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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
(Thirty-fourth session, 4-7 April 2000,
agenda item 2 (b))

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

Note by the secretariat

At its thirty-third session, the Working Party decided in favour of sending a substantial package of amendment proposals to the Secretary-General. With this in mind, it requested the secretariat to prepare a consolidated document of all the finally endorsed proposals from the thirty-second and thirty-third sessions and decided to convene an ad hoc working group of legal experts on the Vienna Conventions which would examine the consolidated document, revise it further if necessary and make recommendations on its adoption to the thirty-fourth session of the Working Party. The delegates of Luxembourg, Norway, Russian Federation, Switzerland (under the chairmanship of Norway) volunteered to participate in the group of legal experts.

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A. CONVENTION ON ROAD TRAFFIC (CRT)

Article 1: Definitions

(Final endorsement) 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. The marking of a cycle lane may be supplemented, but not replaced, by road signs. Other markings (e.g. the cycle symbol) may be added. Domestic legislation shall specify under what conditions other road users may use the cycle lane or cross it, maintaining cyclists’ safety at all times.”

(Final endorsement) Insert new paragraph (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 from other parts of the same road by structural means. A cycle track may be reserved for cyclists alone or for cyclists and other road users in accordance with annex 1 section D in the Convention on Road Signs and Signals.”

Article 11: Overtaking and movement of traffic in lines

(Final endorsement) Insert a new subparagraph 11.1 (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 the traffic provided that sufficient space is available.”

Article 16: Change of direction

(Final endorsement) Amend subparagraph 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 by crossing the intersection in two separate stages, move as close 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.”

(Final endorsement) Amend paragraph 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.”

Article 21: Behaviour of drivers towards pedestrians

(Final endorsement) Insert new Article 21 bis to read:

“Article 21 bis
Behaviour of motor-vehicle drivers towards cyclists and
two-wheeled moped riders”

Without prejudice to Articles 11 and 12 of this Convention, drivers of motor vehicles shall leave a sufficient safety gap between their vehicle and the cycle or two-wheeled moped which they are overtaking or passing in the opposite direction. When passing a cycle or two-wheeled moped, drivers of motor vehicles shall slow down if specific circumstances prevent their leaving a sufficient safety gap between their vehicle and the cycle or two-wheeled moped; if necessary, drivers shall stop.”

Article 23: Standing and parking

(Final endorsement) Amend the last sentence of Article 23.1 to read:

“In and outside built-up areas they shall not be stationed on cycle tracks, cycle lanes, tracks for horseback riders, footpaths, pavements or other areas specially provided for non-vehicular traffic, save where applicable domestic legislation so permits.”

(Final endorsement) Amend 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 bicycles and two-wheeled mopeds.”

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

(Final endorsement) Amend Article 27.4 to read:

“Where cycle lanes exist, Contracting Parties or subdivisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances they may authorise moped drivers to use the cycle lane and, if they consider it advisable, prohibit them from using the rest of the carriageway.”

B. EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD TRAFFIC

Annex paragraph 18 (Ad Article 23 of the Convention)

(Final endorsement) Amend subparagraph 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.”

Annex paragraph 20 (Ad Article 27 of the Convention)

(Final endorsement) Amend the text relating to paragraph 4 to read:

“Moped drivers may be authorised to use the cycle lane and, if considered advisable, be prohibited from using the rest of the carriageway.”

C. CONVENTION ON ROAD SIGNS AND SIGNALS

Article 1: Definitions

(Final endorsement) 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. The marking of a cycle lane may be supplemented, but not replaced, by road signs. Other markings (e.g. the cycle symbol) may be added. Domestic legislation shall specify under what conditions other road users may use the cycle lane or cross it, maintaining cyclists’ safety at all times.”

(Final endorsement) Insert new paragraph (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 from other parts of the same road by structural means. A cycle track may be reserved for cyclists alone or for cyclists and other road users in accordance with annex 1 section D in this Convention.”
