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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 THIRTY-NINTH SESSION**

**(23-26 September 2002)**

**ATTENDANCE**

1. The Working Party on Road Traffic Safety held its thirty-ninth session in Geneva from 23 to 26 September 2002. Representatives of the following member States of the Economic Commission for Europe participated: Austria; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; Israel; Italy; Latvia; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Sweden; Switzerland; United States of America. The European Commission (EC) was represented, as were the following non-governmental organizations: European Federation of Road Traffic Victims (FEVR); International Motorcycle Federation (FIM); International Touring Alliance/International Automobile Federation (AIT/FIA); International Federation of Pedestrians (FIP); International Motorcycle Manufacturers Association (IMMA); Federation of European Motorcyclists' Associations (FEMA); International Road Transport Union (IRU); International Road Safety Organization (PRI); Global Road Safety Partnership (GRSP).

## OPENING OF THE SESSION

2. The serving Chairman, Mr. Bernard Périsset (Switzerland), opened the session by welcoming participants and thanked the delegates who, in his absence, had accepted at the two previous sessions to act ad interim as Chairmen of the Working Party. He welcomed the fact that he was chairing the Working Party for the first time as the representative of the country which had officially become the 190th Member State of the United Nations.

3. Mr. José Capel Ferrer, the Director of the UN/ECE Transport Division, welcomed Mr. Périsset back to the Working Party and thanked him warmly for having come back to chair WP.1 again despite further health problems. He stressed his courage and devotion to the work of WP.1.

4. The Director of the Transport Division expressed the hope that WP.1 would make rapid progress on the amendments to the Conventions and the Agreement supplementing them, taking into account the recommendations of the Group of Experts on Safety in Tunnels. He also stressed the following questions:

- Fourth Road Safety Week: he invited the Working Party to consider the possibility of holding the week in conjunction with World Health Day which WHO would be organizing on 7 April 2004. He also hoped that a meeting would be organized in Geneva with the press officers of the road safety ministries so that they could be made aware of the fourth UN/ECE campaign;
- Security in transport: following the request which the Inland Transport Committee had sent to all its working parties at its February 2002 session, he invited WP.1 to check whether there were sectors which were directly or indirectly concerned by this problem in its area of competence. He said that the secretariat should report to the Inland Transport Committee in February 2003 on the result of the activities carried out by the subsidiary bodies in that regard;
- He requested that WP.1 should take account, in its work, of the effects of the ageing of the population on road safety;
- Lastly, he requested WP.1 to consider the causes of accidents, particularly from the point of view of behaviour and encouraged it to reflect on the possibility of establishing objectives in terms of numbers in order to reduce road accidents.

5. The Chairman of the Working Party expressed support for these guidelines for the future work of WP.1 and stressed the need also to take into account the work being carried out on some of the subjects by OECD and ECMT. He went on to present a calendar of work to be carried out by WP.1, in the form of tables, with reference to the adoption of amendments to the Conventions and Agreements, the revision of the Consolidated Resolutions and various other questions. He stressed that the first priority was to complete work on all the proposals for amendments in 2003, after which work could be carried out on the modernization and improvement of R.E.1 and R.E.2. The WP.1 Working Party supported these guidelines for work.

**ADOPTION OF THE AGENDA** (agenda item 1)

Document: TRANS/WP.1/81

6. The report of the thirty-eighth session was adopted without amendments.

**ADOPTION OF THE REPORT OF THE THIRTY-EIGHTH SESSION OF THE WORKING PARTY** (agenda item 2)

Document: TRANS/WP.1/81

7. The report of the thirty-eighth session was adopted without amendments.

**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 3)

**(a) Consolidated amendment proposals**

Documents: TRANS/WP.1/2002/23; TRANS/WP.1/2002/36

8. The Working Party took note of document TRANS/WP.1/2002/23 prepared by the secretariat recapitulating the proposals for amendments which it had adopted in the past few years. The Chairman of the Ad Hoc Group of Legal Experts said that some amendments had to be made to this document, following the Group's consideration of it at its meeting of 20 September 2002. In particular, he mentioned the need to delete in paragraph A.I of this document ((g bis) on the definition of a cycle lane), the end of the sentence referring to the Vienna Convention on Road Signs and Signals. He went on to say that some explanatory comments accompanying the proposals for amendments should be reviewed. Lastly, he asked delegates to transmit rapidly any comments on the content of the document so that the Legal Group could consider them. The representative of the Russian Federation pointed out several points of drafting to be amended in the Russian version and said that he would transmit the exact text to the secretariat.

9. The secretariat drew delegates' attention to the fact that an updated list of Contracting Parties to the legal instruments had been prepared (TRANS/WP.1/2002/36).

**(b) Distinguishing sign of countries**

Documents: TRANS/WP.1/2002/23; TRANS/WP.1/2002/30 and Add.1

10. The Working Party adopted the proposals for the amendment of Article 37, paragraph 1 and paragraphs 3.2 to 3.6 of Annex 3 of the Vienna Convention on Road Traffic submitted by the Legal Group in the form of an informal document presented during the meeting. On the basis of this document, the last sentence of paragraph 3.2 (b) was deleted at the request of the Russian Federation. The texts adopted are reproduced in the annex to this report.

**(c) Issues transferred to the Working Party by the European Conference of Ministers of Transport (ECMT)**

Documents: TRANS/SC.1/WP.1/1997/13; TRANS/SC.1/WP.1/R.140 and Add.1 to 7; TRANS/WP.1/1998/4

**(i) Behaviour at pedestrian crossings**

Documents: TRANS/SC.1/WP.1/1998/4; TRANS/WP.1/2002/6; TRANS/WP.1/2002/10; TRANS/WP.1/2002/29

11. At its thirty-eighth session, the Working Party had considered the proposals for amendments concerning the behaviour of drivers at pedestrian crossings submitted by the International Federation of Pedestrians (FIP) (TRANS/WP.1/2002/6) and by the secretariat (TRANS/WP.1/2002/10).

12. Since none of the proposals had received the support of a majority of delegations, the Working Party had decided to keep the existing expression “about to use” in the English version of Article 21 (b) of the Vienna Convention on Road Traffic and not to change anything in the other language versions. Following a statement by the representative of Norway, however, it had considered that the problems of the concordance of relevant existing provisions in the Convention and the European Agreement should be examined. The delegation of Israel had said that it would submit proposals for the thirty-ninth session; these can be found in document TRANS/WP.1/2002/29.

13. The Chairman of WP.1 for his part said that following an in-depth review of the problem in his country, no contradiction had been found between these two legal instruments. Further basing himself on Option 3 in document TRANS/WP.1/2002/29, he therefore proposed to close the subject by making no changes in the existing wording of Article 21 (b). This position was approved by the Working Party. It considered, however, that, when the time came, the problem of pedestrian safety as a whole should be reviewed.

**(ii) Siting of traffic signs**

14. The Working Party at its thirty-eighth session had requested the small group established for the purpose to submit a note to the thirty-ninth session setting out the problems encountered and the reasons why it recommended that the study on the subject should not be continued and presenting directions that could be envisaged for future work on the question. The representative of PRI had suggested that half a day’s reflection should be reserved at a subsequent session of WP.1 in order to define the guidelines to be given to WP.1’s work in the various areas relating to road signs and signals.

15. After the introduction of document TRANS/WP.1/2002/31 by the Chairman of the small group (France), WP.1 decided:

- no longer to include the subject in the section on amendments to the Convention;

- to confirm that half a day would be devoted to considering all matters relating to traffic signs at the autumn 2003 session on the basis of a programme of work to be defined by the small group dealing with the subject, a draft proposal for which should be submitted to WP.1 at its March 2003 session;
- to remove this item definitively from the agenda if it became clear after the half day that no further follow-up could be given to this work.

**(iii) Mobile phones**

Documents: TRANS/WP.1/2002/21; TRANS/WP.1/2002/24; TRANS/WP.1/2002/32 and Add.1

16. The Working Party had decided at its thirty-eighth session, on the basis of one of the three variants proposed during the session and reproduced in paragraph 20 of the report TRANS/WP.1/81, to add a provision to the Vienna Convention on Road Traffic to prohibit the use by drivers of a mobile phone in a moving vehicle. In a letter of 26 April 2002, the secretariat invited member States of UN/ECE to indicate which of the three texts submitted they preferred together with any drafting changes required. The replies from Governments and their suggestions can be found in documents TRANS/WP.1/2001/32 and Add.1 and those of FEVR in document TRANS/WP.1/2002/21.

17. After a lengthy exchange of views on this question, during which delegates expressed their preferences, WP.1 adopted the compromise solution drafted during the meeting and decided to incorporate it into Article 8 of the 1968 Convention on Road Traffic in the form of a new paragraph 6. The amendment adopted is reproduced in the annex to this report.

**(iv) Definition of mopeds and motorcycles**

Documents: TRANS/WP.1/2001/34; TRANS/WP.1/2002/4; TRANS/WP.1/2002/21; TRANS/WP.1/2002/27 and Add.1 and Add.2; TRANS/WP.29/2002/68

18. The Working Party at its thirty-eighth session, on the basis of a document prepared by IMMA (TRANS/WP.1/2002/4), describing in detail the impact which the introduction of new definitions would have on the texts of the Vienna Convention and the European Agreement, had requested the secretariat to send member States the questionnaire drawn up by IMMA on the subject of those definitions. The secretariat presented the replies to the questionnaire, reproduced in documents TRANS/WP.1/2002/27, Add.1 and Add.2. The delegates were also informed of the comments by FEVR on the subject, contained in document TRANS/WP.1/2002/21.

19. The Working Party was also informed by the secretariat that the Working Group on General Safety Provisions (GRSG) at its March 2002 session had considered and adopted the definitions submitted by WP.1 with a few amendments (TRANS/WP.29/2002/68), and that these proposals would be submitted to WP.29 for formal adoption in November 2002, at its one hundred and twenty-eighth session.

20. The Working Party thanked IMMA for its work on the question and, on the basis of the above information:

- decided to await the final decision to be taken by WP.29 at its meeting in November 2002 which would be held just before the special session of WP.1;
- requested that the delegates of WP.1 should make contact with their colleagues in WP.29 in order to harmonize their positions on the issue;
- invited delegates to study carefully the document transmitted by IMMA (TRANS/WP.1/2002/4) so that it could be considered at the special session in November and so that it could be ascertained whether amendments should be made to Annex 5 of the Convention;
- was informed of the decision by Switzerland to help IMMA and the ad hoc group established for the purpose to prepare specific proposals for amendments;
- was informed that a decision would be taken at the November session whether or not to include in the packet of proposals for amendments which would be submitted to the Secretary-General proposals concerning the definitions of these vehicles.

**(d) Driving permits**

Documents: TRANS/WP.1/2002/19; TRANS/WP.1/2002/22 and Add.1

21. Mr. Yakimov (Russian Federation), Chairman of the small group on driving permits, thanked IMMA for the excellent organization of the third meeting of the group which had been held in Annecy (France) in April 2002 and expressed his satisfaction at the results obtained.

22. The Working Party examined carefully the proposals contained in documents TRANS/WP.1/2002/22 (secretariat) and TRANS/WP.1/2002/22/Add.1 (Russian Federation), resulting from the above-mentioned meeting of the small group. To guide its work it made use of the document prepared by the secretariat. Mr. Yakimov introduced the proposals as they came up and mentioned points on which there were divergences. During this examination, on the basis of document TRANS/WP.1/2002/22, WP.1 took the decisions listed below.

23. It adopted the proposals for amendments concerning **Article 41, paragraph 1 (b) and (c)** of the Vienna Convention on Road Traffic with the wording reproduced in the annex to this report.

24. Following the various comments by delegations, WP.1 asked the Legal Group to review the wording of the amendments proposed in **Article 41, paragraphs 2 and 3** of the Convention, and requested that the text contained in footnote 2 of Annex 7, model page No. 1, should be added to paragraph 3.

25. The Working Party adopted **Article 41, paragraph 4** of the Convention as contained in document TRANS/WP.1/2002/22.

26. The Working Party considered that the new **paragraph 4 of Article 42** of the Convention should either be deleted or amended in the light of the analysis to be made by the Chairman of the small group.

27. Following the many comments to which the new wording of **Article 43** (transitional provisions) of the Convention had given rise, WP.1 referred consideration of this article to the Legal Group. At the same time, the Chairman of WP.1 invited delegates also to consider this article nationally with their experts.

28. With reference to the text of the new **Annex 6** to the Convention contained in document TRANS/WP.1/2002/22:

- WP.1 adopted **paragraph 2** but considered that a language check should be made so that the text was identical in the three official UN/ECE languages;
- **paragraphs 3 and 4** of this draft Annex were also adopted, but without the sentences in square brackets, which were deleted;
- for **paragraph 5**, the delegations requested that the place of birth or origin should be transferred to the obligatory particulars, as in Community regulations. The European Commission was asked to define its position on this point and on the proposed numbering of entries;
- **paragraph 6** was adopted without amendments;
- **paragraph 7**, concerning which the European Commission would be required to furnish additional information, was adopted in principle;
- **paragraph 8** was adopted on the basis of document TRANS/WP.1/2002/22/Add.1. However, the phrase “with or without a sidecar” should be added in category “A”;
- **paragraph 9** was adopted. However, for category B1, WP.1 said that this category was related to decisions which would be taken at a later stage on the definitions of motor tricycles and quadricycles;
- WP.1 adopted **paragraph 10** but with the following wording: “*Domestic legislation may also introduce categories and subcategories of vehicle other than those listed above. The symbols for such categories of vehicle shall be defined in domestic legislation and shall be different from the symbols used in the present Convention.*”

- concerning paragraph 11, the absence of the pictogram B1 was noted. WP.1 also requested that the justification should be checked for including in the Convention, as in Community legislation, two categories for permits in terms of the weight/power of motorcycles. In the event of a positive reply, the two pictograms in question should then appear in the driving permit.

29. Draft **Annex 7** was adopted subject to the decision which would be taken concerning the transfer of the contents of footnote 2 in Article 41, paragraph 3. The missing pictograms would be added to the model international driving permit. For category “A”, the decision depended on the follow-up which would be given to the problem referred to in Annex 6, paragraph 11.

**(e) Safety in road tunnels**

Documents: TRANS/AC.7/9 (English and Russian) and Add.1; TRANS/AC.7/9/Corr.1 (French only); TRANS/AC.7/2002/1; TRANS/WP.1/2002/28 and informal document No. 2 (proposals by Switzerland)

30. In order to expedite its work on the study of the recommendations within its jurisdiction, WP.1 had decided at its thirty-eighth session, to establish a small group comprising France, Norway, Switzerland (as chairman), the European Commission, PRI, IRU and the secretariat. The group’s mandate was to consider the recommendations, also taking into account measures contained in the declaration adopted in Zurich by the Ministers of Transport of the Alpine countries in November 2001, to identify those which came within the remit of WP.1 and propose solutions for their incorporation preferably in the Vienna Conventions, or in the European Agreements or the Consolidated Resolutions R.E.1 and R.E.2.

31. On behalf of the small group of which he was also Chairman, Mr. Périsset explained the approach taken by the group and then presented the work of the meeting which had taken place in Geneva on 13 and 14 June 2002. The results of this work are reflected in document TRANS/WP.1/2002/28. The Working Party adopted the guidelines proposed by the group. The German delegation congratulated the group on the quality of the work it had carried out but expressed doubts on the follow-up to be given to some of the recommendations adopted.

32. Following the work done, the Swiss delegation had prepared proposals for amendments to the Vienna Conventions, contained in informal document No. 2; these were briefly presented to WP.1 and delegates were invited to forward their comments on them as soon as possible so as to facilitate discussion at the WP.1 session in November 2002. In accordance with a request by several delegations, WP.1 invited the Legal Group to give its opinion on these proposals with a view to this meeting.

33. The Chairman of WP.1 said that once the work of amending the Conventions and the Agreements supplementing them, which had first priority, was completed, considerable work remains to be done on the Consolidated Resolutions so as to incorporate into them the relevant recommendations which did not come under these legal instruments.



34. Lastly, the secretariat invited delegates to consider recommendation 4.01 (the purpose of which was to make fire extinguishers mandatory for all heavy vehicles) so as to determine whether this measure, which was in the process of consideration by WP.29, required the support of WP.1 or not in order to assist WP.29 in its work. Several delegations remarked that this appliance was already mandatory for such vehicles in their countries.

**(f) Visibility and legibility of road signs**

Documents: TRANS/WP.1/2001/4; TRANS/WP.1/2002/11 and Add.1 and Add.2;  
TRANS/WP.1/2002/34

35. At its thirty-eighth session the Working Party had deferred consideration of the documents submitted by PRI on the subject of road signs (TRANS/WP.1/2001/41) and road markings (TRANS/WP.1/2002/11) because the Russian version of the latter document was not available.

36. Meanwhile, counter proposals submitted by Switzerland (TRANS/WP.1/2002/11/Add.1 and 2) and new proposals submitted by PRI (TRANS/WP.1/2002/34) had been added. Given the existence of all these documents, WP.1 asked the parties concerned to seek a compromise text.

37. On the basis of the draft submitted during the meeting, with reference to the problem of visibility and legibility, WP.1 gave its preliminary agreement to the following text which would replace that of **Article 7** of the Vienna Convention on Road Signs and Signals:

*“1. It is recommended that domestic legislation should provide for the use of boards lighted or equipped with reflecting material in order to make road signs visible and legible at night, in particular danger warning signs, regulatory signs and direction signs, provided that this does not result in road users being dazzled.*

*2. Danger warning signs and regulatory signs may be equipped with fluorescent materials.*

*3. Domestic legislation should define the rules for the use of lighted signs, retroreflective and fluorescent signs, in particular by specifying situations in which each of the retroreflective categories should be used.*

*4. Existing text of Article 7, paragraph 2.”*

38. Concerning road markings, WP.1 also adopted in principle the amendments to **Article 29, paragraph 4**, and the wording of the new **Article 29 bis** of the Vienna Convention on Road Signs and Signals. These two texts are reproduced below:

**“Article 29.4 of the Vienna Convention on Road Signs and Signals**

4. *Road markings intended for guiding vehicles in traffic shall be recognized easily and in good time by the drivers to whom they are addressed. They shall be visible both by night and by day and in all weather conditions. It is recommended that, in zones where lighting is insufficient, these markings should be reflectorized.”*

**“Article 29 bis of the Vienna Convention on Road Signs and Signals**

1. *When permanent road markings are to be modified for a specific period, in particular because of road works or diversions, temporary markings shall be applied in colours different from the colours used for permanent markings.*

2. *Temporary markings shall take precedence over permanent markings and road users are required to conform to them. When the simultaneous presence of permanent and temporary road markings could be a source of confusion, the permanent markings shall be covered over or removed.*

3. *Temporary markings shall preferably be retroreflective and may be supplemented by beacons, catseyes or reflectors with a view to improving traffic guidance.”*

**(g) Alcohol**

39. In the context of the consideration of the amendments to the Conventions and Agreements supplementing them, WP.1 had before it a proposal from Hungary, distributed as informal document No. 1, to reduce the blood alcohol level defined in paragraph 7 of the European Agreement supplementing the Convention on Road Traffic (see ad article 8 of the Convention, additional paragraph to be inserted immediately after paragraph 5 of this article). Following the various comments made, WP.1 asked the secretariat, in view of the highly political nature of the subject, to make the above-mentioned document a formal document for the November 2002 session.

**REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1) AND ON ROAD SIGNS AND SIGNALS (R.E.2) (agenda item 4)**

*Consolidated Resolution on Road Traffic (R.E.1)*

(Document: TRANS/SC.1/294/Rev.5)

**(a) Assistance to victims of road accidents**

Documents: TRANS/WP.1/2002/7; TRANS/WP.1/2002/35 and Add.1

40. At its thirty-eighth session, WP.1 had invited the small group on assistance to road victims (France, Israel, FEVR and IFRC) to develop the three recommendations adopted,

namely, the harmonization of the definition of deaths and injuries in road accidents, support for the implementation of resolution TRANS/WP.1/2001/7 on assistance to victims of road accidents and the first-aid kit and to submit a new proposal.

41. The representative of FEVR introduced documents TRANS/WP.1/2002/35 and Add.1 which had been prepared for the meeting and informed WP.1 of ongoing developments, particularly with WP.6 concerning statistics. He stressed the need to work on the reliability of numbers of victims of road accidents. He also said that a questionnaire had been sent to all members of IFRC throughout the world and that it was in the process of being analysed. Lastly, he said that the three points mentioned in paragraph 40 should be finalized in 2003.

**(b) Mobile phones**

Document: TRANS/WP.1/2001/31

42. In view of the amendment to the Vienna Convention on Road Traffic (see paragraphs 16 and 17 of this report), WP.1 decided that it would no longer deal with this subject in forthcoming sessions in the context of R.E.1. The Chairman of WP.1 said, however, that when the modernization of the Resolution took place, the subject could be resumed with a view to its development.

**(c) Dangerous vehicle accessories**

Document: TRANS/WP.29/861

43. At its thirty-eighth session, WP.1 had prepared a recommendation on this subject to WP.29 and to the administrations. The secretariat informed the Working Party that, pursuant to that request, WP.29 had raised the question at its June 2002 session as reported in paragraphs 17 to 19 of the above-mentioned document, the relevant extract from which had been made available to delegates. The Working Party requested the secretariat to keep it informed of WP.29's work in this regard.

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

(Document: TRANS/SC.1/295/Rev.3)

**(d) Road works signing**

Documents: TRANS/WP.1/2001/33 and Add.1; TRANS/WP.1/2002/16;  
TRANS/WP.1/2002/20 and TRANS/WP.1/2002/33

44. On the basis of consolidated document TRANS/WP.1/2002/33 prepared by the secretariat, WP.1 considered in detail the draft recommendation on road signs and signals and safety in the vicinity of road works. The Working Party made several amendments to the relevant text and then adopted it for incorporation in R.E.2 as a new Chapter 3. The text as amended can be found in document TRANS/WP.1/85/Add.1.

**PREPARATION OF THE FOURTH ROAD SAFETY WEEK IN THE UN/ECE REGION**  
(agenda item 5)

Documents: TRANS/WP.1/2002/18; TRANS/WP.1/2002/25 and Add.1;  
TRANS/WP.1/2002/26

45. At its thirty-eighth session, WP.1 had decided to postpone the final choice of theme for the Fourth Road Safety Week in the UN/ECE Region until the current session and had invited delegations to inform the secretariat of their preferences for subjects which could be a central theme for the campaign, bearing in mind the subjects proposed on that occasion. In that connection the secretariat had faxed a reminder to the ECE member countries. The secretariat had briefly presented the replies received in document TRANS/WP.1/2002/25.

46. At the request of the Chairman of WP.1, the representative of the World Health Organization (WHO) described her organization's ongoing work on road safety. The central point of the activities programme would be World Health Day on 7 April 2004 with the theme "Safe roads". In this context, WHO had planned the publication of a report on the prevention of road accidents, the organization of a meeting in New York on 6 and 7 April 2004 and the adoption of a resolution. She said that a meeting to prepare for these activities had been held on 29 and 30 August 2002 and expressed the hope that the ECE Road Safety Week would, if possible, be synchronized with World Health Day.

47. The Chairman of WP.1 stressed the importance for the Working Party of being informed about road safety activities in other international forums and the need to seek a synergy between the activities of WHO and those of WP.1 while ensuring that there were no overlaps.

48. The choice of a theme for the Fourth Road Safety Week gave rise to a lengthy exchange of views among delegations. Since the majority were in favour of the themes of "road rage" and "night driving", the Chairman of WP.1 took a vote to determine the final choice. The theme of "road rage" came first by 11 votes (nine countries and two non-governmental organizations) to 5 for "night driving" (one country and four NGOs). Several delegations, however, stressed the need to develop the idea behind the theme and to specify what it covered, since the term "road rage" on its own could be misunderstood or interpreted differently depending on how it was translated into other languages. It was considered that the concept of "aggressive behaviour" would be more appropriate.

49. The Working Party also decided that the Fourth Road Safety Week would take place from 5 to 11 April 2004 so as to coincide with WHO's World Health Day on 7 April. It also adopted in principle the draft resolution submitted by the secretariat, in which the sections left blank concerning the dates, the theme and the slogan of the campaign still had to be completed. The Chairman of WP.1 said that since the text must obligatorily be submitted to the Inland Transport Committee for adoption in February 2003, it was important for the final version to be endorsed at the Working Party's November session. With this in view, WP.1 supported the proposal to establish an informal group composed of Spain, France, the Netherlands, Switzerland and the secretariat to consider, as its mandate, the notion of "aggressive behaviour" in detail, to

make proposals with reference to the slogan for the forthcoming campaign and to reflect on activities for its promotion which could be undertaken under the aegis of the Economic Commission for Europe.

**FOLLOW-UP OF THE CONFERENCES IN VIENNA (TRANSPORT AND ENVIRONMENT) AND LONDON (TRANSPORT, ENVIRONMENT AND HEALTH)**  
(agenda item 6)

Documents: ECE/AC.21/2002/8 and ECE/AC.21/2002/9

50. Ms. Aulavuo, in charge of the coordination of Transport/Environment/Health activities in the ECE secretariat, reported to the Working Party on developments since the thirty-eighth session. The principal event of note had been the second High-level Meeting of 5 July 2002 with the participation of ministers and representatives of the transport, environment and health sectors and numerous governmental and non-governmental organizations, at which a large number of decisions had been taken.

51. The High-level Meeting approved the document (ECE/AC.21/2002/3) on the midterm review of the Vienna Programme of Joint Action (POJA) prepared by the UN/ECE secretariat in accordance with the mandate given by the 1997 Vienna Conference on Transport and Environment. During consideration of the document, difficulties encountered in implementing the programme and the lack of participation of countries in transition were stressed. Future work should focus on the priority areas targeted. The Meeting also endorsed the document prepared by the WHO secretariat on the implementation of the London Charter on Transport, Environment and Health.

52. The High-level Meeting also adopted the Transport, Health and Environment Pan-European Programme (THE PEP) (ECE/AC.21/2002/9) which would guide the Vienna and London processes in the future. The Programme comprises the following three components:

- definition of the Policy Framework, focusing on priority areas;
- definition of the Work Plan, outlining a number of specific and concrete activities which could serve as examples of how tangible progress could be made in the priority areas;
- fusion of the follow-up bodies of the Vienna and London meetings into a Steering Committee on Transport, Environment and Health so as to use resources more efficiently and better coordinate efforts internationally.

The High-level Meeting had requested that special attention should be paid to the needs of Newly Independent States (NIS) and the countries of south-eastern Europe and had decided to make an assessment of progress achieved in the implementation of THE PEP by 2007 at latest. It was intimated that the first meeting of the Steering Committee on Transport, Environment and Health would take place on 7 and 8 April 2003.

53. The secretariat said that THE PEP had been transmitted to the World Summit on Sustainable Development in Johannesburg and would henceforth be regarded as a contribution to reinforcing the implementation of Agenda 21 adopted at the Rio Conference ([http://www.johannesburgsummit.org/html/sustainable\\_dev/p2\\_health\\_sd.html](http://www.johannesburgsummit.org/html/sustainable_dev/p2_health_sd.html)).

54. Lastly, the High-level Meeting had adopted a Declaration summarizing all the decisions taken during the meeting (ECE/AC.21/2002/8). As a reminder, all the documents relating to the follow-up of this work may be consulted on the UN/ECE web site at the following address: [www.unece.org/poja](http://www.unece.org/poja).

55. Following this presentation, the Chairman of the Working Party wondered about the possible impact of this work on that of WP.1. The representative of the secretariat said that a number of areas did indeed concern WP.1. She pointed out that it would be necessary to work closely with the principal subsidiary bodies and the working parties concerned in order to develop the areas of action of the Programme.

56. The Working Party requested the secretariat to keep it informed of future developments in the follow-up of this work and to point out all those which might have an impact on the work of WP.1.

#### **APPLICATION OF INFORMATION TECHNOLOGY IN ROAD SAFETY**

(agenda item 7)

Documents: TRANS/WP.1/2001/15; TRANS/WP.1/2001/37; TRANS/WP.1/2002/9

57. At its thirty-eighth session, the Working Party had considered that, although it was a technical matter, this subject should be kept on the agenda because of its very considerable consequences for road safety and related legal and political aspects, and that it was important that WP.1 itself should be associated with WP.29's work on the subject.

58. The Working Party considered that it would be advisable to await WP.29's note on the subject before proceeding. The delegate of the Netherlands thought that it would also be of interest to take information from other sources into consideration. The representative of Sweden for his part informed the meeting of the positive results of the experiment Sweden had carried out on the use of Intelligent Speed Adaptation (ISA) systems. The study had lasted for three years and had involved 10,000 drivers of private and commercial vehicles. He said that, following the experiment, several drivers had asked to pay to keep the system on board their vehicle. The secretariat noted that the organization of a round table on Intelligent Transport Systems (ITS) was envisaged in the context of the Inland Transport Committee.

#### **ELECTION OF OFFICERS** (agenda item 8)

59. The Working Party decided unanimously to re-elect the same officers, namely, Mr. Périsset (Switzerland) as Chairman and Mr. Link (Israel) and Mr. Yakimov (Russian Federation) as Vice-Chairmen.

**OTHER BUSINESS** (agenda item 9)

The following questions were raised:

**(a) National requirements concerning road safety**

Document: TRANS/WP.1/83

60. The secretariat reminded the meeting that the Transport Division had sent a letter to Governments in January 2002 inviting them to update the tables included in TRANS/WP.1/80. With the help of the information sent in, the secretariat had prepared a new document (TRANS/WP.1/83) which had been distributed as a provisional document during the meeting. The secretariat invited delegations, on the basis of this document, to check whether the new information included on their countries and the amendments to existing data were correct so that the document could be finalized for the forty-first session of WP.1 (31 March-4 April 2003). It also invited countries which had not yet done so to send in the information as quickly as possible and in any case before the end of 2002 at latest.

**(b) Exchanges of experience concerning road safety**

Document: TRANS/WP.1/2002/2

61. The secretariat reminded the meeting that, in order to follow up the requests made when the results of the Third Road Safety Week were evaluated, it had faxed Governments on 8 January 2002, requesting:

- (i) media addresses (press, radio, television), including e-mail addresses, to which UN/ECE press releases and other road safety documents could be sent;
- (ii) summary information on national road safety campaigns, using the form prepared for the purpose by the secretariat.

62. Since the secretariat had not been able to prepare a consolidated version of the replies received concerning these campaigns for the meeting, it proposed that the same survey should be sent out for the 2002 campaigns so that an overall summary could be made for WP.1's meeting in September 2003. The Working Party agreed to this proposal.

**(c) Dates of forthcoming meetings**

63. The secretariat informed delegates of the dates of the forthcoming meetings of the Working Party, namely:

- fortieth session: 27-29 November 2002
- forty-first session: 31 March-4 April 2003

- forty-second session: (possibly 7-9 July 2003)
- forty-second (or forty-third) session: 22-26 September 2003

**(d) Retirements**

64. The Working Party was informed that Mr. Boldizsar Vasarhelyi of Hungary and Mr. Jarmo Hirsto of Finland would be retiring and that the current session would be their last as members of the Working Party. The Working Party wished them both all the best for the future and thanked Mr. Vasarhelyi in particular for the many years of valuable contributions he had made to the work of WP.1.

**ADOPTION OF DECISIONS** (agenda item 12)

65. The list of decisions taken by WP.1 at its thirty-ninth session, prepared by the secretariat, was adopted.

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## Annex

### Amendments to the Vienna Convention on Road Traffic adopted by WP.1

*(Amendments or additions appear in bold)*

I. Add a new paragraph 6 to Article 8 to read (*mobile phones*):

**“6. A driver of a vehicle shall at all times minimize any activity other than driving. Domestic legislation should lay down rules on the use of phones by drivers. In any case, legislation shall prohibit the use by a driver of a hand held phone while the vehicle is in motion.”**

II. Amend paragraph 1 of Article 37 to read (*distinguishing signs*):

**“1.(a) Every motor vehicle in international traffic shall display at the rear, in addition to its registration number, a distinguishing sign of the State in which it is registered (*corresponds to existing paragraph 1 of Article 37*).**

**(b) This sign may either be placed separately from the registration plate(s) or may be incorporated into the registration plate(s). (*Text already adopted, to be found in A.VI of document TRANS/WP.1/2002/23*.)**

**(c) When the distinguishing sign is incorporated into the registration plate, it must also appear on the front registration plate of the vehicle if such is obligatory.”**

III. Amend (b) and (c) of Article 41.1 (*Driving permits*) to read:

**“(b) Contracting Parties undertake to ensure that driving permits are issued only after verification by the competent authorities that the driver possesses the required knowledge and skills; the persons authorized to check if drivers have the necessary knowledge and skills must have appropriate qualifications; the contents and procedure of both theoretical and practical exams are regulated by national legislation;**

**(c) Domestic legislation must lay down requirements for obtaining a driving permit, including those for the theoretical and practical exams and medical conditions;”**

IV. Amend Annex 3 to read (*distinguishing signs*):

**“3.1** Already adopted (*see A.X of document TRANS/WP.1/2002/23*)

**3.2 (a) The distinguishing sign of the State of registration, which may be supplemented by the flag or emblem of the State or the emblem of the regional integration organization to which the country belongs, shall be displayed on the far left or right of the rear registration plate, but preferably on the left or the far upper left on plates where the number takes up two lines.**

**(b) When, in addition to the distinguishing sign, a regional or local symbol and/or flag and/or emblem is displayed on the registration plate, the distinguishing sign of the State of registration shall obligatorily be placed on the far left of the plate.**

**3.3 A flag or emblem supplementing the distinguishing sign of the State of registration shall be positioned so that it cannot impair the legibility of the distinguishing sign and shall preferably be placed above it.**

**3.4 The distinguishing sign of the State of registration shall be positioned so as to be easily identifiable and so that it cannot be confused with the registration number or impair its legibility. The distinguishing sign shall therefore be at least of a different colour from the registration number, or have a different background colour to that reserved for the registration number, or be clearly separated, preferably by a line, from the registration number.**

**3.5 For the registration plates of motorcycles and their trailers and/or for registration plates taking up two lines, the size of the letters of the distinguishing sign as well as, where applicable, the size of the flag or emblem of the State of registration or the symbol of the regional economic organization which the country belongs to may be appropriately modified.**

**3.6 The provisions of this paragraph shall apply, according to the same principles, to the front registration plate of the vehicle when this plate is obligatory.”**

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