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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
(Thirty-fourth session, 4-7 April 2000,
agenda item 2 (a))

**AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD
TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN
AGREEMENTS SUPPLEMENTING THEM**

**Replies to the questionnaire on the implementation of the Vienna Conventions and the 1971
European Agreements supplementing them**

Note by the secretariat

Note: Reproduced below are replies to the questionnaire received after the thirty-third session of the Working Party from Austria, Bulgaria, Finland, Latvia, Poland and Romania.

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AUSTRIA

- I. Yes, mostly.
- II. Yes.
- II. - .
- IV. It varies. From months to 2 to 3 years if the Austrian Road Act or another law has to be amended.
- V. -.
- VI. No. The technical requirements vehicles have to fulfil to be admitted to international traffic run the risk of becoming out of date and therefore should be revised.
- VII. 3; 5 (as far as negotiations before the official proposal is sent to the Secretary-General) 2 (as far as the amendment procedure described in the Conventions and Agreements is concerned.); 3; 2.
- VIII. -.
- IX. 5 years as a regular basis, more often if necessary for some reason.

BULGARIA

- I. Yes, always.
- II. No.
- III. -.
- IV. Two years.
- V. -
- VI. Yes. On amendments and additions as the need arises.
- VII. 2; 3; 1; 5.
- VIII. -.
- IX. Other. As necessary.

FINLAND

- I. Yes always.
- II. No.
- III. We have made some reservations. One of them is that we use on road markings a yellow continuous line in the middle of the road separating oncoming traffic. Also the preceding warning line is yellow. The reason is an old tradition. We consider that those places are really dangerous and they must be shown by lines which are clearly different from the white lines. In Finland it is a well known notion that the drivers consider as a serious offence to overtake when there is a yellow line.
- IV. From one to several years depending on the extent of the proposed amendment and the work on revising the rules.
- V. Normally there are no problems with the implementation. However, see the answer in III.
- VI. Yes. Some years ago it had been noted that there are more than 100 road signs which are used in member countries but which are not in the Convention. They should be harmonized. Of course this is a difficult task. A more efficient way could be to discuss the problems before they are solved in a national legislation.
- VII. 3, 3, 2, 4.
- VIII. No.
- IX. 10 years

LATVIA

- I. Yes, always.
- II. No.
- III. -.
- IV. It depends on the volume and importance of the amendment.
- V. -.
- VI. Yes. In the field of drivers' licences.
- VII. 2; 4; 2; 3.
- VIII. -.
- IX. 5 years.

POLAND

- I. Yes, always.
- II. No.
- III. -.
- IV. 5-6 years.
- V. No specific problem.
- VI. The work on Conventions should deal with amendments not with new Conventions.
- VII. 5; 3; 5; 3.
- VIII. -.
- IX. 5 years.

ROMANIA

- I. Yes, mostly.
 - II. Yes.
 - III. The differences are determined by objective factors which arise at the level of road infrastructure which is currently in the process of rehabilitation.
 - IV. About three years.
 - V. The state of the road infrastructure. The delay in the adoption of regulations in this field.
 - VI. No.
 - VII. 1; 4; 4; 5.
 - VIII. No.
 - IX. 5 years.
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