



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.1/2006/23
25 August 2006

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

Fiftieth session
Geneva, 7-10 November 2006
Item 4 (s) of the provisional agenda

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

General rules regarding vehicles and their equipment

Note by the secretariat

The members of the Working Party will find below a draft recommendation on general rules regarding vehicles and their equipment, prepared by the small group on restructuring comprising France and the secretariat. This document has been drafted in accordance with the layout of document ECE/TRANS/WP.1/2005/15/Rev.3. Most of the proposals are new, except those that are numbered, which are taken from document TRANS/SC.1/294/Rev.5. They may also be found in document TRANS/WP.1/2004/10. Changes to existing provisions appear in bold.

R.E.1

Part II. Rules relating to vehicles and their use

Given that vehicles are one of the three components of road safety together with drivers and infrastructure, matters that are dealt with in parts I and III of this resolution, it is essential to maintain a constant level of vehicle safety. The 1968 Convention on Road Traffic sets minimum rules for vehicles to be admitted to international traffic. In addition to these requirements, this part of the resolution outlines supplementary measures to enhance safety and facilitate traffic.

Chapter 5. General rules concerning vehicles and their equipment

5.1 Technical inspection of vehicles (2.6 and annex 2 (TRANS/WP.1/2001/25 and Corr.1))

5.1.1 Context

Periodic technical inspection makes it possible to ensure a constant level of vehicle safety. Article 39.2 of the 1968 Convention on Road Traffic requires motor vehicles, which include all motorized vehicles except mopeds, to be subject to a periodic technical inspection, without setting out specific requirements. The following recommendations are intended to supplement this provision.

5.1.2 Recommendations

All countries should implement the following measures:

- (a) **National legislation should make mandatory periodic technical inspection of motor vehicles by authorized facilities;**
- (b) **National legislation should make it possible for vehicles to be inspected on the road without warning, to ensure that they are in order, particularly in regard to the technical inspection;**
- (c) The following **designated** vehicles shall be required to undergo a technical inspection at least once a year after admission to traffic in order to ascertain whether they satisfy statutory requirements, particularly in regard to **the basic** road traffic safety and environmental protection **regulations**:
 - (i) Motor vehicles and trailers used for passenger transport and having more than eight seats in addition to the driver's seat;
 - (ii) Motor vehicles used for goods transport whose permissible maximum mass exceeds 3.5 tons, and their trailers;
 - (iii) Taxis.
- (d) **National legislation should also require other motor vehicles to undergo a technical inspection at varying intervals. Light vehicles may also be required to undergo a technical inspection on change of ownership.**

- (e) Regulations concerning technical inspection **should be based on the components or elements to be inspected on the vehicles listed** in annex 2 to this Consolidated Resolution;
- (f) **National** legislation may specify particularly stringent rules for vehicles which were involved in accidents [...].

5.2 **Loading and stowage methods** (2.8 and annex 3)

Article 30 of the Vienna Convention on Road Traffic sets out the general rules for loading vehicles. Given the importance of proper stowing arrangements, failure to observe which gives rise to numerous accidents, these rules have been amplified in annex 3 of this Consolidated Resolution. Governments **should** publicize and encourage publicity for the methods and rules reproduced in this **annex**.

5.3 **Equipment that may be required on-board vehicles**

This section describes the principal on-board equipment that countries may require in order to increase the safety of road users. Some of these provisions may be imposed on foreign nationals when they travel to the country in question. See paragraph 2.3.1 of this Resolution.

5.3.1 **Use of safety devices when a vehicle is immobilized on the carriageway**

These provisions relate to the warning triangles and safety vests.

5.3.1.1 **Warning triangle** (1.8)

(a) **When a warning triangle is used to indicate that a motor vehicle other than a two-wheeled moped or a two-wheeled motorcycle without a sidecar is stationary on the carriageway,** its use should conform to article 23, paragraph 5, of the 1968 Convention on Road Traffic, as **supplemented by the 1971 European Agreement. Its conditions of use are as follows:**

- (i) Outside built-up areas, the triangle **should** be placed near the edge of the carriageway or in the lane the stationary vehicle occupies perpendicular to the lane's centre line at least 30 m from the stationary vehicle in the direction of the approaching traffic in such a way and at such a place where it may be possible for the drivers of the said vehicles to see it in time. This distance should be at least 100 m on **motorways and expressways;**
- (ii) **In built-up areas, the advance warning triangle should, if possible, be placed in the same way as described above, but at a distance that may be less than 30 m;**
- (iii) The above provisions also apply to independent devices other than triangles if these are prescribed by national legislation.

(b) The warning triangle **should** meet the requirements of Regulation No. 27 annexed to the 1958 Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts.

5.3.1.2 Safety vests (3.9)

In order to avoid drivers and other occupants of broken-down vehicles at the roadside and on the edges of motorways being hit by other vehicles while awaiting assistance or during repairs, it is **strongly** recommended that, in addition to the use of advance warning devices, they wear safety clothing (**for example safety vests**) or other appliances making them highly visible by day and by night. These safety devices should be made of fluorescent materials fitted with retroreflective **white** bands in such a way that they are clearly visible under all conditions and from all angles.

More and more countries require vehicles registered in their territory to carry one or more safety vests. This obligation is also often imposed on foreign nationals entering their territory, which may cause problems if they are insufficiently informed of the rules of behaviour they are expected to observe (see paragraph 2.3.1 (b) of this Resolution).

These vests, which may be yellow, orange or another colour, must conform to an international standard or the specified national standard. Irrespective of the colour that a country prescribes, these vests should be accepted in international traffic by other countries provided they conform to an international standard or the national standard of the country of origin.

5.3.1.3 First-aid kit (see document ECE/TRANS/WP.1/2004/17/Rev.1)

5.3.1.4 Extinguishers

Certain categories of vehicles are obliged by national or international regulations to carry one or several firefighting appliances. The categories chiefly affected are normally heavy vehicles and vehicles carrying dangerous goods, but some countries have made an on-board portable extinguisher mandatory for light four-wheeled vehicles. In the case of vehicles carrying dangerous goods, the appropriate regulations are contained in the ADR Agreement, which lists the specifications of the on-board firefighting appliance(s) as dictated by the goods carried, in particular the capacity of the extinguisher, the flammability class, the type of extinguishing agent (mainly powder), and the relevant standards to be followed.

Generally speaking, irrespective of the category of vehicle, the extinguishers must meet national requirements. They should also be fitted with a seal to verify that they have not been used. Additionally, they should bear a mark of compliance with a standard recognized by a competent authority and an inscription at least indicating their use-by date or the month and year of their next scheduled inspection.

Some heavy vehicles are also fitted with a fixed fire extinguisher to fight a fire in the engine. This equipment is normally automatic or easily brought into action. The extinguishing agents should be such that they are not liable to release toxic gases into the driver's cab or under the influence of the heat of the fire.

The fire extinguishers should be installed so that they are easily accessible to the driver, especially in heavy vehicles.

5.3.1.5 Other safety devices

In addition to the equipment described above, national or international regulations may require the presence of other devices, such as spare light bulbs or a chock. In the case of national provisions, countries should provide the necessary information to foreign nationals if they are subject to such obligations (see 5.1.3). International provisions automatically apply to foreign vehicles. For example, the ADR Agreement requires that each vehicle have at least one chock of a size suited to the weight of the vehicle and to the diameter of the wheels, as well as a pocket lamp for each member of the vehicle crew.

5.4 Registration of vehicles

Article 35 of the 1968 Convention on Road Traffic sets out the general conditions of vehicle registration for admission to international traffic. The following recommendations cover specific cases such as provisionally registered or hired vehicles.

5.4.1 Provisional registration (2.4)

(a) Vehicles whose registration is applied for by or on behalf of persons claiming to be only casual visitors to the country and benefiting on that account from customs or tax exemptions (tourist-owned vehicles which are not registered or whose registration is not recognized, vehicles bought for export) **should be subject to provisional registration only**, the registration to be valid for a period defined in **national** legislation.

(b) Such registrations **should** not be granted for vehicles which are out of the country unless the circumstances are exceptional and properly vouched for.

(c) The registration plates provided for vehicles so registered **should** be of approximately the same dimensions as normal plates but **should** show, one below the other, the last two figures of the year at the end of which the validity of the provisional registration expires, preferably inscribed in white on a vertical red bar (or in red on a white bar if the background of the plate is red).

(d) Further provisional registration of a vehicle which has already been registered provisionally **should** not be allowed unless the service concerned has taken all necessary precautions to prevent abuse.

(e) Registration certificates for vehicles referred to in subparagraph (a) above **should** in each case include the address stated by the applicant to be his ordinary residence outside the country in which he has applied for provisional registration (there being,

however, no obligation to check in detail the statement by the holder of the certificate as to his ordinary residence), and **should** indicate the date on which the validity of the provisional registration applied for expires.

5.4.2 Registration certificates for hired vehicles (2.5)

To facilitate international traffic of hired vehicles, the following provisions are recommended:

(a) Where the issue of registration certificates to persons hiring vehicles would present difficulties, it may be made possible for extracts from or copies of the registration certificate, containing at least all the particulars required under article 35, paragraph 1, of the Convention on Road Traffic (1968), to be issued by the **competent authorities** [...] or by an association empowered for that purpose by the authority. **In such cases:**

- (i) A photocopy of the certificate, certified as a true copy by **an empowered authority, should be allowed to** take the place of the copy proper or extract referred to above;
- (ii) It shall be for the authority issuing the copy or extract or certifying the photocopy to be a true copy to decide whether or not to require the original registration certificate to be deposited;
- (iii) The copies, extracts or photocopies **should** be marked “Vehicle on hire. Copy (extract, photocopy) for use by the person hiring the vehicle”.

(b) Copies, extracts or photocopies issued, in conformity with the foregoing requirements, for hired vehicles registered abroad **should** be accepted in place of the registration certificate.
