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Working Party on Road Traffic Safety

Fifty-second session

REVISED REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY ON ITS FIFTY-SECOND SESSION

(Geneva, 2-6 July 2007)

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I. ATTENDANCE

1. The Working Party on Road Traffic Safety (WP.1) held its fifty-second session in Geneva from 2 to 6 July 2007, chaired by Mr. Alexander Yakimov (Russian Federation). Representatives of the following member States participated: Austria, Belgium, Bulgaria, Denmark, Estonia, Finland, France, Germany, Hungary, Israel, Italy, Lithuania, Norway, Romania, Russian Federation, Serbia, Slovakia, Spain, Switzerland and Ukraine.

2. The European Commission and the following non-governmental organizations were also represented: International Road Transport Union (IRU); International Road Federation (IRF); International Federation of Pedestrians (IFP); International Motorcycle Manufacturers Association (IMMA); RoadCross (Road accident prevention and support); and International Association for Traffic Education.

II. INTRODUCTION

3. The Director of the Transport Division, Mr. José Capel Ferrer, began by informing the Working Party of his concern about the long waiting times to enter the Palais des Nations, which were due to a meeting of the Economic and Social Council, and expressed the hope that the security arrangements would be improved in future so as to avoid such inconvenience.

4. He then announced that he was appearing before WP.1 for the last time, since he would be retiring from his post at the end of July. He welcomed the excellent work done by the Working Party in the course of his 16 years in the Transport Division. In that regard, he cited the adoption of two major sets of amendments to the Vienna Conventions and the European Agreements supplementing them.

5. He also referred to the following matters:

(a) Concerning Global Road Safety Week, he underscored the success achieved by the Week throughout the world, notably through its impact in the media, and the strong participation in the two global events held at the Palais des Nations: over 400 young people from more than 100 countries had attended the World Youth Assembly (23 and 24 April 2007), demonstrating great enthusiasm for the issue of road safety, and 200 persons had taken part in the second Stakeholder Forum (25 April 2007). He thanked the European Commission, Norway, Italy and the Netherlands for their financial support for the organization of the Week;

(b) He indicated that the consolidated version of the Vienna Convention on Road Traffic would be published in Russian by the end of the session of the Working Party, and that the secretariat was preparing a consolidated version of the Vienna Convention on Road Signs and Signals with a view to publication, if possible, by the end of 2007;

(c) He informed the Working Party that, in the context of the mobility policy implemented in the United Nations, Mr. Christopher Smith had been replaced by Mr. Miroslav Jovanovic from 1 May 2007.

6. The Chairman of WP.1, Mr. Alexander Yakimov, expressed appreciation for Mr. Capel Ferrer's close attention to the activities of the Working Party over the past 16 years and, on behalf of the Working Party, expressed best wishes to him for the future.

III. ADOPTION OF THE AGENDA (*agenda item 1*)

Document: *ECE/TRANS/WP.1/109*

7. The agenda was adopted without amendment.

IV. ADOPTION OF THE REPORT OF THE FIFTY-FIRST SESSION OF THE WORKING PARTY (*agenda item 2*)

Documents: *ECE/TRANS/WP.1/108 and Add.1-4*

8. The report of the fifty-first session (ECE/TRANS/WP.1/108) was adopted without amendment.

9. Document ECE/TRANS/WP.1/108/Add.1 was adopted with the following amendments: in 6.1.2.3, replace the words "cyclists and motorists" with the words "*bicycles and motor vehicles*". The Russian delegation requested some editorial changes in the Russian version, affecting the chapter heading, the second paragraph of 6.2.2.7, and 6.2.3.1, section (D). The correct text would be transmitted to the secretariat.

10. The Working Party adopted document ECE/TRANS/WP.1/108/Add.2. Attention was drawn, however, to an error in the paragraph numbering. Thus, 1.1.4 should be numbered 1.1.3, and subsequent paragraphs should be renumbered accordingly.

11. Document ECE/TRANS/WP.1/108/Add.3 was adopted with the following amendments: in 4.2.2, paragraph (d), the words "and safety devices" should be replaced by the words "*and devices to increase safety*". Editorial corrections to the Russian version, affecting 4.2.2, paragraph (e) (introductory phrase and third bullet), would be transmitted to the secretariat.

12. Document ECE/TRANS/WP.1/108/Add.4 was adopted with the following amendments: after highlighting the lack of consistency in the different language versions between the terms used in 11.1.3 (In urban areas), sixth bullet, and in the Vienna Convention on Road Signs and Signals (annex 1, section D II, paragraph 11), on the one hand, and those introduced in the definitions section of the Convention in 2006, on the other, the Working Party decided to delete the sixth bullet, beginning "use of combined pedestrian and bicycle paths …", while underlining the need to review the consistency of the terms used, during a future revision of the Convention. Editorial corrections to the Russian version, affecting 11.2.3, would be transmitted to the secretariat.

V. REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1) AND ON ROAD SIGNS AND SIGNALS (R.E.2)
(*agenda item 3*)

Documents: *TRANS/SC.1/294/Rev.5 and TRANS/SC.1/295/Rev.3*

Consolidated Resolution on Road Traffic (R.E.1)

A. Restructuring of R.E.1

Document: *ECE/TRANS/WP.1/2005/15/Rev.4*

13. The Working Party took note of the revised structure for R.E.1 proposed in document ECE/TRANS/WP.1/2005/15/Rev.4, taking into account the texts adopted at its fifty-first session.

B. The use of mobile phones

Document: *ECE/TRANS/WP.1/2006/8/Rev.1*

14. Document ECE/TRANS/WP.1/2006/8/Rev.1 was adopted with the following amendments: Divide the recommendations into two sections:

1.4.2.1 The current text was supplemented with the following addition to the introductory paragraph: "*To avoid all risk of accident, countries should at least prohibit the use by drivers of hand-held phones* …";

1.4.2.2 The text proposed by the secretariat was amended as follows: "*It should […] be recommended that users of mobile phones ensure that the name of the person or persons to be contacted in the event of accident is clearly displayed in the list of names stored in their phones, in order to save authorized personnel from wasting time trying to find it* …".

The final text appears in annex 1 to this report.

C. Safety of children

Documents: *ECE/TRANS/WP.1/108/Add.3 and ECE/TRANS/WP.1/2006/10/Rev.1*

15. After considering the request of the European Federation of Road Traffic Victims (FEVR), transmitted by e-mail, that the existing annex 8 to R.E.1 should be deleted or that the discussion should be deferred to the fifty-third session, WP.1 considered, in the light of the explanations provided by Mr. Michael Bernhard (International Road Federation (IRF)), that the annex, prepared more than 30 years earlier by experts in the field, should be retained, although it required some minimal brushing up. The Working Party endorsed that position and requested that any amendments to annex 8 should be kept to a strict minimum, which would preclude completely rewriting it. The Working Party asked the secretariat to inform FEVR of its decision and to invite it to prepare a draft amendment, to be transmitted to the secretariat before 1 September, for consideration at the next session.

D. Contents of first-aid kit

Document: *ECE/TRANS/WP.1/2004/17/Rev.1*

16. During the consideration of document ECE/TRANS/WP.1/2004/17/Rev.1, several delegations emphasized the lack of clarity of the text submitted by WHO and the Red Cross and Red Crescent Societies, which did not specify the categories of vehicle covered. After some discussion, WP.1 decided that, in the context of the revised R.E.1, the text on the contents of the first-aid kit should apply only to vehicles of category B and should be addressed to drivers who had not necessarily received first-aid training. It took into account the fact that category C and D vehicles and their drivers were subject to stricter rules in that area, rules which, moreover, could vary according to the purpose for which the vehicle was used - public passenger transport, carriage of dangerous goods, etc. - and that any potentially confusing conflation should therefore be avoided.

17. On the basis of the principles thus formulated, WP.1 reviewed the table contained in document ECE/TRANS/WP.1/2004/17/Rev.1 and made a number of amendments thereto. The complete set of adopted amendments appears in annex 2 to this report.

E. Special rules concerning certain categories of vehicles

Document: *ECE/TRANS/WP.1/2006/12*

18. The secretariat informed the Working Party that it was necessary to revise the numbering of paragraphs in order to bring it into line with the structure of the new R.E.1, and that the introductory sentences that had been announced would be incorporated during the finalization of the revised version of ECE/TRANS/WP.1/2006/12.

19. During consideration of paragraph 7.1.2.2 (a), the Norwegian delegation expressed a provisional reservation regarding the lower blood alcohol level, as in Norway the limit of 0.2 grams per 100 millilitres was applicable to all drivers.

20. The amendments adopted at the session appear in annex 3 to this report. They will also be incorporated in the consolidated document to be prepared by the secretariat and published under the symbol ECE/TRANS/WP.1/2006/12/Rev.1.

F. Professional driving instruction

Document: *ECE/TRANS/WP.1/2006/13*

21. Document ECE/TRANS/WP.1/2006/13 was adopted with the following amendments:

(a) Complete as follows the headings of 2.1.1 (*Professional **driving** instruction*) and 2.1.1.2 (*General principles **of professional instruction***);

(b) 2.1.1.5.1 becomes **2.1.1.6**, to read as follows:

"2.1.1.6 Instruction in the driving of heavy goods and passenger vehicles

(a) In addition to the instruction necessary to obtain a driving permit, it is recommended that drivers of these vehicles should follow supplementary initial training before entering the profession. This training should be renewed periodically, every five years.

*(b) The training of **these drivers should** include certain specific aspects concerning behaviour in tunnels. It is **moreover** essential that **these drivers** should possess knowledge relating to the safety of vehicles and vehicle equipment. In particular, **these** drivers should learn the correct use of a fire extinguisher.*"

22. It was decided to defer discussion of paragraph 2.2.3 until the Working Party considered document ECE/TRANS/WP.1/2006/25, which reproduced the paragraph with some new changes.

23. Concerning annexes 4, 5, 6 and 7 to document TRANS/SC.1/294/Rev.5, which were the subject of several proposed amendments set out in document ECE/TRANS/WP.1/2006/13, the following new amendments were made:

Annex 6: The new subparagraph of paragraph 2.3 should read as follows: "*Use may be made of **updated** technical teaching aids such as simulators or specific computer programs **as a complement to the existing methods of tuition***.";

– In paragraph 3.2.21.7, read "*Negotiating roundabouts **of any kind***";

– In paragraph 3.5, read "*permit categories **CE, DE and subcategories C_1E and D_1E***";

Annex 7: The end of the heading should read "*categories C, D, **CE, DE and subcategories C_1E and D_1E***".

24. The part of chapter 2 contained in document ECE/TRANS/WP.1/2006/13 and the relevant annexes appear in annex 4 to this report, with the adopted amendments.

G. Advertising and road safety

Document: *ECE/TRANS/WP.1/2006/20*

25. The Working Party examined document ECE/TRANS/WP.1/2006/20 and made the following amendments:

26. In paragraph 15.2, the title should read as follows: "*Recommendations for advertising **in the road environment***". This last phrase will replace the wording "from public roadways" in paragraph 15.2.2.2.

27. The first subparagraph of paragraph 15.2.1 should read as follows: "*To provide for some level of oversight, the posting of advertisements **in the road environment** should be subject to an administrative authorization issued by the competent authorities **[…]**. The authorities should set out the **[…]** formalities required to obtain **[…]** such authorizations. Standards should also be established for design, erection and maintenance of advertisements, including for their supporting structures*."

28. Paragraph 15.2.2.1 should read as follows: "*In the interest of road safety **[…]**, it is recommended to prohibit advertising **in any form***:

(a) (*no change*)

(b) *Containing a reproduction of a regulation road sign **or symbol** or an advance warning symbol;*

(c) (*no change*)."

29. Paragraph 15.2.2.3 was to be replaced by the following, starting from (A):

"*(A)* *General rules*

*Advertisements should be prohibited on **roads, including over the carriageway**. Dispensations **may**, however, be made*:

– *In built-up areas, for advertising signs, **subject to the provisions given in (B) (i) and (iii) hereafter;***

– *In parking and service areas of roads **[…]***

(B) *Rules depending on the nature of the **infrastructure***

(i) *Motorways and **similar roads***

− *Outside **urban** areas, advertisements and advertising signs should **preferably** be prohibited on either side of motorways or **similar roads as defined in article 25, paragraph 4, of the Convention on Road Traffic of 1968, if they are visible to drivers, or, failing this, be prohibited for a width of at least 200 metres (or another distance as defined by the national legislation)** measured from the outside edge of each roadway;*

− *In **urban** areas, **this** minimum width **should be defined by national legislation and should be as large as possible, taking into account the rules defined in the preceding bullet.***

(ii) Other roads

*Outside **urban areas**, advertisements and advertising signs […] should be prohibited on either side of **the road** in a band with a minimum width **that should be defined by the national legislation and** measured from the outside edge of the road.*

[…]

(iii) Pavements (in and outside built-up areas)

The competent authorities should ensure that advertising installations on pavements (sidewalks) do not reduce the visibility of pedestrians who are approaching a pedestrian crossing and that they do not obstruct either the flow of pedestrians or persons in wheelchairs."

30. Modifications of 15.2.2.4 and 15.2.2.5 remained to be added. Following the above modifications, the secretariat would revise the document, which would be published with the symbol *ECE/TRANS/WP.1/2006/20/Rev.1*.

H. Safety at roadworks and at the scene of an incident/accident

Document: *ECE/TRANS/WP.1/2006/21*

31. WP.1 gave preliminary consideration to the above document, making numerous amendments that are contained in document ECE/TRANS/WP.1/2006/21/Rev.1.

I. General rules regarding vehicles and their equipment

Document: *ECE/TRANS/WP.1/2006/23*

32. WP.1 began consideration of the above document, making a few amendments to the parts that were considered, which would be taken up in the revised document, ECE/TRANS/WP.1/2006/23/Rev.1.

J. Information for road users

33. Consideration of this point (ECE/TRANS/WP.1/2006/25) was postponed to the fifty-third session.

K. Special road infrastructure and installations

34. Consideration of this point (ECE/TRANS/WP.1/2007/2) was also postponed to the fifty-third session.

Consolidated Resolution on Road Signs and Signals (R.E.2)

L. Variable message signs

35. Consideration of this point (ECE/TRANS/WP.1/2005/6/Rev.2) was postponed to a later session.

M. Signing for cycle routes

36. Consideration of this point (ECE/TRANS/WP.1/2006/24) was also postponed to a later session.

VI. FIRST UNITED NATIONS GLOBAL ROAD SAFETY WEEK (*agenda item 4*)

37. As a complement to the information given in paragraph 5 of this report, Mr. John Arild Jenssen of Norway, the Chairman of the Regional Organizing Committee of United Nations Global Road Safety Week for ECE, called for an assessment of the Week to be carried out so as to draw lessons from the first worldwide event of its kind. He emphasized that the Week had been generally well received in low- and middle-income countries, and that he had seen growing interest in the existing legal instruments, in particular the Vienna Conventions on Road Traffic and on Road Signs and Signals, but that such instruments had given rise to some questions as to whether they were appropriate for modern traffic and road safety problems. He also pointed out that some participants had wondered whether a global road safety week was appropriate for the rich countries. Lastly, he noted that countries' interest in the event had been aroused by the documentation that had been prepared for it.

38. Responding to one of the concerns expressed, the secretariat pointed out that for the ECE region, a questionnaire would be sent in the coming weeks to evaluate how the week had gone. It further noted that the United Nations Road Safety Collaboration Meeting to be held in Geneva on 16 and 17 October 2007 under the auspices of WHO was expected to draw lessons from the Global Week.

VII. OTHER BUSINESS (*agenda item 5*)

39. WP.1 was informed that its fifty-third session would be held from 19 to 22 November 2007 and its fifty-fourth session from 26 to 28 March 2008.

VIII. ADOPTION OF DECISIONS (*agenda item 6*)

40. The Working Party adopted the list of decisions taken at its fifty-second session on the basis of a draft prepared by the secretariat.

Annex I

The use of mobile phones

(see paragraph 14 of this report)

(Basis: ECE/TRANS/WP.1/2006/8/Rev.1)

To be inserted into R.E.1 under

Chapter 1 General rules concerning behaviour in traffic

...

1.4 The use of mobile phones

1.4.1 Context

Mobile phones can be used in a motor vehicle for various purposes: for example, notifying the emergency services in the event of an accident, phoning a breakdown mechanic, etc., making use of the numerous possibilities for stopping inside and outside built-up areas and on motorways.

All the studies have shown that there is a link between telephoning while driving and the increased risk of an accident. While at the wheel, a driver needs to pay constant attention to the road and to traffic and make no gestures that diminish control of the vehicle or hinder driving manoeuvres. At all times the driver must be capable of performing easily and instantly the manoeuvres dictated by the circumstances. Holding a mobile phone prevents drivers from performing these movements correctly and safely.

For this reason, legislation in many countries prohibits and punishes the use of a hand-held phone, while tolerating the use of a hands-free mobile phone kit. Even in this case, however, some national laws provide for the driver's liability in the event of an accident. The risk of an accident increases even when a hands-free phone is used, since a major part of the driver's attention is taken up by the telephone conversation. For example, drivers look less often in the rear-view mirror or to the sides, and pay less attention to the various signs and to pedestrians, particularly in town, etc.

1.4.2 Recommendations

1.4.2.1 To avoid all risk of accident, countries should at least prohibit the use of hand-held phones in a moving vehicle, as is already provided for under the Vienna Convention on Road Traffic (article 8). In addition, it should be recommended that drivers observe the following rules:

- They should switch off their phones before moving off and leave them on voice-mail;

- They should stop in an appropriate place to telephone, listen to or read the messages received, but never in a dangerous place, such as the hard shoulder of a motorway.

These recommendations should be accompanied by information campaigns, if possible in partnership with the various phone operators, using appropriate slogans, e.g. “Drive or phone, you choose”, to increase drivers’ awareness of the importance of respecting these rules, for their own safety and that of other road users.

1.4.2.2 It should be recommended that users of mobile phones ensure that the person or persons to be contacted in the event of an accident are clearly indicated in the list of names stored in their phone, in order to save the emergency services from wasting time trying to find them. For example, in some countries, it is becoming common practice to recommend that users of mobile phones indicate the name of the person to be contacted in an emergency by using the internationally recognized acronym ICE (In Case of Emergency), or, if there are several people, ICE1, ICE2, ICE3, etc.

Annex II

Contents of first-aid kit

(see paragraphs 16-17 of this report)

(Basis: ECE/TRANS/WP.1/2004/17/Rev.1)

To be inserted into R.E.1 under

Chapter 5 General rules regarding vehicles and their equipment

...

5.3.2 First-aid kit

5.3.2.1 General recommendations

A first-aid kit should be placed in all motor vehicles of categories B, C and D and their subcategories, as set out in annex 6 to the Convention on Road Traffic of 1968.

The content of the kit should be adapted according to the category of vehicle considered [...] or the particular use made of the vehicle, such as the transport of dangerous goods.

For vehicles in category B, the first-aid kit should be:

– Simple, appropriate and safe to use;

– Affordable;

– Easily replenished locally, including the inclusion of a limited number of products with expiry dates; and

– Adapted to local practices and conditions.

5.3.2.2 Recommendations concerning the container of the first-aid kit and its contents

(a) Container

The container should hold the items detailed below and should be designed to protect them against impact, dust and water. It should be of distinctive colour and/or bear a distinctive sign. It should be easy to open and close. It should also contain compartments to hold different items. It may take the form of a shoulder bag, backpack or box.

(b) Contents

The first-aid kit for category B vehicles should contain at least the following articles, in order to enable persons not formally trained in medicine, but having basic first-aid training, to perform the actions required to save or protect lives:

Action	Contents	Description	Quantity
Reminder of actions to assist victims	– Information booklet: • Emergency numbers • List of kit contents • Instructions on how to use the kit	– "Pocket-sized" format – More graphics than text	1
Protection of the victim against cold or heat	– Article to limit differences between the victim's body temperature and the outside temperature	– Isothermal rescue blanket: • Around 210 cm x 160 cm • Very bright colour	1
Control of external bleeding	– Article to protect rescuer's hands against contact with the victim's blood	– Pair of gloves (non-sterile, latex-free, large)	1
	– Article to absorb blood loss during clotting, and to maintain sufficient local pressure to control the bleeding	– Compress, gauze, non-sterile (10 x 10 cm, absorbent gauze, 100% cotton, woven, 17 threads/cm^2)	5
		– Bandage, gauze, non-sterile (10 cm x 4 m, 100% cotton)	1
		– Safety pins or adhesive tape (5 cm x 10 m, capable of being torn by hand, high cutaneous tolerance, waterproof, microporous, with strong adherence and non-damaging for the skin when removed)	2 or 1
	– Article to stop major bleeding in the event of serious injuries to a limb	– Rubber tourniquet	1
Care of skin wounds	– Antiseptic protective barrier to prevent/limit possible infectious contamination	– Single-use doses of non-iodized antiseptic (e.g. Chlorhexidine 0.05%)	4
		– Compress, gauze, non-sterile (10 x 10 cm, absorbent gauze, 100% cotton, woven, 17 threads/cm^2)	2

Action	Contents	Description	Quantity
		– Adhesive dressings	1 small box of assorted sizes, or adhesive dressing bandage (6 cm x 5m, 1 roll)
Stabilize bone/joint trauma	– Material to restrict movement of the wound	– Triangular bandage (136 x 96 x 96 cm, 100% cotton or viscose)	2
Artificial respiration	– Means to restrict direct contact between rescuer and victim during mouth-to-mouth or mouth-to-nose resuscitation	– Face shield or pocket mask	1
Miscellaneous	– Sharp instrument to cut things (seat belt, clothes or bandages/dressings)	– Pair of curved scissors (unhardened, non-magnetic steel)	1
	– Means of illuminating the scene and the victim	– Pocket torch/flashlight	1
	– Notebook	– Pocket-sized	1
	– Pen or pencil		1

Annex III

Chapter 7 Special rules concerning certain categories of vehicles

(see paragraphs 18 to 20 of this report)

Amendments made by WP.1 to document ECE/TRANS/WP.1/2006/12

In paragraph 7.1.1.1 (Marking of buses), the text was modified as follows: "In order to improve the visibility of buses, particularly at night when operating on routes in the open countryside, these vehicles should be fitted with retro-reflective marking strips on the sides and rear; these should be:

- white or amber on the sides,

- red or amber at the rear,

in accordance with the technical provisions and the recommendations of ECE Regulations No. 48 (Installation of lights and light-signalling devices) and No. 104 (Type approval) annexed to the 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or Used on Wheeled Vehicles and the Conditions for the Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, defining respectively the uniform technical rules for type approval."

References at the bottom of the page recall the titles of both quoted Regulations. The secretariat will verify with the secretary of WP.29 the accuracy of the aforementioned provisions.

In paragraph 7.1.1.2 (Marking of school buses and school coaches), the first paragraph should read as follows: "Vehicles constructed, fitted out and identified as school buses and school coaches, and used permanently and exclusively for this type of transport, should be provided with the marking defined in subparagraph (a) below in order to warn the drivers of other vehicles of the need to take special care, particularly when such vehicles stop to allow schoolchildren to board or alight."

- In the second subparagraph, replace "those other means shall also meet the requirements given below" by "*those other means should be provided with the same marking*";

- In the third subparagraph, replace "These provisions" by "*The above provisions*";

- Subparagraph (a) to (e) of the paragraph were rewritten as follows, and subparagraph (f) was moved to existing paragraph 7.1.2.2:

"(a) The 'school bus' sign

(i) This sign, the model of which is given in annex 1 to this Consolidated Resolution, should be shown at the front and the rear of all buses and coaches used solely for the carriage of schoolchildren. The sign shall be clearly visible to approaching traffic and shall not interfere with the field of vision of the driver of the school bus. In countries where a different sign is prescribed, comprising for example the word 'children', this sign may replace the sign 'school bus' on vehicles transporting children.

(ii) The background of the sign shall be amber-coloured and of retro-reflective material. The sign to be shown on the rear of the bus or coach shall be in the form of a square with a 400 mm side. The sign to be shown on the front may be smaller, but not less than 210 mm x 250 mm.

(iii) The pictogram of this sign may be equipped with amber lighting consisting of flashing lights outlining, for example, the silhouette of the figures. This lighting should be switched on only when the vehicle stops to allow children to board or alight.

(b) Special flashing lights

In addition to the 'School bus' sign, national legislation may prescribe the installation of special flashing lights on school buses and coaches concerned exclusively with this type of transport, in order to indicate that children are boarding or alighting. In the absence of such lights or to supplement them, national legislation should prescribe the use of a signal consisting of the simultaneous flashing of all amber direction-indicator lights, in accordance with the provisions of paragraphs 39 and 42 of annex 5 to the Convention on Road Traffic (1968)."

WP.1 considered that the consequences arising for motorists when these lights are switched on should be dealt with in paragraph 7.1.2.2.

Under 7.1.2, the title and the introductory sentence should be removed and subsequent sections renumbered accordingly.

In current paragraph 7.1.2.1, the title should be modified as follows: "*Requirements for the professional training of drivers of public transport vehicles"*

- In subparagraph (a), modify the beginning of the sentence as follows: "*Bearing in mind the particular responsibility of drivers of vehicles for the public transport of persons (driving permits of categories D and D_1) ...*";

- In subparagraph (b), modify to read "*... to meet requirements concerning their physical, mental and professional abilities such as those which appear in annex II ...*";

- In subparagraph (c), modify to read "… *of categories B or C or subcategory C_1 …*";

- In subparagraph (f), add after D "*and subcategory D_1*".

The current paragraph 7.1.2.2 should modified as follows:

"7.1.2.2 Special […] rules applicable to drivers of public transport vehicles

(a) Special rules should be provided in national legislation […] a blood alcohol level lower than permitted for other categories of drivers, for drivers of public transport vehicles, especially in the case of school buses or the transport of children (see paragraph 1.2 of this Resolution (Driving under the influence of alcohol) and in particular item 1.2.2.1)."

Subparagraph (b) of paragraph 7.1.2.2 (for the transport of children or for school transport, evacuation drills should be held regularly), which was missing from the English version, should be transferred to paragraph 4.3, as subparagraph (e). It will be replaced by new provisions dealing with the consequences of the use of special lights on school buses and coaches as referred to in paragraph 7.1.1.2. On the basis of proposals presented during the session by Israel, by France and the secretariat, and by the Russian Federation and Ukraine, a new text will be drafted to reflect the discussions, for incorporation in the revised version of document ECE/TRANS/WP.1/2006/12.

On the proposal of the secretariat, paragraph 7.1.2.3, which took up a provision of article 15 of the Vienna Convention on Road Traffic, was removed. However, reference to that article will be made in the new part, "Context", of the chapter, that will be inserted.

The title of paragraph 7.2 was modified as follows: *"[...] specific categories of vehicles assigned to the carriage of goods"*.

In paragraph 7.2.1 (Long and heavy vehicles), the wording of the texts in paragraph 7.2.1.1 and 7.2.1.2 was to be replaced by that suggested by the International Road Federation.

The wording of paragraph 7.2.2.1 was to be corrected to include the exact title of the 1958 Agreement and the title of ECE Regulation No. 69.

Paragraph 7.2.2.2 was modified as follows:

"7.2.2.2 Special amber warning lights

National legislation should stipulate that slow-moving vehicles must be equipped with special revolving lamps displaying an amber light as provided for in article 32, paragraph 14 (b), of the Vienna Convention on Road Traffic."

Under paragraph 7.2.3 (Vehicles carrying dangerous goods), the following text should be inserted: *"Taking into account the increased risks involved in the transport of dangerous goods by road, all countries should apply the rules defined in the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), in particular those relating to the marking of such vehicles."*

Paragraph 7.2.4 is to be inserted after the one on slow-moving vehicles. The title is to be modified as follows: "Abnormal road transports". The terms used in English that referred to dangerous loads are to be re-examined because they create confusion with the carriage of dangerous goods. In French the words "*doit/doivent*" are to be replaced by "*devrait/devraient*". The first subparagraph will read as follows: *"Abnormal transports refers to vehicles used for this purpose whose weight and/or dimensions or load (length and/or width) exceed the limits authorized by national legislation."*

WP.1 requested the secretariat to re-examine the wording of the other subparagraphs on the basis of comments made.

Annex IV

Professional driving instruction

(Basis: ECE/TRANS/WP.1/2006/13)

(see paragraphs 21 to 24 of this report)

To be inserted into R.E.1 under

Chapter 2 Methods of influencing behaviour on the road

(and its annexes 4, 5, 6 and 7)

...

2.1.1 Professional driving instruction

2.1.1.1 Driving permit (*see ECE/TRANS/WP.1/106/Add.4*)

2.1.1.2 General principles of professional instruction

(a) Professional driving instruction should be based on the following main considerations:

(i) The behaviour of drivers plays an important role in road traffic accidents and their prevention;

(ii) Minimum requirements for driving tests have been set out in the Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC), done at Geneva on 1 April 1975;

(iii) In order to ensure that at least these minimum requirements are respected, appropriate tuition is necessary;

(iv) The methods of tuition **should** always follow developments in the field of education and applied psychology and therefore be adjusted to the requirements of the moment and of local conditions;

(v) Liaison meetings between representatives of driving schools, instructors and the authorities responsible for organizing driving tests **should** be encouraged so as to improve the standards of tuition.

(b) The requirements indicated in the present recommendation are to be considered as a minimum, and Governments **should** endeavour to supplement them whenever possible by measures taking into account current educational trends, such as, for example, computer training modules and the use of driving simulators.

(c) It is recommended that Governments take all appropriate steps to ensure that tuition in the driving of motor vehicles is given as far as possible in accordance with the minimum conditions set out in paragraphs 2.1.1.3, 2.1.1.5 and 2.1.1.6 below.

2.1.1.3 Instructors

Professional tuition **should** be given only by instructors approved by the competent national authority in accordance with the conditions set out in annex 4 to this Consolidated Resolution. The instruction given in some countries by trainee instructors should be under the personal supervision and the direct responsibility of a professional instructor.

2.1.1.4 Vehicles used for tuition

(a) Motor vehicles used for practical tuition **should** be so equipped that the instructor is able to control the vehicle being driven by the candidate, so as to prevent accidents as far as possible.

(b) Vehicles **should** be marked in such a way as to indicate clearly to the front and to the rear that they are being used for tuition.

2.1.1.5 Tuition

(a) The tuition provided **should** aim at promoting a correct attitude and behaviour in all kinds of traffic situations, cover all the matters set out in annex 5 and follow the methods set out in annex 6 to this Consolidated Resolution to at least the standards required by the theoretical and practical driving tests, and enable the learner to assess traffic hazards and understand that the risk of an accident is particularly great during the initial years of driving.

(b) Instructors **should** be encouraged to provide instruction in accordance with subparagraphs (a) and (c), and in particular:

(i) To make the fullest possible use of active methods of tuition and modern teaching aids (cf. 2.1.1.2, subpara. (b) above), including areas closed to traffic, if appropriate, for certain categories of vehicles;

(ii) To adapt their training methods to suit the individual learner in a way which encourages active participation;

(iii) To develop systematic training methods which coordinate theoretical and practical training in particular aspects of driving and risk-reducing or risk-avoiding behaviour.

(c) Suitable facilities, teaching aids and equipment for the provision of theoretical instruction, determined by education plans and instruction programmes, **should** be provided.

2.1.1.6 Heavy goods and passenger vehicle driving instruction

(a) In addition to the instruction necessary to obtain a driving permit, it is recommended that drivers of heavy goods and passenger vehicles should follow supplementary initial training before entering the profession. This training should be renewed periodically, every five years.

(b) The training of these drivers should include certain specific aspects concerning behaviour in tunnels. It is moreover essential that these drivers should possess knowledge relating to the safety of vehicles and vehicle equipment. In particular, these drivers should learn the correct use of a fire extinguisher.

2.1.1.*7* Supervision

The continued application of the provisions set out in paragraphs 2.1.1.3 to 2.1.1.6 above **should** be checked at regular intervals by the competent authorities.

2.1.2 First-aid training

Pro memoria

2.1.3 Instruction of children in safe road behaviour (see *ECE/TRANS/WP.1/108, Annex 1*)

Pro memoria

ANNEXES 4, 5, 6 and 7 of document TRANS/SC.1/294/Rev.5

- Annexes 4, 5 and 6, in the French version, replace "*moniteurs*" by "*instructeurs*".

- Annex 5: in paragraph 1.3 replace "hours of work and rest periods" by "**working and rest periods**" and amend the end of paragraph 1.5.2 to read: "… fatigue, illness, alcohol, drugs and medicaments, etc.";

- Annex 6: add a new subparagraph to paragraph 2.3, to read: "Use may be made of updated technical teaching aids such as simulators or specific computer programs, as a complement to the existing methods of tuition."

  - In paragraph 3.2.21.7 read: "Negotiating roundabouts of any kind".

  - Heading of 3.5: "Additional minimum requirements for drivers of vehicles of categories CE, DE and subcategories C_1E and D_1E".

- Annex 7: The heading should read: "Additional recommendations for professional drivers of vehicles of categories C, D, CE, DE and subcategories C_1E and D_1E".

  - In paragraph 6.4.1, replace "narcotics" by "drugs".
