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Working Party on Road Traffic Safety

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY
ON ITS FIFTY-FOURTH SESSION**

(Geneva, 26-28 March 2008)

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I. ATTENDANCE

1. The Working Party on Road Traffic Safety (WP.1) held its fifty-fourth session in Geneva from 26 to 28 March 2008, chaired by Mr. Alexander Yakimov (Russian Federation). Representatives of the following member States participated: Austria, Belarus, Belgium, Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Israel, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Portugal, Russian Federation, Slovakia, Spain, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America.

2. The European Commission and the following non-governmental organizations were also represented: European Cyclists' Federation (ECF); European Federation of Road Traffic Victims (FEVR); FIA Foundation for the Automobile and Society; International Federation of Pedestrians (IFP); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); and, as observer, India Institute of Road Traffic Education.

II. INTRODUCTION

3. The chairman of the session, Mr. A. Yakimov (Russian Federation), opened the fifty-fourth session of WP.1.

III. ADOPTION OF THE AGENDA (agenda item 1)

Document: ECE/TRANS/WP.1/114

4. The agenda was adopted without modifications.

IV. ADOPTION OF THE REPORT OF THE FIFTY-THIRD SESSION OF THE WORKING PARTY (agenda item 2)

Document: ECE/TRANS/WP.1/113

5. The report of the fifty-third session (ECE/TRANS/WP.1/113) was adopted with the following amendments in Annex I:

- Paragraph 15.1: (Context), in the second sentence replace roadside by **road environment** .
- Paragraph 15.3.2.1 (Content of advertisements), point (b) should read as follows:
 - (b) Containing a reproduction of a road sign or road **sign** symbol.

V. COMMUNICATION (agenda item 3)

6. The Director of Transport Division, Mrs. E. Molnar, began by welcoming the participants. She then underlined that WP.1 had reached a milestone in its history first of all thanks to major progress and achievements that are under way e.g. the completion of the Consolidated Resolution on Road Traffic (R.E.1). The Director shared with WP.1 her vision on three major

initiatives that could shape the future way of operation of the Working Party, while none of these would challenge its over-arching goals or mandates.

7. The Inland Transport Committee (ITC) noted at its February 2008 session, and it was further articulated by its Chairman in his report to the Executive Committee, that the transport working parties had been serving as a link between the European Union (EU) and non-EU countries and that this role should be further strengthened. The WP.1 meetings thus offer a forum for consultations on planned EU legislation relevant to the Working Party. To ensure UNECE member States will fully benefit from this opportunity the secretariat should prepare the agenda accordingly. The representative of the European Commission should be invited to give a presentation on the intended legislation and all the participants, as well as the secretariat, would be expected to prepare for and actively participate in the discussion.

8. With regards to the initiative tabled by the United States of America (USA), the Netherlands and Italy, and supported by the United Kingdom (UK) and the FIA Foundation for the Automobile and Society and to be discussed by the Working Party, the Director expressed the view that WP.1 had all the necessary competences to embark on a new way of operating.

9. On behalf of the secretariat, the Director welcomed the initiative and drew attention to the following issues:

(a) Although there is recognition of and appreciation for the work of the Transport Division, it remains largely within transport ministries of the member States.

(b) In order to continue and improve work, there is a need for adequate budget and posts. Therefore, the support by national ministries of Foreign Affairs in the United Nations fora is necessary.

(c) Funds are necessary in order to assist transition economies to participate in meetings and to be more involved in the work of WP.1.

(d) The participation and implicit funding of other United Nations Regional Commissions are also necessary if WP.1 wants to expand its role.

10. The Director mentioned some specific steps that could also be taken such as strengthening inter-agency cooperation by back-to-back meetings of the WP.1 and the United Nations Road Safety Collaboration (UNRSC), including thematic discussions, other products in addition to existing ones and legal instruments underway, particularly in analytical work.

11. Recognizing that the accumulated expertise in WP.1 can serve the interest of countries beyond the UNECE region, the Director assured the WP.1 that the UNECE Transport Division was committed to further strengthening the inter-agency cooperation and establishing or further improving the strategic partnerships within the UNRSC, as well as with the European Commission, the World Bank, the Organization for Economic Co-operation and Development (OECD) and the International Transport Forum (ITF) etc., in order to coordinate work and avoid duplication of efforts.

12. The Director informed the Working Party that the project “Improving Global Road Safety setting regional and national road traffic casualty reduction targets”, aiming to assist countries in

transition to develop road safety targets and to provide them with examples of good road safety practices that could help them achieve the targets, had received funding of US\$ 658,000 from the United Nations Development Account (UNDA). She added that the project would be implemented by the five United Nations Regional Commissions in 2008 and 2009 in cooperation with other international organizations and NGOs active in the field of road safety. Mrs. Molnar also mentioned that, in the framework of this project, UNECE would organize a seminar for Central Asian and Caucasus countries. It is important that these countries participate actively in the project in order to reap the maximum benefits from it. A flyer on this project was distributed to the delegates.

13. The Director informed that the Inland Transport Committee had allowed a supplementary session of the Working Party (30 June-3 July 2008), but that this was allowed for the last time.

14. Finally, the Director expressed her gratitude to Mrs. M-N. Poirier, the secretary of WP.1, for her work in this post for a number of years and wished her all the best for her retirement. At the same time, Mrs. E. Molnar introduced Mrs. V. Tanase who will take the position of the secretary of WP.1 from 1st April 2008.

15. The representative from the European Commission welcomed and supported Mrs. Eva Molnar's decision to give a new impulse and dynamism in the work of the Working Party.

16. Moreover, the secretariat informed the Working Party about the publication of the Convention on Road Signs and Signals, the European Agreement Supplementing the Convention and the Protocol on Road Markings Additional to the European Agreement in the three UNECE languages. Copies of this publication were made available to the delegations. It also announced the imminent publication of the Convention on Road Traffic and the European Agreement Supplementing the Convention on Road Traffic in Arabic, Chinese and Spanish.

17. Noting that only 11 countries had so far replied to the ongoing survey on the implementation of the Vienna Convention on Road Traffic, the secretariat requested that countries which had not yet responded to the questionnaire send their replies rapidly. This would enable the secretariat to carry out relevant analysis. In this regard, it underlined that, at its 70th session (19-21 February 2008), the Inland transport Committee had emphasized the importance to replying to surveys sent by the secretariat.

18. Finally, ISO informed the Working Party about the development of a new management system standard for improving road safety on a global level. An informal paper was distributed to the delegates.

VI. REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1) AND ROAD SIGNS AND SIGNALS (R.E.2) (agenda item 4)

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

A. Restructuring of R.E.1

Document: ECE/TRANS/WP.1/2005/15/Rev.6

19. The Working Party noted the updated the structure of R.E.1 as presented in document ECE/TRANS/WP.1/2005/15/Rev.6.

B. Special rules related to certain categories of vehicles

Document: ECE/TRANS/WP.1/2006/12/Rev.2

20. The Working Party adopted the text on special rules concerning certain categories of vehicles (ECE/TRANS/WP.1/2006/12/Rev.2) with the following changes:

- The Russian Federation will transmit to the secretariat editorial modifications to be included in the Russian version.
- In paragraph 7.2.2.1 (Long and heavy vehicles) indent (a), *delete the second paragraph with indents (i) and (ii).*
- In paragraph 7.2.2.2 (Slow vehicles), indent (a) (*Rear marking*), in the first paragraph *replace* ‘rear identification plate’ *by* ‘rear **marking** plate’ *and modify the second paragraph as follows:* “This plate, in the form of an equilateral triangle with truncated corners, should be different from the one specified in paragraph 28 of annex 5 to the 1968 Convention on Road Traffic, for the rear marking of trailers and semi-trailers”.

21. The final version of the text, incorporating the above amendments, is contained in Addendum 1 to the present report, under the symbol ECE/TRANS/WP.1/115/Add.1.

C. Safety at road works and at the scene of an incident/accident

Document: ECE/TRANS/WP.1/2006/21/Rev.1

22. The Working Party adopted the text on special rules concerning certain categories of vehicles (ECE/TRANS/WP.1/2006/21/Rev.1) with the following changes:

- In paragraph 14.2 (Recommendation on the safety of road users) indent (a), *replace the existing footnote by the following:* “See document **ECE/TRANS/WP.1/112**” *and read sub-paragraph (a) (iii) as follows:* “(iii) Set the authorised speed limit at 30 km/h **maximum** if pedestrians are obliged to walk on the **carriageway** owing to the roadworks;”
- In paragraph 14.2 (Recommendation on the safety of road users), (b)(i) in the second sub-paragraph, *delete*, in the French and Russian versions, the words “**par cameras**” (in French and equivalent words in Russian)
- Paragraph 14.3, *modify the title as follows:* “Recommendation on protection measures for highway maintenance workers **and the personnel working in the incident/accident area.**”
- Paragraph 14.4, *complete the sub-title of (a) as follows:* “(a) Highway maintenance workers **and persons working on roadworks**”.
- Paragraph 14.4(b) (ii), *replace in the introductory sentence* “given” *by* “**received**”.

23. The final version of the text, incorporating the above amendments, is contained in Addendum 2 to the present report, under the symbol ECE/TRANS/WP.1/115/Add.2.

D. General rules related to vehicles and their equipment

Document: ECE/TRANS/WP.1/2006/23/Rev.1

24. The Working Party examined the draft text of document ECE/TRANS/WP.1/2006/23/Rev.1 on rules relating to vehicles and their equipment and agreed on the following changes reproduced in Annex 1 of the present report.

25. These modifications will be incorporated in the consolidated document to be prepared by the secretariat and published under the symbol ECE/TRANS/WP.1/2006/23/Rev.2.

E. Information for road users

Document: ECE/TRANS/WP.1/2006/25

26. The Working Party examined the draft text of document on information for road users (ECE/TRANS/WP.1/2006/25). In particular, some inconsistencies were noted between the original French version and the translated English and Russian versions.

27. The modifications adopted by the Working Party will be incorporated in the consolidated document to be prepared by the secretariat and published under the symbol ECE/TRANS/WP.1/2006/25/Rev.1.

F. Special road infrastructure and installations

Document: ECE/TRANS/WP.1/2007/2

28. The Working Party adopted the text on special road infrastructure and installations (ECE/TRANS/WP.1/2007/2) with the following changes:

- Title 12.1 should read as follows: '**Protection from animals.**'
- In 12.1, the end of the first sentence should read as follows: 'such as on motorways and **similar** roads.'
- In 12.2, at the end, **replace** the old document code with the following new one: ECE/TRANS/WP.1/112.
- In 12.3.1 **Context, delete** the last two intents.
- In footnote on page 4, **replace** the old document code with the following new one: ECE/TRANS/SC.1/384.

29. The final version of the text, incorporating the above amendments, is contained in Addendum 4 to the present report, under the symbol ECE/TRANS/WP.1/115/Add.3.

G. Instruction of children in safe road behaviour

Document: ECE/TRANS/WP.1/2007/3/Rev.1

30. The Working Party examined the document ECE/TRANS/WP.1/2007/3/Rev.1 containing a draft text concerning the instruction of children in safe road behaviour (Annex 8 of R.E.1) and agreed on the following changes reproduced in Annex 2 of the present report.

31. These modifications will be incorporated in the consolidated document to be prepared by the secretariat and published under the symbol ECE/TRANS/WP.1/2007/3/Rev.2.

H. Various items

32. The Working Party adopted the text on “Various items” (ECE/TRANS/WP.1/2007/5) with the changes contained in Addendum 5 to the present report, published under the symbol ECE/TRANS/WP.1/115/Add.4.

I. Driving under influence of drugs and medication

33. The Working Party took note of the document ECE/TRANS/WP.1/2008/1 prepared by Italy concerning the driving under influence of drugs and medication. The representative of Italy was invited to prepare for the fifty-fifth session a draft text which could possibly be incorporated into R.E.1.

J. Motor car insurance

34. Consideration of this point (ECE/TRANS/WP.1/2008/2) was deferred to the fifty-fifth session.

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

K. Variable message signs

Document: ECE/TRANS/WP.1/2005/6/Rev.4

35. The Working Party adopted the text on Variable message signs (ECE/TRANS/WP.1/2005/6/Rev.4) with the changes contained in Addendum 6 to the present report, which will be published under the symbol ECE/TRANS/WP.1/115/Add.5.

L. Signing for cycle routes

Document: ECE/TRANS/WP.1/2006/24

36. The European Cyclists Federation presented to the Working Party a project on signing for cycle routes with a view to its possible introduction in R.E.2 (ECE/TRANS/WP.1/2006/24).

VII. FOLLOW-UP OF THE FIRST GLOBAL ROAD SAFETY WEEK (agenda item 5)

37. The representative of the European Commission stated that, within the framework of the follow-up of the First European Road Safety Day on 27 April 2007, organized as part of the First United Nations Global Road Safety Week (23-29 April 2007), there will be an event on 10 July 2008 in Brussels, consisting of a forum gathering approximately 60 young people, trained in road safety, from all the EU countries. The theme will be dedicated to young drivers.

38. He also recalled that the next European Road Safety Day would take place on 13 October 2008, in Paris (Arche de la Défense) during the French Presidency of the European Union. Six hundred participants are expected. The theme of the event will be "Urban mobility and road safety". He invited the WP.1 delegates to communicate to the European Commission ideas and proposals that might contribute to the preparation and organization of the event. He added that the event would be open to the representatives of non-European Union countries and that ECE, together with other international organizations, were welcome to take part in it.

39. The secretariat informed the Working Party that the analysis of the effects of the Week in the UNECE region, based on the replies to the questionnaire sent out in October 2007 was available on the Web site of the Transport Division; it also indicated that the effects had been positive in 12 countries. The representative of Norway mentioned, as a result of the Week, that the media in general had been very surprised of the fact that so many young people had died on roads. He added that the concerned ministries in his country were discussing on possibilities to help low income countries to improve road safety situation.

VIII. OTHER BUSINESS (agenda item 6)

Document: ECE/TRANS/WP.1/2008/4

40. The representative of the United States introduced the document "Development of a supplementary instrument on road traffic safety" (ECE/TRANS/WP.1/2008/4) on behalf of a small group of countries (Italy, Netherlands and United States) which was created for this purpose. The general idea of this document is to provide 'food for thoughts' about the future direction and work of WP.1 and beyond the current legal work in order to increase its role throughout the world. In this regard, it is proposed to improve the methods of work of WP.1 and to create a new instrument to exchange the best practices in road safety accumulated in developed countries in order to share this experience with the middle-and-low income countries. Some of many aspects in these efforts include data collection, sharing experience on how to improve human behaviour on the road such as wearing of safety belts, use of child restraints, the influence of alcohol when driving, etc.

41. These proposals started a vivid discussion. As this paper was discussed for the first time, there were concerns on how to implement its ideas in practice. Some questions were also raised on the current need to create a new instrument. In general, WP.1 showed a favourable attitude towards the broad idea of sharing experience with regions/countries that are outside the UNECE area. This, however, needs a step- by- step approach and conditions to be defined.

42. While recognizing the achievements of WP.1, the Group agreed that broadening its scope might be a positive development, provided that a comprehensive assessment of its possible future work is made and that subsequent steps are taken gradually and cautiously. Therefore, the Group asked the secretariat to prepare a roadmap on the possible ways for WP.1 to move forward and contribute to the Global Road Safety. The draft roadmap will be circulated for consideration at the next session of WP.1.

43. The representative of the India Institute of Road Traffic Education commended WP.1 for its work and was of the view that the Working Group was playing a very important role in developing legal instruments with global applicability. He also expressed the hope that WP.1 could act as a support for the developing countries in their endeavour to improve road traffic safety.

44. The Working Party requested the secretariat to explore the possibility with World Health Organization (WHO) to organize its 56th meeting in November 2008 in such a way that it is back-to-back with the United Nations Road Safety Collaboration meeting. A possibility to have a half-day or one day joint meeting ought to be explored. In this regard, this issue should be raised in New York on 1-2 April 2008 during the next meeting of the United Nations Road Safety Collaboration.

45. The secretariat informed the Working Party about dates for the forthcoming sessions: fifty-fifth session between 30 June and 3 July 2008 and fifty-sixth session between 18 and 21 November 2008.

46. Having in mind that there is a request by the Working Party to have a back-to-back meeting with the United Nations Road Safety Collaboration meeting, the announced dates for the fifty-sixth session may be altered slightly. The Working Party shall be informed by the secretariat in due time about any change in the dates.

47. The Chairman, Mr. Yakimov, expressed on behalf of the Working Party and on his own behalf the highest gratitude and appreciation to Mrs. M.-N. Poirier on the occasion of her retirement, for her hard, devoted and productive work, as secretary of the Working Party over the past seven years. He wished Mrs. Poirier all the best in her future life. Mrs. Poirier expressed her gratitude to the Working Party for the active participation and support in her work.

IX. ADOPTION OF DECISIONS (agenda item 7)

48. The Working Party adopted a list of decisions taken at its fifty-fourth session based on a draft prepared by the secretariat. The present report will be submitted to the Working Party at its fifty-fifth session for adoption.

Annex I

General rules related to vehicles and their equipment

(see paragraphs 24 to 25 of this report)

Amendments made by WP.1 to document ECE/TRANS/WP.1/2006/23/Rev.1 appear in bold

- In the introductory sentence of Chapter 5, *replace* "...the means that make it possible to ensure the proper safety of vehicles in circulation..." by "...the means that make it possible to **maintain a satisfactory safety level of** vehicles in circulation...".
- In paragraph 5.1.1 (Context), first sub-paragraph, *read the first sentence as follows*:
"Technical inspection of vehicles **is a reliable procedure aimed at ensuring an optimum functioning of safety organs of vehicles**".
- In paragraph 5.1.1, second sub-paragraph, *replace the first sentence by the following*: "In this field, the Convention on Road Traffic of 1968 (article 39, paragraph 2) merely establishes a principle under which **motor** vehicles used for **the carriage of persons and having more than eight seats in addition to the driver's seat** and **motor vehicles used for the carriage of goods whose permissible maximum mass exceeds 3,500 kg as well as trailers designed to be coupled to such vehicles** are subject to mandatory technical inspections, without further indicating the modalities to be used.
- In paragraph 5.1.2 (Recommendations), *replace*, in the introductory sentence, "In order to maintain a vehicle fleet that is in good working order..." by "In order to maintain a vehicle fleet that is in **a satisfactory working order** and...".
- In paragraph 5.1.2 indent (a), second sub-paragraph, *replace* "should" by "**may**".
- In paragraph 5.1.2 indent (b), *replace the text by the following*: "Countries should also, as recommended in article 39, paragraph 3, of the 1968 Convention on Road Traffic, extend the periodic technical inspection to other vehicle categories such as cars, vehicles used for the carriage of goods **whose permissible maximum mass does not exceed 3,500 kg** and motorcycles. The intervals between inspections applied by countries for such vehicles are generally greater than the ones set out in subparagraph (a). In addition to this periodic inspection, **some countries have also instituted for these vehicles** a technical inspection on change of ownership.
- In paragraph 5.1.2, modify (e) as follows: "**(e) Moreover, vehicles which were seriously damaged in accidents should be submitted to a technical inspection with stricter checks before they are allowed into traffic again**".
- Under title in 5.3.1.2 (Safety vests) *add* subtitle '**a) Rules for use**' (English version only) and modify the sub-paragraph (b) as follows:

“Safety vests should be [...] clearly visible under all conditions and from all angles. **For this purpose**, they should meet performance criteria such as those corresponding to European standard EN 471 class 2 **(or national equivalent)**. **The EN 471 standard specifically defines the essential colour and retro-reflectivity characteristics of such garments (area of fluorescent and retro-reflective material, quality of the material, etc.), so as to offer maximum visual performance in all circumstances, night and day.**”

- In paragraph 5.3.2, *read* (see document ECE/TRANS/WP.1/110/Rev.1, Annex 2)
- In paragraph 5.3.3 (Extinguishers), the end of the first paragraph should read as follows: ‘...portable extinguisher mandatory also for **motor** vehicles **whose permissible mass does not exceed 3,500 kg.**’
- In paragraph 5.4.2 (Registration certificates for hired vehicles), *replace the existing text by a text to be provided before the next session of WP.1.*

Annex II

Instruction of children in safe road behaviour

(see paragraphs 30 to 31 of this report)

Amendments made by WP.1 to document ECE/TRANS/WP.1/2007/3/Rev.1 appear in bold

- In I. **CONTEXT**, in point (a), *delete the following words: ‘including the creation of so-called “living streets”’.*
- In B. **Tuition** *add new point 9 and renumber subsequent points.* Point 9 reads as follows: “Training of children towards safe road behaviour and the use of roads should start in protected areas which may be specially equipped, but gradually spread into real roads, bearing in mind the physical and other limitations of children.”
- In (a) (General recommendations for all age groups) *replace the three bullet points (in ‘old’ point 12) by the following ones:*
 - **“The importance, when walking, cycling or riding a moped at night or in bad weather, of making oneself seen by other road users by wearing safety equipment such as fluorescent jackets and clothing and/or a helmet with retroreflective materials.**
 - **The role of the protective helmet, and the importance of wearing it and ensuring that it is properly attached when riding cycles and mopeds.**
 - **The importance to use child restraint equipment and to wear seatbelts in vehicles equipped with them during each trip, should be made clear to children, notwithstanding the physical constraints they impose, so that buckling up becomes a reflex.”**
- Title (c) *is replaced by the following: “(c) **Small school children (aged up to 10 years)**”.*
- In ‘old’ point 16. *delete words ‘risk-free’.*
- ‘Old’ point 16.2 *is replaced to read as follows:*
“16.2 In addition, children should also be taught safe bicycle riding. To this end, supervised training of basic cycling skills should start on roads with low traffic volumes, subsequently children should be progressively introduced to increasingly complex and dense traffic situations.”
- In ‘old’ point 17, *replace all bullet points by the following ones:*
 - **The basic traffic rules as well as the meaning of traffic signs and signals, traffic lights and pedestrian lights, which directly affect their safety**
 - **The road environment as a setting that requires special behaviour so as to reduce risks**
 - **The various parts of the road environment, i.e. pavements and, where there are none, the side of the road, and their proper use**

- **The necessity of not crossing at a pedestrian crossing equipped with a traffic light unless the light is green, even then extreme caution should be used**
- **The basic rules for the use of bicycles, until the children are sufficiently autonomous to move about in traffic**

- In 'old' point 19, in the fifth bullet point, end the text in brackets as follows:
“**(...behaviour or that of others and preparing for a proper action)**”.
