

# UNITED NATIONS ROAD SAFETY CONVENTIONS

## CONTRACTING PARTY STATUS

*There are 59 United Nations legal instruments in the area of inland transport which are administered by the United Nations Economic Commission for Europe (UNECE). Of the 59 conventions, seven 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

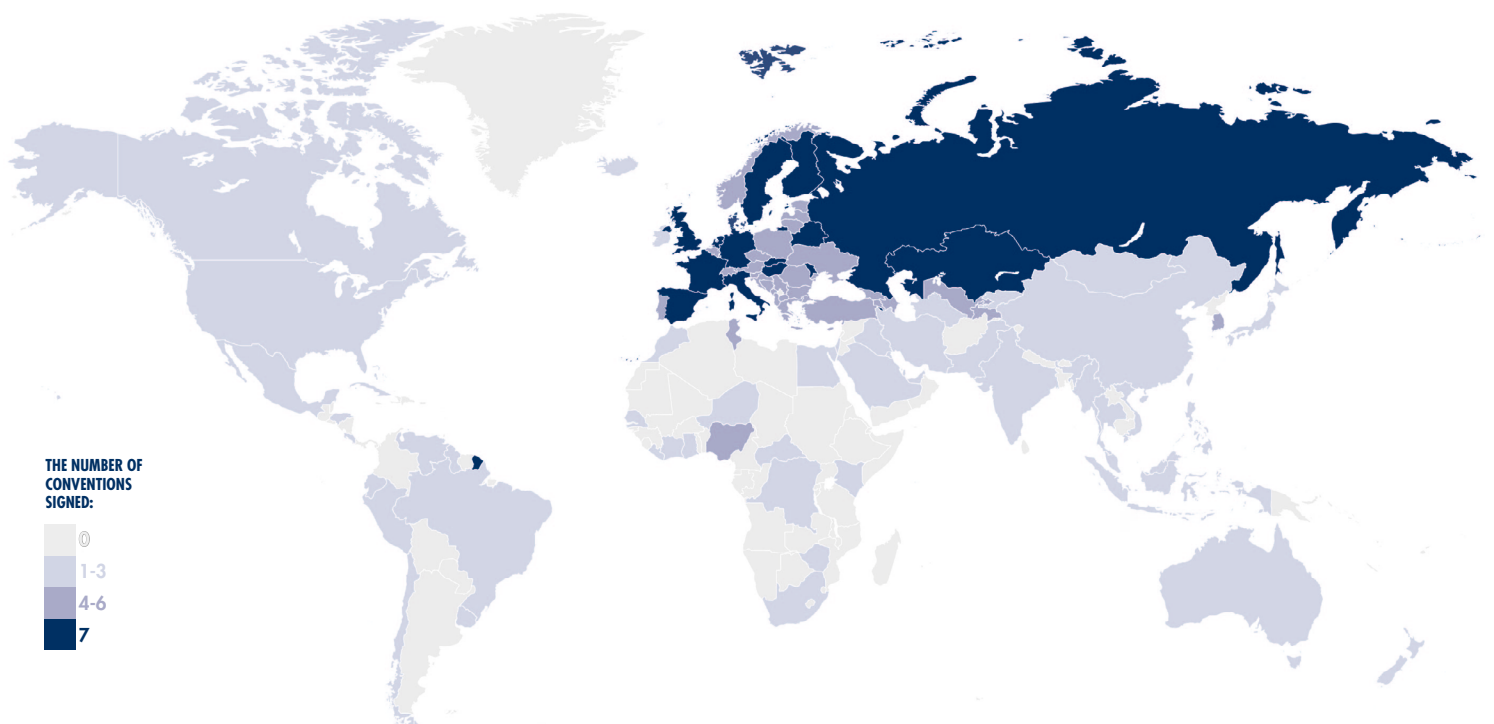
6

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

7

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

*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: SEVEN 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 2019), 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.

## 7. 1970 European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

The agreement regulates the driving times and rest periods of professional drivers. It defines the devices that are used to control those periods, and sets technical requirements for their construction, testing, installation and inspection. Additionally, the agreement lays down requirements for checking driving hours by enforcement authorities. By regulating the driving times and rest periods of drivers of commercial vehicles engaged in international transport, the agreement helps to prevent traffic accidents caused by driving excessive hours and it also creates a level playing field in the road haulage industry by promoting “fair competition”.

## 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 4), 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 AETR enters into force on the 180th day after the deposit of the instrument. The period between accession and entry into force is designed to allow governments to prepare for implementation. Generally once a treaty enters into force for a country, it is not possible to invoke national law as grounds for non-implementation, unless a Convention specifically provides for progressive implementation or transitional periods after the entry into force.

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](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	AETR, 1970
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	AETR, 1970
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							
Djibouti							

 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	AETR, 1970
Dominica							
Dominican Republic							
Ecuador							
Egypt							
El Salvador							
Equatorial Guinea							
Eritrea							
Estonia							
Eswatini							
Ethiopia							
European Union						*	
Fiji							
Finland							
France							
Gabon							
Gambia							
Georgia							
Germany							
Ghana							
Greece							
Grenada							
Guatemala							
Guinea							
Guinea Bissau							
Guyana							

	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	AETR, 1970
Haiti							
Holy See							
Honduras							
Hungary							
Iceland							
India							
Indonesia							
Iran							
Iraq							
Ireland							
Israel							
Italy							
Jamaica							
Japan							
Jordan							
Kazakhstan							
Kenya							
Kiribati							
Kuwait							
Kyrgyzstan							
Lao People's Dem. Rep.							
Latvia							
Lebanon							
Lesotho							
Liberia							
Libya							
Liechtenstein							

 Ratification, accession, definite signature
  Signature

\* 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).

	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	AETR, 1970
Lithuania							
Luxembourg							
Madagascar							
Malawi							
Malaysia							
Maldives							
Mali							
Malta							
Marshall Islands							
Mauritania							
Mauritius							
Mexico							
Micronesia (Federated States of)							
Monaco							
Mongolia							
Montenegro							
Morocco							

	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	AETR, 1970
Niger							
Nigeria							
North Macedonia							
Norway							
Oman							
Pakistan							
Palau							
Palestine							
Panama							
Papua New Guinea							
Paraguay							
Peru							
Philippines							
Poland							
Portugal							
Qatar							
Republic of Korea							
Republic of							

预览已结束，完整报告链接和二维码如下：

[https://www.yunbaogao.cn/report/index/report?reportId=5\\_960](https://www.yunbaogao.cn/report/index/report?reportId=5_960)

