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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY
ON ITS THIRTY-FIFTH SESSION
(3-6 October 2000)**

ATTENDANCE

1. The Working Party on Road Traffic Safety held its thirty-fifth session in Geneva from 3 to 6 October 2000 under the chairmanship of Mr. B. Perisset (Switzerland). Representatives of the following ECE member States participated: Austria; Belgium; Belarus; Bulgaria; Czech Republic; Denmark; Estonia; France; Germany; Hungary; Israel; Italy; Latvia; Luxembourg; Netherlands; Norway; Poland; Romania; Russian Federation; Spain; Sweden; Switzerland; Turkey; and Ukraine. A representative of the European Commission participated. The European Conference of Ministers of Transport (ECMT) was represented. Representatives of the International Federation of Red Cross and Red Crescent Societies (IFRC) participated if considered it necessary. Otherwise it agreed to remove this issue from the agenda.

Registration plate and distinguishing sign

Documentation: TRANS/WP.1/2000/26.

37. The Working Party considered the participation of Road Traffic Victims (FEVR); Federation of European Motorcyclists' Associations (FEMA); International Touring Alliance/International Automobile Federation (AIT & FIA); International Federation of Motorcyclists (FIM); International Federation of Pedestrians (FIP); International Motorcycle Manufacturers Association (IMMA); International Road Federation (IRF); International Road Transport Union (IRU); Liaison Committee for the Manufacture of Automobile Equipment and Spare Parts (CLEPA); and International Road Safety (PRI). The European Cyclists' Federation (ECF) participated as an observer.

OPENING OF THE SESSION

2. The Director of the ECE Transport Division, Mr. José Capel Ferrer, welcomed members to the thirty-fifth session of the Working Party. He thanked the Ad hoc Group of Legal Experts for the work they had done in preparing final amendment proposals to legal instruments for the session. He also spoke about the Third Road Safety Week in the UN/ECE Region which had taken place from 1-7 May 2000 and thanked the countries and organizations which had taken an active part in it. He described the activities which the secretariat had undertaken to promote the Week and informed members that the brochure promoting the Week and its objectives had also been produced in Spanish. He encouraged the Working Party to undertake an evaluation of the Third Road Safety Week. He informed the Working Party that the website developed for the Week had recently been given an award by the Canadian Association of Road Safety Professionals.

3. The Director informed the Working Party that the Bureau of the Inland Transport Committee, at its meeting on 5 June 2000, had discussed the idea of holding a round table on the subject of road traffic safety back-to-back with a future session of the Inland Transport Committee. He invited the Working Party to consider a subject for a round table.

4. The Director referred to the issue of safety in tunnels and informed the Working Party that the second session of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels would be held on 10-11 October 2000.

5. The Director also informed the Working Party that the administrative procedures for recruiting a new Secretary of the Working Party were well advanced and that the selected candidate would take up the position in January 2001. He thanked the outgoing Secretary of the Working Party, Mr. Jerzy Witkowski, who was due to retire at the end of October for the valuable work he had done for the Working Party and for the United Nations as a whole in the field of transport.

ADOPTION OF THE AGENDA

Documentation: TRANS/WP.1/72.

6. The Working Party decided, because of its very full agenda and because of the technical visit to Fribourg, that it would consider certain items on its agenda at its next session. It further decided, in order to devote more time to its discussion of legal issues, to discuss only once a year in future the items on Collection and dissemination of information and Consideration of approaches to the Work on a United Nations Long-Term Strategy on Road Safety.

7. Moreover, on an experimental basis, the Working Party decided to adopt the report of its thirty-fifth session at the start of its thirty-sixth session. It agreed that the report would be finalized after the session by the secretariat in consultation with the Chairman, the Vice-Chairmen, the Chairman of the Ad hoc Legal Group of Experts and the Chairmen of the small groups. Instead of adopting its draft report, the Working Party requested the secretariat to prepare a list of decisions taken by the Working Party at its thirty-fifth session under agenda items relating to legislative work.

AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM

(a) Status of proposed amendments to the European Agreement supplementing the Convention on Road Traffic

Documentation: ECE/RCTE/CONF.6/FINAL.

8. The Working Party was informed that amendments to the European Agreement supplementing the Convention on Road Traffic, proposed by Austria (ECE/RCTE/CONF.6/FINAL), had been transmitted to Contracting Parties by depositary notification C.N.663.1999.TREATIES-1, dated 27 July 1999. In accordance with amendment procedures, the proposals were considered accepted on 27 July 2000 and will enter into force on 27 January 2001.

9. The Working Party was also informed about the status of the 1997 Agreement on Technical Inspections. The Working Party noted that, whilst the Agreement had been concluded on 13 November 1997, only Estonia, Netherlands, Romania and the Russian Federation had so far become Contracting Parties, and that five Contracting Parties were required before the Agreement could enter into force.

(b) Recommendations of the Ad hoc Legal Expert Group

Documentation: TRANS/WP.1/2000/20.

10. The Working Party was informed that the Ad hoc Legal Expert Group (Luxembourg, Norway, Russian Federation and Switzerland under the chairmanship of Norway) had met on 3-4 July in Bern to have a final reading of all current proposals to amend the Vienna Conventions and European Agreements supplementing them and to prepare a consolidated document to be considered by the Working Party.

11. The Working Party considered the proposals of the Ad hoc Legal Expert Group as contained in TRANS/WP.1/2000/20 and gave its final approval to the amendment proposals contained in the annex to the present report.

12. Regarding the proposed amendment to Article 41 of the Vienna Convention on Road Traffic (paragraph 31 of TRANS/WP.1/2000/20), the Working Party adopted the proposed text but decided that the issue of "temporary" regarding the recognition of domestic driving permits should be considered by the small group on driving permits.

13. Concerning the proposed amendment to Article 29.2 of the Vienna Convention on Road Signs and Signals (paragraph 41 ter of TRANS/WP.1/2000/20 on the use of blue markings to indicate a limitation on the duration of parking), the Working Party agreed with the recommendation of the Ad hoc Legal Experts Group that this issue had to be clarified and requested the representative of Poland who had written the proposal to develop a questionnaire for member countries on the use of blue markings.

14. The Working Party thanked the Ad hoc Group of Legal Experts for its excellent work and asked it to discuss all new proposals brought to the attention of the Working Party. It agreed not to reopen consideration of the proposals contained in the annex.

15. The Working Party discussed the mandate, structure and composition of the Ad hoc Legal Expert Group and the frequency at which it was desirable to amend the Conventions. It recalled the findings of its questionnaire which had revealed that the majority of members were in favour of amending the Conventions every five to ten years. Given that the last amendments of the Conventions had taken place in 1992 and 1993, the Working Party decided to present the next major package of amendments to the Inland Transport Committee in February 2003. With that deadline in mind, it decided that any new amendment proposals should, to the extent possible, be submitted to the Working Party in 2001 so that they could be fully discussed and adopted in 2002.

16. The Working Party decided to maintain the current composition of the Ad hoc Legal Expert Group and decided not to request at this stage that it become a formal Ad hoc Group with the right to interpreted meetings, etc.

17. The Working Party requested the Ad hoc Legal Expert Group to meet again before its thirty-sixth session.

(c) Documents transmitted by the European Conference of Ministers of Transport (ECMT)

18. The Working Party requested that at its next session all basic documents related to the issues transmitted by ECMT be listed on the agenda and made available to delegates (TRANS/SC.1/WP.1/1997/13; TRANS/SC.1/WP.1/R.140 and Add. 1-7).

(i) Siting of traffic signs

19. With regard to the siting of traffic signs, the Working Party decided to modify the composition of the small group it had established at its thirty-fourth session so that it included delegates who had participated in the original ECMT work on this subject. A small group was constituted with members from the Czech Republic, Denmark, Germany, Israel and Spain under the chairmanship of Germany.

20. The Working Party recognised that this was a vast area of work and requested the small group to prepare a feasibility study on future work on the subject in time for its thirty-seventh session to be held in September/October 2001. The Working Party recommended that work in this area be restricted, at least initially, to priority signs, that the small group should propose whether it would involve modifications to the Conventions and Agreements or just the Consolidated Resolutions, and that an assessment also be made as to whether member States would actually be prepared to accept and implement guidelines which might result from the work.

(ii) Mobile phones

Documentation: TRANS/WP.1/2000/21, TRANS/WP.1/2000/42.

21. The Working Party took note of information from 14 member States on national legislation on the use of mobile phones while driving contained in TRANS/WP.1/2000/21 and TRANS/WP.1/2000/42. It encouraged other countries to send relevant information to the secretariat.

22. The Working Party was informed that ECMT intended to work on this issue but probably not before 2003. The Working Party therefore decided to establish a small group (Germany, Israel, Romania, Spain under the chairmanship of Israel) to prepare a document for its next session outlining the problem and proposing how it could be addressed. It also decided to confine this work for the time being to mobile phones and not expand it to other telematic devices. The Working Party requested the small group to propose whether this was an issue which required an amendment to the Vienna Convention or just a recommendation in the Consolidated Resolution on Road Traffic Safety (R.E.1).

(iii) Definition of mopeds and motorcycles

Documentation: TRANS/WP.1/2000/41.

23. The Working Party noted that this was a complex issue and the various approaches to developing definitions had to be carefully considered. In particular, the work of the EU had to be taken into account and the World Forum for the Harmonization of Vehicle Regulations (WP.29) had to be involved, especially regarding anti-tampering. Any proposal also had to consider the long-term consequences of a change in definition, for example as regards training and permits.

24. The Working Party thanked the former delegate of Belgium for preparing the proposal to amend the European Agreement supplementing the Convention on Road Traffic regarding definitions of mopeds and motorized quadricycles, and requested the small group (Belgium, Italy and IMMA, under the chairmanship of Belgium) to prepare a more detailed and elaborated proposal for its next session, including consideration of the consequences that such a change might entail.

(iv) Behaviour at pedestrian crossings

Documentation: TRANS/WP.1/1998/4.

25. At its thirty-fourth session, the Working Party recalled that it had discussed the issue of behaviour at pedestrian crossings at its thirty-first session but decided, since there had been recent developments regarding pedestrian crossings in some ECE member countries, to consider reopening discussion on this subject using as a basis TRANS/WP.1/1998/4.

26. The Working Party was generally in favour of reopening discussion on this subject and requested the secretariat to issue the latest resolution adopted by ECMT on this subject for its next session. It also requested members to send concise information on national legislation to the secretariat so that a document could be issued for its next session.

(d) International driving permits

Documentation: TRANS/WP.1/2000/23; TRANS/WP.1/2000/22.

27. The Working Party took note of the additional information for the roster of associations authorized to issue IDPs received from the Islamic Republic of Iran, Republic of Moldova and Sweden (TRANS/WP.1/1999/6/Add.3) and requested countries which had not yet done so to send the relevant addresses to the secretariat so that the roster could be completed.

28. The Working Party considered the proposal (TRANS/WP.1/2000/23) prepared by the small group on driving permits (Bulgaria, France, Israel, Luxembourg, Russian Federation, Spain and IMMA under the chairmanship of the Russian Federation). It adopted the programme of the small group with the deletion of the proposed deadline of July 2002 in item 5 relating to the preparation of proposals connected with the decision to phase out the international driving permit and migrate to a uniform DDP.

29. Regarding the questionnaire contained in TRANS/WP.1/2000/23, the Working Party agreed to add questions on whether countries should issue IDPs to citizens of other countries who have taken up temporary or permanent residence in that country or would be prepared to do so.

30. The Working Party requested the secretariat to finalize the questionnaire in coordination with the Chairman of the small group and to submit it to all Contracting Parties to the 1949 and 1968 Conventions on Road Traffic.

31. The Working Party took note of concerns raised in a document transmitted by Belgium regarding the mutual recognition of driving permits (TRANS/WP.1/2000/22) and was of the opinion that these would be addressed by the work on driving permits proposed by the small group.

(e) Other issues

(i) Skateboarders, roller skaters, etc.

Documentation: TRANS/WP.1/2000/24; TRANS/WP.1/2000/42.

32. The Working Party recognised that skateboarders, roller skaters and more recently users of scooters (kickboards) posed a road safety problem. This problem was more urgent in certain member countries but as a fashion might quickly spread to other countries.

33. The Working Party took note of national information on this subject contained in TRANS/WP.1/2000/24 and TRANS/WP.1/2000/42. It decided to continue its consideration of this issue with the possible aim of including a recommendation in the Consolidated Resolution (R.E.1).

34. The Working Party asked the secretariat to request information from member States on existing regulations, on the road safety problems posed by this group, on studies under way, and on possible solutions and to make a document available for the Working Party's next session.

(ii) Pedestrians

Documentation: TRANS/WP.1/2000/25.

35. The Working Party took note of a document transmitted by Belgium which questioned the provisions of paragraph 5 of Article 20 Rules applicable to pedestrians of the Vienna Convention on Road Traffic regarding which side of the carriageway pedestrians should use when there is no sidewalk and walking as a group of people, and suggested that perhaps an amendment of the Convention might be required.

36. The Working Party invited the delegate of Belgium to propose an amendment to the Convention if it considered it necessary. Otherwise it agreed to remove this issue from the agenda.

(iii) Registration plate and distinguishing sign

Documentation: TRANS/WP.1/2000/26.

37. The Working Party considered a proposal by the International Touring Alliance and the International Automobile Federation (AIT/FIA) to amend the 1968 Convention on Road Traffic by allowing the vehicle registration plate to incorporate the distinguishing sign.

38. The Working Party agreed with the proposal in principle but found that it should be less detailed and more flexible with regard to dimensions. It also proposed that the use of contrasting colours be considered as a means of making the incorporated distinguishing sign more visible.

39. The Working Party requested the AIT/FIA to submit a new simplified proposal to its thirty-sixth session.

(iv) Use of daytime running lamps

40. The Working Party decided that this issue warranted further consideration and that a common European approach was desirable. It was decided that information on existing national regulations and experience with the use of daytime running lamps would be necessary. The delegate of Switzerland offered to prepare a questionnaire on the subject which the secretariat would have translated and disseminated to member States.

41. Based on the results, the Working Party would decide whether to establish a small group to work on this subject and would report back to WP.29 if necessary.

REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1) AND ON ROAD SIGNS AND SIGNALS (R.E.2)

Documentation: TRANS/SC.1/294/Rev.5; TRANS/SC.1/295/Rev.3.

Consolidated Resolution on Road Traffic (R.E.1)

(a) Pedestrians

Documentation: TRANS/WP.1/2000/27.

42. Due to the fact that the French and Russian translations of the document had not been available to delegates ahead of the meeting, the Working Party decided to suspend its consideration of the new draft on the safety of pedestrians until its thirty-sixth session.

43. The Working Party invited its members to send written comments on the document to the secretariat and requested the secretariat to prepare a new draft deleting the text currently contained in square brackets and adding a comment by the International Federation of Pedestrians (FIP) to section (d) on pedestrian crossings.

(b) Assistance to victims of road accidents

Documentation: TRANS/WP.1/2000/28.

44. The Working Party thanked the small group (France, Israel, IFRC, FEVR under the chairmanship of France) for the new draft on assistance to victims of road accidents (TRANS/WP.1/2000/28) which incorporated modifications proposed by the Working Party at its thirty-fourth session.

45. The Working Party adopted the new text with the following comments: in chapter A (a) delete "(i.e. along main roads, highways, accident-prone spots)"; move the last sentence of A (a) to A (c) and modify to read "Encourage at all places the use of all other means of calling for emergency assistance"; modify A (b) to read "Introduce an internationally recognised toll free number for emergency assistance, and pending its introduction, publicize the national emergency number by appropriate means, including on signs at border crossings"; in A (d) delete "(and teach for the driving licence)"; change "the nature and the consequences of the accident" to "the location and circumstances of the accident"; modify the last phrase in parenthesis to read "(including, for example, the number of people injured and the gravity of the injuries, people trapped in the vehicle, number of vehicles involved, vehicles on fire, etc.)"; combine sections (a) and (b) of chapter B so that they read "(a) Teach road users (for example, during training for a driving licence) how to secure and signal the area of the accident (i.e triangle, lights, road flares) in a safe way, and to avoid and prevent further complications"; in chapter C (b) modify first sentence to read "Introduce training and ensure periodical refreshment ..."; in chapter C (d) delete reference to highway codes but maintain reference to map books; in chapter D (a) delete "as far as possible"; in D (d) add a sentence reading "Encourage the organization and equipment of volunteer health professionals who could be called rapidly to accident sites in order to give immediate assistance to victims".

46. The Working Party requested the small group to prepare a new draft for its next session without the use of square brackets and bold text and agreed that it would adopt the final text at that time.

47. The Working Party decided to consider at its next session what should be done with the original drafts of proposals after the final text has been shortened for adoption in R.E.1. It was suggested that in order to safeguard the work which might be valuable at a later date, the complete proposals should either become an annex to R.E.1 or be saved in a separate document.

(c) Technical inspections

Documentation: TRANS/WP.1/2000/3.

48. At its thirty-fourth session, the Working Party had considered a proposal by the International Motor Vehicle Inspection Committee (CITA) to revise annex 2 of R.E.1 on periodic inspection of vehicles - checks to be carried out (TRANS/WP.1/2000/3). The Working Party, however, had considered the content too technical for WP.1 to take a decision independently on it and had asked for advice in this regard from WP.29. The Working Party had discussed the possibility of including column 1 of the document in R.E.1 and the remaining parts in R.E.3 on the construction of motor vehicles.

49. The Working Party was informed that WP.29 had rejected the suggestion to transfer the technical inspection requirements to R.E.3 but had decided to consider the CITA proposal at its one-hundred-and-twenty-third session in March 2001 with a view to adopting it and transmitting the finalized text to WP.1 thereafter (TRANS/WP.29/735, paras. 105 and 106).

Consolidated Resolution on Road Signs and Signals (R.E.2)

(d) Road works signing

Documentation: TRANS/WP.1/2000/29.

50. Because the French and Russian translations of TRANS/WP.1/2000/29 were not available in time for the meeting, the Working Party decided to consider the proposals regarding road works signing at its thirty-sixth session.

51. Members were invited to send written comments on TRANS/WP.1/2000/29 to the secretariat.

FOLLOW-UP TO THE 1997 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

Documentation: JMTE/2000/8.

52. The Working Party was informed about developments in the follow-up process to the Regional Conference on Transport and the Environment and the London Conference on Environment and Health. In particular, information was provided about the third session of the Joint Meeting on Transport and the Environment held in Geneva on 6 June 2000.

53. Regarding the London follow-up process, the Chairman informed the Working Party that amendments to the European Agreements supplementing the Vienna Conventions might be envisaged regarding pedestrians and cyclists.

PREPARATION OF THE THIRD ROAD SAFETY WEEK IN THE ECE REGION

Documentation: TRANS/WP.1/2000/30 and Add.1; TRANS/WP.1/2000/31; TRANS/WP.1/2000/42.

54. The Working Party took note of information on the results of Third Road Safety Week campaigns received in writing from Azerbaijan, Belarus, Bulgaria, Latvia, Poland, Russian Federation, Slovakia, Sweden, Turkey and Ukraine (TRANS/WP.1/2000/30 and Add.1), and from other countries during the session.

55. The Working Party also took note of the ECMT Declaration on Safety in Traffic for Vulnerable Road Users reproduced in TRANS/WP.1/2000/31 which called on all countries to implement a triptych of ECMT resolutions dealing with cyclists, pedestrians and motorcyclists.

56. The Working Party congratulated all those countries which had organized campaigns during the Third Road Safety Week. It also recognised that some countries had decided to organize campaigns of one month or even one year's duration which might not yet be finished and that any statistical data deriving from such campaigns might not be available for another year.

57. The Working Party agreed that it was important after a campaign like the Third Road Safety Week to evaluate the results and to see what added value had come from it being a United Nations campaign. The Working Party requested members which had not yet done so to send information on the results of their campaigns to the secretariat.

58. The Working Party decided to consider these results again at its thirty-sixth session and to decide whether at its thirty-seventh session to hold a half-day seminar to evaluate the Third Road Safety Week.

COLLECTION AND DISSEMINATION OF INFORMATION

Documentation: TRANS/WP.1/70; TRANS/WP.1/71 and Corr.1; TRANS/WP.1/73; TRANS/WP.1/2000/32; TRANS/WP.1/2000/33; TRANS/WP.1/2000/34; TRANS/WP.1/2000/37.

59. As agreed during the adoption of the agenda, this item will in future be discussed only once per year. The Working Party postponed consideration of the documents issued until its next session.

APPLICATION OF INFORMATICS IN ROAD SAFETY

60. The Working Party recalled that, at its thirty-third session, it had requested the Governments of Germany and the Netherlands to prepare a paper for its thirty-sixth session on how the Working Party should work in the area of informatics and road safety in the future.

61. The Working Party was informed that information had been requested about the COST (European Cooperation in the field of Scientific and Technical Research) study on Drivers' Visual Information Overload and would be provided to the Working Party at a future session.

CONSIDERATION OF THE POSSIBLE APPROACHES TO THE WORK ON A UNITED NATIONS LONG-TERM STRATEGY ON ROAD SAFETY

Documentation: TRANS/SC.1/WP.1/1998/3/Rev.1; TRANS/WP.1/1999/5 and Add.1.

62. As agreed during the adoption of the agenda, the Working Party decided that it would consider this issue only once a year and that the next time would be at its thirty-sixth session in April 2001.

COLLABORATION WITH OTHER ECE BODIES AND INTERNATIONAL ORGANIZATIONS

Documentation: TRANS/AC.7/2; TRANS/WP.1/2000/35; TRANS/WP.1/2000/36; TRANS/WP.1/2000/39.

63. The Working Party took note of the report of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels which had held its first session in Geneva on 10 and 11 July 2000 (TRANS/AC.7/2). The Working Party was informed that the second session of that group would be held on 10-11 October 2000. It was envisaged that the Multidisciplinary Group would adopt its recommendations in 2001 and that the Inland Transport Committee would forward them to its subsidiary bodies, including WP.1, for action at its sixty-fourth session in February 2002.

64. The Working Party took note of document TRANS/WP.1/2000/36 which contained the existing provisions regarding safety in tunnels in the Vienna Conventions and the European Agreements.

65. At its sixty-second session (15-17 February 2000), the Inland Transport Committee had endorsed the identification made by its Bureau of its subsidiary bodies which have a relationship with the private sector (SC.1, SC.2, SC.3, WP.1, WP.11, WP.15, WP.24, WP.29, WP.30) and requested those bodies to assess the relationship and to report back to the Committee on how that relationship could be used to greater advantage to enhance the work of those bodies. The Working Party postponed consideration of this issue until its next session.

66. The Working Party was informed that at a meeting on 5 June 2000, the Bureau of the Inland Transport Committee had considered the idea of holding a round table on the subject of road traffic safety

back-to-back with a future session of the Inland Transport Committee. It had agreed, however, to seek the advice of WP.1 before a final decision was taken.

67. The Working Party carefully considered the request made by the Bureau of the ITC. It agreed that the organization of a round table required very careful planning and would not be possible in time for the next session of the ITC to be held in February 2001. Members questioned the value added that such a round table could bring to the ITC and were of the opinion that to attract interest a new and innovative subject would have to be found.

68. The Working Party took note of the request of the Bureau of the Inland Transport Committee that each of its subsidiary bodies consider the legal instruments in the realm of its competence and specify those which need updating. The Working Party considered document TRANS/WP.1/2000/36 which listed the legal instruments administered by WP.1. It found the information contained in it, particularly relating to which countries were Contracting Parties to which legal instruments, useful and requested the secretariat to update and issue this document annually.

69. Representatives of the ISO Committee on Cards and Personal Identification (ISO SC17/WG10) attended the Working Party session and addressed members under this item. Mr. John Rodakis, Chairman of SC17/WG10, explained that SC17 is developing an international standard for a driver licence identification card and would like to establish liaison with WP.1 on this work. He explained the reasons for and potential of cooperation between ISO SC17/WG10 and WP.1 and written information was provided to the Working Party in document TRANS/WP.1/2000/39.

70. The Working Party agreed in principle that liaison between the two groups was desirable and that a representative of ISO SC17/WG10 was welcome to attend future meetings of WP.1 under the relevant items on driving permits and to submit documents to the Working Party. The Working Party also agreed that it would try to send a representative to meetings of ISO SC17/WG10.

OTHER BUSINESS

Documentation: TRANS/WP.1/2000/40.

71. The Working Party considered a proposal by the European Commission regarding the introduction of a road sign for accident black spots. While some members expressed doubts about the use of such a sign, the Working Party requested the Commission to prepare a more detailed and elaborated proposal for the Working Party's next session and also requested its members to provide any national information regarding the use or experience of such signs in their countries.

72. The attention of the Working Party was drawn to the fact that its name in French was "Groupe de travail de la sécurité de la circulation" without any mention of "routière". This title had been logical when the Working Party reported to the Inland Transport Committee (ITC) through the Principal Working Party on Road Transport (SC.1). However, now that WP.1 reported directly to the ITC, it was necessary to change the French name of the Working Party for the sake of clarity.

73. The Working Party decided that its name in French should be “Groupe de travail de la sécurité et de la circulation routières”.

74. Under this item, the Working Party paid tribute to its Secretary, Mr. Jerzy Witkowski, who would be retiring at the end of October. It commended his work for the Working Party and his contribution to road safety and road transport in two of the United Nations regional commissions. The Working Party also paid tribute to Mr. Armand Timmermans, a former long-time representative of Belgium, who had made a valuable contribution to the Working Party over several years.

75. The Working Party was informed that its thirty-sixth session is scheduled to be held from 3-6 April 2001. Members were encouraged to submit documentation for that session by 15 December 2000.

TECHNICAL VISIT TO FRIBOURG

76. On 5 October, the Working Party had a technical visit to Fribourg organized by the Swiss Federal Roads Office. During the technical visit, members had the opportunity to see at first hand roundabouts, speed control devices, cycle lanes and tracks and other traffic installations intended to improve safety. The Working Party also visited the operational centre of the traffic police of the canton of Fribourg. In the evening, a pilot lighting equipment demonstration was given at the energy information centre “Electrobroc” and the Working Party was addressed by the Director of the Swiss Federal Roads Office, Mr. Olivier Michaud.

77. The Working Party thanked the Swiss Federal Roads Office for organizing the technical visit and especially its Chairman, Mr. Bernard Perisset, who had worked so hard to make it such a success.

ADOPTION OF THE REPORT

78. The Working Party agreed, on an experimental basis, to adopt the report of its thirty-fifth session at the start of its thirty-sixth session. It agreed that the report would be finalised after the session by the secretariat in consultation with the Chairman, the Vice-Chairmen, the Chairman of the Ad hoc Legal Group of Experts and the Chairmen of the small groups.

79. A list of decisions taken by the Working Party at its thirty-fifth session under agenda items relating to legislative work was drawn up by the secretariat and adopted by the Working Party.

Annex

**Proposed amendments to the Vienna Conventions and the European Agreements
Supplementing them, adopted by the Working Party**

A. CONVENTION ON ROAD TRAFFIC

I. Article 1: Definitions

“Insert new subparagraph (g bis) to read:

“(g bis) Cycle lane means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings according to Article 26 bis of the Convention on Road Signs and Signals.” ”

“Insert new subparagraph (g ter) to read:

“(g ter) Cycle track means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.” “

II. Article 11: Overtaking and movement of traffic in lines

“Insert a new subparagraph 1 (c) to read:

“(c) Domestic legislation may authorize cyclists and moped riders to pass stationary vehicles or vehicles moving at a low speed on the side which corresponds to the direction of traffic provided that sufficient space is available.” ”

III. Article 16: Change of direction

“Amend Article 16.1 (b) to read:

“(b) If he wishes to turn off on the other side and, subject to such other provisions as Contracting Parties or subdivisions thereof may enact for cycles and mopeds enabling them to change direction, for instance by crossing the intersection in two separate stages, move as closely as possible to the centerline of the carriageway if it is a two-way carriageway or to the edge opposite to the side appropriate to the direction of traffic if it is a one-way carriageway and, if he wishes to enter another two-way road, make his turn so as to enter the carriageway of such other road on the side appropriate to the direction of traffic.” ”

“Amend Article 16.2 to read:

“2. While changing direction, the driver shall, without prejudice to the provisions of Article 21 of this Convention regarding pedestrians, allow road users to pass on the carriageway, or on other parts of the same road, he is preparing to leave.” ”

IV. Article 18: Intersections and obligation to give way

“Add at the end of Article 18.4 (a):

“unless a roundabout is indicated by sign D, 3 together with the sign B, 1 or B, 2, in which case the driver in the roundabout has priority.””

VI. Article 23: Standing and parking

Amend the last sentence of Article 23.1 to read:

“Both in and outside built-up areas they shall not be stationed on cycle tracks, cycle lanes, bus lanes, tracks for horseback riders, footpaths, pavements or on verges specially provided for pedestrian traffic, save where applicable domestic legislation so permits.” ”

“Amend Article 23.6 to read:

“6. Nothing in this Article shall be construed as preventing Contracting Parties or subdivisions thereof from introducing other provisions on parking and standing or from making individual provisions for the standing and parking of cycles and mopeds.” ”

VII. Article 27: Special rules applicable to cyclists, moped drivers and motor cyclists

Amend Article 27.4 to read:

“Where cycle lanes or cycle tracks exist, Contracting Parties or subdivisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances, they may authorize moped drivers to use the cycle lane or cycle track and if they consider it advisable, prohibit them from using the rest of the carriageway. Domestic legislation shall specify under what conditions other road users may use the cycle lane or cycle track or cross them, maintaining cyclists’ safety at all times.

VIII. Article 41: Driving permits

“Amend Article 41.2 to read:

“ Contracting Parties shall recognize:

- (a) Any domestic permit drawn up in their national language or in one of their national languages, or, if not drawn up in such a language, accompanied by a certified translation;
- (b) Any domestic permit conforming to the provisions of Annex 6 to this Convention; and
- (c) Any international permit conforming to the provisions of Annex 7 to this Convention, on the condition that it is presented together with the corresponding domestic permit;

as valid for driving in their territories a vehicle coming within the categories covered by the permits, provided that the permits are still valid and that they were issued by another Contracting Party or subdivision thereof or by an association duly empowered thereto by such other Contracting Party. The provisions of this paragraph shall not apply to learner-driver permits.” ”

B. EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON ROAD TRAFFIC

I. Annex paragraph 12 (Ad Article 13 of the Convention)

“Amend paragraph 12 to read:

“12. Ad Article 13 of the Convention (Speed and distance between vehicles)

Paragraph 6

This paragraph, including its sub-paragraphs (a) and (b) shall be read as follows: “Outside built-up areas (the text remains the same).” ”

II. Annex paragraph 18 (Ad Article 23 of the Convention)

“Amend Article 23.3 (a)(i) to read:

“(i) Within 5 m before pedestrian crossings and crossings for cyclists, on pedestrian crossings, on crossings for cyclists and on level crossings.” ”

III. Annex paragraph 20 (Ad Article 27 of the Convention)

“Amend the text relating to paragraph 4 to read:

“Moped drivers may be authorized to use the cycle lane or cycle track and, if considered advisable, be prohibited from using the rest of the carriageway. Domestic legislation shall specify under what circumstances other road users may use the cycle lane or cycle track or cross them, maintaining cyclists’ safety at all times.”

C. CONVENTION ON ROAD SIGNS AND SIGNALS

I. Article 1: Definitions

Insert new subparagraph (e bis) to read:

“(e bis) Cycle lane means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings according to Article 26 bis of this Convention.

“Insert new subparagraph (e ter) to read:

“(e ter) Cycle track means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.” ”

II. Article 13.2 (Signs for built-up areas)

“Amend Article 13.2 to read:

“Regulatory signs placed level with or shortly after a sign indicating the beginning of a built-up area shall mean that the rule applies throughout the built-up area, unless a different rule is notified by other signs on certain sections of the road in the built-up area.” “

III. Article 26 bis: (Marking of lanes)

“Amend Article 26 bis, paragraph 1 to read:

“The marking of lanes reserved for certain categories of vehicles, including cycle lanes, shall be by means of lines which should be clearly distinguished from other continuous or broken lines on the carriageway, notably by being wider and with less space between strokes.” ”

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