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Report of the Seventieth session of the Working Party on Road Traffic Safety

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I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its seventieth session including a round table on the safety of two-wheeled vehicles in Geneva from 23 to 26 March 2015, chaired by Ms. L. Iorio (Italy). Representatives of the following member States participated: Albania, Austria, Belgium, Denmark, Finland, France, Georgia, Germany, Italy, Kazakhstan, Latvia, Netherlands, Norway, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland and the United States of America.
2. The representatives of non-ECE member States also participated: India, Japan, Malaysia, Republic of Korea and Viet Nam.
3. The Centers for Disease Control, European Union (EU), the World Health Organization (WHO) and the following non-governmental organizations were also represented: Federation of International Motorcycling (FIM), Greek Road Safety Institute RSI "Panos Mylonas", Institute of Road Traffic Education (IRTE), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Organization for Standardization (ISO), International Touring Alliance & International Automobile Federation (AIT & FIA), Laser Europe, Fédération Internationale de Automobile (FIA), FIA Foundation for the Automobile and Society. National Technical University of Athens, Thailand Accident Research Center Asian Institute of Technology, University of Belgrade, EuroMed Road Rail Urban Transport and Millennium Challenge Corporation also participated on the invitation of WP.1.

II. Adoption of the agenda (agenda item 1)

4. WP.1 adopted the session's agenda (ECE/TRANS/WP.1/148).

III. A round table on safety of two-wheeled vehicles (agenda item 2)

5. On 23 March 2015, WP.1 held a round table on the safety of two-wheeled vehicles initiated by the Governments of France, Italy and United States. With financial support from the National Highway Traffic Safety Administration (United States of America), as well as the assistance of the Institute of Road Traffic Education, researchers from Malaysia, Thailand and Viet Nam, attended and provided their expert perspective. With financial support from the UNECE secretariat, transport government officials from Albania, Georgia, Kazakhstan and Serbia also attended and provided their expert perspective. This facilitated discussion on the benefits of strengthening the legal framework in relation to the safety of two-wheeled vehicles globally. Sharing national best practices, and strengthening regional and international partnerships between the public, NGO and private sectors UN regional commissions and other international organizations were also emphasized. Informal document No. 1/Rev.1 contains the round table's programme while its conclusions, which were accepted by acclamation, are annexed to this report (Annex I). Presentations delivered at the event are available at the UNECE website.

IV. Activities of interest to the Working Party (agenda item 3)

6. Due to the round table taking place and time constraints, neither presentations nor discussion took place on this agenda item. The following written statements were provided to the secretariat to be included in this report.

7. Spain ranks fifth in road safety performance worldwide. Spain, together with Slovakia, Latvia and Lithuania are the only EU member States to have reduced the number of road traffic accidents in the years 2001-2013 by more than 63 per cent. In 2015, the Dirección General de Trafico (DGT) installed some 30 point-to-point speed cameras (section control) mainly on secondary roads while simultaneously removing fixed speed cameras elsewhere. In 2015 road sections on which speed monitoring would be implemented with mobile speed cameras will be publicized on the website of the DGT's (www.dgt.es).

8. Hellenic Road Safety Institute "Panos Mylonas" submitted Informal document No.6 informing WP.1 about the twenty-third World Scout Jamboree which will have a road safety component (28 July to 8 August 2015).

9. Laser Europe shared information about Laser International Foundation's organization of the First European Road Safety Film Festival (14 September 2015, Brussels). The festival will be organized under the aegis of many international organizations, notably the UNECE and European Union. More information about the festival may be obtained by writing to life@roadsafetyfilm.org.

V. Convention on Road Traffic (1968) (agenda item 4)

A. Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations

10. WP.1 continued considering the amendment proposal on Article 32 and Chapter II of Annex 5, (ECE/TRANS/WP.1/2011/4). In particular, WP.1 completed reviewing ECE/TRANS/WP.1/2011/4/Rev.4. To prepare for discussions at the next session, WP.1 requested the secretariat to prepare ECE/TRANS/WP.1/2011/4/Rev.5 by incorporating amendment proposals contained in ECE/TRANS/WP.1/2015/1 (submitted by the International Motorcycle Manufacturers Association). Laser Europe was invited to revise ECE/TRANS/WP.1/2015/2 and re-submit it.

B. Driving Permits

11. The Working Party noted the final text and the summary of the appropriate International Driver's Permit (IDP) Categories in accordance with the 1968 Convention, resulting from the new Licence Categories defined in the EU Driving Licence Directive 2006/126/EC (ECE/TRANS/WP.1/2014/8/Rev.1) with appreciation to the informal expert group consisting of representatives from France, Luxembourg, FIA and ISO. WP.1 requested the secretariat to make this document available in the six official United Nations languages to facilitate the preparation of a multi-language brochure. The informal expert group was requested to prepare the suggested format of the informative brochure for use by governments and issuing entities to be tabled at the next meeting.

12. The Working Party also noted the parallel work plans for amendment proposals and other work related to international and domestic driving permits in ECE/TRANS/WP.1/2015/4 as approved in the previous session and requested FIA and ISO

to proceed with the preparation of the proposed amendments to be tabled at the next meeting in accordance with the sequence outlined in the work plan. WP.1 noted that a number of Contracting Parties to both the 1968 and 1949 Conventions have been approached to partner with WP.1 in the submission of the amendments to the United Nations Secretary-General and agreed that the work plan not be delayed until such agreement has been reached.

13. WP.1 appreciated the presentation by the secretariat on a proposed image bank of model IDP booklets provided by Contracting Parties to the 1968 and 1949 Conventions to date. It agreed to the secretariat proceeding with the creation of the bank using free software. It also agreed that the image bank should be made freely accessible, noting the benefit to national traffic police forces in particular. The secretariat flagged that the success of the proposed image bank is conditional upon the quality of the scanned images.

C. Autonomous driving

14. WP.1 discussed Informal document No. 2 submitted by the Governments of Belgium and Sweden which elaborates on ECE/TRANS/WP.1/2014/7 by describing and analysing the role of the driver in a vehicle with a more advanced level of automation. The document also suggests a first very preliminary proposal to incorporate the possibility of fully autonomous (driverless) mobility into the 1968 Convention on Road Traffic. WP.1 discussed the document and requested the Governments of Belgium and Sweden as well as the WP.1 Chair to present it at the next World Forum of Harmonization of Vehicle Regulations (WP. 29) session.

15. WP.1 also discussed modalities of creating a joint WP.1/WP.29 task force on this issue. WP.1 participants agreed that the task force, once created, would contribute to improving communication and cooperation between the two Working Parties.

D. Loading of vehicles

16. WP.1 discussed ECE/TRANS/WP.1/2015/5, tabled by the IRU, on article 30 of the 1968 Convention on Road Traffic. IRU was invited to consider the comments provided by WP.1, revise the document and re-submit it, preferably through a Contracting Party to the 1968 Convention on Road Traffic.

VI. European Agreement supplementing the 1968 Convention on Road Traffic (1971) (agenda item 5)

17. The secretariat sought and received WP.1 agreement to distribute a questionnaire to all Contracting Parties to obtain a measure of the level of implementation of provisions related to international technical inspection certificates (in particular, Annex, point 26bis, paragraph 5(c)).

VII. Convention on Road Traffic (1949) (agenda item 6)

A. Consistency between the Convention on Road Traffic (1949) and Vehicle Technical Regulations

18. WP.1 considered and adopted ECE/TRANS/WP.1/2014/4/Rev.1 submitted by Austria, Belgium, France and Italy which proposes amending Articles 8 and 22 of the Convention. The amendment proposal is attached to this report (Annex II). WP.1 requested the secretariat to communicate the proposal to the United Nations Secretary-General in accordance with Article 31.

B. Registration plates

19. At the last session, WP.1 adopted Belgium's proposal to amend paragraph 1 of Annex 2 (of 1968 Convention on Road Traffic) to allow the issuance of (personalized) registration plates containing only letters (ECE/TRANS/WP.1/2014/9). The secretariat informed the Working Party that the United Nations Secretary-General had issued a depositary notification (C.N.162.2015) on 19 March 2015 to communicate the amendment proposal to all Contracting Parties.

20. WP.1 considered and adopted Belgium's proposal to amend paragraph 1 of annex 3 of the 1949 Convention on Road Traffic to allow the issuance of (personalized) registration plates containing only letters (ECE/TRANS/WP.1/2015/6). The amendment proposal is attached to this report (Annex III). WP.1 requested the secretariat to communicate the proposal to the United Nations Secretary-General in accordance with Article 31.

VIII Convention on Road Signs and Signals (1968) (agenda item 7)

A. Group of Experts on Road Signs and Signals

21. The Chair of the Group of Experts provided an update on the second and third sessions of the Group of Experts on Road Signs and Signals. To-date, the Group has agreed on the programme of work, developed the methodology on how to analyze road signs designed a web-application to facilitate the collection of road sign images and is currently undertaking their analysis. The secretariat demonstrated the capabilities of a newly created web-based tool: "Road Signs Management System" developed under the auspices of the Group of Experts. WP.1 expressed its appreciation for the work of the Group of Experts and agreed to recommend the extension of its mandate to 2016, should it prove necessary for completion of the programme of work.

22. WP.1 discussed a Ministerial invitation to consider amendments to the 1968 Convention on Road Signs and Signals related to signs and signals for cyclists and pedestrians as stipulated in the Paris Declaration (paragraph 12) signed at the Fourth High-level Meeting on Transport, Health and Environment. It requested the Group of Experts on Road Signs and Signals to study the Ministerial request and report its findings to WP.1.

B. Amendment Proposals on Variable Message Signs (VMS)

23. WP.1 did not consider a revised version of ECE/TRANS/WP.1/2014/5 which originally aimed at developing an amendment proposal to the 1968 Convention on Road

Signs and Signals as the document was not submitted. WP.1 envisages the continued engagement of a Spanish road sign expert to carry out this project and invited the expert to participate in the future sessions of the Group of Experts on Road Signs and Signals and WP.1.

IX. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 8)

A. A Safe System Approach

24. WP.1 commenced discussion on ECE/TRANS/WP.1/2014/6 (and not ECE/TRANS/WP.1/2014/6/Rev.1 as wrongly identified in ECE/TRANS/WP.1/148) which incorporates Sweden's amendment proposals to include a safe system approach into the Consolidated Resolution on Road Traffic (R.E.1). WP.1 tentatively agreed on the revised text up to page 19 and will continue to consider ECE/TRANS/WP.1/2014/6 at the next session. France noted a systematic translation error in the French version of the document and it wished the word "systématique" be replaced with "systémique".

B. Multidisciplinary crash investigation (MDCI)

25. WP.1 considered ECE/TRANS/WP.1/2013/6/Rev.1, submitted by Sweden and Finland, which aims at facilitating the amendment of R.E.1 to include MDCI. WP.1 thanked the authors and invited them to revise the document to follow the RE.1 format (i.e. the substantive text, recommendations and boxes).

C. Amendment proposals on distracted driving

26. WP.1 resumed its discussion on the topic of distracted driving. To facilitate the discussion, the Working Party considered Informal documents Nos. 4 and 5 submitted by the United States of America on existing NHTSA research on distracted and impaired driving. WP.1 decided to continue working on an amendment proposal on distracted driving which at the next session will be enlarged to also include "impaired" driving.

X. Consolidated Resolution on Road Signs and Signals (R.E.2) (agenda item 9)

A. Secure Parking Areas

27. WP.1 agreed that Belgium had endeavoured to seek a regional agreement under Article 8 of the 1968 Convention on Road Signs and Signals. Austria and Spain in co-operation with the WP.1 Chair volunteered to revise ECE/TRANS/WP.1/2012/9 and submit it for the next session.

B. Automatic section speed control

28. The secretariat made a presentation which provided a further update on replies received in relation to its survey on road signs that inform road users of upcoming road sections where the average speed is measured.

XI. Group of Experts on improving safety at level crossings (agenda item 10)

29. The Chair of the Group of Experts on Improving Safety at Level Crossings provided a summary of the terms of reference of the group as well as an update on the progress of the work to-date. WP.1 was informed that the Group has met four times since it was first established in January 2014, and is making considerable progress towards its ultimate goal of a strategic report with recommendations. WP.1 expressed its appreciation for the work of the Group of Experts and agreed to recommend the extension of its mandate into 2016 should it prove necessary for completion of the work programme.

XII. Decade of Action for Road Safety (agenda item 11)

A. Revision of the terms of reference and rules of procedure for WP.1

30. WP.1 considered Informal document No. 5 (September 2014) prepared by the secretariat which contains a first draft of the revised version of its terms of reference and rules of procedure (TRANS/WP.1/100/Add.1). WP.1 decided to retain this subject on its agenda for the next session and explore the possibility of its revision in the context of non-UNECE countries interested in becoming WP.1 members. WP.1 will continue to encourage participation of non-UNECE states in WP.1 activities.

B. WP.1 and the Decade of Action for Road Safety

31. The Working Party discussed “its future role and activities in the context of the Decade of Action for Road Safety and the challenges of road safety evolution” and decided that the WP.1 Chair would prepare a document outlining a more strategic way to address best practices such as roundtables; to explore the possibility to use the Consolidated Resolutions to a greater extent to drive the Working Party global engagement forward; and to explore a possibility of holding a WP.1 session outside of Geneva.

32. WP.1 also noted the presentation from FIA Foundation on the third United Nations Global Road Safety Week taking place in May 2015. More information is available on the “save kids lives” campaign website.

XIII. Other Business (agenda item 12)

33. Switzerland noted the need for a better information flow in the organization of the Second Global High Level Conference on Road Safety in Brasilia from 18 to 19 November 2015. All WP.1 participants are encouraged to share information about the event.

XIV. Date of next session (agenda item 13)

34. The next session of WP.1 will be held from 5-7 October 2015 in Geneva.

XV. Adoption of the report of the seventieth session (agenda item 14)

35. The Working Party adopted the report of its seventieth session.

Annex I

Conclusion of the Round table on two-wheeled vehicles

Exploring the Use of Road Safety Legal Instruments to Address Powered Two-Wheeler Safety policies in low and middle income countries

A Road Safety Forum (WP.1) Round table Palais des Nations, Geneva, 23rd March 2015

1. UNECE Road Safety Forum Delegates, transport professionals, researchers, stakeholders and policy makers have been involved in assessing the current challenges and the future needs for a safe and reliable mobility on Powered Two Wheels vehicle, with dedicated attention on the measures to promote UN legal instruments, best practices and policies especially in the low and middle income countries. The spirit leading the entire event must not get lost soon afterwards, or be weakened. The participants would like to see the following conclusions to be taken into account in the forthcoming session of the UNECE Road Safety Forum.
2. In consideration of the worldwide call to reduce and eventually reduce to zero the casualties due to fatalities on the road, the Road Safety Forum acknowledges the urge to address specific actions when administering and updating the legal instruments falling in its mandate.
3. This objective can be also achieved by focusing its legal work on data analysis and research on a specific topic, such as PTW policies for this occasion, and monitoring deliverables.
4. Evidence from the Round Table has pointed out the need for dedicated studies and investigation in the field of PTW driving and riding practices and necessary infrastructure - i.e. by sampling methodology of traffic flows and enforcement affecting driver's behavioural response -, could efficiently support improving safety through specific legislation and capacity building projects at regional and global level.
5. This approach would help to define a common methodology for data collection, sharing, processing and analysis, both for PTW and other aspects of road safety, to form the basis for sound legislation.

I. Capacity-building of research institute and legislative bodies

6. The outcome of research and studies will provide also a framework for specific training and educational processes which will help to prevent and curb most if not all the consequences of human error.
7. At the same time investigation and research activities carried out at regional level should identify local effective actions aiming to benefit all road users, and in particular PTW riders.
 - A synergical action within the network of UN regional Commissions is envisaged so that any action will result as cohesive at global level

II. Addressing Criticalities

8. Being Human factor one of the major causes of incidents, specific funding and research attention should be paid to studies and related policies to investigate the reasons for the following topics:

- poor infrastructure, new infrastructure solutions (i.e. filtering, dedicated lanes, road signs)
- poor risk perception and hazard of “risk takers”
- training

9. The outcome of research into these factors will help to develop a number of successful appropriate mitigation measures and efficient legislative action. Additionally, specific local issues could be taken into account at the regional level when developing and implementing road safety legislation, as long as the legal asset mirrors the shared principles of road safety borne in the UN legal instruments

III. Leveraging on technology

10. The UNECE road map on ITS could represent a valuable reference for this purpose, since it takes into account strategies to enhance safety benefits through easily deployable ITS technologies. PTWs should not be overlooked when ITS are considered in infrastructure upgrades and on work on other vehicle categories. Initial design may be for 4-wheelers, application should also be for PTWs, already in the initial design stages.

IV. Clustering approach

11. This multi- factor approach should also evaluate the PTW policies also addressing specific plans to manage and upgrade the inappropriate road network by engineering friendly and forgiving infrastructure, improve traffic management, testing the roadworthiness of vehicles, enforcing road side check as far as safety standard appropriateness of helmets and their proper fitting.

12. In the forthcoming sessions of the Road Safety Forum, in the framework of the envisaged collaboration within the UN regions in order to help guide it to making the most appropriate amendment or update to be mirrored in its legal instruments the following issues could be addressed:

- Cooperative assessment - within the network of UN bodies in synergy with experts at regional level – to develop a cohesive package of legislative and practical actions. In this context the Road Safety Forum envisages an active and strong collaboration within the UN regions – in order that it may be guided towards the most effective amendment or update in relevant legal instruments.
- Ensuring that the deliverables take account of all practicable measures of design and manufacturing can be accommodated which serve to enhance passive, active and preventive safety. In addition, the package must ensure that education and training is reinforced so as to reduce hazards, risk and indeed all the potential consequences of human error which are detrimental to road safety.
- Adopting a ‘multi-factor approach’, given that the cause of road accidents and casualties are frequently the result of multiple elements – for example, including unsuitable infrastructure; the ability to assess and monitor traffic flows; roadworthy

or otherwise sub-standard vehicles; and, compliance with wearing of prescribed personal protection equipment (PPE) for PTW riders.

- Focusing effort on improving safety for all road users, but especially those at greatest risk, particularly in urban, rapidly developing, areas; and, during the peak flows of PTW during commuting times.
 - Checking the level of understanding of the recommended objectives at societal level by means of relevant, focused, research - benchmarking the education policies with risk-awareness and changes in attitude.
 - Integrated approach using a toolbox of measures is available with examples and best practices.
 - The importance of wearing a helmet.
 - IPR – safety consequences of infringement of IPR.
-