

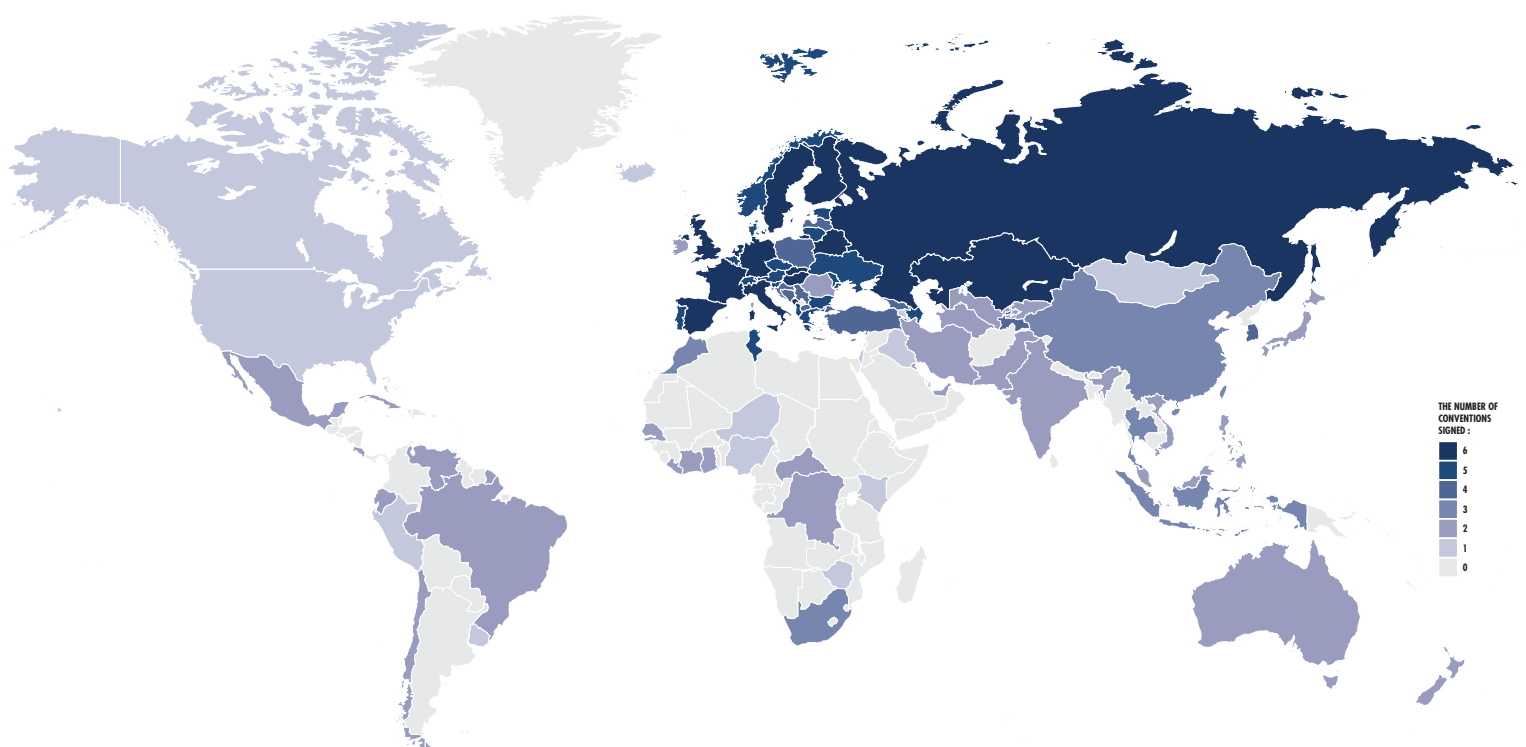
# UNITED NATIONS ROAD SAFETY CONVENTIONS

## CONTRACTING PARTY STATUS

*There are 58 United Nations inland transport related legal instruments administered by UNECE Inland Transport Committee and updated regularly. Of the 58 transport conventions, there are six that are considered to be a priority for accession.*

- 1 1968 Convention on Road Traffic
- 2 1968 Convention on Road Signs and Signals
- 3 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts
- 4 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles
- 5 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts
- 6 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

*The conventions serve as a foundation for states to build national legal frameworks which prevent death and disability from road traffic crashes. Road safety governance is above all about the political will to create and carry out a national strategy and programme.*



# OVERVIEW: UNITED NATIONS ROAD SAFETY CONVENTIONS

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## 1. 1968 Convention on Road Traffic

The 1968 convention provides rules on all aspects of international road traffic and safety, and serves as a reference for national legislation. It describes all road user behaviour, such as what drivers and pedestrians must do at crossings and intersections. It promotes safe road use behaviour.

## 2. 1968 Convention on Road Signs and Signals

The convention provides over 250 commonly agreed road signs and signals, road markings, and specifies the norms for traffic lights. It also classifies road signs into three classes (danger warning, regulatory and informative), defines each and describes their physical appearance to ensure visibility and legibility. It focuses on safe infrastructure which will contribute to safer roads and mobility.

## 3. 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts

The agreement provides the legal framework for adopting uniform UN Regulations for all types of wheeled vehicles manufactured, specifically related to safety and environmental aspects. It covers over 130 UN regulations (such as headlamps, braking, tires, safety belts). Parts and equipment that have been approved against these high safety requirements carry the E-marking, an important sign for the industry and consumers. It improves safety and environmental performance, facilitates international road traffic and removes technical barriers to international trade. It promotes safe and environmentally friendly vehicles.

## 4. 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles

The agreement provides the legal framework for the inspection of wheeled vehicles and for the mutual

recognition of inspection certificates for cross-border use of road vehicles. Its rules do not currently cover passenger cars and vans, however, amendments are underway. The agreement promotes keeping vehicles environmentally friendly and safe throughout their lifetime.

## 5. 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts

The agreement serves as the framework for developing global technical regulations for vehicles on safety and environmental performance, including electronic stability control, pole side impact, and emissions tests among others. New regulations are added as needed to keep up with progress on safety and technology. If a country - applying a self-certification regime - has an established regulatory agency, it should conduct market surveillance and enforce production compliance. It promotes safe and environmentally friendly vehicles.

## 6. 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

This agreement and its annexes, which are updated every two years (last version ADR 2015), outlines the highest level of safety acceptable to all Contracting Parties for permitting transport of dangerous goods by road on their territories, taking duly into account cost/safety benefits considerations. It defines the dangerous goods that may be transported internationally – and the transport conditions – and sets requirements for operations, driver training and vehicle construction. With performance-tested, certified and periodically inspected transport equipment and vehicles, top-trained drivers and a well-established efficient system of hazard communication for emergency response, we achieve safer road transport operations.

## WE MUST ACHIEVE

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The rapidly growing numbers of vehicles and road users and increased trade, globalization and urbanization, coupled with staggering global road traffic injury rates underline the critical need to actively promote road safety everywhere. Never before have sustainable transport, mobility and development been so intertwined and interdependent, as also reflected in SDGs 3.6 and 11.2. Sustainability must go hand-in-hand with safety, which is dependent on implementing internationally agreed norms and harmonizing the world's response; building a culture of safety on all levels and across all borders, with increased political will and governance at the core.

Achievement is about more than just decreasing the numbers, it is about holding the value of life at the highest level. Every individual on this planet deserves to live a safe, healthy and prosperous life.