

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

### **Submitted by the Governments of Belgium, France, Italy, Sweden, United States**

- I. At its seventy-second session, the Inland Transport Committee urged WP.1 to consider , as a matter of priority, how to ensure a continuous concordance/consistency between the Convention on Road Traffic, of 1968 and the Regulations developed by World Forum for Harmonization of Vehicle Regulations (WP.29).
- II. Indeed there were many relevant discrepancies and disparities between these main regulatory assets, mainly due to the stark difference between, the fast rapid pace of technological advancements and by inference the high frequency of change of vehicle technical regulations and, on the other hand, the slow pace and low frequency of amending the Convention on Road Traffic, 1968. This difference is mainly due to the nature itself of the technical regulations which are frequently adapted to technical progress, and that of the Convention, which is legal, following strict amendment procedures.
- III. The same discrepancies and disparities are evident in the 1949 Convention of Road Traffic.
- IV. Since then, several WP1 delegates, have been considering the best approach to offer sound consistent amendments so to shape the legal asset of the Convention so to be apt to rule the road traffic nowadays. Digital technology is becoming more and more embedded both in vehicles and infrastructure, casting undoubtedly the mobility of the future.
- V. In this scope the group of experts from the Governments indicated above prepared this proposal of amendment to the Convention, to be discussed at the Sixty sixth session of WP.1.
- VI. In accordance with the programme of work of the Inland Transport Committee for 2012–2013 (ECE/TRANS/2012/9, cluster C, page 9) the Working Party on Road Traffic Safety (WP.1) examines matters and adopts measures aimed at improving road traffic safety.
- VII. The present document is submitted in conformity with that mandate.

## 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 and to be acquainted with driver assistance systems supporting the driving task so as to be able to exercise due and proper care at all times.

These systems shall not be deemed contrary to the principles mentioned in paragraph 1 and 5 of this Article and paragraph 1 of Article 13, when

a) 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

b)or/and 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.

c) or /and they endorse safe driving principles

d) or /and they aim to promote road safety policies .

5.a) Every driver shall at all times be able to guide his animals.

As far the European Agreement is concerned, Point 7, Paragraph 5, is amended with an additional subparagraph, in conformity with the related amendment of Art 8, paragraph 5 of the Convention to which the EU Agreement and Annexes refers to

## Paragraph 5.

This paragraph shall be read as follows:

5. "Every driver shall have his vehicle under control , and to be acquainted with driver assistance systems supporting the driving task so as to be able to exercise due and proper care at all times.

These systems shall not be deemed contrary to the principles mentioned in paragraph 1 and 5 of this Article and paragraph 1 of Article 13, when

a) 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

b)or/and 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.

c) or /and they endorse safe driving principles

d) or /and they aim to promote road safety policies .

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."

Annex 5 (Technical provisions regarding vehicles and trailers)

Annex 5 is completed by paragraph 1.a as follows:

"1a. Vehicles, their systems, parts and equipment that conform to 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 conform to 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.

## **Part 2: Inconsistencies in detail**

### **Article 1 (Definitions)**

*Subparagraph (u) is amended as follows:*

*“Articulated vehicle” means:*

*(a) A combination of vehicles comprising either a motor vehicle and a semitrailer coupled to the motor vehicle, provided that no transport of persons is operated in the semi-trailer;*

*(b) or a vehicle which consists of two or more rigid sections which articulate relative to one another; the passenger compartments of each section intercommunicate so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which are normally only found in a workshop.*

## **Annex 1 to the Convention**

### **Paragraph 2**

*- In subparagraph (a) the word “indicators” has to be replaced by the word “**monitoring systems.**”.*

*- Subparagraph (c) is amended as follows:*

*“(c) **Rear view mirrors / devices for indirect vision** so designed as to yield **backwards** under moderate pressure so that they no longer project beyond the permissible maximum width.”*