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Working Party on Road Traffic Safety

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**AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS
ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971
EUROPEAN AGREEMENTS SUPPLEMENTING THEM**

Consolidated proposals for amendments to the Vienna Convention on Road Traffic

Note by the secretariat

This document is a compilation of the proposals for amendments to the European Agreement supplementing the Vienna Convention on Road Traffic adopted to date by the Working Party on Road Traffic Safety (WP.1) (see documents TRANS/WP.1/2002/23, TRANS/WP.1/2002/23/Rev.1 and TRANS/WP.1/86). The proposed amendments appear in bold and are presented in the order of the articles and annexes of the Convention. New additions or amendments adopted, on the basis of document TRANS/WP.1/2002/23/Rev.1, by WP.1 at its fortieth session or by the Legal Group at its meeting of 26 November 2002, appear in bold italics.

At the end of this document can be found explanatory notes for the proposed amendments. The amendments to the explanations contained in document TRANS/WP.1/2002/23 appear in italics.

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Part I: Proposed amendments to the European Agreement supplementing the Vienna Convention on Road Traffic

I. Annex, paragraph 7 - Ad Article 8 of the Convention (Drivers)

Amend the last sentence of the additional paragraph to be inserted immediately after paragraph 5 of this Article:

“Under domestic legislation the maximum alcohol level shall in no case exceed **0.50 g** per litre of pure alcohol in the blood or **0.25 mg** per litre in the air expelled.”

II. Annex, paragraph 12 - Ad Article 13 of the Convention (Speed and distance between vehicles)

Amend paragraph 12 to read:

“12. Ad Article 13 of the Convention (Speed and distance between vehicles)

Paragraph 6

(The paragraph number is changed from 4 to 6; the text remains the same.)”

III. Annex, paragraph 18 - Ad Article 23 of the Convention (Standing and parking)

Amend the text relating to paragraph 3 (a) (i) to read:

“(i) Within 5 m before pedestrian crossings **and crossings for cyclists**, on pedestrian crossings, on crossings for cyclists and on level crossings.”

IV. Annex, paragraph 20 - Ad Article 27 of the Convention (Special rules applicable to cyclists, moped drivers and motor cycles)

Amend the text relating to paragraph 4 to read:

This paragraph to read as follows: “Moped drivers may be authorized to use the cycle lane or cycle track and, if considered advisable, be prohibited from using the rest of the carriageway. **Domestic legislation shall specify under what circumstances other road users may use the cycle lane or cycle track or cross them, maintaining cyclists’ safety at all times.**”

Part II: Explanatory notes**I. Annex, paragraph 7 (Ad Article 8 of the Convention)**

Driving while under the influence of alcohol is a determining factor in road accidents. Many countries have therefore taken steps to lower the existing maximum alcohol level permitted by the European Convention supplementing the Convention on Road Traffic, i.e. 0.80 g per litre of pure alcohol in the blood (or 0.40 mg per litre in the air expelled). In a concern to improve road safety within Europe, the aim of the proposed amendment is to reduce the present level by bringing it into line with the level most frequently applied by countries which have taken more stringent measures in this regard; increasing numbers of other countries are tending, towards this level of 0.5 g per litre of pure alcohol in the blood or 0.25 mg per litre in the air expelled, which is also recommended by the European Union.

II. Annex paragraph 12 (Ad Article 13 of the Convention)

The proposal is intended to correct the paragraph number from 4 to 6.

III. Annex paragraph 18 (Ad Article 23 of the Convention)

The aim of the amendment is to extend the prohibition on standing or parking to crossings for cyclists (within 5 m of such crossings) in order to ensure visibility both for (...) cyclists and vehicles approaching the crossing.

IV. Annex, paragraph 20 (Ad Article 27 of the Convention)

The aim of the amendment, taking into account the proposed changes to Article 27.4 of the Vienna Convention on Road Traffic, is to adapt the existing text of the European Agreement in parallel by incorporating the relevant changes.
