



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.1/98  
18 April 2005

ENGLISH  
Original: FRENCH

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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 FORTY-SIXTH SESSION**

**(14-16 March 2005)**

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## REPORT

### ATTENDANCE

1. The Working Party on Road Traffic Safety (WP.1) held its forty-sixth session in Geneva from 14 to 16 March 2005, chaired by Mr. Bernard Périsset (Switzerland). Representatives of the following member States participated: Armenia; Austria; Canada; Croatia; Czech Republic; Denmark; Estonia; France; Georgia; Germany; Hungary; Israel; Italy; Kazakhstan; Kyrgyzstan; Latvia; Luxembourg; Netherlands; Norway; Portugal; Romania; Russian Federation; Slovakia; Spain; Sweden; Switzerland; United Kingdom; United States of America; Uzbekistan.

2. Representatives of the other United Nations regional commissions took part: Economic Commission for Africa (ECA); Economic Commission for Latin America and the Caribbean (ECLAC); 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); 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; LASER EUROPE.

### INTRODUCTION

4. The Chairman welcomed all participants and wished Mr. Paul White of IRU a happy retirement. He thanked Mr. Capel Ferrer for his substantive involvement in the work on road traffic safety and the Inland Transport Committee and its Chairman for all the support given to the work of WP.1.

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

Document: TRANS/WP.1/97

5. The agenda was adopted.

6. In view of the fact that most of the documents had not been available in Russian prior to the Working Party's session, the delegation of the Russian Federation requested that the necessary steps should be taken in the future to prevent such delays which were detrimental to the progress of WP.1's work.

**ADOPTION OF THE REPORT OF THE WORKING PARTY ON ITS FORTY-FIFTH SESSION** (*agenda item 2*)

Document: TRANS/WP.1/96

7. The report (TRANS/WP.1/96) was adopted without changes. In paragraph 21 of the English version, however, “40 km/h” should be replaced by “45 km/h”.

**COMMUNICATIONS** (*agenda item 3*)**(a) Secretariat**

8. The Director of the Transport Division welcomed the presence of representatives of Armenia, Georgia, Kazakhstan, Kyrgyzstan and Uzbekistan as participants in the work of the Working Party; this had been made possible 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. He also thanked the FIA Foundation for having provided financial support to permit the participation of representatives of the regional commissions in the WP.1 meeting and in the second coordination meeting with the World Health Organization (WHO) scheduled to follow that of the Working Party.

9. The Director of the Transport Division also informed WP.1 about the decisions taken by the Inland Transport Committee and the United Nations Economic Commission for Europe. He said that transport and the environment had been acknowledged as high priority activities in UNECE’s programme of work. He noted that the Commission had sponsored a comprehensive report on the situation of UNECE following developments observed in Europe and that an evaluation was in the process of being conducted through a questionnaire sent to Governments. In this regard he invited delegations to contact the appropriate authorities in their countries in order to show the importance of transport activities within UNECE.

10. With reference to the request to open the Working Party to Contracting Parties to the Vienna Conventions which were not members of UNECE, WP.1 took note of the fact that the Commission, during its sixtieth session, had encouraged those Contracting Parties to take part in its work but that it had not been possible to reach a consensus within UNECE on the question of granting them voting rights. The matter was still being studied, however.

11. The Working Party was also informed of developments in cooperation with WHO, the regional commissions and the other partners in the follow-up to United Nations General Assembly resolution A/RES/58/289.

12. The Working Party was requested to consider the proposal, supported by the FIA Foundation, to launch the Fifth Road Safety Week in 2007 instead of 2008 and to extend it worldwide. It was also requested to reflect on the theme for this campaign. The FIA Foundation for its part proposed that it should be focused on children and young drivers.

13. In the context of the round table to be organized next year at the session of the Inland Transport Committee on security in transport, WP.1 was invited to speed up its work in this regard and to reflect on a possible contribution on the link between safety and security.

**(b) Chairman of WP.1**

14. The Chairman of WP.1 informed delegates that it would be possible in the future to convert the small legal group into an ad hoc group which would then be able to have translation services. He said that the Inland Transport Committee had already agreed provisionally but that it was for WP.1 to decide on the follow-up.

**(c) Organizational activities**

15. The representative of the International Organization for Standardization (ISO) said that his organization wished from now on to be involved in the work of WP.1. He informed the Working Party about an International Telecommunication Union/ISO workshop on smart transport that had been held in March 2005 (see the web site <http://www.itu.int/ITU-T/worksem/ict-auto/index.html>) and an ISO workshop in preparation on the distribution of natural gas and hydrogen fuel of interest to WP.1. He welcomed the organization of the round table on security at the next meeting of the Inland Transport Committee. He said that ISO was preparing a specification on a “Security Management System for the Supply Chain”, referred to as ISO/PAS 28000.

16. The FIA Foundation announced the launch of the “Think before You Drive” campaign in partnership with the Bridgestone Corporation during the Geneva car show. The campaign would be held over three years and would concern Africa in 2005, the Americas in 2006 and China in 2007. It would focus on essential messages such as wearing seat belts, the use of restraint systems for children and tyres and would be promoted during various Formula One Grand Prix events.

**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.1/2005/11

17. The World Forum for Harmonization of Vehicle Regulations (WP.29) requested the opinion of WP.1 on the compatibility with the Vienna Convention on Road Traffic of the following two draft systems, described in detail in document TRANS/WP.1/2005/11:

- Lighting and light-signalling devices for incorporating new provisions in ECE Regulation No. 48 for the automatic activation of a hazard warning signal and indication of emergency braking;
- Vehicle degradation systems which, once activated, are used to prevent or to restrict a vehicle being driven away powered by its own engine after standstill of the vehicle.

18. The Working Party gave the legal group the responsibility of considering the question and informing it of the results of its discussions at the next session. The representative of Germany stressed that it was a matter of urgency to deal with these issues, in particular the degradation systems which had been announced in the context of security-related activities.

**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) Safety in tunnels**

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

19. During the paragraph by paragraph consideration of the proposals prepared by the small group on safety in tunnels, contained in document TRANS/WP.1/2005/1, WP.1 took the following decisions:

**Paragraph 2.5:** In view of the problems that had been pointed out in the Russian text, the delegation of the Russian Federation was requested to send the secretariat the necessary corrections.

**Paragraph 2.5.2:**

- Second subparagraph: Close the brackets at the end of the sentence in all three languages;
- Fourth subparagraph, first indent, second sentence: Add “of traffic” after “In normal conditions”;
- Fourth subparagraph, second indent, first sentence: In view of the problems that had been pointed out in the Russian text, the delegation of the Russian Federation was requested to send the secretariat the necessary corrections;
- Fifth subparagraph: Replace the existing sentence by the following:

“Moreover, in tunnels with two or more lanes in each direction drivers of heavy vehicles may be prohibited from overtaking if the competent authorities consider it necessary, inter alia, on the basis of a risk analysis.”

**Paragraph 2.5.3:** WP.1 adopted the amended text of this paragraph prepared during the session by the small group on safety in tunnels. It can be found in the consolidated text contained in annex 1 to this report in which all the amendments adopted have been incorporated.

**Paragraph 5.1.2:** WP.1 indicated that the heading of this paragraph should be reviewed in the context of the overall revision of R.E.1.

**Paragraph 5.1.2.3:** In the first sentence, replace “doit” by “devrait” (French and Russian versions).

20. The Working Party examined a proposal by the United Kingdom, submitted during the meeting by the United Kingdom representative, concerning signs for the transport of dangerous

good in tunnels (TRANS/WP.1/2005/10). The aim of the proposal was to amend the existing interpretation of sign C, 3h in paragraph 1.11 of the Consolidated Resolution on Road Signs and Signals (R.E.2) (document TRANS/SC.1/295/Rev.3) and to introduce an interpretation of signs D, 10a, b and c. The representative of the United Kingdom went on to say that she was withdrawing her proposal concerning sign C, 3n. The secretary of the Working Party on the Transport of Dangerous Goods (WP.15) recalled the historical context of these proposals based on the work of OECD and PIARC. He said that on the basis of the proposals WP.15 had identified five dangerous goods groupings in ADR - A, B, C, D and E - and that to introduce them into ADR was only meaningful if adequate signing was brought in at the same time. He added that these changes to ADR could enter into force on 1 January 2007 if they were transmitted to New York before July 2006; this would mean their final adoption by WP.15 by the end of 2005 at latest.

21. The Working Party requested the legal group to consider the United Kingdom's proposals and in particular their consistency with the Vienna Convention on Road Signs and Signals and the European Agreement supplementing it and with R.E.2 as it stood and to report back on its discussions at the next session. In the meantime, delegates were asked to make contact with their countries' experts on dangerous goods and on road signs and signals so that a decision could be taken on this matter at the forty-seventh session of WP.1 and a clear guideline given to WP.15.

**(b) Roadside checks**

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

22. Since the Russian version of the above document had not been available before the session, consideration of this item was postponed until the forty-seventh session of WP.1.

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

23. The small group, composed of Finland, Italy (Chair), Romania, United States of America and WHO, was requested to expedite its work and to submit a draft questionnaire for the next session. The representative of the European Commission invited the small group and the Chairman of WP.1 to take part in a meeting to be held in Brussels on 27 and 28 April 2005 on physical fitness to drive. He further recalled the ongoing studies on the subject within the European Union (see the report TRANS/WP.1/96, para. 19). The small group was also asked at the same time to move forward with the text to be incorporated into R.E.1, taking as a basis the recommendation on driving under the influence of alcohol (TRANS/SC.1/336/Rev.1) of 13 March 1989.

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

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

24. The Working Party requested the small group comprising the United States (Chair), FEMA, FIM and IMMA to speed up work on the finalization of two draft questionnaires contained in the above-mentioned documents. The representative of the United States said that her aim was to submit the finalized questionnaires to the secretariat during April 2005.



25. Once it received the revised questionnaires, the secretariat would submit them for translation in order to send them out to the UNECE member countries before the summer of 2005. The representatives of the other regional commissions were informed that these questionnaires, like that on seat belts, would also be sent to them for transmission to their member countries.

**(e) Increasing seat belt usage**

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

26. The secretariat reported briefly on the replies received to the questionnaire on the use of seat belts and child restraints (TRANS/WP.1/2004/7/Rev.2) which had been sent out in December 2004. Countries which had not yet replied were requested to do so as soon as possible.

27. The representative of ESCWA said that the questionnaire had been translated into Arabic and that replies already received from Jordan, Lebanon and Syria would be retranslated into English so that use could be made of them. The representative of ECLAC said that the questionnaire had just been translated into Spanish but had not yet been distributed to its member countries. The representative of ECA informed the Working Party that the questionnaire had been distributed to its members.

**(f) Overtaking**

Document: TRANS/WP.1/2005/3

28. The Working Party thanked the small group (Estonia, Poland, Romania, Russian Federation (Chair) and FEMA) for the improvements made to the questionnaire on overtaking (TRANS/WP.1/2005/3). After considering them it adopted the following changes (underlined):

- **Point I**, amend the introductory sentence to read:

“I. Do your national laws have definitions for the following:

.....”

- Change the numbering 1, 2, 3 to I.1, I.2, I.3

- **Point I.3**, amend to read: “The situation described in article 11.6 (a) of the Vienna Convention on Road Traffic?

If yes, please give the definition and the expression used:

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-----”.

- Change the number 4 to II

- Amend the question in the **new Point II** to read:  
“Are signs C, 13aa, C, 13ab, ‘Overtaking prohibited’ and C, 13ba, C, 13bb ‘Overtaking by goods vehicles prohibited’ used on multilane carriageways for traffic moving in the same direction?”
- Change II to III
- **In the new III:** Delete the end of the sentence starting from “and to make consequential ...” and the rest of the questionnaire after the answers “yes/no”.

29. The Russian Federation was requested to send the secretariat the corrected text of the questionnaire in English in order to avoid time lost during translation.

**(g) Pedestrian rules and signs**

Document: TRANS/WP.1/2005/4

30. The Working Party thanked the small group responsible for proposing future work on rules and signs intended for pedestrians (Israel, Netherlands, Switzerland, FIP and GRSP, chaired by FIP) for the proposed draft questionnaire. During discussion of the draft, it had been the subject of a number of comments concerning in particular points A.1 (1.1) (lack of clarity of the question), C.1, C.2 and D.1 (difficulties in answering the questions). It was suggested that questions on the education and training of children should be added. Speaking on behalf of the small group, its Chairman said that he would take as much account as possible of the comments made and that a revised draft would be sent to the secretariat by 15 June 2005, the last date for sending in documents in view of the 10-week deadline prior to each session for submitting documents for translation. In his conclusion on the subject, the President of WP.1 recalled that the purpose of the questionnaire was first and foremost to allow recommendations to be made which would subsequently be incorporated into the revised R.E.1 and that this aim should be borne in mind in preparing the questions. He also mentioned to the Chairman of the small group 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. The secretariat recalled that WP.1 had already adopted at its thirty-sixth session (TRANS/WP.1/76 of 4 May 2001) a whole series of provisions concerning pedestrians that the small group should also take into account.

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

Document: TRANS/WP.1/2005/5 and informal document

31. The Working Party was informed by the secretariat that, following the distribution of a questionnaire in early August 2004 in order to ascertain the intentions of Contracting Parties to the 1949 Convention that had not yet acceded to the 1968 Convention on Road Traffic and obtain information on the issue of driving permits in their countries, eight countries had replied, five of which had indicated their intention of acceding to the Vienna Convention. A summary of

the replies had been made available to delegates as an informal document. In view of the small number of replies, the secretariat said that it intended to relaunch the questionnaire through the regional commissions.

32. The representative of the Russian Federation, speaking on behalf of the small group (Portugal, Russian Federation (Chair), Spain and IMMA) responsible for studying the problems linked to the difference in the requirements for driving permits between the 1949 and the 1968 Conventions, recalled the context of the problems and submitted proposals for amending the 1949 Convention in document TRANS/WP.1/2005/5. In view of the complexity of the subject, WP.1 requested the legal group to make a first analysis of the proposals and submit the results to it at its forty-seventh session.

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

Documents: TRANS/WP.1/2005/2, TRANS/WP.1/2004/10, TRANS/WP.1/2004/17,  
TRANS/WP.1/2005/8

33. The Chairman of WP.1 recalled that 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 and the secretariat) had been welcomed by the Working Party. He said that the order of entries in Chapter 1 would be modified so as to begin with more general rules than those concerning specific traffic regulations and that proposals in this regard would be prepared by the small group for the next session of WP.1. He also noted that there was a need to add to or develop R.E.1 in such areas as “seat belts”, “alcohol”, “pedestrians”, “two-wheeled motor vehicles”, “roadside checks” and “speeds”. He recalled that the aim was to distribute the revised R.E.1 for the next road safety week scheduled for 2007 (see paragraphs 42 and 43). In order to meet this schedule, he again stressed the need for the small groups to speed up their work which was indispensable for achieving this objective.

34. The Working Party postponed until its next session consideration of the contents of a vehicle first aid kit (TRANS/WP.1/2004/17), which, once adopted, would replace the provisions of the existing R.E.1.

35. The representative of FEVR submitted a request (TRANS/WP.1/2005/2) to introduce into R.E.1 the idea that education of children should neither lead to their legal responsibility nor to the legal discharge of adults.

36. The representative of the FIA Foundation, referring to the problems encountered by drivers travelling to certain countries which required reflecting jackets to be on board the vehicle (see document TRANS/WP.1/2005/8), requested that an effort should be made to seek harmonization. The secretariat announced its intention of rapidly issuing a questionnaire on the subject and on other equipment or appliances (advance warning triangle, first aid kit, extinguisher) that countries could require to be on board vehicles. The representative of the European Commission said that users had sent the Commission numerous complaints in this regard and stressed the importance of informing foreign drivers sufficiently in advance and by

all effective means when a country decided to introduce regulations of this type. He added that it would be advisable for WP.1 to give a legal interpretation of this point in relation to the Vienna Convention on Road Traffic.

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

#### **(j) Variable message signs**

Documents: TRANS/WP.1/2004/13, TRANS/WP.1/2005/6

37. Spain, on behalf of the small group on variable message signs (VMS) (France, Germany, Netherlands and Spain (Chair)), presented the group's recommendations in document TRANS/WP.1/2005/6. It was proposed that provisions concerning variable message signs should be introduced into the Vienna Convention on Road Signs and Signals, including a definition of the signs, that a list of signs in the Convention should be drawn up together with a list of new signs and pictograms that could be used in VMS and that rules should be established on the legal value of signs and messages on VMS in relation to existing fixed signs and on the content and structure of the messages to be transmitted via VMS.

38. The Working Party thanked the small group for its excellent work. In the light of the comments made, inter alia, on definitions, the scope of variable message signs, the problem of the prioritization of the messages, luminous intensity, difficulties in understanding certain signs, the relations between the message on the VMS and the distance of the problem on the road, the need also to take into account the suggestions of the ad hoc group of experts on tunnels (documents TRANS/AC.7/9 and TRANS/AC.7/Corr.1 for French only), etc., WP.1 requested the small group to refine its proposals. Delegates were for their part asked to contact their countries' VMS experts and to e-mail their questions and comments to the Chairman of the small group at latest in May 2005 so as to enable the group to prepare a new draft for the forty-seventh session of WP.1.

#### **(k) New signs for fuelling stations selling compressed natural gas (CNG)**

Documents: TRANS/WP.1/2005/7, TRANS/WP.1/2004/16

39. At the forty-fifth session of WP.1, a majority of members had decided against the sign proposed by ENGVA and had requested countries not in favour to submit new proposals for a sign using different symbols for the forty-sixth session.

40. After considering the proposal submitted jointly by Germany and Switzerland (TRANS/WP.1/2005/7), WP.1 agreed to introduce a new sign to indicate fuelling stations selling compressed natural gas on the basis of the colour blue proposed to depict the gas pump in the background of the existing F4 black fuelling station symbol. Following comments on the possibility of using the same symbol for liquefied petroleum gas (LPG) and of adding the acronyms CNG or LPG to the sign, the Chairman of WP.1 asked delegates to consider the following questions for the next session:

- Should acronyms be included in addition to the symbol?
- If so, should the acronyms be accepted in a single language or should national acronyms be allowed in addition to or in place of those chosen?
- Should the same sign using blue be used for CNG and LPG?
- If so, how should they be distinguished if there were no letters?

41. The representatives of Switzerland and Portugal said that blue was already used in their countries. The representative of ENGVA considered that it was difficult to take a decision on LPG without having the point of view of the industry in question. He therefore proposed to inform the industry so that it could state its viewpoint for the next session.

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

42. The Working Party was informed by its Chairman about activities undertaken or planned in the context of General Assembly resolution A/RES/58/289 on improving global road safety, and unanimously considered that UNECE should respond by sending a clear message of its commitment to implementing this resolution. It was therefore decided to hold the Fifth Road Safety Week in 2007 instead of 2008 and to extend it worldwide. The representatives of ECA, ECLAC and ESCWA expressed their unreserved support for the decision to extend it and said that they would make every effort to promote the idea to their member countries. Taking its lead from the FIA Foundation proposal, WP.1 also decided to centre the next Week around the topic of young road users, including young drivers. It considered that this was a sufficiently broad and flexible issue to accommodate the different needs of countries and regions.

43. The Chairman of WP.1 welcomed the Working Party's decisions and thanked the representatives of the regional commissions for their active support and their willingness to collaborate. He noted that, following these decisions, a whole task of preparation and refinement remained to be carried out and that it was important that the Week should be organized in collaboration with WHO.

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

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

44. In view of the decisions taken at the sixtieth session of UNECE (see paragraph 10 above), consideration of this point was deferred until the forty-seventh session of WP.1. The Chairman of the Working Party said that he would go over the adaptations to be made to the above draft text with the secretariat.

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

45. At its forty-fifth session the Working Party had requested the secretariat to prepare a questionnaire to evaluate the Fourth Road Safety Week (5-11 April 2004). The secretariat reported that, following the circulation of the questionnaire in January 2005, 17 countries had replied; it invited those that had not yet done so to submit their replies as quickly as they could in order to have as comprehensive a record as possible for the next meeting of WP.1.

46. The small group set up to assist in the preparation of the Fourth Road Safety Week (France, Netherlands, Spain, Switzerland, ECMT and the secretariat) was asked to consider the follow-up to be given to the Seminar on Aggressive Driving Behaviour of 5 April 2004, particularly in terms of recommendations to be incorporated into R.E.1, and to make a preliminary evaluation of the replies to the questionnaire.

**COLLECTION AND DISSEMINATION OF INFORMATION** (*agenda item 9*)

Documents: TRANS/WP.1/80/Rev.3 and informal session document, TRANS/WP.1/2005/9 and Add.1, TRANS/WP.1/2005/12

47. The secretariat informed delegates that document TRANS/WP.1/80/Rev.3 updating national road safety requirements was available and that the amendments submitted by France and Luxembourg, which had been received too late, had been included in a separate informal document. Delegates were invited to send the secretariat amendments to their regulations with an impact on the requirements mentioned in the tables so that document TRANS/WP.1/80 could be updated on a permanent basis and made a reference document.

48. The secretariat also informed delegates that, following the questionnaire sent out in 2004 on road safety campaigns in UNECE member countries in 2003, it had prepared documents summarizing the replies received (TRANS/WP.1/2005/9 and Add.1).

49. The Working Party took note of the new road safety requirements introduced in Latvia (TRANS/WP.1/2005/12).

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

50. The subject of the harmonization of legislative provisions relating to the mandatory use of reflecting jackets following a breakdown or an accident (TRANS/WP.1/2005/8) was discussed in paragraph 36 of this report.

51. The representative of the FIA Foundation informed the Working Group about the publication, sponsored by his organization, of a handbook on seat belts in the form of a teaching tool and said that the work, along with a CD ROM, was basically intended for countries in transition to encourage the use of seat belts there. Copies of the handbook were given out to delegates during the session.

52. The representative of LASER EUROPE informed WP.1 that the second Summer University on Road Safety was being organized in Paris from 4 to 8 July 2005 and invited delegates to take part. He said that this event was intended both for elected representatives, engineers, students and authorities. He also announced the organization in 2006 of the sixth festival of road safety films, the previous edition of which had been held at UNESCO, Paris, in 2003. He said that he would look into the possibility of organizing it in the Palais des Nations.

53. The Working Party was informed that its forty-seventh session would be held from 12 to 15 September 2005.

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

54. The Working Party adopted the list of decisions taken at its forth-sixth session on the basis of a draft prepared by the secretariat.

\* \* \*

## Annex

### REGULATIONS RELATING TO TUNNELS TO BE INTEGRATED IN THE RESTRUCTURED DRAFT OF R.E.1

*(Amendments adopted during the session appear in bold)*

#### **Chapter 2. General rules relating to driving behaviour**

##### **2.5 Tunnels** (*“tunnel” report TRANS/AC.7/9 (introduction of C.1.1 (principles)) and report TRANS/WP.1/2002/28*)

In-depth analysis of incidents on the road network shows that an accident is the consequence of one or more faults in a complex system involving drivers, vehicles, the road and its surroundings. However, the principal factor in road accidents is human error, so that any effort to increase the level of road safety has to be primarily aimed at the prevention of this type of error as well as at ways to reduce the consequences without, however, ignoring other factors linked to the infrastructure and to vehicles.

###### 2.5.1 General rules to be observed

Basically, the driving rules that apply in tunnels are the same as those for open roads, i.e. maintaining a safe distance, observing speed limits and maximum loads, thoroughly securing all loads and warning other road users in the event of a breakdown or congestion or severe slowing of traffic. And even more than on open roads, it is recommended that drivers listen to their radio while in tunnels, on the given frequency, so that they are able to receive any message or instruction that concerns them.

###### 2.5.2 Specific rules to be observed

However, there are a number of additional traffic regulations, described below, that apply especially to tunnels.

When driving in a tunnel indicated by special road signs (E, 11a), it is obligatory to respect the provisions of Article 25 bis of the Vienna Convention on Road Traffic (obligation to switch on passing lamps, prohibition to stop (except in cases of emergency), to make a U-turn or reverse).

These rules should also be respected in tunnels not indicated by special road signs.

Moreover, the attention of drivers should be drawn to the fact that, when they are driving in a tunnel, it is imperative to:



- maintain an adequate distance (or that indicated at the entrance to the tunnel or in the tunnel) from the vehicle in front. In normal conditions **of traffic**, drivers of cars should respect a distance from the vehicle in front at least equal to that which a vehicle can cover in 2 seconds. For heavy vehicles, this distance should be doubled (4 seconds).
- and respect the signing and/or road markings prohibiting overtaking. Even in the absence of such markings and/or signing, drivers should, when there is only one lane in each direction, avoid overtaking.

**Moreover, in tunnels with two or more lanes in each direction drivers of heavy vehicles may be prohibited from overtaking if the competent authorities consider it necessary, inter alia, on the basis of a risk analysis.**

### 2.5.3 Rules for behaviour in special situations

In addition, drivers should observe the rules of behaviour described below in the following situations, **without prejudice to supplementary national requirements (concerning for example, assistance to the injured, advance warning triangle, safety jacket, etc.)**:

- (i) In the event of traffic congestion:
  - Switch on the **hazard warning lights when approaching traffic congestion**;
  - Keep sufficient distance from the vehicle in front, even if the traffic is moving slowly or stopped. When stopped, a distance between vehicles of at least 5 m should be kept - except in cases of emergency;
  - Switch off the engine if traffic is completely stopped;
  - Do not leave the vehicle, unless **officially** instructed to do so;
  - Listen for messages given on the radio.
- (ii) In the event of a breakdown or accident in own vehicle:
  - Switch on **hazard warning lights**;
  - **In order not to create an additional danger for other drivers**, if possible, drive to the exit of the tunnel or to the nearest emergency stopping point;

- **If that is not possible:**
  - o **Pull over to the side;**
  - o Switch off the engine;
  - o Leave the vehicle **with the passengers while taking all necessary precautions;**
  - o **Take steps to protect the accident or breakdown zone;**
  - o Call for help, **preferably** from an emergency point and follow the instructions given.

(iii) In the event of a fire (own vehicle):

- Switch on the **hazard warning lights;**
- **In order not to create an additional danger for other drivers, if possible, drive to the exit of the tunnel or to the nearest emergency stopping point.**
- **If that is not possible:**
  - o Pull over to the side;
  - o Switch off the engine;
  - o Leave the vehicle immediately **with the passengers while taking all necessary precautions;**
  - o **Take steps to protect the fire zone;**
  - o Call for help, **preferably** from an emergency point and follow the instructions given;
  - o Attempt to put out fire using the vehicle's extinguisher or one available in the tunnel; if that is not possible, move away without delay to an emergency exit;

(iv) When stopped by a fire in another vehicle:

- Switch on **hazard warning lights;**
- Pull over to the side;
- Switch off the engine;

- Leave the vehicle immediately with the passengers **while taking all necessary precautions**;
- Attempt to put out the fire using the vehicle's extinguisher or one available in the tunnel; if that is not possible, move away without delay to an emergency exit.

*See also on this subject recommendations 5.1.1.2, 5.1.2.3 and 5.2.1.3.*

## **Chapter 5. How to influence behaviour on the road**

### **5.1 Education/training**

#### **5.1.1 Driving permit**

##### **5.1.1.2 Driving in tunnels (*"tunnel" report TRANS/AC.7/9 and document TRANS/WP.1/2002/28, measure 1.02*)**

Tests (theory part) to obtain a driving permit for all categories of vehicles should include questions specifically concerning the special regulations for tunnels indicated by special road signs (Article 25 bis of the Vienna Convention on Road Traffic) as well as the correct behaviour to assume in particular situations, for example in the event of a vehicle breakdown, congestion, accident or fire in a tunnel (*see recommendations 2.5.1 to 2.5.3*).

#### **5.1.2 Professional instruction (*3.1 and annexes 4, 5, 6 and 7*)**

##### **5.1.2.3 Instruction**

(c) (*"tunnel" report TRANS/AC.7/9 and document TRANS/WP.1/2002/28, measure 1.05*)

The training of drivers of lorries, coaches and buses should include certain aspects concerning correct behaviour in tunnels. It is also essential that they possess adequate knowledge of the safety-relevant aspects of their vehicles and equipment. In particular, all these drivers should be trained in the correct use of a fire extinguisher. All these safety aspects should be studied not only during initial training, but also in refresher or retraining courses (at least every five years), which should be encouraged and generalized.

## 5.2 Awareness/communication

### 5.2.1.3 Special case of tunnels (*“tunnel” report TRANS/AC.7/9 and report TRANS/WP.1/2002/28 (C.1.1 (principles) and measures 1.01 and 1.03)*)

In order to increase user awareness of safety in tunnels, information campaigns should be regularly organized in collaboration with the principal partners involved.

(a) These campaigns should cover the behaviour road users should adopt when approaching and driving through tunnels or when they encounter special situations such as a vehicle breakdown, congestion, an accident or a fire, as well as the safety equipment available in tunnels.

In this regard, the rules to be observed as described in recommendations 2.5.1 to 2.5.3 should be borne in mind.

(b) These campaigns should be effected in particular by means of displays in rest areas before tunnels and at tunnel entrances themselves when the traffic is stopped (for example, at tolls).

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