

UNITED NATIONS ROAD SAFETY CONVENTIONS

CONTRACTING PARTY STATUS

There are 58 United Nations legal instruments in the area of inland transport which are administered by the UNECE Inland Transport Committee as well as its working parties and treaty bodies. Of the 58 conventions, six road safety instruments are considered to be priorities for accession:

1

1968 Convention on Road Traffic

2

1968 Convention on Road Signs and Signals

3

1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations

4

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

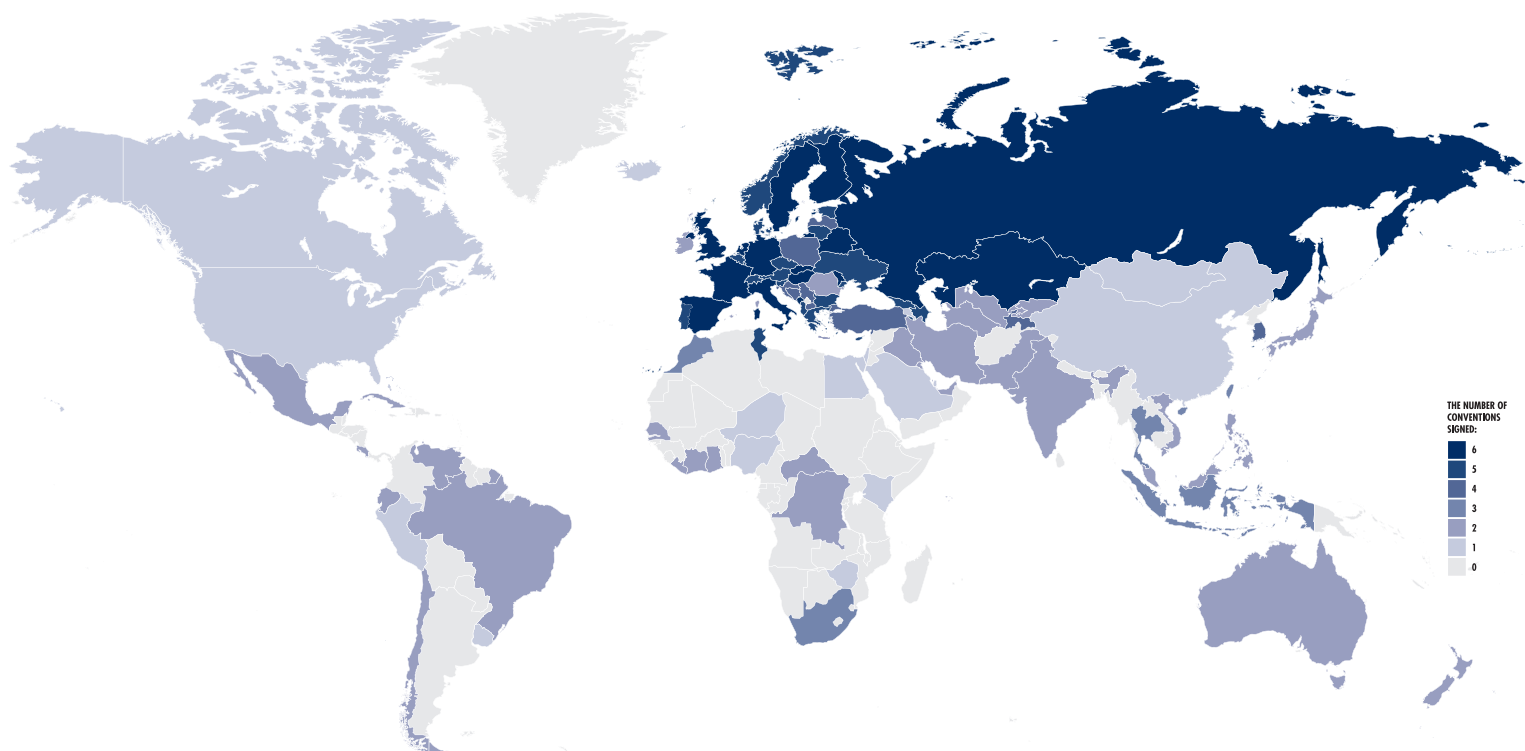
5

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 injuries from road traffic crashes. Road safety governance is above all about the political will to create and carry out a national strategy and programme. The United Nations General Assembly resolutions on «Improving global road safety» encourage all Member States to accede to the conventions and agreements.



OVERVIEW: SIX PRIORITY UNITED NATIONS ROAD SAFETY CONVENTIONS

1. 1968 Convention on Road Traffic

The 1968 Convention provides rules on all aspects of 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 user behaviour.

2. 1968 Convention on Road Signs and Signals

The Convention provides over 250 commonly agreed road signs, signals and road markings. It 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 contributes to safer mobility.

3. 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations 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 United Nations Regulations

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 140 UN Regulations (such as helmets, 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 cover environmental behavior and safety of vehicles in use. 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.

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 2017), outline 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

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 of road crashes, it is about holding the value of life at the highest level. Every individual on our planet deserves to live a safe, healthy and prosperous life.

BECOMING A CONTRACTING PARTY

All the above Conventions have entered into force but remain open to all UN member States that wish to become Contracting Parties, by submitting «an instrument of ratification or accession», to the Secretary-General of the United Nations. Typically, becoming a Contracting Party to a Convention after it has already entered into force requires accession, whereas ratification is required for signatory States.

An instrument of accession is a legal document (see model instrument on page 3), signed and sent via Permanent Missions to the United Nations in New York to the Secretary-General of the United Nations. In practice, the Treaty Section of the Office of Legal Affairs at the United Nations Headquarters (New York) will receive, review, and accept in deposit the instrument of accession. The instrument of accession can only be signed by the Head of State, Head of Government or the Minister for Foreign Affairs. Becoming a Contracting Party to these UN road safety Conventions does not involve any financial obligation or fee.

Before a Head of State, Head of Government or Minister for Foreign Affairs signs and deposits an instrument of accession with the Secretary-General, domestic constitutional procedures usually have to be followed for a State to make a formal decision to become a Contracting Party to a Convention. This, in some cases, means that Parliament has to agree, or that the Constitutional court of the country has to examine the treaty in question and to provide a formal confirmation that the instrument in question does not contradict the Constitution (judicial review). In other cases, various councils or other institutions within the government have to give their approval before accession can be sent. Experience shows that it is often effective for the national authorities involved to:

- a. Translate the legal instrument into the national language;
- b. Conduct and provide a cost-benefit analysis, outlining the resources (fiscal or human) required for implementation (e.g. training, setting up certification authorities or enforcement agencies);
- c. Determine a list of any required national legal reforms;
- d. Consult with industry representatives and civil society to ensure full transparency and legal certainty for everyone affected by the new rules.

Once the instruments of accession to these Conventions are deposited, they enter into force after a designated period of time. For ease of reference, the two 1968 Conventions enter into force 12 months after the deposit of the instrument; ADR enters into force a mere 30 days after the deposit of the instrument, with longer periods envisaged for the entry into force of the technical Annexes; the 1958, 1997 and 1998 Agreements each stipulate for sixty days between accession and entry into force. The period between accession and entry into force is designed to allow governments to prepare for implementation. Unless a Convention specifically provides for progressive implementation or transitional periods after the entry into force, generally speaking once a treaty enters into force for a country it is not possible to invoke national law as grounds for non-implementation.

The United Nations Office of Legal Affairs, Treaty Section, which is based at UN Headquarters (New York) discharges the responsibility for the depositary functions of the Secretary-General). More information on accession and other Treaty related procedures and legal requirements can be found in the Treaty Handbook:

https://treaties.un.org/Pages/Resource.aspx?path=Publication/TH/Page1_en.xml

The UNECE Inland Transport Committee, its World Forum for Harmonization of Vehicle Regulations (WP. 29), its Working Party on Road Traffic, now called the Global Forum for Road Traffic Safety (WP. 1), and its Working Party on the Transport of Dangerous Goods (WP. 15) can help to ease accession and implementation by providing advice and support for assistance and training.

More information is provided on the relevant sections of <http://www.unece.org/trans/welcome.html>

ANNEX 5 – MODEL INSTRUMENT OF ACCESSION

**(To be signed by the Head of State, Head of Government
or Minister for Foreign Affairs)**

ACCESSION

WHEREAS the [title of treaty, convention, agreement, etc.] was [concluded, adopted, opened for signature, etc.] at [place] on [date],

NOW THEREFORE I, [name and title of the Head of State, Head of Government or Minister for Foreign Affairs] declare that the Government of [name of State], having considered the above-mentioned [treaty, convention, agreement, etc.], accedes to the same and undertakes faithfully to perform and carry out the stipulations therein contained.

IN WITNESS WHEREOF, I have signed this instrument of accession at [place] on [date].

[Signature]

ACCESSION STATUS

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957
Afghanistan						
Albania						
Algeria						
Andorra						
Angola						
Antigua and Barbuda						
Argentina						
Armenia						
Australia						
Austria						
Azerbaijan						
Bahamas						
Bahrain						
Bangladesh						
Barbados						
Belarus						
Belgium						
Belize						
Benin						
Bhutan						
Bolivia						
Bosnia and Herzegovina						
Botswana						
Brazil						
Brunei Darussalam						
Bulgaria						

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957
Burkina Faso						
Burundi						
Cabo Verde						
Cambodia						
Cameroon						
Canada						
Central African Republic						
Chad						
Chile						
China						
Colombia						
Comoros						
Congo						
Costa Rica						
Côte d'Ivoire						
Croatia						
Cuba						
Cyprus						
Czech Republic						
Democratic People's Republic of Korea						
Democratic Republic of the Congo						
Denmark						



Ratification, accession,
definite signature



Signature

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957
Djibouti						
Dominica						
Dominican Republic						
Ecuador						
Egypt						
El Salvador						
Equatorial Guinea						
Eritrea						
Estonia						
Ethiopia						
European Union						*
Fiji						
Finland						
France						
Gabon						
Gambia						
Georgia						
Germany						
Ghana						
Greece						
Grenada						
Guatemala						
Guinea						
Guinea Bissau						
Guyana						
Haiti						
Holy See						
Honduras						
Hungary						
Iceland						
India						
Indonesia						

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Iran, Islamic Republic of						
Iraq						
Ireland						
Israel						
Italy						
Jamaica						
Japan						
Jordan						
Kazakhstan						
Kenya						
Kiribati						
Kuwait						
Kyrgyzstan						
Lao People's Dem. Rep.						
Latvia						
Lebanon						
Lesotho						
Liberia						
Libya						
Liechtenstein						
Lithuania						
Luxembourg						
Madagascar						
Malawi						
Malaysia						
Maldives						
Mali						
Malta						
Marshall Islands						
Mauritania						
Mauritius						
Mexico						

* The European Union requires its member States to apply the requirements of Annexes A and B of ADR to domestic traffic (directive 2008/68/EC).

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Micronesia (Federated States of)						
Monaco						
Mongolia						
Montenegro						
Morocco						
Mozambique						
Myanmar						
Namibia						
Nauru						
Nepal						
Netherlands						
New Zealand						
Nicaragua						
Niger						
Nigeria						
Norway						
Oman						
Pakistan						
Palau						
Panama						
Papua New Guinea						
Paraguay						
Peru						
Philippines						
Poland						
Portugal						
Qatar						
Republic of Korea						
Republic of Moldova						
Romania						

	ROAD TRAFFIC, 1968	ROAD SIGNS AND SIGNALS, 1968	VEHICLE REGULATIONS, 1958	TECHN. OF INSPECT. VEHICLES, 1997	GLOBAL VEHICLE REGULATIONS, 1998	DANG. GOODS BY ROAD (ADR), 1957
Russian Federation						
Rwanda						
Saint Kitts and Nevis						
Saint Lucia						
Saint Vincent and the Grenadines						
Samoa						
San Marino						
Sao Tome and Principe						
Saudi Arabia						
Senegal						
Serbia						
Seychelles						
Sierra Leone						
Singapore						
Slovakia						
Slovenia						
Solomon Islands						
Somalia						
South Africa						
South Sudan						
Spain						
Sri Lanka						
Sudan						
Suriname						
Swaziland						
Sweden						
Switzerland						
Syrian Arab Republic						
Tajikistan						
Thailand						



Ratification, accession,
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The FYR of Macedonia						
Timor-Leste						
Togo						
Tonga						
Trinidad and Tobago						
Tunisia						
Turkey						
Turkmenistan						
Tuvalu						
Uganda						
Ukraine						
United Arab Emirates						
United Kingdom						
United Rep. of Tanzania						
United States of America						
Uruguay						
Uzbekistan						
Vanuatu						
Venezuela						
Viet Nam						
Yemen						
Zambia						
Zimbabwe						