the original registration certificate to be deposited;

(c) The copies, extracts or photocopies shall be marked "Vehicle on hire. Copy (extract, photocopy) for use by the person hiring the vehicle". Copies, extracts or photocopies issued, in conformity with the foregoing requirements, for hired vehicles registered abroad shall be accepted in place of the registration certificate.

#### **6.4 First aid kits** (2.7)

(a) A first aid kit shall be placed in vehicles of categories B (in case they are destined for transport of goods and passengers), C and D as defined in annex 6 to the Convention on Road Traffic (1968).

(b) The possession of such a kit shall be encouraged on vehicles other than those indicated under paragraph (a) above when basic knowledge of and training in first aid is a condition for obtaining a permit to drive them.

(c) Such a first aid kit shall include at least the following items:

Quantity

Mask for artificial respiration without mouth-to-mouth contact 1 unit

Absorbing cover-dressing, sterile packed:

small (about 10 x 10 cm) 2 units

medium (about 20 x 25 cm) 1 unit

large (about 25 x 40 cm) 1 unit

Stretchable stocking-type bandage (length preferably 30 cm):

Suitable for head 1 unit

Suitable for arm 1 unit

Suitable for leg 1 unit

Roller bandage (10 or 12 cm) 2 units

Elastic bandage (width 10 or 12 cm) in addition preferably a pad to form a pressure bandage 2 units

First aid dressing, with dressing gauze (size approximately 6 x 10 cm) 2 units

First aid adhesives (assorted sizes) 1 box

Emergency waterproof blanket (200 x 250 cm) preferably with one side in a high visibility colour 1 unit

First aid scissors 1 pair

Safety pins (large) 6 units

Foam rubber block (1.5 x 30 x 50 cm) 1 unit

Note block with pen or pencil 1 unit

Triangular bandage (optional) 1 unit

Instructions on how to use the first aid kit, including a recommendation that any equipment consumed be replaced immediately.

**6.5 Driving in international traffic (new)**

Foreign nationals shall comply with the road traffic rules required by the national regulations of the country through which they are travelling, in particular rules relating to the wearing of seat belts or helmets for mopeds and motorcycles.

When a country which is a Contracting Party to the 1968 Convention on Road Traffic establishes the mandatory use on its territory of devices independent of the vehicle and intended to reinforce traffic safety, such as [an advance warning triangle to supplement hazard warning lights] and/or a safety jacket to be worn by any person who has to repair a vehicle on the roadside, foreign nationals entering the territory of the said country may be required to carry these devices on board their vehicle. In such cases, all necessary information should be given to foreign drivers on entering the territory of the country concerned.

## **Chapter 7. Special rules relating to the vehicle category concerned**

### **7.1 Bicycles**

#### 7.1.1 Technical aspects

##### 7.1.1.1 Visibility of bicycles at night (2.1)

The necessary steps shall be taken for the adoption of the measures mentioned below in addition to the requirements on equipping such vehicles contained in the 1968 Conventions aimed at increasing the safety of users of bicycles at night by improving the visibility of such vehicles.

At the front: without prejudice to existing national legislation on conventional lighting such vehicles shall be equipped with a white reflex-reflector.

On the side: they shall be equipped with amber reflex-reflectors fixed to the spokes of the wheels; or with retro-reflective devices showing a continuous circle.

##### 7.1.1.2 Marking of trailers (2.3)

If a trailer is coupled to a cycle, a red reflecting device and also, if the rear lamp of the cycle is hidden by the trailer or is not lit, a red lamp shall be required to be placed on the rear of the trailer.

#### 7.1.2 Special traffic rules

##### 7.1.2.1 Wearing of protective helmets (3.4)

Users of cycles should be encouraged to wear helmets that provide suitable protection.

**7.2 Mopeds** (according to the definition in article 1 (m) of the 1968 Convention on Road Traffic)

The necessary steps shall be taken in order to ensure maximum safety of moped users, by implementing provisions in keeping with the requirements set out below:

7.2.1 Technical aspects

7.2.1.1 Visibility at night (3.5 (1))

Without prejudice to existing national legislation on conventional lighting, such vehicles shall be equipped with lateral markings consisting inter alia of either amber reflex-reflectors fixed to the spokes of the wheels, or retro-reflective material showing a continuous circle on the side-walls of the tyres. *When these vehicles are subject to registration* the registration plate *affixed to the rear* shall also be retro-reflective.

7.2.1.2 Performance (3.5 (1))

- (a) Mopeds shall be so constructed that the maximum speed permitted by national legislation cannot be increased.
- (b) Modifications of mopeds resulting in a change in their performance and safety of operation shall be prohibited.

7.2.1.3 Trailers (3.5 (1))

Where trailers are permitted by national legislation:

- (a) Trailers shall be such that the performance of the combination ensures sufficient safety of operation (speed, visibility, braking, *maximum permitted weight of the trailer*). *National legislation shall also define the special traffic rules to which this combination may be subject.*
- (b) Trailers coupled to mopeds must be fitted at the rear with a red reflecting device. If the red lamp of the moped is hidden by the trailer and/or its load, a red lamp must be placed on the rear of the trailer. *Similarly, if the registration number is hidden, it must be replicated on the rear of the trailer.*

7.2.2 Special traffic rules

7.2.2.1 Use of mopeds (3.5 (3))

- (a) Moped drivers shall be at least 14 years of age.
- (b) Governments are recommended to introduce obligatory tuition for moped drivers.

#### 7.2.2.2 Safety of moped users (3.5 (2))

The wearing of clearly visible garments and safety equipment, if possible, equipped with fluorescent and reflective materials or devices shall be encouraged especially when visibility is reduced by bad weather conditions or at night.

### 7.3 **Motorcycles**

The necessary measures shall be taken to ensure maximum safety of motorcycle users, by implementing provisions in keeping with the requirements set out below.

#### 7.3.1 Technical aspects

##### 7.3.1.1 Visibility (3.6 (1))

In addition to the obligatory lighting and light-signalling devices prescribed by the 1968 Convention on Road Traffic, motorcycles may be equipped with the following additional devices:

- Vehicle-hazard warning signal;
- Front and rear fog lights;
- Side amber reflex reflectors.

The fitting of such devices shall be encouraged and shall be effected in conformity with the relevant requirements of Regulation No. 53 annexed to the 1958 Agreement. The rear registration plate shall be retro-reflective.

##### 7.3.1.2 Vision (3.6 (2))

Motorcycles shall be equipped with at least one rear-view mirror.

##### 7.3.1.3 Protective devices (3.6 (4))

Motorcycles shall by their design provide effective protection for the driver's legs.

##### 7.3.1.4 Trailers

Where trailers are permitted by national legislation (*see* 7.2.1.3):

- (a) Trailers shall be such that the performance of the combination ensures sufficient safety of operation (speed, visibility, braking, *maximum permitted weight of the trailer*). National legislation shall also define the special traffic rules to which this combination may be subject (e.g. speed restrictions).



(b) Trailers coupled to motorcycles must be fitted at the rear with a red reflecting device. If the red lamp of the motorcycle is hidden by the trailer and/or its load, a red lamp must be placed on the rear of the trailer. Similarly, if the registration number is hidden, it must be replicated on the rear of the trailer.

### 7.3.2 Special traffic rules

#### 7.3.2.1 Aptitudes required for drivers (3.6 (3))

Candidates for a motorcycle driving permit shall be required to pass theoretical and practical tests after receiving appropriate instruction.

The use of high-performance\* motorcycles shall be subject to stricter conditions (special permits) with respect to the driver's aptitudes than those required for driving other motorcycles. To this end, the use of such vehicles may in particular be restricted at the national level to drivers:

- Above a certain age; and/or
- Already having some experience in driving light motorcycles and not having been found guilty of any serious breach of road traffic rules.

#### 7.3.2.2 Safety of motorcyclists (3.6 (5), 2nd and 3rd subparagraphs and result of the work of the small group chaired by the United States of America)

In addition to the obligation contained in the Vienna Convention (art. 32) for motorcyclists to drive with their passing lights or daytime running lights switched on, all necessary measures shall be taken to make the wearing of a protective helmet obligatory under all circumstances for drivers and passengers of motorcycles. These helmets shall be of an approved type.

The wearing of safety garments and equipment, if possible, fitted with fluorescent and reflective materials or devices, should be encouraged, especially for conditions when visibility is reduced by bad weather or at night.

## 7.4 **Light motor vehicles** (*reserved*)

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\* Category to be defined nationally/internationally.

## 7.5 Public transport vehicles

### 7.5.1 Technical aspects

#### 7.5.1.1 Marking of school buses (2.2 and annex 1)

School buses shall conform to the requirements given below with regard to marking in order to warn the drivers of other vehicles of the need to take special care, particularly when such buses stop since children may cross the carriageway. If national legislation contains provision for the carriage of schoolchildren and other parties of children by other means of transport, those other means shall also meet the requirements given below.

(a) The “school bus” sign of which the model appears in *annex 1* to this Consolidated Resolution shall be shown on all buses when, and only when, used solely for the carriage of schoolchildren. The sign shall be shown on the front and the rear of the bus, shall be clearly visible to approaching traffic and shall not interfere with the field of vision of the driver of the school bus. The sign to be shown on the rear of the bus shall be in the form of a square with a 400 mm side. If national legislation prescribes a different sign, for example, “Children”, that sign may be used on vehicles carrying children, instead of the “School bus” sign.

(b) If domestic legislation permits or requires the use of a signal consisting of the simultaneous flashing of all amber direction-indicator lights, in accordance with the provisions of paragraphs 39 and 42 of annex 5 to the Convention on Road Traffic (1968), such a signal shall be used by all buses or other vehicles carrying schoolchildren while children are boarding or alighting.

(c) National legislation may require vehicles transporting children to display their passing lights or their daytime running lights during daylight hours (wording modified).

### 7.5.2 Special traffic rules

#### 7.5.2.1 Requirements for drivers of vehicles of category D (3.8)

(a) Bearing in mind the particular responsibility of drivers of vehicles of category D, Governments should ensure, by such means as they consider appropriate, that the candidates for driving permits of this category have no past records which are incompatible with such responsibility.

(b) The candidates should be required to meet minimum requirements concerning their physical, mental and professional abilities, as contained in annex II of the Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC) of 1 April 1975.

- (c) The candidates should have sufficient practical experience of driving vehicles of categories B or C (for example three years) and undergo special training in driving schools. National law may specify the exceptions to these principles.
- (d) The composition and content of the special training programmes and the duration of the training should be determined depending upon the qualification and experience of the candidates.
- (e) The special training programme should include items concerning embarkation and disembarkation of passengers, particularly of children, physically handicapped and elderly persons, braking and stopping at different speeds with regard to the safety of passengers, urgent passenger evacuation measures, rendering of the first medical aid to passengers in case of emergency.
- (f) Drivers of vehicles of category D shall undergo periodic medical examinations within the time period specified by the national law.

## **7.6 Special categories of vehicles**

*In addition to the rules and obligations set out in the 1968 Convention on Road Traffic and/or in the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR Agreement), the following rules are applicable to the categories of vehicles referred to below:*

### **7.6.1 Long and/or heavy vehicles**

#### **7.6.1.1 Special marking (2.9)**

Considering the difficulty of recognizing and overtaking long (as specified in domestic legislation) and/or heavy vehicles, they shall bear one or other of the following additional rear markings:

- (a) Vertical markings consisting of two rectangular panels placed vertically and symmetrically in relation to the median longitudinal plane of the vehicle and towards the sides of the vehicle, the lower edge of the panels being between 0.5 and 1.5 metres above the ground;
- (b) Horizontal markings consisting of either one or two rectangular panel(s) placed horizontally and symmetrically in relation to the median longitudinal plane of the vehicle, the lower edge of the panel(s) being between 0.5 and 1.5 metres above the ground. A minimum size of the panel should be specified in domestic legislation.

The panel(s) shall consist of amber retro-reflective and red fluorescent materials, for example:

- (a) For trailers and semi-trailers, amber retro-reflective background which may include symbols, with red fluorescent border; and
- (b) For non-articulated heavy vehicles, chevron-type markings made up of amber retro-reflective and red fluorescent materials.

The materials used for the additional markings shall comply with ECE Regulation No. 70 annexed to the 1958 Agreement concerning Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts.

#### 7.6.2 Slow vehicles

Slow vehicles are taken to mean power-driven vehicles which by their construction are not capable of exceeding the speed of 30 km/h. In view of the danger in traffic presented by these vehicles, they shall bear (with the exception of mopeds) the special marking described below:

##### 7.6.2.1 Special marking (2.10)

These vehicles shall bear on the rear of the vehicle a triangular-type marking, clearly distinguishable from that provided for in the Convention on Road Traffic (1968) for the rear marking of trailers and semi-trailers (annex 5, para. 28), incorporating a red fluorescent background with an amber or red retro-reflective border.

This marking shall be solidly fixed at the rear either of the vehicle of its trailer or, if appropriate, of its load.

The devices used for the additional markings shall comply with the technical provisions of ECE Regulation No. 69 annexed to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts.

#### 7.6.3 Vehicles carrying dangerous goods

##### 7.6.3.1 Special traffic rules (*"Tunnels" report TRANS/AC.7/9, measure 1.07*)

### PART III. INFRASTRUCTURES

#### Chapter 8. Infrastructure development

##### 8.1 Measures and facilities to increase pedestrian safety (*annex I of the report TRANS/WP.1/76 (4 May 2001)*)

The following provisions are recommended:

###### 8.1.1 Pavements and footpaths (*I (a)*)

In every town and city, a network of continuous walkways (including pavements etc.) should be established. They should provide safe, direct links between homes, shops, schools, access to public transport and other vital services and facilities. Pavements and footpaths should be well-lit and well-maintained. Their width shall be determined by their function (as school paths or through shopping areas etc.). The pavement should in general not be used for parking of vehicles. If this is not avoidable, sufficient space for the movement of pedestrians should be left. Signs and other equipment should not obstruct the movement of pedestrians.

###### 8.1.2 Pedestrian crossings (*I (b)*)

Generally speaking, the objective should be, where possible, to ensure that pedestrians can cross roads in safety without change of level.

Provision for a sufficient number of pedestrian crossings should be made. At unsignalled crossings, the speed of vehicular traffic should be adapted to enable safe crossing for pedestrians. A central island, and/or other provisions together with good lighting, can help to make crossings safer, especially for children and elderly people. No obstacles such as street furniture or parked vehicles should block the sight of either pedestrians or drivers.

Pedestrian crossings at traffic lights should be signalled so that turning vehicles do not endanger pedestrians. Signal phases should be timed so as to give slow pedestrians enough time to cross safely. Modern technology with automatic detection of pedestrians may be used to extend or reduce the vehicle red period as required to make safe crossings for slow pedestrians possible. Intelligent technology may also be used to minimize waiting times for pedestrians.

###### 8.1.3 Pedestrian subways and footbridges (*I (c)*)

It should be ensured that any footbridges and subways be properly maintained, lighted and accessible to all users, including those with reduced mobility.

#### 8.1.4 Pedestrian areas (I (d))

Pedestrian areas are intended, as a matter of principle, for the use of pedestrians. National legislation should give clear prescriptions on categories of vehicles and users permitted to enter them and on signs, speeds and permitted times applying to such areas. Special care should be given to the access walkways leading to and from pedestrian areas.

#### 8.1.5 Traffic calming areas (I (e))

Low speeds within built-up areas are crucial for the safety of pedestrians. In order to contribute to reducing road dangers for pedestrians the following should be established:

- (i) Zones in residential, shopping and other heavily used areas with speed limits below those generally applied in built-up areas, using road signs E, 9d and E, 10d of the Vienna Convention on Road Signs and Signals;
- (ii) “Residential areas”, using road signs E, 17a and E, 17b of the European Agreement supplementing the Vienna Convention on Road Signs and Signals;
- (iii) Measures to reduce the speeds on main roads, especially near pedestrian crossings.

#### 8.1.6 Infrastructure provisions for pedestrians in rural areas (I (f))

Footways in rural areas should be either established completely independently from the road or separated physically by an elevated kerb, grass band or a wide shoulder. Pavement markings or narrow shoulders are often not sufficient to provide adequate safety.

#### 8.1.7 Direction and information signs for pedestrians (I (g))

Good orientation based on direction and information signs can contribute to greater safety for pedestrians. These signs may prevent pedestrians from getting lost or disoriented in traffic and enable them to give full attention to the traffic situation.

#### 8.1.8 Provisions for other non-motorized road users (I (h))

Facilities designed for improving the safety and convenience of cyclists and other non-motorized travellers (skaters, scooterists, etc.) should not compromise pedestrian safety. Where no separation of these road users is possible or desirable, road traffic should be laid out in such a way that it can safely accommodate cyclists and other non-motorized road users.

#### 8.1.9 Comfort and safety of pedestrians (I (i))

For their safety, pedestrians are dependent on comfort provisions such as even pavement surfaces, provision of seating and shelter. This is especially true for the elderly and handicapped, and may prevent accidents caused by falling.

#### 8.1.10 Maintenance of pavements (I (j))

Pavements should be designed and maintained to ensure evenness and skid-resistance. No obstacles should hinder the mobility of pedestrians. De-icing in the winter is important.

### 8.2 **Facilities to ensure the safety of children in road traffic**

#### 8.2.1 Design of schools and their environment (4.4 (m) to (s))

- (a) Road safety and public health authorities shall be involved in the early stages of planning new schools so as to ensure that, as far as possible, they are built near residential areas and far from roads carrying heavy traffic.
- (b) Routes located near schools shall be planned, designed, equipped and maintained so that they are safe for children (sufficiently wide pavements, footpaths, cycle-tracks, roadside barriers, pedestrian crossings, underpasses and footbridges).
- (c) There must be no man-made or natural obstructions, including stationary vehicles on roads and parking areas in the vicinity of schools that might block children's view of the road and vehicles travelling along it, or drivers' view of children.
- (d) Exits from schools or their grounds shall be planned in such a way as to lead on to roads which present the least possible traffic hazards for children.
- (e) If possible, approaches to schools shall be laid out so as to separate motor vehicle traffic from cyclist and pedestrian traffic.
- (f) Where direct access of children to a busy street is inevitable, steps should be taken to moderate traffic on that street, either permanently or during busy school hours.
- (g) If possible, stopping places shall be provided for vehicles carrying schoolchildren (buses, parents' cars), if possible, off the carriageway and on the same side of the road as the school building.

#### 8.2.2 School bus stops (4.5 (a))

- (a) The school bus stops must conform to recommendation 8.2.1 (g) and preferably be on the actual territory of the school; plans for new schools shall take this into account.

(b) If school bus stops are sited at a normal bus stop, the design of the bus stop shall take this into account.

(c) The space available for children when waiting for the bus must be sufficiently large to accommodate them; it shall be separated from the carriageway by a fixed barrier broken at the point where the doors of the bus open and this area shall be protected by a second barrier placed further back.

(d) When a school bus stop is not at the site of a normal bus stop, it shall be clearly marked as such.

### **8.3 Measures and facilities for the movement of handicapped persons (4.6 (c) and (d))**

(a) Inclusion in the rules on the construction and maintenance of the transport infrastructure of provisions designed to guarantee that handicapped persons are able to move about without encountering major difficulties. In particular, a distinction shall be made between the use of pavement material to guide blind persons and its use to warn them against obstacles. The guidance function shall be adopted for approaches to crossings, bus stops, public buildings, etc.; the warning function shall give protection for blind people against obstacles such as trees, parking metres, notice boards, etc., along the pavement. The following measures, among others, shall be encouraged:

- (i) Improvement of the construction of sidewalks, ramps and lifts by adapting them better to the movements of handicapped persons on foot or in wheelchairs. In particular, kerbs in line with pedestrian crossings shall be lowered or ramped by providing non-slip surfaces for inclines (ramps) and ensuring that they serve to warn blind persons;
- (ii) Installation of push-buttons at pedestrian-operated lights, positioned in such a way that they can be reached by persons using wheelchairs;
- (iii) Facilitation of the use of public transport systems, by applying appropriate measures regarding access to terminal facilities and vehicles.

(b) Consideration of the local needs of handicapped persons, e.g. by providing clearly marked routes in built-up areas, allowing easy access to shops, banks and other public services.

### **8.4 Measures intended to facilitate the movement of elderly persons (4.7 (a), (b) and (c))**

Suitable action shall be taken in order to facilitate the movement of elderly persons and to increase their safety in traffic, taking inspiration from the following principles:

- (a) Efforts should be made to provide for proper maintenance of elements of road infrastructure, including its furnitures, important for the movement of the elderly;



(b) A systematic approach to the appropriate placement of road furniture and to the gradual removal of physical barriers such as elevated steps and stairs at interfaces between streets and buildings and transport systems, should be encouraged and implemented;

(c) The development of networks of continuous and safe footpaths should be encouraged and implemented wherever feasible in urban areas.

#### **8.5 Protection against wild animals (4.1)**

Protection against wild animals crossing the road at points where they are likely to do so shall be provided on roads, in particular on those carrying fast traffic. If possible, such measures should be combined with other initiatives to minimize the negative influence from roads on the distribution of wildlife.

#### **8.6 Clearance of civil engineering works above the carriageway (4.3)**

A clearance of at least 4.50 m above the carriageway shall be prescribed for new or rebuilt civil engineering works throughout the main road system.

(See also Consolidated Resolution on Road Signs and Signals (R.E.2), recommendation 1.7).

#### **8.7 Tunnels? (reports AC.7/9 and TRANS/WP.1/2002/28)**

#### **8.8 Cycle tracks (text?)**

### **Chapter 9. Safety measures**

#### **9.1 Safety measures to be taken when a counter-flow bus lane is used (1.5)**

The adoption of the measures mentioned below, shall be encouraged in order to reduce the accident risk for pedestrians crossing a carriageway with a counter-flow lane reserved for certain categories of vehicles.

Provision shall be made for:

(a) Pedestrian crossings controlled by light signals;

or

(b) Refuges on the outside edge of the lane in question, with a sign on each refuge and on the opposite pavement reminding pedestrians to look in the appropriate direction for approaching vehicles.

Crossing elsewhere than at the specially arranged places mentioned above shall be discouraged through the installation where necessary of protective devices separating the counter-flow lane and the pavement. Care should be taken to ensure that protective devices are not sited in locations where passengers alighting from buses could be trapped between the bus and the device.

## **9.2 Safety of persons working on the road (4.2)**

When road works or mobile road works are in progress on a road, all measures should be taken to give warning of them sufficiently in advance by means of appropriate retro-reflective signs, not only in order to prevent accidents but also so as to protect persons working on the site. Such persons shall wear safety garments conforming to the following requirements:

- (a) The surface area of the garment shall amount to at least 1,500 cm<sup>2</sup> at both the front and the back;
- (b) The colour shall be a fluorescent orange;
- (c) The surface of the garment shall include two stripes of reflectorized material at both the front and the back.

## **PART IV. OTHER MEASURES AFFECTING SAFETY**

### **Chapter 10. Assistance to victims (annex 2 of the report TRANS/WP.1/76 (4 May 2001))**

#### **10.1 Early alert**

- (a) Wherever necessary install call devices connected to established emergency systems and encourage at all places the use of all other means of calling for emergency assistance.
- (b) Introduce an internationally recognized toll-free telephone number for emergency assistance, and pending its introduction, publicize the national emergency number by appropriate means.
- (c) Provide information about the proper use of this emergency number, and publicize the kind of information to transmit to emergency units particularly the location and circumstances of the accident (including, for example, people trapped in the vehicle, vehicles on fire, the number of people injured and the gravity of the injuries, number of vehicles involved, etc.).

#### **10.2 Securing the area of the accident**

- (a) Teach road users (for example, during training for a driving permit) how to secure and signal the area of an accident (i.e. triangle, lights, road flares) in a safe way and to avoid and prevent further complications, pending the arrival of emergency units.

### **10.3 First aid**

- (a) Instruct road users (inter alia as part of the preparation for driving tests, during general education or in special courses) in practical methods of providing emergency assistance for the maintenance of a victim's vital functions pending the arrival of professional assistance.
- (b) Introduce training and ensure periodic refreshment of first aid knowledge and practical skills for professional drivers.
- (c) Require the availability of a first aid kit for vehicles of category B, C and D, as required by recommendation 6.4 of R.E.1.
- (d) Include first aid information in documents which road users usually consult, such as map books and training materials for driving tests.
- (e) Encourage mandatory inclusion of first aid knowledge and practical skills for assisting victims of road accidents in driving permit delivery (either as part of driving tests or holding a first aid certificate delivered by a recognized organization).

### **10.4 Emergency medical assistance**

- (a) Organize the coordination of the dispatch of emergency response resources, particularly the transport of the injured to the nearest adequate health facilities, according to the nature and severity of the injuries.
- (b) Standardize emergency response protocols and ensure that they permit appropriate management of emergency medical assistance to road traffic victims both during conveyance from the accident scene to the health facilities and within such facilities.
- (c) Site emergency response units so that they can be on the scene of an accident as soon as possible after being called out.
- (d) Properly equip fixed and mobile emergency resources with a sufficient number of qualified and well-trained personnel. Encourage the organization and equipment of volunteer health professionals who could be called rapidly to accident sites in order to give immediate assistance to victims.
- (e) Encourage the dissemination and availability of good practices and instrumentation for life saving measures, and a standard triage procedure for emergency response unit personnel.

## **Chapter 11. Criteria for the application of local restrictions to traffic**

### **11.1 General recommendations (1.9.1)**

Before any restriction is applied on road traffic, it may be necessary to conduct a comprehensive study of the accident rate and characteristics, and the rate and type of

infraction of road regulations and traffic conditions on the section being considered and on adjoining sections. It is also appropriate to ensure a certain homogeneity of the imposed restrictions applied in analogous situations on the national territory, so that road users can understand them properly.

The use of variable message signs should be considered when restrictions are temporary and it is recommended when the needs for restrictions are occasional or unexpected.

It is recommended that:

- (a) As far as possible public opinion and involvement be considered before restrictions are applied;
- (b) Restrictions be localized, where appropriate, to certain hours of the day or certain days of the week;
- (c) The effectiveness of the application of restrictions be evaluated on the basis of changes in the accident rate and traffic volume on the section being considered and on adjoining sections.

## **11.2 Speed restrictions (1.9.2)**

Local speed limits (on particular sections of the road) may be applied according to the following two main criteria:

- (1) Where the introduction of speed limits is justified by the road and local conditions, in particular:
  - (a) Where it is necessary to ensure the traffic safety of pedestrians near schools, hospitals, etc.;
  - (b) Where forward visibility is short;
  - (c) Where it is desired to safeguard or improve the quality of the environment or of life.
- (2) As emergency and/or temporary measures, when unexpected events affecting road safety occur, in particular:
  - (a) Where the concentration of road accidents is higher than on other sections of road, e.g. at black spots;
  - (b) Where it is difficult for drivers to recognize a potential hazard on the road in good time;
  - (c) If it becomes necessary to ensure traffic safety in case of a deterioration of road conditions.

The speed limit to be chosen could be set at the level of 85% on the cumulative curve of speed observed on the section being considered.

### **11.3 Restrictions on overtaking (1.9.3)**

The advisability of a restriction on overtaking should be determined under the following conditions:

- (a) If visibility on the road is limited;
- (b) If the density of traffic justifies it;
- (c) In other cases where overtaking is hazardous and may cause road accidents.

Different signing technologies are available for each of the above conditions, and should be used accordingly.

### **11.4 Prohibition of standing and parking (1.9.4)**

It is recommended that prohibition of standing and/or parking should be applied having regard to the positive and negative aspects of such a measure. For this purpose, it should be determined that a restriction on standing and/or parking would make it possible:

- (a) To ensure a higher degree of road safety, particularly for pedestrians and cyclists;
- (b) To reduce the likelihood of congestion and improve the flow of traffic;
- (c) To reduce noise and air pollution;
- (d) To facilitate the service of public transport;
- (e) To protect the amenity of certain zones, e.g. to stop vehicles from parking in a historical area and stop vehicles of over 3.5 tonnes unladen mass from parking in a residential area;
- (f) To ensure public safety, e.g. to stop vehicles from standing or parking outside public buildings, embassies, etc.

Account should also be taken of the fact that all or only some of the above-mentioned adverse effects of this measure may occur on certain sections of the road network. In areas where there are many restrictions on standing or parking, it is recommended that drivers should get appropriate guidance as to where it is possible to park, e.g. by road signs or markings.

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