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MEMORANDUM COMPARING TEXTS OF THREE CONVENTIONS
TO BE REVISED AND WORKING PAPERS I AND II

PART III - RULES OF THE ROAD

PART III. RULES OF THE ROAD

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/CHAPTER 1.

CHAPTER 1. GENERAL PROVISIONS

Road Traffic Convention of 1926

Article 2: Every vehicle proceeding singly must have a driver. Convoys and trains of vehicles on a road shall have the number of drivers prescribed by the regulations of the country in question.

Draught, pack or saddle animals, when moving on roads open to public traffic, must have a driver or rider.

Article 3: Drivers shall at all times be able and in a position to control their vehicle or guide their teams or draught, pack or saddle animals. They shall be bound to give warning of their approach to other drivers and to foot passengers who are in their way and to take any precautions that may be required.

Without prejudice to the precautions which they must take before entering the part of a public road intended for the use of vehicles and animals, foot passengers must make way for the passage of vehicles, including cycles, and draught, pack or saddle animals.

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 5: Every driver, cyclist, pedestrian or other road user shall conduct himself in such a way as not to endanger or obstruct traffic; he shall avoid all behaviour that might cause damage to persons, or public or private property.

Article 6. 1. Every vehicle or combination of vehicles proceeding as a unit must have a driver.

2. Draught, pack or saddle animals must have a driver, and cattle must be accompanied, except in special areas which shall be marked at the points of entry.

3. Convoys of vehicles and animals shall have the number of drivers prescribed by national regulations.

4. Convoys shall, if necessary, be divided into sections of moderate length and be sufficiently spaced out for the convenience of traffic. This provision does not apply to regions where migration of nomads occurs.

5. Drivers shall at all times be able and in a position to control their vehicles or guide their animals. When approaching

/other

CHAPTER 1. GENERAL PROVISIONS (Contd.)

Motor Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

other road users, they shall take such precautions as may be required for the safety of the latter.

CHAPTER 2. DIRECTION OF TRAFFIC

Road Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 7: 1. The direction of traffic shall be uniform on all roads in any given country. Domestic regulations concerning one-way traffic shall not be affected.

2. Every driver, whenever the provisions of Article 5 make it necessary, shall, on normal road sections of roads designed for two-way traffic, keep the vehicle, or the animals under his control, in the lane appropriate to the direction in which he is travelling; on roads with more than two lanes, he shall keep them in the lane nearest to the side on which he is travelling.

/CHAPTER 3.

CHAPTER 3. SPEED

Road Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 8: The driver of a vehicle shall at all times have his speed under control and shall drive in a reasonable and prudent manner. He shall slow down or stop whenever circumstances so require, and particularly when good visibility is not assured.

/CHAPTER 4.

CHAPTER 4. PASSING AND OVERTAKING

1 Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 4: In any one country the action of traffic prescribed by regulations shall be uniform on all roads open to public traffic. The regulations regarding one-way traffic shall be reserved.

Article 5: Drivers of vehicles and persons in charge of animals shall, on passing or being overtaken by other vehicles or animals, take the side of the road to which traffic must regularly keep. In order to overtake they shall take the other side.

The side of the road to be reserved for overtaking or passing shall, however, be reserved in regard to tramways and on certain mountain roads.

Drivers shall, on the approach of any vehicle or accompanied animal, move to the side of the road to which traffic must regularly keep.

When they are being passed or overtaken they shall leave as wide a space free as possible. When they wish to overtake they shall, before leaving the side of the road to which traffic must regularly keep, ascertain that they can do so without countering obstacles or risking collision with a vehicle, foot

Article 9: 1. Drivers shall, when meeting or being overtaken, take the side of the carriageway to which traffic must keep. In order to overtake, they shall take the left or the right hand side according to the rule of the road in force in the country concerned. The rule regarding the side of the carriageway to be taken when meeting or overtaking shall not necessarily apply to tramcars and trains running along roads, nor to certain mountain roads.

2. On the approach of any vehicle or accompanied animal, drivers shall:

- when meeting, leave on the carriageway sufficient space for the vehicle or accompanied animal coming from the opposite direction;
- when being overtaken, keep as close as possible to their near side and not accelerate.

3. Drivers intending to overtake must make sure that there is enough room to do so and that there is sufficient visibility ahead to permit overtaking without
/Annoex.

CHAPTER 4.

PASSING AND OVERTAKING (Contd.)

Road Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

passenger, or animal coming from the opposite direction. Vehicles carrying animals may not be overtaken if it is impossible to see sufficiently far ahead. After overtaking, a driver must bring his vehicle back to the side of the public road to which traffic must regularly keep, but not until he has ascertained that he can do so without inconveniencing the vehicle, foot passenger or animal he has overtaken.

danger. After overtaking, they shall bring their vehicles back to the right or left hand side, according to the rule of the road in force in the country concerned, but only after making sure that this will not inconvenience the vehicle, foot passenger or animal overtaken.

CHAPTER 5. RIGHT-OF-WAY

Road Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 6: As a general rule, and subject to any other regulations issued by a competent authority, a driver shall be bound at fork and crossroads to yield right of way to a driver coming from his right, if traffic regularly keeps to the right, or from his left if traffic regularly keeps to the left.

Article 10: 2. Priority of passage may be accorded at intersections, on certain roads or sections of roads. Such priority shall be marked by signs and every driver approaching such a road or section of road shall be bound to yield the right of way to other drivers travelling along it.

3. The provisions of Annex 3 regarding the priority of passage at intersections not covered by paragraph 2 of this article shall be applicable in the territories for which Contracting States accept this Annex.

Annex 3. Part II: 1. When two vehicles are simultaneously approaching a road intersection by roads of which one does not enjoy priority over the other, the vehicles approaching from the left in countries where the direction of traffic is on the right, and from the right in countries where the direction of traffic is on the left, shall yield the right of way to the other vehicle.

2. The right of priority is, however, reserved in respect of trams and trains running along roads.

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CHAPTER 6. ROAD INTERSECTIONS AND LEVEL-CROSSINGS

Road Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 10: 1. Every driver approaching a fork, crossroads, road junction or level-crossing shall take special precautions to avoid accidents.

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4. Every driver, before starting to turn into a road, must

- (a) make sure that he can do so without danger to other road users;
- (b) give adequate notice of his intention to turn;
- (c) move over as far as practicable to the edge of the carriageway in the direction in which he is travelling if he wishes to turn off the road on that side or move as near as possible towards the middle of the carriageway if he wishes to turn to the other side;
- (d) in no case hamper the traffic coming from the opposite direction.

/CHAPTER 7.

CHAPTER 7. STOPPING AND WAITING

Geneva Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 11: 1. Stationary vehicles or animals shall be drawn up, if feasible, off the carriageway or, if not, as close as possible to the edge of the carriageway. Drivers shall not leave vehicles or animals until they have taken all necessary precautions to avoid an accident.

2. Vehicles and animals shall not be left waiting where they are likely to cause danger or obstruction, and in particular at or near a road intersection, a bend or the top of a hill.

CHAPTER 8. SAFETY OF LOADS

Road Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 12: All necessary precautions shall be taken to ensure that the load of a vehicle shall not be a cause of damage or danger.

CHAPTER 9. LIGHTS

Road Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1943

ECE Draft Provisions of 1949

Article 13: 1. From nightfall, during the night, or when atmospheric conditions render it necessary, every vehicle proceeding singly must show at least one white light in front and one red light in the rear.

CHAPTER 10. RULES CONCERNING CYCLES

Motor Traffic Convention of 1926

Motor Traffic Convention of 1926

Inter-American Convention of 1945

ECE Draft Provisions of 1949

Annex 3. Part III: 1. Cyclists shall use cycle tracks where there is obligation to do so indicated by an appropriate sign, or where such obligation is laid down in the general regulations of the Contracting State.

2. Cyclists must proceed in single file where circumstances require it and, except in special cases provided by domestic regulations, shall never proceed more than two abreast on the carriageway.

3. Cyclists must not be towed by vehicles.