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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety  
(Thirty-fifth session, 3 – 6 October 2000)

**INFORMATION FROM THE RUSSIAN FEDERATION ON MOBILE PHONE USE,  
SAFETY OF SKATEBOARDERS ETC., EVALUATION OF THE THIRD ROAD  
SAFETY WEEK, AND CHANGES IN ROAD TRAFFIC LEGISLATION  
IN THE RUSSIAN FEDERATION**

Transmitted by the Russian Federation

1. Information about legislation on mobile phone use in motor vehicles (agenda item 2 (c));
2. Information about the safety of skateboarders and roller-skaters (agenda item 2 (e));
3. Information about measures to mark Third Road Safety Week (1-7 May 2000) (agenda item 5).
4. Information about changes in the road traffic safety legislation of the Russian Federation and practical experience in this field (agenda item 6);

(Agenda item 2 (c) Information about legislation on mobile phone use in motor vehicles

The legislation of the Russian Federation does not contain any provisions concerning the use of mobile telephones. However, owing to the rapid development of this means of communication and on the basis of experience in other countries, relevant proposals to amend and supplement the Highway Code with a view to banning the use in motor vehicles of all but hands-free mobile phones have already been formulated and submitted to the Government.

(Agenda item 2 (e) Information about the safety of skateboarders and roller-skaters

Under the Highway Code of the Russian Federation, roller-skaters and skateboarders are not defined as a specific category of road users and are treated as pedestrians.

Owing to the insignificant numbers involved, at present, such persons do not constitute a particular road safety problem.

(Agenda item 5) Information about measures to mark Third Road Safety Week (1-7 May 2000)

Under Government Decision No. 360 dated 29 March, the period 1-7 May 2000 was designated as Third Road Safety Week throughout the Russian Federation under the slogan "Partnership on the Road Increases Safety".

The Government-approved programme for Third Road Safety Week included an array of measures designed with vulnerable road users in mind. The Deputy Chairman of the Government signed an "Appeal by the Government to the Citizens of the Russian Federation".

Both central and local mass media were involved in publicizing the aims and objectives of Third Road Safety Week, and prior to and during the Week there were briefings, press conferences and round tables attended by journalists, senior figures and experts from the State Traffic Safety Inspectorate, the Ministry of Transport and the Ministry of Health. A press conference attended by senior figures and experts from the Ministry of Internal Affairs was held on 27 April, to which journalists from over 30 national newspapers, radio stations and television companies were invited.

The events of Third Road Safety Week were covered in detail by the press, television and radio. Over 1,500 relevant items were shown on television, approximately 3,000 reports were aired on the radio, and over 5,000 articles and notices appeared in the press. Workshops were held in a number of regions.

Publicity was ensured through the widespread use of public address systems mounted on highway patrol vehicles, and appeals to road users were broadcast at coach stations and on means of public transport. Short public-information films on road safety issues were shown in cinemas and recreation centres. An extensive advertising campaign was launched to inform the public of the aims and objectives of Third Road Safety Week. Billboards and banners displaying the Safety Week logo and slogan were erected in towns and along roads.

A variety of publicity material promoting the Week was published throughout the country, including posters, booklets, leaflets, pamphlets and commemorative items such as badges, pennants, calendars and pens.

The Ministry of Transport and the Central Administration of the State Traffic Safety Inspectorate observed Third Road Safety Week by organizing and holding a nationwide workshop on road safety issues for vulnerable road users.

Regional and local authorities held seminars and organized preventive campaigns under various slogans such as “Watch out – crossing!”, “Watch out – children!”, “Buses” and “Pedestrians”.

Internal affairs authorities made a special effort to ensure that children, teenagers, older people and the disabled complied with the Highway Code. Units of the State Traffic Safety Inspectorate and the Russian Transport Inspectorate visited some 2,000 enterprises providing transport for children and conducted technical inspections of vehicles.

Special emphasis was placed on work with motorists and passengers, for example observance of speed limits, the wearing of seat belts and safety helmets by drivers and passengers alike, and increasing the frequency of sobriety tests administered to drivers. Many regions organized a special “belt up” campaign during the Week.

Almost 580,000 violations of the Highway Code occurred during Third Road Safety Week. Nearly 90,000 of these offences involved speeding and approximately 40,000 related to drink-driving.

The Central Administration of the State Traffic Safety Inspectorate and the Russian Association of Motoring Schools for Young People organized and held a national motor rally for youngsters attending schools of this kind. The rally cars were fitted with advertising panels displaying the Safety Week logo.

In conjunction with the educational authorities, pre-school institutions organized quizzes and drawing competitions on the theme of road safety. General educational schools provided specially themed lessons on the rules of safe behaviour on roads and streets. More than 43,000 such lessons and talks were organized.

The different events to mark Third Road Safety Week in the Russian Federation varied widely as to their form and content. For example, the Republic of Kalmykia organized inter-school competitions (“Brain knockout” and “Finest hour”) to test knowledge of the Highway Code. Samara oblast conducted operation “Medical kit” to check that motorists had medical kits in their vehicles and that they were proficient in first aid, with prizes awarded to the best-prepared drivers. The Republic of Bashkortostan and Volgograd oblast organized a week-long showing of short films on road safety. Jamborees for young traffic-inspection activists were held in Voronezh oblast. Moscow organized a special spot-check (operation “Clean wheels”) and an appropriately themed pavement art competition.

(Agenda item 6) Information about changes in the road traffic safety legislation of the Russian Federation and practical experience in this field

1. Decision No. 370 of the Government of the Russian Federation dated 21 April 2000 made various amendments and additions to the Highway Code, which are being introduced from 1 July 2000. They concern the use of special beacons and audible signals on motor vehicles.

In order to distinguish vehicles of the State Traffic Safety Inspectorate of the Ministry of Internal Affairs, the Federal Protection Service and the military vehicle inspectorate in the flow of traffic, these vehicles have been authorized to display flashing red beacons in addition to flashing blue beacons. In and of itself, a red flashing beacon does not give priority to such vehicles in the flow of traffic.

The traffic rules pertaining to vehicles equipped with a flashing blue beacon remained unchanged and conform to articles 32 and 34 of the Convention on Road Traffic.

The amendments and additions contain an exhaustive list of vehicles which must be fitted with flashing yellow or amber beacons, including:

Vehicles carrying outsize and/or heavy loads, explosives, spontaneously combustible substances, radioactive substances and potent toxins, and in certain cases vehicles accompanying such loads;

Vehicles engaged in construction, repair or maintenance work;

Vehicles exceeding the maximum dimensions stipulated in the Highway Code (2.5 metres wide, 4 metres high, and 20 metres long, including one trailer and tractor-trailer units consisting of two or more trailers, regardless of total length).

Vehicles carrying money and/or other valuable loads and federal postal service vehicles may be fitted with a flashing white beacon to be activated in conjunction with a special alarm only when the vehicle is attacked and with a view to attracting the attention of militia officers. A flashing white beacon gives no priority in traffic.

In order to prevent the unauthorized installation on a vehicle of flashing beacons of any colour, a defined procedure is envisaged for obtaining authorization to install a beacon. Under this procedure, information about the equipment must be entered in the registration document of the vehicle in question.

2. A new State standard R51256-99 (Technical means of traffic engineering. Road markings. Types and basic parameters. General technical requirements) came into force on 1 January 2000.

The new standard includes a wider variety of markings than its predecessor. It also specifies technical requirements for the materials used in markings and outlines monitoring

methods for various parameters such as visibility and colour, adhesion coefficients, and resistance to a range of weather and climate conditions. Some of the innovations include temporary orange markings for use in the vicinity of roadworks, markings to indicate artificial inequalities on a road surface (in the form of white squares arranged in a chequered pattern), and markings that duplicate certain road signs.

On roads with no more than two lanes in each direction, the edge of the carriageway may be indicated by a broken line, the length of the individual lines being half as long as the interval between them.

An important innovation is the requirement to use reflective markings on all roads except those in the lowest category.

3. State standard R41.104-99 (Uniform provisions concerning the official approval of retro-reflective markings for heavy and long vehicles), which contains the authentic text of UN/ECE regulation No. 104, came into force on 1 January 2000.

This standard applies when seeking official approval of retro-reflective markings to improve visibility and recognition of heavy and long road vehicles and their trailers.

4. State standard R51253-99 (Road vehicles. Colour coding and positioning of retro-reflective markings. Technical requirements) has come into force with regard to vehicles of categories M2, M3, N2, N3, O2, O3 and O4 operated on public highways in the Russian Federation.

State standard R51253-99 came into force on 1 January 2000 regarding vehicles of categories M3, N3, O3 and O4 engaged in international and intercity transport. It will become operative in respect of the other named categories of vehicles with effect from 1 July 2002.

Pursuant to a Decision of the State Committee of the Russian Federation on Standardization and Metrology, two new road signs have been approved, namely "Checkpoint, international motor vehicle transport" and "Highway patrol post", to be introduced on 1 January 2001. The former is designed to indicate checkpoints for road vehicles engaged in international passenger and goods transport, including inspection of vehicle weights and dimensions. The latter is designed to indicate posts of the highway patrol service (analogous to the road-traffic police) forming part of the Ministry of Internal Affairs, where motorists may obtain essential information about traffic conditions and report traffic incidents or emergencies to the militia.

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