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Working Party on Road Traffic Safety

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY
ON ITS FIFTY-FOURTH SESSION**

(Geneva, 26-28 March 2008)

Addendum

CONSOLIDATED RESOLUTION ON ROAD TRAFFIC (R.E.1)

Miscellaneous items

Note by the secretariat

1. Members of WP.1 will find below the text relating to various issues (core document ECE/TRANS/WP.1/2007/5) as adopted by the Working Party at its fifty-fourth session (see ECE/TRANS/WP.1/115, para. 32).
2. This wording will be incorporated into the corresponding sections of the new Consolidated Resolution R.E.1 (see document ECE/TRANS/WP.1/2005/15/Rev.7).

R.E.1

Changes to document ECE/TRANS/WP.1/2007/5 appear in bold.

I.

FOREWORD

This document contains a complete revision of the Consolidated Resolution on Road Traffic (R.E.1), the latest version of which dated from 6 January 1998 and bore the symbol TRANS/SC.1/294/Rev.5. This new version, the form and content of which have been completely revised and developed, among other purposes, to allow the insertion of new subjects, is the fruit of collective efforts carried out by the Working Party on Road Traffic Safety (WP.1) and the United Nations Economic Commission for Europe (ECE).

This Resolution is aimed at supplementing the Vienna Convention on Road Traffic of 1968 and the European Agreement of 1971 supplementing it. It addresses subjects that they do not cover, or that they touch upon only in passing, and supplements some of their provisions, developing best practices for road safety.

The objective of WP.1 has been to make this document a reference tool presenting guidelines to be implemented by countries on a voluntary basis, on the one hand to improve road safety, and on the other hand to make possible greater harmonization of regulations at the international level. This also contributes to road safety by ensuring more uniform behaviour by users when they are in other countries. In this context, WP.1 considers this document to be a contribution by ECE to improving road safety worldwide, and thus a response to the objectives set by the United Nations General Assembly in its resolution A/RES/60/5 of 26 October 2005.

It is hoped that Governments will extensively implement the recommendations contained in this Consolidated Resolution.

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Director, Transport Division

II.

ACKNOWLEDGEMENTS

The activities of the Working Party on Road Traffic Safety (WP.1) are possible only because of the methodical and determined work of its participants.

WP.1 would like to commend the numerous experts both in the Working Party and in the small groups set up by it for their help in drawing up this Resolution. It would also like to express its gratitude to the secretariat of the ECE Transport Division for its support and active participation in this work.

The Working Party would like in particular to pay tribute to the memory of Mr. Bernard Périsset of Switzerland, an ardent advocate of road safety and Chairman of WP.1 for six years, who passed away unexpectedly on 16 October 2005. During his tenure as Chairman, not only did he launch, among other processes, the revision of this Resolution and take part actively in the drafting work, he also played a decisive role in developing the Working Party's activities and enhancing its standing throughout the world.

WP.1 would also like to thank Mr. Alexander Yakimov of the Russian Federation, who has succeeded him as Chairman, for his effectiveness and competence in continuing and completing this revision work.

III.

PREAMBLE

Changes made to document ECE/TRANS/WP.1/2007/5 appear in bold.

THE WORKING PARTY ON ROAD TRAFFIC SAFETY (WP.1) OF THE UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE,

DESIRING to establish greater uniformity, first of all in Europe, in the regulations relating to road traffic, in order to improve road safety and facilitate international road traffic,

BEARING IN MIND that for this purpose the Convention on Road Traffic of 8 November 1968 and the European Agreement supplementing that Convention of 1 May 1971 have significantly improved the situation,

NOTING nevertheless that these two international instruments leave open the possibility of divergences between one country and another and in many fields merely set out general principles that need to be developed, and do not address all the aspects that can have a bearing on road safety,

RECOMMENDS Governments, in order to eliminate these divergences as far as possible and to ensure progress in road safety in their countries, to introduce into their national legislation regulations which conform to the recommendations contained in this Resolution, and

FURTHER RECOMMENDS Governments which are not yet in a position to ratify or accede to the above international instruments nevertheless to apply the provisions of those instruments forthwith to the fullest extent possible.

PART I ROAD USERS

[...]

In-depth analysis of incidents on the road network shows that an accident is the consequence of one or more faults in a complex system involving drivers, vehicles, the road and its surroundings. However, the principal factor in road accidents is human error, so that any effort to increase the level of road safety has to be primarily aimed at the prevention of this type of error as well as at ways to reduce the consequences without, however, ignoring other factors linked to the infrastructure and to vehicles.

It is precisely such aspects that are addressed in this part, which covers rules of behaviour that, when applied or observed by road users, ensure the best possible safety (chapter 1), the various methods that make it possible to influence such behaviour (chapter 2) and the problem of particularly vulnerable users, such as pedestrians, persons with reduced mobility and children (chapters 3 and 4).

Chapter 1 General rules concerning behaviour in traffic

[...]

According to accident data studies, the vast majority of traffic accidents are attributable to problems in road user behaviour. Such behaviour is often related to a failure to observe regulations relating in particular to speed, alcohol, seatbelts, etc., or to a poor understanding of specific traffic conditions that require heightened caution, such as night-driving or driving in tunnels. These aspects are developed in this chapter.

...

1.7 **Driving in tunnels**

See annex

...

Chapter 3 Pedestrians and persons with reduced mobility

[...]

...

3.3 **Recommendations concerning the movement of persons with reduced mobility** (4.6 (introduction) and (a), (b), (e), (f), (g), (h) and (i))

In addition to the provisions of the 1968 Conventions on Road Traffic and on Road Signs and Signals and the 1971 European Agreements supplementing them, it is recommended that urgent and suitable action should be taken in order to facilitate the movement of persons with reduced mobility in road traffic wherever possible and with due consideration for the safety of all road users, in accordance with the following principles:

(a) Adoption of the international symbol **below** or as described in the 1968 Convention on Road Signs and Signals (annex 1, chap. H, para. 1) and its incorporation in documents, road traffic signs, etc., used to facilitate the movement of persons with reduced mobility;



(b) Allowing persons with reduced mobility in wheelchairs to use pedestrian walkways and pavements, provided movement is at walking pace, and cycle-tracks where there is no properly surfaced pavement or pedestrian walkway;

(c) Promotion, where feasible, of the organization and operation of a special urban transport system for use by persons with reduced mobility unable to move about unaided (such as a service of specially-designed taxis or minibuses);

(d) Facilitation of the transport of persons with reduced mobility, for instance, using private cars or taxis through a package of appropriate measures such as subsidies or reduction of taxes and/or tariffs;

(e) Encouraging:

(i) The adaptation of normal production vehicles to facilitate the transport of persons with reduced mobility;

(ii) The adaptation of normal production vehicles to be driven by certain categories of persons with reduced mobility;

(iii) The development and manufacture of special vehicles to be used by persons with reduced mobility;

(iv) The standardization of materials used for the adaptation of the vehicles mentioned in subparagraphs (i) and (ii) above, and of the special vehicles mentioned in subparagraph (iii) above;

(f) Use of the mass media and any other appropriate means to make the public aware of the problems of persons with reduced mobility in road traffic;

(g) Circulation of suitable information for persons with reduced mobility regarding transport facilities and marked routes available to them.

3.4 Recommendations concerning the safety of elderly persons (4.7 (d), (e) and (f))

In order to reinforce the safety of elderly persons, they should be made aware of the dangers of road traffic. The following measures are recommended in this regard:

(a) Elderly persons should be encouraged to wear light coloured or fluorescent clothing [...] with reflective elements at night;

(b) The dissemination of information regarding the needs of the elderly related to transport systems and facilities should be supported at all decision-making levels;

(c) Mass media should be used together with other appropriate means to make all road users, including the elderly, aware of the particular problems concerning the movement of elderly persons in road traffic. Courses for the elderly by organizations involved and/or by the police could be of great help.

IV.

Chapter 10 Measures intended to facilitate the movement of persons with reduced mobility and elderly persons

10.1 Context

Over and above the measures described in chapter 3, paragraphs 3.3 and 3.4, concerning the safety of persons with reduced mobility and elderly persons, appropriate measures should be taken by the authorities to facilitate the movement of such persons and enhance their safety in traffic.

10.2 Recommendations

To facilitate the movement of persons with reduced mobility and elderly persons, the following measures should be applied.

[...]

10.2.1 Movement of persons with reduced mobility (4.6 (c) and (d))

The authorities concerned should:

(a) Include in the rules on the construction and maintenance of the transport infrastructure provisions designed to guarantee that persons with reduced mobility are able to move about without encountering major difficulties. In particular, a distinction should be made between the use of pavement **texture** to guide blind persons and its use to warn them against obstacles. The guidance function should be adopted for approaches to crossings, bus stops, public buildings, etc.; the warning function should be designed to protect blind people against obstacles such as trees, parking metres, notice boards, etc., along the pavement. The following measures, among others, should be encouraged:

- (i) Improving the construction of sidewalks, ramps and lifts by adapting them better to the movement of persons with reduced mobility on foot or in wheelchairs. In particular, kerbs in line with pedestrian crossings should be lowered or ramped and non-slip surfaces for inclines (ramps) should be provided. It is also necessary to ensure that blind persons are aware of such measures;
- (ii) Installation of push-buttons at pedestrian-operated lights, positioned in such a way that they can be reached by persons using wheelchairs;
- (iii) Facilitation of the use by persons with reduced mobility of public transport systems, **by designing appropriate systems** for access to terminal facilities and vehicles;

(b) Consideration of the local needs of persons with reduced mobility, e.g. by providing clearly marked routes in built-up areas, allowing easy access to shops, banks and other public services.

10.2.2 Movement of elderly persons (4.7 (a), (b) and (c))

The authorities concerned should:

(a) Make efforts to provide for proper maintenance of elements of road infrastructure, including its furniture, important for the movement of **such** persons;

(b) Encourage and implement a systematic approach to the appropriate placement of road furniture and to the gradual removal of physical barriers such as elevated steps and stairs at interfaces between streets and buildings and transport systems;

(c) Encourage and implement the development of networks of continuous and safe footpaths wherever feasible in urban areas.

V.

PART IV OTHER MEASURES AFFECTING SAFETY

[...]

While the recommendations in the preceding parts deal mainly with direct components of road safety (users and their behaviour on the road, vehicles and infrastructure), certain factors of a cross-cutting nature can also play a significant role in reducing the number or severity of accidents. These include “Assistance to victims” (chapter 13), “Safety in the area of roadworks and incidents/accidents” (chapter 14), “Advertising and road safety” (chapter 15) and “Local restrictions on traffic” (chapter 16) that may be taken by the local authorities. It is therefore recommended that countries implement the measures described in these chapters.

Chapter 13 **Assistance to victims**

13.1 **Context**

Following traffic accidents involving injuries, prompt action must be taken, to reduce the severity of the injuries and the suffering of the victims and to ensure that the survivors make the best possible recovery. To this end, the following actions should be carried out very quickly.

13.2 **Recommendations** (see Annex 2 of the report TRANS/WP.1/76 (4 May 2001))

13.2.1 **Early alert**

13.2.2 **Securing the area of the accident**

13.2.3 First aid

13.2.4 Emergency medical assistance

Chapter 16 Local restrictions on traffic

16.1 Context

The specific conditions related to the nature of an accident may prompt the local authorities to take measures to restrict traffic. Such measures may incur a financial cost and a significant inconvenience for road users. The decision to take them should be made on the basis of criteria that are as objective as possible.

16.2 Recommendations

The following recommendations contain a list of criteria that should be applied in practice.

16.2.1 General recommendations (1.9.1)

16.2.2 Speed limits (1.9.2)

16.2.3 Restrictions on overtaking (1.9.3)

16.2.4 Prohibition of standing and parking (1.9.4)

(see TRANS/SC.1/294/Rev.5 (numbers in brackets))

Annex

Traffic in tunnels

[...]

1.7 Traffic in tunnels

1.7.1 Context

Basically, the driving rules that apply in tunnels are the same as those for open roads, i.e. maintaining a safe distance, observing speed limits and maximum loads, thoroughly securing all loads and warning other road users in the event of a breakdown or congestion or severe slowing of traffic. Nonetheless, in view of the more serious consequences of accidents in tunnels and especially in tunnels of significant length, it is especially important for road users to observe general traffic regulations and certain regulations for behaviour in tunnels so that they can deal with specific situations.

1.7.2 Recommendations

The public authorities should recommend that drivers observe the following rules.

1.7.2.1 Specific rules to be observed

More so than on open roads, it is recommended that drivers passing through tunnels should listen to the radio on the indicated frequency so that they can receive any messages or instructions that may concern them.

In tunnels indicated by special road signs (such as E 11a as set out in the Convention on Road Traffic of 1968), all drivers must observe the associated regulations, such as those set out in article 25 *bis* of the Vienna Convention on Road Traffic, specifically: obligation to switch on passing lamps, prohibition to stop (except in cases of emergency), to make a U-turn or to reverse.

These rules should also be respected in tunnels not indicated by special road signs.

Moreover, the attention of drivers should be drawn to the fact that, when they are driving in a tunnel, it is imperative:

- To maintain an adequate distance (or that indicated at the entrance to the tunnel or in the tunnel) from the vehicle in front. In normal conditions of traffic, drivers of cars should respect a distance from the vehicle in front at least equal to that which a vehicle can cover in 2 seconds. For heavy vehicles, this distance should be doubled (4 seconds);
- To respect the signing and/or road markings prohibiting overtaking. Even in the absence of such markings and/or signing, drivers should, when there is only one lane in each direction, avoid overtaking;

- For drivers of heavy vehicles, to observe the prohibition against overtaking to which they may be subject in tunnels with two or more lanes in the same direction if the competent authorities have taken such a measure, inter alia, after conducting a risk analysis.

1.7.2.2 Rules for behaviour in special situations

In addition to the above rules, drivers should observe the rules of behaviour described below, without prejudice to national requirements that may otherwise be applicable, concerning for example assistance to the injured, the use of an advance warning triangle, the wearing of a safety jacket, etc.:

(a) In the event of traffic congestion:

- Switch on the hazard warning lights when approaching traffic congestion;
- Keep sufficient distance from the vehicle in front, even if the traffic is moving slowly or stopped. When stopped, a distance between vehicles of at least 5 m should be kept - except in cases of emergency;
- Switch off the engine if traffic is completely stopped;
- Do not leave the vehicle, unless officially instructed to do so;
- Listen for messages given on the radio.

(b) In the event of a breakdown or accident in own vehicle:

- Switch on hazard warning lights;
- In order not to create an additional danger for other drivers, if possible, drive to the exit of the tunnel or to the nearest emergency stopping point;
- If that is not possible:
 - Pull over to the side;
 - Switch off the engine;
 - With the passengers, leave the vehicle, while taking all necessary precautions;
 - Take steps to protect the accident or breakdown zone;
 - Call for help, preferably from an emergency point, and follow the instructions given.

(c) In the event of a fire (own vehicle):

- Switch on the hazard warning lights;
- In order not to create an additional danger for other drivers, if possible, drive to the exit of the tunnel or to the nearest emergency stopping point;
- If that is not possible:
 - Pull over to the side;
 - Switch off the engine;
 - With the passengers, leave the vehicle immediately, while taking all necessary precautions;
 - Take steps to protect the fire zone;
 - Call for help, preferably from an emergency point, and follow the instructions given;
 - Attempt to put out the fire using the vehicle's extinguisher or one available in the tunnel; if that is not possible, move away without delay to an emergency exit.

(d) When stopped by a fire in another vehicle:

- Switch on hazard warning lights;
- Pull over to the side;
- Switch off the engine;
- With the passengers, leave the vehicle immediately, while taking all necessary precautions;
- Attempt to put out the fire using the vehicle's extinguisher or one available in the tunnel; if that is not possible, move away without delay to an emergency exit.

See also, on the subject, the recommendations contained in paragraphs 2.1.1.1.2, 2.1.1.6 (b) and 2.2.3.
