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Working Party on Road Traffic Safety

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Item 8 of the provisional agenda

DRAFT PROGRAMME OF WORK FOR 2010-2014

Note by the secretariat¹

1. The Working Party on Road Traffic Safety (WP.1) approved its previous programme of work at the fifty-third session in 2007 (ECE/TRANS/WP.1/2007/4, ECE/TRANS/WP.1/113).
2. At its seventieth session in 2008 the Inland Transport Committee (ITC) required its subsidiary bodies to examine their programmes of work every two years. Such arrangement, however, would not exclude the possibility for the Committee's subsidiary bodies to modify their respective programmes of work annually if there was a need to do so (ECE/TRANS/200, paragraph 120).
3. The Working Party may wish to examine its draft programme of work for 2010-2014 and, in particular, the continued relevance of priorities assigned to individual work elements and the expected outputs identified for the next two-year period, i.e. by the end of 2011. Proposals made by the secretariat for deletion are struck through; additions are in bold text.
4. In drafting this programme of work, the secretariat has taken into account the request made by the United Nations Economic Commission for Europe (UNECE) that Sectoral Committees conduct biennial evaluations of their respective subprogrammes. The background of these

¹ The present document was submitted late due to resources constraints.

biennial evaluations is briefly reminded below. The expected accomplishment and indicators of achievement proposed by the secretariat have also been introduced into the programme of work.

I. BACKGROUND

1. At its sixty-ninth session (6-8 February 2007), the ITC was informed of the request made by UNECE that Sectoral Committees conduct biennial evaluations of their respective subprogrammes and take into account the results of these evaluations in determining their work programmes (ECE/TRANS/192, paragraph 110).

2. The biennial evaluations are meant to give the opportunity for countries to join forces with the secretariat in reviewing and reaffirming, on a continuous basis, the relevance of their activities. The results of the evaluations should contribute to effective programme management at all levels by showing evidence of achieving expected accomplishments, defining future priority areas for action, and providing opportunities for making incremental and timely adjustments. Finally, the results of evaluations are expected to constitute the necessary arguments in the subsequent phases of programme management, such as defining priorities and the related redistribution of resources.

3. These biennial evaluations are being carried out for the first time in the 2008-2009 biennium. In 2008, the Committee on Inland Transport agreed on an expected accomplishment per cluster of activity together with related indicators of achievement and measurement methodologies.

4. Working Parties including WP.1 are requested to evaluate, every second year, the performance of their activities in view of the expected accomplishments and related indicators drawn up at the beginning of the two-year cycle. For this purpose, they should review the accomplishment accounts, drawn up by the secretariat and consisting of an evaluation, both quantitative and qualitative, of the results achieved.

5. In 2010, the Committee will review the draft accomplishment accounts prepared for each expected accomplishment by the secretariat. It will be expected to discuss the lessons learned and take programmatic measures, if appropriate. The Committee's Chair will be invited to report on the evaluations' key findings to the Executive Committee.

II. PROPOSED CRITERIA

6. The expected accomplishment and indicators of achievement proposed by the secretariat for WP.1 appear below:

(a) Expected Accomplishment:

Enhanced implementation of the Conventions on Road Traffic and Road Signs and Signals, 1968, and European Agreements of 1971 supplementing them

(b) Indicator of achievement 1: Number of new Contracting Parties to the Conventions and European Agreements

(c) Indicators of achievement 2: Number of seminars and workshops requested by the member countries

(d) Indicators of achievement 3: Number of participants in the seminars and workshops

III. DRAFT PROGRAMME OF WORK FOR 2010-2014

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 Conventions on Road Traffic and on Road Signs and Signals, 1968, and the European Agreements of 1971 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). **WP.1** will also seek to promote the global application of its work and adapt itself to the dynamics of road safety by including in its debates more policy-related issues.

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

CONTINUING ACTIVITIES

- (a) Encouraging **accession to** and implementation of the Conventions on Road Traffic and on Road Signs and Signals, 1968, and the European Agreements of 1971 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 2011:

- Consideration and/or adoption where appropriate of new amendment proposals to the above instruments concerning, inter alia, ~~definitions of mopeds, motoreycles, motorized tricycles and quadricycles,~~ **the relationship between the Convention on Road Traffic, 1968 and UNECE Vehicle Technical Regulations, and possibly security measures concerning road traffic recommended by the Multidisciplinary Group of Experts on Inland Transport Security.**

- **Wide dissemination of the consolidated versions of the Conventions on Road Traffic and on Road Signs and Signals, 1968, in all official United Nations languages.**

~~———Publication of consolidated versions of the Vienna Conventions in the three other UN languages (Arabic, Chinese and Spanish)~~

- (b) **Publication and wide dissemination of the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2)** Priority: 1

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

Output expected by the end of 2011:

- Publication of the two resolutions in a more attractive and modern form and wide dissemination, with priority to the other Regional Economic Commissions;
 - ~~———Consideration, development and incorporation into R.E.2 of new recommendations concerning, in particular, variable message signs and signing for cycle routes.~~
- (c) **Define and put in place a well-functioning implementation monitoring mechanism for the Conventions on Road Traffic and on Road Signs and Signals, 1968.** Priority: 1
 - (d) **Define a mechanism of inquiry with the Contracting Parties to the Convention on Road Traffic, 1949, in order to identify their possible difficulties in ratifying and implementing the 1968 Conventions.** Priority: 1
 - (e) **Launch the inquiry and design support measures for the Contracting Parties to overcome the difficulties** Priority: 2
 - (f) **Provide support to the Contracting Parties to the Convention on Road Traffic, 1949, in overcoming the difficulties they may have in ratifying the 1968 Conventions;** Priority: 3
 - (g) **Promote and strengthen national and regional cooperation amongst competent authorities involved in road traffic safety. To this end, make full use of the findings of the project “Improving global road safety: setting regional and national road traffic casualty reduction targets”, funded by the United Nations Development Account.** Priority: 2
 - (h) 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 2011: 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 licences. Possible addition of new tables dealing, for example, with complementary safety equipment required on board vehicles. Issuance of information regarding road safety campaigns conducted by member countries.

- (i) 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 2011: Respond to requests for technical assistance from other regional commissions or their member countries.

- (j) **Encouraging the establishment by Economic Commission for Africa (ECA), Economic and Social Commission for Western Asia (ESCWA), Economic and Social Commission for Asia and the Pacific (ESCAP) and Economic Commission for Latin America and the Caribbean (ECLAC) of Regional Road Safety Groups (working structures similar to WP.1) aimed at bringing member States closer and improve collaboration between all the road safety stakeholders in that specific region**
- (k) **Consider developing a global instrument on road traffic safety covering actual needs, not dealt with by other (existing) instruments.**
- (l) 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 2011: Identification of at least one timely topic for in-depth discussion.

ACTIVITIES OF LIMITED DURATION

~~Contribution to activities envisaged in the Transport, Health and Environment Pan-European Programme (THE PEP) and follow up to these activities from the more specific angle of road safety.~~

Priority: 1

~~Output expected by the end of 2011: Consideration of possible proposals to amend the Vienna Conventions and European Agreements emanating from THE PEP~~

- (m) Act as facilitator in promoting the setting-up of a “Club of Road Traffic Safety Councils”.
- (n) Evaluation and follow-up, in cooperation with the World Health Organization and the other regional commissions, of the first United Nations Global Road Safety Week held in April 2007. **Contribute to the organization of the Second Global Road Safety Week (in case it is organized).** Priority: 2

~~Output expected by the end of 2011: 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. Analysis of the impact of the First United Nations Global Road Safety Week in the UNECE region and consideration of the possibility of holding a Second Global Road Safety Week and organizing a seminar in the UNECE region.~~

~~In close cooperation with WHO and the other regional commissions, work towards the implementation of General Assembly Resolution 58/289 A/RES/60/5 on improving global road safety.~~ Priority: 1

Output expected by the end of 2011:

- Encourage Contracting Parties to the Vienna Conventions from outside the UNECE region to attend WP.1 and participate actively in the activities of the United Nations Road Safety Collaboration.
- ~~Inform low and middle income countries about road safety practices that have been shown to bring significant reductions in road traffic injuries and fatalities in the framework~~ **Promote the recommendations and guidelines** of the project “Improving global road safety: setting regional and national road traffic casualty reduction targets”.
- **Encourage additional countries beyond the UNECE region to adhere to the Vienna Conventions.**
