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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety

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Geneva, 7-10 November 2006  
Item 4 (i) of the provisional agenda

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

Night driving

Note by the secretariat

The members of WP.1 will find below the text of a recommendation concerning night driving, adopted by WP.1 at its forty-ninth session, incorporating the modifications adopted, which appear in bold.

## **R.E.1 - Section concerning night driving**

### **Chapter 1 General rules concerning behaviour in traffic**

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#### **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 **significantly** reduced, 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 **the lights and ensure that they are clean**) and the journey;
- Be rested when taking the wheel;
- Restrict driving speed even if the traffic is light;
- Not **stare** 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 **the existing lighting systems on two-wheeled vehicles as well as** 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 **particularities of driving at night such as for example** special eye techniques [...];
- 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. **by using retro-reflective and fluorescent materials;**
- Review street lighting, especially where information is heavily concentrated, in urban traffic in particular and at points where motorists, **riders of two-wheeled vehicles** and pedestrians use the same traffic area.

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