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**Economic Commission for Europe****Inland Transport Committee****Working Party on Road Traffic Safety****Sixty-fourth session**

Geneva, 24–27 September 2012

Item 7 (b) of the provisional agenda

**Consolidated Resolution on Road Traffic****Amendment proposals on distractive driving****Amendments to the implementation of the Consolidated Resolution on Road Traffic (R.E.1)****Distracted driving****Submitted by the Governments of France and Italy<sup>1, 2</sup>**

1. It is well known that the majority of the road accidents and casualties are due the human factor. Epidemiological studies have gone across all the medical and psychological fields to identify the behavioural and societal causes leading to the driver failure in acting accordingly to traffic rules, so to allow experts in road safety policies to identify the measures and ad hoc legislation to avoid the high death toll on the road all over the world.
2. Among all the other problems affecting road safety, it must be said that distraction, the lack or impaired attention at the wheel, has become nowadays a crucial criticality.
3. In the recent decades, the use of mobile phones has indeed already been ruled and it is well settled in many traffic code. But still, at this very moment, given the “intelligent technological mobility” we all are involved, more is available to communicate, connect and be informed on real time: mobile –smart phones, high- tech gadgets are part of our personal asset, and their interactions within the driving task, even though well evident, has yet not been tackled, leaving a dangerous gap in traffic legislation.

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<sup>1</sup> In accordance with the programme of work of the Inland Transport Committee for 2012–2013 (ECE/TRANS/2012/9, cluster C, page 9) the Working Party on Road Traffic Safety (WP.1) examines matters and adopts measures aimed at improving Road Traffic Safety. The present document is submitted in conformity with that mandate.

<sup>2</sup> The text in this document is submitted as received from the authors.

4. The misuse or abuse of these systems, causes a complete downturn of the driver's attention from the road and from the other road users. Many times -all over the globe -a slight distraction, for example, while texting, has resulted in casualties or crashes leading to life change injuries.

5. Thus, in consideration that available technological innovative tools and gadgets are already part of the driving asset, the UN Resolution setting the DECADE OF ACTION, 64/255. Improving global road safety, at paragraph 10 speaks:

*...10 Encourages Governments, public and private corporations, non-governmental organizations and multilateral organizations to take action, as appropriate, to discourage distractions in traffic, including texting while driving, which lead to increased morbidity and mortality owing to road crashes;*

These words have called the Governments for a clear strong commitment and to rule the use within an appropriate consistent legal framework.

6. Technology must undoubtedly be considered to offer safer, faster, seamless mobility option. In this context, it would be important for road safety experts convened at UNECE to start working out the best way to frame the driver's interaction with the available communication technology, so to improve the safety on the road by ruling the behaviour and preventing the likelihood of any distraction, so to avoid any related hazardous and dangerous situation leading to casualties.

7. The subject as framed has been represented to request the Road Safety Forum of considering the setting of a small group in change of preparing for the sixty-fourth session a start up proposal on the subject of distracted driving such as to amend and widen the scope of the Art. 1.5. of the Consolidated Resolution on Traffic, R.E.1, and make it sound and consistent in the road safety context by setting guidelines of a worldwide safer mobility.