



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.1/2005/18
1 July 2005

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
(Forty-seventh session, 12-15 September 2005
agenda item 5 (i))

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

Night driving

Note by the secretariat

The members of WP.1 will find below a draft text prepared by the Chairman of the Working Party concerning night driving. On the basis of the structure proposed in document TRANS/WP.1/2005/15 this text could be included in chapter 1, section 1.5.

R.E.1 - Section concerning night driving

Chapter 1 General rules concerning behaviour in traffic

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1.5 Night driving

The risk of accidents is not only considerably higher by night than by day but the accidents are also much more serious. Approximately 35 per cent of those injured and 50 per cent of fatalities are the victims of an accident at night although night driving accounts for only about one-third of general traffic. Particular factors are conditions of visibility (visual capacity reduced to one-twentieth of daytime values, insufficient contrasts, dazzle which incapacitates weak or tired eyes for several seconds, etc.), alcohol, stress and fatigue which lengthen reaction times or the lack of adequate training for night driving. All these and many other aspects lead drivers to misinterpret the phenomena of the road environment and to react inappropriately as a result.

For this reason it is essential for drivers to comply with the following elementary principles:

- Be rested when taking the wheel;
- Ensure very careful preparation of the vehicle (in particular, check and clean the headlights) and the journey;
- Refrain from drinking alcohol;
- Comply with the recommendations for medicines;
- Stop at least every two hours and imperatively at the first signs of tiredness (heavy feeling in the head, itchy eyes, need to shift frequently, stiff neck, repetitive yawning, difficulty in keeping a straight course, decreased attention to traffic and road signs, absent moments, etc.);
- Restrict driving speed even if the traffic is light;
- Not look directly at the headlights of oncoming vehicles but rather at the right side of the carriageway;
- Moped and motorcycle drivers should wear very visible garments.

The authorities for their part should:

- Intensify information on the risks of accidents at night;
- Make pedestrians and cyclists more aware of the imperative need to wear light colours at night and use retro-reflective materials (reflective strips on shoe soles, armbands, etc.);

- Improve the driver training and driving examination system so as to provide drivers with better instruction in the special eye techniques which should be used in night driving;
- Intensify police checks;
- Improve optical guidance at night, outside built-up areas, by giving prominence to the layout of bends by means of better horizontal and vertical signs and larger reflectors on roadside markers, etc.
- Generally improve road surface marking, direction indicator panels, vertical signs, etc.
- Review street lighting, especially where information is heavily concentrated, in urban traffic in particular and at points where motorists, pedestrians and moped and motorcycle drivers use the same traffic area.
