



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/ WP.1/122  
19 May 2009

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY  
ON ITS FIFTY-SEVENTH SESSION  
(Geneva, 23-25 March 2009)**

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## **I. ATTENDANCE**

1. The Working Party on Road Traffic Safety (WP.1) held its fifty-seventh session in Geneva from 23 to 25 March 2009 and was chaired by Mrs. Luciana Iorio (Italy). Representatives of the following member States participated: Austria, Belgium, Czech Republic, Denmark, Estonia, France, Germany, Hungary, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Portugal, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United States of America.

2. The European Commission, the World Health Organization and the following non-governmental organizations were also represented: European Cyclists' Federation (ECF), European Federation of Road Traffic Victims (FEVR), Fédération Internationale de Motorcyclisme (FIM), International Association for Natural Gas Vehicles (IANGV), International Federation of Pedestrians (IFP), International Motorcycle Manufacturers Association (IMMA), International Organization for Standardization (ISO); International Road Federation (IRF), International Road Transport Union (IRU) and Laser Europe.

## **II. INTRODUCTION**

3. The chairwoman of the session opened the fifty-seventh session of WP.1 by welcoming the participants, thanking them for electing her and paying tribute to her predecessors.

4. The Director of the Transport Division, Ms. Eva Molnar, welcomed the participants, congratulated the newly elected officers and conveyed her gratitude to Mr. A. Yakimov (Russian Federation) and to Mr. D. Link (Israel), former Chairman and Vice-Chairman respectively, for their outstanding work and constructive leadership of WP.1.

5. The Director mentioned that two seminars would be organized as part of the project on "Improving global road safety: setting regional and national road traffic casualty reduction targets" funded by the United Nations Development Account (UNDA), and warmly invited the members of WP.1 to participate in both events.

6. The first seminar will be organized by UNECE and co-hosted by the Government of Belarus in Minsk, on 12-14 May 2009, and the second will be coordinated by UNECE in Halkida, with the financial support of the Evia Chamber of Commerce, the Hellenic Chambers Transport Association and the Greek Ministry of Transport and Communications. The seminars will focus mainly on assisting the non-EU members of UNECE which need to improve their road safety, and will seek to set feasible, yet ambitious, road safety casualty reduction targets.

7. The Director informed of the secretariat's efforts to disseminate as widely as possible the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2), and invited members of WP.1 to support these efforts. Specific assistance was required to have the two sets of best practices translated in the other official United Nations languages - Spanish, Chinese and Arabic; moreover, a number of "attractive" copies of the Resolutions needed to be printed and distributed during road safety events, for instance at the Global Ministerial Conference on Road Safety on 19-20 November 2009. Following the Director's address, the

delegates from Spain and Portugal announced that their ministries would take care of the translation of the two documents in Spanish and Portuguese respectively.

8. The Director proposed the organization of a round table entitled «Are we victims of development successes? » to examine why road crashes keep increasing although vehicles infrastructures are safer, training is better, trauma care is timelier and more professional. She encouraged experts from all concerned areas to participate in the event.

9. WP.1 decided to organize this round table on 23 September 2009, during its fifty-eighth session, and mandated the secretariat to prepare the event. The members of WP.1 were invited to publicize this event and to urge their national stakeholders, in particular the heads of national road safety councils (or similar structures), to participate.

10. The Director suggested that WP.1 could embark on the elaboration of a new consolidated resolution covering aspects which are currently missing from the best practices covering road safety matrix, such as behaviour or infrastructure. Such a resolution would detail in a practical way the safe systems approach.

11. Following a recommendation by the Inland Transport Committee (ITC), the Director also suggested organizing one-day joint sessions with the World Forum for Harmonization of Vehicle Regulations (WP.29) or with the Working Party on Road Transport (SC.1) dedicated to solving issues of common interest.

### **III. ADOPTION OF THE AGENDA (Agenda item 1)**

Document: ECE/TRANS/WP.1/121

12. The agenda was adopted without modifications.

### **IV. ADOPTION OF THE REPORT OF THE FIFTY-FIFTH SESSION (Agenda item 2)**

Document: ECE/TRANS/WP.1/120 and add.1 to 3

13. The report of the fifty-sixth session was adopted without modifications.

### **V. INFORMATION ON ACTIVITIES OF INTEREST TO THE WORKING PARTY (Agenda item 3)**

14. The Working Party was informed of road safety-related developments that took place since its previous session.

#### **A. Inland Transport Committee and its subsidiary bodies**

15. The secretariat presented a number of issues of relevance to WP.1 that were considered at the seventy-first session of the ITC which took place on 24-26 February 2009.

16. The Committee asked its subsidiary bodies, including WP.1 to review and further improve mechanisms for monitoring the implementation of their respective legal instruments

(Conventions on Road Traffic and on Road Signs and Signals, 1968) in 2009. It also invited the secretariat to prepare a status report for consideration at its next session.

17. The Committee encouraged WP.1 in its endeavour to define a global vision for the future, and welcomed its plan to disseminate its work globally and in a much more effective way than in the past, particularly through cooperation with other regional commissions which are involved in publicizing the legal instruments of WP.1 within their respective regions.

18. The Committee encouraged WP.1 to develop synergies with other working parties dealing with road safety-related aspects such as SC.1 for infrastructure or WP.29 for vehicles construction.

19. Based on information that the provisions of the Convention on Road Traffic, 1968, were not in line with the more recent and technically updated prescriptions of the vehicle regulations adopted in the framework of the 1958 and 1998 Agreements on the construction of vehicles, the Committee requested WP.1 to deal as a priority with identifying a solution, including the consideration of proposals by WP.29, to ensure a continuous concordance/consistency between the Convention on Road Traffic (1968) and the regulations developed by WP.29.

20. The Committee approved as a whole all the reports and related activities of its subsidiary bodies including those of WP.1.

## **B. International organizations**

### **1. European Commission (EC)**

21. The EC representative presented road safety-related developments that had taken place in the European Union (EU) since the previous session of WP.1 in the following areas:

(a) Legislation:

- (i) Directive 2007/38 which makes it mandatory to equip existing trucks with blind spot mirrors (so that a two-wheels vehicle beside the truck can be seen by the driver) is being implemented;
- (ii) Proposal of a Directive regarding the design of car fronts that should better protect vulnerable users from severe injuries;
- (iii) Daytime running lights will become mandatory ("dedicated" lights) on new cars as from 2011, depending on the decisions of WP.29;
- (iv) Road infrastructure safety management Directive 2008/96 was adopted on 19 November 2008 and will be applicable at the end of 2010;
- (v) EU-Member States shall transpose Directive 2006/126 on driving licences on 19 January 2011 at the latest (application from 2013);

- (vi) A consultation paper on training and road safety education will be prepared and put on the EC website for discussion during the first semester of 2009.
- (b) Funding of projects:
  - (i) Campaigns and projects are co-financed through the annual call for subventions in the field of transport safety, e.g. the project "Icarus" (Inter - Cultural Approaches for Road Users Safety). The project will define a set of guidelines to address the theme of young drivers' safety on a European scale. These guidelines will be compiled in a manual, along with a CD-Rom containing specific exercises and a DVD;
  - (ii) The project DRUID (Driving under the influence of drugs, alcohol and medicines) continues until mid-October 2010. Exploring the potential for further improvement of policies needs suitable data, therefore the EC will co-finance a new road safety project "DaCoTA" (Data Collection, Transfer and Analysis).
- (c) Events:
  - (i) Beside the action plans on Urban mobility and Intelligent transport systems (ITS), EC is preparing the next European road safety action programme (2011-2020);
  - (ii) On 25-26 June 2009, EC will organize (like in 2008) a European Road Safety Conference for young people, in the building Borschette, in Brussels;
  - (iii) Venue and time of the next European Road Safety Day are still to be decided.

## **2. International Organization for Standardization (ISO)**

22. The second meeting of project committee ISO/PC241 "Road-traffic safety management systems" took place in Shah Alam (Malaysia) from 10 to 13 February 2009.

23. It was reported that there were 20 (twenty) ISO member bodies recorded as participating (P) members and 5 (five) member bodies recorded as observing (O) members. Moreover, the following international organizations were registered as active (A) liaisons: World Health Organization (WHO), United Nations/Economic Commission for Europe/ Transport Division (UN/ECE/TRANS), Global Road Safety Forum (GRSF), World Bank (WB), Organization for Economic Co-operation and Development/International Transport Forum (OECD/ITF), Global Road Safety Partnership (GRSP), International Road Federation (IRF), International Association of Oil and Gas Producers (OGP) and European Transport Safety Council (ETSC).

24. The ISO/PC 241 reviewed and discussed its first Working Draft ISO/WD 39001 "Road-Traffic safety management systems - Requirements with guidance for use" (241N9). Work progressed efficiently and it was decided that the document be amended and completed with a view to submitting a committee draft (ISO/CD 39001) in June 2009 for a three-month enquiry.

The results of the enquiry will be reviewed at a third ISO/PC241 meeting which is expected to take place in Canada in September 2009.

### **C. National delegations**

25. The representative of the United States of America asked WP.1 members whether courses on “advanced driver training” existed in their respective countries. She enquired about the possibility to make these courses available to her.

26. WP.1 welcomed the information by the representative of Turkey on the importance given to its work by the Turkish authorities: publication of WP.1 documents, reports, pictures, dissemination of conclusions, including through the Traffic Police website.

## **VI. FUTURE ROLE OF THE WORKING PARTY (Agenda item 4)**

Document: ECE/TRANS/WP.1/2008/5/Rev.1

27. The Working Party discussed in detail its future role and the reshaping of its scope and activities.

28. The Conventions and the consolidated resolutions will remain the core activities of WP.1, but while they should remain its “milestones”, WP.1 should in no circumstances become a victim of its successes.

29. It was the general understanding that, given the increased number of valuable organizations active in the field of road safety, WP.1 might be left behind unless it adapts to the new requirements imposed by the global road safety crisis. It was recognized that more pro-active actions were needed if WP.1 wants to align with other players, including those outside the United Nations system, and it was recommended that WP.1 should have a firmer corporate position, including in the United Nations Road Safety Collaboration (UNRSC).

30. The Working Party should improve its communication and do its utmost to publicize its products, make them available to a wider audience and thus increase its visibility.

31. It was mentioned that the traditional “consensus culture” developed within WP.1 was useful during the many years when it was the sole road safety player. However, in the present situation, expressing divergent opinions might help make the discussion more dynamic and accelerate progress. Several delegations even encouraged WP.1 to criticize and advise Governments not only on what to do, but also on what not to do.

32. Regarding the suggestion made by the Director of the Transport Division (see paragraph 10 of this report), no conclusion was reached on whether an additional consolidated resolution was needed. However, during the debate, a number of possible subjects to be incorporated in best practices were mentioned: infrastructure safety audits, human behavior aspects, complex training for all road users (e.g. drivers are also pedestrians and/or cyclists), fleet safety management, enforcement, investigation of crashes and legal response.

33. It was agreed that WP.1 should define its vision and decide where it wants to be in 2020. This vision should be validated through a strategy and transposed into an Action Plan for the

next ten years. The strategy should define who the clients of WP.1 are, what are their expectations from WP.1 (in principle, road safety knowledge and legal expertise) and what is the best mechanism for delivery.

34. WP.1 has made a number of specific proposals on the text and requested the secretariat to reflect them in a revised document, to be submitted for consideration and possible approval at its fifty-eighth session.

35. The secretariat was also requested to prepare a separate document containing the actions to be undertaken by the Working Party in the short, medium and long term. Relevant recommendations contained in the Declaration adopted by the Moscow Global Ministerial Conference on Road Safety should also be included in the work of WP.1. Once approved, the actions will be included in the programme of work of WP.1 and submitted for approval at the seventy-second session of ITC in 2010.

## **VII. REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1) AND ON ROAD SIGNS AND SIGNALS (R.E.2) (Agenda item 5)**

### **A. Approval of the revised text of the R.E.1**

Document: ECE/TRANS/WP.1/2009/1

36. WP.1 adopted R.E.1, as contained in the annex to document ECE/TRANS/WP.1/2009/1, with five additional footnotes introducing, where relevant, the “How to” road safety manuals elaborated by UNRSC and the Resolution WHA60.22 of 23 May 2007 of the World Health Assembly ”Health systems: emergency-care systems”.

37. WP.1 requested its members to communicate any spelling mistakes in the R.E.1 text to the secretariat by 25 April 2009 at the latest, and mandated the secretariat to correct the text and publish the final version as document ECE/TRANS/WP.1/123.

### **B. Revision of R.E.2**

#### **1. Signing for cycle routes**

Document: ECE/TRANS/WP.1/2006/24/Rev.1

38. WP.1 approved ECE/TRANS/WP.1/2006/24/Rev.1 concerning signing for cycle routes. This text will be included into Part I of the R.E.2, contained in ECE/TRANS/WP.1/119, as section 1.14 and new Annexes 9a and 9b respectively.

#### **2. Other changes**

39. WP.1 approved the deletion of footnote 3 in R.E.2 (“See documents TRANS/WP.1/2000/6 and TRANS/WP.1/69/, para. 34). Concerning the use of humps, see Consolidated Resolution on Road Traffic (R.E.1), (document TRANS/SC.1/295/Rev.3) chapter 5 “Road Installations”).



40. WP.1 approved the following corrections to the text of R.E. 2: on page 7, paragraph 1.5 (d) second line, “annex 3” shall be replaced by “annex 2”; on page 12, paragraph 2.2 (c)(iii) “sign A,16” shall be replaced by “sign A,17”.

41. The text of R.E.2 containing these approved corrections shall be published by the secretariat as document ECE/TRANS/WP.1/119/Rev.1.

### **VIII. CONSISTENCY BETWEEN THE CONVENTION ON ROAD TRAFFIC, 1968, AND THE VEHICLE TECHNICAL REGULATIONS (Agenda item 6)**

42. The Global and the ECE vehicle technical regulations attached to the Agreements managed by WP.29 are driven by or drive new technologies. Therefore, they change quickly, which makes the Convention on Road Traffic, 1968, and its Annex 5 out-of-date. Flashing stop lamps are an illustration of this situation. One practical consequence is that drivers in international traffic are sometimes fined for having vehicles meeting UNECE technical regulations. To avoid such situations, the Convention has to be kept in line with the UNECE technical regulations.

43. The Legal Group working under WP.1 suggested adding a general phrase to Annex 5 to the Convention to allow compliance with UNECE technical regulations. In this case, the following problems arise:

- (a) Not all requirements are contained in Annex 5, e.g. lighting is in Article 32;
- (b) Not all the Contracting Parties to the Convention are also Contracting Parties to the 1958 Agreement (for ECE technical regulations);
- (c) Some Contracting Parties to the Convention do not wish to override the driver’s control of the vehicle (through modern “controlling” devices or technologies).

44. A small group composed of representatives from IMMA, Norway, IRF, and the Secretariat of WP.1 was established to examine the implications of the Legal Group proposal and identify the most effective way of keeping the text of the Convention up-to-date. The group suggested the following options:

- (a) A general “equivalence” clause, either in the Convention or in a supplementary Agreement, accepting the technical regulations developed by WP.29 as an alternative to the relevant provisions of the Convention;
- (b) Constant updating of the Convention (maybe twice a year);
- (c) A two-step approach: major updates every 5 years and a transitional acceptance of UNECE technical regulations “as an equivalent to the Convention’s provisions for vehicles, provided that they do not take control of the vehicle away from the driver”.

45. WP.1 agreed that the contradictions between the Convention on Road Traffic, 1968, and the technical regulations developed by WP.29 might create real problems for drivers of modern vehicles in international traffic. If it grows out-of-date, the Convention may well become irrelevant for vehicles and lose one of its *raison d'être*, i.e. to facilitate international road transport.

46. WP.1 asked the secretariat, in cooperation with a small group of volunteers (France, Germany, Turkey, IMMA and Laser Europe) and with the secretariat of WP.29, to prepare and submit at the fifty-eighth session a list of existing inconsistencies and an official document proposing solutions that would ensure timely consistency between the Convention on Road Traffic 1968 and the WP.29 technical vehicle regulations and avoid too frequent amendments of the Convention.

47. The presentation given by Dr. Nick Rogers, Secretary-General of IMMA, on this subject is available at <http://www.unece.org/trans/doc/2009/wp1>.

## **IX. CONSIDERATION OF AMENDMENT TO THE CONVENTION ON ROAD SIGNS AND SIGNALS, 1968 (Agenda item 7)**

Document: ECE/TRANS/WP.1/2008/9/Rev.1

48. On behalf of the natural gas vehicle industry including fuel station operators and owners, the International Association for Natural Gas Vehicles (IANGV) gave a presentation on the reasons why the signing for compressed natural gas (CNG) and liquefied petroleum gas (LPG) should be included into the Convention on Road Signs and Signals, 1968, now that they are part of the Consolidated Resolution on Road Signs and Signals (R.E.2) since September 2007:

- (a) To encourage the growth of CNG and LPG as alternative fuels in upcoming years;
- (b) To help clarify the difference among fuels (with safety as primary concern) and make clear that LPG is not CNG;
- (c) To help legitimize gaseous fuels not just as alternative fuels, but as fuel alternatives to petrol and diesel into the future;
- (d) To help legitimize related government policies for clean air, reduced global warming, and energy security as the networks for CNG and LPG continue to grow.

49. After reminding the principle that the provisions contained in R.E.1 and R.E.2 are not automatically included in the Conventions on Road Traffic and on Road Signs and Signals, 1968, WP.1 asked the secretariat to prepare an amendment proposal concerning the inclusion of the signing CNG and LPG into the Convention on Road Signs and Signals, 1968 (as proposed in document ECE/TRANS/WP.1/2008/9/Rev.1).

50. WP.1 also requested that the secretariat should ask member countries if they had additional amendment proposals to the Convention on Road Signs and Signals, 1968, in order to possibly include them in a package to be submitted for consideration at the fifty-eighth session.

51. The presentation given by Dr. Jeffrey M. Seisler, CEO Clean Fuels Consulting, on this subject, is available at <http://www.unece.org/trans/doc/2009/wp1>.

#### **X. OTHER BUSINESS (Agenda item 8)**

52. The representative of the Russian Federation informed in detail WP.1 of the progress regarding the organization of the Global Ministerial Conference on Road Safety to be held in Moscow, Russian Federation, on 19-20 November 2009. He thanked the secretariat for its assistance, including the drafting of the initial Declaration of the conference, and provided the following information:

- (a) The theme of the conference will be “Decade of Action for Road Safety” and a road safety exhibition will be organized in parallel;
- (b) The Declaration of the conference will be a political statement and there will be no negotiation on the text. However, governments will be provided with the opportunity to make comments prior to the conference, through diplomatic channels;
- (c) The conference is primarily addressed to governments. However, a number of non-governmental organizations active in road safety will also be invited to participate;
- (d) 45 Member States of the United Nations have already confirmed their participation;
- (e) A special fund was established to collect donations to finance the participation of 50 low-income countries in the event;
- (f) During the plenary sessions, interpretation will be provided in the six official languages of the United Nations; and
- (g) During the round tables, interpretation will be provided in Russian, English and a third language (depending on the moderator).

53. Members of the Working Party were invited to publicize the event and to encourage high-level dignitaries as well as potential exhibitors from their countries to participate in the conference and exhibition.

54. The representative of Spain informed the Working Party of the outcome of the high-level meeting on road safety “Road Safety Forum for Latin America and the Caribbean- Saving Lives” organized by the Ibero-American General Secretariat (SEGIB), the Spanish Directorate General for Traffic (DGT), FIA Foundation, the MAPFRE Foundation and the World Bank’s Global Road Safety Facility, held in Madrid, Spain, on 23-24 February 2009. The meeting adopted the “Madrid fifteen principles” enumerating the main priorities in improving road safety, which can be downloaded from the website [www.segib.org](http://www.segib.org).

55. The event resulted in a list of needs of countries in Latin America and the Caribbean and revealed that there was a special need to improve enforcement, including in the justice area, in those countries.

56. Noting the information that the success of the bilateral programmes carried on by Spain resided in the customized assistance it had provided, WP.1 was of the opinion that such experiences were most useful to the developing countries and should be reiterated whenever possible.

57. The representative of Laser Europe warmly invited the members of WP.1 to participate in two events that were organized by them: the Festival of road safety films to be held during the week 11-16 May 2009 in Bucharest, Romania, and the Euro-Mediterranean Road Safety Forum, to be held at the Congress Centre Agora in Aubagne, France, from 9 to 11 September 2009.

58. The representative of ECF invited the members of WP.1 to participate in the “velo-city” conference entitled “Re-cycling cities” which will take place in Brussels, Belgium, on 12-15 May 2009.

59. The representative of FIM informed of an important meeting to be held in Frankfurt, Germany, on 15-16 June 2009, dedicated to the explanation of the new *acquis communautaire* on driving licenses.

#### **XI. DATE OF THE NEXT SESSION (Agenda item 9)**

60. The fifty-eighth session of WP.1 is scheduled to take place in Geneva from 22 to 25 September 2009. Participants wishing to submit proposals for that session are invited to do so by 10 July 2009 at the latest, in order to allow the secretariat to process the documents according to the internal United Nations rules and procedures.

#### **XII. ADOPTION OF DECISIONS (Agenda item 10)**

61. The Working Party adopted a brief list of decisions taken at its fifty-seventh session based on which the secretariat prepared the present report.

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