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Decade of Action for Road Safety

WP.1 and the Decade of Action for Road Safety

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Submitted by the Chair

This document, submitted by the WP.1 Chair, outlines a more strategic way to address best practices such as roundtables and explores the possibility of holding a WP.1 session outside of Geneva.

1. Safe mobility is seen now, more than ever, as an unquestionable essential in improving the quality and reliability of safe and seamless transport connections in modern society.
2. Indeed, the SDG document- endorsed only days ago- assigned a prominent position to road safety: it is therefore quite rightly now a goal for a better life and inclusive society throughout the World.
3. In this context, WP1 has a special role to play in the implementation of UN strategy. In particular, as intergovernmental body which has within its mandate three treaties (Vienna Conventions) and the dedicated set of Best Practices Consolidated Resolutions, WP1 holds the responsibility for the necessary instruments for realisation of the SDG objectives.
4. This new challenge adds up to the steady work plan which the Road Safety Forum is already following. Among many important issues, some of the major ones include:
 - Updating of the Vienna Conventions- in particular with respect to the role of driver in the context of digital and technological advances in vehicle. Furthermore, more action in this field need to be considered with respect to “future mobility”, namely: the interaction of vehicles in a network of intelligent infrastructure; determination of future responsibilities of a driver at wheel; development of future traffic rules, signs and signals, as new vehicle technology is introduced; and safety and security, where these concepts apply to the driving environment of the foreseeable future as a whole.
5. This has been, it is, and will be a task which demands careful co-ordination and co-operation among UNECE competent WPs and expert stakeholders.
 - Updating the Consolidated Resolutions: this process – which is already in progress- would, in future, benefit from taking into account potential synergies with relevant actors in other UN regions. The Round -table on PTW – and the output from the session on PTW in Brasilia- should be seen as a stepping stone in a new working path: where consultation with high profile policy makers, academia, international bodies and other stakeholders will result in the sharing of intent and challenges in coping with mobility demands in urban areas of fast growing economies. These suggestions will be made visible within the Best Practices Resolutions.
 - -New global Role of WP1 : In the light of the relevance given to safe mobility in the SDG , WP1 commitment will be become more and more evident when launching a road map sketched for wider visibility of Legal Instruments in the regions in need. WP1 will also be participating, collaborating and enhancing the endeavours of the UNECE at global level, together with other UN actors and the Special Envoy on Road Safety. PTW policies have been the springboard for this new approach, but there are still many topics to be addressed - by leveraging the kudos of the SDG Goal 3 and 11 to build new lines of actions.
6. Given such a substantial and wide – ranging agenda it will be vital for WP1 to have more time and opportunity to cope with these urgent and demanding tasks. Crucially, WP1 will need to foster co-operation with other Working Parties and relevant international bodies and agencies.
7. In this context, the number of WP1 session should revert to three per year, with each session having a minimum of three full days. It would be helpful to have at least one session scheduled back –to- back with other WPs, or EG, so as to enhance Round Table opportunities and special events.

8. It could also be helpful to organise a “thematic day” once every two session, dedicated to one of the topic of the Agenda on which special consensus is sought in the international community (eg: automated vehicles; new behavioural approach for fixing a safe interactions among road users; WP1 studying “customised” safe mobility policies for areas in social, political and economic distress).

9. Given the “special feeling and building capacity” fostered by the Special Session in Delhi, it could be really important to hold another event outside Palais des Nations, Geneva, especially in the context of the worldwide efforts and expected impact of the SDG strategy.

10. The possibility of having a Special Session in other Regional Commission premises (i.e. ESCAP, ECA) should be explored, as well as perhaps the idea of inviting Governments / Contracting Parties who , according to UN rules, could also be entitled to act as host . On this matter, perhaps the Secretariat- acting for the Special Envoy could act as harbinger of this WP1 suggestion.
