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Report of the Working Party on Road Traffic Safety on its sixty-sixth session

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I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its sixty-sixth session in Geneva from 23 to 26 September 2013, chaired by Ms. L. Iorio (Italy). Representatives of the following member States participated: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Lithuania Luxembourg, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and Ukraine.

2. The European Union (EU), International Telecommunication Union (ITU), and the following non-governmental organizations were also represented: Fédération Internationale de l'Automobile (FIA), International Motorcycling Federation (FIM), FIA Foundation for the Automobile and Society (FIA-F), Greek Road Safety Institute (RSI Panos Mylonas), Institute of Road Traffic Education, India (IRTE), International Center for Alcohol Policies (ICAP), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Standardization Organizations (ISO), International Touring Alliance & Fédération Internationale de l'Automobile (AIT & FIA), International Union of Railways (UIC), Laser Europe and McKinsey&Company.

II. Adoption of the agenda (agenda item 1)

3. The Working Party on Road Traffic Safety (WP.1) adopted the session's agenda (ECE/TRANS/WP.1/140) adding the issue related to road signs warning road users of incoming road sections where average speed is measured under agenda item "Other business". Upon the request of Sweden, the Working Party agreed to discuss "its future role and activities in the context of the Decade of Action for Road Safety and the challenges of road safety evolution" (ECE/TRANSWP.1/139, para. 32) at the next session.

III. Adoption of the report of the sixty-fifth session (agenda item 2)

4. The Working Party adopted the report of its sixty-fifth session (ECE/TRANS/WP.1/139).

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

5. The Working Party was informed about recent road safety related developments. The secretariat provided an update on the key decisions made at the seventy-fifth annual session of the Inland Transport Committee (ECE/TRANS/236) and by the Executive Committee regarding the ECE Reform (E/ECE/1468, Annex III). The secretariat also reported on the events organized during the second UN Global Road Safety Week in May 2013 and a joint UNECE/ITU workshop on intelligent transport systems. The Working Party took note of this information and, in particular, of document E/ECE/1468 (Annex III). In view of E/ECE/1468 (and ECE/EX/1, ECE/EX/2/Rev.1), WP.1 requested the secretariat to begin preparing a revised version of its terms of reference and rules of procedure (TRANS/WP.1/100/Add.1).

6. National delegations and international organizations shared national and international road safety activities and initiatives undertaken since the last WP.1 session in March 2013. The national delegations also presented updates of recent and forthcoming changes to their traffic legislation.

7. In Finland, the revision of the road traffic code has started and it aims at updating thirty year old statutes into a coherent wholeness including technical development of vehicles and intelligent transport systems. It also aims at making procedures simpler in order to save resources of authorities. The revision is needed because many statutes have been changed or repealed in the course of time and, as a result, legislation and its structure have become outdated in some parts. The revision should be completed by the end of 2015.

8. France, Belgium and the Canadian province of Quebec are holding the “Elderly and road safety” conference on 26-27 November 2013 in Lyon. The event is being organized in the framework of the “Entretiens Jacques Cartier”. The main purpose is to ensure safe mobility for the elderly. A special emphasis will be given to elderly pedestrians. The EU’s “Cross-border enforcement directive” (2011/82/EU) is to enter into force on 7 November 2013. All drivers found committing an offence in an EU member State other than where their vehicle is registered may be prosecuted. This would ensure equality for all EU drivers and have a positive impact on road safety. It would also assist the government of France to enforce its traffic laws more effectively (presently, 4 million traffic offences per annum—or 20 per cent—are committed by foreign drivers on the territory of France).

9. Portugal described major substantive legislative changes to its Traffic Code which will come into force on 1 January 2014. These include provisions relating to the establishment of “residential zones”, reducing the prescribed minimum height of a child when he or she is no longer required to use a child restraint, new blood alcohol content limits for novice and professional drivers, bicycle riders who are younger than eleven years are considered to be pedestrians, and treating bicycles in the same way as motor vehicles regarding the obligation to give way between them.

10. The Russian Federation described recent legislative changes in the area of driver permits (Federal law of 7 May 2013, no. 92-FL “On introducing amendments to the Federal law “On road safety” and Administrative Code of the Russian Federation). As a result of these changes, the conditions for obtaining a driving permit have become more stringent. In addition, Federal law of 23 July 2013, No.196-FL “On introducing amendments to the Administrative Code of the Russian Federation and paragraph 28 of the Federal law “On road safety” was also changed leading to greater administrative penalties in the Russian Federation for offences including drunk-driving, speeding, non use of seatbelts and child restraint systems.

11. Sweden informed WP.1 about a “Friends of the Decade” meeting that took place on 3 June 2013 which was followed by the “Towards Zero” Conference on 4-5 June 2013. Both events were held in Stockholm.

12. Turkey described the establishment of a Road Safety Platform which was announced by its Prime Minister. The country has a long-term road safety plan with the goal of halving its present road fatalities by 2020. Turkey has also begun enforcing laws relating to drug-driving in two large cities and since 1 January 2013, has been applying administrative penalties for resisting alcohol checks in addition to judiciary sanctions. The construction of high speed train network continues and the government expects this investment to lower the number of road fatalities.

13. According to the national statistics, each year 5,000 individuals die on Ukrainian roads, of which more than 30 per cent are pedestrians. That is why it was important for Ukraine to carry out initiatives during the United Nations Global Road Safety Week proclaimed by the General Assembly. During 6-12 May 2013, the government of Ukraine undertook an outreach road safety campaign. Road safety information was posted on billboards and road users were given information materials on road safety rules. On 7 May, during the International level Crossing Awareness Day awareness-raising activities included the distribution of leaflets and materials calling for the respect of traffic rules and

greater caution at level crossings. In Kiev, on 20- 21 June 2013, under the patronage of the Vice Prime Minister of Ukraine, and with the active support of various government agencies, the International Conference "Safety of pedestrians and cyclists" was organized. The objective of the conference was to draw attention to the need to ensure the safety of pedestrians and cyclists. The conference brought together government officials, the private sector and the public at large to jointly discuss and address road safety issues. The conference participants adopted the Kiev Declaration.

14. The European Union informed WP.1 of the current review process related to Directive 2003/59/EC dealing with certificates of professional competence as well as a recent report on checks on the road transport of dangerous goods (Directive 95/50/EC). This Directive lays down the number and type of checks carried out by EU member States to ensure that the transport of dangerous goods by road complies with safety conditions and laws on the transport of dangerous goods by road.

15. Laser Europe organized a road safety film festival on 24 April 2013 in Paris. The objective was to promote the second UN Global Road Safety Week. Thirty-eight countries participated in the festival. The first prize was awarded to a Vietnamese production. WP.1 was informed that the fourth global festival will be held in Sao Paulo, Brazil, on 18-22 September 2014, and a global forum on women and road safety will be held in Marrakech, Morocco, on 7-8 March 2014. More detailed information concerning these two events will be communicated to WP.1 members in due time.

16. Panos Mylonas reported on recent road safety activities undertaken by Scouts of Ireland and Scouts of Greece. In particular, the results of a "pedestrian safety" survey of some 300 scouts from 81 countries were described. Among the pedestrian safety solutions proposed were: tunnels and bridges, educational programmes, exclusive pedestrian zones and fences/barriers.

17. FIA Foundation reported on "The Long Short Walk" and post-2015 advocacy initiatives for safe and sustainable roads.

18. McKinsey&Company made a presentation claiming that a cost-effective path to road safety can be achieved by understanding the root causes of traffic injuries and fatalities combined with a full evaluation of the available counter measures.

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

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

19. The WP.1 Chair described the background to amending the 1968 Convention on Road Traffic (in particular, Articles 8 and 13) and explained that documents ECE/TRANS/WP.1/2013/3, ECE/TRANS/WP.1/2013/4 and ECE/TRANS/WP.1/2013/5 were consolidated into Informal document No. 4 which was submitted by Belgium, France, Germany, Italy, Russian Federation and Sweden. WP.1 delegates agreed on the principle of the consolidated Informal document No. 4 and asked those countries to submit it as a formal document by the next sixty-seven session to be held in New Delhi for a possible adoption.

20. WP.1 resumed its discussion of the amendment proposals relating to lighting and light-signalling which were first proposed in ECE/TRANS/WP.1/2011/4. To facilitate the discussion, the secretariat prepared ECE/TRANS/WP.1/2011/4/Rev.2 which contained the original amendment proposals of Article 25bis, Article 32, Annex 1, Annex 5 (paras. 1-3) and Chapter II, para. 19 (with deletions identified in strikethrough and additions in bold)

still to be discussed by WP.1 and the tentatively agreed “remainder” of the text based on discussions at previous sessions. WP.1 continued to work through, and tentatively agreed on, the text relating to Article 25bis, Annex I and Annex 5, up to the definition of “Manoeuvring lamp” in Article 19 of Chapter II. WP.1 at the next session will discuss the remaining provisions in Chapter II.

B. Driving Permits

21. Informal document No. 1, describing a proposal on finding suitable solutions on the mutual recognition of driving permits, was not submitted. ISO and the Fédération Internationale de l'Automobile (FIA) introduced Informal document No.7 which provided guidance for consistent interpretation of the new driving permit categories introduced by the European Union as well as the discrepancies that arose following the publication of the "EU's 3rd Driving Licence Directive". Switzerland described administrative challenges in converting the EU member States' driving permits of those individuals who have decided to take up a long term residence in Switzerland. WP.1 requested France, Luxembourg, FIA and ISO to work jointly on this subject and submit a document at the next session. The secretariat informed WP.1 of its correspondence with Contracting Parties to the 1949 and 1968 Conventions on Road Traffic which requests these Parties to communicate the translation of the text of the permit and of the model page no. 3 respectively (according to Annex 10 and Annex 7, para. 4).

C. A Safe System Approach

22. At the previous session, WP.1 had discussed document ECE/TRANS/WP.1/2013/1 aimed at promoting a safe system approach. At the present session, the Working Party considered a proposal prepared by Sweden to incorporate new text on a safe system approach into the Consolidated Resolution on Road Traffic (R.E.1) (Informal document No. 2).

23. Sweden made a presentation on the Safe System Approach (SSA) which included practical examples of how its principles were applied in making decisions to find effective countermeasures. The application of SSA has led to a reduced number of serious injuries and fatalities in Sweden. The presentation prompted discussion within WP.1 with France, Switzerland and the Russian Federation providing national and local examples of how the principles of the SSA had been applied. Sweden also introduced Informal document No. 2 which attempted to integrate the general ideas and principles of the Safe System Approach within the text of the Consolidated Resolution on Road Traffic Safety (RE.1).

24. The Chair noted the strong interest of WP.1 as to the principles of the SSA. As a result, WP.1 agreed to have Informal document No. 2 submitted as a formal document for substantive discussion and requested the secretariat to schedule this agenda item under the “Consolidated Resolution on Road Traffic Safety (RE.1)” agenda item at the next session.

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

A Group of Experts on Road Signs and Signals

25. The secretariat provided an update on the status of the proposed new expert group on road signs and signals. WP.1 was informed that the UNECE Executive Committee at its meeting on 11 July 2013 approved the establishment of this Expert Group. WP.1 also

agreed to a change in ECE/TRANS/WP.1/2013/2/Rev.1 (insertion of the sentence “The Expert Group is also open to non-ECE member States”) and adopted the document. The first session of this Expert Group is tentatively scheduled for 27 March 2014 in Geneva. The secretariat, in due time, will send out invitations to governments (requesting the nominations of national experts) and to other relevant stakeholders.

B. Amendment Proposals on Variable Message Signs (VMS)

26. WP.1 resumed its discussion of the amendment proposals to include VMS in the 1968 Convention on Road Signs and Signals with a presentation by the Spanish delegation on the results of a VMS survey provided by 19 governmental organizations from 15 UNECE member States.

27. The survey found that practically all survey respondents were signatories to the 1968 Convention on Road Signs and Signals and had used VMS, mixed icon-text VMS were common, and VMS were most often used to inform (i.e. of wind, snow, ice, congestion and road works). Spain’s presentation may be found at the WP.1 website.

28. The Spanish delegation introduced Informal document No. 5 which contained its answers and comments to the “Comments and considerations by the secretariat” in Annex II of ECE/TRANS/WP.1/2012/1/Add.1. The Chair requested that Spain consolidate Informal document No. 5 with ECE/TRANS/WP.1/2012/1/Add.1 for the sixty-eighth session of WP.1. Spain offered to translate the consolidated document into French and Russian, if necessary.

VII. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 6)

A. Multidisciplinary crash investigation (MDCI)

29. WP.1 considered ECE/TRANS/WP.1/2013/6 which is based on Informal document No. 2 from the previous WP.1 session. To facilitate discussion of ECE/TRANS/WP.1/2013/6, Sweden made a presentation on the rationale and process behind its MDCIs which included the information recorded in police reports about the findings of alcohol and drug use (if any) in all fatal road traffic accidents, as well as the outcomes of accident vehicle investigations. Sweden recommended that the principles in ECE/TRANS/WP.1/2013/6 be incorporated into R.E.1. Finland volunteered to provide other useful examples of MDCIs to be incorporated into the document.

30. The Chair requested that, for the sixty-eighth session, Sweden prepares ECE/TRANS/WP.1/2013/6/Rev.1 with additional examples from Finland and Norway (and perhaps from other countries).

B. Amendment proposals on distracted driving

31. ITU delivered an address of its mission, role and activities in the area of telecommunications and information and communication technologies (ICTs). It emphasized the synergies between ICTs and the transport sector, particularly in the area of intelligent transport systems and their potential to improve driver safety. In 2010, ITU produced a Technology Watch report on Driver Distraction, which has led to internationally recognized standards (known as ITU Recommendations).

32. In June 2013, ITU and the UNECE Inland Transport Committee jointly organized a workshop on ITS in emerging economies, including the topic of distraction of drivers by their mobile devices. The outcome was an action plan calling upon standards makers, governments and industry to "...accelerate the development and adoption of standards that address the growing dangers of technology-caused driver distraction." ITU invited WP.1 to formally establish cooperation with ITU for the joint development of solutions to reduce the misuse of mobile devices by drivers in moving vehicles.

33. WP.1 expressed its appreciation to ITU. It also discussed whether the relevant issue was that of distracting mobile devices or more broadly on driver distraction. It was noted that Informal document No. 3 had not been submitted, but given the continued interest in this topic, the Chair recommended that it could be submitted at either the sixty-seventh or the sixty-eighth session.

VIII. Consolidated Resolution on Road Signs and Signals (R.E.2) (agenda item 7)

Secure parking areas

34. The Working Party considered ECE/TRANS/WP.1/2012/9 on a secure parking area road sign. WP.1 could not reach a consensus. In light of this, WP.1 decided to keep this issue on the agenda of its forthcoming sessions with a view to exploring new options and finding a mutually acceptable solution.

IX. Group of Experts on improving safety at level crossings (agenda item 8)

35. The secretariat provided an update on the status of the new expert group on improving safety at level crossings. WP.1 was informed that the UNECE Executive Committee at its meeting on 11 July 2013 approved the establishment of this Expert Group. WP.1 also agreed to a change in ECE/TRANS/WP.1/2011/6/Rev.1 (insertion of the sentence "The Expert Group is also open to non-ECE member States") and adopted the document. The first session of this Expert Group is tentatively scheduled for 20 January 2014 in Geneva. The secretariat, in due time, will send out invitations to governments (requesting the nominations of national experts) and to other relevant stakeholders.

X Programme of work and biennial evaluation 2014-2015 (agenda item 9)

36. In accordance with the decision of the Inland Transport Committee to review its programme of work every two years, WP.1 considered ECE/TRANS/WP.1/2013/7 relating to 2014–2015 as well as the relevant parameters allowing for its biennial evaluation.

37. WP.1 decided to make several minor changes on pages 3 and 6 to include the words "a more effective" before "implementation of the Convention..." and "and the Consolidated Resolutions on Road Traffic Safety and Road Signs and Signals." after "...European Agreements supplementing them". WP.1 requested the secretariat to incorporate qualitative indicators of achievement and to begin monitoring the participation of Contracting Parties at UNECE road safety events in this document. WP.1 adopted this document conditional upon these changes being reflected in ECE/TRANS/WP.1/2013/7/Rev.1.

38. WP.1 also considered ECE/TRANS/WP.1/2013/8 relating to its programme of work for 2014-2018. WP.1 agreed to delete the proposed activity of limited duration relating to the facilitation of the setting up of a “club of road traffic safety councils”. WP.1 adopted this document conditional upon this change being reflected in ECE/TRANS/WP.1/2013/8/Rev.1.

XI. Other business (agenda item 10)

39. WP.1 requested the secretariat to include, on the WP.1 agenda, the issues related to road signs warning road users of incoming road sections where average speed is measured and to prepare a document on the subject.

XII. Date of next session (agenda item 11)

40. The sixty-seventh session will be held on 4-6 December in New Delhi. WP.1 was informed by Dr. Rohit Baluja and the secretariat about the preparations for this meeting. The secretariat has created a webpage [www.unece.org/fileadmin/DAM/trans/doc /2013/wp1/Logistical_info_rev.1.pdf](http://www.unece.org/fileadmin/DAM/trans/doc/2013/wp1/Logistical_info_rev.1.pdf) which contains general logistical information and the registration form of the meeting. WP.1 delegates were invited to consult it or to contact the UNECE secretariat for more up-to-date information and assistance.

XIII. Adoption of decisions (agenda item 12)

41. The Working Party adopted the report of its sixty-sixth session.
