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Fiftieth session
Geneva, 7-10 November 2006

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY
ON ITS FIFTIETH SESSION**

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REPORT

I. ATTENDANCE

1. The Working Party on Road Traffic Safety (WP.1) held its fiftieth session in Geneva from 7 to 10 November 2006, chaired by Mr. Alexander Yakimov (Russian Federation). Representatives of the following member States participated: Austria, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, Germany, Greece, Hungary, Israel, Italy, Latvia, Lithuania, Norway, Portugal, Romania, Russian Federation, Slovakia, Spain, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America.
2. The European Commission, the World Health Organization (WHO) and the following non-governmental organizations were represented: Council of Bureaux; Federation of European Motorcyclists' Associations (FEMA); European Federation of Road Traffic Victims (FEVR); International Federation of Pedestrians (FIP); International Road Federation (IRF); International Motorcycle Manufacturers Association (IMMA); FIA Foundation for the Automobile and Society; European Cyclists' Federation (ECF); American Motorcyclist Association (AMA); and International Touring Alliance (AIT and FIA).

II. INTRODUCTION

3. The Chairman of WP.1, Mr. Alexander Yakimov (Russian Federation), drew attention to the importance of the session, the fiftieth to take place. He underscored that WP.1 was the only body of its kind in the world working to improve road safety, and pointed out the key role it played, both at the legislative level and by its promotion of road safety, for example through road safety weeks. He thanked the secretariat for the work it had done in recent years.

III. ADOPTION OF THE AGENDA (*agenda item 1*)

Document: ECE/TRANS/WP.1/105

4. The agenda was adopted without amendment.

IV. ADOPTION OF THE REPORTS OF THE FORTY-EIGHTH AND FORTY-NINTH SESSIONS OF THE WORKING PARTY (*agenda item 2*)

Documents: ECE/TRANS/WP.1/102 and ECE/TRANS/WP.1/104

5. The report of the forty-eighth session (ECE/TRANS/WP.1/102) was adopted. It was noted, however, that there was a typographical error in the Russian version, which referred to the forty-seventh session instead of the forty-eighth session.
6. The report of the forty-ninth session (ECE/TRANS/WP.1/104) was also adopted, with the following corrections:
 - In Annex 1, paragraph 1, modify the last sentence to read: “However, a special blood alcohol level not exceeding 0.2 g/l **may** be established for certain categories of drivers ...”;

- In Russian, in Annex 3, correct the title of paragraph 8.1.2.2.

7. In addition, the representative of Norway informed the Working Party that certain minor modifications of form had been made to Annex 4 on safety in tunnels, in cooperation with the secretariat of WP.15, notably concerning the presentation of the dates. These changes did not in any way alter the substance.

V. AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM

Document: ECE/TRANS/WP.1/2006/19

8. The secretariat informed the Working Party that:
- Liberia (on 16 September 2005), Kyrgyzstan (on 30 August 2006) and Peru (on 6 October 2006) had acceded to the Vienna Convention on Road Traffic;
 - Liberia (on 16 September 2005) and Kyrgyzstan (on 30 August 2006) had acceded to the Vienna Convention on Road Signs and Signals; and
 - Albania (on 27 October 2005) had acceded to the European Agreement supplementing the Convention on Road Traffic.

The secretariat also indicated that consolidated versions of the Conventions and Agreements were currently in preparation. It stated that it intended, if possible, to publish them in the three official ECE languages for the first United Nations Global Road Safety Week, to be held from 23 to 29 April 2007. Having heard that the English version was practically finished, the Working Party requested the secretariat to post it on the Transport Division website as soon as it was available, instead of holding back its release until the Road Safety Week.

9. The Working Party examined, paragraph by paragraph, the Legal Group's interim report on the subject of definitions for mopeds, motorcycles, motor tricycles, quadricycles and light quadricycles (ECE/TRANS/WP.1/2006/19). The approach proposed in the document was approved, with the following comments:

- In 1.1 (Objectives), modify the definition of a moped to read: “< or = 50 cc (*cylinder capacity*) and < or = 45 km/h (*speed*)”;
- Differing views were expressed on 1.3.3 (Reclassifying mopeds as motor vehicles). In particular, the participants mentioned the consequent changes that would be required, for example in respect of permits. It was noted that the Vienna Convention currently allows Contracting Parties to treat mopeds as motorcycles;
- 1.3.6 (Minimum speeds) also raised different reactions.

10. Following the discussion, WP.1 gave the Legal Group a mandate to pursue its work on the matter and asked the representative of IMMA to coordinate with WP.29. However, the Legal Group said, through its Chairman, Mr. Hoel (Norway), that it would be difficult for it to continue its work as long as no clear response had been given with respect to 1.3.3. Therefore, it considered that it would be preferable to await the results of the discussions in WP.29 on the definitions and the adoption of the third directive on driving licences before it continued its work.

VI. REVISION OF CONSOLIDATED RESOLUTIONS R.E.1 AND R.E.2

(agenda item 4)

Documents: TRANS/SC.1/294/Rev.5 and TRANS/SC.1/295/Rev.3

Consolidated Resolution on Road Traffic (R.E.1)

(a) Restructuring of and introduction to R.E.1

Document: ECE/TRANS/WP.1/2005/15/Rev.3

11. WP.1 thanked Mrs. Marque (France), who was unable to attend, for the assistance she had given to the secretariat in the preparation of documents for the session and in the establishment of a coherent structure for the new R.E.1. The secretariat made a general presentation of the new structure of R.E.1 (ECE/TRANS/WP.1/2005/15/Rev.3), which provides a global view of the future resolution. However, the contents of the document, which was available in English and French only, were not examined.

(b) Driving under the influence of alcohol

Document: ECE/TRANS/WP.1/2006/3/Rev.2

12. After a presentation of the background to the proposal made by the Chairman of the small group on drinking and driving, Ms. L. Iorio (Italy), the Working Party adopted document ECE/TRANS/WP.1/2006/3/Rev.2, with the following changes:

- Renumber 1.2.1 (Recommendations) as 1.2.2 in the English and Russian versions;
- In 1.2.2.1 (Legislation), replace the word “should” with “**may**”;
- In the last sentence of 1.2.2.5, replace “may” with “**should**” in the English and Russian versions. Insert the following sentence at the end of the paragraph: “**However, the use of such systems still needs further scientific and political evaluation.**”

13. The final version of the text incorporating the above amendments has been reproduced as addendum 1 to this report, under the symbol ECE/TRANS/WP.1/106/Add.1.

(c) **Improving motorcycle and moped safety**

Document: ECE/TRANS/WP.1/2006/4/Rev.2

14. The Working Party adopted document ECE/TRANS/WP.1/2006/4/Rev.2, with the following amendments:

- Paragraph 6.1.2.1.3: Delete the second paragraph, which duplicates 6.1.2.2.
- Paragraph 6.1.2.3: Amend the first paragraph as follows: “**Owing to the vulnerability of cyclists, to the extent possible provision should be made for** specific types of infrastructure in order to protect them and to reduce the potential for conflict with other road users.”

Nonetheless, it was decided to postpone consideration of all the provisions concerning the infrastructure covered by this paragraph and 6.2.2.7 so that they could be taken up at the same time as document ECE/TRANS/WP.1/2006/22, which specifically addresses the infrastructure for and the safety of two-wheelers (new chapter 11 of R.E.1). At that time, a decision could be taken whether to consolidate all those elements under chapter 11 or to retain certain elements in chapter 6.

- Paragraph 6.2.2.3 (Protective gear): It was decided to use the wording suggested by the secretariat, as reproduced in the footnote. The square brackets around the words “eye and face protection” should be deleted. Following the request by WP.1 to add a footnote referring to ECE Regulation No. 22 on protective helmets, WP.1 adopted the following wording, proposed by the secretariat: “The certification standards for motorcycle and moped riders and passengers are set out inter alia in Regulation No. 22 annexed to the 1958 European Agreement concerning the Adoption of Uniform Technical Prescriptions 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 Prescriptions.”
- Paragraph 6.2.2.6 (Trailers): The secretariat’s proposal to delete paragraph (b) between square brackets was adopted. The end of the sentence in former paragraph (c) (new paragraph (b)) should be amended as follows: “... **should be** affixed at the rear of the trailer **as already required by** article 36, paragraph 2, of the Convention on Road Traffic of 1968”.
- Paragraph 6.2.3.1 (Technical aspects): The new structure of this part would be as follows: after sections (A) and (B), add as section (C) a new paragraph entitled “**Passenger safety**”, with the following wording: “**If domestic legislation allows passengers on mopeds, the passenger should be provided with a seat and footrests.**” Lastly, insert as section (D) the section on trailers, currently under (E), with the wording proposed by the secretariat.

For the other parts of the text, it was proposed to create a paragraph 6.2.3.2 (Use of mopeds), adopting the same structure as that used for motorcycles in paragraph 6.2.4.2.

- In paragraph 6.2.4.1 (Technical aspects): The title of section (C) should be amended to “**Passenger safety**”, and the sentence should begin as follows: “**The** passenger should ...”. Section (D) (Trailers) was adopted with the wording proposed by the secretariat.

15. To ensure uniformity in the sections dealing with mopeds and motorcycles, the secretariat was requested to harmonize the order of the paragraphs and the section headings, in particular in 6.2.3.2 and 6.2.4.2.

16. Since the consideration of the provisions relating to infrastructures had been postponed, a revised version of document ECE/TRANS/WP.1/2006/4/Rev.2 would be drawn up for the next session of WP.1 on the basis of the amendments adopted.

(d) **Seat belts and child restraints**

Documents: ECE/TRANS/WP.1/2006/5/Rev.1 and Add.1

17. The Working Party adopted document ECE/TRANS/WP.1/2006/5/Rev.1 as submitted, except for the section entitled “Legislation”, which was considered on the basis of document ECE/TRANS/WP.1/2006/5/Rev.1/Add.1. It nonetheless requested that the term “child restraint system” should be used when reference was made to such a system.

18. The Working Party subsequently adopted the section entitled “Legislation” on the basis of document ECE/TRANS/WP.1/2006/5/Rev.1/Add.1, making the following amendments to the text contained in the list of decisions, issued as document ECE/TRANS/WP.1/2006/CRP.3/Add.3:

- Regarding the part entitled “Fitting vehicles with seat belts and anchorages”, WP.1 requested the secretariat to draft the two footnotes and to verify the terms used in cooperation with the secretariat of WP.29.
- On the use of restraint systems: In the first subparagraph of paragraph (a), invert the word order as follows: “... as required, **for example**, by ...”. In the second subparagraph, add “**for example**” after “may have to be considered”.
- Child restraint systems: Amend the second sentence of the second paragraph as follows: “**In addition, Governments should examine the possibility of prohibiting** the sale of child restraints that ...”.

19. The final version of the consolidated text incorporating the above amendments has been reproduced as addendum 2 to this report, under the symbol ECE/TRANS/WP.1/106/Add.2.

(e) **Safety of pedestrians**

Document: ECE/TRANS/WP.1/2006/7/Rev.2

20. The Working Party adopted document ECE/TRANS/WP.1/2006/7/Rev.2, with the following amendments:

- Paragraph 3.2.3: In the title, add “**Education and ...**”. Add a new subparagraph (c) as follows: “**Road safety education and campaigns should also be used to inform pedestrians of road traffic rules, help them to respect these rules and advise them how to avoid dangerous situations when moving on foot, including when they have priority.**” Current subparagraphs (c) and (d) thus become subparagraphs (d) and (e).
- Paragraph 8.1.1: Merge the last two sentences of the first subparagraph as follows: “If this is not avoidable, **exceptions should be marked on the ground, indicating spaces for parking, thereby ensuring that** sufficient space is left for the movement of pedestrians and **persons with reduced mobility who use a wheelchair.**”
- Paragraph 8.1.2.2: Amend the second sentence as follows: “... or **stopping or parking** should be prohibited within a distance of at least five metres before the crossing, as is required **for example** by article 23.3 of the European Agreement supplementing the Vienna Convention on Road Traffic (Ad article 23.3). **To ensure that this prohibition is respected, appropriate road markings should be used.**”
- Paragraph 8.1.2.3: Amend the last sentence of the second subparagraph as follows: “Crossings should also be **clearly marked on the road, as stipulated for example** by the Vienna Convention on Road Signs and Signals (**Annex 2**), **and be** illuminated much more brightly than other parts of the road.”

In the sixth subparagraph, delete “where a road enters a built-up area” and amend the end of the sentence as follows: “... pedestrian crossings should be **avoided wherever possible. If this is not possible, they should be** equipped with a central island and/or any other provision ...”.

- Paragraph 8.1.5: The Working Party decided to retain the version in italics with the following amendments:
 - Paragraph 8.1.5.1: At the end of the first sentence of the first subparagraph, add: “**It should be indicated by means of an appropriate signal such as that shown in the Vienna Convention on Road Signs and Signals.**” Amend the beginning of the last sentence to read: “**When establishing** such zones ...”. Delete (5) and renumber the last two points. Delete “pavement” in (6).
 - Paragraph 8.1.5.2: Change the title to “**Residential zones**” and amend the first sentence of the first subparagraph to read: “In places where ..., pedestrian preference zones **referred to as ‘residential zones’** may be established.” Delete the text in bold.

- Paragraph 8.3: In the last sentence, replace “is in any event” by “**may in any event be**”.

21. The final version of the text incorporating the above amendments has been reproduced as addendum 3 to this report, under the symbol ECE/TRANS/WP.1/106/Add.3.

(f) Driving permits

Document: ECE/TRANS/WP.1/2006/9/Rev.1

22. The Working Party adopted the above document with the following amendments to the penultimate subparagraph of paragraph 2.1.1.1.1, which was divided into three parts:

- “The corresponding provisions are in articles 41 and 42 [...] **of** the revised Vienna Convention on Road Traffic.

In order to obtain the greatest possible harmonization internationally, countries not **yet** Contracting Parties to **this** Convention are also recommended to **implement the provisions relating to national driving permits in their territory**.

It is, moreover, recommended to Contracting Parties to the 1949 Convention on Road Traffic to recognize driving permits issued in conformity with the 1968 Convention on Road Traffic.”

23. The final version of the text incorporating the above amendments has been reproduced as addendum 4 to this report, under symbol ECE/TRANS/WP.1/106/Add.4.

(g) Communication and road safety

Document: ECE/TRANS/WP.1/2005/16/Rev.1

24. The Working Party adopted the above document, with the following amendments:

- Paragraph 2.2.1.2: Modify the end of the third bullet point, as follows: “... helmet use, **safety of pedestrians and of two-wheeled vehicles**, etc.”.

Modify the last bullet point as follows: “A systematic evaluation of the impact of each campaign should be conducted **during the campaign and** after it finishes ...”.

25. It was, however, decided to postpone to the next session consideration of the introduction to Chapter 2 of R.E.1, “Influencing road behaviour”, prepared by FEVR (document ECE/TRANS/WP.1/2006/10/Rev.1).

26. The text of section 2.2 (Awareness-raising/communication), as adopted, appears in Annex I to this report.

(h) Daytime use of lights

Document: ECE/TRANS/WP.1/2005/17/Rev.3 and informal document No. 3

27. After the secretariat had reviewed the context of the proposals contained in ECE/TRANS/WP.1/2005/17/Rev.3, the FEMA representative introduced the informal document prepared on the subject, but the document, available in English only, was not considered in detail. The Working Party then proceeded to a paragraph-by-paragraph consideration of document ECE/TRANS/WP.1/2005/17/Rev.3, which gave rise to some lively debate. Following the discussion, the Working Party adopted the text, which is reproduced in Annex II to this report with the amendments shown in bold.

28. The representative of the European Commission informed the Working Party that the public consultation on the subject, open to all interested parties, would be closed on 17 November 2006.

(i) Night driving

Document: ECE/TRANS/WP.1/2005/18/Rev.2

29. The Working Party adopted the above document without amendments.

(j) Speed

Document: ECE/TRANS/WP.1/2005/19/Rev.1

30. The Working Party began consideration of the above document, which gave rise to the following comments:

- Paragraph 1.1.1: Modify the first sentence of the third bullet point as follows: “A variation in average speed causes in general, **according to certain studies**, a variation **of** the same **order** (increase or decrease) in the number of accidents.”
- Paragraph 1.1.2: The representative of Israel said that he would forward to the secretariat a table giving the stopping distances corresponding to the indicated speeds for reaction times of 0.75 and 1.5 seconds.
- Paragraph 1.1.3: The representative of Germany was asked to prepare in consultation with the secretariat an introductory sentence reiterating the principle contained in article 13 of the Vienna Convention on Road Traffic, namely, that the driver must always have control of the vehicle, no matter what the circumstances. In the part relating to the road, in the first bullet point, replace the ellipsis with “etc.” before closing the brackets and, in the sixth bullet point, in the French version, replace the word “aménagement” with “**configuration**”. In the last subparagraph, in the introductory sentence, replace “need to” with “**should**”; in the second bullet point, delete “or even physically impossible” and restore in a final bullet point the sentence that had previously been deleted.

- Paragraph 1.1.4: In the second bullet point of section (A), replace “... and can be applied ...” with “... and **are** applied ...”. In section (B), reinstate the sentence that had previously been deleted.

31. A revised version of document ECE/TRANS/WP.1/2005/19/Rev.1 would be drawn up for the next session of the Working Party, taking into consideration the above amendments.

(k) Mobile phones

32. Consideration of this point (ECE/TRANS/WP.1/2006/8) was postponed to the fifty-first session.

(l) First-aid kit

33. Consideration of this point (ECE/TRANS/WP.1/2004/17/Rev.1) too was postponed to the fifty-first session.

(m) Safety of children

34. Consideration of this point (ECE/TRANS/WP.1/2006/11) too was postponed to the fifty-first session.

(n) Special rules concerning certain categories of vehicles

35. Consideration of this point (ECE/TRANS/WP.1/2006/12) too was postponed to the fifty-first session.

(o) Driving instruction

36. Consideration of this point (ECE/TRANS/WP.1/2006/13) too was postponed to the fifty-first session.

(p) Advertising and road safety

37. Consideration of this point (ECE/TRANS/WP.1/2006/20) too was postponed to the fifty-first session.

(q) Safety at roadworks and at the scene of an incident/accident

38. Consideration of this point (ECE/TRANS/WP.1/2006/21) too was postponed to the fifty-first session.

(r) Infrastructure and the safety of two-wheelers

39. Consideration of this point (ECE/TRANS/WP.1/2006/22), which would be handled in conjunction with the infrastructure aspects contained in document ECE/TRANS/WP.1/2006/4/Rev.2, was also postponed to the fifty-first session.

(s) **General rules regarding vehicles and their equipment**

40. Consideration of this point (ECE/TRANS/WP.1/2006/23) too was postponed to the fifty-first session.

(t) **Information for road users**

41. Consideration of this point (ECE/TRANS/WP.1/2006/25) too was postponed to the fifty-first session.

(u) **FEVR proposals**

42. Consideration of this point (ECE/TRANS/WP.1/2006/10/Rev.1) too was postponed to the fifty-first session. See paragraph 25 of this report.

Consolidated Resolution on Road Signs and Signals (R.E.2)

(v) **Signing for cycle routes**

43. Consideration of this point (ECE/TRANS/WP.1/2006/24) too was postponed to the fifty-first session.

VII. PREPARATION OF THE FIRST UNITED NATIONS GLOBAL ROAD SAFETY WEEK (agenda item 5)

44. A representative of WHO informed the Working Party about the activities of the United Nations Road Safety Collaboration. The United Nations Road Safety Collaboration had been established pursuant to General Assembly resolution 58/289 on improving global road safety. Among its primary tasks was the implementation of the recommendations of the *World Report on Road Traffic Injury Prevention*.

45. Another representative of WHO gave an update on the organization of the first United Nations Global Road Safety Week, which would be held from 23 to 29 April 2007. Jointly organized by the United Nations regional commissions and WHO, the Week would be targeted at young road users, including young drivers. The Working Party was informed that the slogan selected for the Week was "Road safety is no accident".

46. The Week would be launched with a World Youth Assembly on Road Safety, to be held in the Palais des Nations on 23 and 24 April 2007, followed by a Stakeholder Forum on 25 April 2007. Other activities to take place during the Week included: a memorial ceremony for victims of road accidents; the launch of a competition for films produced by young people (and for young people), with prizes awarded during the World Youth Assembly; an exhibition on road safety with a special focus on the theme of the Week, to which members of the Working Party were invited to contribute; and, lastly, a road safety village to be set up in the Palais des Nations complex.

47. The Working Party was informed that every country in the world had been invited, by a letter sent to its permanent mission, to name one (or more) delegate(s) to the World Youth Assembly, along with a national focal point to ensure coordination for the Road Safety Week. Members of the Working Party were asked to check that the letter had been received by their ministries and that action had been taken in response to it.

48. The Working Party was informed that, in order to help countries participate in the first United Nations Global Road Safety Week, WHO had published a toolkit with information on the background to the Week, statistics on young road users and the road safety problems they faced, and some guidance on how to prepare an event. Countries were invited to download the toolkit from the Transport Division website, translate it into their national languages and disseminate it as widely as possible before the Week. The secretariat informed the Working Party that it intended to issue a brochure and other promotional materials for the ECE region.

49. Members of the Working Party were requested to inform the Transport Division quickly about the activities they intended to organize during the first United Nations Global Road Safety Week, to promote the Week in their countries and to consider offering financial and other support for the World Youth Assembly and the Stakeholder Forum.

50. The representative of the European Commission informed the Working Party that the Commission intended to organize a European Road Safety Day during the Week, on Friday, 27 April 2007, and that all ECE member countries were invited to participate in the conference on the subject of young drivers to be held in Brussels on that day.

51. The representative of FEVR informed the Working Party that Sunday, 19 November 2006, would be the first World Day of Remembrance for Road Traffic Victims, as proposed in General Assembly resolution 60/5. Members of the Working Party were encouraged to recognize the third Sunday in November as an annual day of remembrance.

52. The representative of the FIA Foundation, after introducing the report of the Commission for Global Road Safety entitled *Make Roads Safe* (copies of which were made available to members of the Working Party in the three languages), gave more detailed information on the composition of the Commission and its objectives.

53. She then referred to the proposals made in the letter sent by the Chairman of the Commission, Lord Robertson to the Director of the ECE Transport Division, on which the opinions of the Working Party and the Inland Transport Committee were sought. Among the proposals was the idea of holding a global ministerial meeting on road safety in 2008 to review progress made in implementing the recommendations of the WHO-World Bank *World Report on Road Traffic Injury Prevention*, published in 2004. The letter also mentioned the possibility of drafting a new convention for low- and middle-income countries, based on best practices in the field of road safety.

54. In response, the Working Party considered that, while the idea of holding a global conference on road safety in 2008 was in principle worthy of support, some questions arose as to its relevance in the absence of any clear objectives. If such a conference were approved, its

objectives must be clearly defined ahead of time and reflected in an agenda targeting specific issues. In the opinion of the Working Party, such a conference should highlight the problems encountered by the developing countries and those in transition. The Working Party also took note of the suggestion that the conference should be held within the framework of the annual Verona Road Safety Conference. At any event, the conference should bring together the national ministers responsible for road safety, whether Ministers of Transport or Ministers of Internal Affairs.

55. The idea of drafting a new convention on road safety was not supported by the Working Party, which considered that the current Conventions on Road Traffic and on Road Signs and Signals were amply sufficient and that priority should be given to encouraging countries to accede to those Conventions. The Working Party emphasized that the consolidated versions of the Vienna Conventions currently in preparation should facilitate such accessions, and that the new R.E.1, which was in the process of being completely revised, and the consolidated versions of the Vienna Conventions would serve as important reference tools for such a global conference.

56. The Working Party requested the secretariat to prepare a note on the subject for the Inland Transport Committee, which must also consider the question.

VIII. ELECTION OF OFFICERS

57. It was decided that the election of officers, which had been inadvertently omitted from the agenda, should be postponed to the fifty-first session of the Working Party.

IX. OTHER BUSINESS (*agenda item 6*)

58. The Working Party was informed that its fifty-first session would be held from 20 to 22 March 2007.

X. ADOPTION OF DECISIONS (*agenda item 7*)

59. The Working Party adopted the list of decisions taken at its fiftieth session on the basis of a draft prepared by the secretariat.

Annex I

Communication and road safety

Including, in bold, the amendments made to document ECE/TRANS/WP.1/2005/16/Rev.1

Chapter 2. Influencing road behaviour

...

2.2 Awareness-raising/communication

2.2.1 Communication and road safety

In view of the fact that the vast majority of road accidents are linked to inappropriate behaviour on the part of road users, every effort should be made to change it and stop accidents from being a commonplace occurrence. One of these efforts involves making road users aware of the dangers of the road and the risks they incur by not observing the rules. A tool exists for the purpose and is indispensable for road safety today: communication. Communication is carried through the press, radio and television, the use of which is indispensable for launching road safety campaigns. In order for these campaigns to be effective and achieve the goal they have been given, it is important to establish communication strategies.

It should nevertheless be noted that communication alone, used in isolation, does not permit modification of behaviour in principle (unless very sporadically as part of a very specific operation). For this reason, information campaigns must be a part of more global strategies for modifying the behaviour of road users. All campaign assessments show that information obtains better results when it combines with other measures (new regulations, upgrading of the road network, reinforced police checks, etc.). In these cases, the measures are mutually reinforcing. In addition, it should be noted that communication must never be an alibi or a pretext for not adopting other safety measures which could prove far more effective.

2.2.1.1 Definition

Road safety campaigns may be taken to be a set of communication measures for the purpose of obtaining good behaviour from road users or the modification of behaviour that has been incorrect until now.

2.2.1.2 Communication strategies

If communication is to have some chance of success, it is recommended to the competent authorities that:

- Sufficient time and finance should be devoted to analysing problems and developing a strategy for identifying the theme(s) for future campaigns;

- Work should continue on the same topic for a long period so that the message is clearly understood;
- Work should concentrate on a limited number of major problems that can be addressed from a variety of different angles, e.g. drink-driving, observing speed limits, leaving a safe distance between vehicles, seatbelt use, helmet use, **safety of pedestrians and of two-wheeled vehicles**, etc.;
- Campaigns should target the relevant aspects of attitudes that determine a specific type of behaviour;
- The message should be transmitted in such a way that the recipient feels concerned, or motivated to reflect and ultimately to change his behaviour;
- The information should be designed in such a way as to be accessible and relevant and should indicate the recommended behaviour (or change) clearly and without ambiguity;
- Appropriate channels of information should be selected. Depending on the aim of the campaign and the extent and content of the message, the medium chosen will appear where the behaviour occurs (e.g. posters, warning signs on roadsides) and/or be in a form that practically no one can avoid (e.g. TV commercials, brochures sent directly). Means of information that lead to reflection and dialogue once the message is received have proved their worth (e.g. interactive television or radio broadcasts, competitions or discussions of brochures with parents or teachers which increase the impact of the message);
- The communication should be transmitted at various levels (the public at large and the different recipients, classified by age, profession, transport mode, etc., and the multiplying agents relaying the message);
- A systematic evaluation of the impact of each campaign should be conducted **during the campaign and** after it finishes to determine awareness of the campaign and its effect on behaviour.

Annex II

Daytime use of lights

Including, in bold, the amendments made to document ECE/TRANS/WP.1/2005/17/Rev.3

Chapter 1. General rules concerning behaviour in traffic

...

1.6 Daytime use of lights

1.6.1 Context

According to the statistics, a significant number of accidents are attributable to failure to notice another vehicle in time, especially at junctions.

Thus, in order to improve **the visibility** of vehicles, more and more countries are making it compulsory to switch on lights in daytime on motor vehicles with four wheels, as a survey carried out among the countries of the ECE region (14 European Union countries) has shown. **This measure is permitted in particular under article 32.7 of the 1968 Convention on Road Traffic.**

Generally speaking, **its** introduction is strongly opposed by most motorcyclists in countries where motorcyclists are obliged, in daytime, to switch on their passing beams or daytime running lights (dedicated lights). The Vienna Convention on Road Traffic (art. 32.6) imposes a similar obligation.

The daytime use of lights on vehicles with four wheels has been the subject of a number of studies and research projects in various countries. These studies indicate that:

- There are theoretical grounds for believing that the daytime use of lights improves perception, particularly peripheral perception (the manoeuvres of other road users within the driver's peripheral field of vision are more readily perceived), and that it therefore helps to prevent accidents;
- The studies on the effects of daytime use of lights are quite consistent and show favourable results overall. The intensity of the effects of daytime use of lights varies, however, according to light conditions depending on the country's latitude, with more significant effects in countries located in the North than in those located in the South. **Furthermore, some studies, which have found a very slight increase in the number of motorcycle accidents during the day compared with the number recorded over the same length of time at night, have revealed a possible adverse effect of the daytime use of lights on the visibility of motorcyclists and of the most vulnerable categories of users such as pedestrians and cyclists;**
- The daytime use of lights **could** cut the number of accidents in daylight involving vehicles with four wheels by 5-15 per cent.

According to some studies, the daytime use of lights would thus enable better protection to be provided to all road users, including pedestrians, cyclists and motorcyclists, **whose perception would not be diminished, as they would have** a better view of approaching vehicles **and could** modify their behaviour accordingly.

It is, however, acknowledged that the daytime use of lights entails an increase in petrol consumption ranging from 0.3 per cent for daylight running lights to 1.5 per cent for passing beams.

In many countries that have already introduced legislation on the daytime use of lights, it has been noted that acceptance has generally been higher following implementation.

That said, the above-mentioned survey among the countries of the ECE region has revealed different approaches to enforcing the obligation to drive in daylight with the vehicle's lights switched on. Thus, depending on the country, this obligation has been introduced either on a permanent or a seasonal basis, and sometimes, in both cases, with a restriction in certain places (for example, on motorways).

This survey also showed that other countries were envisaging the introduction of such a measure, more or less in the long term. Of these countries, some have opted for a progressive introduction by initially recommending that drivers of vehicles with four or more wheels should switch on their passing beams on a voluntary basis so that users will become more willing to accept it. Other countries prefer to wait for the mandatory introduction on vehicles with four or more wheels of daytime lights that switch on automatically when the engine is turned on. The advantage of these lights is that they are less dazzling and consume less fuel than the passing beams. It is already possible to install them under Regulations Nos. 48 and 87 annexed to the 1958 European Agreement concerning the Adoption of Uniform Technical Prescriptions 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 Prescriptions. It is, however, for the countries to introduce at the national or regional level appropriate legislation authorizing the use of these lights.

1.6.2 Recommendations

On the basis of the above, countries that plan to introduce the daytime use of lights should give thought to the best strategy for their particular circumstances but should at the very least encourage **the installation on vehicles of** daytime lights that switch on automatically.

[...]

The introduction of such a measure, whatever its nature (behavioural and/or technical) and scope (limited or general), should be accompanied by a large-scale public information campaign using all available media **and should be followed up with a complete analysis to assess its effectiveness.**
