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Item 4 (d) of the provisional agenda

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

Information for road users

Note by the secretariat

1. This document is submitted in conformity with the mandate of the Working Party (WP.1) as defined in document TRANS/WP.1/100/Add.1 (item c), which aims to develop, update and circulate recommendations R.E.1 and R.E.2, as well as the programme of work for 2008-2012 of the Inland Transport Committee, adopted at its seventieth session in 2008 (ECE/TRANS/200/Add.1, item 2.3 (b)).
2. Members of WP.1 will find below a draft revised recommendation concerning information for road users, prepared by the secretariat. The text will be incorporated into paragraph 2.3 of chapter 2 of new consolidated resolution R.E.1.

R.E.1

(Changes made to document ECE/TRANS/WP.1/2006/25 appear in bold)

Chapter 2 Methods of influencing behaviour on the road

2.3 Information for road users

2.3.1 Information for users in international traffic

2.3.1.1 Context

The steady increase in international traffic requires that all countries, especially transit countries or countries that are popular tourist destinations, should provide clear information about the special traffic regulations applicable in their territory. In particular, these regulations concern:

(a) *General traffic regulations such as:*

- (i) Speed limits by vehicle and road category (1.6)
- (ii) Wearing of seatbelts or helmets by drivers and passengers of two-wheeled motorized vehicles
- (iii) Maximum permissible blood alcohol limits **for different categories of drivers.**

(b) *Required on-board equipment*

Where a country obliges its nationals to carry supplementary equipment to enhance traffic safety, for example a warning triangle and/or safety vest [...], it is usual for the same requirements to be imposed on foreign nationals entering its territory. **For any additional equipment that may be required by regulations on behaviour, section 5.3 of this resolution should be consulted.**

Annex 1, paragraph 6, of the Vienna Convention on Road Traffic authorizes Contracting Parties to make it a condition for the admission to their territories of any motor vehicle other than a two-wheeled moped or a two-wheeled motorcycle without sidecar, that the motor vehicle shall carry a device to give warning of the danger [...] on the carriageway. This device may be a warning triangle (see paragraph 5.3.1.1.) or any other device prescribed by the country in which the vehicle is registered. It follows that, in line with the Convention, the driver of a vehicle carrying another device of this kind should not be additionally required, when entering another country that is a Contracting Party to the Convention, to carry a warning triangle if this device is not required in his country of origin.

2.3.1.2 Recommendations

In (a) and (b) above, countries should take all appropriate measures to inform foreign drivers of the regulations in force so that they do not fall foul of the law unnecessarily. Such information may be provided by various means, for example notices at the border or leaflets printed in several languages and distributed at border posts, etc.

However, it is also incumbent upon drivers to inform themselves before their journey of the special regulations that apply in a country. Accordingly, countries should facilitate the task of users by making available to them, for example through embassies, tourist organizations, and Internet sites about their country, all information required to conform to regulations, including the conditions of admission to their territory in international traffic, e.g. possession of an international driving licence, the presence of a distinctive sign of the country affixed to the rear of the vehicle, etc.

2.3.2 Road and traffic information (para. 1.7 of TRANS/SC.1/294/Rev.5)

2.3.2.1 Context

With a view to improving traffic safety, road users should be informed of hazardous weather conditions or large-scale traffic disruption, or example during weekend or holiday departures or returns, that they can expect to encounter along their planned route or they will face in the course of their journey.

2.3.2.2 Recommendations

Road and traffic information should be widely disseminated via the usual media (radio, Internet, press, television) to enable users to decide whether or not to travel and to make arrangements with full knowledge of the facts. **When such conditions arise**, this information should be provided in real time, via radio, on-board electronic navigation aids now widely in use, or dynamic message panels.

In addition, where international main roads are concerned, the countries through which these roads pass should exchange information about the following matters, in particular if they are neighbours:

- (a) Major traffic disturbances **expected or noticed** (congestion or **accidents**);
- (b) Road closures for a prolonged period (e.g. due to construction work or natural disasters);
- (c) Long delays at borders.

The competent authorities of the various countries should specify details regarding the scope of information and its form of transmission.

2.3.3 Recommendations warning drivers of vehicles of the dangerous effects of certain medications (3.10) [...]

- (a) It is recommended that Governments should take appropriate steps to ensure that drivers [...] are adequately informed of the influence, or dangerous effects of certain medications **on the driving of a vehicle.**

Such information should be provided at different stages:

- (i) By the doctor who prescribed the medication(s);
 - (ii) By the pharmacist, as a reminder or as information, **regardless of whether the medication is supplied with or without a prescription;**
 - (iii) The warning symbol reproduced below should be clearly displayed on the packaging of the medication concerned.
- (b) if certain medications are incompatible with the driving of a vehicle, the warning symbol reproduced below **must appear on the packaging in the same way.**

WARNING SYMBOL


