

A campaign initiated by the United Nations Economic Commission for Europe (UNECE) and FIBA



Supported by the Turkish Basketball Federation, the Spanish Basketball Federation and the Turkish National Police



Major UNECE Agreements on road safety

Convention on Road Traffic, of 8 November 1968 done in Vienna, aims at facilitating international road traffic and at increasing road safety through the adoption of uniform road traffic rules. The Convention sets up commonly agreed rules on all factors influencing international road traffic and its safety, including the driver and the vehicle, with which Contracting Parties must comply and ensure compliance.

Convention on Road Signs and Signals, of 8 November 1968, done in Vienna, sets up a set of commonly agreed road signs and signals. It classifies road signs in three categories: danger warning, regulatory and informative, and provides for each of them definitions and physical appearance, including dimensions, shapes and colours, graphic symbols and norms for ensuring their visibility and legibility.

European Agreement supplementing the Convention on Road Signs and Signals and **European Agreement supplementing the Convention on Road Traffic**, of 1 May 1971, set up stricter provisions than the Conventions in order to further enhance road safety on European roads.

Protocol on Road Markings, Additional to the European Agreements supplementing the Convention on Road Signs and Signals, of 1973, sets up the rules according to which marking should be placed on the roads to better organize road traffic and prevent road accidents.

These legal instruments have succeeded to and are modernized, more complete versions of the Convention on Road Traffic and Protocol on Road Signs and Signals, done in Geneva on 19 September 1949, which are still in force in a significant number of countries. It is highly desirable that the Contracting Parties to the 1949 legal instruments ratify the newer versions, to increase road safety performance through harmonized conditions for training, issuance of driving license, leading to their mutual recognition, as well as through harmonized road signage.

Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, of 20 March 1958, provides the legal framework for the development of the safety and emissions regulations according to

which motor vehicles must be manufactured in Europe and in many other parts of the world.

Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997

Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles, of 25 June 1998, provides the framework for the development of global technical regulations for vehicles. Two global technical regulations have already been adopted.

European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1 July 1970, aims at preventing drivers and crews of commercial vehicles of more than 3.5 tonnes, or transporting more than 9 people, engaged in international road transport, from driving excessive hours. To this end, the AETR regulates the driving and rest periods of those professional drivers. The Agreement also defines the on board control device, the so-called tachograph, that is used to control those periods.

European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles Permitted to Travel on Certain Roads of the Contracting Parties, of 16 September 1950

European Agreement on Main International Traffic Arteries (AGR), of 15 November 1975 provides the international legal and technical framework for the development of a coherent international road network in the UNECE region. The AGR defines the E road network, consisting of the arteries channelling major international road traffic flows in Europe, and the infrastructure parameters (safety included) to which those arteries should conform.

European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 30 September 1957, aims at ensuring the highest possible level of safety in the transport of dangerous goods at an economically acceptable cost. It identifies the substances that are considered as dangerous goods and that can be admitted in international transport as well as those that cannot be admitted.

Protocol amending article 1 (a), article 14 (1) and article 14 (3) (b) of the European Agreement of 30 September 1957 concerning the International Carriage of Dangerous Goods by Road (ADR), of 28 October 1993, simplifies the procedures for amending the annexes to the ADR.

International UNECE Transport Agreements and Conventions can be downloaded from this web address:

<http://www.unece.org/trans/conventn/legalinst.html>