



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.1/2006/23/Rev.2
16 April 2008

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

Fifty-fifth session

Geneva, 30 June-3 July 2008

Item 4 (b) of the provisional agenda

**REVISION OF THE CONSOLIDATED RESOLUTION
ON ROAD TRAFFIC (R.E.1)**

General rules regarding vehicles and their equipment

Note by the secretariat

1. This document is submitted in accordance with the terms of reference of the Working Party (WP.1) as set out in document TRANS/WP.1/100/Add.1, paragraph 1 (c), which is aimed at developing, updating and circulating Consolidated Resolutions R.E.1 and R.E.2, and with the programme of work for 2008-2012 of the Inland Transport Committee adopted at its seventieth session, in 2008 (ECE/TRANS/200/Add.1, section 02.3 (b)).
2. Members of the Working Party (WP.1) will find below a draft recommendation on the general rules regarding vehicles and their equipment, revised by the secretariat on the basis of initial discussions at the fifty-fourth session. It will be the new chapter 5 of Consolidated Resolution R.E.1.

R.E.1

The changes made to document ECE/TRANS/WP.1/2006/23/Rev.1 appear in bold.

PART II RULES RELATING TO VEHICLES AND THEIR USE

Given that vehicles are one of the three components of road safety together with drivers and infrastructure, matters that are dealt with in parts I and III of this Resolution, it is essential to maintain a constant level of vehicle safety. The 1968 Convention on Road Traffic sets minimum rules for vehicles to be admitted to international traffic. In addition to these requirements, this part of the Resolution outlines supplementary measures to enhance safety and facilitate traffic.

Chapter 5 General rules concerning vehicles and their equipment

This chapter addresses, on the one hand, the means that make it possible to **maintain a satisfactory safety level** of vehicles in circulation, in particular by means of periodic inspections, and, on the other hand, the equipment that may be required on board so as to best ensure the safety of vehicles and their occupants on the road. It also addresses certain administrative rules relating to the registration of vehicles that make it possible to facilitate their use.

5.1 Technical inspection of vehicles (2.6 and annex 2 to TRANS/WP.1/2001/25 and Corr.1)

5.1.1 Context

Periodic technical inspection of vehicles is a procedure aimed at ensuring optimal functioning of the vehicles' safety equipment. It is also an essential component of environmental protection against various forms of pollution.

In this field, the 1968 Convention on Road Traffic (art. 39, para. 2) merely establishes a principle under which vehicles used for public transport **and having more than eight seats in addition to the driver's seat** and vehicles of more than **3,500 kg** used for the carriage of goods and their trailers are subject to mandatory technical inspections, without further indicating the modalities to be used. The 1971 European Agreement supplementing the Convention (ad article 39, paragraph 4) goes further, establishing rules to be observed in respect of noise and pollutant emissions and imposing the issue of an international technical inspection certificate.

In addition to the above provisions, periodic technical inspection is also the subject of a special international agreement¹ dated 13 November 1997, the purpose of which is to ensure greater uniformity and harmonization in applying rules in this field. It is to be supplemented by minimum technical regulations, which will be adopted gradually over time. The first of these regulations, which entered into force on

¹ Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections.

15 February 2007, establishes uniform requirements applicable for environmental protection. The 1997 Agreement also establishes the model of the international technical inspection certificate mentioned in the above-mentioned European Agreement supplementing the Convention.

In the current absence of international requirements establishing a list of components or elements to be checked to ensure vehicle safety and setting out the methods to be used during periodic inspections, the recommendations hereunder provide guidelines on this subject.

5.1.2 Recommendations

In order to maintain a vehicle fleet that is in **satisfactory working order** and environmentally friendly, and to ensure a constant level of safety, countries should apply the minimum inspection requirements set out in the above-mentioned 1997 Agreement, together with the following recommendations:

(a) The vehicles covered by paragraph 5.1.1 should be required to undergo a technical inspection one year after admission to traffic and every year thereafter in order to ascertain that they satisfy statutory requirements, particularly in regard to the basic road traffic safety and environmental protection regulations. The same regulations should extend to taxis and ambulances;

The intervals referred to above **may** be reduced to six months for vehicles requiring more rigorous testing, such as those used for public transport and vehicles carrying dangerous goods;

(b) Countries should also, as recommended in article 39, paragraph 3, of the Convention on Road Traffic, extend the periodic technical inspection to other vehicle categories such as cars, vehicles used for the carriage of goods **whose permissible maximum mass does not exceed 3,500 kg** and motorcycles. The intervals between inspections applied by countries for such vehicles are generally greater than the ones set out in subparagraph (a). In addition to this periodic inspection, **some countries have also instituted for these vehicles a technical inspection** on change of ownership;

(c) Technical inspections should be carried out under the supervision of the competent authorities, by designated bodies or authorized establishments;

(d) During inspections, checks should be made of the components and elements listed in annex 2 to this Consolidated Resolution;

(e) **Moreover, vehicles which have been seriously damaged in accidents should be submitted to a technical inspection with stricter checks before they are allowed into traffic again;**

(f) During random roadside checks, it should also be ascertained that the vehicles are in order in respect of the mandatory periodic technical inspections.

5.2 Loading and stowage methods (2.8 and annex 3)

Article 30 of the Vienna Convention on Road Traffic sets out the general rules for loading vehicles. Given the importance of proper stowing arrangements, failure to observe which gives rise to numerous accidents, these rules have been amplified in annex 3 to this Consolidated Resolution. Governments should publicize and encourage dissemination of the methods and rules reproduced in this annex.

5.3 Equipment that may be required on board vehicles

This section describes the principal on-board equipment that countries may require in order to increase the safety of **road** users. Some of these provisions may be imposed on foreign nationals when they travel to the **countries** in question.

5.3.1 Use of safety devices when a vehicle is immobilized on the carriageway

These provisions relate to warning triangles and safety vests.

5.3.1.1 Warning triangle (1.8)

(a) Rules for use

When a warning triangle is used to indicate that a motor vehicle other than a two-wheeled moped or a two-wheeled motorcycle without a sidecar is stationary on the carriageway, its use should conform to article 23, paragraph 5, of the 1968 Convention on Road Traffic, as supplemented by the 1971 European Agreement. It is recommended that it should be used as follows:

- (i) Outside built-up areas, the triangle should be placed near the edge of the carriageway or in the lane the stationary vehicle occupies perpendicular to the lane's centre line and at least 30 m from the stationary vehicle in the direction of the approaching traffic in such a way and at such a place that it may be possible for the drivers of the said vehicles to see it in time. This distance should be at least 100 m on motorways and similar roads;
- (ii) In built-up areas, the advance-warning triangle should, if possible, be placed in the same way as described above, but at a distance that may be less than 30 m.

The above provisions also apply to independent devices other than triangles if these are prescribed by national legislation.

(b) Technical characteristics

The warning triangle should meet the requirements of Regulation No. 27² annexed to the 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for

² Regulation No. 27: Uniform provisions for the approval of advance-warning triangles.

Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the basis of these Prescriptions.

5.3.1.2 Safety vests (3.9)

(a) Rules for use

When, following a breakdown, puncture or any other incident requiring the vehicle to stop at the roadside, the driver and occupants of the vehicle thus stopped are awaiting assistance or carrying out repairs at the side of the roadway or in the emergency lane of a motorway or similar road, it is crucial, for their safety, by day and all the more so by night, that they be clearly seen by other drivers, regardless of the presence of a warning triangle. In such situations, it should be strongly recommended that safety clothing or accessories, such as safety vests, should be worn.

In this respect, more and more countries are making it mandatory to wear such safety vests. To that end, they require vehicles (or certain categories of vehicles) registered in their territory to carry one or more safety vests. Most such countries also impose this obligation on vehicles registered in other countries travelling through their territory, which may lead to misunderstandings during checks if the vehicles come from a country where there is no such obligation and if their drivers are unaware of this requirement. It is therefore important for drivers travelling to other countries to obtain information prior to their departure on the rules of behaviour to be observed in the territory of such countries (see paragraph 2.3.1 (b) of this Resolution (*ECE/TRANS/WP.1/2006/25/Rev.1*)).

This being the case, countries that impose this rule should accept, in international traffic, the safety vests that may be carried on vehicles registered in other countries, even if their colour is different from that required by their national regulations, provided they conform to an international standard or the national standard of the country of origin.

(b) Technical characteristics

“Safety vests should be [...] clearly visible under all conditions and from all angles. **For this purpose**, they should meet performance criteria such as those corresponding to European standard EN 471 class 2 (**or national equivalent**). **The EN 471 standard specifically defines the essential colour and retroreflectivity characteristics of such garments (area of fluorescent and retroreflective material, quality of the material, etc.), so as to offer maximum visual performance in all circumstances, night and day.**” (see also paragraph 14.2 of this Resolution) (*ECE/TRANS/WP.1/115/Add.2*).

5.3.2 First-aid kit (*see document ECE/TRANS/WP.1/110/Rev.1, annex 2*)

5.3.3 Extinguishers

Certain categories of vehicles are obliged by national legislation or by international regulations to carry one or more firefighting appliances. The categories chiefly affected are normally heavy vehicles and vehicles carrying dangerous goods, but some countries have made an on-board portable extinguisher mandatory also for [...] **motor vehicles whose permissible mass does not exceed 3,500 kg.**

In the case of vehicles carrying dangerous goods, the appropriate regulations are contained in the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), which lists the specifications of the on-board firefighting appliance(s) as dictated by the goods carried, in particular the capacity of the extinguisher, the flammability class, the type of extinguishing agent (mainly powder), and the relevant standards (European standard EN 3) to be followed.

Generally speaking, irrespective of the category of vehicle, the extinguishers must meet requirements set out internationally (above-mentioned EN 3 standard) or in national regulations. They should also be fitted with a seal so as to attest that they have not been used. Additionally, they should bear a mark of compliance with the standard recognized by the competent authorities and an inscription at least indicating their use-by date or the month and year of their next scheduled inspection.

Some heavy vehicles are also fitted with a fixed fire extinguisher to fight a fire in the engine. This equipment is normally automatic or easily brought into action. The extinguishing agents should be such that they are not liable to release toxic gases into the driver's cab or under the influence of the heat of the fire.

The fire extinguishers should be installed so that they are easily accessible to the driver, especially in heavy vehicles.

5.3.4 Other safety devices

In addition to the equipment described in paragraphs 5.3.1 to 5.3.3 above, national or international regulations may require the presence of other devices, such as spare light bulbs or a chock. In the case of national provisions, countries should provide all the necessary information to foreign nationals if they are subject to such obligations (see in particular paragraph 5.1.3 (b), above). International provisions automatically apply to foreign vehicles. For example, the ADR Agreement requires that each vehicle have at least one chock of a size suited to the mass of the vehicle and to the diameter of the wheels, as well as a pocket lamp for each member of the vehicle crew.

5.4 Registration of vehicles

Article 35 of the 1968 Convention on Road Traffic sets out the general conditions of vehicle registration for admission to international traffic. The following recommendations cover specific cases such as those of provisionally registered and hired vehicles.

5.4.1 Provisional registration (2.4)

(a) Vehicles concerned

Vehicles whose registration is applied for by or on behalf of persons claiming to be only casual visitors to the country and benefiting on that account from customs and/or tax exemptions should be subject to provisional registration only. This possibility mainly relates to vehicles purchased for export.

(b) Conditions of issue

- (i) The length of validity of such registrations should be limited by national legislation;
- (ii) Such registrations should not be granted for vehicles which are located out of the country unless the circumstances are exceptional and properly vouched for;
- (iii) Further provisional registration of a vehicle which has already been registered provisionally should not be allowed unless the service concerned has taken all necessary precautions to prevent abuse;
- (iv) Registration certificates for such vehicles [...] should in each case include the address stated by the applicant to be his ordinary residence outside the country in which he has applied for provisional registration (there being, however, no obligation to check in detail the statement by the holder of the certificate as to his ordinary residence), and should indicate the date on which the validity of the provisional registration applied for expires;
- (v) The registration plates provided for vehicles so registered should be of approximately the same dimensions as normal plates but should show, one below the other, the last two figures of the year at the end of which the validity of the provisional registration expires, preferably inscribed in white on a vertical red bar (or in red on a white bar if the background of the plate is red).

5.4.2 Registration certificates for hired vehicles (2.5)

Pursuant to article 35, paragraph 1 (a), of the 1968 Convention on Road Traffic, every motor vehicle in international traffic, and every trailer, other than a light trailer, coupled to a motor vehicle shall be registered by a Contracting Party or a subdivision thereof, and the driver of the motor vehicle shall carry a valid

certificate of such registration. In accordance with this provision, the document to be presented at road checkpoints shall be the original certificate issued.

However, article 3, paragraph 4, of this Convention stipulates that the Contracting Parties may take measures, either unilaterally or under bilateral or multilateral agreements, to admit to their territories in international traffic motor vehicles and trailers that do not satisfy all the conditions stated in Chapter III (Conditions for the admission of motor vehicles and trailers to international traffic) of the Convention.

On the basis of this provision, countries have authorized the issue of extracts from or copies of the registration certificate or photocopies of the certificate certified as true copies where the issue of registration certificates to persons hiring vehicles would present difficulties.

In countries using such a procedure, the issue of the aforementioned documents should meet the following conditions:

(a) Extracts from or copies of the registration certificate should contain at least all the particulars required under article 35, paragraph 1, of the Convention on Road Traffic (1968) and be issued by the competent authorities or by an association empowered for that purpose. The photocopies should be certified as true copies by an empowered authority. Under such procedures:

- (i) It shall be for the authority issuing the copy or extract or certifying the photocopy to be a true copy to decide whether or not to require the original registration certificate to be deposited;**
- (ii) The copies, extracts or photocopies should be marked “Vehicle on hire. Copy (extract, photocopy) for use by the person hiring the vehicle”.**

(b) Copies, extracts or photocopies issued in conformity with the foregoing requirements for hired vehicles registered abroad should be accepted in place of the registration certificate. However, the certificate holder must ascertain whether such extracts, copies or photocopies are accepted in the country (countries) in question.
