



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.1/2006/12
4 January 2006

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
(Forty-eighth session, 20-22 March 2006,
agenda item 5 (m))

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

New issues

Note by the secretariat

The members of WP.1 will find below the proposals for amendments transmitted by Mrs. M. J. Rambeau of PRI concerning Chapter 7 of R.E.1 (points 7.5 and 7.6 as they appear in document TRANS/WP.1/2004/10) with reference to public transport vehicles and certain special categories of vehicles. The numbering has been revised on the basis of document ECE/TRANS/WP.1/2005/15/Rev.1.

R.E.1

Point concerning Chapter 7 of the new R.E.1

The bold italics indicate the changes made to the text of the former sections 7.5 and 7.6 of document TRANS/WP.1/2004/10

The figures in brackets following the headings refer to texts appearing in R.E.1 as published under the symbol TRANS/SC.1/294/Rev.5

Chapter 7 ***Special rules for certain categories of vehicles*** *Introductory sentence (to be drafted)*

7.1 **Public transport vehicles** *Introductory sentence (to be drafted)*

7.1.1 **Marking of public transport vehicles**

7.1.1.1 **Marking of buses**

In order to improve the visibility of buses, particularly at night when operating on routes in the open countryside, these vehicles may be fitted with retro-reflective marking strips on the sides and rear; these should be white or amber on the sides or white, amber or red at the rear, in accordance with the technical provisions and the recommendations of Regulation No. 104 annexed to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts.

7.1.1.2 Marking of school buses (2.2 and annex 1)

School buses, ***constructed, fitted out and identified as such, used permanently and exclusively for this type of transport,*** 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 ***to allow schoolchildren to board or alight*** since children may ***wait at the roadside and*** cross the carriageway.

If national *or local* legislation contains provision for the carriage of schoolchildren and other parties of children by other means of transport, ***for example, by using buses or coaches used at other times for the transport of other categories of users,*** those other means shall also meet the requirements given below.

These provisions do not concern regular public transport services used independently by schoolchildren.

(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.

(b) ***The background of the sign shall be amber-coloured and shall be retro-reflective.*** The sign to be shown on the rear of the bus shall be in the form of a square with a 400 mm side. The sign to be shown on the front may be smaller but not less than 210 mm x 250 mm.

(c) 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.

(d) ***The pictogram may be equipped with amber lighting consisting of flashing lights outlining the silhouette of the figures. This lighting shall only be switched on when the vehicle stops to allow children to board or alight.***

(e) If national 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. ***National legislation may provide that while these lights are in use, other vehicles are forbidden to overtake the bus.***

(f) ***National legislation may require vehicles transporting children to switch on their passing lights or their daytime running lights during the day.***

7.1.2 Special traffic rules

Introductory sentence (to be drafted)

7.1.2.1 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.

7.1.2.2 *Special traffic rules applicable to drivers of public transport vehicles*

(a) Special rules may be provided in national legislation, in particular a blood alcohol level lower than required for other categories of drivers, for drivers of public transport vehicles, especially in the case of school buses or the transport of children.

7.1.2.3 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.

7.2 *Special rules concerning certain categories of vehicles assigned to the carriage of goods*

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:

7.2.1 *Long and heavy vehicles (2.9)*

7.2.1.1 *Rear identification plate*

Considering the difficulty of recognizing and overtaking long (as specified in national legislation) and/or heavy vehicles, they shall bear ***additional marking consisting of rear identification plates so that they can be identified in accordance with the specifications of UNECE Regulation No. 70 annexed to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts.***

This marking consists either of:

- (a) Two rectangular panels placed vertically and symmetrically in relation to the median longitudinal plane of the vehicle and at the extremities of the vehicle, the lower edge of the panels being between 0.5 and 1.5 metres above the ground;
- (b) 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;
- (c) A combination of a vertical and a horizontal panel placed at each lower extremity of the vehicle.

The minimum total summarized length of a set of rear marking plates consisting of one, two or four rectangular plates shall be 1,130/mm, the maximum total length shall be 2,300/mm.

Each panel shall consist of:

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

7.2.1.2 *Retro-reflective side and rear marking*

Long and heavy vehicles of not more than 3.5 tonnes may be fitted with retro-reflective marking strips in accordance with the provisions of UNECE Regulation No. 104 annexed to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts.

On the sides and at the rear this marking may consist of a continuous or discontinuous strip of retro-reflective material 5 mm wide, parallel to the ground or providing an outline that best identifies the overall dimensions of the vehicle.

On the sides these strips may be yellow or white, and at the rear white, yellow or red.

National regulations may specify the categories of vehicles which may or must be equipped with this marking and the permitted colours for vehicles registered in the territory of the country.

7.2.2 Slow vehicles (2.10)

Slow vehicles are taken to mean power-driven vehicles which by their construction are not capable of exceeding the speed of 30 km/h.

7.2.2.1 Slow vehicle rear marking

In view of the danger in traffic presented by these vehicles, they shall bear the special marking described in UNECE 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*.

This consists of 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 or its trailer or, if appropriate, of its load.

7.2.2.2 Revolving lights

When the national regulations so permit, these vehicles may be equipped with amber revolving lights.

7.2.3 Vehicles carrying dangerous goods

(To be completed)

7.2.4 “Dangerous loads”

“Dangerous loads” means vehicles that are exceptions to the national rules for maximum loads or minimum dimensions (width or length).

Such vehicles are generally subject to special rules for permission to travel on the road network, on special routes, at specific times and with accompanying vehicles in front and behind.

They shall be provided with special marking, consisting of one or more rectangular panels with the words “dangerous load” visible from the front and from the rear. These panels shall be amber-coloured and retro-reflective.

When the load exceeds the overall dimensions of the vehicle, this shall be indicated by means of square panels with diagonal retro-reflective strips of alternating white and red.
