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AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD
TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS
SUPPLEMENTING THEM

Consolidated amendment proposals

Note by the secretariat

Introduction

1. The present document is a compilation of the proposals adopted by the Working Party on Road Traffic Safety (WP.1) (see documents TRANS/WP.1/74 and TRANS/WP.1/78) to amend the Vienna Conventions on Road Traffic and on Road Signs and Signals, the European Agreements supplementing them, and the Protocol on Road Markings additional to the European Agreement supplementing the Vienna Convention on Road Signs and Signals. It is comprised of two main parts: the proposals themselves which appear in the order of the Articles and Annexes of the Conventions and Agreements; and an explanatory memorandum which briefly describes the motivation and reason for the amendment proposal. The Working Party may wish to decide to split the present document into five separate documents to facilitate their eventual transmission to Contracting Parties to the five different legal instruments concerned.

Previous amendments

2. The last amendments to the above-mentioned legal instruments entered into force on the following dates:

Vienna Convention on Road Traffic	3 September 1993;
Vienna Convention on Road Signs and Signals	30 November 1995
European Agreement supplementing the Vienna Convention on Road Traffic	28 August 1993
European Agreement supplementing the Vienna Convention on Road Signs and Signals	27 November 1995.

Amendment procedure

3. The procedure for amending the Conventions which takes 18 months from the date of notification by the Secretary-General is as follows. The text of any proposed amendment, accompanied by an explanatory memorandum, shall be transmitted to the Secretary-General, who shall communicate it to all Contracting Parties. The Contracting Parties shall have the opportunity of informing him within a period of twelve months following the date of its circulation whether they (a) accept the amendment; or (b) reject the amendment; or (c) wish that a conference be convened to consider the amendment.

4. Any proposed amendment shall be deemed to be accepted if within the period of twelve months less than one-third of the Contracting Parties inform the Secretary-General that they either reject the amendment or wish that a conference be convened to consider it. The Secretary-General shall notify all Contracting Parties of each acceptance or rejection of any proposed amendment and of requests that a conference be convened. If the total number of such rejections and requests received during the specified period of twelve months is less than one-third of the total number of Contracting Parties, the Secretary-General shall notify all Contracting Parties that the amendment will enter into force six months after the expiry of the period of twelve months referred to in the preceding paragraph for all Contracting Parties except those which, during the period specified, have rejected the amendment or requested the convening of a conference to consider it.

5. Any Contracting Party which, during the period of twelve months, has rejected a proposed amendment or requested the convening of a conference to consider it may at any time after the end of such period notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Parties which have notified their acceptance, six months after receipt by the Secretary-General of their notification.

AMENDMENT PROPOSALS

A. VIENNA CONVENTION ON ROAD TRAFFIC

I. Article 1: Definitions

Insert new subparagraph (g bis) to read:

“(g bis) Cycle lane means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings according to Article 26 bis of the Convention on Road Signs and Signals.”

Insert new subparagraph (g ter) to read:

“(g ter) Cycle track means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.”

II. Article 11: Overtaking and movement of traffic in lines

Insert a new subparagraph 1 (c) to read:

“(c) Domestic legislation may authorize cyclists and moped riders to pass stationary vehicles or vehicles moving at a low speed on the side which corresponds to the direction of traffic provided that sufficient space is available.”

III. Article 16: Change of direction

Amend Article 16.1 (b) to read:

“(b) If he wishes to turn off on the other side, and subject to such other provisions as Contracting Parties or subdivisions thereof may enact for cycles and mopeds **enabling them to change direction, for instance by crossing the intersection in two separate stages, move as closely as possible to the centreline of the carriageway if it is a two-way carriageway or to the edge opposite to the side appropriate to the direction of traffic if it is a one-way carriageway and, if he wishes to enter another two-way road, make his turn so as to enter the carriageway of such other road on the side appropriate to the direction of traffic.”**

Amend Article 16.2 to read:

“2. While changing direction, the driver shall, without prejudice to the provisions of Article 21 of this Convention regarding pedestrians, **allow road users to pass on the carriageway, or on other parts of the same road, he is preparing to leave.”**

IV. Article 23: Standing and parking

Amend the last sentence of Article 23.1 to read:

“**Both** in and outside built-up areas they shall not be stationed on cycle tracks, **cycle lanes, bus lanes, tracks for horseback riders, footpaths**, pavements or on verges specially provided for pedestrian traffic, save where applicable domestic legislation so permits.”

Amend Article 23.6 to read:

“6. Nothing in this Article shall be construed as preventing Contracting Parties or subdivisions thereof from introducing other **provisions** on parking and standing **or from making individual provisions for the standing and parking of cycles and mopeds.**”

V. Article 27: Special rules applicable to cyclists, moped drivers and motor cyclists

Amend Article 27.4 to read:

“4. Where cycle **lanes or cycle** tracks exist, Contracting Parties or subdivisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances, they may authorize moped drivers to use the **cycle lane or cycle** track and, if they consider it advisable, prohibit them from using the rest of the carriageway. **Domestic legislation shall specify under what conditions other road users may use the cycle lane or cycle track or cross them, maintaining cyclists’ safety at all times.**”

VI. Article 37: Distinguishing sign of the State of registration

Add the following provision to the end of Article 37.1:

“**This sign may either be placed separately from the registration plate(s) or may be incorporated into the registration plate(s).**”

Amend the first sentence of Article 37.2 to read:

“2. Every trailer coupled to a motor vehicle and required under Article 36 of this Convention to display a registration number at the rear shall also display at the rear, **either separately from its registration plate or incorporated into it**, the distinguishing sign of the State where the registration number was assigned. ...”

Amend Article 37.3 to read:

“3. The composition of the distinguishing sign, [...] and the manner of displaying it **or its incorporation into the registration plate, shall conform to the conditions laid down in Annexes 2 and 3** to this Convention.”

VII. Article 41: Driving permits

Amend Article 41.2 to read:

“ Contracting Parties shall recognize:

- (a) Any domestic permit drawn up in their national language or in one of their national languages, or, if not drawn up in such a language, accompanied by a certified translation;
- (b) Any domestic permit conforming to the provisions of Annex 6 to this Convention; [...]
- (c) Any international permit conforming to the provisions of Annex 7 to this Convention, **on the condition that it is presented together with the corresponding domestic permit;**

as valid for driving in their territories a vehicle coming within the categories covered by the **permits**, provided that the **permits are** still valid and that **they were** issued by another Contracting Party or subdivision thereof or by an association duly empowered thereto by such other Contracting Party. The provisions of this paragraph shall not apply to learner-driver permits.”

(Note for translators: In the French version, “ou” (or) is deleted at the beginning of Article 41, paragraph 2 (c). In the Russian version, the word “И” (and) is deleted at the end of Article 41, paragraph 2 (b).

VIII. Annex 1: EXCEPTIONS TO THE OBLIGATION TO ADMIT MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

Amend Annex 1, paragraph 9 to read:

“9. Contracting Parties may refuse to admit to their territories in international traffic any motor vehicle, or any trailer coupled to a motor vehicle, which displays a distinguishing sign other than **one of those** prescribed in Article 37 of this Convention. **Contracting Parties may not refuse admission to a vehicle which has a distinguishing sign placed separately from the registration plate in conformity with the provisions of this Convention substituting a non-conforming distinguishing sign which is incorporated into the registration plate(s).**”

IX. Annex 2: REGISTRATION NUMBER OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

The title of Annex 2 is modified to read:

“Annex 2: REGISTRATION NUMBER **AND PLATE** OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC”

Amend Annex 2, paragraph 3 (first sentence) to read (deletion of “special”):

“3. When the registration number is displayed on a (...) plate, this plate shall be flat and fixed in a vertical or nearly vertical position and at right angles to the vehicle’s median longitudinal plane. ...”

Amend Annex 2, paragraph 4 to read:

“4. **Without prejudice to the provisions of Annex 5, paragraph 61 (g) of this Convention, the background of the registration plate on which the registration number and, where applicable, the distinguishing sign of the State in which the vehicle is registered, possibly completed by the flag or emblem according to the conditions defined in Annex 3, is displayed, may be of a retro-reflective material.**”

Add a new paragraph 5 to Annex 2 as follows:

“5. **The background of the part of the registration plate on which the distinguishing sign is incorporated shall be of the same material as that used for the registration number.**”

X. Annex 3: DISTINGUISHING SIGN OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC

Amend Annex 3 to read:

“1. The distinguishing sign referred to in Article 37 of this Convention shall consist of one to three letters in capital Latin characters. (...)”

2. When the distinguishing sign is displayed separately from the registration plate, it must conform to the following conditions:

2.1 The letters shall have a height of at least 0.08 m and their strokes a width of at least 0.01m. The letters shall be (...) in black on a white **background** having the shape of an ellipse with the major axis horizontal. **The white background may be of a retro-reflective material.**

2.2 When the distinguishing sign consists of only one letter, the major axis of the ellipse may be vertical.

2.3 The distinguishing sign shall not be affixed in such a way that it could be confused with the registration number or impair its legibility.

2.4 On motorcycles and their trailers, the dimensions of the axes of the ellipse shall be at least 0.175 m and 0.115 m. On other motor vehicles and their trailers, the dimensions of the axes of the ellipse shall be at least:

(a) 0.24 m and 0.145 m if the distinguishing sign comprises three letters.

(b) 0.175 m and 0.115 m if the distinguishing sign comprises less than three letters.

3. When the distinguishing sign is incorporated into the registration plate(s), the following conditions shall apply:

3.1 The letters shall have a height of at least 0.02 m, taking as a reference a registration plate 0.110 m high.

3.2 to 3.4 to be completed.

3.5 For motorcycles and their trailers and/or for registration plates taking up two lines, the size of the letters of the distinguishing sign as well as, where applicable, the size of the national flag or emblem or the symbol of the regional economic integration organization which the country belongs to may be appropriately modified.

4. The relevant provision of Annex 2, paragraph 3, shall apply to (...) the distinguishing sign.”

EXPLANATORY MEMORANDUM

VIENNA CONVENTION ON ROAD TRAFFIC

I. Article 1: Definitions, subparagraphs g bis and g ter

In response to a proposal by the European Conference of Ministers of Transport (ECMT) to adopt measures to increase the safety of cyclists, the Working Party proposes new definitions of “cycle track” and “cycle lane” be included in the Vienna Convention on Road Traffic and in the Vienna Convention on Road Signs and Signals. These new definitions recognise two different provisions for cycles, the cycle track which is independent of the main carriageway and the cycle lane which is part of the carriageway.

II. Article 11.1 (c)

The proposal is to allow the possibility for cyclists and moped riders to pass stationary vehicles or vehicles moving at a low speed. The Working Party felt that this provision reflected reality in countries with significant cycle traffic.

It is also proposed to amend the European Agreement supplementing the Vienna Convention on Road Traffic by prohibiting the standing or parking of vehicles within 5 m before crossings for cyclists as is currently required for pedestrian crossings.

III. Article 16.1 (b) and 16.2

The proposal suggests the possibility for cycles and mopeds to change direction by crossing the intersection in two separate stages. An additional proposal to this Article requires drivers to give way to other road users when preparing to make a turn whether or not it requires

crossing another carriageway. It addresses other road users in general and envisages not only users of the carriageway but also users of other parts of the same road, for instance cycle lanes or cycle tracks.

IV. Article 23.1 and 23.6

The proposal extends the prohibition of standing or parking by motor vehicles on cycle tracks, pavements and verges to cycle lanes, bus lanes, tracks for horseback riders and footpaths. A further proposal allows countries to introduce other provisions on standing and parking and individual provisions for the standing and parking of cycles and mopeds.

V. Article 27.4

The proposal adds a reference to cycle lanes in addition to cycle tracks and leaves it for domestic legislation to specify which other road users may also use cycle tracks or lanes.

VI. Article 37.1, 37.2 and 37.3

The proposal is to permit the incorporation of the distinguishing sign into the registration plate and to require the same information on the front registration plate as on the rear plate, including the distinguishing sign if it is incorporated. By doing so, Article 37 will be brought into conformity with practice in the European Union where a regulation allows the distinguishing sign of the country of registration to be incorporated into the registration plate along with the symbol of the European Union and vehicles with such a registration plate will no longer be obliged to display a separate distinguishing sign when they travel in non EU countries.

VII. Article 41.2

In response to increasing evidence that international driving permits are fraudulently issued, inter alia, by means of the internet, the proposal is to prevent drivers from driving on the basis of an IDP alone and requires Contracting Parties to recognise an IDP only if it is presented together with the corresponding domestic permit on the basis of which it was issued.

VIII. Annex 1, paragraph 9

The proposal confirms the legitimacy of both distinguishing signs incorporated into the registration plate and displayed separately.

IX. Annex 2, title, paragraphs 3, 4 and 5

The proposal modifies the title of the annex. The proposal also recognises the possibility of displaying a national flag or emblem or the symbol of the regional economic integration

organization which the country belongs to on the registration plate and states that the background of the part of the registration plate which displays the distinguishing sign shall be of the same material as that used for the registration number.

X. Annex 3

The proposal provides the dimensions of a distinguishing sign incorporated into the registration plate and one displayed separately. It also states that the position of the distinguishing sign should not lead to confusion with the registration number or impair its legibility. Moreover, the proposal states that the distinguishing sign should be placed at the extreme left or right of the registration plate and preferably at the extreme left, and obligatorily at the extreme left if the registration plate also displays a regional or local symbol or emblem. It allows for the modification of size on registration plates for motorcycles or those taking up two lines.

AMENDMENT PROPOSALS

**B. EUROPEAN AGREEMENT SUPPLEMENTING THE VIENNA CONVENTION
ON ROAD TRAFFIC**

I. Annex paragraph 12 (Ad Article 13 of the Convention)

Amend paragraph 12 to read:

“12. Ad Article 13 of the Convention (Speed and distance between vehicles)

Paragraph 6

(The paragraph number is changed from 4 to 6; the text remains the same).”

II. Annex paragraph 18 (Ad Article 23 of the Convention (Standing and parking))

Amend Article 23.3 (a)(i) to read:

“(i) Within 5 m before pedestrian crossings **and crossings for cyclists**, on pedestrian crossings, on crossings for cyclists and on level crossings.”

III. Annex paragraph 20 (Ad Article 27 of the Convention (Special rules applicable to cyclists, moped drivers and motor cycles))

Amend the text relating to paragraph 4 to read:

“Moped drivers may be authorized to use the cycle **lane or cycle** track and, if considered advisable, be prohibited from using the rest of the carriageway. **Domestic legislation shall specify under what circumstances other road users may use the cycle lane or cycle track or cross them, maintaining cyclists’ safety at all times.**”

EXPLANATORY MEMORANDUM

EUROPEAN AGREEMENT SUPPLEMENTING THE VIENNA CONVENTION
ON ROAD TRAFFIC

I. Annex paragraph 12 (Ad Article 13 of the Convention)

The proposal corrects the paragraph number from 4 to 6.

II. Annex paragraph 18 (Ad Article 23 of the Convention)

The proposal prohibits parking or standing within 5 m of crossings for cyclists in order to ensure visibility both for users of the crossing and vehicles approaching the crossing.

III. Annex paragraph 20 (Ad Article 27 of the Convention)

Observation by the secretariat: This proposal is no longer valid since it duplicates the proposal already made to amend Article 27.4 of the Convention on Road Traffic.

AMENDMENT PROPOSALS

C. VIENNA CONVENTION ON ROAD SIGNS AND SIGNALS

I. Article 1: Definitions

Insert new subparagraph (e bis) to read:

“(e bis) Cycle lane means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings according to Article 26 bis of this Convention.”

Insert new subparagraph (e ter) to read:

“(e ter) Cycle track means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.”

II. Article 13: Provisions applying generally to the signs described in Annex 1, sections C and D to this Convention

Amend Article 13.2 to read:

“2. Regulatory signs placed level with or shortly after a sign **indicating the beginning** of a built-up area shall mean that the rule applies throughout the built-up area, unless a different rule is notified by other signs on certain sections of the road in the built-up area.”

III. Article 26 bis

Amend Article 26 bis, paragraph 1 to read:

“The marking of lanes reserved for certain categories of vehicles, **including cycle lanes**, shall be by means of lines which should be clearly distinguished from other continuous or broken lines on the carriageway, notably by being wider and with less space between strokes.”

IV. Article 29

Amend the first sentence of Article 29.2 to read:

“2. If road markings are painted, they shall be yellow or white; however, blue may be used for markings showing places where parking is permitted **but subjected to some conditions or restrictions (limit of duration, payment, category of user, etc.). ...**”

V. Annex 1, Section C, Chapter II

Paragraph 9 (c) (vii) is deleted.

VI. Annex 1, Section D

Amend paragraph 3 to read:

“3. Sign D,3 ‘COMPULSORY ROUNDABOUT’, shall notify drivers that they must **follow the direction at the roundabout indicated by the arrows. If the roundabout is indicated by the sign D,3 together with the sign B,1 or B,2, the driver in the roundabout has priority.**”

EXPLANATORY MEMORANDUM

VIENNA CONVENTION ON ROAD SIGNS AND SIGNALS

I. Article 1 Definitions, subparagraphs e bis and e ter

In response to a proposal by the European Conference of Ministers of Transport (ECMT) to adopt measures to increase the safety of cyclists, the Working Party proposes new definitions of “cycle track” and “cycle lane” be included in the Vienna Convention on Road Traffic and in the Vienna Convention on Road Signs and Signals. These new definitions recognise two different provisions for cycles, the cycle track which is independent of the main carriageway and the cycle lane which is part of the carriageway.

II. Article 13.2

Amendments to the Convention on Road Signs and Signals which entered into force on 30 November 1995 introduced a new sign to indicate the beginning of a built-up area E,7 b without the name of the built-up area. In the system which uses the sign E,7b the name of the built-up area is shown on another sign, for example E,7d, which is usually placed at the administrative border of a town separate from the sign E,7b. The proposal replaces the words “giving the name of” by “indicating the beginning of”.

III. Article 26 bis

The proposal adds cycle lanes to the lanes which shall be marked on the carriageway for certain categories of vehicles.

IV. Article 29.2

The current provisions of Article 29 of the Vienna Convention on Road Signs and Signals stating that blue markings may be used for markings showing places where parking is *permitted or restricted* do not comply with the provisions of Annex 1, Section C, chapter II, paragraph 9, (a), (vii) which states that blue bands at a height of approximately 2 m on lampposts, trees, etc., bordering a carriageway, or by lines on the kerb, may notify the fact, that the duration of parking is *limited* but parking is not subject to payment. According to the existing provisions of Article 29, paragraph 2, the colour blue may be used for marking all kinds of parking places.

The proposal is to allow the use of blue markings to indicate places where parking is permitted but subjected to some conditions or restrictions (limit of duration, payment, category of user, etc.).

V. Annex 1, Section C, Chapter II

The proposal is to delete paragraph 9 (c) (vii) since the new provision added to Article 29.2 explains the adopted use of blue markings.

VI. Annex 1, Section D, paragraph 3

In response to concerns expressed by members of the Working Party that there are cases when priority is not always accorded to drivers already in the roundabout and when there might be possibility for confusion regarding the direction to be followed in the roundabout, the proposal is to amend the provisions regarding compulsory roundabouts and the signs which should be used to indicate the direction to be followed and the priority at roundabouts.

AMENDMENT PROPOSALS

**D. EUROPEAN AGREEMENT SUPPLEMENTING THE VIENNA CONVENTION
ON ROAD SIGNS AND SIGNALS**

I. Paragraph 21 (Ad Annex 1, Section D, subsection II to the Convention)

Paragraph 3 (Compulsory roundabout) is deleted.

EXPLANATORY MEMORANDUM

EUROPEAN AGREEMENT SUPPLEMENTING THE VIENNA CONVENTION ON ROAD
SIGNS AND SIGNALS

I. Paragraph 21 (Ad Annex 1, Section D, subsection II to the Convention)

The proposal is to delete paragraph 3 (Compulsory roundabout) in light of the new provisions regarding compulsory roundabouts added to the Convention on Road Signs and Signals.

AMENDMENT PROPOSALS

E. PROTOCOL ON ROAD MARKINGS, ADDITIONAL TO THE EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND SIGNALS

I. Annex

Amend paragraph 6 to read:

“6. Ad Article 29 of the Convention

Paragraph 2

This paragraph to read as follows:

“The road markings shall be white. The term “white” includes shades of silver or light grey. However:

- markings showing places where parking is subjected **to some conditions or restrictions** may be blue;’

(rest of text unchanged).”

EXPLANATORY MEMORANDUM

PROTOCOL ON ROAD MARKINGS, ADDITIONAL TO THE EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD SIGNS AND SIGNALS

I. Annex, paragraph 6

The proposal is to clarify the use of blue markings to indicate places where parking is subjected to some conditions or restrictions in line with the proposed new provisions of Article 29.2 of the Convention on Road Signs and Signals.
