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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

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REVISION OF THE CONSOLIDATED RESOLUTIONS R.E.1 AND R.E.2

1949 driving permits

Recommendation to Contracting Parties of the UN 1949 Convention on Road Traffic and the related Protocols on Road Signs and Signals and Road Markings to adhere to the 1968 “Vienna” Conventions in their latest amended versions (as approved in 2004), and to the amended 1971 European Agreements supplementing them

Submitted by the International Road Federation (IRF)

I. Introduction

At its forty-third session, the latest amendments to the 1968 “Vienna” Conventions were approved by the Working Party on Road Safety and it was decided to transmit them for approval by the Inland Transport Committee at its next session in February 2004.

In the opinion of the IRF, this decision, in principle, should render obsolete any prior Conventions and Protocols on the subject, in particular those of 1949.

Indeed, over time, new traffic conditions and their subsequent legal rules have been added to these international legal documents in order to introduce harmonised national legal requirements and practices in the name of road safety.

During the discussion on the interpretation of national legislation still in existence today based on the provisions of the 1949 Convention, the IRF offered to prepare the present proposal for consideration by the Working Party.

The IRF therefore invites the Working Party to consider the following:

II. Summary of the application of the different Conventions

The tables below show the current situation concerning the application by **UNECE Member States** of the international UN legal instruments concerning the use and equipment of road vehicles licensed to be used in international traffic. They represent the situation on 10 February 2003 according to document “International Agreements and Conventions in the Field of Transport” published by the UNECE Transport Division.

It is also to be noted that the last (1993) amendments to the 1968 “Vienna” Conventions and those approved by WP.1 at its 43rd session include the provisions of all earlier documents regarding road markings.

The **1958 European Agreement on the Construction of Vehicles** contains up to date installation and technical rules and requirements for type approval of equipment and parts found on road vehicles licensed to be used in international traffic.

Today, the provisions of the 1958 Agreement mentioned above and the provisions found in the amended 1968 Convention on Road Traffic cover to a very large extent all the safety requirements of modern road traffic and road transport, thus making the majority of the 1949 Convention’s provisions either redundant, obsolete or contrary to many current provisions of national legislation in many countries.

Disclaimer: This list below is only provided for the purpose of the present document; it does not reflect any other opinion on the part of the IRF.

LEGEND:

A	1949 Convention on Road Traffic	F	1968 Convention on Road Signs and Signals (amended in 1993)
B	1949 Protocol on Road Signs and Signals	G	1971 European Agreement supplementing the 1968 Convention on Road Traffic
C	1950 European Agreement supplementing the 1949 Convention and Protocol	H	1971 European Agreement supplementing the 1968 Convention on Road Signs & Signals
D	1957 European Agreement on Road Markings	I	1973 Protocol on Road Markings
E	1968 Convention on Road Traffic (amended 1993)	J	1958 Agreement on the Construction of Vehicles <u>**</u> /
		K	1998 Global Agreement on Harmonized Technical Regulations for Vehicles which entered into force in 2002

UN ECE MEMBER STATES	A	B	C	D	E	F	G	H	I	J	K
San Marino	ECE	X	X			X	X				
Serbia Montenegro	ECE	X	X	X	X	X	X	X	X	X	X
Slovakia	C EU	X	X		X	X	X	X	X	X	X
Slovenia	C EU					X				X	
Spain	EU	X	X	X	X	S	S				X
Sweden	EU	X	X			X	X	X	X	X	X
Switzerland	EEA	S	S		S	X	X	X	X	X	
Tajikistan	CIS					X	X				
The Former Yugoslav Rep. of Macedonia	ECE					X	X	X	X	X	
Turkey	ECE	X			X					X	X
Turkmenistan	CIS					X	X				
Ukraine	CIS					X	X	X	X	X	
United Kingdom	EU	X	X	X	S	S	S	S	S		X
United States of America	ECE	X				X	X				X
Uzbekistan	CIS					X	X				
European Community (15 MS)	EC									X	

Table 2

UN MEMBER STATES (NON ECE) PARTICIPATING IN WP.29 MEETINGS	A	B	C	D	E	F	G	H	I	J	K
Australia	X									X	
Brazil					X	S					X
China	X				S	S					X
Japan	X									X	X
Republic of Korea	X				S	S					X
Republic of South Africa	X				X					X	X

III. Comments on the above tables

1. Table 1 shows that out of a total of 55 UN ECE Member States,

- 37 have adhered to the 1968 “Vienna” Convention on Road Traffic (RT) and 3 have signed it;
- 34 have adhered to the 1968 “Vienna” Convention on Road Signs and Signals (RS&S) and 3 have signed it;
- 25 UNECE Member States have adhered to both of the 1971 European Agreements supplementing the Conventions and 1 has signed them both (UK);
- 5 others have adhered to the 1971 European Agreement supplementing the Convention on RT and;
- one other has adhered to the 1971 European Agreement supplementing the Convention on RS&S;
- 26 apply the provisions of both the 1949 and 1968 Conventions in their national legislation.

2. Thirty-five UNECE Member States and three UN Member States are Contracting Parties to the 1958 Agreement on the Construction of Vehicles. Also, the European Community is a Contracting Party to this Agreement.

3. Regarding the 6 non-UN ECE Member States participating in the work of WP.29,

- 6 have adhered to the 1949 Convention on Road Traffic;
- 1 to the 1949 Protocol on Road Signs and Signals; 2 have adhered to the 1968 Convention and
- two have signed it;
- 3 are Contracting Parties to the 1958 Agreement on Vehicle Construction and finally;
- 5 are Contracting Parties to the 1998 Global Agreement (K).

IV. Conclusions and recommendations

4. In conclusion, the IRF is of the opinion that it is opportune to recommend to all UN Member States to translate into their respective national legislation, provisions leading to truly harmonised and common legal measures promoting road safety.

5. The IRF therefore recommends that the UN secretariat:

- Introduces a transition period of [5] years for those UNECE Member States which have not yet adapted their respective national legislation to the requirements of the 1968 “Vienna” Conventions in their latest amended versions and, where applicable, their respective European Agreements and/or who still apply the provisions of the 1949 Convention and the European Agreements supplementing them, to do so;
 - Declares that, after the year [2010], the 1968 “Vienna” Conventions in their latest amended version (2005) will be the only global international legal instruments in force worldwide, so that they constitute UN harmonised rules and regulations for all future legal provisions regulating road traffic, road signs and signals and vehicle use (driving licences, definitions, registration and equipment) and thus,
 - Encourages all its Member Countries to immediately implement exclusively provisions of the 1968 Conventions into their national legislation;
 - Decides to abrogate the 1949 Convention and Protocols after [2010].
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