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**INTERNATIONAL ROAD TRANSPORT:
DEVELOPMENTS AND PROBLEMS UNDER REVIEW**

Note by the Secretary-General

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I. INTRODUCTION

The Transport and Communications Commission in accordance with Economic and Social Council Resolution 272(X) reviews periodically international developments relative to international road transport and advises the Council on what further international action is desirable, whether by a conference or otherwise. The present paper which contains information concerning developments since the fifth session of the Commission has been prepared for the assistance of the Commission in making this review.

Several problems relating in whole or in part to international road transport which are under special consideration by the Commission are the subject of separate papers. This refers to (1) a uniform system of road signs and signals (E/CN.2/119-E/CN.2/CONF.1/12); (2) uniform minimum regulations for licensing of motor vehicle drivers (E/CN.2/133-E/CN.2/CONF.2/3); (3) customs formalities for the temporary importation of private vehicles and for tourism (E/CN.2/135); (4) road traffic accident statistics (E/CN.2/140-E/CN.3/154); and (5) entry into force and ratifications of the 1940 Convention on Road Traffic (E/CN.2/138). Attention is drawn in Part II below to questions before the Commission concerning the further action to be taken with respect to the first three of these problems.

Developments since the fifth session of the Commission with respect to the following additional problems in the field of international road transport which have, inter alia, been reviewed by the Commission at previous sessions are summarized in Part III: fiscal charges, civil liability and compulsory insurance, commercial road transport, and motor vehicle headlamp requirements. A brief review of regional developments in the prevention of road traffic accidents is also included. A large part of the international activity carried on with respect to these problems during the period under review has occurred in Europe, mainly under the auspices of the Economic Commission for Europe (ECE).

II. CERTAIN SPECIAL PROBLEMS BEFORE THE COMMISSION

A. Uniform System of Road Signs and Signals

Final Report of Group of Experts on Road Signs and Signals

The United Nations Conference on Road and Motor Transport, held in Geneva in August-September 1949 concluded the world-wide Convention on Road Traffic which entered into force on 26 March 1952 (E/CN.2/138). It also opened for signature the Protocol on Road Signs and Signals which maintained in a somewhat revised form the European system embodied in the 1931 Convention Concerning the Unification of Road Signals. The Conference was unable to reach agreement on a world-wide system of road signs and signals. Noting this fact in paragraph 7 of its Final Act, the Conference at the same time recorded the general desire to arrive at a later stage at the establishment of such a common world-wide system and recommended that the Economic and Social Council entrust the Transport and Communications Commission with the task of reviewing the matter further, with the assistance of experts, and of advising the Council on the further steps which should be taken to reach such a world-wide agreement on a uniform system. The Council endorsed this recommendation in its resolution 272(X) and the Commission at its fourth session requested the Secretary-General, in consultation with the Chairman of the Commission, to set up a group of experts to study the problem of devising a unified world-wide system of road signs and signals and to prepare a draft convention embodying such a system. The Group of Experts on Road Signs and Signals was accordingly set up in 1950 and held three sessions, in 1950, 1951, and 1952, respectively. At its concluding session, held at United Nations Headquarters in June-July 1952, the Group submitted its final report (E/CN.2/119-E/CN.2/CONF.1/12) to the Commission. The report in accordance with the Group's terms of reference, contains a Draft Convention on a Uniform System of Road Signs and Signals.

The Commission thus has before it the report of the Group of Experts containing the Draft Convention on a Uniform System of Road Signs and Signals and with it the task of advising the Council on the further steps which should be taken to secure the world-wide adoption of a uniform system of road signs

and signals. The attention of the Commission is drawn to the fact that the Group of Experts in Part VII of its report, remarking that the Commission has this task, stated

"In this connexion, the Group felt that in the light of the complexity, frequently mentioned in its report, of the problems which are involved in changing from existing systems to a uniform system of road signs and signals, it should draw attention to its opinion that a direct exchange of views by Governments, such as can be achieved only at a conference will be essential before final adoption of the Draft Convention on a Uniform System of Road Signs and Signals."

The Group furthermore

"noted suggestions by certain of its members that it would be helpful to the authorities in the various countries, and would speed up implementation and further serve the purpose of uniformity, if subsequently to the adoption of the Convention, an ad hoc body were to prepare a guide to the implementation of the Convention."

In the following paragraphs two other developments relative to the unification of road signs and signals are brought to the Commission's attention.

Resolution adopted by Special Pan American Highway Congress

The problem of the unification of road signs and signals had been considered by several Pan American Highway Congresses, thus at the second and third Congresses, held in 1929 and 1939 respectively, while at the fifth Congress held in Lima in 1951 proposals were discussed but action was deferred in view of the study of the problem which was being made by the United Nations. At the Special Pan American Highway Congress, held in Mexico City in October-November 1952, a resolution was adopted^{1/} recommending:

- (1) that the United Nations Group of Experts be congratulated on its Final Report;
- (2) that the Transport and Communications Commission be urged to approve the Final Report as soon as possible;

^{1/} ACTA FINAL, CONGRESO EXTRAORDINARIO PANAMERICANO DE CARRETERAS, Mexico, 1 November, 1952.

(3) that the Convention be adopted and implemented by the American countries at the earliest date.

Protocol on Road Signs and Signals

Mention was made above of the 1949 Protocol on Road Signs and Signals and also the 1931 Convention Concerning the Unification of Road Signals. Attention is drawn to the fact that the Draft Convention on a Uniform System of Road Signs and Signals in Article 41 provides for the denunciation by countries ratifying or acceding to it of the 1949 Protocol and the 1931 Convention Concerning the Unification of Road Signs and Signals. The 1949 Protocol is not yet in force but it has received the necessary number of ratifications or accessions and will, in accordance with its Article 58, enter into force on 20 December 1953, fifteen months after the deposit of the fifth ratification or accession. The countries which, at the time of writing, have ratified the Protocol or acceded to it are: Cuba, Czechoslovakia, Greece, Italy, Luxembourg, Monaco, the Netherlands, and Sweden.

B. Uniform Minimum Regulations for Licensing of Motor Vehicle Drivers

The Committee of Experts on the Licensing of Motor Vehicle Drivers was set up in accordance with Resolution 379 B (XIII) adopted by the Economic and Social Council on the recommendation of the Commission contained in resolution 4 of its fifth session. The Committee met at United Nations Headquarters from 29 September to 24 October 1952 and submitted its report (E/CN.2/133-E/CN.2/CONF.2/3) to the Commission. In accordance with the Committee's terms of reference its report contains draft uniform minimum regulations for the licensing of motor vehicle drivers which are recommended for consideration by Governments in connexion with their domestic laws and regulations, and also contains certain draft general provisions applicable to international traffic for consideration as an Annex to the Convention on Road Traffic. The Committee furthermore recommends that governments be specifically requested to circulate the report to the driver licensing authorities in their countries. In addition the Committee proposes that the assistance of the World Health Organization (WHO) be invoked. Indicating that its recommendations relative to mental and physical fitness are provisional, the Committee recommends that the WHO be requested to recommend requirements of mental and physical fitness for motor vehicle drivers and also

the best method of determining such fitness; in particular it recommends the preparation by WHO of a "handbook containing (1) rules for the guidance of medical practitioners when making examinations of health, vision and hearing and (2) standards to be followed by licensing authorities in drawing up the practical test to be carried out by examiners."

In the latter connexion the Commission's attention is drawn to the decision of the ECE Working Party on Prevention of Road Accidents at its session from 23 to 26 September,^{1/} to set up a sub-group which would meet in Geneva in February 1953 to study on a regional basis visual acuity and other physiological and mental requirements for drivers.

With respect to the new annex to the Convention on Road Traffic recommended by the Committee of Experts, the immediate action indicated would seem to be to bring the proposed Annex to the attention of the Governments. The actual adoption of a new Annex would constitute an amendment to the Convention which would have to be carried out in accordance with the amendment procedure of Article 31 of the Convention, the first step of which consists of a communication to the Secretary-General by one of the Contracting States of a proposal for amendment. Thereafter the Secretary-General must transmit the text of the proposed amendment to each Contracting State with a request that such State reply within four months whether it:

"(a) Desires that a conference be convened to consider the proposed amendment; or

(b) Favours the acceptance of the proposed amendment without a conference; or

(c) Favours the rejection of the proposed amendment without a conference."

Under Article 31 the proposed amendment must also be transmitted by the Secretary-General to all States, other than Contracting States, invited to attend the 1949 United Nations on Road and Motor Transport which concluded the Convention.

C. Customs Formalities for the Temporary Importation of Private Vehicles and for Tourism

In document E/CN.2/135 the views of Governments, which were requested in accordance with Economic and Social Council Resolution 379 D (XIII) are set out relative to the desirability of concluding international conventions on customs formalities for (1) the temporary importation of vehicles and (2) for tourism (i.e., the personal effects of tourists travelling by any means of transport), and on the texts which might serve as the basis of discussion of such conventions. These matters are mentioned in the present paper since road vehicles constitute a very large part of the vehicles which would be covered by the former convention and road traffic also constitutes an important part of the tourist traffic which would be covered by the latter convention.

Attention is therefore drawn here to the conclusion reached in document E/CN.2/135 to the effect that whereas the views expressed by the Governments generally favoured conclusion of the two conventions, this would appear to require an international conference because of the several draft texts of the Conventions which have been put forward and the variety of views expressed by Governments in commenting on them.

III. OTHER PROBLEMS IN THE FIELD OF INTERNATIONAL ROAD TRANSPORT

A. Fiscal Charges

The situation with respect to fiscal charges on road vehicles circulating temporarily in a country other than that of registration and the international action taken before and after the War looking to exemption of such vehicles from taxation in the former country were reviewed in documents E/CN.2/54, E/CN.2/76, and E/CN.2/95, submitted to the third, fourth, and fifth sessions of the Commission, respectively. As pointed out in these documents the question has two parts, one relative to private vehicles, the other to commercial vehicles, the former world-wide in scope, and the latter of more regional concern.

The principal international activity in this field during the interval since the fifth session of the Commission has occurred in the ECE and is summarized below.

Taxation of Foreign Private Motor Vehicles

As noted in the previous reports to the Commission a Convention on the Taxation of Foreign Motor Vehicles was concluded in 1931 under the League of Nations auspices and came into force in 1933. It provided for exemption from taxes or charges levied on circulation of private motor vehicles registered in one of the Contracting States circulating temporarily in any of the other Contracting States. The period of exemption was not to exceed ninety days in one year and an International Fiscal Certificate was required. The Convention was generally ratified in Europe and by a few other countries and was applied also in a number of non-European territories. Its provisions have, however, been generally considered too stringent and more liberal practices have come to be followed both by most parties to the Convention and by other countries, a variety of systems of exemptions having developed throughout the world.

At the Conference which concluded the Convention, a recommendation had also been adopted to the effect that the Contracting Parties, either by domestic regulations or by international agreements, further and extend as widely as possible the system of fiscal exemption.^{1/} Referring to this

^{1/} Final Act - European Conference on Road Traffic (Geneva, March 16th-30th, 1931). League of Nations document 1931.VIII.10.

recommendation and to the burdensome procedure existing under the 1931 Convention, even when modified by bilateral agreements, the Swedish Government at its session held in July 1952 proposed to the ECE Inland Transport Committee that the Committee request the Governments to take the necessary steps, by implementation of the recommendation, to prolong the period of exemption, making it correspond with the period of validity of the documents required for the temporary importation of private vehicles. The Swedish Government had itself taken such unilateral action in May 1951.^{1/}

The Committee resolved that the Swedish proposals should be circulated to governments who should be asked

"to inform the Executive Secretary at an early date whether they are prepared to accept the Swedish Government's proposals, it being understood that, if objections on the part of Governments are raised, the Executive Secretary will convene a working party to deal with this problem."^{2/}

Abolition of Taxation of Commercial Motor Vehicles

With regard to fiscal charges on commercial vehicles the ECE's Sub-Committee on Road Transport decided at its fifth session to set up a special working party to prepare a draft text of an international convention for the circulation of commercial passenger and goods vehicles, similar to the 1931 Convention on the Taxation of Foreign Motor Vehicles referred to above.^{3/} The matter is included in the current work programme of the Inland Transport Committee approved by the Economic Commission for Europe.^{4/} No session of the working party is scheduled in 1953.

B. Civil Liability and Compulsory Insurance

The Commission was informed at its third, fourth, and fifth sessions concerning the international consideration which had been given before and since the war to the problems of civil liability and compulsory insurance (E/CN.2/54, E/CN.2/76, and E/CN.2/95). Developments since the fifth session are summarized below.

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- ^{1/} E/ECE/TRANS/375. Restricted, and ECE document TRANS/97. Restricted.
^{2/} E/ECE/TRANS/371. Restricted.
^{3/} E/ECE/TRANS/258. Restricted.
^{4/} E/ECE/TRANS/317. Restricted.

International Scheme for Recognition of Third-Party Insurance
Carried by Foreign Motorists

The international scheme for the insurance of motorists against third-party risks, developed under the auspices of the ECE's Sub-Committee on Road Transport, which was discussed in documents E/CN.2/54 and E/CN.2/76, in June 1952 received final approval of the Sub-Committee which at the same time recommended to governments that the scheme be brought into force on 1 January 1953.^{1/}

The scheme provides (1) for recognition in countries requiring insurance against third-party risks of foreign motorists' insurance policies issued outside the country visited, (2) for exemption of foreign motorists already insured from contributions to a guaranty fund for victims of accidents in countries where such contributions are required. Where neither insurance nor contribution are required motorists would under the scheme still have the advantage of proof of being properly insured.

Under the scheme, details of which were described in document E/CN.2/54, insurers in each country are required to set up a central organization known as the "Bureau", recognized by the Government of the country, which provides its constituent insurers with the uniform "International Motor Insurance Card" to be issued to holders of policies established by those insurers. The Bureau of the country visited assumes the liability of an insurer in accordance with the laws relating to compulsory insurance in that country.

Bureaux, or other corresponding organizations, have been formed in the following countries: Belgium, Finland, France, Greece, Ireland, Netherlands, Norway, Portugal, Sweden, United Kingdom, and in the Occupation Zones in Western Germany.^{2/} Representatives of the above organizations meet from time to time. Collectively they compose the "Council of Bureaux".^{3/}

Unification of Legislation Concerning the Compulsory Insurance
of Motorists

The International Institute of Private International Law, as previously reported to the Commission (E/CN.2/54, E/CN.2/76) had in 1938 in collaboration

^{1/} E/ECE/TRANS/344. Restricted.

^{2/} E/ECE/TRANS/SC.1/130. Restricted.

^{3/} ECE document TRANS/WP.9/20. Restricted.

with the League of Nations prepared draft uniform provisions on compulsory insurance and on civil liability of motorists and has continued its study of these matters since the War. Following the decision in the ECE's Sub-Committee on Road Transport to consider the question of compulsory insurance apart from that of the liability to be covered by the insurance,^{1/} the Institute has revised its draft of uniform provisions on compulsory insurance of motorists so as to (1) detach it from the draft uniform law on civil liability with which it had been linked and omit any reference to that law, and (2) to confine the minimum uniform rules to the basic principles of motor vehicle insurance which countries might take as a guide when formulating or amending their national legislation.^{2/} The revision was carried out in the light of the laws promulgated and the draft laws prepared in various European countries subsequent to the publication of the above-mentioned draft uniform provisions. The Institute considered that the revised provisions might form an adjunct to the international scheme for insurance of motorists prepared under the auspices of the ECE discussed in the previous paragraph.^{3/} No international action on the matter is contemplated by the ECE at present.

C. International Commercial Road Transport

As was the case when previous reports to the Commission were prepared, the principal international activity with respect to international commercial road transport in the period since the fifth session of the Commission has taken place in Europe.

Short-Term Agreements on the Lifting of Restrictions
on the Freedom of the Road

There have been no withdrawals during the period under review as regards the lists of countries participating in the various Agreements concluded under the auspices of the ECE, which, as previously reported to the Commission (E/CN.2/95) had been extended for an indefinite period pending establishment of a permanent regime.

^{1/} E/ECE/TRANS/SC.1/64. Restricted.

^{2/} TRANS/WP.9/17. Restricted and International Institute for the Unification of Private Law, U.D.P. 1951 - Papers XVII Motorists - Doc. 34(1).

^{3/} E/ECE/TRANS/SC.1/130. Restricted.

Belgium became a party to the Agreements concerning the most liberal application of the authorization systems for certain international transport by road and concerning freedom for international tourist traffic by road, and Norway a party to the Agreement concerning the most liberal application of the authorization systems for all international passenger transport by road and in particular for services not falling under the Agreement concerning freedom for international tourist traffic by road. The Agreements have been supplemented by a number of definitions, more particularly those referring to goods traffic and tourist services.^{1/}

International Tourist Services by Road

The expansion of international road transport services in Europe led in 1951 to the decision by railway administrations and their road transport services in a number of European countries to set up a Union of European Railway Road Transport Services (URF), within the framework of the International Union of Railways.^{2/} Among the main purposes of establishing the Union were (1) to provide participation of railway road transport services in the planning and organization of international motor coach services, on the same footing as private undertakings or organizations and (2) to introduce a limited number of international tourist services operated jointly or on a revenue sharing basis between the administrations of countries concerned.

Under the auspices of the ECE, private undertakings and the railways road transport services, through respectively the International Road Transport Union and the URF, co-operate in providing an integrated network of regular touring services as well as in preparing annually programmes of services requiring submission to governments for approval in accordance with the Agreements on Lifting of Restrictions on the Freedom of the Road.^{3/}

Economic Regulations for International Road Transport in Europe

The establishment by the ECE's Sub-Committee on Road Transport of a Working Party on the Development and Improvement of Transport of Passengers and

1/ E/ECE/TRANS/SC.1/98/Rev.1. Restricted. E/ECE/TRANS/SC.1/125 -
E/ECE/TRANS/SC.1/WP.14/13. Restricted.

2/ E/ECE/TRANS/SC.1/117-E/ECE/TRANS/WP.14/9. Restricted.

3/ ECE documents TRANS/WP.14/13. Restricted. and TRANS/WP.14/23. Restricted.

Goods by Road to study a rational regime for international road transport in Europe was reported to the fifth session of the Commission (E/CN.2/95). This work has continued. The Working Party is preparing (1) a draft of a General Agreement on Economic Regulations for International Road Transport, which is to contain provisions relating to principles for granting licences and methods of control, and (2) a draft standard set of rules ("cahier des charges") for international road transport, regulating certain technical and quality conditions, such as provisions relative to construction and equipment, and inspection of vehicles, drivers' qualifications and conditions of work, obligations of undertakings with respect to the transport contract, liability, insurance, tariffs.^{1/}

D. Motor Vehicle Headlamp Requirements

As reported to the Commission at its fifth session (E/CN.2/95), while the Convention on Road Traffic contains provisions relative to the lights of motor vehicles, the provision pertaining to passing lights is stated in such broad terms that it is satisfied by both of the two main existing types of lighting equipment although they possess different illumination and non-glare qualities. The Conference on Road and Motor Transport when concluding the Convention recognized the necessity for the establishment subsequently of standards for passing lights which it was hoped would be achieved as the result of the international headlamp tests organized by the International Committee on Illumination (ICI) in conjunction with the International Organization for Standardization (ISO) and which were to be conducted in the Netherlands.^{2/} As previously reported in document E/CN.2/95, these tests were carried out in October 1949 and in April-May 1950. The results were considered at the twelfth

^{1/} E/ECE/TRANS/SC.1/104. Restricted. E/ECE/TRANS/SC.1/133. Restricted.

^{2/} Final Act of the United Nations Conference on Road and Motor Transport, Resolution on the subject of International Test in Connexion with the Establishment of Acceptable Standards for the Illumination of Motor Car Passing Lights.

plenary session of the ICI in Stockholm in June 1951. It was concluded inter alia that no definite judgement could be given in relation to the above tests, that European-type headlamp standards should be established and that new comparative driving tests of the selected representative headlamps were required. The Commission decided to pursue these tests with a view to determining the characteristics of an ideal passing beam and to studying methods for easy control of headlamps aiming on the road and to determining how the various adjustments should be made. The results are to provide experimental data in order to determine photometric characteristics of the passing beams giving a maximum security for the night traffic of all road users.^{1/}

A joint working party of the competent committees of both the ISO and the ICI was established and is now studying the programme for the tests, and the date at which they should be carried out.

Meanwhile an ECE Working Party on Technical Requirements for Motor Vehicles^{2/} has been requested by the ECE Working Party on the Prevention of Road Traffic Accidents to study the question of standardizing the colour, or at least the brilliancy, of headlights. The latter working party stated that "the yellow headlights now in use in some countries are much weaker than the headlights used in other countries, so that where foreign vehicles are present on the roads headlights of widely varying brilliancy are in simultaneous use, and this produces dazzling, which is a cause of accidents and continual complaints".^{3/}

E. Prevention of Road Traffic Accidents

The attention of the Transport and Communications Commission is drawn to certain developments as regards international activities in the study of matters generally grouped under the general term of road safety and prevention of traffic accidents. These activities are regional in scope and

^{1/} Proceedings of the 12th session of the International Commission on Illumination, Vols. I and III.

^{2/} E/ECE/TRANS/338. Restricted.

^{3/} E/ECE/TRANS/SC.1/152; E/ECE/TRANS/WP.20/10. Restricted.

concern a number of specific questions, mainly of national importance. These questions were taken up by authorities responsible for road safety in the various participating countries either with a view to examining their international aspects or in order to compare practices. The regional studies of road transport accident statistics which form part of the programmes in certain regions are not however mentioned herein as they are included in a separate document (E/CN.2/140-E/CN.3/154).

On the world-wide level, the World Touring and Automobile Organization (OTA) founded in 1951 a Road Safety Information Center to act as an international clearing house for information on road safety. It also publishes quarterly the "International Road Safety Review" in English and French, with the Inter-American Federation of Automobile Clubs (FIAC) preparing the Spanish version.

Asia and the Far East

In the Economic Commission for Asia and the Far East (ECAFE) the need for studying road safety and prevention of accidents jointly at an inter-governmental level was recognized at an early stage of the organization of the Inland Transport Committee.^{1/} By resolution of the Ad hoc Committee of Experts on Inland Transport, held in October 1950, preparation of a study was requested on the improvement of existing practices in traffic control systems and of specific measures for improved accident prevention.^{2/} Following the setting up of the Inland Transport Committee and of its Highways Sub-Committee it was recommended by the latter in August, 1952 that the programme of work of the Commission should include as a subject of high priority the study of engineering and traffic aspects of highway safety, with particular reference to traffic congestion in urban areas.^{3/}

Europe

The subject of prevention of road accidents has been studied in Europe under the auspices of the Economic Commission for Europe. The Ad hoc Working Party on the Prevention of Road Traffic Accidents, set up by the ECE Sub-Committee on Road Transport in March 1950, received broad terms of reference

^{1/} E/CN.11/TRANS/21.

^{2/} E/CN.11/262-E/CN.11/TRANS/58.

^{3/} E/CN.11/TRANS/86 and E/CN.11/TRANS/90. Restricted.

including the study of developments in the design of road construction, in road signs and signals, traffic regulations and first aid on roads.^{1/} Following the completion of its work on international statistics of accidents, the Working Party initiated other projects such as the preparation of a model international road safety manual on which could be based the national manuals to be distributed in the various countries, and study on a regional basis of physiological and mental requirements of drivers. It discussed at its session held in September 1952 certain further questions such as the establishment of an international road traffic association, creation of an international association of motor vehicle driving schools, requirements relative to driving instructions, and first aid on the road.^{2/}

Particular attention has been given in the ECE to the problem of level-crossings, which was entrusted to a Joint Working Party of railway and road experts set up by the Inland Transport Committee in September 1950.^{3/} The questions studied include classification of level-crossings, factors which should be taken into account in order to determine the type of protection required at level-crossings, standardization of automatic signalling systems. In recommendations prepared on the latter subject the Working Party has already taken account of provisions appearing in the Draft Convention on a Uniform System of Road Signs and Signals, prepared by the Transport and Communications Commission's Group of Experts.^{4/}

Latin America

The special Pan American Highway Congress, held in Mexico City in October-November 1952 primarily for the purpose of effecting the re-organization of its permanent bodies, at which the United Nations were represented through the ECIA Secretariat, also had on its agenda certain other questions previously treated at the regular sessions, including those relative to road safety. Following

^{1/} E/ECE/TRANS/210. Restricted.

^{2/} E/ECE/TRANS/SC.1/152-E/ECE/TRANS/WP.20/10. Restricted.

^{3/} E/ECE/TRANS/240. Restricted.

^{4/} E/ECE/TRANS/322-E/ECE/TRANS/WP.23/6. Restricted.

the submission of a number of reports on these questions from Latin American countries, the Congress, noting the seriousness of the problems arising from the high rate of traffic accidents, considered that the majority were due to lack of adequate education of road users, deficient road signalization, and to the poor mechanical state of vehicles. It recommended, inter alia, that educational programmes for drivers and pedestrians be organized, that research into the causes of accidents be undertaken and that a request should be made to the United Nations and reiterated to the Organization of American States, that periodic meetings be convened of experts on road traffic and road safety education.^{1/}

^{1/} Acta Final, Congreso Extraordinario Panamericano de Carreteras, Mexico City, October-November 1952.

IV. CONCLUSION

Consideration of the problems referred to in Part II above has already reached an advanced stage. It is suggested that the Commission may wish to consider whether to recommend to the Economic and Social Council following further action relative to these matters:

A. Uniform System of Road Signs and Signals:

that a world conference be convened for the purpose of concluding an international convention on a uniform system of road signs and signals, based on the draft convention prepared by the Group of Experts on Road Signs and Signals, and of considering measures for facilitating the implementation of the Convention, including the suggestion noted in the final report of the Group that an ad hoc body prepare a guide to the implementation of the Convention;

B. Licensing of Motor Vehicle Drivers:

1. that the Secretary-General be instructed to circulate the report of the Committee of Experts on Licensing of Motor Vehicle Drivers to the Governments which were invited to the United Nations Conference on Road and Motor Transport held in Geneva in August-September 1949,

(a) requesting them to consider in connexion with their domestic laws and regulations the minimum uniform regulations recommended by the Committee; and

(b) drawing to their attention the draft new annex to the Convention on Road Traffic proposed by the Committee, and requesting the Governments of those States which are parties to the Convention to notify the Secretary-General if they wish formally to propose the adoption of such an annex as an amendment to the Convention in accordance with its Article 31.

2. That the Secretary-General be instructed to bring to the attention of WHO the recommendation of the Committee of Experts that the assistance of that Organization be sought with respect to the requirements and methods of determining mental and physical fitness of applicants for driving permits, and that the study of this question which is being undertaken on the regional level under the auspices of the ECE be co-ordinated with the recommendations by the Committee of Experts and with any action taken by WHO in giving the requested assistance.

C. Customs Formalities for the Temporary Importation of Private Vehicles and for Tourism:

that a world conference be convened for the purpose of concluding conventions on customs formalities (1) for the temporary importation of private vehicles, and (2) for tourism, the basis of discussion for the establishment of such conventions consisting of the texts and comments thereon contained in document E/CN.2/135.

Of the problems mentioned in Part III of this paper, three would seem to be of world-wide scope. One, relative to headlamp requirements, is under consideration at the world-wide level by the ICI and ISO. It is suggested that the Commission may wish to record its hope that a satisfactory solution of this problem will be found as soon as possible. As regards the question of fiscal charges on foreign private motor vehicles, the situation does not seem to have altered materially since the fifth session when the Commission considered that this matter did not then require world-wide action. It is suggested that developments be followed, and particularly the response of the European Governments to the proposal of the Swedish Government relative to making the period of exemption of foreign motor vehicles from taxation correspond with the duration of the customs document for such vehicles. Finally, while the question of the compulsory insurance of foreign motor vehicles would also seem to be one of world-wide concern, for the time being it would seem appropriate to follow developments with respect to the scheme which is being tried out in Europe with a view to determining later on whether something of this type might be suitable for adoption on a world-wide basis.