

# UN Legal Instruments: Road Traffic Safety & Road Transport

ETSP Regional Awareness Raising Workshop  
Rebecca Huang, UNECE, 4 July 2017



**UNECE**

# Developments, amendments & challenges

1. Convention on Road Traffic (1968)
2. Convention on Road Signs and Signals (1968)
3. European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) (1970)
4. Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956) and the Additional Protocol to CMR concerning the electronic consignment note (2008)

# Convention on Road Traffic, 1968

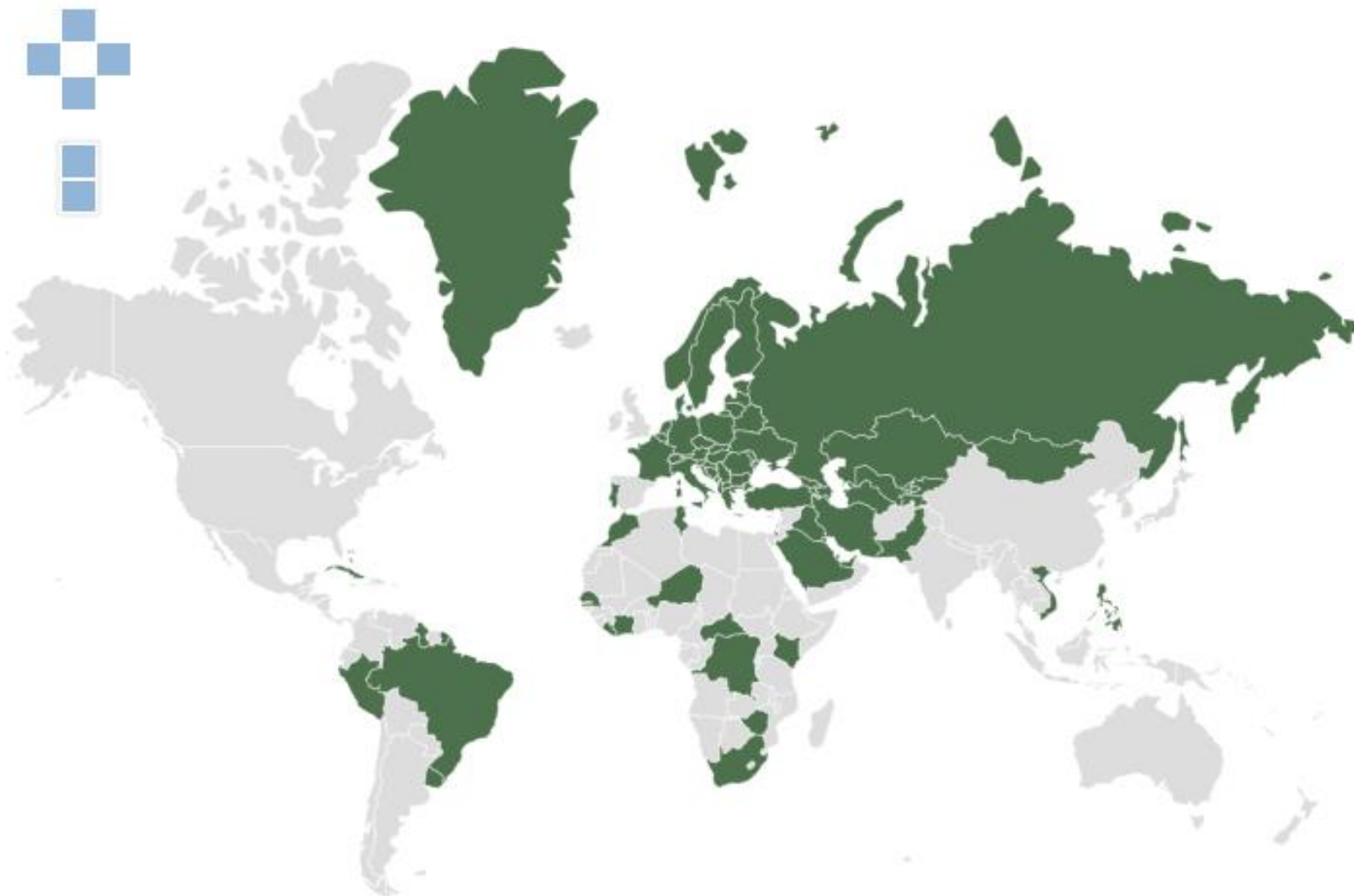
## Objectives

- To facilitate international road traffic
  - To increase road safety
- ... through internationally agreed traffic rules and the reciprocal recognition of documents issued in conformity with those rules.

[http://www.unece.org/fileadmin/DAM/trans/conventn/C  
onv\\_road\\_traffic\\_EN.pdf](http://www.unece.org/fileadmin/DAM/trans/conventn/Conv_road_traffic_EN.pdf)



# 1968 Convention on Road Traffic: 75 Contracting Parties





# Developments & Amendments

## 1968 Convention on Road Traffic: 2015 amendments to Articles 8 and 39

- Article 8 new paragraph 5bis:

*Vehicle systems which influence the way vehicles are driven shall be deemed to be in conformity with paragraph 5 of this Article and with paragraph 1 of Article 13, when they are in conformity with the conditions of construction, fitting and utilization according to international legal instruments concerning wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles\**

*Vehicle systems which influence the way vehicles are driven and are not in conformity with the aforementioned conditions of construction, fitting and utilization, shall be deemed to be in conformity with paragraph 5 of this Article and with paragraph 1 of Article 13, when such systems can be overridden or switched off by the driver.*

\* The UN Regulations annexed to the "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.

The UN Global Technical Regulations developed in the framework of the "Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles" done at Geneva on 25 June 1998.

# Developments & Amendments

- Amended Article 39 paragraph 1:

*Every motor vehicle, every trailer and every combination of vehicles in international traffic shall satisfy the provisions of Annex 5 to this Convention. It shall also be in good working order. When these vehicles are fitted with systems, parts and equipment that are in conformity with the conditions of construction, fitting and utilization according to technical provisions of international legal instruments referred to in Article 8, paragraph 5bis of this Convention, they shall be deemed to be in conformity with Annex 5.*

# Challenges

## 1968 Convention on Road Traffic

- Interpretation of Article 8: whether a driver can engage in other activities when a vehicle is driven by systems
- At its 74th session, WP.1 agreed on two principles in the context of Art.8 para 6:

*When the vehicle is driven by vehicle systems that do not require the driver to perform the driving task, the driver can engage in activities other than driving as long as:*

*Principle 1: these activities do not prevent the driver from responding to demands from the vehicle systems for taking over the driving task, and*

*Principle 2: these activities are consistent with the prescribed use of the vehicle systems and their defined functions.*

- WP.1 agreed to draft an amendment proposal to include these principles for its 75th session.
- WP.1 also agreed to commence a process to create a non-binding advisory instrument dedicated to highly automated or driverless vehicles.

# Convention on Road Signs and Signals, 1968

## Objectives & Benefits

- To facilitate international road traffic
  - To increase road safety
- ... through internationally agreed road signs and signals.

[http://www.unece.org/fileadmin/DAM/trans/conventn/C  
onv\\_road\\_signs\\_2006v\\_EN.pdf](http://www.unece.org/fileadmin/DAM/trans/conventn/Conv_road_signs_2006v_EN.pdf)





# 1968 Convention on Road Signs and Signals: 65 Contracting Parties



# Developments

## 1968 Convention on Road Signs and Signals: Road Signs Management System (RSMS) and e-CoRSS project

- Development of the Road Signs Management System (RSMS) web platform for the collection of road sign images from the Contracting Parties to the 1968 Convention on Road Signs and Signals, and the European Agreement Supplementing the Convention
- Electronic platform of the 1968 Convention on Road Signs and Signals under development

# European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport, 1970 (AETR)

## Objectives

- To prevent professional drivers from driving excessive hours
- To reduce road accidents due to fatigue
- To avoid distortions in competitive conditions



<http://www.unece.org/fileadmin/DAM/trans/doc/2010/sc1/ECE-TRANS-SC1-2010-AETR-en.pdf>

# 1970 AETR Agreement: 51 CPs



# Developments

## 1970 AETR Agreement

- An amendment proposal to the AETR to make 4 non UNECE member States eligible (**Algeria, Tunisia, Morocco, Jordan**) to accede was accepted and entered into force on 5 July 2016.
- A similar approach will be adopted for other non UNECE member States who are interested in acceding.
- At the recent 12<sup>th</sup> session of the AETR Group of Experts (12 June 2017), Lebanon attended and expressed its interest in also acceding.



# Challenges

## 1970 AETR Agreement

- AETR Group of Experts have been discussing for some years, without success, how to amend the Agreement to make regional economic integration organizations eligible to accede.
- Russian Federation has concerns with the new smart tachograph (per EU Regulations 165/2014 and 2016/799) being incompatible with the AETR Agreement.

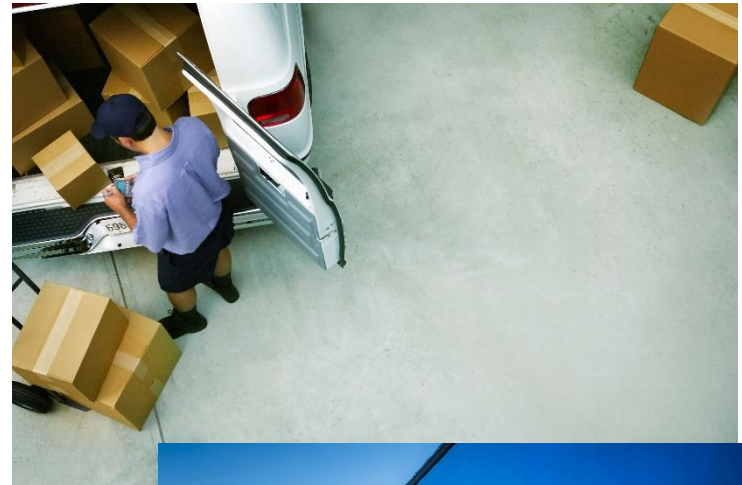
# Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956) and the Additional Protocol to CMR concerning the electronic consignment note (2008)

## Objectives

- To facilitate international road transport  
... through a commonly agreed transport contract, including contract document and liabilities.

[http://www.unece.org/fileadmin/DAM/trans/conventn/cmr\\_e.pdf](http://www.unece.org/fileadmin/DAM/trans/conventn/cmr_e.pdf)

<http://www.unece.org/fileadmin/DAM/trans/conventn/e-CMRe.pdf>

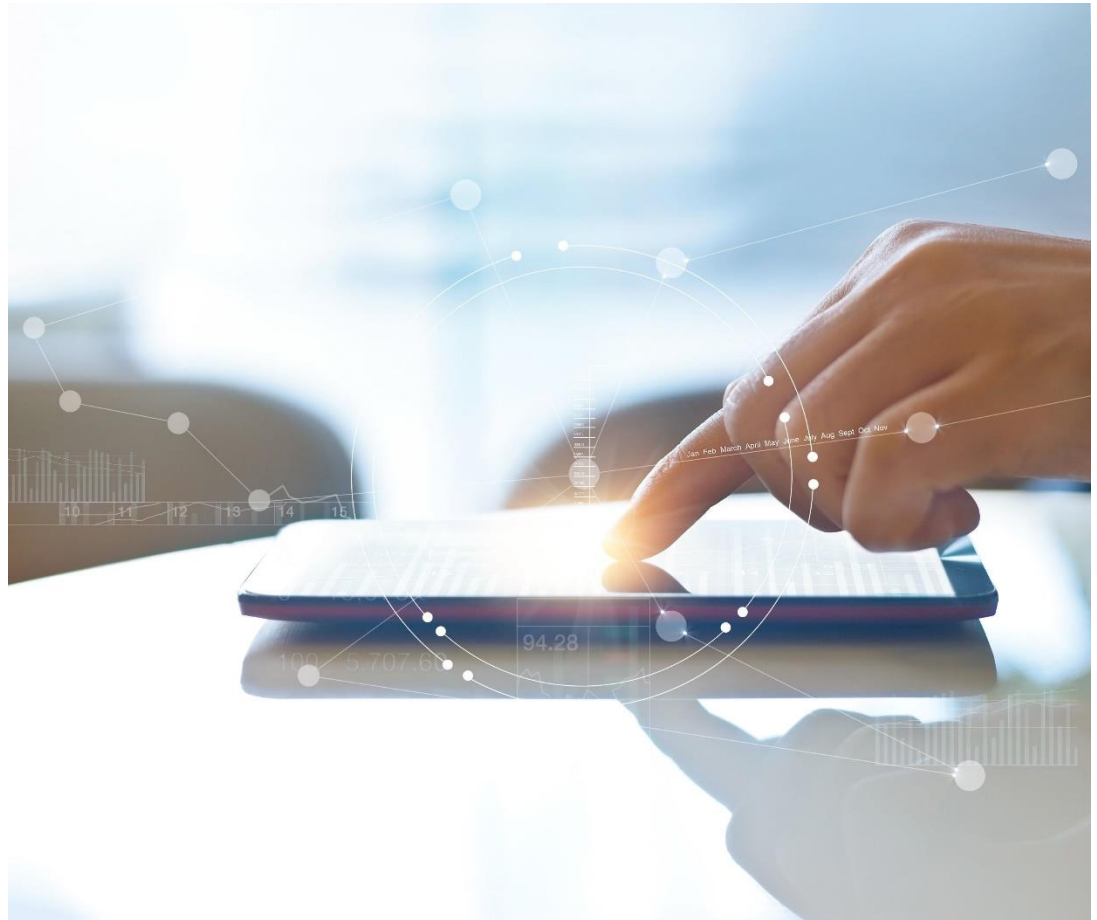




# 2008 e-CMR

## Objective

The 2008 Additional Protocol to the CMR (e-CMR) is the legal instrument which seeks to “modernize” the current system of paper consignment notes to electronic format.



# 2008 e-CMR: 11 CPs





# Challenges

## 2008 e-CMR

- How to encourage more CMR CPs to accede to the e-CMR
- Potential assistance to document and realise benefits of the e-CMR

**Thank you**

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