



WP.1 / GE.3

## **Presentation 5**

4<sup>th</sup> GoE on LIAV, 1-2 September 2022

Provisional agenda item 2

# **Historical background of the Conventions related to road traffic and traffic safety**

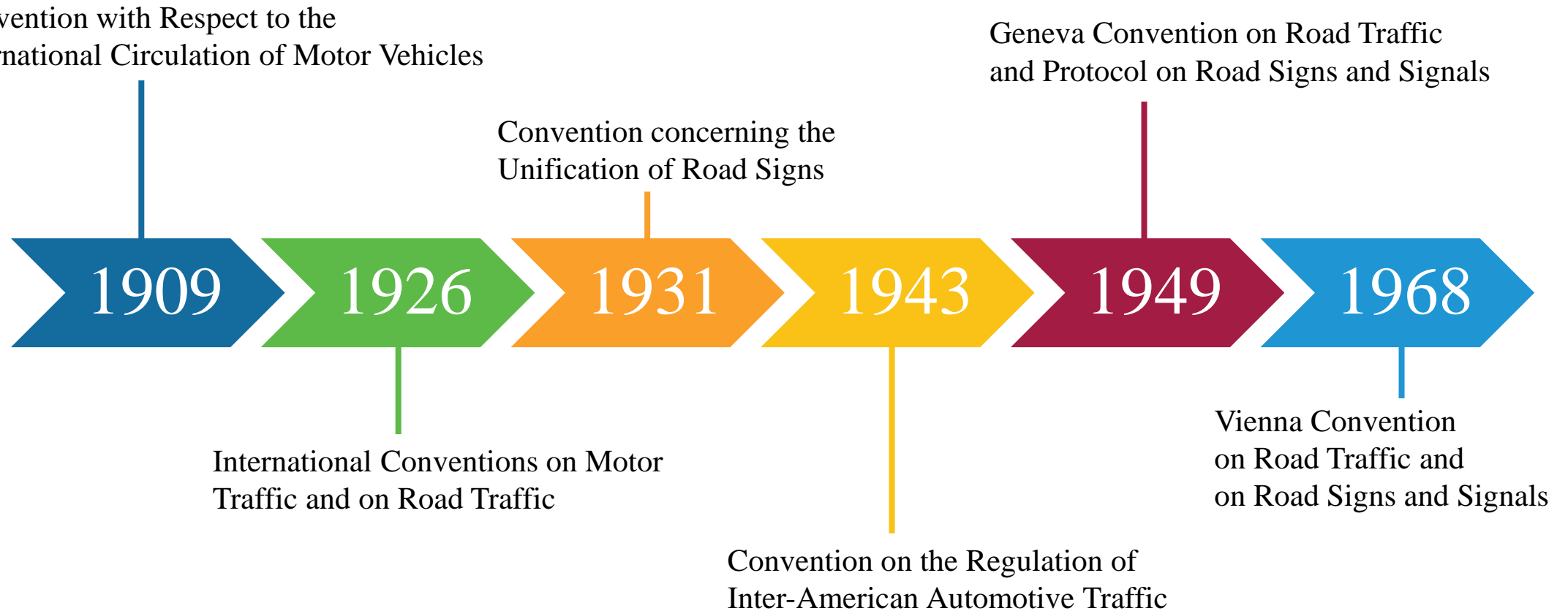
Presentation introducing ECE/TRANS/WP.1/GE.3/2022/7.

Note by the secretariat

# Timeline of legal instruments related to Road Traffic



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# Convention with Respect to the International Circulation of Motor Vehicles



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- Concluded in Paris in October 1909
- Entry into force: 1 May 1910
- This Convention aimed at facilitating the international circulation of motor vehicles, as far as possible.

# International Conventions on Motor Traffic and on Road Traffic



UNECE



- Concluded in Paris in 1926
- Entry into force of the Convention on Motor Traffic: 24 October 1930
- Those two Conventions intended to amend the Convention on International Circulation of Motor Vehicles of 1909.
- Additional Information:
  - **Basis** for these Conventions: various **drafts, prepared by the League of Nations Special Committee of Enquiry on Road Traffic**, as well as drafts by the **French Government** and by the **Swedish Government**.
  - The Convention on Motor Traffic was signed by 41 countries; 29 countries ratified it and 21 acceded to it.
  - The Convention on Road Traffic was signed by 23 countries; 16 countries ratified it and 15 acceded to it.

# Convention concerning the Unification of Road Signs



UNECE



- Concluded in Geneva in March 1931
- Entry into force: 16 July 1934
- This Convention aimed at filling the gap of the 1926 Convention regarding road signs and signals.
- Additional Information:
  - The Convention was signed by 15 countries; 6 countries ratified it and 3 acceded to it.

# Convention on the Regulation of Inter-American Automotive Traffic



UNECE



- Concluded in Washington D.C. in December 1943
- Additional Information:
  - This regional Convention did not deal with signs and signals.
  - The Convention was
    - Signed by 17 countries;
    - Ratified by 12 countries, which deposited the instrument of ratification;

# Geneva Convention on Road Traffic and Protocol on Road Signs and Signals



UNECE



- Concluded in Geneva in 1949
- Entry into force of the Geneva Convention on Road Traffic: 26 March 1952
- Additional Information:
  - In 1948, noting that the Conventions of 1926 and 1931 were obsolete, ECOSOC called for a UN Conference on Road and Motor Transport by resolution No. 147 B (VII) (to be convened in Geneva)
  - This Conference **based** its work on a **draft convention prepared by ITC**, resulting from a **study by the Committee**, and on the **1943 Convention** on the Regulation of Inter-American Automotive Traffic.
  - The Convention was signed by 20 countries; ratified by 17 countries; acceded by 58 countries; succeeded by 27 countries.

# Vienna Convention on Road Traffic and on Road Signs and Signals



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1909

1926

1931

1943

1949

1968

- Concluded in Vienna in November 1968
- Entry into force of the Vienna Convention on Road Traffic: 21 May 1977
- Additional Information:
  - In 1964, ECOSOC noted that the procedure for a revision of the 1949 Convention, without convening a conference, had failed so far.
  - In **preparation for a conference**, the Council decided that **detailed technical studies** should be undertaken for the **preparation of a revised draft convention** on road traffic.
  - ECOSOC decided that **two draft conventions** should be prepared as **a basis for the work** of the conference and that these texts should be circulated to governments and to international organizations concerned to **prepare proposals for amendments** as deemed necessary.
  - The preparatory work, in particular the **drafting** of the texts, was undertaken by the predecessor of the current UNECE Working Group on Road Traffic Safety (WP.1).
  - The Convention on Road Traffic was signed by 37 countries; ratified by 26 countries; acceded by 51 countries; succeeded by 8 countries.
  - The Convention on Road Signs and Signals was signed by 36 countries; 23 countries ratified it, 38 acceded to it, and 8 succeeded to it



# Establishment of technical provisions



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The Conventions dealing with road traffic include **brief technical provisions** (on braking, steering, lighting, noise, etc.), which identified vehicle characteristics as a major cause of road traffic crashes, deaths, and injuries.

- UNECE's subcommittee on Road Transport (SC.1) called by resolution 45 for the **establishment of a working party** of experts competent **in the field of technical requirements for vehicles**, in order to **implement** the general technical provisions, set out in the Conventions.
- The Working Party on the Construction of Vehicles was established in June 1952 under the auspices of ITC and became the World Forum for Harmonization of Vehicle Regulations, WP.29, in 2000.
- The establishment of the 1958 Agreement did not lead to the deletion of technical provisions concerning motor vehicles in the Vienna Convention of 1968, see e.g. Annex 5. A recent amendment to the Convention was dedicated to lighting provisions, also elaborated by WP.29/GRE.
- This highlights that the Conventions on road traffic and the vehicle Agreements are linked and the importance of the collaboration and coordination between the Working Parties and Groups of Experts, dealing with automated vehicles.



**WP.1 / GE.3**  
**4th session, 1-2 September 2022**

**Thank you!**