

No. 17847. EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD TRAFFIC OPENED FOR SIGNATURE AT VIENNA ON 8 NOVEMBER 1968. CONCLUDED AT GENEVA ON 1 MAY 1971¹

N° 17847. ACCORD EUROPÉEN COMPLÉTANT LA CONVENTION SUR LA CIRCULATION ROUTIÈRE OUVERTE À LA SIGNATURE À VIENNE LE 8 NOVEMBRE 1968. CONCLU À GENÈVE LE 1^{er} MAI 1971¹

ENTRY INTO FORCE of the amendments to the above-mentioned Agreement

The amendments were proposed by the Government of Poland and circulated by the Secretary-General to the Contracting Parties on 28 February 1992. They came into force for all Contracting Parties on 28 August 1993, in accordance with article 6(2)(a) of the Agreement, except for Denmark,* Finland* and Germany* in respect to which only those amendments will enter into force, which these Parties have not rejected.

Authentic texts of the amendments: English, French and Russian.

Registered ex officio on 28 August 1993.

ENTRÉE EN VIGUEUR des amendements à l'Accord susmentionné

Les amendements avaient été proposés par le Gouvernement polonais et communiqués par le Secrétaire général aux Parties contractantes le 28 février 1992. Ils sont entrés en vigueur pour toutes les Parties contractantes le 28 août 1993, conformément au paragraphe 2 a de l'article 6 de l'Accord, à l'exception du Danemark*, de la Finlande* et de l'Allemagne*, à l'égard desquelles seuls les amendements que ces Parties n'ont pas rejetés, entreront en vigueur.

Textes authentiques des amendements : anglais, français et russe.

Enregistré d'office le 28 août 1993.

¹ United Nations, *Treaty Series*, vol. 1137, p. 369, and annex A in volumes 1202, 1207, 1247, 1365, 1393, 1403, 1439, 1444, 1518, 1656, 1679, 1696, 1723 and 1724.

* For the reservations, see p. 394 of this volume.

¹ Nations Unies, *Recueil des Traités* vol. 1137, p. 369, et annexe A des volumes 1202, 1207, 1247, 1365, 1393, 1403, 1439, 1444, 1518, 1656, 1679, 1696, 1723 et 1724.

* Pour les réserves, voir p. 394 du présent volume.

A. PROPOSED AMENDMENTS TO THE ANNEX TO THE 1971 EUROPEAN AGREEMENT
SUPPLEMENTING THE 1968 CONVENTION ON ROAD TRAFFIC
(E/ECE/813 - E/ECE/TRANS/567)

3.*/ Ad Article 1 of the Convention (Definitions)

Insert the following text after the text relating to subparagraph (c):

"Additional subparagraph to be inserted immediately after
subparagraph (c) of this Article

This subparagraph shall be read as follows:

"'Residential area' means a specially designed area where special traffic rules apply and which is signposted as such at its entries and exits;""

6. Ad Article 7 of the Convention (General rules)

For the text entitled "Additional paragraphs to be inserted at the end of this Article" substitute:

"Additional paragraph to be inserted at the end of this Article

This paragraph shall be read as follows:

"Domestic legislation shall make rules as to the use of safety-belts or similar devices by children and as to the carrying of children in the front seats.""

7. Ad Article 8 of the Convention (Drivers)

Amend and supplement to read:

"Paragraph 2

This paragraph shall be read as follows:

"Domestic legislation must provide that pack, draught or saddle animals, and, except in such special areas as may be marked at their entrances, cattle, singly or in herds, or flocks, shall have a driver able to guide the animals at all times."

Paragraph 5

This paragraph shall be read as follows:

"Every driver shall have his vehicle under control so as to be able to exercise due and proper care at all times. He shall be acquainted with the road traffic and safety regulations, and be aware of the factors which may affect his behaviour such as fatigue, taking of medication and driving under the influence of alcohol and drugs."

*/ This figure and the figures following it refer to numbers of the amended paragraphs of the annex of the European Agreement.

Additional paragraph to be inserted immediately after paragraph 5 of this Article

This paragraph shall be read as follows:

"6. Domestic legislation shall establish specific provisions concerning driving under the influence of alcohol and determine a legal blood-alcohol level and, if appropriate, a legal breath-alcohol level, incompatible with driving a vehicle. Under domestic legislation the maximum alcohol level shall in no case exceed 0.80 g per litre of pure alcohol in the blood or 0.40 mg per litre in the air expelled.""

10. Ad Article 11 of the Convention (Overtaking and movement of traffic in lines)

Add at the end of the text:

"Paragraph 11

This paragraph shall be read as follows:

"(a) In built-up areas, on carriageways where at least two lanes are reserved for traffic in the same direction and are indicated by longitudinal markings, the provisions of Article 10, paragraph 3 of the Convention shall not apply; drivers of motor vehicles may use the lane best suited to their destination. They shall change lanes only when preparing to turn right or left, to overtake, to stand, or to park, in accordance with the rules governing these manoeuvres.

(b) In the case mentioned under (a) above, vehicles on lanes corresponding to the direction of traffic that are moving faster than those on more outer lanes shall not be deemed to be overtaking for the purposes of this article. However, the provisions of paragraph 9 of this Article shall remain applicable.

(c) Subparagraph (a) above shall not be applicable on motorways and on roads other than motorways which are reserved for motor vehicle traffic, duly signposted as such and not affording access to or from properties alongside, or on any roads where speed exceeding 80 km (50 miles) per hour is allowed.""

12. Ad Article 13 of the Convention (Speed and distance between vehicles)

Insert at the beginning of the text:

"Paragraph 1

This paragraph shall be read as follows:

"Every driver of a vehicle shall, when adjusting the speed of his vehicle, pay constant regard to the circumstances, in particular the lie of the land, the state of the road, the condition and load of his vehicle, the weather conditions and the density of traffic, so as to be able to stop his vehicle within his range of forward vision and short of any foreseeable obstruction. He shall slow down and if necessary stop whenever circumstances so require, and particularly when visibility is not good.""

15. Ad Article 18 of the Convention (Intersections and obligation to give way)

Add at the end of the text:

"Additional paragraph to be inserted immediately after paragraph 7 of this Article

This paragraph shall be read as follows:

"No provisions of this article shall be construed as preventing Contracting Parties or subdivisions thereof from extending the right of way mentioned in paragraph 2 of this article to all road users.""

For the text of paragraph 17 of the Annex to the European Agreement substitute:

- "17. Ad Article 21 of the Convention (Behaviour of drivers towards pedestrians)

Paragraph 3

This paragraph shall be read as follows:

"Without prejudice to the provisions of Article 7, paragraph 1 and Article 13, paragraph 1 of the Convention, if there is on the carriageway no pedestrian crossing sign-posted as such or indicated by markings on the carriageway, drivers turning into another road shall do so giving way, if necessary stopping for this purpose, to pedestrians who have stepped on to the carriageway. They shall also pay particular attention to pedestrians crossing the carriageway to board a public transport vehicle or after alighting from it."

Additional paragraphs to be inserted at the end of this Article

These paragraphs shall be read as follows:

" - When, on roads reserved for pedestrians, certain vehicles are allowed entry in particular circumstances, domestic legislation may lay down regulations governing the behaviour of road users, so as to avoid any conflict between the various road users and set a maximum speed limit so that drivers could stop in time to avoid endangering pedestrians.

- No driver shall enter a pedestrian crossing without first ascertaining that he may not be obliged to stop on it.

- Drivers emerging on to a road from an area bordering it or leaving the road for an area bordering it shall give way to pedestrians.""

18. Ad Article 23 of the Convention (Standing and parking)

(a) Delete the texts relating to:

paragraph 1,
paragraph 3, subparagraph (b),
paragraph 3, subparagraph (c) (v)

of the Convention.

(b) Add at the end of the text:

"Additional paragraph to be inserted at the end of this Article

This paragraph should be read as follows:

"(a) Domestic legislation may allow disabled persons with limited mobility to park their vehicles on public roads where parking is otherwise prohibited or beyond the specified time at points where parking time is restricted.

(b) States may issue to disabled persons with limited mobility a document bearing at least the international symbol for the disabled and the holders name. This document shall be shown as appropriate when any such person makes use of the facilities referred to in subparagraph (a) above. Contracting Parties will recognize such documents issued by other Contracting Parties and allow persons with such documents to use the facilities referred to in subparagraph (a) above."

19. Ad Article 25 of the Convention (Motorways and similar roads)

(a) Add at the end of the text relating to paragraph 1 of the Convention:

"(c) Processions, demonstrations, rallies, advertising motorcades, motor sports events and technical tests of vehicles and chassis prototypes shall be prohibited subject to such provisions as may be laid down by domestic legislation."

(b) Insert the following text after the text entitled: "Additional paragraph to be inserted immediately after paragraph 1 of this Article":

"Additional paragraph to be inserted immediately after paragraph 3 of this Article

This paragraph shall be read as follows:

"Vehicles towed by means of a makeshift device shall be forbidden access to motorways unless exceptions are provided for by the domestic legislation. Disabled vehicles which have broken down on a motorway and are towed by means of a makeshift device shall leave the motorway at the nearest exit. For the purposes of this rule, makeshift devices include rope, wire, etc."

(c) Amend the text relating to paragraph 4 of the Convention:

"Paragraph 4

This paragraph shall be read as follows:

"For the purpose of the application of the previous paragraphs of this Article, other roads reserved for motor vehicle traffic, duly sign-posted as such and not affording access to or from properties alongside, shall be treated as motorways."

20. Ad Article 27 of the Convention (Special rules applicable to cyclists, moped drivers and motor cyclists)

Add at the end of the text:

"Additional paragraph to be inserted at the end of this Article

This paragraph shall be read as follows:

"The wearing of approved protective helmets is compulsory for drivers and passengers of motor cycles and mopeds, save where exceptions are granted by domestic legislation.""

Insert a new paragraph after paragraph 20 of the Annex of the European Agreement to read:

"20 bis. Additional articles to be inserted immediately after Article 27 of the Convention

These articles shall be read as follows:

"ARTICLE 27 bis

Special rules applicable to residential areas signposted as such

In residential areas, signposted as such:

(a) Pedestrians may make use of the road over its entire width. Games are allowed;

(b) Drivers shall proceed at very low speed, as specified by national legislation and which in no case should exceed 20 km (12 miles) per hour;

(c) Drivers shall not put pedestrians at risk nor behave in an obstructive manner. If necessary they shall stop;

(d) Pedestrians shall not impede vehicular traffic unnecessarily;

(e) Parking is forbidden except where allowed by parking signs;

(f) At intersections, road users emerging from a residential area shall give way to other road users, except when otherwise provided in domestic legislation.

ARTICLE 27 ter

Pedestrian areas

Domestic legislation may make provision for pedestrian areas comprising one or more roads reserved for pedestrian traffic and specify the conditions for the exceptional access of vehicles.

ARTICLE 27 quaterSpecial rule applicable to persons doing construction and maintenance work on roads

Persons doing construction or maintenance work on roads shall wear fluorescent and reflective garments making them highly conspicuous during day and night.””

22. Ad Article 30 of the Convention (Loading of vehicles)

Amend to read:

“Paragraph 4

This paragraph should read as follows:

“Loads projecting beyond the front, rear or sides of the vehicle shall be clearly marked in all cases where their projection might not be noticed by the drivers of other vehicles; between nightfall and dawn, and also at other times when visibility is inadequate, a white light and a white reflecting device shall be used for such marking at the front and a red light and a red reflecting device at the rear. More particularly, on power-driven vehicles and their trailers:

(a) Loads projecting more than 1 m beyond the front or rear of the vehicle shall always be marked;

(b) Loads projecting more than 1 m beyond the rear of the vehicle shall be marked by a square or triangular panel, with sides measuring at least 0.40 m fixed at the load's outer edge in such a way as to remain constantly on a vertical plane perpendicular to the vehicle's median longitudinal plane, or by a three-dimensional device (pyramidal, prismatic or cylindrical) hanging from the end of the load and having an adequate surface or projection. The panel shall have red and white stripes and the three-dimensional device red and white coloured stripes or light-coloured sides. The red and white coloured parts shall be equipped with reflectors or a retro-reflective coating. The highest point of the illuminating or reflective surface of the device mentioned above shall be not more than 1.60 m above ground level. The lowest point shall not be less than 0.40 m above ground level;

(c) In the case of short distance occasional transport, domestic legislation may provide for simpler markings.””

23. Additional Article to be inserted immediately after Article 30 of the Convention

Delete this paragraph from the Annex of the European Agreement.

25. Ad Article 32 of the Convention (Lighting: General requirements)

Delete this paragraph from the Annex of the European Agreement.

Insert new paragraphs at the end of the Annex to the European Agreement to read:

- "27. Ad Article 44 of the Convention (Conditions for the admission of cycles and mopeds to international traffic)

Paragraph 1

Additional subparagraph to be inserted at the end of this paragraph

This subparagraph shall read as follows:

"On the side: Be equipped with amber reflex-reflectors fixed to the spokes of the wheels; or with retro-reflective devices showing a continuous circle."

Paragraph 2, subparagraph (d)

This subparagraph shall read as follows:

"(d) Be equipped with a red reflex-reflector at the rear, and a lamp showing a white or selective-yellow light to the front and a lamp showing a red light to the rear;"

Additional subparagraph to be inserted at the end of paragraph 2

This subparagraph shall read as follows:

"Be equipped with lateral markings consisting either of amber reflex-reflectors or retro-reflective devices showing a continuous circle."

28. Ad Annex 1 to the Convention (Exceptions to the obligation to admit motor vehicles and trailers in international traffic)

Additional paragraph to be inserted immediately after paragraph 7 of this Article

This paragraph shall be read as follows:

"7 bis Contracting Parties may make it a condition for the admission to their territories in international traffic of any motor vehicle having a permissible maximum mass over 3,500 kg, that the motor vehicle shall carry snow chains or other equally effective devices on board during winter weather conditions.""

B. EXPLANATORY MEMORANDUM (Justification regarding the proposed amendments)

Paragraph 3 (Ad Article 1 to the Convention)

Amendment resulting from the inclusion of Article 27 bis "Special rules applicable to residential areas signposted as such" in the Annex of the European Agreement.

Paragraph 6 (Ad Article 7 of the Convention)

The high rate of child casualties in road traffic justifies putting Contracting Parties under an obligation to make rules in domestic legislation concerning the protection of children travelling in motor vehicles.

Provisions contained in the additional paragraphs of Article 7 included in the present European Agreement are proposed to be included in the Convention therefore they are deleted from the amended text of the European Agreement.

Paragraph 7 (Ad Article 8 of the Convention)

The consideration of the various accident factors reveals a considerable preponderance of factors of human origin. The proposed amendments thus make it the duty of Contracting Parties to ensure that the driver is duly informed of the risk factors which may affect his behaviour when driving and of traffic safety rules.

Since consumption of alcohol is one of the main causes of accidents, it is proposed that domestic legislations should establish specific provisions to combat driving under the influence of alcohol.

Paragraph 10 (Ad Article 11 of the Convention)

In accordance with the provisions of the present Convention the exemptions from the provisions of article 10, paragraph 3 of the Convention may be set out, under certain conditions, in domestic legislation. Thus, the application of the provisions of article 10, paragraph 3 may vary in various countries causing a danger for international traffic.

The proposed amendment is intended to avoid the above-mentioned divergences and to eliminate the possibility of the exemptions from the provisions of article 10, paragraph 3 under the circumstances when it might cause a danger.

Paragraph 12 (Ad Article 13 of the Convention)

It is proposed to delete the first sentence of paragraph 1 from the European Agreement because the provision contained therein is included in the amended text of article 8, paragraph 5 of the Agreement.

Paragraph 15 (Ad Article 18 of the Convention)

In accordance with the provisions of article 18, paragraphs 2 and 3 of the present Convention every driver emerging on to the road from a path or an earth-track or a property bordering thereon shall give way only to vehicles travelling on that road. According to paragraph 3 of the European Agreement a driver emerging on to a road from a property bordering thereon shall give way to all road users.

The purpose of the proposed provision of the additional paragraph is to allow the possibility also to extend the obligation mentioned in paragraph 2 to all road-users."

Paragraph 17 (Ad Article 21 of the Convention)

Amendment to paragraph 3 of the Convention

The proposed amendment is intended to ensure the protection of pedestrians crossing the carriageway to board a public transport vehicle or after alighting from it.

The first new paragraph proposed to be inserted in Article 21 of the European Agreement

Roads reserved for pedestrians have existed in many countries in Europe. Their essential characteristics are that they are primarily reserved for pedestrians although, on an exceptional basis and with certain restrictions, vehicles are allowed entry. Only a few countries have regulations such as those relating to maximum speed or the priority as between vehicles and pedestrians.

It is advisable, therefore, that rules to help prevent conflicts between pedestrians and vehicles on such roads be established in domestic legislation.

The second and third new paragraphs proposed to be inserted in Article 21 of the European Agreement

The proposed amendments are intended to improve the safety of pedestrians through setting out provisions preventing hindrance to pedestrian traffic caused by vehicles which stop on the pedestrian crossing when traffic is dense and ensuring the safety of pedestrians not only in right turns at intersections but also in cases where the vehicle leaves a road or emerges on to it.

Paragraph 18 (Ad Article 23 of the Convention)

(a) These provisions are proposed to be included in the Convention.

(b) Disabled persons with reduced mobility constitute a considerable and growing part of road-users. Therefore, special provisions intended to facilitate their movement in road traffic, in particular those relating to parking regulations, may be set out in domestic legislation.

Paragraph 19 (Ad Article 25 of the Convention)

(a) The proposed new provisions are intended to introduce prohibitions which apply on motorways, additional to those contained already in the Convention, in order to increase traffic safety and ensure fluid traffic flow on motorways.

(b) As above

(c) Amendment resulting from the inclusion of a new paragraph in the European Agreement.

Paragraph 20 (Ad Article 27 of the Convention)

Since the risk of death or serious injury in the event of an accident involving users of two-wheeled power-driven vehicles is substantially reduced for those wearing protective helmets, domestic legislation in the majority of European countries has already made the use of approved protective helmets compulsory for drivers and passengers of motor cycles and mopeds.

It is recognized, therefore, that such provision should be included in the European Agreement.

Paragraph 20 bis (Additional articles proposed to be inserted in the European Agreement)

Article 27 bis

The aim of establishing special rules applicable to "residential areas" is to facilitate the coexistence of drivers and pedestrians on roads where there is little traffic, thus improving social contacts between local residents and improving pedestrian safety by making special arrangements to this effect, notably by eliminating the conventional distinction between carriageway and pavement.

Special rules which apply to "residential areas" signposted as such shall be known to drivers in international traffic.

Article 27 ter

See: justification regarding amendment to article 21, paragraph 5.

Article 27 quater

The provision which obliges persons working on roads to wear appropriate garments making them conspicuous for drivers during day and night are intended to decrease the risk of accidents involving such persons.

Paragraph 22 (Ad Article 30 of the Convention)

Loads projecting beyond the front, rear or sides of the vehicle may cause a danger, particularly when their projection might not be noticed by the drivers of other vehicles, therefore, proper marking of such loads is essential for road safety.

The proposed amendments are intended to lay down detailed requirements concerning the marking of loads projecting more than 1 m beyond the rear of the vehicles, since this is a case of a particular danger.

Paragraph 23 (Additional Article to be inserted immediately after Article 30 of the Convention)

This provision is proposed to be included in the Convention.

Paragraph 25 (Ad Article 32 of the Convention)

These provisions are proposed to be included in the Convention (the amended text of article 32 and 33).

Paragraph 27 (Ad Article 44 of the Convention)

The proposed amendments are aimed at increasing safety of users of bicycles and mopeds by improving the visibility of such vehicles at night.

Paragraph 28 (Ad Annex 1 of the Convention)

For the purpose of road safety and fluidity of traffic it is necessary for some countries to make it a condition for the admission to their territories of certain categories of motor vehicles that they shall carry snow chains on board during winter weather conditions.

*RESERVATIONS**DENMARK*

“... The Government of Denmark can accept the proposed amendments except what regards Article 11, paragraph 11 (*a*) of item 10, which has to be rejected.”

FINLAND

“Finland accepts the proposed amendments to the European Agreement Supplementing the Convention on Road Traffic, but wishes to inform the Depository and the Contracting Parties, that if the amendments are deemed accepted, Finland will make the following reservations pursuant to Article 11, paragraph 2, of the Agreement:

1. Finland does not consider itself to be bound by the first sentence of subparagraph (*a*) of the proposed amendment to paragraph 10 of the Annex to the European Agreement (*Ad* Article 11 of the Convention).

2. Finland does not consider itself to be bound by subparagraph (*f*) of the proposed new paragraph 20 *bis* of the Annex to the European Agreement (*Ad* Article 27 *bis* of the Convention).

The reservations of Finland to the above-mentioned amendments will be formulated and made in due time before the entry into force of the said amendments.”

*RÉSERVES**DANEMARK*

[TRANSDUCTION — TRANSLATION]

Le Gouvernement danois est en mesure d'accepter les amendements proposés, sauf en ce qui concerne l'article 11, paragraphe 11 *a* (point 10), qu'il rejette.

FINLANDE

[TRANSDUCTION — TRANSLATION]

La Finlande accepte les amendements proposés à l'Accord européen complétant la ... Convention mais tient à informer le Dépositaire et les Parties contractantes que, si ces amendements sont acceptés, elle formulera les réserves suivantes, conformément au paragraphe 2 de l'article 11 de l'Accord :

La Finlande ne se considère pas comme tenue par la première phrase de l'alinéa *a* de l'amendement proposé au paragraphe 10 de l'annexe à l'accord européen (concernant l'article 11 de la Convention.)

La Finlande ne se considère pas comme tenue par l'alinéa *f* du nouveau paragraphe 20 *bis* proposé dans l'annexe de l'Accord européen (concernant l'article 27 *bis* de la Convention).

Les réserves de la Finlande aux amendements susmentionnés seront formulées en temps voulu avant l'entrée en vigueur desdits amendements.

GERMANY

ALLEMAGNE

[GERMAN TEXT — TEXTE ALLEMAND]

daß die Bundesrepublik Deutschland den Änderungsvorschlägen Polens zu dem Europäischen Zusatzübereinkommen vom 1. Mai 1971 zu dem Übereinkommen vom 8. November 1968 über den Straßenverkehr mit Maßgabe der folgenden Vorbehalte zustimmen kann:

1. Die Bundesrepublik Deutschland betrachtet sich, für bestimmte Fahrzeugkategorien, an Nummer 10 des Anhangs zu Artikel 11 des Übereinkommens (Überholen und Fahren in Reihen) nicht gebunden.
2. Die Bundesrepublik Deutschland betrachtet sich an Nummer 18 Buchstabe b des Anhangs zu Artikel 23 des Übereinkommens (Halten und Parken), soweit der Ausweis mit dem Namen des Inhabers versehen sein muß, nicht gebunden.
3. Die Bundesrepublik Deutschland betrachtet sich, für den Autobahnen ähnliche Straßen, nicht an Nummer 19 Buchstabe b des Anhangs zu Artikel 25 zusätzlicher Absatz, der unmittelbar nach Absatz 3 einzufügen ist, nicht gebunden.

[TRANSLATION]

... The Federal Republic of Germany can accept the amendments proposed by Poland to the European Agreement of 1 May 1971 supplementing the Convention of 8 November 1968 on Road Traffic with the following reservations:

1. The Federal Republic of Germany does not consider itself bound, as to certain vehicle categories, by paragraph 10 of the annex to article 11 of the Convention (overtaking and movement of traffic in lines).
2. The Federal Republic of Germany does not consider itself bound by paragraph 18 (b) of the annex to article 23 of the Convention (standing and parking) to the extent that the paragraph in question requires the document to bear the holder's name.
3. The Federal Republic of Germany does not consider itself bound, in respect of motorways and similar roads, by paragraph 19 (b) of the annex to article 25 additional paragraph to be inserted immediately after paragraph 3."

[TRADUCTION]

... La République fédérale d'Allemagne est en mesure d'accepter les propositions d'amendements de la Pologne à l'Accord européen du 1^{er} mai 1971 complétant la Convention sur la circulation routière du 8 novembre 1968, avec les réserves suivantes :

1. La République fédérale d'Allemagne ne se considère pas liée, pour certaines catégories de véhicules, par le point 10 de l'annexe relatif à l'article 11 de la Convention (Dépassement et circulation en files).
2. La République fédérale d'Allemagne ne se considère pas liée par le point 18 b de l'annexe relatif à l'article 23 de la Convention (Arrêt et stationnement), dans la mesure où le permis doit indiquer le nom du propriétaire.
3. La République fédérale d'Allemagne ne se considère pas liée, pour ce qui concerne les routes assimilables à des autoroutes, par le point 19 b de l'annexe relatif au paragraphe additionnel à l'article 25 à insérer immédiatement après le paragraphe 3.