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EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD TRAFFIC OPENED FOR SIGNATURE AT VIENNA ON 8 NOVEMBER 1968 CONTENT

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The Contracting Parties, being also Parties to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968,

Desiring to achieve greater uniformity in the rules governing road traffic in Europe and to ensure a higher level of protection of the environment,

Have agreed as follows:

Article 1

1 The Contracting Parties, being also Parties to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, shall take appropriate measures to ensure that the traffic rules in force and technical requirements to be satisfied by wheeled vehicles registered in their territories conform in substance to the provisions of the annex to this Agreement.

2 Provided that they are in no way incompatible with the provisions of the annex to this Agreement,

(a) the said rules need not reproduce such of those provisions as apply to situations which do not arise in the territories of the Contracting Parties in question;

(b) the said rules may include provisions not contained in the annex.

3 The provisions of this article shall not require Contracting Parties to prescribe penalties for any violation of such of the provisions of the annex as are reproduced in their traffic rules.

Article 2

1 This Agreement shall be open until 31 December1 1972 for signature by States which are signatories to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, or have acceded thereto, and are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission.

2 This Agreement shall be subject to ratification after the State concerned has ratified the Convention on Road Traffic opened for signature at Vienna on 8 November, 1968, or has acceded thereto. The instruments of ratification shall be deposited with the Secretary-General of the United Nations.

3 This Agreement shall remain open for accession by any of the States referred to in paragraph 1 of this article which are Parties to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968. The instruments of accession shall be deposited with the Secretary-General.

Article 3

1 Any State may, at the time of signing or ratifying this Agreement, or of acceding thereto, or at any time thereafter, declare by notification addressed to the Secretary-General that the Agreement shall become applicable to all or any of the territories for the international relations of which it is responsible. The Agreement shall become applicable to the territory or territories named in the notification thirty days after the receipt of the notification by the Secretary-General or on the date of entry into force of the Agreement for the State making the notification, whichever is the later.

2 Any State which has made a declaration under paragraph 1 of this article may at any time thereafter declare by notification addressed to the Secretary-General that the Agreement shall cease to be applicable to the territory named in the notification and the Agreement shall cease to be applicable to such territory one year from the date of receipt by the Secretary-General of the notification.

Article 4

1 This Agreement shall enter into force twelve months after the date of deposit of the tenth instrument of ratification or accession.

2 For each State ratifying, or acceding to, this Agreement after the deposit of the tenth instrument of ratification or accession, the Agreement shall enter into force twelve months after the date of deposit by such State of its instrument of ratification or accession.

3 If the date of entry into force applicable in pursuance of paragraphs 1 and 2 of this article precedes that resulting from the application of Article 47 of the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, this Agreement shall enter into force within the meaning of paragraph 1 of this article on the later of those two dates.

Article 5

Upon its entry into force, this Agreement shall terminate and replace, in relations between the Contracting Parties, the provisions concerning road traffic contained in the European Agreement supplementing the Convention on Road Traffic and the Protocol on Road Signs and Signals of 1949 signed at Geneva on 16 September 1950 and the European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles permitted to travel on certain roads of the Contracting Parties, signed at Geneva on 16 September 1950.

Article 6

1 After this Agreement has been in force for twelve months, any Contracting Party may propose one or more amendments to the Agreement. The text of any proposed amendment, accompanied by an explanatory memorandum, shall be transmitted to the Secretary-General, who shall communicate it to all Contracting Parties. The Contracting Parties shall have the opportunity of informing him within a period of twelve months following the date of its circulation whether they: (a) accept the amendment: or (b) reject the amendment; or (c) wish that a conference be convened to consider the amendment. The Secretary-General shall also transmit the text of the proposed amendment to the other States referred to in article 2 of this Agreement.

2

(a) Any proposed amendment communicated in accordance with paragraph 1 of this article shall be deemed to be accepted if within the period of twelve months referred to in the preceding paragraph less than one-third of the Contracting Parties inform the Secretary-General that they either reject the amendment or wish that a conference be convened to consider it. The Secretary-General shall notify all Contracting Parties of each acceptance or rejection of any proposed amendment and of requests that a conference be convened. If the total number of such rejections and requests received during the specified period of twelve months is less than one-third of the total number of Contracting Parties, the Secretary-General shall notify all Contracting Parties that the amendment will enter into force six months after the expiry of the period of twelve months referred to in paragraph 1 of this article for all Contracting Parties except those which, during the period specified, have rejected the amendment or requested the convening of a conference to consider it.

(b) Any Contracting Party which, during the said period of twelve months, has rejected a proposed amendment or requested the convening of a conference to consider it may at any time after the end of such period notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after the date on which the Secretary-General receives the notification.

3 If a proposed amendment has not been accepted in accordance with paragraph 2 of this article and if within the period of twelve months specified in paragraph 1 of this article less than half of the total number of the Contracting Parties inform the Secretary-General that they reject the proposed amendment and if at least one-third of the total number of Contracting Parties, but not less than five, inform him that they accept it or wish a conference to be convened to consider it, the Secretary-General shall convene a conference for the purpose of considering the proposed amendment or any other proposal which may be submitted to him in accordance with paragraph 4 of this article.

4 If a conference is convened in accordance with paragraph 3 of this article, the Secretary-General shall invite to it all the Contracting Parties and the other States referred to in article 2 of this Agreement. He shall request all States invited to the Conference to submit to him, at least six months before its opening date, any proposals which they may wish the Conference to consider in addition to the proposed amendment and shall communicate such proposals, at least three months before the opening date of the conference, to all States invited to the Conference.

5

(a) Any amendment to this Agreement shall be deemed to be accepted if it has been adopted by a two-thirds majority of the States represented at the Conference, provided that such majority comprises at least two-thirds of the Contracting Parties represented at the Conference. The Secretary-General shall notify all Contracting Parties of the adoption of the amendment, and the amendment shall enter into force twelve months after the date of this notification for all Contracting Parties except those which during that period have notified the Secretary-General that they reject the amendment.

(b) A Contracting Party which has rejected an amendment during the said period of twelve months may at any time notify the Secretary-General that it accepts the amendment, and the Secretary-General shall communicate such notification to all the other Contracting Parties. The amendment shall enter into force, with respect to the Contracting Party which has notified its acceptance, six months after receipt by the Secretary-General of the notification or at the end of the said period of twelve months, whichever is later.

6 If the proposed amendment is not deemed to be accepted pursuant to paragraph 2 of this article and if the conditions prescribed by paragraph 3 of this article for convening a conference are not fulfilled, the proposed amendment shall be deemed to be rejected.

7 Independently of the amendment procedure prescribed in paragraphs 1-6 of this article, the annex to this Agreement may be amended by agreement between the competent administrations of all Contracting Parties. If the administration of a Contracting Party states that its national law obliges it to subordinate its agreement to the grant of a specific authorization or to the approval of a legislative body, the competent administration of the Contracting Party in question shall be considered to have consented to the amendment to the annex only at such time as it notifies the Secretary-General that it has obtained the required authorization or approval. The agreement between the competent administrations may provide that, during a transitional period, the former provisions of the annex shall remain in force, in whole or in part, simultaneously with the new provisions. The Secretary-General shall appoint the date of entry into force of the new provisions.

8 Each State shall, at the time of signing, ratifying, or acceding to, this Agreement, inform the Secretary-General of the name and address of its administration competent in the matter of agreement as contemplated in paragraph 7 of this article.

Article 7

Any Contracting Party may denounce this Agreement by written notification addressed to the Secretary-General. The denunciation shall take effect one year after the date of receipt by the Secretary-General of such notification. Any Contracting Party which ceases to be a Party to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968 shall on the same date cease to be a Party to this Agreement.

Article 8

This Agreement shall cease to be in force if the number of Contracting Parties is less than five for any period of twelve consecutive months, or at such time as the Convention on Road Traffic opened for signature at Vienna on 8 November 1968 ceases to be in force.

Article 9

1 Any dispute between two or more Contracting Parties which relates to the interpretation or application of this Agreement and which the Parties in dispute are unable to settle by negotiation or other means of settlement shall be referred to arbitration if any of the Contracting Parties in dispute so requests, and shall, to that end, be submitted to one or more arbitrators selected by mutual agreement between the Parties in dispute. If the Parties in dispute fail to agree on the choice of an arbitrator or arbitrators within three months after the request for arbitration, any of those Parties may request the Secretary-General of the United Nations to appoint a single arbitrator to whom the dispute shall be submitted for decision.

2 The award of the arbitrator or arbitrators appointed in accordance with paragraph 1 of this article shall be binding upon the Contracting Parties in dispute.

Article 10

Nothing in this Agreement shall be construed as preventing a Contracting Party from taking such action, compatible with the provisions of the Charter of the United Nations and limited to the exigencies of the situation, as it considers necessary to its external or internal security.

Article 11

1 Any State may, at the time of signing this Agreement or of depositing its instrument of ratification or accession, declare that it does not consider itself bound by article 9 of this Agreement. Other Contracting Parties shall not be bound by article 9 with respect to any Contracting Party which has made such a declaration.

2 Reservations to this Agreement, other than the reservation provided for in paragraph 1 of this article, shall be permitted on condition that they are formulated in writing and, if formulated before the deposit of the instrument of ratification or accession, are confirmed in that instrument.

3 Any State shall, at the time of depositing its instrument of ratification of this Agreement or of accession thereto, notify the Secretary-General in writing to what extent any reservations made by it to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968 apply to this Agreement. Any reservations to the Convention on Road Traffic which have not been included in the notification made at the time of depositing the instrument of ratification of this Agreement or of accession thereto shall be deemed to be inapplicable to this Agreement.

4 The Secretary-General shall communicate the reservations and notifications made pursuant to this article to all States referred to in article 2 of this Agreement.

5 Any State which has made a declaration, a reservation or a notification under this article may withdraw it at any time by notification addressed to the Secretary-General.

6 Any reservation made in accordance with paragraph 2 or notified in accordance with paragraph 3 of this article,

(a) modifies, for the Contracting Party which has made or notified the reservation, the provisions of the Agreement to which the reservation relates, to the extent of the reservation;

(b) modifies those provisions to the same extent for the other Contracting Parties in their relations with the Contracting Party which made or notified the reservation.

Article 12

In addition to the declarations, notifications and communications provided for in articles 6 and 11 of this Agreement, the Secretary-General shall notify the Contracting Parties and the other States referred to in article 2 of the following:

(a) signatures, ratifications and accessions under article 2;

(b) notifications and declarations under article 3;

(c) the dates of entry into force of this Agreement in accordance with article 4;

(d) the date of entry into force of amendments to this Agreement in accordance with article 6, paragraphs 2, 5 and 7;

(e) denunciations under article 7;

(f) the termination of this Agreement under article 8.

Article 13

After 31 December2 1972, the original of this Agreement shall be deposited with the Secretary-General of the United Nations, who shall send certified true copies to all the States referred to in article 2 of this Agreement.

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Agreement.

DONE at Geneva, this first day of May nineteen hundred and seventy-one, in a single copy in the English, French and Russian languages, the three texts being equally authentic.

Annex

1. For the purpose of this annex, the term “Convention” means the Convention on Road Traffic opened for signature at Vienna on 8 November 1968.

2. This annex contains only the additions to, and modifications of the corresponding provisions of the Convention.

3. Ad Article 1 of the Convention (Definitions)

Sub-paragraph (c)

This sub-paragraph shall be read as follows: “Built-up area” means an area with entries and exits specially sign-posted as such;”

Additional subparagraph to be inserted immediately after subparagraph (c) of this Article

This subparagraph shall be read as follows:

“Residential area means a specially designed area where special traffic rules apply and which is signposted as such at its entries and exits;”

Sub-paragraph (n)

Three-wheeled vehicles whose unladen weight does not exceed 400 kg (900 lb) shall be treated as motor cycles.

Additional subparagraphs to be inserted at the end of this Article

These subparagraphs shall be read as follows:

(ab) Persons pushing or pulling a child's carriage, a bath chair or invalid chair, or any other small vehicle without an engine, or pushing a cycle or moped and handicapped persons travelling in invalid chairs propelled by such persons or moving at walking pace shall be treated as pedestrians;

(ac) ‘1958 Geneva Agreement’ means Agreement Concerning the Adoption of Uniform Technical Prescriptions for 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, done at Geneva on 20 March 1958 and amended as of 16 October 1995;

(ad) ‘ECE Regulation’ means a Regulation annexed to the 1958 Agreement;

(ae) ‘1997 Vienna Agreement’ means the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections done at Vienna on 13 November 1997.

(af) ‘ECE Rule’ means a Rule annexed to the 1997 Vienna Agreement.

4. Ad Article 3 of the Convention (Obligations of the Contracting Parties)

Paragraph 2, subparagraph (a)

This subparagraph shall be read as follows:

‘Contracting Parties shall also take appropriate measures to ensure that the rules in force in their territories concerning the technical

requirements to be satisfied by motor vehicles and trailers conform to the provisions of Annex 5 to this Convention; provided that they are in no way contrary to the safety principles governing the provisions of Annex 5, the said rules may contain provisions not contained in Annex 5. Contracting Parties shall also take appropriate measures to ensure that motor vehicles and trailers registered in their territories conform to the provisions of paragraph 4 inserted in Article 39 of the Convention and Annex 5 to this Convention when entering international traffic.'

Paragraph 3

This paragraph shall be read as follows:

'Subject to the exceptions provided for in Annex 1 to this Convention, Contracting Parties shall be bound to admit to their territories in international traffic motor vehicles and trailers which fulfil the conditions laid down in Chapter III of this Convention as amended by this Agreement and whose drivers fulfil the conditions laid down in Chapter IV; they shall also be bound to recognize registration certificates and international technical inspection certificates, if applicable, issued in accordance with the provisions of Chapter III as amended by this Agreement as prima facie evidence that the vehicles to which they refer fulfil the conditions laid down in the said Chapter III.'

Paragraph 4

The measures referred to in this paragraph may neither modify the scope of Article 39 of the Convention, nor render optional the provisions it contains.

5. Ad Article 6 of the Convention (Instructions given by authorized officials)

Paragraph 3

The provisions of this paragraph which are recommendations in the Convention shall be obligatory.

6. Ad Article 7 of the Convention (General rules)

Paragraph 2

The provisions of this paragraph which are recommendations in the Convention shall be obligatory.

Additional paragraph to be inserted at the end of this Article

This paragraph shall be read as follows:

"Domestic legislation shall make rules as to the use of safety-belts or similar devices by children and as to the carrying of children in the front seats."

7. Ad Article 8 of the Convention (Drivers)

Paragraph 2

This paragraph shall be read as follows:

"Domestic legislation must provide that pack, draught or saddle animals, and, except in such special areas as may be marked at their entrances, cattle, singly or in herds, or flocks, shall have a driver able to guide the animals at all times".

Paragraph 5

This paragraph shall be read as follows:

"Every driver shall have his vehicle under control so as to be able to exercise due and proper care at all times. He shall be acquainted with the road traffic and safety regulations, and be aware of the factors which may affect his behaviour such as fatigue, taking of medication and driving under the influence of alcohol and drugs."

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

This paragraph shall be read as follows:

"6. Domestic legislation shall establish specific provisions concerning driving under the influence of alcohol and determine a legal blood-alcohol level and, if appropriate, a legal breath-alcohol level, incompatible with driving a vehicle. 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."

8. Ad Article 9 of the Convention (Flocks and herds)

The provision of this Article which is a recommendation in the Convention shall be obligatory.

9. Ad Article 10 of the Convention (Position on the carriageway)

The title shall be read als follows: “Position on the Road”.

Additional paragraph to be inserted immediately after paragraph 1 of this Article

This paragraph shall be read as follows:

“(a) Except in case of absolute necessity, every driver shall take exclusively, where they exist, the ways, carriageways, lanes and cks allotted to road-users in his category;

(b) Where no lane or track is allotted to them, the drivers of mopeds, cycles and vehicles without engine may ride along any le verge in the direction of traffic if this can be done without inconvenience to other road-users.”

10. Ad Article 11 of the Convention (Overtaking and movement of traffic in lines)

Paragraph 5, sub-paragraph (b)

This provision shall not be applied.

Paragraph 6, sub-paragraph (b)

As a result of the non-application of sub-paragraph 5 (b) of this Article the provision of the last phrase of this sub-paragraph shall not be applied.

Paragraph 8, sub-paragraph (b)

This sub-paragraph shall be read as follows: “Immediately before or on a level-crossing not equipped with gates or half-gates, save where road traffic is regulated by traffic light signals as used at intersections.”

Paragraph 11

This paragraph shall be read as follows:

“a) In built-up areas, on carriageways where at least two lanes are reserved for traffic in the same direction and are indicated by longitudinal markings, the provisions of Article 10, paragraph 3 of the Convention shall not apply; drivers of motor vehicles may use the lane best suited to their destination. They shall change lanes only when preparing to turn right or left, to overtake, to stand, or to park, in accordance with the rules governing these manoeuvres.

(b) In the case mentioned under (a) above, vehicles on lanes corresponding to the direction of traffic that are moving faster than those on more outer lanes shall not be deemed to be overtaking for the purposes of this article. However, the provisions of paragraph 9 of this Article shall remain applicable.

(c) Subparagraph (a) above shall not be applicable on motorways and on roads other than motorways which are reserved for motor vehicle traffic, duly signposted as such and not affording access to or from properties alongside, or on any roads where speed exceeding 80 km (50 miles) per hour is allowed”.

11. Ad Article 12 of the Convention (Passing of oncoming traffic)

Paragraph 2

This paragraph shall be read as follows: “On mountain roads and steep roads with characteristics similar to those of mountain roads, where the passing of oncoming traffic is impossible or difficult, it is the driver of the vehicle travelling downhill who should pull in to the side of the road in order to allow any vehicle proceeding uphill to pass, except where the arrangement of lay-bys to enable vehicles to pull in to the side of the road is such that, having regard to the speed and position of the vehicles, the vehicle proceeding uphill has a lay-by ahead of it and the need for one of the vehicles to reverse could be avoided if the vehicle proceeding uphill pulled in to that lay-by. Where one of the two vehicles which are about to pass is obliged to reverse in order to make passing possible, combinations of vehicles shall have the right of way over other vehicles, heavy vehicles over light vehicles and buses over lorries; where both vehicles are of the same category, it is the driver of the vehicle proceeding downhill who should reverse unless it is manifestly easier for the driver of the vehicle proceeding uphill to do so, for example, if the latter is near a lay-by.”

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

Paragraph 1

This paragraph shall be read as follows:

“Every driver of a vehicle shall, when adjusting the speed of his vehicle, pay constant regard to the circumstances, in particular the

lie of the land, the state of the road, the condition and load of his vehicle, the weather conditions and the density of traffic, so as to be able to stop his vehicle within his range of forward vision and short of any foreseeable obstruction. He shall slow down and if necessary stop whenever circumstances so require, and particularly when visibility is not good."

Paragraph 6

This paragraph, including its sub-paragraphs (a) and (b) shall be read as follows: "Outside built-up areas, on roads where only one lane is allotted to traffic in the direction concerned, in order to facilitate overtaking, drivers of vehicles which are subject to a special speed restriction, and drivers of vehicles or of combinations of vehicles of more than 7 m (23 feet) over-all length shall, except when they are overtaking or preparing to overtake, keep at such distances from power-driven vehicles ahead of them that other vehicles overtaking them can without danger move into the space in front of the overtaken vehicle. However, this provision shall not apply in very dense traffic or in circumstances where overtaking is prohibited."

13. Ad Article 14 of the Convention (General requirements governing manoeuvres)

Paragraph 1

This paragraph shall be read as follows: "Any driver wishing to perform a manoeuvre such as pulling out of or into a line of parked vehicles, moving over to the right or to the left on the carriageway, particularly in order to change lanes, or turning left or right into another road or into a property bordering on the road, shall first make sure that he can do so without risk of endangering other road users travelling behind or ahead of him or about to pass him, having regard to their position, direction and speed."

14. Ad Article 15 of the Convention (Special regulations relating to regular public-transport service vehicles)

The provision of this Article which is a recommendation in the Convention shall be obligatory.

15. Ad Article 18 of the Convention (Intersections and obligation to give way)

Paragraph 3

This paragraph shall be read as follows: "Every driver emerging on to a road from a property bordering thereon shall give way to road-users travelling on that road."

Paragraph 4 sub-paragraph (b)

This sub-paragraph shall be read as follows: "In States where traffic keeps to the left the right of way at intersections shall be regulated by road signs, signals or markings."

Additional paragraph to be inserted immediately after paragraph 7 of this Article

This paragraph shall be read as follows:

"No provisions of this article shall be construed as preventing Contracting Parties or subdivisions thereof from extending the right of way mentioned in paragraph 2 of this article to all road users."

16. Ad Article 20 of the Convention (Rules applicable to pedestrians)

Paragraph 1

This paragraph shall be read as follows: "Pedestrians shall, whereever possible, avoid using the carriageway; if they use it they shall do so with care and they shall not unnecessarily obstruct or impede traffic."

Additional paragraph to be inserted immediately after paragraph 2 of this Article

This paragraph shall be read as follows: "The provision of paragraph 2 of this Article of the Convention notwithstanding, handicapped persons travelling in invalid chairs may in all cases use the carriageway."

Paragraph 4

This paragraph shall be read as follows: "Pedestrians walking on the carriageway in accordance with paragraph 2, the additional paragraph to be read immediately after paragraph 2, and paragraph 3 of this Article shall keep as close as possible to the edge of the carriageway."

Paragraph 5

This paragraph shall be read als follows:

(a) Outside built-up areas, pedestrians walking on the carriagey shall keep to the side opposite to that appropriate to the direction of traffic, except where to do so places them in danger, or in special circumstances. However, persons pushing a cycle, a moped or a

motor cycle, handicapped persons travelling in invalid chairs and groups of pedestrians led by a person in charge or forming procession, shall keep to the side of the carriageway appropriate to the direction of traffic. Unless they form a procession, pedestrians using a carriageway shall move in single file, if possible and if ffic safety so requires particularly when visibility is poor or there is very dense vehicular traffic.

(b) The provisions of sub-paragraph (a) of this paragraph may be made applicable in built-up areas."

Paragraph 6, sub-paragraph (c)

This sub-paragraph shall be read as follows: "In order to cross the carriageway elsewhere than at a pedestrian crossing sign-posted as such or indicated by markings on the carriageway, pedestrians shall not step on the carriageway without first making sure that they can do so without impeding vehicular traffic. Pedestrians shall cross the carriageway at right-angles to its axis."

17. Ad Article 21 of the Convention (Behaviour of drivers towards pedestrians)

Paragraph 3

This paragraph shall be read as follows:

"Without prejudice to the provisions of Article 7, paragraph 1 and Article 13, paragraph 1 of the Convention, if there is on the carriageway no pedestrian crossing sign-posted as such or indicated by markings on the carriageway, drivers turning into another road shall do so giving way, if necessary stopping for this purpose, to pedestrians who have stepped on to the carriageway. They shall also pay particular attention to pedestrians crossing the carriageway to board a public transport vehicle or after alighting from it."

Additional paragraphs to be inserted at the end of this Article

These paragraphs shall be read as follows:

"– When, on roads reserved for pedestrians, certain vehicles are allowed entry in particular circumstances, domestic legislation may lay down regulations governing the behaviour of road users, so as to avoid any conflict between the various road users and set a maximum speed limit so that drivers could stop in time to avoid endangering pedestrians.

– No driver shall enter a pedestrian crossing without first ascertaining that he may not be obliged to stop on it.

– Drivers emerging on to a road from an area bordering it or leaving the road for an area bordering it shall give way to pedestrians."

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

Paragraph 1

[Red: Vervallen.]

Paragraph 2, sub-paragraph (b)

This sub-paragraph shall be read as follows: "Vehicles other than two-wheeled cycles, two-wheeled mopeds and two-wheeled motor cycles without sidecar shall not be parked two abreast on the carriageway. Standing or parking of vehicles shall, unless the layout of the area permits otherwise, be placed parallel to the edge of the carriageway."

Paragraph 3, sub-paragraph (a)

This sub-paragraph shall be read as follows: "The standing or parking of a vehicle shall be prohibited on the carriageway:

(i) Within 5 m before pedestrian crossings and crossings for cyclists, on pedestrian crossings, on crossings for cyclists and on level crossings;

(ii) On tramway or railway tracks on a road or close to such tracks, in such a way that the movement of trams or trains might be impeded;"

Additional text to be inserted immediately after item (ii) of this sub-paragraph

This text shall be read as follows: "On approaches to intersections within 5 m (16½ feet) of the prolongation of the edge nearest to the transverse carriageway and on intersections, save where otherwise indicated by road signs or signals or road markings."

Paragraph 3, sub-paragraph (b)

[Red: Vervallen.]

Paragraph 3, sub-paragraph (c) (i)

This provision shall be read as follows: “Within the distance prescribed by domestic legislation, on the approaches to level crossings and within 15 m (56 feet) on either side of bus, trolley bus or rail vehicle stops, unless domestic legislation provides for a lesser distance;”

Paragraph 3, sub-paragraph (c) (v)

[Red: Vervallen.]

Paragraph 5

This paragraph shall be read as follows:

“(a) Every power driven vehicle other than a two-wheeled moped two-wheeled motor cycle without sidecar, and every trailer, coupled or uncoupled, shall, when stationary on the carriageway outside a built-up area, be signalled to approaching drivers in such way as to give them adequate advance warning of its presence:

(i) if the driver has been compelled to halt his vehicle at a place where standing is prohibited in accordance with the provisions of paragraph 3 (b) (i) or (ii) of this Article of the Convention;

(ii) if the conditions are such that approaching drivers cannot, or can only with difficulty, be aware in time of the obstacle which the vehicle constitutes.

(b) The provisions of sub-paragraph (a) of this paragraph may be made applicable in built-up areas.

(c) It is recommended, for the application of the provisions of this paragraph, that domestic legislation should provide for the use of one of the devices referred to in Annex 5, paragraph 56 of the Convention.”

Additional paragraph to be inserted at the end of this Article

This paragraph should be read as follows:

“(a) Domestic legislation may allow disabled persons with limited mobility to park their vehicles on public roads where parking is otherwise prohibited or beyond the specified time at points where parking time is restricted.

(b) States may issue to disabled persons with limited mobility a document bearing at least the international symbol for the disabled and the holders name. This document shall be shown as appropriate when any such person makes use of the facilities referred to in subparagraph (a) above. Contracting Parties will recognize such documents issued by other Contracting Parties and allow persons with such documents to use the facilities referred to in subparagraph (a) above.”

19. Ad Article 25 of the Convention (Motorways and similar roads)

Paragraph 1

This paragraph shall be read as follows: “On motorways and on special approach or exit roads sign-posted as motorways,

(a) The use of the road shall be prohibited to pedestrians, animals, cycles, mopeds unless they are treated as motor-cycles, and all vehicles other than motor vehicles and their trailers, and to motor vehicles or motor-vehicle trailers which are incapable, by virtue of their design, of attaining on a flat road a speed specified by domestic legislation but which shall not be less than 40 km (25 miles) per hour;

(b) Drivers shall be forbidden:

(i) To have their vehicles standing or parked eleswhere than at marked parking sites; if a vehicle is compelled to stop, its driver shall endeavour to move it off the ageway and also off the flush verge, and, if he is unable to do so, immediately signal the presence of the vehicle at a distance so as to warn approaching drivers in time; if a vehicle to which Article 23, paragraph 5 of the Convention applies is involved, it is recommended that domestic legislation should provide for the use of one of the appliances referred to in Annex 5, paragraph 56, of the Convention;

(ii) To make U-turns to travel in reverse and to drive on to the central dividing strip, including the crossovers linking the two carriageways.”

(c) Processions, demonstrations, rallies, advertising motorcades, motor sports events and technical tests of vehicles and chassis prototypes shall be prohibited subject to such provisions as may be laid down by domestic legislation.

Additional paragraph to be inserted immediately after paragraph 1 of this Article

This paragraph shall be read as follows: “Where a motorway comprises three or more lanes for the same direction of traffic the drivers of goods vehicles of more than 3500 kg (7700 lb) permissible maximum weight or of combinations of vehicles more than 7 m

(23 feet) in length shall be forbidden to take any lane other than the two lanes nearest to the edge of the carriageway appropriate to the direction of traffic."

Additional paragraph to be inserted immediately after paragraph 3 of this Article

This paragraph shall be read as follows:

"Vehicles towed by means of a makeshift device shall be forbidden access to motorways unless exceptions are provided for by the domestic legislation. Disabled vehicles which have broken down on a motorway and are towed by means of a makeshift device shall leave the motorway at the nearest exit. For the purposes of this rule, makeshift devices include rope, wire, etc."

Paragraph 4

This paragraph shall be read as follows:

"For the purpose of the application of the previous paragraphs of this Article, other roads reserved for motor vehicle traffic, duly sign-posted as such and not affording access to or from properties alongside, shall be treated as motorways."

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

Paragraph 2

This paragraph shall be read as follows: "It shall be prohibited for cyclists to ride without holding the handlebars with at least one hand, to allow themselves to be towed by another vehicle, or to carry, tow or push objects which hamper their cycling or endanger other road-users. The same provisions shall apply to moped drivers and motor cyclists; in addition, however, moped drivers and motor cyclists shall hold the handlebars with both hands except when giving a prescribed signal in conformity with the Convention."

Paragraph 4

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.'

Additional paragraph to be inserted at the end of this Article

This paragraph shall be read as follows:

"The wearing of approved protective helmets is compulsory for drivers and passengers of motor cycles and mopeds, save where exceptions are granted by domestic legislation."

20 bis. Additional articles to be inserted immediately after Article 27 of the Convention

"ARTICLE 27 bis

Special rules applicable to residential areas signposted as such

In residential areas, signposted as such:

(a) Pedestrians may make use of the road over its entire width. Games are allowed;

(b) Drivers shall proceed at very low speed, as specified by national legislation and which in no case should exceed 20 km (12 miles) per hour;

(c) Drivers shall not put pedestrians at risk nor behave in an obstructive manner. If necessary they shall stop;

(d) Pedestrians shall not impede vehicular traffic unnecessarily;

(e) Parking is forbidden except where allowed by parking signs;

(f) At intersections, road users emerging from a residential area shall give way to other road users, except when otherwise provided in domestic legislation.

ARTICLE 27 ter

Pedestrian areas

Domestic legislation may make provision for pedestrian areas comprising one or more roads reserved for pedestrian traffic and specify the conditions for the exceptional access of vehicles.

ARTICLE 27 quater

Special rule applicable to persons doing construction and maintenance work on roads

Persons doing construction or maintenance work on roads shall wear fluorescent and reflective garments making them highly conspicuous during day and night.”

21. Ad Article 29 of the Convention (Rail-borne vehicles)

Paragraph 2

This paragraph shall be read as follows: “Special rules differing from those laid down in Chapter II of the Convention may be adopted for the movement of rail-borne vehicles on the road. However, such rules may not conflict with the provisions of Article 18, paragraph 7 of the Convention.”

Additional paragraph to be inserted at the end of this Article

This paragraph shall be read as follows: “Rail-borne vehicles in motion or standing on a track laid on the carriageway shall be overtaken on the side appropriate to the direction of the traffic. If passing or overtaking cannot be performed on the side appropriate to the direction of traffic owing to lack of space, these manoeuvres may be performed on the side opposite to that appropriate to the direction of traffic, provided that no inconvenience or danger is caused to oncoming road users. On one-way carriageways, rail-borne vehicles may be overtaken on the side opposite to that appropriate to that of the direction of traffic when traffic requirements so warrant.”

22. Ad Article 30 of the Convention (Loading of vehicles)

Paragraph 4

This paragraph should read as follows:

“Loads projecting beyond the front, rear or sides of the vehicle shall be clearly marked in all cases where their projection might not be noticed by the drivers of other vehicles; between nightfall and dawn, and also at other times when visibility is inadequate, a white light and a white reflecting device shall be used for such marking at the front and a red light and a red reflecting device at the rear. More particularly, on power-driven vehicles and their trailers:

(a) Loads projecting more than 1 m beyond the front or rear of the vehicle shall always be marked;

(b) Loads projecting more than 1 m beyond the rear of the vehicle shall be marked by a square or triangular panel, with sides measuring at least 0.40 m fixed at the load's outer edge in such a way as to remain constantly on a vertical plane perpendicular to the vehicle's mendian longitudinal plane, or by a three-dimensional device (pyramidal, prismatic or cylindrical) hanging from the end of the load and having an adequate surface or projection. The panel shall have red and white stripes and the three-dimensional device red and white coloured stripes or light-coloured sides. The red and white coloured parts shall be equipped with reflectors or a retro-reflective coating. The highest point of the illuminating or reflective surface of the device mentioned above shall be not more than 1.60 m above ground level. The lowest point shall not be less than 0.40 m above ground level;

(c) In the case of short distance occasional transport, domestic legislation may provide for simpler markings.”

23. Additional Article to be inserted immediately after Article 30 of the Convention

[Red: Vervallen.]

24. Ad Article 31 of the Convention (Behaviour in case of accident)

Paragraph 1

Additional sub-paragraph to be inserted at the end of this paragraph

This sub-paragraph shall be read as follows: “If the accident has caused only material damage and if any party suffering damage is not present, the persons involved in the accident shall so far as possible give their names and addresses on the spot and shall in any case furnish this information to the party having suffered the damage as soon as possible by the most direct channel, or, failing that, through the police.”

25. Ad Article 32 of the Convention (Lighting: General requirements)

[Red: Vervallen.]

26. Ad Article 34 of the Convention (Exemptions)

Paragraph 2

This paragraph shall be read as follows: “The drivers of priority vehicles shall not be bound, when warning of their movement is given by the vehicle's special warning devices, and provided that they do not endanger other, road-users, to comply with all or any of the provisions of Chapter II of the Convention, as they may have been modified by this Agreement, other than those of its Article 6, paragraph 2. The drivers of such vehicles shall operate such warning devices only when the urgency of their journey so warrants.”

26 bis. Ad Article 39 of the Convention

(Technical requirements and inspection of vehicles)

Additional paragraphs to be inserted at the end of this Article

“These paragraphs shall be read as follows:

“4.

a) Motor vehicles in international traffic whose permissible maximum mass exceeds 3,500 kg, except those used for the carriage of persons and having not more than eight seats in addition to the driver's seat, shall satisfy specific requirements with regard to noise and pollutant emissions. In this respect:

(i) Such motor vehicles shall have met as a minimum the technical requirements and limits of the series of amendments to the relevant ECE Regulations in force for the purpose of the 1958 Geneva Agreement at the date of their first registration after the manufacture;

(ii) Such motor vehicles shall meet the minimum inspection requirements specified in the relevant ECE Rule(s); the compliance with the said requirements shall be checked during periodic technical inspections referred to in paragraph 2 of this Article.

b) For the purpose of this paragraph, the technical requirements and limits of a series of amendments to the ECE Regulations are deemed to be in force until the date from which type approvals granted under this series of amendments cease to be valid.

5.

a) The driver of a motor vehicle referred to in subparagraph 4 a) above shall, in proof of its passing a periodic technical inspection, referred to in the aforesaid subparagraph as well as of its being in good working order, carry a valid, duly completed international technical inspection certificate.

b) The certificate shall be issued either by a competent authority of the Contracting Party in which territories the vehicle is registered or subdivision thereof or on behalf and by authorization of such Contracting Party or subdivision thereof by an association duly empowered thereto by that Contracting Party or subdivision thereof.

c) This certificate shall specify the date of first registration after the manufacture. The proof in this certificate concerning the said periodic technical inspection shall be not older than one year. It shall conform to the provisions of Appendix 2 to the 1997 Vienna Agreement.

d) For vehicles referred to in subparagraph 4 a) above, first registered after the manufacture two years or more after the entry into force of these Amendments, the certificate shall be issued or renewed only if they meet the requirements of subparagraph 4 a) (i) above.”

26 ter. Ad Article 40 of the Convention (Transitional provisions)

Additional paragraph to be inserted immediately after paragraph 2 of this Article

This paragraph shall be read as follows:

‘3.

a) Two years after the entry into force of these Amendments, motor vehicles used in international transport whose permissible maximum mass exceeds 3,500 kg, except those used for the carriage of passengers and having not more than eight seats in addition to the driver's seat and their drivers shall satisfy the provisions of the additional subparagraph 4 a) (ii) and paragraph 5 inserted at the end of Article 39 of the Convention.

b) Motor vehicles whose permissible maximum mass exceeds 3,500 kg, except those used for the carriage of persons and having not more than eight seats in addition to the driver's seat and whose first registration after the manufacture was granted before

the entry into force of these Amendments or within two years following such entry into force shall not be subject to the provisions of the additional subparagraph 4a) (i) inserted at the end of Article 39 of the Convention, provided that they satisfy the provisions of this Agreement.'

27. Ad Article 44 of the Convention (Conditions for the admission of cycles and mopeds to international traffic)

Paragraph 1

Additional subparagraph to be inserted at the end of this paragraph

This subparagraph shall read as follows:

"On the side: Be equipped with amber reflex-reflectors fixed to the spokes of the wheels; or with retro-reflective devices showing a continuous circle."

Paragraph 2, subparagraph (d)

This subparagraph shall read as follows:

"(d) Be equipped with a red reflex-reflector at the rear, and a lamp showing a white or selective-yellow light to the front and a lamp showing a red light to the rear;"

Additional subparagraph to be inserted at the end of paragraph 2

This subparagraph shall read as follows:

"Be equipped with lateral markings consisting either of amber reflex-reflectors or retro-reflective devices showing a continuous circle."

28. Ad Annex 1 to the Convention (Exceptions to the obligation to admit motor vehicles and trailers in international traffic)

Additional paragraph to be inserted immediately after paragraph 7 of this Article

This paragraph shall be read as follows:

"7 bis Contracting Parties may make it a condition for the admission to their territories in international traffic of any motor vehicle having a permissable maximum mass over 3,500 kg, that the motor vehicle shall carry snow chains or other equally effective devices on board during winter weather conditions."