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Sixtieth session

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Report of the Working Party on Road Traffic Safety on its Sixtieth session

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I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its sixtieth session in Geneva from 27 to 30 September 2010, chaired by Ms. Luciana Iorio (Italy). Representatives of the following Member States participated: Austria, Azerbaijan, Belgium, Czech Republic, Denmark, Estonia, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Romania, Russian Federation, Spain, Sweden, Switzerland, Tunisia (as observer), Turkey, United States of America and Uzbekistan.

2. The European Commission (EC) and the following non-governmental organizations were also represented: European Federation of Road Traffic Victims (FEVR), Fédération Internationale de Motocyclisme (FIM), FIA Foundation, Global Road Safety Partnership, Institute of Road Traffic Education (IRTE), International Federation of Pedestrians (IFP), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Union of Railways (UIC) Japan Automobile Manufacturers Association (JAMA-Europe), International Touring Alliance and International Automobile Federation (AIT& FIA) and Laser Europe.

II. Introduction

3. The Director of the Transport Division, Ms. E. Molnar, welcomed the participants, and thanked all delegations who expressed support for the celebration of 60 years of road safety in the United Nations system. Noting that the Working Party existed for the last six decades and proved its usefulness in improving road traffic safety all over the world, she emphasized that there is still an important role for WP.1 in the coming 7th decade, a period that coincides with the Decade of Action for Road Safety proclaimed by the United Nations General Assembly. Ms. Molnar also summarized the most important developments in the Working Party since its previous session, including the publication by the secretariat of the consolidated resolutions on road traffic (R.E.1) and on road signs and signals (R.E.2) and the report and recommendations of the UNDA project on setting road safety targets.

4. Speaking about what is ahead, Ms. Molnar noted a number of potentially “emerging” issues of high interest. These include:

(a) Safety at level crossings: a subject that seems appropriate for developing good practices and possibly for establishing a multi-disciplinary group of experts representing road infrastructure, road traffic safety and railways;

(b) Multidisciplinary crash investigation (MDCI): there are a number of countries where such a mechanism is already in place. These countries are working to identify causes of crashes so that the most appropriate countermeasures are put in place. It seems not to be by chance that the countries where such structures exist are among the best performing in road traffic safety.

5. Considering the diversity and the importance of the subjects considered by the Working Party, Ms. Molnar invited the delegations to consider organizing the next session(s) module-wise, with fixed-time e.g. on day one subject A and on day two subject B.

6. Mr. M. Adamantiadis, Chief of Transport Facilitation and Economics Section, informed the Working Party about the successful joint initiative between International Basketball Federation (FIBA) and United Nations Economic Commission for Europe (UNECE), resulting in a global communication campaign on road safety under the motto

“We play and drive by the rules” during the 2010 FIBA World Championship in Istanbul, 28 August to 12 September 2010. Strongly supported also by the Turkish and Spanish Basketball Federations and by the Turkish National Police and disseminated by various media, this campaign offered invaluable contribution to the global publicity on the main road safety messages. The promotional material included video spots, posters, leaflets and brochures. These, together with the signing of the Road Safety Declaration by many players participating in the games, as well as FIBA’s invitation to UNECE to address the 2010 FIBA World Congress and the organization of the press conferences greatly attended and purposeful in raising awareness by engaging the society, especially young people, players and fans, in the road safety cause and encouraging respect for the rules. Expressing the hope that this UNECE–FIBA partnership will continue and be further strengthened in future, the Working Party was informed that the secretariat has received positive feedback from its road safety partners worldwide and that there are concrete proposals and ideas for follow-up. More information may be obtained at: http://www.unece.org/trans/events/2010/FIBA2010_RoadSafetyCampaign.html

7. Mr. M. Adamantiadis also informed the Working Party about the organization of a joint UNECE – Black Sea Economic Cooperation Organization (BSEC) Conference on Improving Road Safety in the BSEC region that will take place in Ioannina, Greece, on 18 and 19 November 2010, under the Greek Chair-in-office of BSEC. Kindly hosted and sponsored by the Chamber of Ioannina and the Hellenic Chambers Transport Association, under the auspices of the Ministry of Infrastructure, Transport and Networks of Greece, the Conference is expected to contribute towards the implementation of the United Nations Decade of Action for Road Safety in the BSEC region and to be a forum to discuss the tangible results produced by the recently finalized UNECE project on “Improving global road safety: setting regional and national road traffic casualty reduction targets”. Among the main objectives of the Conference, to which the delegates of the Working Party have been invited to participate, there is the provision of a platform for experts from BSEC region to discuss measures for improving road safety and sharing best practices. Moreover, the participation of high-level international and European representatives of major stakeholders, will contribute in further raising awareness on road traffic safety issues in the region. More information on the Conference may be obtained at: http://www.unece.org/trans/roadsafe/conf_ioannina.html.

III. Adoption of the agenda (agenda item 1)

8. The agenda was adopted without modifications.

IV. Adoption of the report of the fifty-ninth session (agenda item 2)

9. The Working Party adopted the report of its fifty-ninth session, with an amendment in paragraph 12 (c) where it should read "14" instead of "18" October.

V. Information on activities of interest to the Working Party (agenda item 3)

10. The Working Party was informed by national delegations and representatives of international organizations about the most recent developments in their countries or areas of competence.

11. The representative of the European Commission informed WP.1 about the European Union's road safety policy orientations guidelines in 2011–2020.

12. Although significant progress has been made, road safety continues to remain an important issue. Last year more than 35,000 people died on European roads, representing an estimated economic cost to society of €130 billion.

13. The Commission aims to halve the number of road fatalities through its road safety action programme for 2011–2020. This includes seven strategic objectives:

- (a) Improve education and training of road users
- (b) Increase enforcement of road rules
- (c) Safer road infrastructure
- (d) Safer vehicles
- (e) Promote the use of modern technology to increase road safety
- (f) Improve emergency and post-injuries services
- (g) Protect vulnerable road users

14. One important common feature of the actions planned to reach these objectives will be the use of new technologies. This could include: compulsory installation of electronic stability control systems in all new vehicles from 2012, compulsory installation of advanced emergency braking systems and lane departure warning systems on heavy goods vehicles (HGVs) and coaches from 2013, and making alcohol interlock devices compulsory for professional transport such as school buses.

15. Other important features will be to improve first aid and rescue services and to raise road users' awareness through annual events such as the European Road Safety Day (13 October 2010). Vulnerable road users such as motorcyclists will also be targeted. The driving licence directive requires that in the future more training and experience will be needed before being allowed to ride high-powered motorcycles.

16. In addition to road fatalities, the Commission is also committed to tackling the number of injuries. The first step would be to agree on a common definition for severe and minor injuries. As soon as this has been achieved, the Commission will also propose a target for the reduction of injuries.

17. The representative of Czech Republic informed WP.1 of three projects aimed at educating drivers, which were carried out in his country between 2005 and 2010, under the auspices of the Ministry of Transport. The aim of the three projects was to prepare a comprehensive and mutually interactive system focused on drivers and preventing road traffic accidents in the Czech Republic. The project TWIST (Transport with Sense and Tact) was carried out between 2005 and 2007 with the goal of setting up a new system to train new drivers and professional drivers of different categories. The benefits of the system were, among others, a better training of school driving graduates for practical driving, a significant reduction of corruption, and the reduction of the frequency of crashes caused by professional drivers. The project SWING (Safety with no Gaps) was carried out between 2007 and 2010 to elaborate a comprehensive and meaningful concept and solution for the problem of the individual participant in traffic. The outcomes/achievements of the project will help public administrations fulfil their functions in ensuring reliable and safe road traffic. The project team focused on the creation of a motivational sanction system, of material for assessing the economic consequences of individual road accidents in a general system of road accident prevention involving all categories of drivers. The project TANGO (Testing and Driving Organization) was carried out between 2009 and 2010, to design the structure and functioning (including methodology and economic principles of its activities)

of a testing organization. In countries with good road safety performance, experience has shown that the final testing requirements and quality have an essential positive influence on the level of instruction of candidate drivers. Such a specialized organization would have a positive influence on driver training and consequently on the level of traffic safety. The solutions proposed aim at a significant reduction of road accidents as well as at increasing the quality of services provided to the public. Detailed information about these three projects can be found at www.azin.cz/road-safety.htm and www.studiotwist.eu. The delegation of the Czech Republic was invited to prepare detailed information for the 61st session on the actual benefits and impact of those projects.

18. The representative of Estonia informed WP.1 that road safety in his country was improving, with a significant betterment in 2009, when both the national and European goals were achieved. In 2009, there were 100 fatalities recorded in Estonia, (75 killed per 1 million inhabitants). The goal of the national programme “Vision 100” is to have less than 100 fatalities in 2015.

19. Among the main reasons for the recent road safety improvements are the reduction of crashes and fatalities caused by drunk drivers and the increased used of seat belts and child restraints. These trends are a consequence of educational campaigns combined with Police supervision.

20. Pedestrian safety has also improved due to promoting the use of reflectors. While the total number of pedestrian accidents has decreased by a quarter and the number killed in those accidents by one-third, the safety of other vulnerable road users such as cyclists and moped drivers is still considered to be a challenge. A new Road Traffic Act that pays special attention to safety of these categories of road users will enter into force on 1 January 2011. Although the main national roads represent about 3 per cent of the whole Estonian road network, one sixth of all injuries and over one-third of all the fatalities are recorded on the main roads.

21. The number of fatalities during the last 12 months (September 2009–August 2010) is 69 persons per 1 million inhabitants. If the trend continues during the second part of the year, a further improvement of road traffic safety is expected.

22. The representative of Germany informed WP.1 that in 2005, the statutory basis was created for the optional pilot scheme entitled “Accompanied Driving from 17” in the German federal states. Since then, all the federal states have joined this pilot scheme. The minimum age at which a person can obtain a category B or BE driving licence (for passenger cars) can be lowered to 17, subject to the condition that, until their 18th birthday, the driving licence holder may only drive a vehicle if accompanied by a person, specified by name, who is “competent to drive”. This scheme takes up where the professional training provided by driving schools leaves off. Upon passing the full driving test, the novice is considered a fully independent driver.

23. In order to qualify as an accompanying driver, a person must:

- (a) have reached the age of 30;
- (b) have held a valid Category B driving licence (for passenger cars) for a minimum of 5 years, and;
- (c) must not have more than 3 penalty points on the Central Register of Traffic Offenders at the time at which the test pass certificate is issued to the novice driver.

24. In addition, accompanying drivers must not have a blood alcohol content of more than 0.05 per cent and must not be under the influence of drugs. Accompanying drivers do not provide training and are thus not considered to be “lay driving instructors”; they merely

help novice drivers by offering advice and guidance. If a novice driver drives a passenger car without the designated person, their driving licence will be withdrawn.

25. The key element of this new scheme in the field of road safety activities is to give young drivers the opportunity to gain further driving experience while under the supervision of a competent and experienced driver. This additional driving experience continues to benefit the drivers when they start driving on their own after reaching 18 years of age. The scheme seeks to reduce the above average number of accidents caused by young drivers within the first two years of driving on their own.

26. The scheme has been evaluated. The findings by the Federal Highway Research Institute have now been published and show that the “Accompanied Driving from 17” scheme has resulted in a significant enhancement in road safety among young novice drivers.

27. During the initial phase of unaccompanied driving, there is a double-digit reduction in the risk of them causing an accident or committing a traffic offence (around 20 per cent fewer accidents and around 20 per cent fewer traffic offences), and drivers who have taken part in the scheme exhibit significantly better driving skills.

28. Given this success, the scheme, which was originally due to finish at the end of 2010, will now become permanent legislation on 1 January 2011. This will provide uniform regulations throughout Germany and enable all interested young drivers to start their “driving career” safely.

29. The delegate of the United States of America (USA) gave a presentation about the problem of driver distraction and the activities of the National Highway Traffic Safety Administration (NHTSA). According to 2008 statistics, the age group with the greatest portion of distracted drivers was the under 20 age group; 16 per cent of all under 20 drivers in fatal crashes were reported to have been distracted while driving. With respect to injuries, 22 per cent of all persons injured in crashes were distracted while driving.

30. The Motor Vehicle Occupant Safety Survey (MVOSS) indicated that 81 per cent people over 16 years have wireless phone in vehicle; 16 per cent talk while driving most/all trips; 17 per cent talk while driving half of trips. The National Motor Vehicle Crash Causation Survey (NMVCCS) indicated that 18 per cent drivers were engaged in at least one non-driving activity (crash associated factor). The 100-Car Naturalistic Driving Study indicated that secondary task distraction contributed to over 22 per cent of all crashes (69) and near crashes (761) in study.

31. Data show that distracted drivers are also involved in 11 per cent of bicyclist fatalities, 16 per cent of bicyclist injuries, 9 per cent of pedestrian fatalities, and 15 per cent of pedestrian injuries.

32. NHTSA goal is to eliminate distraction related crashes. To reach this goal, they developed an agency-wide research plan. The plan was released in April and is posted at www.Distracted.gov.

33. The driver distraction plan has four elements:

(a) Improve the understanding of the problem, with the basic objective to improve data collection and analysis;

(b) Reduce workload (distraction) from interfaces: it will investigate both in-vehicle and portable devices to develop metrics to measure distraction;

(c) Keep drivers safe, including: improve crash warning interfaces, quantify the benefits (short and long-term) of crash warning systems, assess distraction monitoring systems, and assess the effectiveness of mobile phone filters;

(d) Recognize risks and consequences;

34. NHTSA is developing a Distracted Driver Information Kit in cooperation with the World Health Organization, United Nations Road Safety Collaboration (UNRSC), and UNECE, with the objective to provide information to develop and implement a distracted driving program. It is focused on portable electronic devices and has two sections: a report on the status of the problem and available countermeasures and a series of information/sheets.

35. The representative of France gave a presentation about the road safety situation in his country. In France, the two most significant changes in road safety policies took place in 1973 (speed limitation on a number of high traffic roads, mandatory use of seat belts on front seats, mandatory helmet) and 2001 (announcement that road safety is a national priority and end of tolerance to speed violations).

36. The most vulnerable road users are youngsters (18–24 years), who represent 9 per cent of the population and 21.1 per cent of the persons killed, and motorcyclists (only 2 per cent of vehicles but 28 per cent killed, with 1187 killed in 2009).

37. The data of 2009 confirmed a stable trend. However, the most worrying development is the increase in 2009 of fatalities amongst two-wheelers.

38. Alcohol is still present in 30 per cent of fatal crashes, with a worsening situation in 2008 (28 per cent).

39. It was pointed out that 25 per cent of infringements are made by drivers with foreign licence plates, 80 per cent of these being committed near the borders. President of France has set the national objective to decrease the number of killed to 3000 by 2012, by means of automatic controls (speed, red light, level-crossings, average speed, differentiation between heavy vehicles and vehicles), improved youth training, improved fight against driving under the influence of alcohol and drugs and last but not least improved safety of two wheelers.

40. France has put in place some of the best road safety communication campaigns, using all the possibilities provided by modern media.

41. The road traffic safety day in francophone countries will take place on 22 and 23 November 2010.

42. The delegate of Belgium underlined that his country faces problems that are very similar to those of France, especially concerning enforcement for infringements made by foreigners. He informed WP.1 of two new laws, which are enforced as from 1 October 2010: saliva tests are allowed to be performed in order to check drivers for impaired drug driving, and drunk drivers can be obliged to have their vehicle equipped with an alcolock.

43. The representative of Spain informed WP.1 that her country is improving road traffic safety, especially through cooperation with local communities and municipalities, with a focus on education and enforcement. Sport stars contribute to road safety campaigns.

44. The representative of Turkey made a presentation about recent educational road safety campaigns in his country. The “Traffic Responsibility Action” is an effort to improve awareness about acting responsibly in traffic, and to take precautions to increase safety in traffic. Producing durable and sustainable solutions for safety in traffic, which is one of the greatest problems in Turkey, is only possible through the participation of all stakeholders such as Ministry of Transportation and Communication, Ministry of Internal Affairs Ministry of National Education, Ministry of Environment and Forest, Ministry of Industry and Trade, several universities, the Metropolitan Municipalities of Ankara and İstanbul, Turkish Accreditation Agency, Turkish Drivers and Vehicle Owners Association, TRT-Turkish Radio and Television Institution, TÜVTURK.

45. Following the first stakeholder meeting, comprehensive research consisting of focus group and field research was undertaken to understand how the public perceived “Acting Responsibly in Traffic”. The research showed that 90 per cent of the drivers believes that they act responsibly in traffic (this is in contradiction with the fact that fatal traffic accidents in Turkey are double than EU levels) and that 95 per cent of the drivers received no formal or informal training after receiving their licence. As a consequence of this research, the Traffic Responsibility Action aims at reminding the public about traffic responsibility.

46. Two new projects are to start in October 2010: the “Bosom Buddies Action” (aims at creating awareness and developing positive manners in the field of “Safety of Life in Traffic” at earlier ages; target group: teachers of traffic course in primary education, students, families and school-bus drivers) and “Responsible Citizens Action” (designed to improve awareness about acting responsibly in traffic; target group: local community in the provinces where the project has started and university students).

47. The representative of the Russian Federation informed WP.1 of the positive developments that took place in the last five years, a trend which is expected to continue until 2012, especially due to changes in national laws (e.g. more severe provisions on drunk driving, an enlarged list of violations, more severe rules on overtaking).

48. The representative of Ireland gave a presentation about the road safety policies and structures in place in his country. There are two types of issues on which road safety policy is focused:

(a) Traditional

- Enforcement
- Engineering
- Education
 - Speed
 - Restraint use
 - Drink driving
 - Young male drivers

(b) Emerging

- Fatigue
- Ageing drivers
- Drug driving
- Graduated licensing
- Road Safety education
- Research
- Multi agency enforcement
- VRUs

49. Concerning the oversight and management approach, there were two phases:

(a) Between 1998 and 2006 a High-level Group on Road Safety was established. The Chair was an Assistant Secretary Dept of Transport, and the members were

representing Transport, Environment, Health, Police, Medical Bureau of Road Safety, Insurance, National Safety Council and National Roads Authority.

(b) From 2006 onwards the Cabinet Committee on Road Safety was established, chaired by the Minister of Transport and having as members key Ministers, Secretary Generals, Garda Commissioner and Road Safety Authority Chief Executive Officer.

50. The RSA was established in 2006. Its areas of responsibility are:

- Driver Testing and Licensing
- Road safety Education and Research
- Standards and Enforcement

51. RSA main functions are:

- Road Safety Strategy
- Road Safety Education and Promotion
- Research and Evaluation
- Digital Tachograph Issue
- Road Haulage Enforcement
- Vehicle Standards
- National Car Test
- Engineering;
- Driver Vocational Training (CPC)
- Driver Theory Test
- Driver Testing
- Driving Instructor Regulation
- Driver Licensing
- Vehicle Inspectorate
- Commercial Vehicle Testing
- Publications

52. RSA dependencies are:

- Politicians
- Gardaí (Ireland National Police Force)
- National Roads Authority
- Education System
- Local Authorities
- Health Service Executive
- Special Interest Groups /Community Groups
- NGO's
- The Public
- Media

- EU/OECD/UN
- Motor Industry Stakeholders

53. The Road Safety Strategy 2007–2012 includes 126 actions on:

- Interventions
- Education
- Engineering
- Enforcement

54. 400 lives have been saved since the Strategy was put in effect.

55. The representative of Uzbekistan informed WP.1 that the competent authority for road traffic safety in his country is the Agency for Automobile Transport within the Ministry of Interior. The priorities in road safety, since the adoption in 1995 of the law on road traffic safety, are the transport of persons (improving related infrastructures, prohibiting circulation of buses at night) and education (clubs of “Young inspectors” have been created in schools for regular road safety training).

56. The delegate from Tunisia brought to the attention of the Working Party the need of low and middle income countries to have access and to be allowed to use widely the materials created by developed countries for educational campaigns (videos, clips and any other media creations).

57. The representative of Institute of Road Traffic Education (IRTE) gave a comprehensive presentation about the Institute and its planned contribution to improving road safety performance in India, a country with significant problems in this area and particularly in need of capacity building. The criticalities which were brought to the attention of the Working Party were:

- (a) undefined traffic management
- (b) no traffic engineering centres
- (c) not fully compatible legislation with the traffic engineering practices
- (d) lack of understanding of road traffic violations and suitable modern enforcement technology
- (e) unavailable tools and systems for driver training and assessment
- (f) no scientific recording and analysis of road crashes
- (g) lack of emergency response systems

58. The President of IRTE made an appeal to the Working Party, its members and the secretariat to assist his Institute in the transfer of know-how.

59. The representative of International Union of Railways (UIC) made a presentation about the International Level-Crossing Awareness Day (ILCAD) organized by UIC in cooperation with the European Commission on 22 June 2010. All interested road safety stakeholders can download and use free of charge a video clip on behavior at level-crossings aimed at the public, particularly the road users and pedestrians. The delegate expressed hope that the Working Party will contribute to organizing similar events in the future.

60. The representative of FIA Foundation informed WP.1 of her organization’s intention to organize the launching of the Decade of Action for Road Safety on 11 May 2011, with a series of national and regional events as part of a rolling global launch. She also informed WP.1 of the new symbol for the Decade, a tag which was officially unveiled on: 22 and 23

September 2010 in New York at the Clinton Global Initiative and in the Millennium Development Goals (MDG) summit. All the presentations given under item 3 of the agenda are available at: <http://www.unece.org/trans/roadsafe/wp12010.html>.

VI. Convention on Road Traffic, 1968 (agenda item 4)

Consistency between the Convention on Road Traffic, 1968, and the vehicle technical regulations

61. With regard to the consistency between the Convention on Road Traffic, 1968, and the vehicle technical regulations, the Working Party invited the virtual group of experts from France, Germany, Russian Federation and Spain to continue working on the amendment proposal related to Driver's Assistance Systems which is going to be drafted for the coming session and called as well on experts representing the World Forum for Harmonization of Vehicle Regulations (WP.29) who will be also preparing amendment proposals (focusing on lighting) to submit as informal documents for WP.1 consideration at the sixty-first session.

62. A new subject of interest to the Working Party due to its potential impact on road traffic safety might be the effect of the lack of noise by electric vehicles in traffic.

VII. Convention on Road Signs and Signals, 1968 (agenda item 5)

Proposal on Variable Message Signs

63. The Working Party took note of the letter sent by the Chair of the informal group of experts dealing with Variable Message Signs (VMS) and reiterated its request that the informal group focus on drafting a proposal to amend the Convention on Road Signs and Signals (1968) to include VMS. The Working Party also invited Governments to contribute to this work and it expects a proposal be submitted for consideration at the sixty-first session. The informal group of experts was also invited to deliver a presentation at the next session about recent developments in the EU in this area.

VIII. Consolidated Resolution on Road Traffic (agenda item 6)

A. Multi-disciplinary crash investigation

64. The Working Party welcomed a presentation by Denmark on how multi-disciplinary crash investigations (MDCIs) are organized and carried out in his country and considered the information compiled by the secretariat.

65. Several issues were raised during the discussion:

- (a) the legal basis for the functioning of MDCI structures;
- (b) the link between the Prosecutor's Office/Court and MDCI structures;
- (c) compliance with confidentiality and ethics principles in the course of investigations;
- (d) the criteria to select the theme/the type of accidents to be investigated;
- (e) the use of reports of MDCI structures.

66. As far as Multidisciplinary Crash Investigation, the subject was considered as being of interest to the Working Party, but there was no consensus on how to proceed. For example, MDCI may be written as a separate chapter into the Consolidated Resolution on Road Traffic (R.E.1) or as a separate good practice on MDCI may be drafted. Governments have been invited to contribute information on the existing national practices in this area. Based on these contributions, the secretariat will prepare a document on possible follow-up options to be discussed at the next session. The presentation given by the delegate from Denmark is available at: <http://www.unece.org/trans/roadsafe/wp12010.html>.

B. Mutual recognition of international technical inspections certificates

67. The delegation of the Russian Federation proposed to introduce into the R.E.1, best practices on the mutual recognition of international technical inspections certificates. The Working Party invited the delegation of the Russian Federation to submit a proposal for consideration at the 61st session.

68. The Working Party suggested that the secretariat of WP.29 write a letter to the signatories of the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, 1997, asking them if they intend to ratify the Agreement.

IX. Election of officers (agenda item 7)

69. The Working Party elected its officers for the period 2011–2013. Ms. Luciana Iorio (Italy) and Mr. Dmitry Mitroshin (Russian Federation) were re-elected as Chairperson and Vice-Chairperson respectively. Following the expected retirement of Ms. Isabel Brites (Portugal) in 2010, the candidacy of Mr. Arastun Majidon (Azerbaijan) for the position of the second Vice-Chairperson, will be considered at the next session.

X. Joint session with the Working Party on Road Transport (agenda item 8)

70. On 29 September the Working Party celebrated 60 years of road safety activities in the United Nations system, by organizing a half-day joint session with the Working Party on Road Transport (SC.1). The joint session was opened by Mr. Ján Kubiš, Executive Secretary of UNECE and was followed by a number of interesting presentations (available at: <http://www.unece.org/trans/roadsafe/wp12010.html>).

71. It is hoped that the joint session will result in the identification of common areas of interest, on which further cooperation could be developed.

XI. Other business (agenda item 9)

72. The Working Party discussed the design of a new sign for charging points for electric vehicles to be used in conjunction with the sign for fuelling stations as proposed by Denmark (Informal document No. 4). It appeared that several countries have already had such a sign. The Working Party agreed that there is an urgent need to discuss the common design of such a sign and invited participants to communicate proposals to the secretariat. The secretariat will explore the existing ISO standardized signs in the area of electric recharging points and electric plugs.

73. Mr. Alan Ross, road safety expert, emphasized the important role of the United Nations regional commissions in assisting member countries to implement the Decade of Action. These include, setting and implementing subregional and country targets, hold regional and national workshops, assist countries in assessing strengths and weaknesses and help develop remedial action plans to improve capacity to manage and implement road safety interventions within the first four years of the Decade. To this end, he stressed that the success of the Decade, lies upon the capacity of the international community to ensure necessary funding for the regional commissions so they can proactively carry out the essential task and assist their member countries, particularly those in need, to implement the Decade.

74. The third European Road Safety Days will take place on 13 and 14 October 2010 in Brussels, Belgium, under the Belgian Presidency of the European Union. A "village of road safety" will be created where organizations active in the field of road safety will present their work. The secretariat and WP.1 were invited to participate.

75. The Road Safety Institute "Panos Mylonas" from Greece informed the Working Party about the opportunities provided by the World Scout Jamboree to be held in Rinkaby, Sweden, from 27 July to 7 August 2011, with the participation of more than 40,000 scouts from 180 countries. Bearing in mind that road traffic injuries are the first leading cause of death for ages 15–19 years old and the second for ages 5–14 years old, this event represents an excellent opportunity to promote road safety among young people. The Road Safety Institute "Panos Mylonas" is ready to design, implement and coordinate programmes and actions aimed to change road safety culture and behaviour. The Working Party was invited to consider possibilities to be associated with this initiative.

76. Having been informed that Ms. Nel Aland (Netherlands), Mr. Henrik Ludvigsen (Denmark), Ms. Isabel Brites (Portugal), Mr. Nicholas Rogers (IMMA) and Ms. Virginia Tanase, the secretary of WP.1, will not participate in its sessions anymore, the Working Party thanked them for their contributions and wished them the best of success in their new endeavours.

XII. Date of next session (agenda item 10)

77. The sixty-first session of the Working Party is scheduled to take place in Geneva from 21 to 23 March 2011. Participants wishing to submit proposals for the sixty-first session are invited to do so by 20 December 2010, in order to allow the secretariat to process the documents.

78. The sixty-second session of the Working Party is scheduled to take place from 26 to 29 September 2011.
