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Programme of work and biennial evaluation

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Note by the secretariat

I. Mandate

1. In accordance with the decision of the Inland Transport Committee to review its programme of work every two years, the next review being in 2018 (ECE/TRANS/200, paragraph 120), the Working Party on Road Traffic Safety (WP.1) is requested to review and adopt its programme of work for 2018-2019 as well as the relevant parameters allowing for its biennial evaluation.

II. Programme of work for 2018–2019

A. Introduction

2. The present document sets out the draft programme of work of the Inland Transport Committee's subprogramme on "Road Traffic Safety" for the biennium 2018-2019. The Global Forum on Road Traffic Safety (WP.1) (known before as Working Party on Road Traffic Safety) is invited to consider the programme for adoption at its current session. It will then be submitted to the Inland Transport Committee (ITC) and the Economic Commission for Europe (ECE) Executive Committee for formal approval. The Working Party and the Inland Transport Committee will have the opportunity to adjust its programme of work during the course of the biennium, to be reflected in a separate document.

3. The draft programme of work applies a results-based approach. It comprises, for each cluster of activities an expected accomplishment and a list of outputs/activities

proposed to be carried out in 2018-2019. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

4. The grouping of activities into clusters is exactly the same as that used by the Inland Transport Committee for the biennial evaluation of its subprogramme performance.

5. The following clusters of activities make up the UNECE's subprogramme on Transport:

<i>Cluster No.</i>	<i>Subprogramme: 02 Transport</i>
1.	Overall coordination (Inland Transport Committee and Bureau)
2.	Transport trends and economics (including Euro-Asian transport links)
3.	Harmonization of vehicle regulations, climate change and intelligent transport systems (ITS)
4.	Rail transport (Trans-European network for rail (TER) Project)
5.	Inland waterway transport
6.	Intermodal transport and logistics
7.	Customs questions affecting Transport
8.	Transport, Health and Environment Pan-European programme (THE PEP)
9.	Transport of dangerous goods (UNECE)
10.	Transport of dangerous goods (ECOSOC)
11.	Globally Harmonized System for the Classification and Labelling of Chemicals (GHS) (ECOSOC)
12.	Transport of perishable foodstuffs
13.	Transport statistics
14.	Road transport and Trans-European north-south motorway (TEM) project
15.	Road traffic safety

6. Furthermore, the outputs/activities listed in this document correspond with the UNECE proposed programme budget for 2018-2019. If necessary, they are complemented by additional items to reflect more recent developments and needs of UNECE member States. For easy reference, such new outputs/activities are clearly indicated as "additional".

7. The outputs/activities have been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary documentation; (b) publications and other information material and (c) technical cooperation, including seminars, workshops, training sessions and advisory services.

8. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented in section II of this document.

9. The present document is based in substance on the programme of work for 2016–2017 as adopted in 2016 by the Inland Transport Committee (ECE/TRANS/2016/28/Add.1).

B. Objective and strategy

10. The objective of the UNECE subprogramme of transport is to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport.

11. The responsibility for the subprogramme is vested in the Sustainable Transport Division.

C. Outputs/activities to be delivered in the 2018–2019 biennium

Subprogramme: 02 Transport

Cluster 15

Road Traffic Safety

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>The Global Forum on Road Traffic Safety (WP.1) examines matters and adopts measures aimed at improving road traffic safety. To this end, it considers, inter alia, a more effective implementation of the 1949 and 1968 Conventions on Road Traffic and 1968 Convention on Road Signs and Signals and elaborates proposals for updating these legal instruments as well as the Consolidated Resolutions on Road Traffic and on Road Signs and Signals (R.E.1 and R.E.2). WP.1 also promotes road traffic safety through codifying new technologies into the relevant legal instruments. WP.1 also develops activities to promote road traffic safety awareness in the framework of the UN Decade of Action for Road Safety (2011-2020) and the Goals 3 and 11 of the 2030 Sustainable Development Agenda.</p> <p>Main actions by the Sustainable Transport Division:</p> <ul style="list-style-type: none"> - To provide secretariat services to the Global Forum on Road Traffic Safety and to assist in administering and updating the relevant legal instruments; - To facilitate exchange of information and data among member countries on road traffic safety policy developments; - To coordinate cooperation to promote road traffic safety between governments and other actors (intergovernmental and non-governmental organizations, regional economic integration organizations, private sector and academia). <p>Description of the main legal instruments administered by the Global Forum on Road Traffic Safety (WP.1)</p> <p><i>The 1968 Convention on Road Traffic sets up commonly agreed traffic rules on all factors influencing</i></p>	<p>A more effective implementation of the Conventions on Road Traffic and on Road Signs and Signals and the Consolidated Resolutions on Road Traffic and on Road Signs and Signals.</p>

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>international road traffic and its safety, including the driver and the vehicle. It is the reference for many national road traffic codes across the world.</p> <p><i>The 1968 Convention on Road Signs and Signals</i> sets up more than 250 commonly agreed reference road signs and signals, prescribes common norms for traffic light signals and uniform conditions for road markings.</p> <p>These two conventions are complemented by two sets of best practices, known as the <i>Consolidated Resolution on Road Traffic (R.E.1)</i> and the <i>Consolidated Resolution on Road Signs and Signals (R.E.2)</i></p> <p><i>Other activities within the cluster</i></p> <p><i>Establishment of a Group of Experts on Road Signs and Signals</i></p> <p>As a result of discussions at its sixty-third and sixty-fourth sessions (Geneva, 19-22 March 2012 and 24-27 September 2012), WP.1 recommended creating a Group of Experts of limited duration to review the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals, and to suggest ways which would lead to easier interpretation and a more effective implementation of these legal instruments.</p> <p>The establishment of this Expert Group and its Terms of Reference was approved by the UNECE Executive Committee on 11 July 2013. Participation in the Expert Group is open to all UNECE member States, the European Union, academia and the private sector. Its expected duration is until 31 December 2015, with a possibility of extension if necessary.</p>	

Outputs/activities

(a) *Meetings and related parliamentary documentation*

- 15.1 Working Party on Road Traffic Safety (76th and 77th sessions in 2018, and 78th and 79st sessions in 2019). Additional sessions if deemed necessary by UNECE member States are possible.

Documentation:

Report of the sessions (5); other documents (12), including the consistency of the Convention on Road Traffic (1968) with vehicle technical regulations and amendment proposals as well as informal documentation on other issues and activities of interest for the Working Party (the Safe System approach, driver assistance systems, multidisciplinary crash investigation, distracted driving among others). Other parliamentary documentation (including agendas, reports and formal documents prepared by and for WP.1 subsidiary bodies) is to be determined in the course of the sessions.

- 15.2 Group of Experts on Road Signs and Signals (3 sessions in 2018; 3 sessions in 2019 (if necessary))

Documentation:

Reports of the sessions (6); other documents (6) and additional documents to be determined by the experts.

(b) *Publications and other information material*

- 15.2 Road safety and cultural differences;
- 15.3 Assessment of the implementation of the 1968 Convention on Road Signs and Signals;
- 15.4 Managing and coordinating road safety: Alternative methods and practices (additional);
- 15.5 IDP brochures in six official United Nations languages (additional).

(c) *Technical cooperation*

- 15.6 National and/or regional capacity-building workshops held outside of the UNECE area on UN road safety legal instruments and possible road safety management and coordination structures;
- 15.7 Possible set up of a United Nations Road Safety Trust Fund.

III. Biennial Evaluation

12. At its seventy-eighth session in February 2016, the Inland Transport Committee adopted an updated framework for biennial performance evaluation for 2016-2017 of the UNECE Subprogramme 2 Transport (ECE/TRANS/254, para. 157, and ECE/TRANS/2016/29). Applying a results-based approach, it comprises, for each cluster of activities, an expected accomplishment and list of outputs/activities proposed to be carried out in 2016-2017. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

13. The Global Forum may wish to review these parameters as well as the actual performance measures for 2016-2017 as provided below with a view to either maintaining them or establishing new ones for the biennium 2018-2019.

*Biennial Assessment**Review of performance measures for 2016–2017 and establishment of targets for 2018–2019*

<i>Cluster</i>	<i>Expected Accomplishment</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
15. Road Traffic Safety	A more effective implementation of the Conventions on Road Traffic and Road Signs and Signals of 1968, the European Agreements of 1971 supplementing them, and the Consolidated Resolutions on Road Traffic and Road Signs and Signals.	(a) Number of new Contracting Parties to the Conventions and European Agreements	<p>Target 2016-2017: 2 Actual 2016-2017: 6 (see below)</p> <p>1968 Convention on Road Traffic: 2 (Saudi Arabia, 12 May 2016, Iraq, 1 February 2017)</p> <p>1968 Convention on Road Signs and Signals: 2 (Republic of Moldova, 8 October 2015, Cyprus, 16 August 2016)</p> <p>1971 European Agreement supplementing the Convention on Road Signs and Signals: 2 (Republic of Moldova, 27 October 2015, Cyprus, 16 August 2016)</p> <p>Target for 2018-2019: 2</p>
		(b) Number of road safety seminars, workshops, conferences, campaigns and events organized	<p>Target 2016-2017: 2 Actual 2016-2017: 3 (see below)</p> <p>1. Road Safety workshop for Anglophone Africa, held in partnership with ECA and supported by the Secretary-General's Special Envoy for Road Safety. Workshop held in Nairobi, Kenya, from 13-15 December 2016.</p> <p>2. Workshop on Governance of Automated Vehicles, Stanford University, 20 October 2016 organized with the National Highway Traffic Safety Administration (NHTSA) and the Stanford University Center for Automotive Research.</p> <p>3. Workshop on Governance of</p>

Automated Vehicles, Geneva, 28-29 June 2017, organized with NHTSA and IFSTTAR.

(c) Number of total participants per seminar, workshop conferences and events, including those from Contracting Parties.

Target for 2018-2019: 2

Target 2016-2017: 60
Actual 2016-2017: 270

(d) Feedback from participants of the seminars, workshops, conferences and events

Target for 2018-2019: 60

Target 2016-2017: **Positive feedback** (based on the majority of responses provided) is received from the participants of the seminars, workshops, conferences and events regarding the organization of the event, networking opportunities and the value of the technical information provided and presentations given.

Actual 2016-2017: Positive feedback was received based on formal (survey) and informal feedback to the two events arranged above. In addition, the "Saving lives at level crossings" film has been viewed nearly 81,500 times since it was launched in June 2014.

Target for 2018-2019: Positive feedback (based on the majority of responses provided) is received from the participants of the seminars, workshops, conferences and events regarding the organization of the event, networking opportunities and the value of the technical information provided and presentations given.
