



Implementation of the United Nations road safety conventions and related actions

Regional Workshop on Road Safety Management
in the Arab Countries

United Nations House,
Beirut, 27-28 November 2018

Lukasz Wyrowski
Sustainable Transport Division



UNECE



International legal framework



- 1968 Convention on Road Traffic



- 1970 European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport



- 1968 Convention on Road Signs and Signals



- 1975 European Agreement on Main Traffic Arteries

- 1958 Agreement concerning the Adoption of Uniform Technical

- 1997 Agreement concerning the Adoption of Uniform Conditions



- 1998 Agreement concerning the Establishing of Global

- 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road

Why are the Conventions important?

Area Pillar	L egislation	E nforcement	E ducation	T echnology	I nternational R egulatory S upport
Road safety management					
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolu- tions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal in- struments and resolutions, int. standards WP.1, SC.1
Effective post-crash response	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

Rules of the road

Driver



Overtaking



Slowing down



Giving way



Level-crossing



Rules applicable to pedestrians



Standing and parking



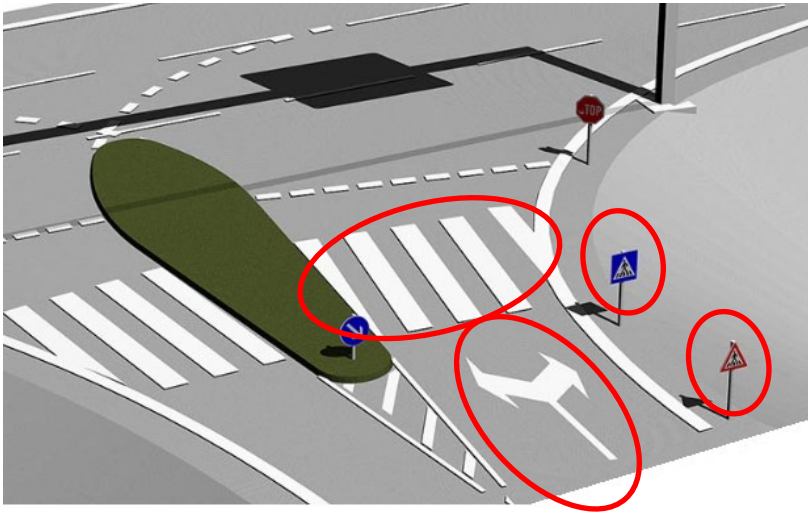
Loading of vehicles



Behavior at accident site



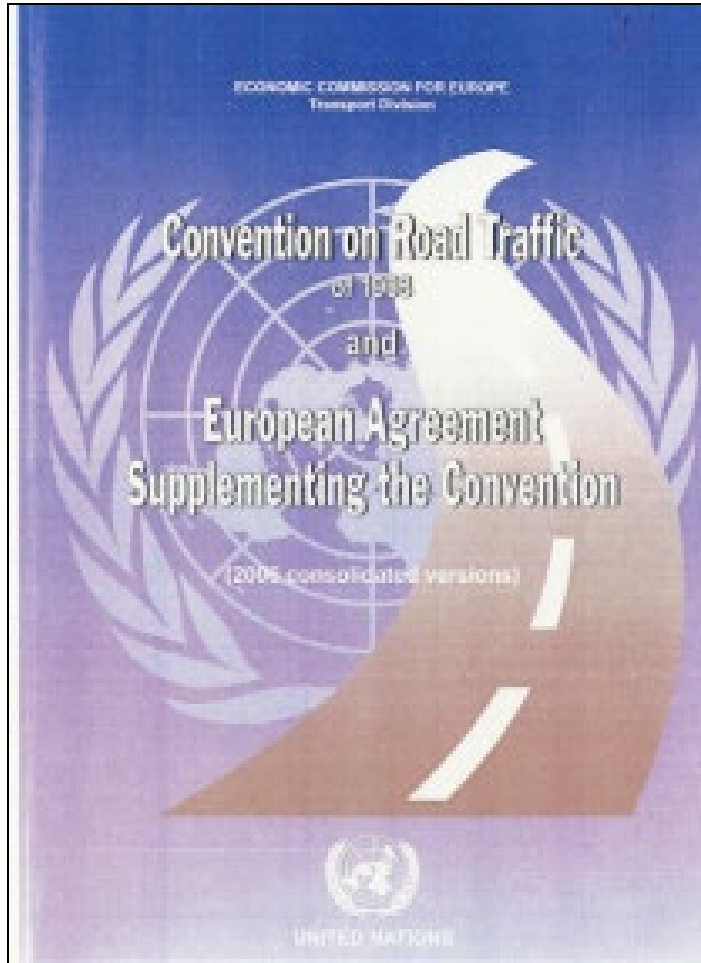
Standards and regulations



Why are the Conventions important?



1968 Convention on Road Traffic



Objective:

International uniformity of traffic rules

Results

Facilitation of international road traffic
Improvement to road safety

1968 Convention on Road Signs and Signals



Objective:

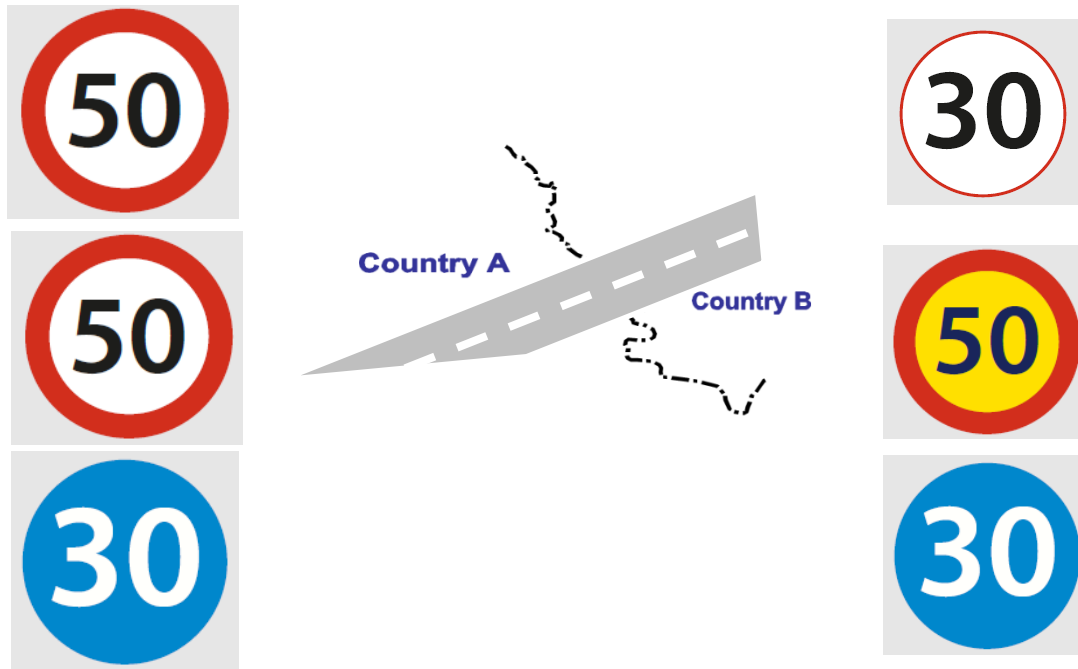
International uniformity of road signs, signals and symbols and of road markings

Results

Facilitation of international road traffic
Improvement to road safety

International uniformity

Should it matter?



Yes if we want to be part of global world

Content of the Conventions

1968 Convention on Road Traffic

1. General provisions
2. Rules of the road
3. Conditions for the admission of motor vehicles and trailers to international traffic
4. Drivers of motor vehicles
5. Conditions for the admission of cycles and mopeds to international traffic
6. Final provisions



1949 Convention on Road Traffic

1. General provisions
2. Rules of the road
3. Signs and signals
4. Provisions applicable to motor vehicles and trailers to international traffic
5. Drivers of motor vehicles in inter'l traffic
6. Provisions applicable to cycles in inter'l traffic
7. Final provisions

Article 4

Signs and signals

It shall be prohibited:

...

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





Article 8

Driver

3. Every driver shall possess the necessary physical and mental ability and be in a fit physical and mental condition to drive.

4. Every driver of a power-driven vehicle shall possess the knowledge and skill necessary for driving the vehicle; however, this requirement shall not be a bar to driving practice by learner drivers in conformity with domestic legislation.

Article 8

Driver

5. Every driver shall at all times be able to control his vehicle or to guide his animals.

6. A driver of a vehicle shall at all times minimize any activity other than driving. Domestic legislation should lay down rules on the use of phones by drivers of vehicles. In any case, legislation shall prohibit the use by a driver of a motor vehicle or moped of a hand-held phone while the vehicle is in motion.

Article 11

Overtaking

...

9. **A vehicle shall not overtake another vehicle** which is approaching a pedestrian crossing marked on the carriageway or signposted as such, or which is stopped immediately before the crossing, otherwise than at a speed low enough to enable it to stop immediately if a pedestrian is on the crossing.

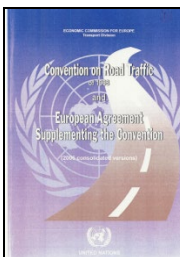


Source: TVN 24.

Article 12

Passing of oncoming traffic

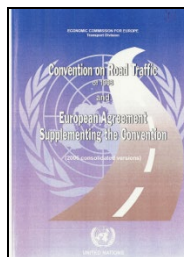
1. When passing oncoming traffic, a driver shall leave sufficient lateral space and, if necessary, move close to the edge of the carriageway appropriate to the direction of traffic. If in so doing he finds his progress impeded by an obstruction or by the presence of other road-users, he shall slow down and if necessary stop to allow the oncoming road-user or road-users to pass.



Article 13

Speed and distance between vehicles

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.



Article 18

Intersections and obligations to give way

2. Every driver emerging from a path or an earth-track (dirt road) on to a road other than a path or an earth-track shall give way to vehicles travelling on that road. For the purposes of this Article the terms “path” and “earth-track” (dirt road) may be defined in domestic legislation.

Article 18

Intersections and obligations to give way

4.

(a) In States where traffic keeps to the right the driver of a vehicle shall give way, at intersections other than those specified in paragraph 2 of this Article and in Article 25, paragraphs 2 and 4 of this Convention, to vehicles approaching from his right;

(b) Contracting Parties or subdivisions thereof in whose territories traffic keeps to the left shall be free to regulate the right of way at intersections as they see fit.²

ARTICLE 20

Rules applicable to pedestrians

...

2. If, at the side of the carriageway, there are pavements (sidewalks) or suitable verges for pedestrians, pedestrians shall use them.



ARTICLE 20

Rules applicable to pedestrians

...

Nevertheless, if they take the necessary precautions:

(a) Pedestrians pushing or carrying bulky objects may use the carriageway if they would seriously inconvenience other pedestrians by walking on the pavement (sidewalk) or verge;

(b) Groups of pedestrians led by a person in charge or forming a procession may walk on the carriageway.

ARTICLE 20

Rules applicable to pedestrians

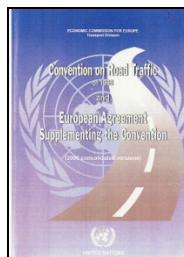
...

3. If it is not possible to use pavements (sidewalks) or verges, or if none is provided, pedestrians may walk on the carriageway; ...

4. Pedestrians walking on the carriageway in accordance with paragraphs 2 and 3 of this Article shall keep as close as possible to the edge of the carriageway.

5. It is recommended that domestic legislation should provide as follows: pedestrians walking on the carriageway shall keep to the side opposite to that appropriate to the direction of traffic except where to do so places them in danger.

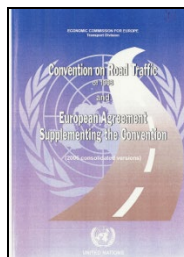
However, persons pushing a cycle, a moped or a motorcycle, and groups of pedestrians led by a person in charge or forming a procession shall in all cases keep to the side of the carriageway appropriate to the direction of traffic. ...



ARTICLE 20

Rules applicable to pedestrians

6. (a) Pedestrians wishing to cross a carriageway shall not step on to it without exercising care; they shall use a pedestrian crossing whenever there is one nearby;



ARTICLE 20

Rules applicable to pedestrians

(b) In order to cross the carriageway at a pedestrian crossing signposted as such or indicated by markings on the carriageway:

(i) If the crossing is equipped with light signals for pedestrians, the latter shall obey the instructions given by such lights;

(ii) ...

(iii) At other pedestrian crossings, pedestrians shall not step on to the carriageway without taking the distance and speed of approaching vehicles into account.

ARTICLE 20

Rules applicable to pedestrians

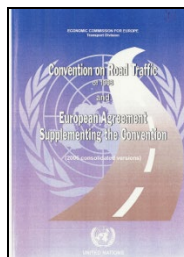
(c) In order to cross the carriageway elsewhere than at a pedestrian crossing signposted as such or indicated by markings on the carriageway, pedestrians shall not step on to the carriageway without first making sure that they can do so without impeding vehicular traffic.

(d) Once they have started to cross a carriageway, pedestrians shall not take an unnecessarily long route, and shall not linger or stop on the carriageway unnecessarily.

ARTICLE 21

Behaviour of drivers towards pedestrians

- 1. Every driver shall avoid behaviour likely to endanger pedestrians.**
- 2. ... where there is on the carriageway a pedestrian crossing signposted as such or indicated by markings on the carriageway:**
 - (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;**



ARTICLE 21

Behaviour of drivers towards pedestrians

(b) If vehicular traffic is not regulated at that crossing by traffic light signals or by an authorized official, drivers shall approach the crossing only at a speed low enough not to endanger pedestrians using, or about to use, it; if necessary, they shall stop to allow such pedestrians to cross.

ARTICLE 21

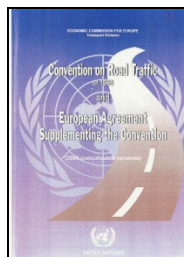
Behaviour of drivers towards pedestrians

3. No provision of this Article shall be construed as preventing Contracting Parties or ... from:

Requiring drivers of vehicles to stop in all cases when pedestrians are using, or about to use, a pedestrian crossing signposted as such or indicated by markings on the carriageway ..,

or ...

4. Drivers intending to overtake, on the side appropriate to the direction of traffic, a public transport vehicle at a stop marked as such shall slow down and if necessary stop to allow passengers to board or alight from that vehicle.

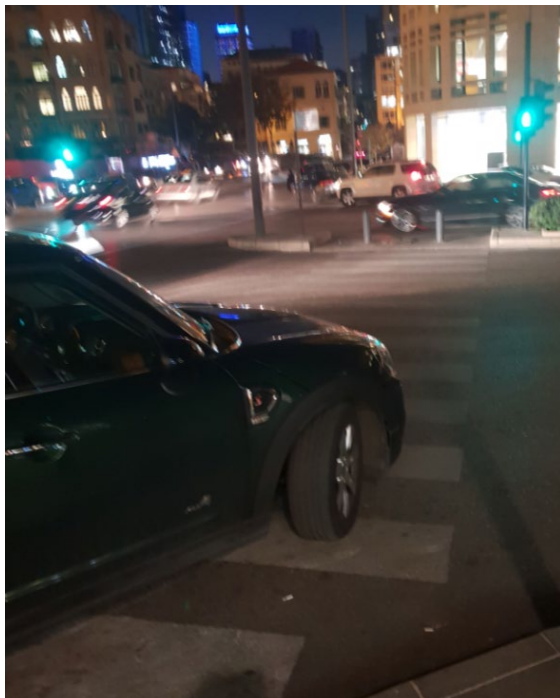


ARTICLE 23

Standing and parking

3. (a) The standing or parking of a vehicle on the carriageway shall be prohibited:

(i) On pedestrian crossings, on crossings for cyclists, and on level-crossings;



ARTICLE 25

Motorways and similar roads

1. On motorways and, if so provided in domestic legislation, on special approach roads to and exit roads from motorways:

(a) The use of the road shall be prohibited to pedestrians, animals, cycles, mopeds unless they are treated as motorcycles, and all vehicles other than motor vehicles and their trailers, and to motor vehicles or motor-vehicle trailers which are incapable, by virtue of their design, of attaining on a flat road a speed specified by domestic legislation;

ARTICLE 25

Motorways and similar roads

(b) Drivers shall be forbidden:

(i) To have their vehicles standing or parked elsewhere than at marked parking sites; if a vehicle is compelled to stop, its driver shall endeavour to move it off the carriageway and also off the flush verge and, if he is unable to do so, immediately signal the presence of the vehicle at a distance so as to warn approaching drivers in time;

(ii) To make U-turns, to travel in reverse, and to drive on to the central dividing strip, including the crossovers linking the two carriageways.

ARTICLE 25

Motorways and similar roads

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.

3. A driver leaving a motorway shall move into the traffic lane appropriate to the motorway exit in good time and enter the deceleration lane, if there is one, as soon as he can.

Chapter III

CONDITIONS FOR THE ADMISSION OF MOTOR VEHICLES AND TRAILERS TO INTERNATIONAL TRAFFIC

ARTICLE 39

Technical requirements and inspection of vehicles

1. Every motor vehicle, every trailer and every combination of vehicles in international traffic shall satisfy the provisions of Annex 5 to this Convention. It shall also be in good working order.



Annex 5

TECHNICAL CONDITIONS CONCERNING MOTOR VEHICLES AND TRAILERS

CHAPTER I - Braking

CHAPTER II - Vehicle lighting and light-signalling devices

CHAPTER III - Other requirements

- Steering mechanism**
- Driving (rear-view) mirror**
- Audible warning device**
- Windscreen-wiper**
- Windscreen and windows**
- Reversing device**
- Exhaust silencer**
- Tyres**
- Speedometer**
- Warning device to be carried on motor vehicles**
- Restraining devices**



ARTICLE 39

Technical requirements and inspection of vehicles

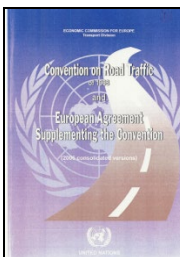
.....

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 the other categories of vehicles.



Content of the Convention

1968 Convention on Signs and Signals

1. General provisions
2. Road Signs
3. Traffic light signals
4. Road markings
5. Miscellaneous (road works, marking by lights, level crossings)
6. Final provisions

Annex 1 Road signs (definition and description)

Annex 2 Road markings

Annex 3 Reproduction of signs

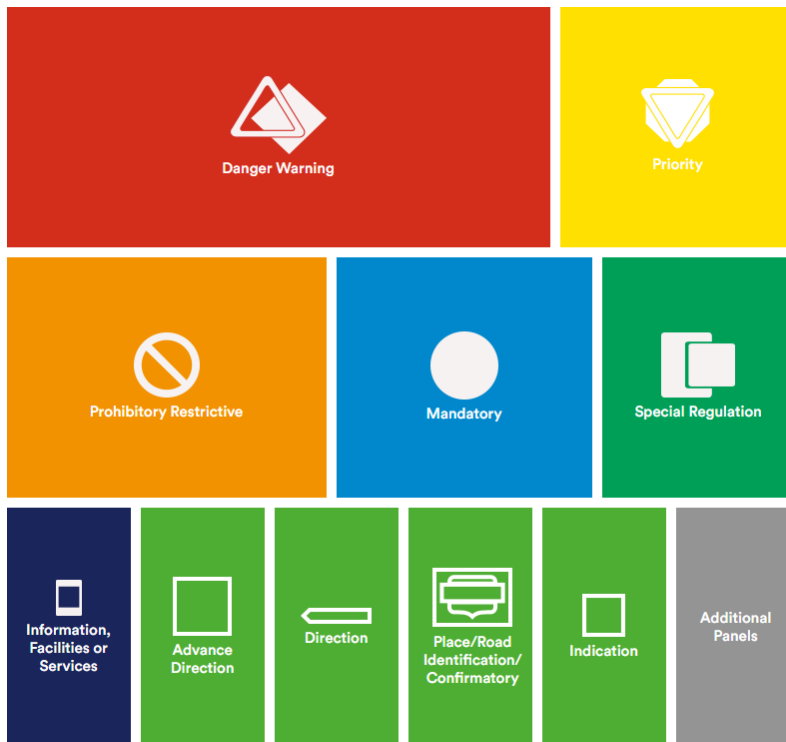


1949 Protocol

1. General provisions
2. Roadside traffic signs
3. Supplementary provisions concerning level crossings
4. Signals to be made by traffic police
5. Traffic light signals
6. Road markings
7. Final provisions

Road Signs

- System of signs, their placement, sizes
 - To warn of danger
 - To regulate: prohibition, restriction, obligation, special regulation
 - To inform: services, facilities, directions



Road Signs

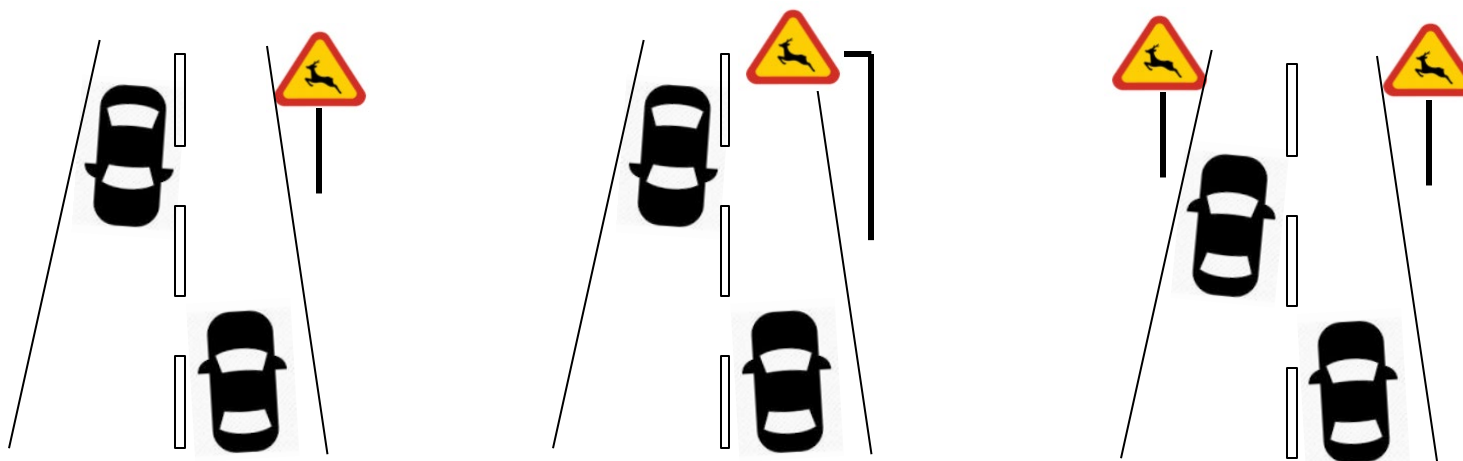
- System of signs, their placement, sizes



Road signs siting/placement

ARTICLE 6

1. Signs shall be so placed that the drivers for whom they are intended can recognize them easily and in time. They shall normally be placed on the side of the road appropriate to the direction of traffic; they may, however, be placed or repeated above the carriageway. Any sign placed on the side of the road appropriate to the direction of traffic shall be repeated above or on the other side of the carriageway if local conditions are such that it might not be seen in time by the drivers for whom it is intended.



4.⁶ It is recommended that domestic legislation should provide:

(a) That signs shall be so placed that they do not obstruct vehicular traffic on the carriageway, and, if placed on the verges, obstruct pedestrians as little as possible. The difference in level between the carriageway on the side where a sign is placed and the lower edge of the sign shall be as uniform as possible for signs of the same class on the same route;



Road signs dimensions

(b) That the dimensions of sign panels shall be such that the sign is easily visible for a distance and can be easily understood by a person approaching it; subject to the provisions of subparagraph (c) of this paragraph, these dimensions shall be adapted to the normal speed of vehicles;

(c) That the dimensions of danger warning signs and of regulatory signs (except special regulation signs) shall be standardized in the territory of each Contracting Party. As a general rule, there shall be four sizes for each type of sign: small, normal, large and very large. Small signs shall be used where conditions do not permit the use of normal signs or where traffic can only move slowly; they may also be used to repeat a preceding sign. Large signs shall be used on very wide roads carrying high-speed traffic. Very large signs shall be used on roads carrying very high-speed traffic, such as motorways.



Signs, their placement and dimensions

PLACEMENT

ARTICLE 9

3. Danger warning signs shall be placed at such distance from the danger point as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible.

4. The distance between the sign and the beginning of a dangerous section of road may be shown in an additional panel H, 1 of Annex 1, section H to this Convention and placed in accordance with the provisions of that section; this information must be given when the distance between the sign and the beginning of the dangerous section of road cannot be judged by drivers and is not what they might normally expect.

5. Danger warning signs may be repeated, particularly on motorways and roads treated as motorways. Where they are repeated, the distance between the sign and the beginning of the dangerous section of road shall be shown in accordance with the provisions of paragraph 4 of this Article.



DIMENSIONS

Annex 1

ROAD SIGNS

Section A

DANGER WARNING SIGNS

I. Models

2. The size of the normal sized sign of model A^a shall measure approximately 0.90 m; that of the small sized sign of model A^a shall measure not less than 0.60 m. The size of the normal sized sign of model A^b shall measure approximately 0.60 m; that of the small sized sign of model A^b shall measure not less than 0.40 m.



Signs, their placement and dimensions

PLACEMENT

ARTICLE 10

4. Sign B, 1 or B, 2 may be placed elsewhere than at an intersection if the competent authorities consider it necessary.
5. Signs B, 1 and B, 2 shall be placed at the intersection, if possible level with the point at which vehicles must stop or beyond which they must not pass when giving way.
7. such other roads are required to give way to vehicles moving along that road. This sign may be set up at the beginning of the road and repeated after each intersection; it may also be set up before or at the intersection. Where sign B, 3 has been set up on a road, sign B, 4, "END OF PRIORITY", shall be placed at the approach to the point where the road ceases to have priority over other roads. Sign B, 4 may be repeated one or more times in advance of the point where the priority ends; the sign or signs set up in advance of that point shall then bear an additional panel H, 1 of Annex 1, section H.



Section B

PRIORITY SIGNS

1. "GIVE WAY" sign³⁹

- (b) The side of the normal sized sign shall measure approximately 0.90 m; the side of the small sign shall measure not less than 0.60 m.

2. "STOP" sign⁴⁰

- (b) The height of the normal sized sign B, 2^a and the diameter of the normal sized sign B, 2^b shall be approximately 0.90 m; the same dimensions of the small signs shall be not less than 0.60 m.

3. "PRIORITY ROAD" sign

- (b) The side of the normal sized sign shall measure approximately 0.50 m; the side of the small sign shall measure not less than 0.35 m.



DIMENSIONS



Signs, their placement and dimensions



PLACEMENT

ARTICLE 13

1. Prohibitory, restrictive and mandatory signs shall be placed in the immediate vicinity of the point where the obligation, restriction or prohibition begins and may be repeated if the competent authorities consider it necessary. Nevertheless, if the competent authorities consider it advisable for reasons of visibility or in order to give users advance warning, these signs may be placed at a suitable distance in advance of the point where the obligation, restriction or prohibition applies.

Section C

DIMENSIONS

PROHIBITORY OR RESTRICTIVE SIGNS

I. General characteristics and symbols

1. Prohibitory and restrictive signs shall be circular; their diameter shall be not less than 0.60 m outside built-up areas and not less than 0.40 m or 0.20 m for signs prohibiting or restricting standing and parking in built-up areas.

Section D

MANDATORY SIGNS

I. General characteristics and symbols

1. Mandatory signs shall be circular, except signs D, 10 described in subsection II, paragraph 10 of this section which shall be rectangular; their diameter shall be not less than 0.60 m outside built-up areas and not less than 0.40 m in built-up areas. However, signs having a diameter of not less than 0.30 m may be used in conjunction with traffic light signals or on bollards on traffic islands.





Signs, their placement and dimensions



PLACEMENT

ARTICLE 15

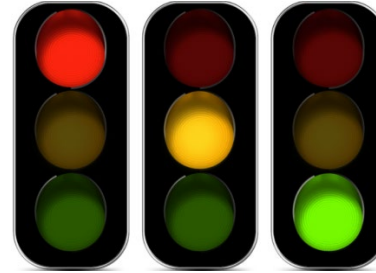
Advance direction signs

Advance direction signs shall be placed at such distance from the intersection as will make them most effective both by day and by night, having regard to road and traffic conditions, including the normal speed of vehicles and the distance at which the sign is visible; this distance need not exceed about 50 meters (55 yards) in built-up areas but shall be not less than 500 meters (550 yards) on motorways and other roads carrying fast traffic. The signs may be repeated. An





Traffic light signals



- Signals for vehicular traffic
 - Non-flashing lights: green, red and amber lights
 - Flashing lights: a red flashing or two red flashing alternatively, amber flashing or two amber flashing alternatively

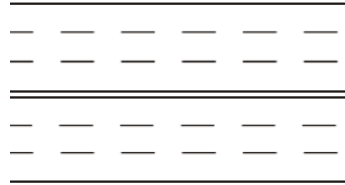
- Signals for pedestrians only
 - Non-flashing lights: green, red and amber lights
 - Flashing lights: a green flashing light



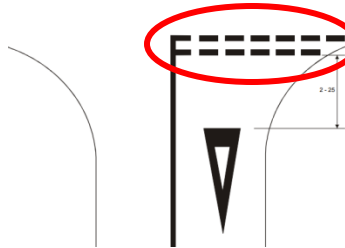


Road markings

- Longitudinal marking



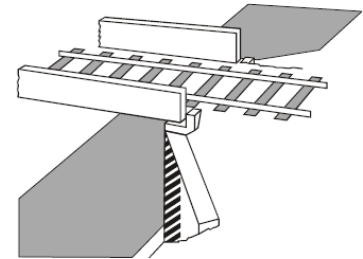
- Transverse marking



- Other markings

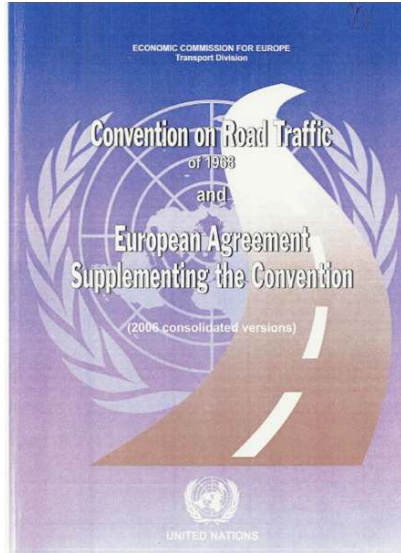


STOP



- Colour of markings (white, yellow, blue for parking)
- Modification of markings for construction periods

1968 Conventions - benefits



- Admission to international traffic,
- A set of agreed road traffic rules
- Reference for national legislation
- Mutual recognition of vehicle certificates, driving permits
- Facilitation of international traffic, trade, tourism
- Enhanced road safety



- A system of agreed sign classification
- Over 200 reference signs
- Facilitation of international road traffic, trade, tourism
- Enhanced road safety

Standards for roads

Covering in one act traffic safety, environmental protection, fluidity of traffic flow and comfort of road users, applied on the basis of economic evaluation

- Road classification system – different category – different speeds
- Geometric characteristics
 - Horizontal and vertical alignment (visibility)
 - Cross- sections (lanes, shoulders, central reserve, crossfall)
 - Overhead clearance
 - Intersections
- Equipment (markings, signage,

<http://www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-2016-03-Rev1e.pdf>

Standards/regulations for vehicles

1958 Agreement - Type Approval Regulations with mutual recognition of the type approvals / 1998 Agreement – Global Technical Regulations



Emissions of pollutants and CO₂



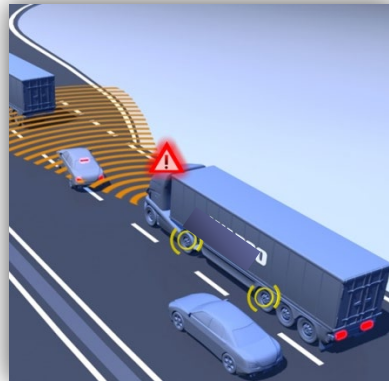
General safety



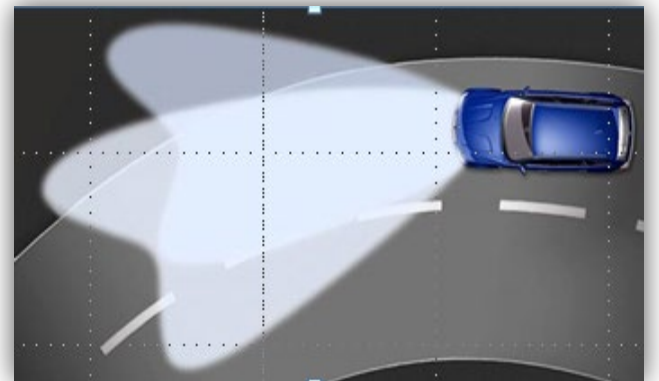
Passive safety



Noise



Active safety



Lighting and light signalling

Principal Elements of the 1958 Agreement



All vehicle parts and systems approved according to UN Regulations under the 1958 Agreement bear the unique (E) - marking



Excellence Effective Economic Efficient

Principal Elements of the 1998 Agreement



Self certification and homologation

Commitment to implement a GTR into national legislation,
when voting in favour

Need a system/agency for market surveillance and enforcement
of production compliance

To be or not to be the Contracting Party to a Convention

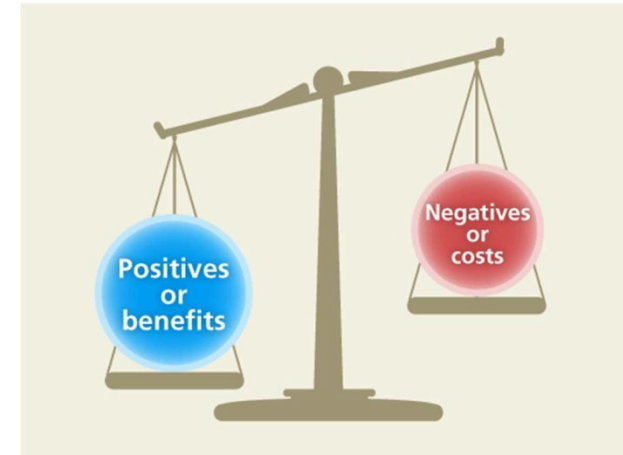
- A country may apply provisions/selected provisions without acceding to a Convention
- If not a contracting party, a country is not obliged to comply with provisions of a specific Convention

At the same time

- If not a contracting party, a country does not have specific benefits
 - e.g. Recognition of a driving permit or admission to international traffic (1968 Convention on Road Traffic)
 - Part of the process to update a Convention

Potential future steps

- Consider the net benefits of acceding
- Undertake the necessary national legal steps/procedures for accession
- Deposit an instrument of accession with the UN Secretary-General
- Contact us for info and/or capacity building



Thank you

Lukasz.Wyrowski@un.org

