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Item 4 (t) of the provisional agenda

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

**Information for road users**

**Note by the secretariat**

Members of WP.1 will find below a draft recommendation concerning information for road users, prepared by the small group on restructuring made up of France and the secretariat. The text has been drafted in accordance with the layout of document ECE/TRANS/WP.1/2005/15/Rev.3. It will be incorporated into paragraph 2.3 of chapter 2 of consolidated resolution R.E.1.

## R.E.1

### Chapter 2 (*former 5*) Methods of influencing behaviour on the road

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#### 2.3 Information for road users

##### 2.3.1 Information for users in international traffic

The steady increase in international traffic requires that all countries, especially transit countries or countries that are popular tourist destinations, should provide clear information about the special traffic regulations applicable in their territory. In particular, these regulations concern:

(a) *General traffic regulations such as:*

- (i) Speed limits by vehicle and road category (1.6);
- (ii) Wearing of seatbelts or helmets by drivers and passengers of two-wheeled motorized vehicles;
- (iii) Maximum permissible blood alcohol limits.

(b) *Required on-board equipment*

Where a country obliges its nationals to carry supplementary equipment to enhance traffic safety, for example a warning triangle and/or safety vest to be worn while the vehicle is undergoing repairs at the roadside, it is usual for the same requirements to be imposed on foreign nationals entering its territory.

Annex 1, paragraph 6, of the Vienna Convention on Road Traffic authorizes Contracting Parties to make it a condition for the admission to their territories of any motor vehicle other than a two-wheeled moped or a two-wheeled motorcycle without sidecar, that the motor vehicle shall carry a device to give warning of the danger constituted by the vehicle's presence when it is stationary on the carriageway. This device may be a warning triangle (see paragraph 5.3.1.1) or any other device prescribed by the country in which the vehicle is registered. It follows that, in line with the Convention, the driver of a vehicle carrying another device of this kind should not be additionally required, when entering another country that is a Contracting Party to the Convention, to carry a warning triangle if this device is not required in his country of origin.

In (a) and (b) above, countries should take all appropriate measures to inform foreign drivers of the regulations in force so that they may not fall foul of the law unnecessarily. Such information may be provided by various means, for example notices at the border or leaflets printed in several languages and distributed at border posts, etc.

For any additional equipment that may be required by regulations on behaviour, section 5.3 of this Resolution should be consulted.

However, it is also incumbent upon drivers to inform themselves before their journey of the special regulations that apply in a country. Accordingly, countries should facilitate the task of users by making available to them, for example through embassies, tourist organizations, and Internet sites about their country, all information required to conform to regulations, including the conditions of admission to their territory in international traffic, e.g. possession of an international driving licence, the presence of a distinctive sign of the country affixed to the rear of the vehicle, etc.

### **2.3.2 Road and traffic information** (para. 1.7 of TRANS/SC.1/294/Rev.5)

With a view to improving traffic safety, road users **should be informed of hazardous weather conditions or large-scale traffic disruption, for example during weekend or holiday departures or returns, that they can expect to encounter along their planned route or they will face in the course of their journey. This information should be widely disseminated via the usual media (radio, Internet, press, television) to enable users to decide whether or not to travel and to make arrangements with full knowledge of the facts. During the journey, this information should be provided in real time, via radio, on-board electronic navigation aids now widely in use, or dynamic message panels.**

**In addition, where international main roads are concerned, the countries through which these roads pass should exchange information about the following matters, in particular if they are neighbours:**

- (a) Major traffic disturbances (stop-and-go or congestion);
- (b) **Road closures for a prolonged period** (e.g. due to construction work or natural disasters);
- (c) **Long delays at borders.**

The competent authorities of the various countries should specify details regarding the scope of information and its form of transmission.

### **2.3.3 Information warning drivers of vehicles of the dangerous effects of certain medications** (3.10) (*ECE/TRANS/WP.1/13*)

- (a) It is recommended that Governments should take appropriate steps to ensure that drivers of vehicles are adequately informed of the adverse effects on their driving of certain medications.

Such information should be provided at different stages:

- (i) By the doctor who prescribed the medication(s);

- (ii) As a reminder by the pharmacist, or as a warning if the medication is supplied without a prescription;
  - (iii) The warning symbol reproduced below should be clearly displayed on the packaging of the medication concerned.
- (b) If certain medications are incompatible with driving, the warning symbol reproduced below shall be applied in the same way.

WARNING SYMBOL



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