



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.1/2006/5/Rev.1/Add.1
20 April 2006

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

Forty-ninth session, 27-30 June 2006
Item 3 (d) of the provisional agenda

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

Increasing the use of seat belts and child restraint systems

Note by the secretariat

Members of WP.1 will find below a draft text prepared by the secretariat (WP.29 and WP.1) relating to the “Legislation” section of document ECE/TRANS/WP.1/2006/5/Rev.1 on the use of seat belts and child restraint systems.

Legislation

– **On fitting vehicles with seat belts and anchorages**

All seating positions in motor vehicles, **whether forward- or rear-facing**, [...] should be fitted with seat belts to an agreed technical standard (for example UN Regulations 14 on **seat belt anchorages** and 16 on seat belts). **In addition, all motor vehicles in category M₁¹ should be fitted with at least two ISOFIX positions for the attachment of child restraint systems to vehicles, comprising two rigid anchorages attached to the vehicle, two corresponding rigid anchorages on the child restraint system, and a means of limiting the rotation of the child restraint system that meets an agreed technical standard (for example UN Regulations 14 on anchorages and 44 on child restraint systems).** Most vehicle manufacturers already install **seat belts and anchorages** in **all** new vehicles. **However**, some countries may need to consider phasing in the introduction of seat belt **and anchorage** fitting.

– **On the use of restraint systems**

(a) ***Seat belts***

All countries should comply with article 7.5 of the Vienna Convention on Road Traffic by making the wearing of seat belts compulsory in all seating positions (**both forward- and rear-facing**) in motor vehicles where seat belts are installed. Enforcement and penalties should be sufficiently credible to have a deterrent effect.

While a few exemptions may have to be considered for medical reasons and for certain occupational groups, Governments should exercise particular caution about allowing them. **With specific reference to exemptions on medical grounds, it is recommended that countries should recognize the validity in their territory of documents issued in other countries exempting the bearer from wearing a seat belt, provided that such documents, which could be an official document or a medical certificate depending on the State in question, indicate the bearer's name, the period of validity and carry the following symbol.**



¹ Category M₁: Vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat (Consolidated Resolution on the Construction of Vehicles (R.E.3), TRANS/WP.29/78/Rev.1/Amend.2).

Accordingly, Governments should publicize this symbol widely among their medical services and police and ensure that it is actually used.

(b) *Child restraint systems*

All countries should enact legislation to require children measuring less than 150 cm (and aged under 12) to be attached using a restraining device in accordance with their weight group and in the proper seating position (forward- or rear-facing) depending on the type of system used.

Occasionally, for specific reasons, some countries may need to phase in this measure. However, Governments should carefully consider their legal responsibility to protect children carried in vehicles.

Additionally, Governments should ensure that only approved child restraint systems are commercially available.

(c) *Carriage of children in the front seats of vehicles*

Governments should regulate the carriage of children in the front seats of category M₁ vehicles. Many countries have already introduced regulations of this nature, either prohibiting the carriage of children below a certain age or size in front seats, or permitting them to be carried only in specified restraint systems or under certain conditions. Rear-facing restraint systems cannot be used in front seats fitted with airbags unless the airbag has been deactivated.
