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Item 4 (a) of the provisional agenda

Convention on Road Traffic (1968):

**Consistency between the Convention on Road Traffic (1968)
and Vehicle Technical Regulations**

Convention on Road Traffic (1968)

**Consistency between the Convention on Road Traffic (1968) and
Vehicle Technical Regulations**

Submitted by the Russian Federation*

In the context of amending the 1968 Convention on Road Traffic on the driver's ability to control his vehicle, this document suggests changes to Article 1 and paragraph 5 of Article 8.

* The text in this document is submitted as received from the Government.

I. Article 1 Definitions

Insert new definition as follows:

“Driver assistance systems mean vehicle components supporting safe driving and optimizing vehicle performance and the driver-initiated actions.”

Article 8 (Drivers)

Paragraphs 1, 2, 3 and 4 without any change

Paragraph 5 is changed as follows:

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

Driver assistance systems are deemed to be in conformity with the principles mentioned in paragraph 1 of this Article and sentence 1 of this paragraph and paragraph 1 of Article 13, if they can be overridden or switched off, if it is not endangered road safety, and the driver can be provided with clear feedback informing him when the system is actively controlling the vehicle.”

As far the European Agreement is concerned, Point 7, Paragraph 5 of its Annex is amended with an additional subparagraph, in conformity with the related amendment of Article 8, paragraph 5 of the Convention which the EU Agreement supplementing to.

This paragraph is changed as follows:

“Paragraph 5”

This paragraph shall be read as follows:

5. “Every driver shall have his vehicle under control so as to be able to exercise due and proper care at all times. He shall be acquainted with the road traffic and safety regulations, and be aware of the factors which may affect his behaviour such as fatigue, taking of medication and driving under the influence of alcohol and drugs.

Driver assistance systems are deemed to be in conformity with the principles mentioned in paragraph 1 of this Article and sentence 1 of this paragraph and paragraph 1 of Article 13, if they can be overridden or switched off, if it is not endangered road safety, and the driver can be provided with clear feedback informing him when the system is actively controlling the vehicle,

and

they have been approved in conformity with the UN Regulations annexed to the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions" done at Geneva on 20 March 1958”.

II. Justification

1. Further improvement of road safety and reduction of the fatalities and injuries in road accidents can be achieved with integration of new intelligent components into the vehicles and transport infrastructure. The 1968 Vienna Convention should not hinder technical progress.

2. One of the conclusions made in frame of creative discussion in WP.1 on the compatibility with the Article 8 of the Convention those driver assistance systems was excluding technical details of these systems from the Convention's provisions.
 3. Another important topic is approval of driver assistance systems.
 4. The goal of the above proposal is clarification of the draft made by the informal group. We suppose that approval according the 1958 Geneva Agreement can be recognized by only the Contracting Parties of the agreement. Among the Contracting Parties of the 1968 Vienna Convention there are many countries which are not the contracting parties to the mentioned agreement. Therefore we can use reference to the agreement only in the European Agreement supplementing the Convention. At the same time we shall exclude from the reference the 1998 Global Agreement since there is not foreseen approval for time being.
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