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Working Party on Road Traffic Safety

Fifty-first session  
Geneva, 20-22 March 2007

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY  
ON ITS FIFTY-FIRST SESSION**

**CONTENTS**

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance .....	1 - 2	3
II. Adoption of the agenda .....	3	3
III. Adoption of the report of the fiftieth session .....	4 - 7	3
IV. Communications .....	8 - 16	4
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 .....	17 - 22	5
VI. Revision of Consolidated Resolutions R.E.1 and R.E.2 .....	23 - 45	6
<u>Consolidated Resolution on Road Traffic (R.E.1)</u>		
A. Restructuring of R.E.1 .....	23	6
B. Improving motorcycle and moped safety .....	24 - 26	6

**CONTENTS (*continued*)**

	<i>Paragraphs</i>	<i>Page</i>
C. Methods of influencing behaviour on the road .....	27 - 28	7
D. Speed .....	29 - 30	8
E. Use of mobile phones .....	31	8
F. Safety of children .....	32 - 33	8
G. Contents of first-aid kit .....	34	9
H. Special rules concerning certain categories of vehicles .....	35	9
I. Driving instruction .....	36	9
J. Advertising and road safety .....	37	9
K. Safety at roadworks and at the scene of an incident/accident .....	38	9
L. Infrastructure and safety of two-wheelers .....	39 - 40	9
M. General rules regarding vehicles and their equipment .....	41	10
N. Information for road users .....	42	10
O. Measures to ensure the safety of children on their way to and from school .....	43	10
P. Special road infrastructure and installations .....	44	11
<u>Consolidated Resolution on Road Signs and Signals (R.E.2)</u>		
Q. Signing for cycle routes .....	45	11
VII. Preparation of the first United Nations Global Road Safety Week .....	46	11
VIII. Election of Officers .....	47	11
IX. Other business .....	48 - 49	11
X. Adoption of decisions .....	50	11
Annex		
Chapter 2. Methods of influencing behaviour on the road .....		12

## REPORT

### I. ATTENDANCE

1. The Working Party on Road Traffic Safety (WP.1) held its fifty-first session in Geneva from 20 to 22 March 2007, chaired by Mr. Alexander Yakimov (Russian Federation). Representatives of the following member States participated: Austria, Belgium, Bulgaria, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, Ukraine and United States of America.

2. The following non-governmental organizations were also represented: Federation of European Motorcyclists' Associations (FEMA); European Federation of Road Traffic Victims (FEVR); International Federation of Pedestrians (FIP); International Road Federation (IRF); International Organization for Standardization (ISO); International Motorcycle Manufacturers Association (IMMA); FIA Foundation for the Automobile and Society; European Cyclists' Federation (ECF); and American Motorcyclist Association (AMA).

### II. ADOPTION OF THE AGENDA (*agenda item 1*)

*Document: ECE/TRANS/WP.1/107*

3. The agenda was adopted without amendment.

### III. ADOPTION OF THE REPORT OF THE FIFTIETH SESSION OF THE WORKING PARTY (*agenda item 2*)

*Documents: ECE/TRANS/WP.1/106 and Add.1-4*

4. The report of the fiftieth session (ECE/TRANS/WP.1/106) was adopted. The Russian delegation requested an editorial change in the Russian version, in annex 2, paragraph 1.6.1. The correct text would be transmitted to the secretariat.

5. The Working Party adopted documents ECE/TRANS/WP.1/106/Add.1 and 2. A number of editorial corrections to the Russian version would be transmitted to the secretariat. Regarding the English version of ECE/TRANS/WP.1/106/Add.2, verification was requested of whether the word "collision", used in 1.3.2.2 (second paragraph), corresponded to the term employed in the Convention.

6. Document ECE/TRANS/WP.1/106/Add.3 was adopted with the following changes: editorial correction to the Russian version, in paragraph 8.1.2.1; in paragraph 8.1.5.1, subparagraph (5), delete the phrase concerning right of way at intersections and, in the English and Russian versions, add the following missing phrase: "Rerouting through traffic via bypasses;"; in paragraph 8.1.2.2, second sentence, in the English and Russian versions, read "standing **and** parking" instead of "standing **or** parking" and delete "Article 23.3 of".

7. Document ECE/TRANS/WP.1/106/Add.4 was adopted with the following change: in the English and Russian versions, in 2.1.1.1.1, divide the third paragraph into two parts, as in the French version.

#### **IV. COMMUNICATIONS** (*agenda item 2*)

8. The secretariat informed the Working Party of the decisions taken by the Inland Transport Committee at its sixty-ninth session: approval of the holding of a special session of the Working Party (3-6 July 2007) in order to expedite the revision of R.E.1, and support in principle for the holding of a global conference, but not before 2009.

9. The Chairman of WP.1, Mr. Yakimov of the Russian Federation, thanked the secretariat for the work undertaken and for presenting the activities of the Working Party to the Inland Transport Committee. The representative of the FIA Foundation said that the Prime Minister of the United Kingdom, Mr. Tony Blair, had given his support for the idea of organizing such a conference and that there had also been favourable reaction at a conference of African countries held in Ghana in February 2007. She indicated that the Russian Federation and Oman had expressed interest in hosting the conference.

10. Mr. Jenssen of Norway informed the Working Party of the activities of the ECE Regional Organizing Committee for the United Nations Global Road Safety Week, of which he was the Chairman. He invited those ECE countries that had not yet done so to designate expeditiously a delegate to participate in the World Youth Assembly on 23 and 24 April and to inform the secretariat of the activities that would be held in their territories during the Global Week. It was recalled that all the information concerning the Week was available on the Transport Division website, including links to the websites of WHO and of the European Road Safety Day. To coincide with the Day, a conference was being organized in Brussels on 27 April. Delegates were invited to register for the conference and to reserve their hotel rooms quickly. It was explained that facilities for Russian speakers would also be available at the conference. Mr. Jenssen stressed the importance of ensuring national follow-up to the declaration that would be adopted by the delegates to the World Youth Assembly.

11. The Working Party thanked Mr. Jenssen for his active cooperation and his efforts, as Chairman of the Regional Organizing Committee, to ensure that the Global Week and the related events met with the expected success.

12. The secretariat explained that it had prepared a European brochure for the Week, which would soon be available on the ECE website, as would a newsletter outlining on the basis of the information already received the activities to be organized by countries during the Week. In addition to the brochure, postcards and posters would be sent to countries as soon as those materials had been printed. An e-mail had just been sent to countries and organizations that had expressed an interest in participating in the exhibition to be held from 23 to 25 April to explain certain organizational matters.

13. The secretariat was asked to ensure, together with the Security and Safety Section, that the issuance of badges at the entrance to the Palais des Nations was as efficient as possible, so as to avoid the long waits that delegates to the current session of the Working Party had had to endure.

14. The Chairman of WP.1 said that in 2008 the Working Party would conduct an analysis of the results of the Week and its impact in the ECE region, along the lines of those done for previous road safety weeks held in the region.

15. The representative of ISO informed the Working Party of recent developments in his organization with respect to road safety. He explained, inter alia, that a proposal had been submitted to ISO for the development of a road safety management system for companies with large vehicle fleets; ISO was interested in promoting all work undertaken in this area, in cooperation with the organizations and companies concerned.

16. The Russian Federation announced that a road safety forum would be held in Moscow on 27 and 28 October 2007. A brochure in English would be available in April 2007.

**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** (*agenda item 4*)

*Document: ECE/TRANS/WP.1/2006/15*

17. The secretariat informed the Working Party that:

- Montenegro (on 23 October 2006) and the United Arab Emirates (on 10 January 2007) had acceded to the 1949 Convention on Road Traffic;
- Montenegro (on 23 October 2006) and the United Arab Emirates (on 10 January 2007) had acceded to the Vienna Convention on Road Traffic;
- Montenegro (on 23 October 2006) and the United Arab Emirates (on 10 January 2007) had acceded to the Vienna Convention on Road Signs and Signals;
- Montenegro (on 23 October 2006) had acceded to the European Agreement supplementing the Convention on Road Traffic;
- Montenegro (on 23 October 2006) had acceded to the European Agreement supplementing the Convention on Road Signs and Signals;
- Montenegro (on 23 October 2006) had acceded to the 1973 Protocol on Road Markings; and
- Montenegro (on 23 October 2006) had acceded to the Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC).

18. The secretariat also indicated that the preparation of consolidated versions of the Conventions and Agreements was far advanced. It stated that the consolidated version of the Vienna Convention on Road Traffic would be available in the three official languages of ECE in time for the first United Nations Global Road Safety Week (23-29 April 2007). The consolidated version of the Vienna Convention on Road Signs and Signals should be available around three to four months later.

19. At its meeting on 16 and 17 January 2006, the Group of Legal Experts had examined a proposal by WP.29 regarding the automatic activation of the hazard warning signal and indication of emergency braking (not currently authorized by the Vienna Convention on Road Traffic). The Group of Legal Experts had proposed that a paragraph should be added at the

beginning of Annex 5 to the Vienna Convention indicating that the provisions of the Annex would be considered fulfilled if, for the specific item concerned, the vehicle met the requirements of the relevant regulation annexed to the 1958 Agreement.

20. WP.1 considered the proposal made by the Group of Legal Experts in ECE/TRANS/WP.1/2006/15, which sought to accommodate technical advances in the vehicle regulations annexed to the 1958 Agreement that contradicted the current text of Annex 5.

21. WP.1 felt that the text proposed went too far but that it was nevertheless important to ensure the compatibility of Annex 5 with the aforementioned regulations. It discussed various options such as deleting Annex 5, simplifying Annex 5 so that contradictions would be less likely, introducing an accelerated amendment procedure for Annex 5, writing to WP.29 regarding the problem or setting up a joint group with WP.29 to deal with such issues.

22. After examining the various options, WP.1 decided to establish a small internal group to analyse the situation and propose possible solutions. The group would consist of Ms. Brites (Portugal), Chairman Mr. Hoel (Norway), Mr. Rogers (IMMA) and the secretariat.

## **VI. REVISION OF CONSOLIDATED RESOLUTIONS R.E.1 AND R.E.2** (agenda item 5)

*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 R.E.1**

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

23. WP.1 took note of the proposed structure of R.E.1, as contained in the above-mentioned document.

#### **B. Improving motorcycle and moped safety**

*Document: ECE/TRANS/WP.1/2006/4/Rev.3*

24. The Working Party adopted document ECE/TRANS/WP.1/2006/4/Rev.3, with the following amendments:

- Paragraph 6.1.2.3: In the third paragraph, delete the words “also on this subject”;
- Paragraph 6.2.2.7: In the second paragraph, in the parentheses, delete the words “on this subject”;
- Paragraph 6.2.3.1: Change the wording of C) to read as follows: “If national legislation authorizes the transport of a passenger on a moped, **the passenger should be provided** with a seat and footrests”;
- Paragraph 6.2.4.2: In B), change “Article 32.6” to “paragraph 6 of Article 32”.

25. Concerning the issue of infrastructure and the safety of two wheelers, dealt with in document ECE/TRANS/WP.1/2006/22, WP.1 decided not to incorporate it in chapter 6 of R.E.1 but to keep it in chapter 11. See paragraphs 39-40 of the present report.

26. The final version of the text, incorporating the above amendments, has been reproduced in addendum 1 to the present report, under the symbol ECE/TRANS/WP.1/108/Add.1.

### **C. Methods of influencing behaviour on the road**

*Document: ECE/TRANS/WP.1/2006/10/Rev.1*

27. WP.1 adopted chapter 2, as contained in the above-mentioned document, with the following amendments:

- In the title, change “Means” to “Methods”;
- The Russian Federation would transmit to the secretariat amended language for the Russian version, specifically for the introduction to the chapter and for the heading, “Education of road users”;
- Paragraph 2.1.3: Replace the first paragraph with the following: “The education of children for their own protection is [...] necessary [...] **but** should not lead to any legal responsibility for parents or children. [...] **These** first steps in road safety training will contribute to safe behaviour in adolescence and in later life.”;
- In that second paragraph, insert the words “That is why” at the beginning and delete the square brackets while retaining the text;
- Replace subparagraph (a) with the following:
  - “(a) The main aim of road traffic safety education shall be:
    - (i) To instil the knowledge necessary to **understand** road traffic rules and for safety on the road or street;
    - (ii) To **aim at appropriate** and safe behaviour in specific traffic situations;
    - (iii) To develop awareness of the importance and usefulness of **respecting** road traffic safety rules and measures. **To this end, it is important that adults set a good example for children.**”

28. The final version of the parts of chapter 2 contained in document ECE/TRANS/WP.1/2006/10/Rev.1, incorporating the above amendments, has been reproduced in the annex to the present report.

## D. Speed

*Document: ECE/TRANS/WP.1/2005/19/Rev.2*

29. WP.1 adopted the above document, with the following amendments:

- Paragraph 1.1.1: Combine 1.1.1 and 1.1.2 under the heading “Some figures on the effects of speed”, amending the subparagraph letters and changing their order;
- Paragraph 1.1.2: (Factors influencing choice of speed (former 1.1.3)):  
In subparagraph (e), amend the order of the bullets;
- Towards the end of the paragraph, replace the section beginning “The identification of variables ...” with the following:  
**“Moreover, the perception of speed may be affected:**
  - (a) **when the same speed** is maintained unchanged for a long period; and
  - (b) **when** peripheral vision is reduced, particularly because of the lack of reference points.”;
- Paragraph 1.1.3 (Recommendations (former 1.1.4)): Make minor changes to (A), first bullet, and rewrite the fourth bullet as follows: “Recommend **on heavy vehicles** the installation of **speed limiters**, which are already obligatory in certain countries. **Moreover, it should be taken into account that some countries already recommend the use on light vehicles of devices which help drivers better to observe speed limits such as cruise control and/or speed limiters that can be adjusted by the driver.**”;
- In (C), delete the sentence written in French in the English version.

30. The final version of the text, incorporating the above amendments, has been reproduced in addendum 2 to the present report, under the symbol ECE/TRANS/WP.1/108/Add.2.

## E. Use of mobile phones

*Document: ECE/TRANS/WP.1/2006/8*

31. WP.1 gave preliminary consideration to the above document. The Russian Federation would transmit to the secretariat the amendments to be made to the Russian version. WP.1 made several amendments, which are reproduced in document ECE/TRANS/WP.1/2006/8/Rev.1.

## F. Safety of children

*Documents: ECE/TRANS/WP.1/2006/10/Rev.1, ECE/TRANS/WP.1/2006/11 and ECE/TRANS/WP.1/2007/1*

32. WP.1 considered the subject of safety of children using ECE/TRANS/WP.1/2007/1 as a basic document and ECE/TRANS/WP.1/2006/10/Rev.1 and ECE/TRANS/WP.1/2006/11 as

supplementary documents. It adopted chapters 4 and 9 of the future R.E.1 on the basis of the revised structure set out in document ECE/TRANS/WP.1/2005/15/Rev.3 and with the amendments reproduced in addendum 3 to the present report, issued under the symbol ECE/TRANS/WP.1/108/Add.3.

33. WP.1 requested FEVR to transmit any proposals for amendments to Annex 8, covered in document ECE/TRANS/WP.1/2006/10/Rev.1, to the secretariat by 15 April, the deadline for the submission of documents for translation prior to the July session.

#### **G. Contents of first-aid kit**

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

#### **H. Special rules concerning certain categories of vehicles**

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

#### **I. Driving instruction**

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

#### **J. Advertising and road safety**

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

#### **K. 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-second session.

#### **L. Infrastructure and safety of two-wheelers**

*Document: ECE/TRANS/WP.1/2006/22*

39. Document ECE/TRANS/WP.1/2006/22 was adopted, with the following amendments:

(a) Reword the first sentence of the third paragraph of 11.1.1 to read: “These facilities should meet specific standards **and facilitate the observance of** traffic rules.”;

(b) In the English version, in the first line of the third paragraph of 11.1.2, replace the word “highway” with “road”;

(c) Replace the sixth bullet of 11.1.3 with the following two bullets:

- “– Use of combined pedestrian and bicycle paths marked with road signs and markings in conformity with the 1968 Convention on Road Signs and Signals;
- Possible use by bicycles of bus lanes, which may be widened when necessary;”;

(d) Add the following text at the end of the second bullet of 11.1.4: “(left in countries that drive on the left)”;

(e) Add a new third bullet to 11.2.1 to read: “Roadside features: lighting supports, signal and sign fixtures can create a particular hazard for motorcyclists, both in limiting vision and inflicting injuries in accident situations. Crash barriers that allow motorcyclists to collide with their posts or protruding features are very dangerous;”;

(f) In the fourth bullet of 11.2.1, delete the phrase “particularly signals and lighting arrangements”;

(g) Add a new sixth bullet to 11.2.1 to read as follows: “Development of policies on the design and location of road signs and their mounting arrangements, signalling and lighting structures and other roadside features;”;

(h) In the last bullet of 11.2.1 delete “(from chapter 6)”;

(i) Rephrase the last paragraph of 11.2.3 to read: “Crash barriers can also pose a significant danger to motorcyclists, especially if they have unprotected posts or protruding sections. In the majority of cases, collisions with a barrier of this kind result in very severe injury. Accordingly, the use of concrete retaining walls or profiled crash barriers without unprotected posts and protruding sections is advisable.”

40. The final version of the text, incorporating the above amendments, has been reproduced in addendum 4 to the present report, under the symbol ECE/TRANS/WP.1/108/Add.4.

### **M. General rules regarding vehicles and their equipment**

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

### **N. Information for road users**

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

### **O. Measures to ensure the safety of children on their way to and from school**

*Document: ECE/TRANS/WP.1/2006/10/Rev.1*

43. This subject was covered in section F. above.

## **P. Special road infrastructure and installations**

44. Consideration of this point (ECE/TRANS/WP.1/2007/2) too was postponed to the fifty-second session.

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

### **Q. Signing for cycle routes**

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

## **VII. PREPARATION OF THE FIRST UNITED NATIONS GLOBAL ROAD SAFETY WEEK** (*agenda item 6*)

46. See paragraphs 10 to 14 of the present report.

## **VIII. ELECTION OF OFFICERS** (*agenda item 7*)

47. WP.1 elected its Bureau for two years. Mr. Alexander Yakimov (Russian Federation) was re-elected Chairman, and Ms. Isabel Brites (Portugal) and Mr. Dan Link (Israel), Vice-Chairmen. However, in the absence of Mr. Link, the secretariat was asked to contact him to confirm whether he wished to continue in the role of Vice-Chairman.

## **IX. OTHER BUSINESS** (*agenda item 8*)

48. WP.1 was informed that, under the mandatory mobility programme for United Nations staff, Mr. Christopher Smith would be taking up a new post as from 1 May 2007. On behalf of the Working Party, Mr. Yakimov thanked Mr. Smith for his efficient cooperation, his professionalism and his commitment to the Working Party over the last nine years. He wished Mr. Smith every success in his new post.

49. WP.1 was informed that its fifty-second session would be held from 3 to 6 July 2007 and its fifty-third session from 19 to 22 November 2007.

## **X. ADOPTION OF DECISIONS** (*agenda item 9*)

50. The Working Party adopted the list of decisions taken at its fifty-first session on the basis of a draft prepared by the secretariat.

## **Annex**

### **R.E.1**

#### **Chapter 2 - Methods of influencing behaviour on the road**

*Including, in bold, the amendments made to document ECE/TRANS/WP.1/2006/10/Rev.1*

Since most motorized means of transportation can take road users to the limits of their physiological and psychological capabilities, behaviour assumes great importance. The more so because motor vehicles seem to provide power and speed beyond the purpose of mere transportation.

Besides rules for behaviour in traffic (chapter 1), a number of social institutions should be mobilized and motivated to achieve safety in traffic. The education of drivers should start at an early age, i.e., by parents, in elementary and secondary schools (2.1.3) and finally in training and examinations for acquiring driving permits (2.1.1). The early steps in road training will contribute substantially to safe behaviour in adolescence and later on.

First aid for road crash victims should be part of the training of professional medical personnel, but also of drivers (2.1.2).

Communication strategies and awareness campaigns should keep drivers up to date and alert. They too mobilize and motivate parents, schools and other social institutions. They also create the awareness of the general public that is a necessary basis for good road traffic safety (2.2).

Safe behaviour of drivers has to be ensured by controls carried out by police and sanctions imposed by the legal authorities. Special attention should be given to drivers who intentionally break the rules. Development and use should be encouraged of all technical means for assisting drivers to comply with the rules (2.3).

Road crash victims, if they volunteer for such a role, can be instrumental in training and awareness campaigns to communicate the severity of the impact of road crashes.

#### **2.1 Education of road users**

The present item covers the requirements for specific training leading to different driving permits (2.1.1), the requirements for training leading to first aid certificates for medical personnel and drivers (2.1.2) and the general education which should be provided by parents, primary and secondary schools (2.1.3).

...

### 2.1.3 Instructing of children in safe road behaviour

The education of children for their own protection is [...] necessary [...] **but** should not lead to any legal responsibility for parents or children. [...] **These** first steps in road safety training will contribute to safe behaviour in adolescence and in later life.

**That is why** the basic principles of road safety should be instilled in children from the earliest age in order to make them aware of safe road behaviour. For this purpose, appropriate steps **should** be taken to encourage road safety instruction for children and ensure that it is given, as far as possible, in accordance with the principles and provisions outlined in annex 8 of this Resolution. Such instruction **should** respect the limitations of children (e.g. age, development) in all cases and **should** comply with the following principles:

- (a) The main aim of road traffic safety education shall be:
  - (i) To instil the knowledge necessary to **understand** road traffic rules and for safety on the road or street;
  - (ii) To **aim at appropriate** and safe behaviour in specific traffic situations;
  - (iii) To develop awareness of the importance and usefulness of **respecting** road traffic safety rules and measures. **To this end, it is important that adults set a good example for children.**

(b) To be effective, road safety education **should** be provided on a systematic and continuous basis in preschool establishments, primary and secondary schools, within out-of-school activities and places of further education. Every effort **should** be made to secure the active participation of children and the cooperation and participation of parents to enable them to be an integral part of the tuition process, particularly in the early ages;

(c) Road safety instruction may be taught not only as a single subject but should also be incorporated into more general approaches designed to ensure that the child and teenager learn to respect the fundamental values of everyday life. Furthermore, it should encourage young people to adopt reasonable, safe and considerate conduct not only when driving but in day to day living, especially in respect of other people. To have maximum educational impact, road safety education must cover areas beyond simply the highway code, such as practical skills, knowledge of and positive attitudes towards safety via technical subjects, ethics and social science;

(d) Safety of children on their way to school and back has similar principles and characteristics in many countries. Therefore it is a particularly suitable subject to demonstrate international cooperation and friendship as a subject to be taught in schools.

...

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