



**Economic and Social
Council**

RESTRICTED

ECE/TRANS/89
2 September 1991

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE

PROPOSED AMENDMENTS TO THE 1968 CONVENTION ON ROAD TRAFFIC

Note by the secretariat

The text reproduced below contains the proposed amendments to the 1968 Convention on Road Traffic adopted by the Inland Transport Committee at its fifty-third session (ECE/TRANS/85, para. 52) and the explanatory memorandum adopted by the Working Party on Road Traffic Safety at its fifteenth session (TRANS/SC1/WP1/30, para 3).

The distribution of documents of the Inland Transport Committee and its subsidiary bodies is limited. They are distributed only to governments, to specialized agencies and to governmental and non-governmental organizations which take part in the work of the Committee and of its subsidiary bodies, and should not be given to newspapers or periodicals.

4179b

GE.91-22774

A. PROPOSED AMENDMENTS TO THE CONVENTION

Amendments which apply to the entire text of the Convention and its annexes

1. Replace the word "weight" by "mass".
2. Use the metric system only for mass and dimensions; distances shall be expressed in "km (miles)".

ARTICLE 3 (Obligation of the Contracting Parties)

Insert new paragraphs 5 bis and 5 ter to read:

"5 bis. Contracting Parties will take the necessary measures to ensure that road safety education be provided on a systematic and continuous basis, particularly in schools at all levels.

5 ter. Whenever driving instruction for learner drivers is provided by professional driving establishments, domestic legislation shall lay down minimum requirements concerning the curriculum and the qualifications of the personnel responsible for providing such instruction."

Paragraph 6

Amend to read:

"6. Contracting Parties undertake to communicate to any Contracting Party which may so request, the information necessary to ascertain the identity of the person in whose name a power-driven vehicle, or a trailer coupled to such a vehicle, is registered in their territories if the request submitted shows that the vehicle has been involved in an accident or the driver of this vehicle has seriously infringed road traffic rules and is thereby liable to important penalties or disqualification from driving in the territory of the Contracting Party submitting the request."

ARTICLE 4 (Signs and signals)

Subparagraph (a)

Amend to read:

" (a) All road signs, traffic light signals and road markings installed in their territory shall form a coherent system and shall be designed and placed in such a way as to be easily recognizable."

Subparagraph (d)

Add:

"(iii) To install on pavements and verges devices or equipment which might unnecessarily obstruct the movement of pedestrians, particularly elderly or disabled persons."

ARTICLE 7 (General rules)

Insert new paragraphs 3, 4 and 5 to read:

"3. Drivers shall show extra care in relation to the most vulnerable road-users, such as pedestrians and cyclists and in particular children, elderly persons and the disabled.

4. Drivers shall take care that their vehicles do not inconvenience road-users or the occupants of properties bordering on the road, for example, by causing noise or raising dust or smoke where they can avoid doing so.

5. The wearing of safety belts is compulsory for drivers and passengers of motor vehicles, occupying seats equipped with such belts, save where exceptions are granted by domestic legislation."

ARTICLE 10 (Position on the carriageway)

Insert a new paragraph 6 to read:

"6. Without prejudice to the provisions of Article 11 and when an additional lane is indicated by a sign, drivers of vehicles moving slowly shall use that lane."

ARTICLE 11 (Overtaking and movement of traffic in lines)

Paragraph 2

Amend subparagraph (c) to read:

"(c) That he can do it without endangering or interfering with the oncoming traffic making sure in particular that the lane which he will enter is free over a sufficient distance and that the relative speed of the two vehicles allows overtaking within a sufficiently short time."

Paragraph 9 (French text only)

Replace the words "sur place " by "immédiatement"

ARTICLE 13 (Speed and distance between vehicles)

Amend to read:

"1. (text of the present paragraph 1)

2. Domestic legislation shall establish maximum speed limits for all roads. Domestic legislation shall also determine special speed limits applicable to certain categories of vehicles presenting a special danger, in particular by reason of their mass or their load. They may establish similar provisions for certain categories of drivers, in particular for new drivers.

3. The provisions set out in the first sentence of paragraph 2 may not apply to drivers of priority vehicles referred to in article 34, paragraph 2, or vehicles treated as such in domestic legislation.

4. (text of the present paragraph 2)

5. (text of the present paragraph 3)

6. (text of the present paragraph 4)."

Delete paragraph 5 of the present Convention.

ARTICLE 18 (Intersection and obligation to give way)

Paragraph 7

Delete the words: "At intersections,....."

ARTICLE 19 (Level-crossings)

Insert a new paragraph (d) to read:

" (d) No driver shall enter a level-crossing without first ascertaining that he may not be obliged to stop on it."

Renumber the present paragraph (d) as (e).

ARTICLE 21 (Behaviour of drivers towards pedestrians)

Paragraph 1

For the existing text substitute:

"1. Every driver shall avoid behaviour likely to endanger pedestrians."

Paragraph 2

Renumber the present paragraph 1 as 2 and amend the text of its subparagraph (a) to read:

" (a) If vehicular traffic is regulated at that crossing by traffic light signals or by an authorized official, drivers forbidden to proceed shall stop short of the crossing or the transverse markings preceding it and, when they are permitted to proceed, shall not prevent or obstruct the passage of pedestrians who have stepped on to it; drivers turning into another road at the entrance to which there is a pedestrian crossing shall do so slowly and give way, if necessary stopping for this purpose, to pedestrians already using, or about to use, the crossing."

Paragraph 4

Renumber the present paragraph 2 as 4.

ARTICLE 23 (Standing and parking)

Paragraph 1

Amend to read:

"1. Outside built-up areas, standing or parked vehicles and halted animals shall so far as possible be stationed elsewhere than on the carriageway. In and outside built-up areas they shall not be stationed on cycle tracks, on pavements or on verges specially provided for pedestrian traffic, save where applicable domestic legislation so permits."

Paragraph 3 (b)

Add:

" (iv) At any place where the vehicle would conceal road signs or traffic light signals from the view of road-users;

(v) On an additional lane indicated by a sign for slowly moving vehicles."

Paragraph 3 (c)

Delete item (v)

ARTICLE 25 (Motorways and similar roads)

Paragraph 2

Amend to read:

"2. Drivers emerging on to a motorway shall give way to vehicles travelling on it. If there is an acceleration lane, they shall use it."

Insert a new article to read:

"ARTICLE 25 bis

Special regulations for tunnels indicated by special road signs

In tunnels indicated by the special road signs, the following rules shall apply:

1. All drivers are forbidden:

(a) to reverse;

(b) to make a U-turn;

(c) to stop or to park a vehicle except at the places indicated for that purpose.

2. Even if the tunnel is lit, all drivers must switch on the driving or passing lamps.

3. In case of a prolonged stoppage the driver must switch off the engine."

ARTICLE 28 (Audible and luminous warnings)

Paragraph 2

Amend to read:

"2. Motor-vehicle drivers may give the luminous warnings specified in Article 32, paragraph 3, ..."

Insert a new article to read:

"ARTICLE 30 bis

Carriage of passengers

Passengers shall not be carried in such numbers or in such a way as to interfere with driving or obstruct the driver's view."

For the existing text of Article 32 substitute:

"ARTICLE 32

Rules of the use of lamps

1. Between nightfall and dawn and in any other circumstances when visibility is inadequate on account, for example, of fog, snowfall or heavy rain, the following lamps shall be lit on a moving vehicle:

(a) On power-driven vehicles and mopeds the driving lamp(s) or passing lamp(s) and the rear position lamp(s), according to the equipment prescribed by the present Convention for the vehicle of each category;

(b) On trailers, front position lamps, if such lamps are required according to annex 5, paragraph 30, of this Convention, and not less than two rear position lamps.

2. Driving lamps shall be switched off and replaced by passing lamps:

(a) In built-up areas where the road is adequately lighted and outside built-up areas where the carriageway is continuously lighted and the lighting is sufficient to enable the driver to see clearly for an adequate distance and to enable other road-users to see the vehicle far enough away;

(b) When a driver is about to pass another vehicle, so as to prevent dazzle far enough away to enable the driver of the other vehicle to proceed easily and without danger;

(c) In any other circumstances in which it is necessary to avoid dazzling other road-users or the users of a waterway or railway running alongside the road.

3. When, however, a vehicle is following closely behind another vehicle, driving lamps may be used to give a luminous warning as referred to in Article 28, paragraph 2, of the intention to overtake.

4. Fog lamps may be lit only in thick fog, falling snow, heavy rain or similar conditions and, as regards front fog lamps, as a substitute for passing lamps. Domestic legislation may authorize the simultaneous use of front fog lamps and passing lamps and the use of front fog lamps on narrow, winding roads.
5. On vehicles equipped with front position lamps, such lamps shall be used together with the driving lamps, the passing lamps or the front fog lamps.
6. During the day, a motor cycle moving on the road shall display at least one passing lamp to the front and a red lamp to the rear. Domestic legislation may permit the use of daytime running lamps instead of passing lamps.
7. Domestic legislation may make it compulsory for drivers of motor vehicles to use during the day either passing lamps or daytime running lamps. Rear position lamps shall in this case be used together with the front lamps.
8. Between nightfall and dawn and in any other circumstances when visibility is inadequate, the presence of power-driven vehicles and their trailers standing or parked on a road shall be indicated by front and rear position lamps. In thick fog, falling snow, heavy rain or similar conditions passing lamps or front fog lamps may be used. Rear fog lamps may in these conditions be used as a supplement to the rear position lamps.
9. Notwithstanding the provisions of paragraph 8 of this article, within a built-up area the front and rear position lamps may be replaced by parking lamps, provided that:
 - (a) The vehicle does not exceed 6 m in length and 2 m in width;
 - (b) No trailer is coupled to the vehicle;
 - (c) The parking lamps are placed on that side of the vehicle which is furthest from the carriageway edge alongside which the vehicle is standing or parked.
10. Notwithstanding the provisions of paragraphs 8 and 9 of this article, a vehicle may be standing or parked without any lamps lit:
 - (a) On a road lit in such a way that the vehicle is clearly visible at an adequate distance;
 - (b) Away from the carriageway and hard shoulder;
 - (c) In the case of mopeds and two-wheeled motor cycles without a side car which are not equipped with batteries, at the extreme edge of a carriageway in a built-up area.
11. Domestic legislation may grant exemptions from the provisions of paragraphs 8 and 9 of this article for vehicles standing or parked in streets in built-up areas where there is very little traffic.

12. Reversing lamps may be used only when the vehicle is reversing or about to reverse.

13. Hazard warning signal may be used only to warn other road-users of a particular danger:

(a) When a vehicle which has broken down or has been involved in an accident cannot be moved immediately, so that it constitutes an obstacle to other road-users;

(b) When indicating to other road-users the risk of an imminent danger.

14. Special warning lamps:

(a) Displaying a blue light may be used only on priority vehicles when carrying out an urgent mission or when in other cases it is necessary to give warning to other road-users of the presence of the vehicle,

(b) Displaying an amber light may be used only when the vehicles genuinely assigned to the specific tasks for which they were equipped with the special warning lamp or when the presence of such vehicles on the road constitutes a danger or inconvenience to other road-users.

The use of warning lamps displaying other colours may be authorized by domestic legislation.

15. In no circumstances shall a vehicle display red light to the front or white light to the rear, subject to the exemptions mentioned in annex 5, paragraph 61. A vehicle shall not be modified or lamps added to it in a way which could conflict with this requirement."

For the existing text of Article 33 substitute:

"ARTICLE 33

Rules of lighting of other vehicles than mentioned
in Article 32 and of certain road-users

1. Every vehicle or combination of vehicles to which the provisions of Article 32 of this Convention do not apply shall, when on a road between nightfall and dawn, show at least one white or selective yellow light to the front and at least one red light to the rear. Where there is only one lamp at the front or only one lamp at the rear, the lamp shall be placed on the centre-line of the vehicle or on the side opposite to that corresponding to the direction of traffic.

(a) Handcarts, i.e., carts drawn or pushed by hand, shall show at least one white or selective yellow light to the front and at least one red light to the rear. These two lights may be emitted by a single lamp placed on the side opposite to that corresponding to the direction of traffic. Lights shall not be required on handcarts not exceeding 1 m in width.

(b) Animal-drawn vehicles shall show two white or selective yellow lights to the front, and two red lights to the rear. Domestic legislation may, however, make it permissible for such vehicles to show only one white or selective yellow light to the front and only one red light to the rear. The lamps shall in both cases be placed on the side opposite to that corresponding to the direction of traffic. If the lamps described above cannot be attached to the vehicle, they may be carried by an escort walking immediately alongside the vehicle, on the opposite side to that corresponding to the direction of traffic. Furthermore, animal-drawn vehicles shall be fitted with two red reflex-reflectors to the rear, as close as possible to the outer edges of the vehicle. Lights shall not be required on animal-drawn vehicles not exceeding 1 metre in width. However, a single reflex-reflector shall in this case be placed at the rear on the side opposite to that corresponding to the direction of traffic, or centrally.

2. (a) When moving along the carriageway by night:

(i) Groups of pedestrians led by a person in charge or forming a procession, must display, on the side opposite to that appropriate to the direction of traffic, at least one white or selective yellow light to the front and a red light to the rear, or an amber light in both directions;

(ii) Drivers of draught, pack or saddle animals, or of cattle, must display, on the side opposite to that appropriate to the direction of traffic, at least one white or selective yellow light to the front and a red light to the rear, or an amber light in both directions. These lights may be displayed by a single device.

(b) The lights referred to in subparagraph (a) of this paragraph are, however, not required within an appropriately lit built-up area."

ARTICLE 35 (Registration)

Paragraph 1 (a)

After the sixth subparagraph add a new subparagraph to read:

" In the case of a vehicle intended for the carriage of goods, the unladen mass;"

Insert new paragraphs 1 (c) and 1 (d) to read:

" (c) In the case of motor vehicles of categories A and B as defined in annexes 6 and 7 to this Convention and, if possible, for other motor vehicles:

- (i) The certificate shall be headed with the distinguishing sign of the State of registration as defined in annex 3 to this Convention;
- (ii) The letters A, B, C, D, E, F, G and H respectively shall be placed before or after the eight items of information which are required under subparagraph (a) of this paragraph, to be shown on all registration certificates;

- (iii) The words Certificate d'immatriculation in French may be placed either before or after the title of the certificate in the national language (or languages) of the country of registration.

(d) For trailers, including semi-trailers, imported temporarily into a country by a mode of transport other than road transport, a photocopy of the registration certificate, certified as a true copy by the authority which issued the certificate, shall be considered sufficient."

ARTICLE 39 (Technical requirements)

Amend the title of the article to read:

"Technical requirements and inspection of vehicles"

Number the existing text of Article 39 as paragraph 1

Insert new paragraphs 2 and 3 to read:

"2. Domestic legislation shall require periodic technical inspections of:

(a) Motor vehicles used for the carriage of persons and having more than eight seats in addition to the driver's seat;

(b) Motor vehicles used for the carriage of goods whose permissible maximum mass exceeds 3,500 kg and trailers designed to be coupled to such vehicles.

3. Domestic legislation shall, as far as possible, extend the provision of paragraph 2 to other categories of vehicles."

ARTICLE 40 (Transitional provisions)

Number the existing text of Article 40 as paragraph 1

Insert a new paragraph 2 to read:

"2. The registration certificate shall conform with the provisions of the amendment to Article 35, paragraph 1 within five years from the date of its entry into force. Certificates issued during that period shall be mutually recognized until the expiry date inscribed therein."

ARTICLE 41 (Validity of driving permits)

Amend the title of the article to read:

"Driving Permits"

Insert a new paragraph 1 to read:

"1 (a) Every driver of a motor vehicle must hold a driving permit;

(b) Contracting Parties undertake to ensure that driving permits are issued only after verification by the competent authorities that the driver possesses the required knowledge and skill;

(c) Domestic legislation must lay down requirements for obtaining a driving permit.

(d) Nothing in this Convention shall be construed as preventing Contracting Parties or subdivisions thereof from requiring driving permits for other power-driven vehicles and mopeds."

Renumber the present paragraphs 1 and 2 as 2 and 3.

Delete the present paragraph 3.

For the existing text of paragraph 4 substitute:

"4. Contracting Parties may introduce in their domestic legislation a subdivision of the categories of vehicles referred to in annexes 6 and 7 of this Convention. If the driving permit is restricted to certain vehicles within a category, a numeral shall be added to the letter of the category and the nature of the restriction shall be indicated in the driving permit."

Renumber the existing paragraph 4 as 5 and amend to read:

"5. For the purpose of the application of paragraph 2 and subparagraph 3 (c) of this article: ..."

Renumber the existing paragraph 5 and 6 as 6 and 7.

ARTICLE 43 (Transitional provisions)

Number the existing text of Article 43 as paragraph 1

Insert a new paragraph 2 to read:

"2. Domestic driving permits shall conform with the provisions of the amendment to annex 6 within five years from the date of its entry into force. Permits issued during that period shall be mutually recognized until the expiry date inscribed therein."

ANNEX 5 (Technical conditions concerning motor vehicles and trailers)

Paragraph 1

Renumber as paragraph 3

Paragraph 3

Renumber as paragraph 1 and amend to read:

"1. Without prejudice to the provisions of Article 3, paragraph 2 (a) and Article 39, paragraph 1 of this Convention any Contracting Party may, with

respect to motor vehicles which it registers and to trailers which it allows on the road under its domestic legislation, lay down rules which supplement, or are stricter than, the provisions of this annex. All vehicles in international traffic must meet the technical requirements in force in their country of registration when they first entered into service."

CHAPTER I (Braking)

Paragraph 5

Amend subparagraph (b) to read:

" (b) A parking brake capable of holding the vehicle stationary, whatever its conditions of loading, on a noticeable upward or downward gradient, the operative surfaces of the brake being held in the braking position by a device whose action is purely mechanical;"

Paragraph 7

Amend to read:

"7. The service brake shall act on all the wheels of the vehicle."

Insert new paragraphs 10 bis, 10 ter and 10 quater to read:

"10 bis. All vehicle equipment contributing to braking shall be so designed and constructed that the efficacy of the service brake is ensured after prolonged and repeated use.

10 ter. The service braking action shall be properly distributed and synchronized among the various axles of the vehicle.

10 quater. If the control of the service brake is assisted, partially or totally, by an energy source other than the muscular energy of the driver, it shall be possible to stop the vehicle within a reasonable distance even in the event of the failure of the energy source."

Paragraph 11

Amend the first sentence of subparagraph (b) to read:

"(b) A parking brake capable of holding the vehicle stationary, whatever its conditions of loading, on a noticeable upward or downward gradient, the operative surface..."

Paragraph 13

Amend to read:

"13. The service brake shall act on all the wheels of the trailer. The braking action shall be properly distributed and synchronized among the various axles of the trailer."

Paragraph 16

Delete the last part of the last sentence: "provided for in paragraph 58 of this annex." and amend the last part of the text preceding it to read: "... , with a secondary attachment."

Paragraph 17

Amend subparagraph (b) to read:

" (b) The service braking action shall be properly distributed and synchronized between the various axles of the combination."

Paragraph 18

In subparagraph (b) replace the words "longitudinal axis" by "longitudinal plane".

CHAPTER II (Lights and reflecting devices)

Title of chapter II

Amend to read:

"Vehicle lighting and light-signalling devices"

Paragraph 19

Amend to read:

"19. For the purposes of this chapter, the term:

'Driving lamp' means the lamp used to illuminate the road over a long distance ahead of the vehicle;

'Passing lamp' means the lamp used to illuminate the road ahead of the vehicle without causing undue dazzle or inconvenience to oncoming drivers and other road-users;

'Front position lamp' means the lamp used to indicate the presence and the width of the vehicle when viewed from the front;

'Rear position lamp' means the lamp used to indicate the presence and the width of the vehicle when viewed from the rear;

'Stop lamp' means the lamp used to indicate to other road-users to the rear of the vehicle that the driver is applying the service brake;

'Front fog lamp' means the lamp used to improve the illumination of the road in case of thick fog, falling snow, heavy rain or similar conditions;

'Rear fog lamp' means the lamp used to make the vehicle more visible from the rear in case of thick fog, falling snow, heavy rain or similar conditions;

'Reversing lamp' means the lamp used to illuminate the road to the rear of the vehicle and provide a warning signal to other road-users that the vehicle is reversing or about to reverse;

'Direction-indicator lamp' means the lamp used to indicate to other road-users that the driver intends to change direction to the right or to the left;

'Parking lamp' means the lamp used to indicate the presence of a parked vehicle; it may replace the front and rear position lamps;

'Marker lamp' means the lamp positioned near the outer edge of the overall width and as near as possible to the top of the vehicle for the purpose of clearly indicating the overall width. This signal complements the position lamps for some motor vehicles and trailers by drawing particular attention to their size;

'Hazard warning signal' means the signal given by the simultaneous functioning of all the direction-indicator lamps;

'Side lamp' means the lamp installed on the side of the vehicle so as to indicate its presence when viewed from the side;

'Special warning lamp' means the lamp intended to indicate either priority vehicles or a vehicle or a group of vehicles whose presence on the road requires other road-users to take special precautions, in particular, convoys of vehicles, vehicles of exceptional size and road construction or maintenance vehicles or equipment;

'Rear registration plate illuminating device' means the device ensuring the illumination of the rear registration plate; it may be made up of several optical elements;

'Daytime (running) lamp' means a lamp intended to improve the daytime conspicuity and visibility of the front of a vehicle in running use;

'Reflex-reflector' means a device used to indicate the presence of a vehicle by reflection of light emanating from a light source unconnected with that vehicle;

'Illuminating surface' means the orthogonal projection, in a transverse vertical plane, of the effective surface from which the light is emitted. For a reflex-reflector, the effective surface is the visible surface of the reflex-reflecting optical unit."

Paragraph 21

Replace the word "lights" by "lamps"

Delete in the first sentence the words: "over a distance of at least 100 m (325 feet) ahead of the vehicle."

Paragraph 22

Amend to read:

"22. With the exception of motor cycles, every motor vehicle capable of exceeding 10 km (6 miles) per hour on level road shall be equipped in front with an even number of white or selective-yellow passing lamps capable of adequately illuminating the road at night in clear weather. A motor vehicle shall be equipped with a device such that no more than two passing lamps may be lit simultaneously. Passing lamps shall be so adjusted as to comply with the definition in paragraph 19 of this annex."

Paragraph 23

Amend to read:

"23. Every motor vehicle other than a two-wheeled motor cycle without side-car shall be equipped in front with two white front position lamps; however, selective yellow shall be permitted for front position lamps incorporated in driving lamps or passing lamps which emit a selective yellow beam. These front position lamps, when they are the only lamps switched on at the front of the vehicle, shall be visible at night in clear weather without causing undue dazzle or inconvenience to other road-users."

Paragraph 24

Amend to read:

"24. (a) Every motor vehicle other than a two-wheeled motor cycle without side-car shall be equipped at the rear with an even number of red rear position lamps visible at night in clear weather without causing undue dazzle or inconvenience to other road-users;

(b) Every trailer shall be equipped at the rear with an even number of red rear position lamps visible at night in clear weather without causing undue dazzle or inconvenience to other road-users. It shall, however, be permissible for a trailer whose overall width does not exceed 0.80 m to be equipped with only one such lamp if the trailer is coupled to a two-wheeled motor cycle without side-car."

Paragraph 25

Amend to read:

"25. Every motor vehicle or trailer displaying a registration number at the rear shall be equipped with a lighting device such that the number is legible at night in clear weather."

Paragraph 26

Amend to read:

"26. The electrical connections on all motor vehicles (including motor cycles) and on all combinations consisting of a motor vehicle and one or more trailers shall be such that the driving lamps, passing lamps, front fog lamps

and front position lamps of the motor vehicle and the lighting device referred to in paragraph 25 above cannot be switched on unless the rearmost rear position lamps of the motor vehicle or combination of vehicles are switched on as well.

Rear fog lamps shall be able to be switched on only if the driving lamps, the passing lamps or the front fog lamps are switched on.

However, this provision shall not apply to driving lamps or passing lamps when they are used to give the luminous warning referred to in Article 32, paragraph 3, of this Convention. In addition, the electrical connections shall be such that the front position lamps of the motor vehicle are always switched on when the passing lamps, driving lamps or fog lamps are on."

Paragraph 27

Amend to read:

"27. Every motor vehicle other than two-wheeled motor cycle without side-car shall be equipped at the rear with at least two red reflex-reflectors of other than triangular form. When illuminated by the driving, passing or fog lamps of another vehicle, the reflex-reflectors shall be visible to the driver of that vehicle at night in clear weather."

Paragraph 28

Amend to read:

"28. Every trailer shall be equipped at the rear with at least two red reflex-reflectors. These reflex-reflectors shall have the shape of an equilateral triangle with one vertex uppermost and one side horizontal. No signal lamp shall be placed inside the triangle. These reflex-reflectors shall meet the requirements for visibility laid down in paragraph 27 above. However, trailers with an overall width not exceeding 0.80 m may be equipped with only one reflex-reflector if they are coupled to a two-wheeled motor cycle without side-car."

Paragraph 29

In the second sentence delete: "positioning and"

Paragraph 30

Amend to read:

"30. A trailer shall be equipped at the front with two white front position lamps if its width exceeds 1.60 m. The front position lamps thus prescribed shall be fitted as near as possible to the extreme outer edge of the trailer."

Paragraph 31

Amend to read:

"31. With the exception of two-wheeled motor cycles with or without side-car, every motor vehicle capable of exceeding 25 km (15 miles) per hour on a level road shall

be equipped at the rear with at least two red stop lamps, the luminous intensity of which is markedly higher than that of the rear position lamps. The same provision shall apply to every trailer which is the last vehicle in a combination of vehicles."

Paragraph 32

Amend subparagraph (a) to read:

" (a) Every two-wheeled motor cycle with or without side-car shall be equipped with one or two passing lamps satisfying the conditions regarding colour and visibility laid down in paragraph 22 above;"

In subparagraph (b) replace the words "light" and "lights" by "lamp" and "lamps" respectively.

Delete subparagraph (c).

Paragraph 33

Replace the word "lights" by "lamps".

Delete the last sentence.

Paragraph 34

Replace the word "light" by "lamp".

Paragraph 35

Amend to read:

"35. Every two-wheeled motor cycle without side-car shall be equipped at the rear with a non-triangular reflex-reflector satisfying the conditions regarding colour and visibility laid down in paragraph 27 above."

Paragraph 36

Replace the word "light" by "lamp".

Paragraph 37

Replace the words "light" and "lights" by "lamp" and "lamps" respectively.

Delete the last sentence.

Paragraph 38

Delete the two last sentences and replace them by the following sentence:.

"However, on an electric vehicle the width of which does not exceed 1.30 m and the speed of which does not exceed 40 km (25 miles) per hour a single driving lamp and a single passing lamp are sufficient."

Paragraph 39

Amend to read:

"39. Every motor vehicle, except a moped, and every trailer shall be equipped with fixed direction-indicators with flashing amber lights, fitted on the vehicle in even numbers and visible by day and by night to road-users affected by the vehicle's movements."

Paragraph 40

Amend to read:

"40. If front fog lamps are fitted on a motor vehicle they shall emit white or selective yellow light, be two or, in the case of motor cycle, one in number and be placed in such a way that no point on their illuminating surface is above the highest point on the illuminating surface of the passing lamps."

Paragraph 41

Amend to read:

"41. No reversing lamp shall cause undue dazzle or inconvenience to other road-users. If reversing lamps are fitted on a motor vehicle they shall emit white or selective yellow light. These lamps shall be lit only when the reverse gear is engaged."

Paragraph 42

Amend to read:

"42. No lamps, other than direction-indicator lamps and special warning lamps, shall emit a winking or flashing light. Side lamps may wink at the same time as direction-indicator lamps."

Insert new paragraphs 42 bis to 42 septies to read:

"42 bis. Special warning lamps shall emit a winking or flashing light. Colours of these lights should conform to the provisions of Article 32, paragraph 14.

42 ter. Every motor vehicle except motor cycles and every trailer shall be so equipped that they can emit a hazard warning signal.

42 quater. If rear fog lamps are fitted on a motor vehicle or a trailer they shall be red.

42 quinquies. Every motor vehicle and every trailer more than 6 m long shall be fitted with amber side reflex-reflectors.

42 sexties. Every motor vehicle and trailer more than 1.80 m wide may be fitted with marker lamps. Such lamps shall be mandatory if the width of a motor vehicle or trailer exceeds 2.10 m. If these lamps are used, there shall be at least two of them and they shall emit white or amber light towards the front and red light towards the rear.

42 septies. Every motor vehicle and trailer may be fitted with side lamps. If such lamps are fitted they shall emit amber light."

Paragraph 43

Amend to read:

"43. For the purposes of the provisions of this annex:

(a) Any combination of two or more lamps, whether identical or not, but having the same function and the same colour of light, shall be deemed to be a single lamp;

(b) A single illuminating surface in the shape of a band shall be deemed to be two or an even number of lamps if it is placed symmetrically to the median longitudinal plane of the vehicle. The illumination of such a surface shall be provided by at least two light sources placed as close as possible to its ends."

Paragraphs 44 and 45

Replace the word "light" by "lamp".

CHAPTER III (Other Requirements)

Paragraph 47

Amend to read:

"47. Every motor vehicle shall be equipped with one or more driving (rear-view) mirrors; the number, dimensions and arrangement of these mirrors shall be such as to enable the driver to see the traffic to the rear of his vehicle."

Paragraph 49 (French text only)

Delete the words: "de sa place de conduite"

Paragraph 53

Amend to read:

"53. Every internal combustion engine used for propelling a motor vehicle shall be equipped with an efficient exhaust silencer."

Paragraph 54

Amend the first sentence to read:

"54. The wheels of motor vehicles and of their trailers shall be fitted with pneumatic tyres ensuring a good adhesion even on a wet road. This provision shall not...."

Paragraph 56

Amend subparagraph (a) to read:

" (a) A signplate consisting of an equilateral triangle with a red border and with its interior part either hollow or of a light colour; the red border shall be fitted with a reflectorized strip. It may also have a red fluorescent area and/or be illuminated by transparency; the signplate shall be such that it can be stood firmly in a vertical position; or"

For the existing title and text of paragraph 58 substitute:

"Restraining devices

58. Wherever technically practicable all forward facing seats of vehicles of category B as referred to in annexes 6 and 7 of this Convention, with the exception of vehicles constructed or used for special purposes as defined by domestic legislation, shall be equipped with approved safety belts or similarly effective approved devices."

Paragraph 59

Amend subparagraph (b) to read:

" (b) So far as possible, the high tension ignition device of a motor vehicle shall not cause excessive radio interference;"

Insert a new subparagraph (e) to read:

" (e) Vehicles of which the maximum permitted mass exceeds 3.5 t shall be equipped, as far as possible, with side and rear-underrun devices."

CHAPTER IV (Exemptions)

Paragraph 60

In subparagraph (a) replace "25 km (15 miles) per hour" by "30 km (19 miles) per hour".

Insert a new subparagraph (e) to read:

" (e) Vehicles adapted for use by handicapped persons."

Paragraph 61

Amend to read:

"61. Contracting Parties may also grant exemptions from the provisions of this annex in respect of vehicles which they register and which may enter international traffic:

(a) By authorizing the use of the colour amber for the front position lamps of motor vehicles and trailers;

(b) As regards the position of lamps on special-purpose vehicles whose external shape is such that the said provisions could not be observed without the use of mounting devices which could easily be damaged or torn off;

(c) As regards trailers, carrying long loads (tree trunks, pipes, etc.), which are not coupled to the drawing vehicle when in movement, but merely attached to it by the load;

(d) By authorizing the emission towards the rear of white light and towards the front of red light for the following equipment:

Revolving of flashing lamps of priority vehicles;

Fixed lamps for exceptional loads;

Side lamps and reflex-reflectors;

Professional lighted signs on the roof;

(e) By authorizing the emission of blue light towards the front and towards the rear for revolving or flashing lamps;

(f) By authorizing on any side of a vehicle of a special shape or kind or used for special purposes and in special conditions, alternating red retro-reflective or fluorescent and white retro-reflective strips;

(g) By authorizing the emission towards the rear of white or coloured light reflected by figures or letters or by the background of rear registration plates, by distinctive signs or by other distinctive marks required by domestic legislation;

(h) By authorizing the use of the colour red for rearmost lateral reflex-reflectors and side lamps."

CHAPTER V (Transitional provisions)

Insert a new paragraph 62 bis to read:

"62 bis. Motor vehicles first registered and trailers put into service in the territory of a Contracting Party before the entry into force of the amendments to this Convention or within the two years following such entry into force should not be subject to the provisions of this annex, provided that they satisfy the provisions of annex 5 of the 1968 Convention on Road Traffic in the wording prior to these amendments or other provisions referred to in chapter V of the said annex."

APPENDIX (Definition of Colour Filters for Obtaining the Colours referred to in this Annex (Trichromatic Co-ordinates))

Add new text as follows:

"Blue.....Limit towards green..... $y=0.065+0.805x$
Limit towards white..... $y=0.400-x$
Limit towards purple..... $x=0.133+0.600y$ "

ANNEX 6 (Domestic Driving Permit)

For the existing text of Annex 6 substitute:

"ANNEX 6

Domestic Driving Permit

1. The domestic driving permit shall take the form of a document.
2. The permit shall be printed in the language or languages prescribed by the authority issuing it or empowered to issue it; it shall, however, bear the title "permis de conduire" in French, with or without the same title in other languages, and the name and/or distinctive sign of the country in which the permit is issued.
3. Entries made on the permit shall either be in Latin characters or English cursive script only, or be repeated in that form.
4. The following particulars appear on the driving permit; they shall be preceded or followed by the numbers 1 to 11.
 1. Surname
 2. First names 1/
 3. Date and place of birth 2/
 4. Address 3/
 5. Authority issuing the permit
 6. Date and place of issue of the permit
 7. Date of expiry of the validity of the permit 4/
 8. Number of the permit
 9. Signature and/or stamp or seal of the authority issuing the permit
 10. Holder's signature 5/
 11. Category or categories of vehicle and any sub-categories for which the permit is valid with indication of the date of issue of the permit and the dates of expiry of the validity for each of those categories.

In addition, the holder's photograph shall be affixed to the driving permit. It shall be a matter for domestic legislation to determine any additional particulars to be included in the driving permit as well as the format and the material on which the driving permit is printed.

5. The categories of vehicles for which the driving permit may be valid are the following:
 - A. Motor cycles;
 - B. Motor vehicles, other than those in category A, having a permissible maximum mass not exceeding 3,500 kg and not more than eight seats in addition to the driver's seat;
 - C. Motor vehicles, other than those in category D, whose permissible maximum mass exceeds 3,500 kg;

- D. Motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat;
 - E. Combination of vehicles of which the driving vehicle is in a category or categories for which the driver is licensed (B, and/or C and/or D), but which are not themselves in that category or those categories.
6. Domestic legislations may introduce additional categories of vehicles not belonging to the above-mentioned categories A to E, subcategories within categories and combination of categories, which shall be clearly identified in the driving permit.

Notes:

- 1/ Father's or husband's name may be inserted here.
- 2/ If date of birth is unknown, state approximate age on date of issue of permit. If place of birth is unknown, leave blank. Place of birth may be replaced by other particulars determined by domestic legislation.
- 3/ The address is optional.
- 4/ This is optional if the validity of the permit is unlimited.
- 5/ Or thumbprint."

ANNEX 7 (International Driving Permit)

Footnote 2 under the "MODEL PAGE No. 1"

Amend to read:

"2. No more than three years after the date of issue or the date of expiry of the domestic driving permit, whichever is earlier."

B. EXPLANATORY MEMORANDUM (Justifications regarding the proposed amendments)

Amendments which apply to the entire text of the Convention

1. The proposed amendment is aimed at bringing the terminology in the Convention into line with the legal technical terminology (ISO 1176 - revision).
2. Contracting Parties have commonly used the metric system only with the exception of distances which have still been expressed in miles in some countries.

Article 3, paragraphs 5 bis and 5 ter

The behaviour of road-users plays an important role in road traffic accidents and their prevention, therefore their knowledge and understanding of traffic rules and regulations is recognized as an essential factor in road safety.

The proposed new provisions of paragraphs 5 bis and 5 ter oblige Contracting Parties to take the necessary measures for road safety education on a systematic and continuous basis, particularly for children's education in schools at all levels, and to lay down minimum requirements concerning the curriculum and the qualifications of personnel responsible for providing instruction to road-users.

Article 3, paragraph 6

As a result of the steady growth of international road traffic, it has been found that many drivers who infringe the road traffic rules of a country other than that in which their vehicle is registered enjoy a certain impunity, which has consequences detrimental to road safety.

Article 3, paragraph 6 of the present Convention requires that information concerning the identity of the person in whose name a vehicle is registered be communicated only in the event of an accident. The Convention should also include an undertaking by Contracting Parties to communicate information in connection with serious infringements of road traffic rules. As the present text of the Convention refers only to the drivers of motor vehicles it is deemed useful to extend it to all power-driven vehicles.

Article 4, subparagraphs (a) and (d)

The amendments to subparagraphs (a) and (d) are intended to ensure that signs and signals are fully legible to road-users and to protect pedestrians against any inconvenience caused by devices or equipment installed on pavements and verges.

Article 7, paragraph 3

The present text of the Convention contains no provision concerning the obligation to show extra care by drivers in relation to the most vulnerable road-users. Such provision was included only in the 1971 European Agreement supplementing the 1968 Convention on Road Traffic. Since the protection of such kind of road-users is an important aim of road safety it is recognized that the relevant provision of the European Agreement should be included in the Convention.

The text of that provision contained in the European Agreement was amended in order to determine more precisely various groups of the most vulnerable road-users.

Article 7, paragraph 4

The European Agreement contains the provision which obliges drivers "to take care that their vehicles do not inconvenience road-users or the occupants of properties bordering on the road". Since this provision, aimed at decreasing negative impacts of road traffic, such as noise, raising dust or smoke, is essential for the protection of the environment, it is recognized that it should be included in the Convention.

Article 7, paragraph 5

The risk of death or serious injury in the event of an accident is substantially reduced for drivers and passengers of motor vehicles who are wearing safety-belts. The necessity of setting out requirements in domestic legislation concerning the protection of drivers and front seat passengers in passenger cars by means of the mandatory use of safety-belts and extension of such requirements to passengers in the rear seats has already been commonly recognized.

As a necessary step towards the international harmonization of protecting drivers and passengers of motor vehicles by means of the use of safety-belts, two new provisions are proposed to be included in the Convention:

- (i) concerning the fitting of the forward facing seats of vehicles of category B with approved safety-belts or similarly effective approved devices - in Annex 5, paragraph 58;
- (ii) concerning the compulsory wearing of safety-belts by drivers and passengers of motor vehicles, occupying seats equipped with such belts - in this article.

Article 10, paragraph 6

In the present Convention there is no provision concerning the use of an additional lane for vehicles moving slowly. Since more and more roads have been equipped with such a lane, particularly on gradients when the proportion and speed of slow vehicles lead to an unacceptable reduction in service level and decrease road safety, the provision which obliges drivers of vehicles moving slowly to use such a lane should be laid down in the Convention.

Article 11, paragraph 2

The proposed amendment is intended to formulate the provision of the present Convention more precisely and clearly without changing its substance.

Article 11, paragraph 9

The proposed amendment is aimed at bringing the French text of the Convention into line with the English text.

Article 13, paragraphs 2 and 3

The present Convention (article 13, paragraph 5) contains the provision concerning only the possibility for Contracting Parties to establish general or local speed limits. The unquestionable effects of speed restrictions on reducing road accidents justify that the mandatory requirement to establish maximum speed limits for all categories of roads and special speed limits applicable to certain categories of vehicles presenting a special danger be included in the Convention.

As a result of the inclusion of new paragraphs 2 and 3 referring to the establishment of the maximum speed limits, the present paragraph 5 should be deleted from the Convention and the remaining paragraphs renumbered.

Article 18, paragraph 7

The priority of rail-borne vehicles should also be applied outside of intersections.

Article 19, paragraph (d)

The proposed amendment is aimed at improving traffic safety at intersections by setting out the provision for preventing dangerous situations caused by vehicles blocking the intersection.

Article 21, paragraphs 1 and 2

The proposed amendments are intended to ensure more efficient protection of pedestrians through:

- (i) Setting out the basic principle prohibiting any driver's behaviour to endanger pedestrians (new paragraph 1),
- (ii) More precise and more rigorous formulation of the requirement concerning driver's behaviour at a pedestrian crossing (amended paragraph 2 (a)).

The inclusion of a new paragraph 1 makes it necessary to renumber the remaining paragraphs.

Article 23, paragraph 1

The replacement of the text of this paragraph of the Convention by the text included in the European Agreement is intended to make the provision contained therein more strict.

Article 23 paragraph 3

The prohibition of standing or parking should apply also to any place where the vehicle would conceal road signs or traffic light signals from the view of road-users and to an additional lane for slow moving vehicles.

Article 25, paragraph 2

It is essential to indicate clearly that every driver emerging on to a motorway must always give way to vehicles travelling on the motorway, whether or not an acceleration lane exists.

Article 25 bis

As road accidents in tunnels are usually very serious, some domestic legislation makes special provisions for traffic in tunnels. The present Convention lays down only one special regulation for tunnels, namely the prohibition of standing and parking (article 25, paragraph 3 (b)(i)). Since there are several long road tunnels already used by international traffic and more will soon be available to road-users the Convention should be supplemented, in the interests of road safety, by special regulations for tunnel traffic in tunnels indicated by special road signs.

Article 28, paragraph 2

Amendment resulting from amendments to articles 32 and 33.

Article 30 bis

The present Convention contains no provision concerning the carriage of passengers. It is essential to include in the Convention at least a general rule in this matter.

The proposed provision was taken from the European Agreement and was amended in order to make it more precise.

Articles 32 and 33

It is proposed to replace the text of articles 32 and 33 of the present Convention by a new text in order to ensure more consistent presentation of the provisions contained therein and, as a consequence, to get a text easier to read. The provisions were regrouped in such a way that rules on the use of the lamps on power-driven vehicles and trailers, specified in annex 5, were placed in article 32, while those relating to the lighting of other vehicles than those mentioned in article 32 and of certain road-users were placed in article 33.

The redrafted text of these articles was elaborated on the basis of the provisions of articles 32 and 33 of the present Convention to which certain amendments were introduced; these amendments concern, in particular:

- (i) Setting out new provisions recognized as essential for road safety, e.g.: the obligation to display a passing lamp on motor cycles during the day, detailed requirements regarding the lighting of handcarts, animal-drawn vehicles, group of pedestrians, draught, pack or saddle animals;
- (ii) Setting out rules concerning the use of the lighting devices introduced in the amended text of annex 5, e.g.: daytime running lamps, parking lamps, hazard warning signal, special warning lamps;
- (iii) Replacing the word "light" by "lamp" in all cases when a provision relates to a device emitting the light, not to the light as such (it applies also to annex 5).

Article 35, paragraph 1 (a)

Article 30, paragraph 1 of the Convention makes it unlawful for vehicles to be overloaded. Enforcement of this regulation is in the hands of police and custom officers at frontiers who can easily calculate the vehicle's effective mass on the basis of the vehicle's unladen mass and the mass of the load carried (obtained from the haulage documents). Otherwise the only way to check that those requirements are met is to weigh the vehicle, which is not always feasible.

Article 35, paragraph 1 (a) does not require a vehicle's unladen mass to be shown on the registration certificate. For the legal and practical reasons, mentioned above, both the unladen and permissible maximum mass should be shown on that document.

Article 35, paragraphs 1 (c) and 1 (d)

The proposed provisions of paragraph 1 (c) are intended to facilitate identification of the particulars shown on the registration certificate in international traffic.

For practical reasons the exemption from the requirement to carry an original certificate in the case described in paragraph 1 (d) is proposed.

Article 39, title and paragraphs 2 and 3

In the present Convention there is no provision concerning periodic technical inspections of vehicles. The use of vehicles being in good working order constitutes one of the most important factors in road safety. Therefore, it is necessary to lay down in domestic legislation the requirement of the obligatory periodic inspections for at least certain categories of motor vehicles and trailers. Such requirement already exists in the majority of Contracting Parties.

Article 40

It is necessary to establish a transitional period for applying the proposed new provisions of article 35, paragraph 1.

Article 41, title and paragraphs 1, 3 and 4

Article 41 of the present Convention contains provisions relating to the validity of driving permits only. The purpose of the proposed amendments is to state the principle that every driver of a motor vehicle (and of other power-driven vehicles and mopeds, if so provided in domestic legislation) must hold a driving permit and, before receiving it, he must first have his driving ability verified by the domestic authority, who should institute an examination for this purpose.

In order to take account of certain situations, it is proposed that subcategories could be created, thus allowing for progressive access by stages to driving vehicles which belong to the same category.

Article 43

Amendment resulting from the inclusion of the amended text of annex 6 in the Convention.

Annex 5

The proposed amendments to annex 5 are justified by:

- (i) Improvements in technology,
- (ii) The introduction of new devices,
- (iii) The incorporation into the Convention of the provisions in force in the Regulations annexed to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts.

It should be recalled that the purpose of annex 5 as a whole is to establish the minimum technical requirements for the construction and equipment of vehicles,

- (i) Which vehicles must meet before being admitted to international traffic;
- (ii) Which, for the purposes of vehicle registration, administrations must include in their national legislation, although such administrations may not be prohibited from imposing stricter national technical requirements, which should not, however, be applied to vehicles registered in another country and entering into international traffic in their territory.

Annex 6

The proposed modification of annex 6 is intended to enable Contracting Parties to utilize new possibilities for the elaboration and use of driving permits created by modern technology and to issue a driving permit in another format than that prescribed in the present Convention. The present Convention, defining precisely not only the content but also the graphic form and colour of a driving permit does not allow for the adoption of any new system.

Annex 7, footnote 2 under the "Model page No.1"

Taking into account safety aspects of international traffic, the validity of an international driving permit should possibly be short. The proposed amendment enables Contracting Parties to shorten this period.
