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**Economic Commission for Europe**

Inland Transport Committee

**Working Party on Road Traffic Safety**

**Sixty-sixth session**

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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 Belgium, France, Germany, Italy, Russian Federation  
and Sweden**

This document, proposes a definition for “Driver Assistance Systems” which have been drafted with reference to ECE/TRANS/WP.1/2013/3, ECE/TRANS/WP.1/2013/4, and ECE/TRANS/WP.1/2013/5. It is meant to offer a consolidated shared approach worked out of the three proposals.

## **Part 1: Inconsistencies in general**

### **Article 8 (Drivers)**

Paragraphs 1, 2, 3 and 4 without any changes

Paragraph 5 is changed as follows:

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

Vehicle systems which influence the way vehicles are driven shall not be deemed contrary to the principles mentioned in paragraph 1 of this Article and sentence 1 of this paragraph and paragraph 1 of Article 13, when

a) they are 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

or

b) they are in conformity with the technical provisions of the UN Global Technical Regulations developed in the framework of the "Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles" done at Geneva on 25 June 1998.

Vehicle systems which influence the way vehicles are driven and are not compliant with the afore mentioned provisions 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, when such systems can be overridden or switched off.

Annex 5 is supplemented by paragraph 1a as follows:

"1a. Vehicles, their systems, parts and equipment that are in conformity with the 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, including the amendments thereto as well as vehicles, their systems, equipment and parts that are in conformity with the regulations of the “Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles”, done at Geneva on 25 June 1998, including the amendments thereto are deemed to be in conformity with this Annex."