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Working Party on Road Traffic Safety

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Agenda item 3 (i)

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

Night driving¹

Note by the secretariat

The members of WP.1 will find below a draft text concerning night driving, revised by the secretariat on the basis of the comments made during the forty-eighth session.

¹ The previous version of this document was issued with the symbol TRANS/WP.1/2005/18.

R.E.1 - Section concerning night driving

Chapter 1 General rules concerning behaviour in traffic

...

1.5 Night driving

The risk of accidents is not only considerably higher by night than by day but the accidents are also much more serious. Approximately 35% of those injured and 50% of fatalities are the victims of an accident at night although night driving accounts for only about one third of general traffic. Particular factors are conditions of visibility (visual capacity reduced to one twentieth of daytime values, insufficient contrasts, dazzle which incapacitates weak or tired eyes for several seconds, etc.), alcohol, stress and fatigue which lengthen reaction times, and the lack of adequate training for night driving. All these and many other aspects lead drivers to misinterpret the phenomena of the road environment and to react inappropriately as a result.

For this reason, drivers **should be recommended to observe** the following elementary principles. **While some of these recommendations apply also during the day, they are of even more importance at night:**

- Ensure very careful preparation of the vehicle (in particular, check and clean the lights) and the journey;
- Be rested when taking the wheel;
- [...]
- [...]
- [...]
- Restrict driving speed even if the traffic is light;
- Not look at the headlights of oncoming vehicles [...];
- Stop at least every two hours and imperatively at the first signs of tiredness (heavy-headedness, itchy eyes, need to shift frequently, stiff neck, repeated yawning, difficulty in keeping a straight course, inattention to traffic and road signs, absent moments, etc.);
- **Riders of two-wheeled vehicles** should wear garments **equipped with retro-reflective material (vests, reflective strips on shoe soles, armbands, etc.);** [...].

The authorities for their part should:

- Step up publicity on the risks of accidents at night;
- **Carry out campaigns to** make pedestrians and **riders of two-wheeled vehicles, cyclists in particular**, more aware of the imperative need to **be seen at night by other users through the use of** retro-reflective materials (**vests**, reflective strips on shoe soles, armbands, etc.);
- Improve the driver training and driving examination system so as to provide drivers with better instruction in the special eye techniques which should be used in night driving;
- Intensify police checks;
- Improve optical guidance at night, outside built-up areas, by giving prominence to the layout of bends by means of better horizontal and vertical signs and larger reflectors on roadside markers, etc.;
- Generally improve road surface marking, direction indicator panels, vertical signs, etc.;
- Review street lighting, especially where information is heavily concentrated, in urban traffic in particular and at points where motorists, pedestrians and moped and motorcycle drivers use the same traffic area.
