ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

Forty-ninth session
Agenda item 3 (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 concerning night driving, revised by the secretariat on the basis of the comments made during the forty-eighth session.

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1 The previous version of this document was issued with the symbol TRANS/WP.1/2005/18.
R.E.1 - Section concerning night driving

Chapter 1  General rules concerning behaviour in traffic

...  

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% of those injured and 50% 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,  
and 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, drivers should be recommended to observe the following elementary  
principles. While some of these recommendations apply also during the day, they are of  
even more importance at night:  

- Ensure very careful preparation of the vehicle (in particular, check and clean the  
  lights) and the journey;  

- Be rested when taking the wheel;  

- [...]  

- [...]  

- [...]  

- Restrict driving speed even if the traffic is light;  

- Not look at the headlights of oncoming vehicles [...];  

- Stop at least every two hours and imperatively at the first signs of tiredness  
  (heavy-headedness, itchy eyes, need to shift frequently, stiff neck, repeated yawning,  
  difficulty in keeping a straight course, inattention to traffic and road signs, absent  
  moments, etc.);  

- Riders of two-wheeled vehicles should wear garments equipped with  
  retro-reflective material (vests, reflective strips on shoe soles, armbands, etc.);  
  [...].
The authorities for their part should:

- Step up publicity on the risks of accidents at night;
- **Carry out campaigns to** make pedestrians and riders of two-wheeled vehicles, cyclists in particular, more aware of the imperative need to be seen at night by other users through the use of retro-reflective materials (vests, 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.

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