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Item 5 (c) of the provisional agenda

Strategic questions of a modal and thematic nature:

Road safety

Resolution of the Working Party on Road Traffic Safety on the occasion of the seventieth anniversary of the Inland Transport Committee*

Note by the secretariat

Summary

The Committee at its seventy-eighth session had invited its Working Parties to consider preparing resolutions for adoption on the occasion of the Committee's seventieth anniversary on topics that are important for their work and had expressed its wish that these Inland Transport Committee (ITC) resolutions would then be presented at the sixty-ninth session of the Economic Commission for Europe in 2017 (ECE/TRANS/254, para. 149). In response to this invitation, the Working Party on Road Traffic Safety (WP.1) adopted this resolution (ECE/TRANS/WP.1/155, Annex III). The Committee is invited to **endorse** this Resolution and have it **presented** to the sixty-ninth session of the Economic Commission for Europe in 2017.

* The present document is being issued without formal editing, as agreed upon by the Working Party on Road Traffic Safety (WP.1) (ECE/TRANS/WP.1/155, Annex III).

WP.1 Resolution to be submitted to the 2017 session of the Inland Transport Committee

1. The UNECE Working Party on Road Traffic Safety (WP.1):
2. Recalling the last United Nations General Assembly Resolution on Improving Global Road Safety of 2016 (A/70/260);
3. Having considered the report of the United Nations Secretary-General on the global road safety crisis,
4. Noting that road safety targets remain as a high priority on the agenda of all the United Nations Regional Commissions;
5. Commending the work undertaken by the United Nations Secretary-General's Special Envoy for Road Safety in promoting the United Nations road safety international legal instruments,
6. Acknowledging the importance of encouraging countries to accede to the United Nations road safety international legal instruments;
7. Recognizing that some low and middle income countries which are experiencing a fast growing volume of traffic as well as peak rate of urbanization may have limited capacity to address these challenges;
8. Acknowledging that dedicated capacity building could assist national governments to improve road safety performance;
9. Reiterating the relevance of the 1949 Convention on Road Traffic and of the 1968 Conventions on Road Traffic and on Road Signs and Signals and necessity of keeping them regularly updated in a technologically fast changing world;
10. Noting the significant impact that shared binding principles and harmonized guidelines for road user behavior and advanced vehicle technology would have for safe future mobility in relation to the global strive to reduce road traffic injuries and fatalities, and to achieve the sustainable development goals of the Agenda 2030;
 - (a) Confirms its interest and commitment in honoring its mandate to update and improve the legal instruments falling within its competence;
 - (b) Reaffirms its role in providing best practice recommendations through the consolidated resolutions on road traffic and on road signs and signals, in particular by promoting the application of the safe system approach;
 - (c) Confirms its interest in promoting the road safety targets as stated in the Agenda 2030, and with particular attention being given to the special needs and demands of regions with road safety challenges;
 - (d) Renews its commitment to cooperate with other ITC subsidiaries bodies to encourage Contracting Parties and other road safety stakeholders to work towards safe and sustainable mobility;
 - (e) Reaffirms its role in enhancing and promoting road safety at the regional and global level;
 - (f) Commits to providing dedicated and expert capacity building to assist national governments to improve road safety policies;
 - (g) Confirms its ambition to further strengthen the international cooperation on road safety, taking into account both the challenges of the advances of technology, as well

as the desirability of low and middle income countries to attain a better quality of life and sustainable development, through road safety policies;

(h) Invites the ITC to facilitate cross regional strategic networking so that WP.1 could effectively share its expertise and experiences of the United Nations international road safety legal instruments at the global level;

(i) Invites ITC to endorse the new WP.1 name: Global Forum for Road Traffic Safety (WP.1).