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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety  
(Thirty-second session, 13-16 April 1999,  
agenda item 2 (b))

**DOCUMENTS SUBMITTED BY THE EUROPEAN CONFERENCE  
OF MINISTERS OF TRANSPORT (ECMT)**

Transmitted by the Government of Italy

Note: At its thirty-first session, the Working Party agreed to the definition of cycle track proposed by Italy in TRANS/WP.1/1998/13. However, the Working Party felt that the definition of the term "cycle track" used as a generic term for description of a way specifically reserved for cycles needed further study and agreed to come back to it at its thirty-second session, asking delegates to examine whether the new definition is in line with the meaning of this term as currently used in the Vienna Conventions as well as with the provisions of relevant national legislation. The delegates of Israel and Italy offered to provide a revised version of the definition for the Working Party's thirty-second session (TRANS/WP.1/62, paras. 8 and 9).

The secretariat reproduces below the new proposal transmitted by the delegate of Italy.

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1. As underlined during the thirty-first session of the Working Party, it seems adequate to maintain a single definition of "cycle track" without introducing new terms. This avoids the revision of relevant related documents in general and the Vienna Conventions in particular.
2. As far as the definition of "cycle track" is concerned, it is the opinion of the Italian delegation that all possible conditions have been considered and are covered in the original proposed text drafted by Israel and Italy.
3. During the thirty-first session of WP.1, the above-mentioned draft text was amended by introducing the term "cycle lane" in brackets and changing one verb "must" to "may".
4. In the opinion of the Italian delegation, the amendment related to "cycle lane" could be kept, being more clear when a "cycle track" is part of the carriageway, but the verb "may" should be changed back to the original "must" in order to be consistent with the overall text of the definition and to avoid uncertainty about the signs and signals to be used.
5. In conclusion, the "cycle track" definition should read as follows:

"The term cycle track defines a road or part of a road reserved for cycles and signed as such. A cycle track may be part of the carriageway (cycle lane) or on its own separate alignment. A cycle track which is part of the carriageway must 1/ be indicated by horizontal signs, and vertical signs may also be added. On the other hand, a cycle track which is on its own separate alignment must 1/ be indicated by vertical signs, and may also have horizontal signs. If national legislation permits, cycle tracks may also be used by mopeds and other cycles."

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1/ In order to be consistent with the language usually used in legally binding instruments, the Working Party may wish to consider replacing the word "must" with "shall".