



United Nations

# UNECE Weekly

Economic Commission for Europe

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## United Nations Economic Commission for Europe 60th Anniversary Session

25-27 April 2007, Conference Room XIX, Palais des Nations

### TIMETABLE

#### Wednesday, 25 April

15:00	Opening Session Adoption of Agenda
15:15	General Segment
to	Item 2: Implementation of the reform
18:00	Item 3: Issues calling for action by the Commission
	Item 4: Election of Officers
<b>Other Events</b>	
<i>Wednesday, 25 April</i>	
17:30	Launching of the publication "Looking Back and Peering Forward"
18:00	Launching of the Myrdal Exhibition
<i>Friday, 27 April</i>	
13:00	Launching of UNECE/UNICEF/UNDP Regional MDG 'Product'

#### Thursday, 26 April

9:30	High-Level Segment Introductory remarks
10:00	Item 5: The United Nations for the ECE region
11:00	Item 6: Building on ECE's sixty-year contribution to pan-European integration:  (a) Cooperation for stability and prosperity in the ECE region
13:00	Lunch break
15:00	(b) Pan-European economic integration in a globalized world
17:30 to 18:00	Item 7: Declaration on ECE's contribution to pan-European integration

#### Friday, 27 April

10:00	High-Level Segment (cont)  Item 8: Promoting sustainable development in the ECE region : some decisive factors  (a) Sustainable energy policies: the key to energy security
13:00	Lunch break
14:30 to 17:15	(b) Secure transport development: a key to regional cooperation
14:30 to 17:15	(c) The economics of gender in the European economy (in Conference Room XXIV)
17:30	Item 9: Other business
	Item 10: Adoption of Report
18:00	Close of session

See also [http://www.unece.org/commission/2007/62nd\\_index.htm](http://www.unece.org/commission/2007/62nd_index.htm).



### Young road users in the United Nations spotlight



Over 300 young people 18-24 years old representing about 100 countries will gather in Geneva on 23 and 24 April 2007 for a World Youth Assembly on Road Safety.

Following a UN General Assembly model, young people will discuss how best the safety of young road users can be achieved. They will also adopt a declaration aimed at raising the awareness of their peers, policymakers, parents, teachers and the media, about the daily tragedy on the roads, of which young people are the victims.

The World Youth Assembly will be the central event of the First United Nations Global Road Safety Week (23-29 April 2007), jointly organized by the World Health Organization (WHO) and the UN Regional Commissions, and targeted at young road users, including young drivers.

"Modelled on the previous UNECE Road Safety Weeks, the first Global Road Safety Week will provide UN Member States with a common framework for launching simultaneous national and local road safety campaigns, aimed at improving the safety of young road users and road

safety in general", said José Capel Ferrer, Director of the UNECE Transport Division.

Road accidents are a major cause of death for young people aged 5-24 years. Young drivers are prone to overestimate their own capabilities as well as those of their vehicle, and despite numerous campaigns, they continue to pay a heavy toll in road accidents, especially at weekends.

Statistics show that young people are over-represented in road



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accidents. Young people from 18-24 years represent about 10% of the population but 25% of those killed in road accidents around the world. In the UNECE region alone, where these percentages are 7% and 17% respectively, more than 29,000 young people between the ages of 0-24 years are killed every year on the roads.

But the First UN Road Safety Week also aims to improve road safety in general. In Western Europe the long-term trends are quite positive. In the past 30-40 years, on average, the number of people killed on the roads per year has been halved, while road traffic has increased by a factor of 4.

As a pioneer international organization in the area of road safety, the UNECE has contributed to this achievement. It has done so through the development of uniform regulations for the various components of road traffic, firstly for the road user through harmonized traffic rules, signs and signals, but also for vehicles and the road infrastructure itself.

However, in 2004 still about 104,000 people were killed on European roads. There are large disparities in the distribution of road deaths and injuries in countries and groupings of countries. Relative to the number of vehicles registered, the number of

fatalities in the new EU-12 countries was about 3 times higher than in the EU-15. But where the situation is the worst is in the CIS countries where the ratio is about 10 times higher than in the EU-15.

Bad roads and old unsafe vehicles can be considered to be still major causes for such high numbers of victims in these countries. However, in all countries, studies have shown that incorrect human behaviour is the main cause of accidents. Excessive speed, driving under the influence of alcohol or drugs, and users not wearing safety belts or helmets are the main behaviour related risk factors in road deaths and injuries.

Improving behaviour requires, not only appropriate safety rules, but also the political will to respect them and to have them respected, adequate training and education, and information campaigns.

"The results achieved in Western Europe prove something which is very important: that road accidents can be prevented and lives saved. This should not lead us to complacency, but on the contrary, to redouble our efforts to save more lives. I hope that the First UN Global Road Safety Week will be a major step in this direction", added Mr. José Capel Ferrer.

For more information see: [www.unece.org/trans/globalroadsafetyweek](http://www.unece.org/trans/globalroadsafetyweek) or E-mail: [roadsafety@unece.org](mailto:roadsafety@unece.org).

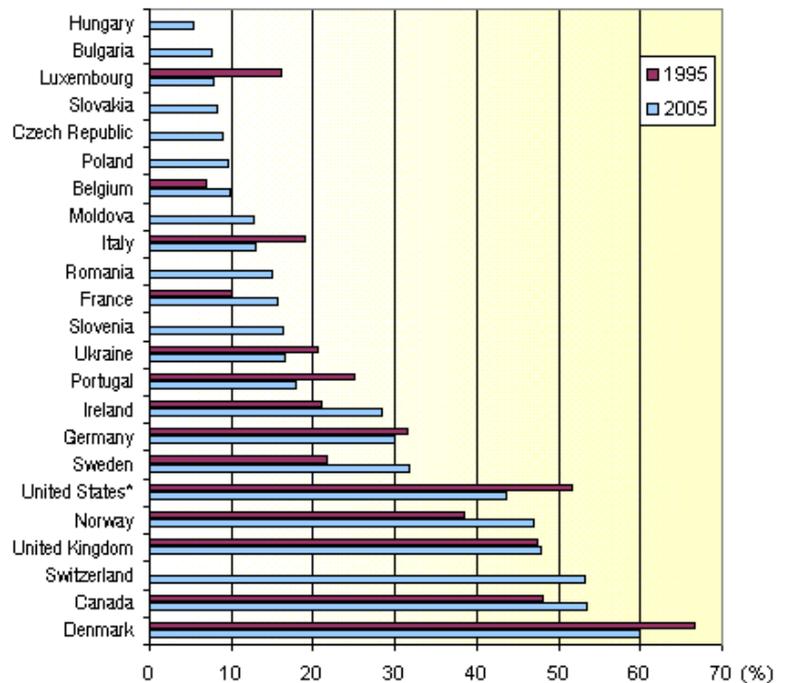
## Facts and figures

### Mixed involvement of young people in the labour market

Young people 15 to 19 years old are generally expected to be still in education, yet in many UNECE countries they are already active participants in the labour market. In Denmark, Canada, Switzerland and the United Kingdom, youth activity rates are only one-third below the overall labour force participation; in most other countries the differential between these rates is considerably higher. Youth involvement in the labour force concerns both full- and part-time jobs, but part-time engagements along with studies seem to be the more frequent pattern. As the chart indicates, high rates of youth economic activity are characteristic, with a few exceptions, for the high-income economies in Europe and North America.

Early youth integration into labour markets depends on many factors, including the availability of flexible working systems as well as youth attitudes that sometimes lead to disengagement from the labour force. The transition path from school to formal work is also important: in Denmark and Switzerland – two countries in our sample with youth activity rates exceeding 50% – the emphasis on apprenticeships seems to allow easier entry into the labour market for young job-seekers.

Economic activity rate of people 15-19 years old, 1995 and 2005 (in per cent)



Source: UNECE Gender Statistics Database (<http://www.unece.org/stats/data.htm>)

Notes: Economic activity rate refers here to the percentage share of labour force (employed or seeking employment) among the population aged 15-19 years. For Sweden and United States, data refer to the age group 16-19.

\* 1997 instead of 1995.