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FOURTH ROAD SAFETY WEEK 5-11 April 2004 RESPECT IS SAFETY



Since 1990, the UNECE Transport Division has launched at regular intervals, and from now on every four years, «Road Safety Weeks » with a common theme and slogan for all its member countries. The general aim of the campaigns is to influence the behaviour of road users in order to reduce the number and severity of accidents and therefore to save lives.

For each campaign a different theme is chosen. The First Road Safety Week held in October 1990 had as its theme: « Safety is life ». The Second, launched in April 1995, was aimed at « Young road users » while the theme of the Third, in May 2000, addressed : « Vulnerable road users ».

The theme chosen for the Fourth Week « **Aggressive Behaviour on the Road** » and aims to make drivers aware of the importance of keeping calm behind the wheel and of respecting traffic rules and other road users. That is why the slogan chosen to accompany this campaign is: « **Respect is safety** ».



Why the theme of aggressive behaviour on the road?

Aggressive behaviour on the road, if not a recent phenomenon, has, however, tended to increase and to develop not only in UNECE countries but also throughout the world. This was clearly demonstrated by EOS Gallup Europe in 2003 (<http://www.eosgallupeurope.com/images/agg.swf>) which showed that 65% of persons asked in the Russian Federation, 75% in the European Union and 80% in the USA share this point of view. But what is aggressive driving behaviour? Defining it is difficult because of the many and varied forms that it

takes. It does, however, have to be distinguished from "road rage" which may involve violent exchanges resulting from conflicts on the road when the intention is to do physical harm to another road user. At a conference on the subject organized in Canada in October 2000, the following definition was given: « "A driving behaviour is aggressive if it is deliberate, likely to increase the risk of collision and is motivated by impatience, annoyance, hostility and/or an attempt to save time." »

5 April Seminar on Aggressive Driving, Conference Room XX, 10 am

The causes and consequences of aggressive driving behaviour as well as the methods which can be used to encourage calm and respectful driving behaviour are the themes which will be developed during the Seminar. Further information regarding the Seminar can be found at the following Internet address:

<http://www.unece.org/trans/roadsafe/rs4sem.html>

It's just happened ...

Genetically modified organisms and citizens' rights

Efforts to strengthen citizens' right to participate in decision-making on activities involving genetically modified organisms (GMOs) gained some ground at the 3^d meeting of the Working Group on GMOs (24-26 March 2004). This body, established under the Meeting of the Parties to the Aarhus Convention, has been mandated to develop options for

extending the application of the Convention to activities involving GMOs. The progress in negotiations on this contentious issue has been slow, but at its latest meeting, the Working Group finally agreed to discuss several concrete options. Different proposals for an amendment to the Convention were tabled, some focusing on the need

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to develop a specific public participation procedure for activities involving GMOs, including possibilities for exempting certain activities from a public participation requirement, others on the possibility of developing a differentiated approach to the issue, whereby a legally binding instrument would be developed only for States that do not already have comprehensive national biosafety frameworks in

place. Negotiations will resume in October at the 4th meeting of the Working Group, which will have the task of preparing a draft decision for adoption at the second meeting of the Parties to the Convention in May 2005 in Almaty (Kazakhstan). For more information contact Jeremy Wates (jeremy.wates@unece.org).

Euro-Asian transport links in focus

The identification of the most appropriate Euro-Asian inland transport routes and the conditions for their development was the main focus of the first Expert Group Meeting on Developing Euro-Asian Transport Linkages (9-11 March 2004, Almaty, Kazakhstan), organized jointly by UNECE and UNESCAP. The main elements of a strategy for development of Euro-Asian Transport Links were agreed on, including focusing on major routes along the four main Euro-Asian Corridors that had been agreed upon at international level and which represent an extension of the Pan-European Transport Corridors further East. The activities to carry out this strategy, developed in 3 phases over 2004-2006, would consist of: identification of major routes of Euro-Asian importance; collection and processing of related infrastructure and traffic data;



assessment of priority projects along these routes; removal of border crossing obstacles and hindrances; implementation of major international transport agreements and conventions; and formulation and implementation of national action plans. This joint UNECE-UNESCAP initiative is part of a wider UN Development Account Project on Capacity-building in developing interregional land and land-cum-sea transport linkages, implemented by the five UN regional commissions, aimed at assisting their member States to strengthen their national capacities for developing interregional transport linkages and at promoting interregional cooperation to facilitate interregional trade and tourism.

For more information contact Michalis P. Adamantiadis (Michalis.Adamantiadis@unece.org).

Coming up soon ...

6-9 April
5(pm)-7 April

Working Party on Road Traffic Safety
Expert Group on Monitoring of Radiologically Contaminated Scrap Metal

Facts and figures:

Gross wages per employee
total economy (growth rates)
selected UNECE economies

	2000	2001	2002	2003			
				Q1	Q2	Q3	Q4
Albania	14.4	15.9	22.7	17.1	11.9
Bosnia and Herzegovina	10.1	7.4	9.3	10.2	10.8	7.4	4.6
Bulgaria	15.0	9.1	7.0	3.8	3.8	3.9	4.7
Croatia	7.0	3.9	6.0	6.3	4.2	4.5	4.1
Czech Republic	6.5	8.4	7.3	8.2	7.9	6.9	7.7
Estonia	10.6	12.9	10.7	11.0	8.9	9.9	9.6
Hungary	13.5	18.2	18.1	15.3	13.2	12.3	8.7
Latvia	7.8	6.5	11.2	9.5	11.7	12.1	11.2
Lithuania	1.2	-2.1	5.0	3.5	4.5	4.2	4.4
Poland	12.7	7.0	3.4	1.8	2.4	2.2	4.1
Romania	46.7	48.8	27.3	26.0	22.4	23.0	23.4
Slovakia	6.4	8.3	9.3	6.5	5.9	7.0	6.0
Slovenia	10.6	11.9	9.8	8.2	8.0	7.3	6.6
Armenia	14.0	11.0	12.0	18.5	19.7	26.0	29.4
Azerbaijan	15.0	26.7	21.3	20.9	21.9	21.7	21.6
Belarus	201.9	110.3	53.5	33.2	31.3	29.3	35.0
Kazakhstan	25.9	25.6	17.4	14.2	14.3	14.4	14.9
Kyrgyzstan	21.7	18.1	16.1	18.3	19.8	19.6	17.8
Republic of Moldova	32.3	25.8	31.1	34.0	33.7	31.0	29.5
Russian Federation	42.5	45.7	34.5	24.9	24.4	22.3	27.3
Tajikistan	30.7	50.7	38.2	33.8	36.4	37.7	49.7
Ukraine	30.2	34.9	20.7	20.2	22.6	24.4	24.5

Source: UNECE secretariat estimates based on national statistics

Notes: Quarterly growth rates are changes over the same period of the previous year.

Rates are not adjusted for inflation

For further information please contact:

**Information Service,
UN Economic
Commission for
Europe (UNECE)
CH - 1211 Geneva 10,
Switzerland**

**Tel: +41(0)22 917 44 44
Fax: +41(0)22 917 05 05
E-mail:
info.ece@unece.org
Web site:
<http://www.unece.org>**