



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.1/104
17 August 2006

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

Forty-ninth session
Geneva, 27-30 June 2006

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY
ON ITS FORTY-NINTH SESSION**

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REPORT

ATTENDANCE

1. The Working Party on Road Traffic Safety (WP.1) held its forty-ninth session in Geneva from 27 to 30 June 2006, chaired by Mr. Alexander Yakimov (Russian Federation). Representatives of the following member States participated: Austria, Belgium, Czech Republic, Estonia, Germany, Greece, Israel, Italy, Luxembourg, Norway, Portugal, Romania, Russian Federation, Slovakia, Spain, Switzerland, Turkey and United Kingdom of Great Britain and Northern Ireland.
2. The European Commission and the following non-governmental organizations were represented: Council of Bureaux; Federation of European Motorcyclists' Associations (FEMA); European Federation of Road Traffic Victims (FEVR); International Federation of Motorcyclists (FIM); International Federation of Pedestrians (FIP); International Road Federation (IRF); International Motorcycle Manufacturers Association (IMMA); FIA Foundation for the Automobile and Society; and International Road Transport Union (IRU).

INTRODUCTION

3. The Chairman of WP.1, Mr. Alexander Yakimov (Russian Federation), listed developments in road safety since the forty-eighth session, namely the Global Road Safety Partnership (GRSP) meeting in Moscow, the meeting of the Council of Ministers of the European Conference of Ministers of Transport (CEMT) in Dublin, the publication of the Commission for Global Road Safety's "Lord Robertson report" entitled "Make Roads Safe", and the work of the European Regional Organizing Committee for the First United Nations Global Road Safety Week in the UNECE region.
4. According to a study by his Ministry, several countries had not incorporated many provisions of the Vienna Convention into their legislation, despite being Contracting Parties to the Vienna Conventions. With reference to the new provisions on driving permits scheduled for introduction by 28 March 2011 in accordance with the transitional measures adopted as part of the amendments that came into force on 28 March 2006, he emphasized the importance of observing the five-year transitional period.
5. Much remained to be done to finalize the revised R.E.1, especially editing of the introductory sections of various chapters and sections.

ADOPTION OF THE AGENDA (*agenda item 1*)

Document: ECE/TRANS/WP.1/103

6. The agenda was adopted without amendment. The secretariat noted that it had not been possible to translate certain documents into the three working languages for the current session and apologized for the delay, although the fault did not lie with the secretariat, which had submitted the documents in time. The Chairman requested that the necessary be done to ensure that such inconveniences, which disrupted the Working Party's deliberations and its efficiency, could be avoided in future.

7. The Chairman of the WP.1 Legal Group (Norway) drew the attention of delegations to the Legal Group's interim report on the definitions for mopeds, motorcycles, motor tricycles, quadricycles and light quadricycles (ECE/TRANS/WP.1/2006/19), currently available in English only. He invited delegates to read the report closely and submit their comments on it by 15 August so that it could be discussed in depth at the fiftieth session of WP.1 (7-10 November 2006).

ADOPTION OF THE REPORT OF THE FORTY-EIGHTH SESSION (*agenda item 2*)

Document: ECE/TRANS/WP.1/102

8. The Working Party postponed the adoption of the report (TRANS/WP.1/102) to its fiftieth session because the English version of the text had not been available prior to the meeting.

9. The representative of the Russian Federation flagged a misprint in the title of the Russian version of the report (forty-seventh session instead of forty-eighth session).

REVISION OF CONSOLIDATED RESOLUTIONS R.E.1 AND R.E.2 (*agenda item 3*)

Documents: TRANS/SC.1/294/Rev.5 and TRANS/SC.1/295/Rev.3

Consolidated Resolution on Road Traffic (R.E.1)

(a) Restructuring of and introduction to Consolidated Resolution R.E.1

Documents: ECE/TRANS/WP.1/2005/15/Rev.2 and ECE/TRANS/WP.1/2006/1/Rev.1

10. The secretariat indicated that the plan to restructure R.E.1, as outlined in document ECE/TRANS/WP.1/2005/15/Rev.2, had been modified only in order to update the reference documents referred to therein, with a view to obtaining a better overview of the new R.E.1.

11. The introduction to R.E.1 in document ECE/TRANS/WP.1/2006/1/Rev.1 was adopted without amendment. However, the Chairman of WP.1 indicated that he would transmit a revised version of the objectives, which were unclear in the Russian version, to the secretariat.

(b) Driving under the influence of alcohol

Documents: ECE/TRANS/WP.1/2006/2/Rev.1, ECE/TRANS/WP.1/2006/3/Rev.1,
ECE/TRANS/WP.1/2006/17

12. The Working Party examined the draft recommendation (ECE/TRANS/WP.1/2006/3/Rev.1) prepared by the small group (Finland, Italy (chair), Romania, United States of America and WHO) in the light of comments made at the forty-eighth session. The recommendation was adopted with the amendments reproduced in Annex 1 to this report.

13. A revised version of ECE/TRANS/WP.1/2006/3/Rev.1 would be prepared in time for the next session of WP.1. It might be necessary to re-amend the recommendations in the light of replies to the questionnaire (ECE/TRANS/WP.1/2006/2/Rev.1).

14. The table in ECE/TRANS/WP.1/2006/17 was for information purposes only and did not require discussion. The same applied to the questionnaire (ECE/TRANS/WP.1/2006/2/Rev.1) sent to delegations in May 2006. The deadline for submitting replies to the questionnaire was 28 July 2006.

(c) **Improving motorcycle and moped safety**

Document: ECE/TRANS/WP.1/2006/4/Rev.2

15. The Working Party examined the draft recommendation on improving bicycle, motorcycle and moped safety revised by the small group comprising the United States of America (chair), FEMA, FIM and IMMA, with input from the International Road Safety Organization (PRI) (ECE/TRANS/WP.1/2006/4/Rev.1). The document was adopted with the amendments reproduced in Annex 2 to this report.

16. A revised version of ECE/TRANS/WP.1/2006/4/Rev.1 would be prepared for the next session of WP.1 on the basis of the informal document (English only) prepared by the representative of IMMA during the session.

(d) **Increasing seat belt usage**

Documents: ECE/TRANS/WP.1/2006/5/Rev.1 and Add.1

17. On behalf of the small group (United States of America (chair), Spain, the United Kingdom and the FIA Foundation) tasked with framing a draft recommendation on increasing the use of seat belts and child restraint systems, the representative of the FIA Foundation, in the absence of the chairperson, briefly reviewed the background to this item.

18. Due to the non-availability of the English version of ECE/TRANS/WP.1/2006/5/Rev.1/Add.1, as prepared by the secretariat in the light of comments made at the forty-eighth session, WP.1 decided to postpone detailed consideration of these documents. On the basis of the two documents, the small group was invited to prepare a revised proposal for the fiftieth session. The secretariat indicated that the deadline for submission of documents for the fiftieth session was 15 August 2006.

(e) **Safety of pedestrians**

Document: ECE/TRANS/WP.1/2006/7/Rev.1

19. The Working Party considered the draft recommendation on rules and signs relevant to pedestrian safety as revised by the small group (Denmark, Israel, FIP and GRSP, under the

chairmanship of FIP) following comments made by WP.1 at its forty-eighth session. The document ECE/TRANS/WP.1/2006/7/Rev.1 was adopted with the amendments reproduced in Annex 3 to this report.

20. A revised version of ECE/TRANS/WP.1/2006/7/Rev.1 would be prepared for the next session of WP.1.

(f) Driving permits

Document: ECE/TRANS/WP.1/2006/9/Rev.1

21. Due to the fact that the English version of the document was not available, it was agreed to postpone discussions to the fiftieth session. Certain elements needed to be added in connection with the amendments that came into force on 28 March 2006, such as the long-term goal of making IDPs redundant, requiring that IDPs and DDPs be presented together and an appeal to countries to accede to the 1968 Vienna Convention on Road Traffic if they had not already done so. The chairman of WP.1 said that he would transmit a revised text proposal to the secretariat.

(g) Communication and road safety

Document: ECE/TRANS/WP.1/2005/16/Rev.1

22. Discussion was postponed until the fiftieth session because the English version of ECE/TRANS/WP.1/2005/16/Rev.1 was not available. It was agreed to consider at the same time the introduction to Chapter 2 of R.E.1 on “Influencing behaviour on the road” prepared by FEVR and contained in document ECE/TRANS/WP.1/2006/10.

(h) Daytime use of lights

Document: ECE/TRANS/WP.1/2005/17/Rev.2

23. Various proposals to modify document ECE/TRANS/WP.1/2005/17/Rev.2 were made in the course of the session. Paragraph 1 should be reworded in more general terms as follows: “According to statistics, a significant number of accidents are due to failure to notice the other vehicle, particularly at junctions.” The footnote and the reference to the Internet site should be deleted. The representative of FEMA requested the deletion of paragraph 2 and suggested that paragraph 3 imposed too much responsibility on vulnerable road users involved in accidents. Some delegations considered that the proposed text should not be modified. The representative of Norway requested that reference should be made to article 32 of the Vienna Convention, which prescribes the daytime use of lights on motorcycles.

24. The representative of the European Commission informed WP.1 that, over the summer, the topic would be the subject of wide-ranging and open-ended consultation among all the

stakeholders concerned. Fourteen EU countries had already adopted relevant regulations. WP.1 requested him to send a copy of the consultation paper to the secretariat to help it finalize the recommendation for the fiftieth session.

(i) Night driving

Document: ECE/TRANS/WP.1/2005/18/Rev.1

25. The Working Party adopted document ECE/TRANS/WP.1/2005/18/Rev.1 with the following changes:

- *In the first paragraph, second sentence, change the text in parenthesis as follows: “(Visual capacity **significantly** reduced, ...)”.*
- Recommendations concerning drivers:
 - *Amend the first bullet to read: “Ensure very careful preparation of the vehicle (in particular, check **and ensure the lights are clean**) and the journey;”.*
 - *Amend the third bullet to read: “Not **stare** at the headlights of oncoming vehicles”.*
- Recommendations for authorities:
 - *Amend the second bullet to read: “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 **existing lighting equipment such as** retro-reflective devices (vests, reflective strips on shoe soles, armbands, etc.);*
 - *Amend the third bullet to read: “Improve the driver training and driving examination system so as to provide drivers with better instruction **in the special features of night driving, for example** special visual techniques [...]”.*
 - *Amend the sixth bullet to read: “Generally improve road surface marking, direction indicator panels, vertical signs, etc. **by using retro-reflective or fluorescent materials;**”.*
 - *Amend the seventh bullet to read: “Review street lighting, especially where information is heavily concentrated, in urban traffic in particular and at points where motorists, **riders of two-wheelers** and pedestrians use the same traffic area”.*

26. A revised version of document ECE/TRANS/WP.1/2005/18/Rev.1 will be prepared by the secretariat for the fiftieth session.

(j) **Speed**

Document: TRANS/WP.1/2005/19

27. On behalf of the small group (France (chair), Portugal, Switzerland and the secretariat) tasked with preparing a draft recommendation on speed for inclusion in R.E.1, the representative of Portugal introduced document TRANS/WP.1/2005/19, which elicited the following comments:

- The section entitled Some figures gave rise to differences of opinion concerning, among other things, the percentages cited. It was requested that the section should be recast in more general terms and the last two bullet points merged into one.
- In the section entitled Data concerning the effects of speed, it was requested that the table should be amended by adding the speed 30 km/h. The representative of FEVR indicated that he would transmit a revised version of the table to the secretariat. The reference in parentheses in the first bullet point should also be clarified.
- In the section entitled Factors influencing choice of speed, under “road”, replace “layout” by “**horizontal and vertical alignment**” and delete “gradient” which is already included in the layout. The small group was generally asked to review the terminology used and to align it, where appropriate, with the terms used in Annex II to the European Agreement on Main International Traffic Arteries (AGR), which defines the technical specifications of E roads. Under “vehicle”, replace “weight/power ratio” by “**mass/power ratio**”.
- In the recommendations, expand the introductory sentence as follows: “..., the competent authorities are recommended to **consider the following measures**:”.
- Part A, second bullet: The representative of Israel proposed that the present text should be replaced by a reference to the concept of the “typical speed” of 85% of the speeds measured on the road, i.e. the speed adopted by approximately 85% motorists. Some delegations had difficulties with this concept of 85%, so it was decided to delete the bullet point.
- Part A, third bullet: It was requested that there should be a reference to paragraphs 1.9.1 and 1.9.2 of R.E.1 and that the end of the bullet point should be amended to read: “... or the regulation of the traffic requires, **making sure that they are credible in order to have the support of the drivers in question.**” A problem with the translation into Russian was flagged [**Change affects Russian version only**].
- Part A, fifth bullet: To be amended as follows: “Recommend the installation of speed-limitation devices, **which are already obligatory in certain countries for heavy vehicles, and/or** speed governors so as to help drivers better to observe speed limits.”

- Part B, fourth bullet: Amend the first sentence as follows: “Implement measures obliging drivers **to use a lower speed.**” Delete the second sentence and amend the first bullet point as follows:
 - residential zones and **zones where the speed is limited to 30 km/h, known as “30 km/h zones”**;and delete the bullet point “traffic islands”.
- Part B, fifth bullet: Delete because it does not directly concern speed.

28. The small group was invited to revise the document on the basis of these comments.

(k) Mobile phones

29. Consideration of this item (ECE/TRANS/WP.1/2006/8) was postponed until the fiftieth session.

(l) First-aid kit

30. Consideration of this item (ECE/TRANS/WP.1/2004/17/Rev.1) was postponed until the fiftieth session.

(m) Safety of children

31. Consideration of this item (ECE/TRANS/WP.1/2006/11) was postponed until the fiftieth session.

(n) Special rules concerning certain categories of vehicles

32. Consideration of this item (ECE/TRANS/WP.1/2006/12) was postponed until the fiftieth session.

(o) Driving instruction

33. Consideration of this item (ECE/TRANS/WP.1/2006/13) was postponed until the fiftieth session.

(p) FEVR proposal

34. Consideration of this item (ECE/TRANS/WP.1/2006/10) was postponed until the fiftieth session.

(q) Other issues

35. The secretariat circulated an informal document containing a breakdown of the answers to the second questionnaire on overtaking returned by 16 countries.

Consolidated Resolution on Road Signs and Signals (R.E.2)

(r) **Safety in tunnels**

Documents: ECE/TRANS/WP.1/2006/14 and in-session informal document

36. The representative of the secretariat of WP.15, having put the various amendments into context, introduced the final version to emerge from the most recent discussions in WP.15, as contained in an in-session informal document (in English and Russian only) that differed slightly from the text of ECE/TRANS/WP.1/2006/14. The chairman of the WP.1 legal group of experts said that, at its meeting in March 2006, the group had been kept informed of ongoing developments and that the new revised text in the informal document could be adopted.

37. WP.1 adopted the proposal as amended by the secretariat of WP.15. The text of the adopted recommendation is reproduced in Annex 4 to this report and will be incorporated into the updated version of the Consolidated Resolution on Road Signs and Signals (R.E.2), which the secretariat will prepare, if possible, for the fiftieth session.

PREPARATION OF THE FIRST GLOBAL ROAD SAFETY WEEK (*agenda item 4*)

38. This item was addressed only in the Chairman's introduction to the session.

OTHER BUSINESS (*agenda item 5*)

39. The Working Party was informed that its fiftieth session would be held from 7 to 10 November 2006.

ADOPTION OF DECISIONS (*agenda item 6*)

40. The Working Party adopted the list of decisions taken at its forty-ninth session on the basis of a draft prepared by the secretariat. However, it had not been possible to consider documents ECE/TRANS/WP.1/2006/CRP.2/Add.4 and 5, available only in English.

Annex 1

Drinking and driving

Amendments to document ECE/TRANS/WP.1/2006/3/Rev.1

In the “**Legislation**” section, the text is amended as follows:

“1. States should establish an upper legal limit not exceeding 0.5 g/l for blood alcohol content or 0.25 mg per litre in the air expelled for drivers as provided for by paragraph 7 of the European Agreement supplementing the 1968 Convention on Road Traffic (the relevant amendment entered into force on 28 March 2006). However, a special blood alcohol level not exceeding 0.2 g/l should be established for certain categories of drivers, such as:

(a) Novice drivers;

(b) Drivers of commercial vehicles, including those carrying dangerous goods.

Penalties should be established for offenders. They may be treated administratively for blood alcohol levels which slightly exceed the established limit and criminally for levels which are significantly higher.

2. States should establish measures to prevent drivers from escaping alcohol testing or fix penalties for drivers who refuse to be tested.

3. When police respond to an accident, legislation should provide that all drivers involved are tested for alcohol.

4. States should consider the link, which might exist between alcohol-impaired driving and certain places providing for the consumption or purchase of alcoholic beverages. In this context, they should consider the possibility of introducing in their legislation measures aimed at preventing the consumption of alcoholic beverages, for example:

(a) By prohibiting or limiting the sale of alcoholic drinks in certain places, such as restaurants, shops and service stations along motorways;

(b) By prohibiting, in a moving vehicle, the presence, within the reach of the driver, of open bottles or other containers of alcoholic drinks.

5. States should establish an appropriate age limit for the purchase and public consumption of alcoholic beverages, so as to reduce drinking and driving among young drivers.”

Paragraph 6 was adopted without amendment. Paragraph 8 became paragraph 7 following the deletion of the latter.

“Enforcement”

Paragraph 1 is amended as follows:

“1. To enhance the perception of the likelihood of being caught for alcohol-impaired driving, the police should conduct regular enforcement activities such as random alcohol and roadside checks. For this purpose, specially equipped checkpoints may be established.”

Paragraphs 2 and 4: Owing to drafting errors in the Russian version, the Russian delegation indicated that it would transmit a corrected text to the secretariat.

Paragraphs 4 and 5 are amended as follows:

“4. Police should be trained in the appropriate procedures (“preventive measures” in Russian) for deterring drink-driving and for detecting and apprehending alcohol-impaired drivers. For example, police should be trained in recognizing the cues for stopping vehicles (e.g., weaving) and cues for recognizing potential impairment (e.g., slurred speech, smell of alcohol).”

The last sentence of paragraph 4 has been transferred to a new paragraph 6.

“5. To ensure that alcohol-impaired drivers are dealt with appropriately in all circumstances, all members of the law enforcement community [...] should be trained in alcohol-related driving problems and alcohol-impaired driving laws and penalties.”

The new paragraph 6 is worded as follows:

“6. It is also recommended that technicians receive training which allows them to ensure the calibration and maintenance of breath-test instruments in conformity with the standards in effect.”

“Public Information and Education”

Owing to drafting errors in the Russian version, the Russian delegation indicated that it would transmit a corrected text to the secretariat.

The final paragraph is amended to read: “Governments should discourage advertisements for alcoholic beverages along roads and during mass participation events.”

“Programmes”

In the last sentence, replace “driver licensing agencies” by “competent bodies”.

“Assessment and rehabilitation”

Owing to drafting errors in the Russian version, the Russian delegation indicated that it would transmit a corrected text to the secretariat.

“Alcohol interlock ignition programmes”

Replace “encourage” by “consider” in the third sentence and delete the last sentence.

Annex 2

Improving motorcycle and moped safety

Amendments to document ECE/TRANS/WP.1/2006/4/Rev.1

It was requested that, where appropriate throughout the document, motorcycles and mopeds should be grouped together, as should motorcycle and moped riders. All parentheses and comments by the secretariat should also be removed.

Paragraph 6.1 (Bicycles): Add a new paragraph 6.1.4 reproducing the text on cycle infrastructure prepared by the representative of Israel and referring to the definitions of “cycle lanes and cycle tracks” recently introduced into the Vienna Conventions.

Paragraph 6.1.2.1 (Wearing of helmets): Replace “suitable helmet” by “*protective helmet*”.

Paragraph 6.1.2.2 (Safety reflector arm): The second paragraph becomes paragraph 6.1.3 entitled “Awareness campaigns and checks”. In addition, the first sentence of new paragraph 6.1.3 is amended as follows: “*Bicycle equipment and helmets should be the object of information or awareness campaigns aimed at users, in particular schoolchildren.*”

Paragraph 6.2.1 (Introduction): The second paragraph is amended as follows:

“Motorcycle and moped riders are more likely to be involved in fatal and injury accidents than are operators of other vehicles. While statistics differ among countries, motorcycles and mopeds are involved in an accident with another vehicle, in approximately 50% of the accidents in which they are involved. In-depth studies of motorcycle and moped crashes have reconfirmed that the most important cause of accidents is driver or rider error.”

The words “that have been developed over the years” should be deleted from last sentence of the third paragraph.

Paragraph 6.2.1.2 (Rider training): In the first paragraph, replace “motorcyclists” at the end of the first sentence by “riders”. In the second paragraph, amend the end of the first sentence as follows: “*and not simply to be able to obtain a licence*”.

Paragraph 6.2.1.3 (Protective gear): All the provisions in paragraphs 6.2.2.1.2 (d) and 6.2.2.2.1.3 regarding light-coloured clothing or reflecting devices should be brought together in this paragraph. The provisions on helmets in paragraphs 6.2.2.1.2 and 6.2.2.2.1.3 should also be brought together in this paragraph. The new wording is:

“Motorcycle and moped riders and passengers should be required to use protective helmets. It is recommended that approved helmets are used, as already required for example by the European Agreement supplementing the Vienna Convention on Road Traffic (Ad Article 27). Riders and passengers should also be encouraged to wear

clothing with retro-reflective or fluorescent devices particularly when driving at night or in reduced visibility and to use additional protective equipment such as: proper clothing, gloves, boots, long trousers, and a durable long-sleeved jacket, eye and face protection.”

Paragraph 6.2.1.6 (Infrastructure): The second and third sentences of the first paragraph should be amended as follows: “The authorities responsible for road infrastructure should be aware of the needs of riders as road users and their particular characteristics and vulnerability. Policies should be developed regarding the design and placing of road markings, manhole covers and roadside furniture, such as signs and lights.”

Paragraph 6.2.1.7: All the provisions on trailers in paragraphs 6.2.2.1.1.3 and 6.2.2.2.1.4 should be brought together in this new paragraph entitled “Trailers”.

Paragraph 6.2.2.1.1.3 (Trailers): See 6.2.1.7.

Paragraph 6.2.2.1.2 (Rules concerning the use of mopeds): Transfer paragraphs (c) and (d) to paragraph 6.2.1.3 (Protective gear).

Paragraph 6.2.2.1.3 (Safety of moped users): Amend the title to read “*Safety of moped riders and passengers*”. Delete the first paragraph. Replace “shall” by “*should*” in the second paragraph.

Paragraph 6.2.2.2 (Special rules concerning motorcycles): Delete the note in bold concerning UNECE Regulation 53, and replace “shall” by “*should*” in paragraph (b).

Paragraph 6.2.2.2.1.4 (Protective devices and their use): Transfer the second and third paragraphs to 6.2.1.3.

Paragraph 6.2.2.2.1.4 (Trailers): See 6.2.1.7.

Paragraph 6.2.2.2.2.2 (Safety of motorcyclists and passengers): Delete the first three paragraphs, which are superfluous. The amended paragraph will henceforth comprise the fourth (and last) paragraph which was adopted with the amendments proposed by the secretariat.

Annex 3

Safety of pedestrians

Amendments to document ECE/TRANS/WP.1/2006/7/Rev.1

Paragraph 8.1.1 (Pavements and footpaths): The sixth sentence of the first paragraph should read as follows: *“If this is not avoidable, sufficient space must be left for the movement of pedestrians and handicapped persons in wheelchairs, and exceptions should be marked on the ground, indicating spaces for parking.”*

The second paragraph should read as follows: *“Vehicles, including all devices for personal mobility, powered by motors of any kind, except slow-moving vehicles designed for handicapped persons, should not be allowed to use footpaths and pavements.”*

Paragraph 8.1.2.1 (General principles): The last sentence of the first paragraph should read as follows: *“Generally speaking, the objective should be, where possible, to give preference to the crossing of roads in safety by pedestrians without change of level. However, when necessary, to improve safety in certain places, engineering structures such as footbridges or tunnels should be considered.”*

Paragraph 8.1.2.2 (Visibility at pedestrian crossings): *“In the area leading to the crossing, there should be nothing to interfere with visibility, because pedestrians must be able to see and be seen by oncoming vehicles at a sufficient distance if they are to cross safely. Accordingly, to ensure clear visibility near a pedestrian crossing, pavements should be broadened wherever possible to bring the kerb into line with the roadside limit of the parking spaces, or parking should be prohibited within a distance of at least five metres before the crossing by means of appropriate road markings, as is required by Article 23.3 of the 1971 European Agreement supplementing the Vienna Convention on Road Traffic.”*

Paragraph 8.1.2.3 (Facilities for pedestrian crossings): *“If not equipped with traffic lights, pedestrian crossings should be equipped with the regulatory sign specified in the 1968 Vienna Convention on Road Signs and Signals, and motorists should if necessary be alerted to their presence by a danger sign suitably positioned on the approach to the crossing. Crossings should also be illuminated much more brightly than other parts of the road. When vehicles are permitted to change direction at intersections of streets or roads equipped with traffic lights, measures should be taken to increase the safety of pedestrians on a pedestrian crossing. Accordingly, clear information should be given to pedestrians alerting them to possible danger, and also to motorists warning them to take care when changing direction.”*

Moreover, signal phases at traffic lights should provide reasonable time for safe crossing of pedestrians. In special cases, detection technologies should be used to provide extra clearance time for the crossing of slow pedestrians.

At pedestrian crossings with no traffic lights, the speed of approaching traffic should be limited, to enable safe crossing for pedestrians.

Roads should be designed so as to minimize the crossing distances of pedestrians at designated pedestrian crossings.”

The last paragraph remains unchanged.

Paragraph 8.1.5 (Traffic calming areas): The second sentence of the first paragraph should read: *“These zones should also be set up with support in terms of built infrastructure, to reduce traffic speed and volume [...].”*

During the session a new version of this paragraph was proposed by the representatives of Israel and FIP, available in English only, which WP.1 was unable to consider. This text will be incorporated as a proposal into the revised version of document ECE/TRANS/WP.1/2006/7/Rev.1.

Paragraph 8.1.6 (School zones): Delete the text in parentheses in the first sentence.

Paragraph 8.3 (Safety at tram stops): Amend the first sentence as follows (English and French versions only): *“To ensure safety at tram stops, passengers should never have to board directly from the carriageway or alight directly and unprotected on to the carriageway.”*

Annex 4

Consolidated Resolution on Road Signs and Signals (R.E.2)

Safety in tunnels

Text adopted, including amendments to document ECE/TRANS/WP.1/2006/14

Amend 1.11 to read as follows:

“1.11 The use and meaning of signs for vehicles carrying dangerous goods

(a) Sign C, 3^h “NO ENTRY FOR VEHICLES CARRYING DANGEROUS GOODS FOR WHICH SPECIAL SIGN PLATING IS PRESCRIBED” described in the 1968 Convention on Road Signs and Signals should be used without an additional panel to prohibit the entry of all vehicles defined in Article 1 (a) of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) carrying dangerous goods defined in Article 1 (b) of ADR for which orange-coloured plates according to section 5.3.2 of Annex A of ADR for marking of vehicles are required on the vehicles.

For prohibitions related to specific dangerous goods, prohibitions restricted to certain periods (e.g. peak hours) or those restricted to transit, the sign should be used with an additional panel specifying the prohibition.

In tunnels, as from 1 July 2007, and no later than 1 January 2010, prohibitions should be indicated by using this sign with an additional panel bearing a capital letter representing the category to which the tunnel is assigned according to 1.9.5.2.2 of Annex A of ADR, as follows:

- **Sign C, 3^h** with an additional panel bearing letter B: Tunnel category B;*
No entry for vehicles carrying dangerous goods presenting a very large explosion risk according to 1.9.5.2 of Annex A of ADR and, for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required;
- **Sign C, 3^h** with an additional panel bearing letter C: Tunnel category C;*
No entry for vehicles carrying dangerous goods presenting a very large or large explosion risk or a risk of large toxic release according to 1.9.5.2 of Annex A of ADR and for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required;

* For the purposes of restrictions the passage of vehicles carrying dangerous goods through road tunnel according to 1.9.5 of Annex A of ADR, tunnels should be classified in tunnel category A, B, C, D or E. No prohibition is applicable when the tunnel is classified in tunnel category A.

- **Sign C, 3^h** with an additional panel bearing letter D: Tunnel category D;* No entry for vehicles carrying dangerous goods presenting a very large or large explosion risk, or a risk of large toxic release or a large fire risk according to 1.9.5.2 of Annex A of ADR and, for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required;
- **Sign C, 3^h** with an additional panel: bearing letter E: Tunnel category E;* No entry for vehicles carrying any type of dangerous goods for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required, except those which are not subject to any tunnel restriction according to 1.9.5.2 of Annex A of ADR.

(b) **Sign C, 3^m** “NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF EXPLOSIVES OR READILY INFLAMMABLE SUBSTANCES” described in the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals should be used to prohibit the entry of vehicles defined in Article 1 (a) of ADR, carrying dangerous goods of Class 1, of Class 2 classified as flammable, of Class 3, except those of Packing Group III, of Class 4.1 classified as self-reactive, and of Class 5.2 of ADR, provided that orange-coloured plates on the vehicle according to 5.3.2 of Annex A of ADR are required for the carriage of the relevant goods.

As from 1 January 2010, this sign shall not be used for indicating prohibitions in tunnels.

(c) **Signs D, 10^a, D, 10^b and D, 10^c** “**DIRECTIONS IN WHICH VEHICLES CARRYING DANGEROUS GOODS SHALL PROCEED**” described in the **1968 Convention on Road Signs and Signals** should be used without an additional panel to indicate a mandatory direction for all vehicles defined in Article 1 (a) of ADR carrying dangerous goods defined in Article 1 (b) of ADR for which orange-coloured plates according to section 5.3.2 of Annex A of ADR are required on the vehicle.

For mandatory directions related to specific dangerous goods, or during certain periods (e.g. peak hours), or for transit, the sign should be used with an additional panel specifying the obligation in the same manner as prohibitions are specified when sign C, 3^h is used.”
