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**REVISION OF THE CONSOLIDATED RESOLUTION
ON ROAD TRAFFIC (R.E.1)**

Note by the secretariat

Members of WP.1 will find below the draft text on roadside checks, for consideration at its forty-fifth session, prepared by the small group established for the purpose (France, Portugal, Switzerland (Chair) and the secretariat).

Roadside checks

Introduction

Experience shows clearly that regulatory measures are all the more efficient when their implementation is closely monitored, in other words, when a very strong probability exists that offenders will be identified and punished.

Role of checks

A high level of monitoring not only enables drivers whose behaviour is dangerous to be identified and punished, but also influences the behaviour of all road-users. The role of the checks is both to punish and to prevent. They may also be used to educate, for example, when drivers are shown the offences they have just committed on videos recorded on board police vehicles. This type of check allows offending drivers to be immediately aware of their own behaviour and of the risk they incur as well as the risk to others.

It should, however, be noted that very frequently the improved behaviour resulting from monitoring only lasts as long as drivers perceive that there is a high risk of being caught. Frequent checks are therefore an important deterrent. Since permanent monitoring of every driver anywhere at any moment is unrealistic, however, it would seem essential to improve the impact of checks by combining two types of monitoring - a clearly visible version which is given very wide publicity, and another more discreet version. It is important that road-users should have the impression that they may be monitored anywhere and at any time, since this will induce them to be more vigilant and constantly observe the rules.

Roadside checks policy

Bearing in mind the limited resources generally available to the police, it is important to focus the checks on the main causes of accidents and use automated systems as often as possible.

The plans drawn up for roadside checks - assessed at regular intervals and adapted if necessary - means that these can be used to best advantage. This requires the plans to be prepared on the basis of temporal and spatial indicators of local accident patterns in particular, so that the roads or areas most likely to be the scene of accidents can be identified and made the object of more specific attention, although non-priority areas where random checks will be given more importance must not be neglected.

Role of penalties

The goal of the system of penalties is not only to remove from traffic those who endanger the lives of others, but also to educate road users in correct behaviour on the public highway. Penalties should also be adapted so as provide a lesson, for example, by reducing the time between the offence committed and the pronouncement of punishment, by adapting the severity of the punishment to the seriousness of the offence and/or by developing alternative penalties (for example, training periods in hospitals).

Refresher courses for habitual offenders would also help to make those who break the rules aware of the risks they incur and the risks to others.

Helping drivers to observe the rules

Lastly, although they are not strictly roadside checks as carried out by the police, the gendarmerie or other authorities, mention may be made of the technical appliances that enable drivers to keep a check on themselves. These may include:

- devices on board the vehicle (for example, a seatbelt indicator light, or an adjustable speed limitation device enabling the driver to observe speed limits without constantly watching the speedometer);
- devices that are part of the road infrastructure (for example, road markings or lighting devices at regular intervals in tunnels to help drivers to keep an adequate safe distance between vehicles); or
- devices installed on the roadside, for example, to indicate a driver's speed.

These and other devices, which could be described as driving aids, merit particular attention on the part of the regulatory bodies.

Recommendations

The following measures are recommended with reference to the principles defined above:

(1) Conduct of roadside checks that have a preventive role, giving drivers the impression that they can be permanently monitored. It is advisable to combine roadside checks with information campaigns to make public opinion aware of the importance for safety of complying with the regulation checked and the cogency of the regulation.

(2) Intensification of the number of roadside checks, in particular in relation to the main causes of accidents, namely:

- excessive and inappropriate speed,
- failure to use restraint devices,
- consumption of alcohol and drugs,
- fatigue, particularly in professional drivers,
- insufficient distance between vehicles,

by using appropriate means and devices.

(2.1) For speed checks, fixed and portable automatic devices should be installed or their number increased, enabling all drivers to be monitored permanently; in particular, they should be placed at points where the risk of accidents is greatest and in tunnels. In addition, the installation, transport and use of radar detectors should be prohibited and the police equipped with devices for locating them.

(2.2) There should be permanent monitoring of the failure to use restraint devices. Targeted checks should nevertheless also be systematically organized several times a year over a period of at least two weeks; these checks could be carried out in conjunction with other actions.

(2.3) With reference to alcohol, the number of checks at the most critical places and times, particularly at night and during the weekend, should be increased. Random checks should also be authorized and developed.

(2.4) With reference to fatigue, effective and frequent checks on the maximum driving and rest times set out in the relevant international and domestic regulations applicable to professional drivers of vehicles intended for the carriage of passengers and goods are essential, both on the roadside and on company premises, using in particular the data recorded by the monitoring device, or tachograph, with which these vehicles are equipped.

(2.5) The distance between vehicles should be checked regularly, particularly on motorways and in tunnels.

(3) Use of monitoring appliances approved and periodically checked by the competent services in order to avoid any disputes as to the evidential force of the data or values recorded.

(4) Ensuring of greater safety in tunnels by using a variety of methods for roadside checks of heavy vehicles (for example, X-raying loads, establishing online connections with smart transport systems, using detection devices, etc.).

A means (automatic or otherwise) of detecting overheating of heavy vehicles, particularly of engines or brakes, installed in front of the entrance to long tunnels, at least in the case of tunnels with a long steep approach (as is often the case with mountain tunnels), would limit the risks of fire on board such vehicles when travelling through tunnels. Detection is only possible if the layout of the infrastructure permits (existence of a toll station (for automatic detection), or adequate space for inspections and the immobilization of vehicles that need to cool down before they enter the tunnel).

(5) As regards penalties:

- ensure that the offences observed are systematically and rapidly penalized, in proportion to the seriousness of the offence, so that the punishment applied will be a genuine deterrent;
- ensure that the driver at fault has no opportunity to evade prosecution;
- develop international cooperation relating to exchange of information between States on offences committed by drivers who are not resident in the country where the offence was committed so that the driver can be penalized in his country of residence.

(6) Introduction or development of road safety awareness courses intended to produce a long-lasting modification of behaviour, particularly in respect of drivers under the influence of alcohol, drivers who repeatedly exceed the speed limit, drivers whose permit has been cancelled or invalidated several times, etc. These courses must be designed in such a way as to make

offenders aware of the collective aspect of risk, and prevent any repetition of their dangerous behaviour. They may also be an opportunity to address the issue of aggressive driving, an alarming phenomenon which is tending to spread considerably.

(7) Development and encouragement of all means of assisting drivers to comply with the highway code, in particular by equipping vehicles and infrastructures with technical devices and by carrying out checks using modern technologies for preventive or educational purposes.
