



## **Economic and Social Council**

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### **Economic Commission for Europe**

#### **Inland Transport Committee**

#### **Global Forum for Road Traffic Safety**

##### **Seventy-seventh session**

Geneva, 18-21 September 2018

Item 5(a) of the provisional agenda

##### **Consolidated Resolution on Road Traffic (R.E.1):**

##### **A Safe System Approach**

### **A Safe System Approach**

#### **Revision**

#### **Submitted by Italy, Spain, and the United States of America**

At the last session, WP.1 considered ECE/TRANS/WP.1/2018/5 prepared by Spain, Sweden and the United States of America on the role of penalties and other restrictive measures, which offered a consolidated view of the three options contained in Informal document No. 6 (September 2017). On the basis of the comments made during the seventy-sixth session, this document has been prepared to be discussed by WP.1 at its seventy-seventh session.

#### **2.4.1.3 Role of penalties and other corrective measures**

The goal of the system of penalties is not simply to punish offenders, but rather to create a deterrent that results in widespread compliance with critical safety-related roadway behaviours. Penalties can be used to educate road users on the relative safety risks of noncompliance with traffic rules, with serious offences being associated with more severe sanctions. Penalties can also remove chronic or egregious offenders from the roadway to improve safety for others and allow time for remediation.

The deterrence value of penalties can be enhanced by measures that improve the certainty and swiftness of their application. Deterrence will be stronger if road users feel that it is highly probable that they will be caught if they do not comply with traffic laws and if the penalty for a noncompliance is applied soon after the incident.

In a Safe System, driver behaviour can be affected by both traffic rules and penalties, and through the design of vehicles and roads. Whereas penalties seek to deter risky behaviours through deterrence or education, changes in vehicle or road design can accommodate human behaviour tendencies and eliminate the opportunity for errors.

Decisions regarding whether a safety risk is best addressed by the application of rules and penalties or through system design changes should consider factors such as the potential safety consequences of the behaviour, whether the behaviour is intentional or unintentional, and whether a practical vehicle or roadway design remedy is available.

#### **2.4.2.2 Measures concerning penalties**

(c) Exchanging driver records among governments to ensure that penalties or driving privileges are applied with knowledge of prior offenses. This could prevent, for example, a driver who had their driver's licence revoked as a consequence of a traffic offense in one jurisdiction from obtaining a driver's license in another jurisdiction.

(d) Considering potential supplements or alternatives to traffic rules and penalties such as the Safe System Approach in cases where a change in vehicle or roadway design might prevent the opportunity for unsafe behaviours to take place. Examples of such measures could include the adoption of advanced driver assistance systems and the use of roundabouts in place of signalized intersections.

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