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Working Party on Road Traffic Safety

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

(12-15 September 2005)

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REPORT

ATTENDANCE

1. The Working Party on Road Traffic Safety (WP.1) held its forty-seventh session in Geneva from 12 to 15 September 2005, chaired by Mr. Bernard Périsset (Switzerland). Representatives of the following member States participated: Austria; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Germany; Hungary; Israel; Italy; Latvia; Luxembourg; Netherlands; Norway; Portugal; Romania; Russian Federation; Slovakia; Spain; Switzerland; Turkey; United Kingdom; United States of America.
2. 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); European Liquefied Petroleum Gas Association (AEGPL); International Federation of Motorcyclists (FIM); International Federation of Pedestrians (FIP); International Road Safety Organization (PRI); International Road Federation (IRF); International Motorcycle Manufacturers Association (IMMA); FIA Foundation for the Automobile and Society; International Touring Alliance/International Automobile Association (ITA/FIA); and as observers: The Task Force for Child Survival and Development and LASER EUROPE.
3. The Chairman of WP.1, Mr. Bernard Périsset, began by introducing the objectives for the current session and for 2006. He said that he was determined to complete the work of revising Consolidated Resolution R.E.1 in 2006 so that a modernized version could be published on the occasion of the United Nations Global Road Safety Week to be organized from 23 to 29 April 2007. He informed the meeting of his intention to request permission from the Inland Transport Committee to organize a special session of WP.1 in June 2006 to be devoted exclusively to consideration of R.E.1.

ADOPTION OF THE AGENDA (*agenda item 1*)

Document: TRANS/WP.1/99

4. The agenda was adopted without change.
5. The Russian Federation welcomed the fact that all the working documents had been available in the three official languages sufficiently in advance to permit fruitful discussion.

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

Document: TRANS/WP.1/98

6. The report (TRANS/WP.1/98) of the forty-sixth session was adopted with the following amendment in point 19, paragraph 2.5.2, last paragraph and the annex to the report (English version only): the phrase “in *each* direction” should instead read “two lanes or more in **the same** direction”.

7. The representative of the Russian Federation said that he would send the secretariat drafting corrections concerning the annex to the report on tunnels.

COMMUNICATIONS (*agenda item 3*)

(a) Chairman of WP.1

8. Under this agenda item, the Chairman reported to the Working Party on developments in the follow-up to United Nations General Assembly resolution A/RES/58/289 of 14 April 2004. He said that the Secretary-General's report A/60/181 of 1 August 2005, the draft of which had been prepared by WHO, had been published and that the submission of the report could be followed by the adoption by the General Assembly of a new resolution on road safety at its sixtieth session. He also mentioned that the autumn 2006 session of WP.1 might exceptionally be held in Bangkok. He went on to inform the Working Party of the results of the meeting of the ECMT "Road safety" group which had recently taken place in Malta and said that road safety would be one of the main themes of the meeting of the Council of ECMT Ministers in Dublin (17-18 May 2006). Lastly, he referred to the third edition of what was known as the Verona Meeting of Transport Ministers from the EU and the European Economic Area (4 and 5 November 2005), organized jointly by Italy and the United Kingdom as President of the European Union, in which Switzerland and Norway had been invited to take part. The discussions would, inter alia, concern new drivers, children and the elderly.

(b) Organizational activities

9. The representative of ISO mentioned that an ITU/ISO workshop on smart transport had been held in March 2005 (see website <http://www.itu.int/ITU-T/worksem/ictauto/index.html>) and made copies of the ISO Bulletin Focus, on the subject of cars, available to delegates.

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*)

Document: TRANS/WP.1/2005/13

10. The Working Party considered the report of the legal group published under the symbol TRANS/WP.1/2005/13. It was recalled that the World Forum for the Harmonization of Vehicle Regulations (WP.29) had requested the advice of WP.1 on the compatibility with the Vienna Convention on Road Traffic of two new systems currently being studied intended for installation on vehicles.

11. With regard to vehicle degradation systems, the Working Party was informed that Germany had withdrawn its proposal for political, legal and safety reasons and that further discussion was not therefore required. Concerning the automatic activation of a hazard warning signal and indication of emergency braking by flashing direction-indicator and stop-lamps, WP.1 found that flashing stop-lamps were in contradiction with paragraph 42 of annex V of the Vienna Convention on Road Traffic as it stood, but stressed that the Convention could be modified if the proposed new systems were found to be beneficial to road safety. It considered

that studies and trials were desirable to prove their advantages in this regard and stressed the importance of educating drivers about the need to keep an adequate distance between vehicles. The Chairman provisionally closed the discussion of this item pending further clarification from WP.29.

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

Documents: TRANS/SC.1/294/Rev.5 and TRANS/SC.1/295/Rev.2

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

(a) Roadside checks

Document: TRANS/WP.1/2004/14/Rev.1

12. During consideration of document TRANS/WP.1/2004/14/Rev.1, WP.1 adopted the following amendments indicated in bold and specified that the whole text incorporating these amendments appeared as Addendum 2 to this report, with the symbol TRANS/WP.1/100/Add.2:

In the point concerning “Role of checks”,

Third paragraph, amend to read: “The number and frequency of checks also **contributes to measuring** their efficiency over time and **to compiling** useful information for establishing plans for such checks.”

13. In the point concerning “Roadside checks policy”,

First paragraph, first sentence, amend to read: “Bearing in mind the limited resources generally available to the police, it is important to focus the checks on the main causes of deaths and serious injuries on the roads (in particular, **non-observance of speed limits, driving under the influence of alcohol**, or failure to use restraint devices or protective helmets) without, however, ignoring other causes such as the poor state of vehicles.”

At the end of the third paragraph, the delegation of the Russian Federation pointed out a problem of translation in the Russian version concerning the word “random”.

Last paragraph, amend to read: “It is also important to recall that checks are all the more efficient and acceptable if they are credible; this means that ~~existing~~ traffic rules and ~~the~~ signs and signals ~~indicating them~~ must be consistent with the road environment.”

14. *The point concerning the “Role of penalties” is amended as follows:*

“Role of penalties **and additional restrictive measures**

The goal of the system of penalties is not only **to punish offenders and, where necessary, remove them** from traffic, but also to educate road users in correct behaviour on the public highway **and in respect for the rules of the road**. Penalties should **therefore** be adapted so as to provide a lesson, for example, by reducing the time

between the offence committed and the pronouncement of punishment, by adapting the severity of the punishment to the seriousness of the offence and/or by developing **measures as an alternative or in addition to penalties [...]**.

Rehabilitation programmes for habitual offenders would also help to make those who break the rules aware of the risks they incur and the risks to others.”

15. In the point concerning “Technical appliances to facilitate observance of the rules”

First indent, delete “modulable et” in the French and Russian versions.

*Second indent, inside the brackets read “(... road markings **and/or** lighting devices ...)”.*

Third indent, amend to read:

“– devices installed on the roadside, for example, to indicate **whether or not the driver keeps to the permitted speed limit.**”

Second-last paragraph, replace “... authorities responsible for drafting legislation” by “competent authorities”.

Last paragraph, amend to read:

“Furthermore, it is important that road signs and signals (vertical or marked on the ground) and other road installations must be strictly in keeping with **the technical requirements prescribed by the regulations and maintained in good condition.**”

16. Concerning the **Recommendations**

In paragraph 2, replace:

“– excessive speed, not adapted to traffic conditions;” by **“exceeding maximum permitted speeds;”**

“– consumption of alcohol and drugs;” by **“driving under the influence of alcohol and/or drugs;”**.

In paragraph 2.1, second indent, amend the phrase in brackets to read:

“(for example, in the vicinity of schools, in tunnels, near roadworks)”.

The delegation of the Russian Federation requested that, in the first indent, the words “fixed and portable” should be put in brackets in the Russian version.

In paragraph 2.3, second indent, the same comment as in point 13 concerning the problem of translating “random” in the Russian version.

*In paragraph 3, add after “X-raying loads”, **“using devices to detect overloading,”** and place the second bracket after “engines or brakes”).*

The delegation of the Russian Federation pointed out a problem of translation of the word “roadside” in the Russian version.

Paragraph 5, amend to read: “Ensuring of training for all **persons authorized to carry out** checks.”

In paragraph 6, last indent, replace: “can be effectively penalized.” by “**is** effectively penalized.”

The Russian Federation pointed out problems of translation concerning the Russian version. The delegation was requested to send the secretariat by e-mail all the changes that needed to be made to the Russian text.

Paragraph 7, first two sentences, amend to read:

“Introduction or development of road safety awareness courses intended to produce a long-lasting modification of behaviour, particularly in respect of drivers sanctioned for drink-driving, offenders who repeatedly exceed the speed limit **or those who have committed other serious offences entailing the cancellation or invalidation of their driving permit.** These courses **must be adapted to the nature of the offence repeatedly committed by the offenders and** be designed in such a way as to make **them** aware of the collective aspect of risk and **lessen the probability of any repetition** of their dangerous behaviour.”

In paragraph 8, delete “all” before “technical”.

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

Document: TRANS/WP.1/2005/14

17. Following the distribution during the meeting of an informal document, available in English only, modifying the structure and the presentation of the draft questionnaire featured in document TRANS/WP.1/2005/14, WP.1 decided, in view of the difficulty of working in parallel on two different documents, to defer the discussion until its forty-eighth session, taking as its sole basis for reference the informal document which appeared to be more structured and more usable and which meanwhile had been made a formal document in view of its availability in the three languages. In order to expedite the work on R.E.1, the Chairman of WP.1 requested the small group on alcohol (Finland, Italy (Chair), Romania, United States of America and WHO) to work in parallel on a draft chapter on driving under the influence of alcohol using as a reference the existing UNECE resolution (TRANS/SC.1/336/Rev.1 of 13 March 1989) and also taking into account the material already available on the subject, in particular in ECMT and the European Union. The delegate from Romania invited the small group and other interested delegates to meet in Bucharest in November/December 2005 to prepare a proposal for a recommendation to be discussed in March 2006.

18. It was specified on this occasion that the deadline for the submission of documents of any kind for the forty-eighth session was **15 December 2005**.

(c) Improving motorcycle and moped safety

Documents: TRANS/WP.1/2004/6/Rev.2 and TRANS/WP.1/2004/9/Rev.1

19. The secretariat recalled that the questionnaires on motorcycle safety (TRANS/WP.1/2004/6/Rev.2) and on moped safety (TRANS/WP.1/2004/9/Rev.1), prepared by the small group made up of the United States of America (Chair), FEMA, FIM and IMMA, had been sent to the UNECE member States on 11 July 2005. Like the questionnaire on seat belts, the two questionnaires had also been sent to the other regional commissions for distribution in their member countries. The representative of the United States said that a draft recommendation would be sent to the secretariat by 15 December for consideration by WP.1 in March 2006.

(d) Increasing seat belt usage

Document: TRANS/WP.1/2004/7/Rev.2

20. The secretariat gave a brief presentation of the results of the replies received (33 UNECE countries and 6 ECA countries) to the questionnaire on the use of seat belts and child restraint devices (TRANS/WP.1/2004/7/Rev.2) which had been sent out in December 2004. On behalf of the small group (Spain, United Kingdom, United States (Chair) and FIA Foundation), the representative of the United States said that a draft recommendation would be sent to the secretariat by 15 December for consideration by WP.1 in March 2006. The secretariat was thanked for having consolidated the replies.

(e) Overtaking

21. The representative of the Russian Federation, speaking on behalf of the small group (Estonia, Poland, Romania, Russian Federation (Chair), FEMA) that had prepared the questionnaire on overtaking, thanked the secretariat for preparing the consolidated version of the 24 replies received. He stressed that a large majority of countries had replied positively to the questions concerning the introduction in the Vienna Conventions of new definitions relating to overtaking. In view of the wishes expressed by the majority of countries, the small group had been given the mandate of preparing a proposal for the next session. It was emphasized, however, that consideration of a proposal did not mean that it would be followed by adoption by WP.1 and that in any case if it seemed appropriate to introduce a change, it must first be dealt with in the context of R.E.1 before being included in the Vienna Conventions.

(f) Pedestrian rules and signs

Document: TRANS/WP.1/2005/4/Rev.1

22. The Working Party thanked the small group responsible for proposing future work on rules and signs for pedestrians (Israel, Netherlands, Switzerland, FIP and GRSP, chaired by FIP) for the amended draft questionnaire. During its consideration, the draft was again the subject of numerous comments. The Chairman of the small group said that in view of these comments the questionnaire would be simplified and then sent to the secretariat for circulation to member States. He said that the small group would at the same time submit proposals for recommendations, bearing in mind those already adopted by WP.1 at its thirty-sixth session (TRANS/WP.1/76 of 4 May 2001) concerning pedestrian safety. It was recalled in this context

that the ECMT Council of Ministers had in 1998 adopted recommendations concerning pedestrians which in 2000 had been incorporated into a publication on the safety of vulnerable users, which the small group should also take into account. The Chairman of the small group went on to say that the replies to the questionnaire would be used to provide the final improvements to the recommendations to be submitted and that they could, if necessary, serve for the preparation of a brochure on pedestrian safety. The Working Party was also informed that following the retirement of the representative of the Netherlands, Denmark would take the place of the Netherlands in the small group.

(g) Driving permits issued in accordance with the 1949 Convention

Documents: TRANS/WP.1/2005/5 and TRANS/WP.1/2005/13

23. At its forty-sixth session, WP.1 had requested the legal group to make a first analysis of the proposals contained in document TRANS/WP.1/2005/5 and to submit the results to it at its forty-seventh session. The Chairman of the Group presented WP.1 with possible solutions (see TRANS/WP.1/2005/13) for responding to the problems created by the different provisions concerning both national and international driving permits contained in the 1949 and 1968 (revised) Conventions on Road Traffic.

24. After discussing the advantages and disadvantages of each of the solutions proposed, WP.1 decided in favour of sending a specific questionnaire to the Contracting Parties to the 1949 Convention in order to ask them to decide which of the four solutions submitted seemed to them to be most relevant. IMMA and the Russian Federation offered to prepare this questionnaire rapidly for circulation by the secretariat to the Contracting Parties concerned. The questionnaire should include a question on the acceptance by the Contracting Parties to the 1949 Convention of permits issued in accordance with the 1968 Convention.

(h) Restructuring of Consolidated Resolutions R.E.1 and R.E.2

Documents: TRANS/WP.1/2004/10, TRANS/WP.1/2004/17, TRANS/WP.1/2005/15

25. The Chairman of WP.1 said that the small group on the restructuring of R.E.1 (France (Chair), Switzerland, PRI, secretariat) had revised the structure of the new draft (TRANS/WP.1/2005/15) in order to take account of the aspects raised at the forty-sixth session. The Working Party gave the small group the responsibility of drafting the various introductory paragraphs referred to in the above document. During consideration of the document, members of WP.1 offered to check and propose as needed changes or additions to the chapters and/or sections (possibly with the relevant annexes) that had not yet been dealt with by specific small groups or that had been the subject of concrete proposals.

26. With regard to the numbering in document TRANS/WP.1/2005/15, the list of points taken up by volunteer members was as follows:

Paragraph 1.4: France

Paragraph 2.1.1: IMMA and the Russian Federation (base: informal document prepared by the representative of the European Commission and the secretariat for the forty-sixth session)

Paragraph 2.1.2: European Commission

Paragraph 2.1.4: FEVR

Paragraph 2.2.2.2: secretariat

Paragraph 2.2.3: European Commission

Chapter 4: Switzerland and FEVR

Paragraph 5.3 (except first-aid kit): secretariat

Paragraph 5.5: secretariat

Chapter 6: PRI, IMMA

Chapter 7: PRI

Part III: Israel, FEVR

Chapters 13 and 14: group on restructuring

Conclusion: group on restructuring

It was recalled that proposals concerning these points should be sent to the secretariat by 15 December so that they could be considered at the forty-eighth session of WP.1.

27. The Chairman of WP.1 once again stressed the need for the small groups to expedite their work in order to keep to the deadline, i.e. to finalize the text by late 2006 for circulation during 2007 and if possible on the occasion of the Global Road Safety Week in April 2007.

(i) New topics

Documents: TRANS/WP.1/2005/16, TRANS/WP.1/2005/17, TRANS/WP.1/2005/18,
TRANS/WP.1/2005/19

28. With regard to communication and road safety, the Chairman of WP.1 introduced document TRANS/WP.1/2005/16 briefly and said that he had drafted it himself using as a basis strategies applied in Switzerland and France and the conclusions of an earlier seminar on the subject in ECMT, in Warsaw in 1999. Detailed consideration of this document was deferred until the forty-eighth session.

29. Document TRANS/WP.1/2005/17 on daytime use of headlamps, also drafted by the Chairman of WP.1, led to a discussion on the introduction in R.E.1 of provisions recommending their use during the day; this revealed differing positions with regard to the impact of this measure on road safety. The Chairman of WP.1, speaking as the representative of Switzerland, said that the number of motorists driving with their passing-beam switched on during the day in

Switzerland was increasing constantly although there was no obligation to do so. Following the discussion, the Chairman said that a revised document would be prepared for the forty-eighth session.

30. Consideration of documents TRANS/WP.1/2005/18 (driving at night) and TRANS/WP.1/2005/19 (speed) was postponed until the forty-eighth session.

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

(j) Safety in tunnels

Documents: TRANS/WP.1/2005/10/Rev.1 and TRANS/WP.1/2005/13

31. The Working Party examined a revised proposal made by the United Kingdom concerning signs for the transport of dangerous goods through tunnels (TRANS/WP.1/2005/10/Rev.1). It also examined the report of the legal group on this issue in TRANS/WP.1/2005/13 and its annex. It was explained that differences in the two texts stemmed from the fact that the Working Party on the Transport of Dangerous Goods (WP.15) had meanwhile decided to base its proposal on a classification of tunnels rather than on groupings of dangerous goods.

32. In response to questions and comments by members of WP.1, the Secretary of WP.15 confirmed that it was effectively necessary to amend the proposal in the last indent concerning sign C, 3h in TRANS/WP.1/2005/10/Rev.1 to read that “no entry for vehicles carrying any type of dangerous goods, except class 6.2, UN No. 3291”, should be indicated by sign C, 3h with an additional panel bearing the letter E. In addition, in all the indents for sign C, 3h reference should be made to 5.3.2 of annex A of ADR and not annex B.

33. The Working Party decided to await any further developments from the WP.15 session in November 2005 before making a final decision on the proposal but asked the WP.1 legal group to examine the issue at its meeting on 16 September 2005 on the assumption that the WP.15 secretariat would have prepared a revised document in time.

(k) Variable message signs

Documents: TRANS/WP.1/2005/6, TRANS/WP.1/2005/6/Rev.1

34. The Working Party examined a revised proposal presented by the small group on variable message signs (France, Germany, Netherlands, Spain (Chair)) contained in TRANS/WP.1/2005/6/Rev.1.

35. The Working Party thanked the small group for its document and made comments on the content. With regard to future work on the subject, it requested the small group to prepare a proposal on VMS that could subsequently be included in the Vienna Convention on Road Signs and Signals for the forty-eighth session of the Working Party. It also requested the small group to address the issues of priority rules for VMS and static signs as well as different types of VMS and the special issue of lane control systems. It requested the secretariat to prepare a text intended for inclusion in the Consolidated Resolution on Road Signs and Signals (R.E.2) using the small group’s document as a basis.

36. Countries were requested to send their written comments on the proposals made in document TRANS/WP.1/2005/10/Rev.1 to Spain with a copy to the secretariat before the end of October 2005 so that the small group and the secretariat could prepare new proposals on the topics in question before 15 December 2005.

(I) New signs for fuelling stations selling compressed natural gas (CNG) or liquefied petroleum gas (LPG)

Documents: TRANS/WP.1/2005/7, informal document

37. The Chairman of WP.1 recalled that at its forty-fifth session the Working Party had decided by a majority against the sign proposed by ENGVA to indicate fuelling stations selling compressed natural gas and at its forty-sixth session had agreed to introduce the new sign proposed jointly by Germany and Switzerland (TRANS/WP.1/2005/7), adding in the background to the symbol F, 4, currently used to indicate a fuelling station, the same symbol but this time in blue. He added that, following the comments at the forty-sixth session on the proposal also to use this symbol for liquefied petroleum gas (LPG), several questions had been raised, in particular, whether or not to add the acronyms CNG or LPG as well as the symbol to the sign and whether national acronyms could be permitted in addition to or in the place of the acronyms selected.

38. At the current session, the Working Party rejected the proposal by AEGPL (submitted as an informal document) to adopt the colour green instead of blue to indicate fuelling stations selling liquefied petroleum gas (LPG) since this colour was already used to indicate fuelling stations selling lead-free petrol and any confusion of the two should be avoided.

39. Following a discussion, WP.1 decided to adopt the same sign for CNG and LPG, comprising the existing black symbol F, 4, showing a fuelling station, and the same symbol in blue in the background. The English abbreviation "CNG" or "LPG" to indicate the type of fuel available in the fuelling station should appear in addition in black lettering on the left of the symbol. The sign could be supplemented as needed by an additional plate with the abbreviation or the corresponding name used in the language of the country in question. The final recommendation adopted by WP.1 for incorporation in R.E.2 can be found in annex 1 to this report.

40. The Working Party also stressed that industry should develop systems of connectors and set up a clear identification system so that consumers were properly informed and so that there would be no confusion between the two fuels when they filled up at a fuelling station.

FOLLOW-UP TO THE GENERAL ASSEMBLY RESOLUTIONS ON ROAD SAFETY
(agenda item 6)

41. The Director of the Transport Division informed WP.1 about the latest developments in the follow-up to General Assembly resolution A/RES/58/289 on improving global road safety and in particular the results of the second United Nations Road Safety Collaboration Meeting organized in collaboration with WHO on 16-17 March 2005 in the Palais des Nations in the

presence of the other regional commissions and a large number of organizations. He stressed that at this second meeting WP.1's proposal to hold the next Road Safety Week at the global level in 2007 on the theme of young road users had received unanimous support. The Working Party was also informed that the third Collaboration Meeting would be held in London on 14 and 15 November 2005.

42. The representative of WHO developed the subject of the presentation to the General Assembly in October 2005 of the report of the United Nations Secretary-General on the implementation of the resolution (referred to in paragraph 8 above) and the adoption by the General Assembly of a new resolution the content of which would closely resemble the conclusions of the report. She went on to say that six booklets sponsored by WHO were in preparation, four of which were being published (seat belts and restraint systems, driving and alcohol, helmets and how to set up a road safety agency). She also mentioned the existence of a twice-yearly information bulletin available on the WHO website. Lastly, she took note of the request by the representative of FEMA that his organization should be associated with the work of the United Nations Collaboration Meetings on road safety and said that an invitation would be issued for the meeting in London on 14 and 15 November. With regard to the booklets, the Chairman of WP.1 stressed the need for the work of WHO to be carried out in synergy with that of WP.1, particularly in relation to R.E.1, so that the message transmitted would be identical.

43. During the discussion that followed, the representative of the Task Force for Child Survival and Development said that a second forum would be organized on the occasion of the Global Road Safety Week based on the work in the regions and recalled the need to work together. The representative of Italy referred to the work of the third Verona conference of European Union Ministers of Transport which should be taken into account in the preparation of the Global Road Safety Week.

44. The representative of the European Commission said that a mid-term report of the Commission's programme of action aimed at halving the number of road victims by 2010 would be submitted before the end of 2005. He asked that a mistake in the French version of the Secretary-General's report, in last sentence of the introduction in paragraph 4, should be corrected. It was the European Commission (and not UNECE) which had organized the signing ceremony of the European Road Safety Charter in Dublin.

45. Several delegations (France, Germany, Netherlands, Russian Federation, Switzerland, United States of America, FIA Foundation, LASER EUROPE, FEVR, FIP) had either withdrawn their support for the Global Road Safety Week, or had stressed the need to reinforce cooperation, or had indicated their intention to participate actively in organizing the Global Week or to support the resolution that would be adopted by the General Assembly. The members of WP.1 were invited to contact the competent authorities of their countries or their permanent representatives at the United Nations in New York, to make them aware of the aims of the resolution. The secretariat said that it would communicate the date when the General Assembly would consider the resolution as soon as it was known.

46. In drawing conclusions from the discussion, the Chairman said WP.1 had reiterated its desire to collaborate and to share its experience in the context of United Nations road safety Collaboration.

TERMS OF REFERENCE AND RULES OF PROCEDURE (*agenda item 7*)

Document: TRANS/WP.1/2004/8/Rev.2

47. The secretariat recalled the origin of the proposals submitted to provide WP.1 with terms of reference adapted to reality and with rules of procedure. It specified that the new text submitted (TRANS/WP.1/2004/8/Rev.2) took into account not only the earlier discussions WP.1 had conducted in this regard but also the many proposals for improvement transmitted by the Office of Legal Affairs in New York as well as the decision of the Economic Commission for Europe adopted at its sixtieth session (report E/ECE/1431, point 44 (d)) which appears below:

“Having considered the proposal contained in paragraphs 21 and 22 of E/ECE/1426, the Commission agreed to encourage participation of non-UNECE countries which are Contracting Parties to legal instruments administered by WP.1 and the other subsidiary bodies of the Inland Transport Committee but was unable to reach consensus on granting voting rights to such countries at this point. It recognized the need for further discussion.”

48. The Working Party considered the terms of reference paragraph by paragraph and the rules of procedure rule by rule. It subsequently made some changes to the text of document TRANS/WP.1/2004/8/Rev.2 and adopted the terms of reference together with the rules of procedure. The text containing the changes can be found as an addendum to this report with the symbol TRANS/WP.1/100/Add.1. This document will be transmitted to the Inland Transport Committee for approval.

EVALUATION OF THE FOURTH ROAD SAFETY WEEK IN THE ECE REGION AND FOLLOW-UP TO THE SEMINAR ON AGGRESSIVE DRIVING BEHAVIOUR (*agenda item 8*)

49. The secretariat reported that 19 countries had replied to the questionnaire sent out early in 2005 with a view to evaluating the Fourth Road Safety Week (5-11 April 2004) and explained that a summary of the replies was available on the UNECE Transport Division's website. With regard to the follow-up to be given to the Seminar on Aggressive Driving Behaviour of 5 April 2004, WP.1 endorsed the Chairman's proposal to entrust the preparation of a recommendation to be incorporated into R.E.1 to the small group on restructuring (see paragraphs 33 and 34).

PREPARATION OF THE FIRST GLOBAL ROAD SAFETY WEEK (*agenda item 9*)

Document: TRANS/WP.1/2005/21

50. The Working Party reiterated its support for the organization of the Global Road Safety Week on the theme of young road users, to be held from 23 to 29 April 2007. It unanimously supported the principle of making the Palais des Nations the focal point for the activities to be organized for the Week, in particular, the World Assembly of Young People planned for 23 April, the day on which the Week would be launched. This could be followed in the course of the Week by a seminar on young road users. The rest of the Week could be devoted to activities organized within each region, including UNECE.

51. The Working Party gave the small group originally created to help the secretariat to prepare the Fourth Road Safety Week the task of resuming its activities in order to prepare the Global Road Safety Week. Since new participants had joined the group, it was now composed of France, Italy, Netherlands, Norway, Switzerland (Chair), WHO, European Commission, FIA Foundation for the Automobile and Society, LASER EUROPE and the secretariat. Its task would be to help the secretariat in the preparation of UNECE activities and the activities to be held in the Palais des Nations. Other organizations or experts could take part in the work in terms of the aspects or subjects brought up.

COLLECTION AND DISSEMINATION OF INFORMATION (*agenda item 10*)

52. The secretariat recalled, as it had undertaken to do at the forty-sixth session, that a questionnaire had been sent to member countries on the additional safety equipment that countries required vehicles to carry, e.g. reflecting jackets, warning triangle, first aid kit, etc. It said that to date 18 countries had replied. It invited those that had not yet done so to send a reply very rapidly so that as exhaustive a summary as possible could be prepared for the forty-eighth session. It added that, on the basis of the replies to the questionnaire, new recommendations would be prepared for incorporation into the new R.E.1 and that new tables would be included in the document on national road safety requirements (the latest version carried the symbol TRANS/WP.1/80/Rev.3). With reference to this document, the secretariat asked delegations to send it all relevant changes in their legislation in a concern to keep it up to date as accurately as possible.

DRAFT PROGRAMME OF WORK FOR 2006-2010 (*agenda item 11*)

Documents: TRANS/WP.1/2005/20 and TRANS/WP.1/2005/22

53. The Working Party considered its draft programme of work for the period 2006-2010 on the basis of document TRANS/WP.1/2005/20. The definitive text of the draft programme of work adopted can be found in annex 2 to this report and will be transmitted to the Inland Transport Committee for adoption at its sixty-eighth session, in February 2006.

54. With regard to item (f) of the programme (Contribution to activities envisaged in the Transport, Health and Environment Pan-European Programme (THE PEP)), the Chairman of WP.1 hoped that there would be a greater synergy with THE PEP so that there would be no duplication of efforts.

55. The secretariat said that the Inland Transport Committee had at its sixty-seventh session approved a revised table showing the relation between its strategic objectives and its programme of work and had requested its subsidiary bodies to amend their programme of work in accordance with the indications contained in the table (TRANS/WP.1/2005/22). The secretariat specified that in its work and particularly in the Consolidated Resolutions WP.1 already took into account the objectives that concerned it. It stressed, however, that in the context of its next programme of work (2008-2012), WP.1 could perhaps envisage detailed consideration of the impact of population ageing on road safety.

OTHER BUSINESS (*agenda item 12*)

56. Following a proposal by LASER EUROPE, WP.1 supported the principle of organizing the sixth festival of road safety films in the Palais des Nations on 23 March 2006; the previous edition had been held in UNESCO in Paris in 2003. It requested the Inland Transport Committee to approve the organization of this event which would take place under the auspices of UNECE in the context of the work of WP.1.

57. The Working Party was informed that its forty-eighth session would take place from 20 to 23 March 2006 (including the film festival) and that if the Inland Transport Committee endorsed the proposal to hold a special session (the forty-ninth), devoted exclusively to the work of revising R.E.1 (see paragraph 3), this would be held from 27 to 30 June 2006. The autumn session would take place in Geneva from 7 to 10 November if it was not possible to hold it in Bangkok.

58. The Working Party was informed that the secretariat would send out a questionnaire on road safety campaigns in UNECE member countries in 2004, following those sent in 2002 and 2003.

59. On the occasion of the retirement of the Netherlands delegate, Mr. Pim Hol, the Chairman of the Working Party wished him a very happy retirement on behalf of WP.1 and thanked him for his seven years of active participation not only in the Working Party itself but also in informal groups.

ADOPTION OF DECISIONS (*agenda item 13*)

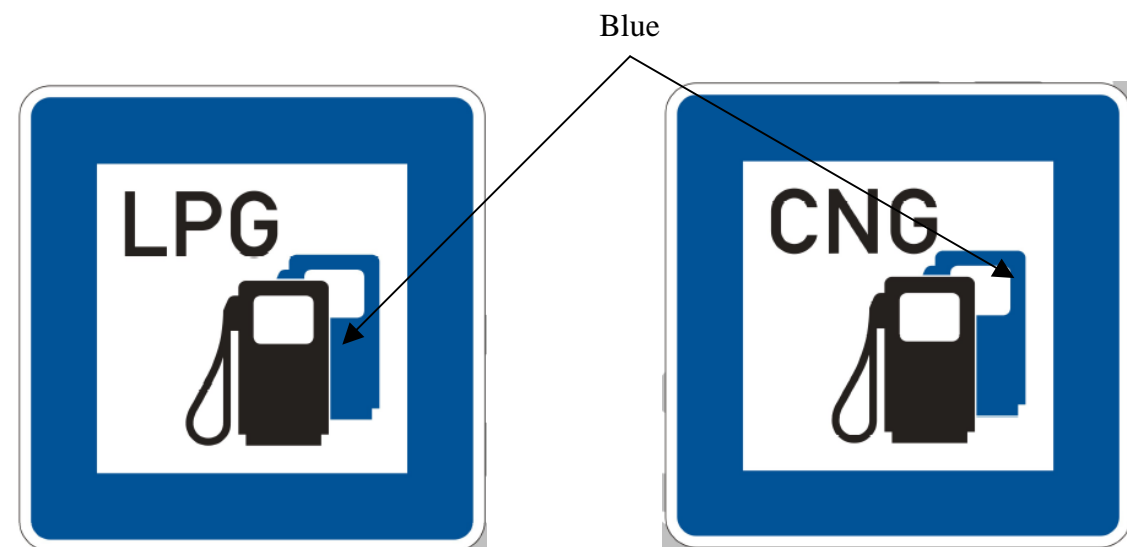
60. The Working Party adopted the list of decisions taken at its forty-seventh session on the basis of a draft prepared by the secretariat.

Annex 1**Recommendation to be inserted in R.E.2****ROAD SIGN TO INDICATE FUELLING STATIONS SELLING COMPRESSED NATURAL GAS (CNG) OR LIQUEFIED PETROLEUM GAS (LPG)**

As the compressed natural gas (CNG) and liquefied petroleum gas (LPG) fuelling infrastructure continues to grow internationally and vehicles using one or the other fuel increasingly frequently cross borders, drivers in international traffic are experiencing difficulties in knowing where they can buy CNG or LPG because there is no recognizable, international standard for CNG or LPG fuelling station highway signs.

In order to facilitate the task of consumers, it is recommended that, when a pictogram is used to indicate that compressed natural gas (CNG) or liquefied petroleum gas (LPG) can be obtained in a service station, the type of pictogram shown below should be used.

The pictogram is composed of the existing service station symbol F, 4 in black, as defined in the Vienna Convention on Road Signs and Signals, with the same symbol in blue in the background, shifted diagonally to the right. It should be completed by the English acronyms CNG or LPG in black lettering to indicate the type of fuel available in the fuelling station. This sign may be completed if necessary by an additional panel indicating the corresponding acronym or name in use in the language of the country in question.



Annex 2

DRAFT PROGRAMME OF WORK FOR 2006-2010

PROGRAMME ACTIVITY 02.3: ROAD TRAFFIC SAFETY

Priority: 1

Description: Mindful of the worldwide scope of its work, the Working Party on Road Traffic Safety (WP.1) will examine matters and adopt measures aimed at improving road traffic safety. To this end, it will consider, inter alia, the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals and the European Agreements supplementing them and elaborate 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). It will also seek to promote the global application of this work.

Work to be undertaken: The Working Party on Road Traffic Safety will pursue the following activities:

CONTINUING ACTIVITIES

- (a) Monitoring and encouraging the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals and the European Agreements supplementing them and the Protocol on Road Markings, and elaboration of amendment proposals to these legal instruments with a view to strengthening and harmonizing road safety standards.

Priority: 1

Output expected by the end of 2006/2007:

- Consideration and/or adoption where appropriate of new amendment proposals to the above instruments concerning, ~~in particular~~ **inter alia**, road signing; overtaking; definitions of mopeds, motorcycles, motorized tricycles and quadricycles **driving permits**;
- **Publication of the Vienna Conventions and European Agreements supplementing them (incorporating the latest amendments).**

- (b) Revision and updating of the Consolidated Resolutions on Road Traffic and on Road Signs and Signals (R.E.1 and R.E.2).

Priority: 1

Output expected by the end of 2006/2007:

- Complete **revision overhaul** of R.E.1 ~~and R.E.2~~ on the basis of a new structure and a new presentation - more attractive and modern - with a view to ~~their~~ **its** publication and dissemination in particular to the other regional economic commissions;
- Incorporation into R.E.1 and R.E.2 of recommendations already adopted, in particular those on periodic technical inspections, assistance to victims of road accidents, pedestrians, roadworks signing, speed control humps, contraflow cyclists;

- Consideration, development and incorporation into R.E.1 and R.E.2 of new recommendations concerning, in particular, seat belts and child restraint devices, first aid to victims of road accidents, the safety of the most vulnerable road users, use of mobile phones while driving, safety in tunnels, ~~skateboarders, roller skaters, etc.~~, roadside checks, **driving permits, driving under the influence of alcohol and drugs, road signing, motorcycle and moped safety, communication and road safety campaigns, daytime running lamps, driving at night, speed, aggressive driving, variable message signs, signs for fuelling stations selling gas fuels, use of telematics and new vehicle safety systems, etc.**
- (c) Exchange of information on national road safety programmes, in particular taking into account means of financing of road safety activities, and on road safety regulations and requirements in force in member States and circulation of such information in order to avail Governments of the practice and experience gained on these matters. Priority: 3

Output expected by the end of 2006/2007: Updating the set of tables reflecting current national road traffic safety requirements, national legal instruments and national methods of training and follow-up for categories A and B driving permits. **Addition of new tables dealing with complementary safety equipment required on board vehicles. Issuance of annual information regarding road safety campaigns conducted by member countries.**

- (d) Assisting countries in transition **and developing countries** in the establishment of sound and up-to-date traffic safety practices and procedures. Priority: 2

Output expected by the end of 2006/2007: ~~Organization of a possible workshop or seminar on a priority subject for member countries, possibly in collaboration with other organizations.~~ **Respond to requests for technical assistance from other regional commissions or their member countries.**

- (e) Consideration of selected timely topics related to road safety in the form of an in-depth discussion based on papers prepared by experts and undertaking appropriate follow-up action with a view to finding concerted solutions to the most urgent problems in the field of traffic safety. Priority: 2

Output expected by the end of 2004/2005: Identification of at least one timely topic for in-depth discussion.

ACTIVITIES OF LIMITED DURATION

- (f) Contribution to activities envisaged in the **Transport, Health and Environment Pan-European Programme (THE PEP)** Programme of Joint Action adopted at the ~~1997 Regional Conference on Transport and the Environment, as well as the London Charter on Transport, Environment and Health,~~ and follow-up to these activities from the more specific angle of road safety. Priority: 1

Output expected by the end of 2004/2005: Consideration of proposals to amend the Vienna Conventions and European Agreements emanating from **THE PEP programme** ~~the Vienna and/or London follow-up processes.~~

- (g) Organization of the Fifth Road Safety Week at the global level in cooperation with the World Health Organization and the other regional commissions. ~~Fourth Road Safety Week (5-11 April 2004) with a view to active participation of countries and organizations aimed at combating aggressive driving behaviour.~~ Priority: 1

Output expected by the end of 2006/2007: **Holding of the first Global UN Road Safety Week in 2007 on the theme of young road users including young drivers, and organization of activities for this event.** ~~Organization of a Seminar on 5 April 2004 and an exhibition at the Palais des Nations from 5 to 8 April on the theme of the Fourth Road Safety Week.~~

- (h) **In close cooperation with WHO and the other regional commissions, work towards the implementation of General Assembly resolution 58/289 on improving global road safety.** ~~Consideration of different possible approaches to work relating to a United Nations long-term strategy on road safety, as well as the role that the Working Party could play in the future at the international level.~~ Priority: 1

Output expected by the end of 2006/2007: ~~Decision on the possibility of transforming WP.1 into a global forum for road safety.~~ **Encourage Contracting Parties to the Vienna Conventions from outside the UNECE region to attend WP.1, participate actively in the activities of the UN Road Safety Collaboration.**
