Global standards in traffic rules and road signs: an attainable dream?

Robert Nowak
Transport Division, UNECE

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UNECE Transport Division

- International platform
- 58 UN conventions
- Regulatory
- Analytical
- Technical assistance

where global solutions are shaped for you
Contracting Parties

Number of Contracting Parties to UN Legal Instruments on Transport

- 2008: 1,598
- 2009: 1,631
- 2010: 1,656
- 2011: 1,681
- 2012: 1,686
- 2013: 1,692
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1968 Convention on Road Traffic

http://www.unece.org/trans/conventn/legalinst.html
1968 Convention on Road Signs and Signals

http://www.unece.org/trans/conventn/legalinst.html
To facilitate international road traffic and to increase road safety through the adoption of uniform traffic rules.
International uniformity of road signs, signals and symbols and of road markings is necessary in order to facilitate international road traffic and to increase road safety.
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1968 Convention on Road Traffic

72 Contracting Parties
1968 Convention on Road Signs and Signals

62 Contracting Parties

Convention on Road Signs and Signals, of 8 November 1968
9. *Encourages* Member States that have not yet done so to consider becoming contracting parties to and to implement the United Nations road safety-related legal instruments, as well as to consider signing and ratifying the Convention on the Rights of Persons with Disabilities,⁴ and further encourages States Parties to the 1949 Convention on Road Traffic,⁵ the 1968 Convention on Road Traffic⁶ and the 1968 Convention on Road Signs and Signals,⁷ and to the Convention on the Rights of Persons with Disabilities, to continue to implement the provisions thereof;
(b) To accede to existing United Nations road safety legal instruments such as the 1968 Conventions on Road Traffic and on Road Signs and Signals and the 1958 and 1998 Agreements of the World Forum for Harmonization of Vehicle Regulations and, beyond accession, to apply, implement and promote their provisions or safety regulations;
UNESCAP Resolution 48/11
April 1992

1. Implementation of ESCAP Resolution 48/11

In recognition of the crucial role that international facilitation conventions play in enhancing international land transport, the Commission adopted resolution 48/11 of 23 April 1992 on Road and Rail Transport Modes in relation to Facilitation Measures. At that time there were roughly 50 transport related international legal instruments aimed at facilitating the movement of goods, people and vehicles across borders, most of which were initiated by the United Nations Economic Commission for Europe (ECE), a sister organization of ESCAP in Europe. Resolution 48/11 recommends that countries in the region, if they have not already done so, consider the possibility of acceding to the following seven core international Conventions relating to transport facilitation:

- Convention on Road Traffic (Vienna, 8 November 1968);
- Convention on Road Signs and Signals (Vienna, 8 November 1968);
- Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) (Geneva, 14 November 1975);
- Customs Convention on the Temporary Importation of Commercial Road Vehicles (Geneva, 18 May 1956);
- Customs Convention on Containers (Geneva, 2 December 1972);
- International Convention on the Harmonization of Frontier Controls of Goods (Geneva, 21 October 1982); and

The immediate aim of the resolution was to provide countries in the ESCAP region with a common and harmonized set of standards in the field of international land transport facilitation, through an initial set of conventions, which member countries could accede to and implement.

http://www.unece.org/trans/conventn/legalinst.html
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1968 Convention on Road Traffic
Chapters:

1. General provisions
2. Rules of the road
3. Conditions for the admission of motor vehicles and trailers to international traffic
4. Drivers of motor vehicles
5. Conditions for the admission of cycles and mopeds to international traffic
6. Final provisions
Annexes:

1. Exceptions to the obligations to admit motor vehicles and trailers in international traffic

2. Registration number and plate of motor vehicles and trailers in international traffic

3. Distinguishing signs of motor vehicles and trailers in international traffic

4. Identification marks of motor vehicles in international traffic

5. Technical conditions concerning motor vehicles

6. Domestic driving permit

7. International driving permit
1968 Convention on Road Signs and Signals
### Chapters:
1. General provisions  
2. Road signs  
3. Traffic light signals  
4. Road markings  
5. Miscellaneous  
6. Final provisions

### Annexes:
1. Road signs  
2. Road markings  
3. Reproduction of signs, symbols and panels of Annex 1
- Danger warning
- Regulatory
- Informative
- Admission to international traffic,
- A set of agreed road traffic rules
- Reference for national legislation
- Mutual recognition of vehicle certificates, driving permits
- Facilitation of international traffic, trade, tourism
- Enhanced road safety

- A system of sign classification
- Over 200 reference signs
- Facilitation of international road traffic, trade, tourism
- Enhanced road safety
• Accessions to UN conventions may yield substantial benefits to Contracting Parties
Potential future steps:

• Consider the net benefits of acceding

• Undertake the necessary national legal steps/procedures for accession

• Deposit an instrument of accession with the UN Secretary-General

• Contact Robert.Nowak@unece.org for info and/or capacity building
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Reality check:
Reality check:

- 72 and 62 Contracting Parties throughout the world
- 1968 Conventions: global standards
- Promote the benefits of accessions
- Encourage better implementation
- Continuously seeking donors to finance capacity building