



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.1/96  
15 November 2004

ENGLISH  
Original: FRENCH

---

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY  
ON ITS FORTY-FIFTH SESSION**

**(27-30 September 2004)**

**ATTENDANCE**

1. The Working Party on Road Traffic Safety (WP.1) held its forty-fifth session in Geneva from 27 to 30 September 2004, chaired by Mr. Bernard Périsset (Switzerland). Representatives of the following member States participated: Austria; Azerbaijan; Belgium; Canada; Czech Republic; Denmark; Estonia; Finland; France; Georgia; Germany; Hungary; Iceland; Israel; Italy; Kazakhstan; Latvia; Lithuania; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Serbia and Montenegro; Spain; Sweden; Switzerland; Turkey; United States of America; Uzbekistan.
2. Representatives of the other United Nations regional commissions took part for the first time: Economic Commission for Africa (ECA); Economic Commission for Latin America and the Caribbean (ECLAC); Economic and Social Commission for Asia and Pacific (ESCAP); Economic and Social Commission for Western Asia (ESCWA).
3. The European Commission and the World Health Organization (WHO) were also represented, along with the following non-governmental organizations: International Organization for Standardization (ISO); Federation of European Motorcyclists' Associations (FEMA); European Federation of Road Traffic Victims (FEVR); European Natural Gas Vehicle Association (ENGVA); International Federation of Motorcyclists (FIM); International Federation of Pedestrians (FIP); Global Road Safety Partnership (GRSP); International Road Transport Union (IRU); International Road Safety Organization (PRI); International Road

Federation (IRF); International Motorcycle Manufacturers Association (IMMA); FIA Foundation for the Automobile and Society; Task Force for Child Survival and Development.

## **INTRODUCTION**

4. The Chairman welcomed all participants and in particular greeted the representatives of Azerbaijan, Georgia, Kazakhstan and Uzbekistan who were participating for the first time in the work of the Working Party, thanks to the programme on the facilitation of participation by countries of Central Asia and the Caucasus initiated by UNECE with financial support from the European Union. The representatives of these countries for their part expressed their satisfaction at being able to participate in the work of WP.1 and stressed their desire to enable their countries to profit to the maximum from the lessons learned from its work.

5. Following a request by the Chairman, the members of WP.1 agreed to permit a film crew from the FIA Foundation to film the morning session of the Working Party on 29 September. The representative of the Foundation explained that it would be a follow-up to the film on road safety which included an interview with Mr. Kofi Annan. It was explained that the film would be made available to Governments for their road safety campaigns and for promoting the work of WP.1.

## **AGENDA** (*agenda item 1*)

Document: TRANS/WP.1/95

6. The agenda was adopted. It was requested that an item on “Communications” should be added to future agendas as item 2.

## **ADOPTION OF THE REPORT OF THE FORTY-FOURTH SESSION OF THE WORKING PARTY** (*agenda item 2*)

Documents: TRANS/WP.1/94 and TRANS/WP.1/94/Corr.1

7. The report and its corrigendum were adopted without changes.

## **TERMS OF REFERENCE AND RULES OF PROCEDURE OF WP.1** (*agenda item 3*)

*This item is discussed in paragraphs 49 to 51 of this report.*

## **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 4*)

Documents: TRANS/WP.1/2003/1-5/Rev.4

8. The Working Party was informed that the Russian Federation had transmitted the proposals for amendments to the Vienna Conventions and the European Agreements supplementing them, contained in documents TRANS/WP.1/2003/1 to 5/Rev.4, to the Secretary-General of the United Nations.

9. The Working Party was also informed that these proposals had reached the Secretary-General on 7 September 2004 and had been notified to the Contracting Parties on 28 September. Delegates were reminded that, as from that date, in accordance with the provisions defined in the various pertinent legal instruments, Contracting Parties had a period of 12 months to enter their reservations to the proposals or their acceptance of them. Once these proposals were deemed to have been accepted, they would enter into force 6 months after the expiry of the 12-month period referred to above.

## **REVISION OF THE CONSOLIDATED RESOLUTIONS R.E.1 AND R.2 (agenda item 5)**

Documents: TRANS/SC.1/294/Rev.5 and TRANS/SC.1/95/Rev.3

### **Consolidated Resolution on Road Traffic**

#### **(a) Safety in tunnels**

Documents: TRANS/WP.1/2002/28, informal documents Nos. 1 and 2

10. The Chairman of WP.1 recalled the context of the work on safety in tunnels and said that the proposals on the subject submitted to WP.1 in document TRANS/WP.1/2004/10 (draft restructuring of R.E.1) had been prepared by Switzerland and the secretariat on the basis of document TRANS/WP.1/2002/28 and not by the small group on safety in tunnels (France, Norway, Switzerland, European Commission, PRI, IRU, secretariat) which had been unable to meet for lack of time. In order to facilitate the discussion, WP.1 based its work on informal document No. 2 which consolidated the various proposals from the above-mentioned document TRANS/WP.1/2004/10.

11. The Working Party concentrated essentially on establishing guidelines which the small group was requested to use as the basis for its drafting work. They concerned the following points:

#### **“Chapter 2. General rules concerning behaviour in traffic**

**Section 2.5:** The second sentence should be revised on the following basis: ‘However, the principal factor in road accidents is human error, so efforts to increase the level of road safety have to be [...] aimed at preventing these human errors *and concern means of mitigating their consequences without neglecting the other factors relating to infrastructures and vehicles*’.

**Section 2.5.1:** Adopted.

**Section 2.5.2:** This section should be completely redrafted on the following bases:

- Rules already contained in Article 25 bis of the Vienna Convention on Road Traffic should not be repeated in R.E.1. One solution would be to begin as follows: *‘In addition to the binding provisions of Article 25 bis of the Vienna Convention on Road Traffic, materially indicated by special sign E,11a of the*

*Vienna Convention on Road Signs and Signals, all drivers ...* (followed by the new recommendations to be given prominence). For tunnels not provided with these signs, the imposition of the same obligations should be recommended;

- With reference to the point concerning the need to keep an adequate distance, WP.1 noted that Community Directive 2004/54 of 19 April 2004 (OJ L of 30 April 2004) contained specific provisions in this regard in annex 1, paragraph 3.9, introducing the notion of time in seconds for calculating the distance to be kept in terms of the speed of the vehicle. While maintaining this principle, WP.1 asked the small group to review the wording;
- Transfer to 2.5.3 the reference to keeping a distance of 5 m when a vehicle is stopped since this concerns cases of traffic congestion;
- Stress driver training.

**Section 2.5.3:** (i): Adopted subject to the addition after ‘Not leave the vehicle’ of ‘*unless ordered to do so*’.

(ii): Separate the cases of breakdown or accident. A distinction should be made between one’s own vehicle and another vehicle. Develop the idea of leaving one’s vehicle, indicating the precautions to be taken. In addition to warning lights, raise the possibility of placing an advance warning triangle to indicate a breakdown or accident, adding the rules for the precautions to be taken. Also modify the last subparagraph to read: ‘Call for help, *preferably* from an emergency point.’

(iii): Adopted subject to the following amendment to the last subparagraph: ‘Call for help, *preferably* from an emergency point.’

(iv): Adopted.

## **Chapter 5. Influencing behaviour on the road**

**Section 5.1.1.2:** Adopted.

**Section 5.1.2.3 (c):** Revise the wording of the last sentence, deleting all references to periodic tests of knowledge. Instead, refer to continuing training.

**Section 5.2.1.3:** Adopted.”

12. The secretariat informed WP.1 about work within the Working Party on the Transport of Dangerous Goods (WP.15) on the introduction of a panel additional to the signs for the transport of dangerous goods in the Vienna Convention on Road Signs and Signals, namely, signs C,3h and D,10a, b and c. In particular, it was noted that the ad hoc working group on the safety of the transport of dangerous goods in road tunnels had submitted its report

(TRANS/WP.15/179/Add.1) and that it contained proposals for amendments to Chapters 1.9 and 8.6 of the Appendix to Annexes A and B of ADR concerning the signs that would be introduced to take account of the new traffic restrictions related to the creation of dangerous goods groupings A, B, C, D and E. The Working Party's opinion was requested in the report (para. 35) as to whether the new interpretation to be given to the signs that would be brought into use following the introduction of these groupings should appear in ADR, R.E.2 or in both. It was recalled that the existing interpretation of sign C,3h in R.E.2, came from WP.15.

13. On the basis of this information, WP.1 requested WP.15:

- To inform it officially about this matter;
- To provide an explicit document with concrete proposals for inclusion in R.E.2;
- To submit for its opinion the provisions on signs to be included in ADR, since road signs and signals were part of the remit of WP.1.

14. Lastly, WP.1 requested its members to contact their opposite numbers in WP.15 rapidly about this matter which would be discussed in October at the latter's next session.

**(b) Roadside checks**

Document: TRANS/WP.1/2004/14

15. The Working Party considered the above-mentioned document prepared by the small group established for the purpose (France, Portugal, Switzerland, secretariat) paragraph by paragraph. It requested the small group to submit a reworded text for the next session, taking the following guidelines into account:

**Role of checks:** Adopted.

**Roadside checks policy:** The wording should be revised and expanded on the following points:

- Need for information campaigns to accompany the measures;
- Reference to monitoring the state of vehicles and different types of checks: individual, generalized operations and automated checks;
- Convey the idea that drivers may be checked at any time and not only in connection with the most serious faults.

In this regard, the delegation of France proposed to introduce to WP.1 the system France had established with automatic radar checks.

**Role of penalties:** Stress should be placed only on educating users. At the end of the first paragraph, replace “alternative penalties” by “*accessory* penalties”.

**Helping drivers to observe the rules:** This point should be reviewed and transferred to another part of the text since it only indirectly concerns roadside checks. A distinction should be made between warning systems and driving aids. It should not be lost sight of that conditions for checks are different in the countries in transition. The first indent on the introduction of electronic devices and the last indent on systems to indicate drivers’ speeds should be reworded.

### **With regard to the recommendations**

**Paragraph (1):** Refer to the persons who carry out the checks. Also refer to categories of users other than drivers (in particular, cyclists and motorcyclists). Also mention prevention in the explanatory part of the recommendations.

**Paragraph (2):** Make the distinction between the direct and indirect causes of accidents. Amend the first indent as follows: “Excessive speed *or speed not adapted to traffic conditions*”.

**(2.1):** Also mention checks in the neighbourhood of schools and places where there are roadworks. Delete “transport” in the last sentence.

**(2.2):** In the second sentence add “*possibly*” after “several times a year”.

**(2.3):** Adopted.

**(2.4):** Draft differently in order to avoid associating fatigue with an offence.

**(2.5):** Adopted.

**Paragraph (3):** Refer also to the training of the people who carry out the checks.

**Paragraph (4):** Revise the text to make it clearer.

**Paragraph (5):** The Russian Federation has proposed the deletion of “in his country of residence” at the end of the last indent.

**Paragraph (6):** Adopted.

**Paragraph (7):** The proposal by Germany that the sentence should end after “highway code” was adopted.

16. The representative of the European Commission said that the Commission had adopted a recommendation on the application of road safety regulations on 5 April 2004 (OJ L 111 of 17 April 2004).

**(c) Driving under the influence of alcohol, drugs and medication**

Documents: TRANS/SC.1/336/Rev.1, informal document No. 4

17. The Working Party considered informal document No. 4 prepared by the small group on the subject (Finland, Italy, Romania, United States and WHO, chaired by Italy). After considering the list of points to be taken into account in preparing the questionnaire, WP.1 requested that the following topics should be added:

- Examples of best practices;
- Identification of problems by categories of road users and age groups;
- Determination of the authority responsible (police, medical services, etc.).

18. The Working Party requested the small group to prepare a draft questionnaire on the subject of driving under the influence of alcohol for consideration and adoption at its forty-sixth session in order to have replies for the forty-seventh session in September 2005. It was recalled that the ultimate objective was to revise and modernize the existing resolution on the subject which dated from 1989 (TRANS/SC.1/336/Rev.1), the new provisions of which would be incorporated into R.E.1, currently in the process of revision. The Chairman of the small group said that a start would only be made on the subject of the influence of drugs and medication on driving once the work on alcohol was complete.

19. The representative of the European Commission said that the Commission was financing a number of studies or activities with the aim of proposing solutions to cutting back the number of accidents and victims due to alcohol, drugs and medication (one accident out of every five was due to alcohol). These included:

- ROSITA (RoadSide Testing Assessment), the results of which were expected in 2005;
- Immortal: research specifically concerning driving under the influence of drugs and medication, in particular in the case of drivers involved in accidents;
- European project on the use of the “alcohol interlock” device on board vehicles, consisting in the experimental installation of the device for target groups of drivers, namely drivers of heavy vehicles and buses, but also multiple road traffic offenders and alcoholics;
- A very large study project extending over four years concerning the influence of alcohol, drugs and medication. It would deal with all aspects, namely:
  - Epidemiological reference studies on the risks of psychoactive substances;
  - Establishment of a European classification of psychoactive medication;
  - Establishment of driver rehabilitation schemes;

- Identification of the best follow-up advice in the medical and legal monitoring of drivers;
- Identification of strategies for disqualification from driving;
- Information of the public and doctors.

For its part, IMMA said that an epidemiological study had been carried out in five countries of continental Europe and that the results could be found at the following address: [www.acembike.org](http://www.acembike.org).

**(d) Improving motorcycle and moped safety**

Documents: TRANS/WP.1/2004/6/Rev.1 and TRANS/WP.1/2004/9

20. The representative of the United States, speaking on behalf of the small group (United States (Chair), FEMA, FIM and IMMA) said that, following comments by WP.1 at its forty-fourth session, two questionnaires had been prepared, one for motorcyclists (*TRANS/WP.1/2004/6/Rev.1*) and one for moped users (*TRANS/WP.1/2004/9*), in which the amendments and additions requested had been incorporated.

21. During the consideration of these new versions, WP.1 requested the small group to make improvements in the form of the presentation and to modify the questionnaires, in particular with regard to the following points:

- In the “moped” questionnaire it would be necessary:
  - To specify that it is restricted to two-wheeled mopeds;
  - To delete questions 3 and 33 which were considered to be too subjective, or include them in an annex;
  - In the first indent of part B (explanations), to replace 50 km/h by 40 km/h (50);
- In the “motorcycle” questionnaire, it would be necessary:
  - To delete questions 2 and 33 which were considered to be too subjective, or include them in an annex;
  - In the first indent of part B (explanations), to replace 50 km/h by 40 km/h (50).

22. The Working Party requested the secretariat to circulate the questionnaires as amended as widely as possible throughout the world so as to have the most accurate picture possible of the situation of two-wheeled vehicles and the problems encountered. The secretariat said that their circulation in countries outside UNECE would be effected through the other regional commissions.



**(e) Increasing seat belt usage**

Document: TRANS/WP.1/2004/7/Rev.1

23. Following the comments made at the last session of WP.1, the small group on this subject (Spain, United Kingdom, United States (Chair) and FIA Foundation) prepared a new draft questionnaire reproduced in the above-mentioned document. The Working Party congratulated the group on the quality of its work. When the text was reviewed, the small group was requested to make the following improvements:

- Question 4: introduction in the table of the concept of age for child restraint systems (children under 12);
- Question 6: division of commercial vehicles into two categories: 3.5 tonnes or less and over 3.5 tonnes and division of public buses into two classes: urban and non-urban zones;
- Question 8b: as for question 6. Also introduction of a distinction between: school buses, minibuses and tourist buses. Introduction of the concept of mandatory seat belt use if the vehicle is equipped with seat belts;
- Question 9a: revision and expansion of the list of exemptions (reversing, specific zones);
- Question 12: more detail of aspects of responsibility;
- Question 23: more development of the examples in brackets.

24. The Working Party requested the secretariat, once the questionnaire had been modified, to circulate it as widely as possible worldwide, using the most appropriate means.

**(f) Overtaking**

25. The Working Party at its forty-second session had taken note of the draft questionnaire prepared by the small group on problems of overtaking (Estonia, Poland, Romania, Russian Federation (Chair) and FEMA). It had been invited to prepare a more detailed questionnaire that would be easier to use. The Russian Federation said that the draft would be sent to the secretariat by 1 January 2005 so that it could be considered at the forty-sixth session.

**(g) Pedestrian rules and signs**

26. The Working Party was informed that the small group entrusted with proposing future work on pedestrian rules and signs (Israel, Netherlands, Switzerland, FIP and GRSP, chaired by FIP) would prepare a document on the subject for the forty-sixth session.

**(h) Driving permits issued in accordance with the 1949 Convention**

Document: TRANS/WP.1/2004/1

27. The Working Party was informed that IRF had withdrawn the above document which it had prepared on this subject. It was also informed that, in accordance with the request it had expressed at the forty-fourth session, the secretariat had, early in August 2004, sent a questionnaire to all countries that were Contracting Parties to the 1949 Convention but had not acceded to the 1968 Conventions, in order to ascertain their intentions in this regard and to obtain information on the issue of driving permits in their countries. A copy of the questionnaire and the accompanying letter had been made available to the members of WP.1. In the six replies received since the questionnaire had been sent out, four countries had indicated their intention of acceding to the Convention.

28. The Russian Federation, speaking on behalf of the small group responsible for studying the subject (Portugal, Russian Federation (Chair), Spain and IMMA), said that an informal document would be prepared for the next session of WP.1 with a view to submitting proposals for amending the relevant articles and annexes of the 1949 Convention on driving permits. The Working Party nevertheless considered that it would be appropriate to await the results of the survey before envisaging the specific follow-up to be given to the problem raised.

**(i) Restructuring of Consolidated Resolution R.E.1**

Documents: TRANS/WP.1/2004/2, TRANS/WP.1/2004/10, TRANS/WP.1/2004/17

29. The Working Party welcomed the new draft restructuring of R.E.1 (TRANS/WP.1/2004/10) proposed by the small group set up for the purpose (France (Chair), Switzerland, PRI, secretariat). The Chairman of WP.1, who was also a member of the small group, said that the order of entries in Chapter 1 would be amended so as to begin with more general rules than those that concerned specific traffic regulations. It was announced that at its next meeting the small group would consider the proposal by the delegation from Poland to transfer certain provisions from Chapter 8 to R.E.2. The Working Party had also postponed consideration of the contents of the first aid kit on board vehicles (TRANS/WP.1/2004/17) until its next session.

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

**(j) Variable message signs**

Document: TRANS/WP.1/2004/13

30. In accordance with WP.1's request, the small group established for the purpose (France, Germany, Netherlands and Spain (Chair)) prepared a note inserted in the above-mentioned document setting out the situation and guidelines on possible future work to be undertaken in this area. Following an oral introduction of this document by the Spanish delegation and a discussion on follow-up, WP.1 requested the small group to prepare a document for the forty-sixth session, containing:

- The list of signs, pictograms and symbols used on variable message panels;
- Those which should be deleted;
- New pictograms which could be introduced;
- Specific proposals to disassociate danger signs from information signs.

**(k) New signs for fuelling stations selling sulphur-free fuel and compressed natural gas**

Documents: TRANS/WP.1/2004/3, TRANS/WP.1/2004/4, TRANS/WP.1/2004/16

31. At its forty-fourth session, after a first review of proposals to introduce new road symbols to indicate fuelling stations selling sulphur-free fuel (TRANS/WP.1/2004/3) and those selling compressed natural gas (CNG) (TRANS/WP.1/2004/4), WP.1 had agreed to reconsider this issue at the present session. Following this discussion, the secretariat had prepared a draft recommendation (TRANS/WP.1/2004/16) associating these two proposals.

32. The Working Party opted for harmonization and clarity and decided that the signs selected should in future appear in R.E.2.

33. With regard to compressed natural gas, the majority of the members of the Working Party were not in favour of the sign proposed by ENGVA; countries not in favour were requested to submit new proposals for a sign using different symbols for the forty-sixth session of WP.1.

34. The Working Party adopted the sign proposed by ECMT for sulphur-free fuel and the text of the accompanying recommendation contained in document TRANS/WP.1/2004/16. The relevant recommendation can be found in the annex to this report.

35. The secretariat said that all proposals from small groups should be sent to it by the end of December 2004.

**FUTURE ROLE OF THE WORKING PARTY** (*agenda item 6*)

36. At the opening of the special half-day on Wednesday 29 September devoted to this item, the Chairman of WP.1 warmly welcomed the representatives of the other four regional commissions - ESCWA (Western Asia), ECA (Africa - 55 member countries), ECLAC (Latin America and the Caribbean - 41 member countries) and ESCAP (Asia and the Pacific - 62 member countries) - and stressed the historic nature of the meeting. He also welcomed Dr. Krug from WHO, Dr. Runge from the United States, Mr. Jonah from Canada and Mr. Ward from the FIA Foundation.

37. After recalling that General Assembly in resolution A/RES/58/289 of 14 April 2004 had invited “*the World Health Organization, working in close cooperation with the United Nations regional commissions, to act as a coordinator on road safety issues within the United Nations system*”, the Chairman of WP.1 stressed the need to develop collaboration between the Economic Commission for Europe and the other regional commissions through WP.1. He then invited the regional commissions to introduce themselves and to present the road safety situation in their region.

38. Speaking on behalf of UNECE, the Director of the Transport Division recalled the Commission's important role in the harmonization of rules and standards through the large number of agreements and conventions, some of which had international status, that the Commission had been managing since its inception in 1947. After presenting the various instruments with an impact on road safety, he said that UNECE was ready to invest in sustained and efficient collaboration with its other partners in the regional commissions.

39. It emerged from the presentations by the representatives of the other four regional Commissions that, with some exceptions, the road safety situation in their regions was a matter of extreme concern and could be characterized by numerous common denominators, such as, for example:

- Trivialization of the lack of safety on the roads which took the form of a very high accident and death rate in which the majority of victims were pedestrians and two-wheeled vehicles;
- Generally speaking, the poor behaviour of drivers and failure to comply with traffic regulations;
- Very low rate of seat belt and helmet use or absence of their use;
- Issue of driving permits with a summary check of driver knowledge or none at all;
- Inadequate or non-existent user training. The same is the case for instructors and monitoring services;
- General poor state of vehicles and lack of vehicle checks;
- Quality of road infrastructures, generally mediocre or poor;
- Lack of organization or non-existence of emergency services;
- Lack of training of the medical services with regard to road accidents;
- Unreliability of statistical databases or a lack of them;
- Lack of an institutional framework for road safety;
- Lack of motivation and absence of awareness on the part of political decision makers and civil society.

40. With the exception of special studies or the launch of some small-scale initiatives, another aspect common to the regional commissions was that to date they had not been in a position to become systematically involved in road safety issues. They stressed, nevertheless, that with technical support and advice from WP.1 and the other parties involved, they were ready, if adequate resources were allocated, to undertake initiatives to improve road safety in their regions.

41. An exchange of views followed these presentations on how WP.1 could help to promote road safety in the other commissions and how the latter could contribute reciprocally to promoting the work of WP.1. The members of WP.1, for their part, put forward the following ideas and proposals:

- Establish managers for specific projects;
- Provide support for training in terms of materials and/or experts;
- Help to promote the accession of countries to conventions and agreements developed by UNECE concerning road safety and facilitate their implementation;
- Support the harmonization of road safety policies;
- Help in developing institutional frameworks for road safety;
- Jointly organize road safety training seminars and courses;
- Provide advice on the compilation of reliable road accident statistics and on the establishment of clear and standard definitions in order to take these statistics into account in their regions;
- Share best practices;
- Establish the necessary partnerships;
- Provide advice on establishing efficient systems for driving permits.

42. The other four regional commissions for their part proposed to:

- Become WP.1 regional focal points and to act as intermediaries vis-à-vis their member countries;
- Promote the experience of WP.1 and best practices in their member States;
- Promote in their member States accession to the Vienna Conventions and other transport safety conventions and agreements developed by UNECE;
- Promote the example of WP.1 in their regions by setting up similar legal bodies so as to foster the greatest possible harmonization of rules among their member countries;
- Develop bilateral activities in which they could play a coordinating role.

43. The regional commissions also said that they were very interested in supplying learning tools for training, particularly with regard to two-wheeled vehicles, as proposed by FEMA. Lastly, WP.1 was invited by ESCAP to hold a meeting in Bangkok and by ECLAC to hold a meeting in Santiago, Chile.

44. The Chairman of WP.1 for his part invited the commissions to participate in the future work of the Working Party and stressed that Consolidated Resolutions R.E.1 and R.E.2, which were being updated, would provide a tool for the dissemination of best practices and that in this context the needs of countries in transition would not be neglected.

45. Following these statements, Dr. Etienne Krug, Director, Injuries and Violence Prevention, WHO, said that the role of coordinator for road safety within the United Nations entrusted to WHO in General Assembly resolution 58/289 had been accepted by the World Health Assembly at its fifty-eighth session (resolution of 22 May 2004). He added that the Organization had never requested that role but that it was prepared to play it along with WP.1. In order to follow up the General Assembly resolution, he said that a meeting of all the major stakeholders and international partners would be held on 1 October at WHO Headquarters to define the bases, the objectives and the expectations of that cooperation. He stressed that the aim was to obtain a synergy of the efforts by the participating organizations in their respective sectors, and in no sense was it to interfere in the activities they had been conducting to date which they should continue to perform. The World Health Organization for its part would concentrate on better compilation of road safety data and on improving the emergency services for victims of road accidents. Lastly, he said that, in accordance with the General Assembly resolution, WHO would be required to submit a report to the General Assembly in 2005.

46. Dr. Jeffrey Runge, Administrator, United States National Highway Traffic Safety Administration, congratulated WP.1 on the quality of its work and said that, in the light of its experience, it had a defining role to play in disseminating best road safety practices. He thanked the Chairman for his dynamic conduct of the work of the Working Party and welcomed the establishment of international collaboration with WHO and the regional commissions. He also referred to various projects in which his country participated financially or intended to participate.

47. Mr. David Ward, Director-General of the FIA Foundation, also spoke of the important role to be played by WP.1 in disseminating best practices in other regions of the world and welcomed the involvement of the regional commissions in road safety work. With regard to the question of resources for improving road safety worldwide, he urged delegates to contact their country's overseas development assistance agencies.

48. Mr. Brian Jonah from Canada expressed his country's willingness to share its experience in road safety and said that Canada's aim was to have the safest roads in the world by 2010, which would require a 30 per cent reduction in the number of persons killed and injured in road accidents.

49. In conclusion, WP.1 underlined the importance of its active engagement in the work of road safety collaboration within the United Nations despite a lack of resources. The Working Party strongly supported the representative of ESCWA when she said that the additional work required was incompatible with resources that had just undergone a reduction and requested that each delegation should approach its authorities to ensure that the resources of the regional commissions were not further cut back. In this regard, WP.1 requested the Inland Transport Committee to ensure that UNECE road safety resources were maintained at their current level, or, if possible, increased, so that WP.1 could fulfil the mandate given it by the General Assembly.

**TERMS OF REFERENCE AND RULES OF PROCEDURE OF WP.1** (*agenda item 3*)

Document: TRANS/WP.1/2004/8

50. The Director of the Transport Division introduced the above document. He said that its aim was to take account of the decisions reached by the Inland Transport Committee in resolution 253 (ECE/TRANS/156, annex 2) and the guidelines provided by the Bureau of the Committee at its meeting in June 2004 and to give WP.1 the means of responding to General Assembly resolution 58/1989. He said that it contained proposals to open participation in WP.1 to countries that were Contracting Parties to the Vienna Conventions but were not part of UNECE, and to give them the right to vote on relevant issues. He added that he had consulted the Office of Legal Affairs in New York which had confirmed the need for prior UNECE approval of these two proposals insofar as they went beyond the provisions of paragraphs 8 and 11 of the Terms of Reference of the Economic Commission for Europe.

51. Following this introduction and in the light of the discussions with the other regional commissions, WP.1, after a discussion in-depth, decided in favour of this opening up to participation in its work and the granting of voting rights. It invited the Inland Transport Committee to support this approach, and, if it agreed, to submit an application to UNECE.

52. The Working Party reviewed the main lines of the draft terms of reference and rules of procedure prepared by the secretariat (TRANS/WP.1/2004/8). In the course of its review, several proposals were put forward. In the light of the changes proposed for the new role of WP.1, however, the Working Party considered that it was premature to discuss the terms of reference and rules of procedure. After deciding to withdraw document TRANS/WP.1/2004/8 which had become obsolete, it requested the secretariat to prepare a new document for the forty-sixth session, or, if that proved impossible, for the forty-seventh session, taking account of the discussions in this regard.

**EVALUATION OF THE FOURTH ROAD SAFETY WEEK IN THE ECE REGION AND FOLLOW-UP TO THE SEMINAR ON AGGRESSIVE BEHAVIOUR ON THE ROAD**  
(*agenda item 7*)

Document: TRANS/WP.1/2004/15

53. The Working Party took note of the conclusions of the Seminar on aggressive behaviour on the road held in Geneva on 5 April 2004 (TRANS/WP.1/2004/15). It requested the secretariat to prepare a questionnaire to evaluate the Fourth Road Safety Week to be sent to member States as rapidly as possible. It entrusted the small group which had been formed to prepare the seminar (France, Switzerland, ECMT, secretariat) with the review of the follow-up to be given to it, with making a preliminary evaluation of the replies to the questionnaire and with submitting proposals to the Working Party, at latest for the forty-seventh session.

### **COLLECTION AND DISSEMINATION OF INFORMATION** (*agenda item 8*)

54. Member States were requested to inform the secretariat **by the end of December 2004** of any changes to document TRANS/WP.1/80/Rev.2 on national road safety requirements with a view to preparing the version TRANS/WP.1/80/Rev.3 for the next session. The delegate from Denmark reported that motorway speed in Denmark had been increased from 110 to 130 km/h. The delegation from Poland said that the speed limit in town had been reduced to 50 km/h but that speeds of 60 km/h were tolerated at night between 11 p.m. and 5 a.m. Lastly, the delegate from the Russian Federation said that drivers found with alcohol in their blood were liable to be disqualified from driving for between one and a half and two years.

55. The Working Party was informed by the secretariat that the list of road safety campaigns in ECE member countries in 2003 would be made available to delegations for the next session. It was recalled in this connection that countries which had not yet submitted this information had until the **end of December 2004** to do so.

### **ELECTION OF OFFICERS OF THE WORKING PARTY** (*agenda item 9*)

56. The Working Party re-elected Mr. Bernard Périsset (Switzerland) as Chairman and Mr. Alexander Yakimov (Russian Federation) and Mr. Dan Link (Israel) as Vice-Chairmen for its sessions in 2005 and 2006.

### **OTHER BUSINESS** (*agenda item 10*)

57. The delegation from Belgium informed WP.1 that a new sign prohibiting the use of the "cruise control" had been introduced in Belgium and that this decision had been taken following numerous accidents with lorries because drivers had reacted too late in turning off the device. Several delegations expressed doubts as to the relevance of a sign of this nature which would not always be easy to understand for non-English-speaking persons. Stress was placed on the need to train users in devices of this type. Following a discussion, WP.1 requested countries which would like this matter to be discussed in greater detail by the Working Party to send proposals to the secretariat **by the end of December 2004** along with any additional information showing the extent of the problem.

58. The Working Party was informed that its forty-sixth session would be held from 14-16 March 2005 and its forty-seventh session from 13-16 September 2005.

### **ADOPTION OF DECISIONS** (*agenda item 11*)

59. The Working Party adopted the list of decisions taken at its forty-fifth session on the basis of a draft prepared by the secretariat.

---



**Annex****ROAD SIGN INDICATING FUELLING STATIONS  
SELLING SULPHUR-FREE FUEL**

Sulphur-free fuels will be introduced in all European Union member States by 1 January 2005 and all petrol and diesel sold in the Union must be sulphur-free by 1 January 2009.

Since at the present time this type of fuel is not available in all service stations, it is necessary to indicate to motorists service stations where it can be purchased. It is therefore recommended that, when a pictogram is used to indicate that sulphur-free fuel can be obtained in a service station, the pictogram below should be selected.

The pictogram is composed of the existing service station symbol in black with the same symbol in orange in the background, shifted diagonally to the right.



-----