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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety

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

**Proposals for amendments to the European Agreement  
supplementing the 1968 Vienna Convention on Road Traffic**

Note by the secretariat

This document is a compilation of the proposals for amendments to the **Annex to the 1971 European Agreement supplementing the 1968 Vienna Convention on Road Traffic** definitively adopted by the Working Party on Road Traffic Safety (WP.1) at its forty-third session.

An **explanatory memorandum** can be found at the end of this document for the proposals submitted.

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**I. Proposed amendments to the Annex to the 1971 European Agreement supplementing the 1968 Vienna Convention on Road Traffic**

**7.<sup>\*/</sup> Ad Article 8 of the Convention (Drivers)**

Additional paragraph to be inserted immediately after paragraph 5 of this Article

*Amend the last sentence to read:*

“Under domestic legislation the maximum alcohol level shall in no case exceed 0.50 g per litre of pure alcohol in the blood or 0.25 mg per litre in the air expelled.”

**12. Ad Article 13 of the Convention (Speed and distance between vehicles)**

Paragraph 4

*This paragraph to be numbered as 6.*

**18. Ad Article 23 of the Convention (Standing and parking)**

Paragraph 3

*Amend the text of subparagraph (a)(i) to read:*

“(i) Within 5 m before pedestrian crossings and crossings for cyclists, on pedestrian crossings, on crossings for cyclists and on level crossings.”

**20. Ad Article 27 of the Convention (Special rules applicable to cyclists, moped drivers and motor cyclists)**

Paragraph 4

*Amend the text to read:*

“This paragraph to read as follows:

‘Moped drivers may be authorized to use the cycle lane or cycle track and, if considered advisable, be prohibited from using the rest of the carriageway. Domestic legislation shall specify under what circumstances other road users may use the cycle lane or cycle track or cross them, maintaining cyclists’ safety at all times.’ ”

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<sup>\*/</sup> This and the following figures indicate the numbers of the amended paragraphs of the Annex to the European Agreement.

## **II. EXPLANATORY MEMORANDUM (Justification of the proposed amendments)**

### **Paragraph 7 (Ad Article 8 of the Convention)**

Driving while under the influence of alcohol is a determining factor in road accidents. Many countries have therefore taken steps to lower the existing maximum alcohol level permitted by the European Convention supplementing the Convention on Road Traffic, i.e. 0.80 g per litre of pure alcohol in the blood (or 0.40 mg per litre in the air expelled). In a concern to improve road safety within Europe, the aim of the proposed amendment is to reduce the present level by bringing it into line with the level most frequently applied by countries which have taken more stringent measures in this regard; increasing numbers of other countries are tending, towards this level of 0.5 g per litre of pure alcohol in the blood or 0.25 mg per litre in the air expelled.

### **Paragraph 12 (Ad Article 13 of the Convention)**

The proposed amendment is intended to correct the numbering of paragraph 4 which becomes paragraph 6.

### **Paragraph 18 (Ad Article 23 of the Convention)**

The aim of the amendment is to extend the prohibition on standing or parking to crossings for cyclists (within 5 m of such crossings) in order to ensure visibility both for cyclists and vehicles approaching the crossing.

### **Paragraph 20 (Ad Article 27 of the Convention)**

The aim of the amendment, taking into account the proposed changes to Article 27.4 of the 1968 Convention on Road Traffic, is to adapt the existing text of the European Agreement in parallel by incorporating the relevant changes.

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