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Working party on Road Traffic Safety

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY
ON ITS THIRTY-SIXTH SESSION
(3-6 April 2001)**

ATTENDANCE

1. The Working Party on Road Traffic Safety held its thirty-sixth session in Geneva from 3 to 6 April 2001, with Mr. B. Perisset (Switzerland) as Chairman. Representatives of the following member States of the Economic Commission for Europe participated: Austria; Belgium; Bulgaria; Czech Republic; Denmark; Estonia; France; Germany; Hungary; Israel; Latvia; Luxembourg; Netherlands; Norway; Poland; Romania; Russian Federation; Spain; Sweden; Switzerland; Turkey. The European Commission and the European Conference of Ministers of Transport (ECMT) were also represented. Representatives of the International Federation of Red Cross and Red Crescent Societies (IFRC) and the International Organization for Standardization took part, along with representatives of the following non-governmental organizations: European Federation of Road Traffic Victims (FEVR); Federation of European Motorcyclists' Associations (FEMA); International Touring Alliance/International Automobile Federation (AIT/FIA); International Federation of Pedestrians (FIP); International Motorcycle Manufacturers Association (IMMA); International Road Federation (IRF); Liaison Committee for the Manufacture of Automobile Equipment and Spare Parts (CLEPA); International Road Safety (PRI).

OPENING OF THE SESSION

2. Mr. José Capel Ferrer, Director of the ECE Transport Division, welcomed participants. He introduced the new Secretary of the Working Party, Ms. Marie Noëlle Poirier.

3. Referring to the delays, which were beyond the control of the Transport Division, in the availability of documents in the three languages, the Director explained the reasons for them and asked the secretariat to keep him informed sufficiently in advance so that such drawbacks would not recur. He also reminded delegates that they could usefully consult the UN/ECE Transport Division Web site.

4. He congratulated the Working Party on the adoption of the proposed amendments to legal instruments and encouraged it to undertake an evaluation of the results of the Third Road Safety Week which had been held from 1 to 7 May 2000. The secretariat would prepare a note on the basis of the information communicated by ECE member States.

5. Recalling that safety was one of the three mainstays of transport along with mobility and the protection of the environment, he stressed the importance he attached to the work of WP.1 and the need for progress in conventions and agreements.

6. The Secretary of WP.1 informed the delegates present about the decisions taken or adopted by the Inland Transport Committee at its sixty-third session (13-15 February 2001) in connection with the work of WP.1.

7. She also reported to WP.1 on progress in the work of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels which had held its third session in Geneva on 20 and 21 March 2001 and whose work on road tunnels would be completed in July with the adoption of recommendations. She said that WP.1 would be considering the recommendations of relevance to it at its next session in order to give the Inland Transport Committee an opinion on their feasibility and make a first assessment of the amendments it might be necessary to make to the Vienna Conventions and the European Agreements supplementing them and to the Consolidated Resolutions. The Working Party was also informed that the Inland Transport Committee was intending to adopt these recommendations in the form of a resolution so as to make official the conclusion of the Ad hoc Multidisciplinary Group's work on road tunnels and serve as an official reference document.

ADOPTION OF THE AGENDA (agenda item 1)

Document: TRANS/WP.1/75

8. The agenda was adopted without amendments.

ADOPTION OF THE REPORT OF THE THIRTY-FIFTH SESSION OF THE WORKING PARTY (agenda item 2)

Document: TRANS/WP.1/74

9. The report of the thirty-fifth session was adopted. The delegation of the Russian Federation proposed amendments to the annex to the report. The Working Party requested the Ad hoc Legal Expert Group to consider these modifications which concerned amendments to Conventions already adopted.

10. With reference to how reports should be adopted, the Working Party decided, still on an experimental basis, to continue to adopt the final report at the subsequent session and at the end of the meeting to adopt only a summary of the decisions taken during the session. The continuation of this procedure would, however, depend on the summary of decisions being available in three languages and on the final report being made available, if possible, within four to six weeks.

AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM (agenda item 3)

(a) Recommendations of the Ad hoc Legal Expert Group (agenda item 3 (a))

Documents: TRANS/WP.1/2001/3
TRANS/WP.1/2001/18
TRANS/WP.1/2000/20

11. After discussion based on replies to the questionnaire prepared by the delegation of Poland on the use of blue markings (TRANS/WP.1/2001/3), the Working Party confirmed the need to amend article 29.2 of the Vienna Convention on Road Signs and Signals; this amendment should, however, be considered in relation to the provisions of Annex 1, Section C, Chapter II, paragraph 9 (c) (vii) of the Convention so as to eliminate any contradictions. The Ad hoc Legal Expert Group was given the mandate of considering this point and submitting proposals for a text.

12. The Working Party decided not to keep Poland's proposal on priority at roundabouts (TRANS/WP.1/2001/18); the intention was to amend the Vienna Convention on Road Signs and Signals but not the Convention on Road Traffic in respect of which an amendment of article 18.4 (a), reproduced in the annex to the report of the thirty-fifth session, had already been adopted by WP.1. The Ad hoc Legal Expert Group was, however, asked to reconsider formally the wording adopted with regard to references to specific signs which were a matter for the Convention on Roads Signs and Signals.

13. The Ad hoc Legal Expert Group (Luxembourg, Russian Federation and Switzerland, chaired by Norway and with the participation of the secretariat) would meet in Luxembourg on 18 and 19 June to consider proposals for amendments to the Vienna Conventions and the European Agreements supplementing them.

14. The Chairman of WP.1 reminded the meeting that the next major series of amendments would be submitted to the Inland Transport Committee in February 2003. In view of this deadline, any new proposal for amendment should, as far as possible, be submitted in 2001 so that it could be considered in detail and adopted in 2002.

(b) Documents transmitted by the European Conference of Ministers of Transport (ECMT) (agenda item 3 (b))

Documents: TRANS/SC.1/WP.1/1997/13
TRANS/SC.1/WP.1/R.140 and Add.1 to 7

(i) Siting of traffic signs

15. WP.1 confirmed its decision to make the relevant small group (Czech Republic, Denmark, Israel, Spain) responsible for the preparation of a feasibility study and agreed that AIT/FIA, IRF and PRI, at their request, should be part of this group. Since the Chairman who had been designated was unable to take up his post, it remained to be filled.

16. Following a proposal by IRF, WP.1 agreed to consider at its next session the possibility of making another feasibility study, on the harmonization of signs and signals, in view of the presentation of a study prepared electronically by IRF and the European Commission. However, IRF was also asked to present the problem in a written document to be submitted to the secretariat by 30 June 2001. As a result of these presentations, WP.1 would decide whether or not this study was justified and if so what its scope would be and who would prepare it.

(ii) Mobile phones

Documents: TRANS/WP.1/2001/4
TRANS/WP.1/2001/20
TRANS/WP.1/2000/21

17. As a result of information communicated by its member States, the Working Party gave the relevant small group (Germany, Romania and Spain, chaired by Israel) the task of continuing the study on this subject, bearing in mind the various possible approaches to the problem. It requested that a proposal to amend R.E.1 should be prepared for the autumn session focusing on the problem of mobile phones along with a proposal to amend the Vienna Convention, but this time targeting the problem more generally and taking into account the variety of equipment which could distract drivers. On behalf of WP.1, the Chairman thanked the small group for the work already done.

(iii) Definition of mopeds and motorcycles

Document: TRANS/WP.1/2000/41

18. The discussion was postponed until the September 2001 session pending the possibility of considering the proposal to be prepared by the small group established for the purpose (Italy and IMMA, chaired by Belgium).

(iv) Behaviour at pedestrian crossings

Documents: TRANS/WP.1/2001/8
TRANS/WP.1/2001/19
TRANS/WP.1/1998/4

19. The Working Party decided by a majority in favour of amending the Vienna Convention on Road Traffic in accordance with ECMT's proposals (TRANS/WP.1/1998/4) to give priority to pedestrians intending to cross the road. The Ad hoc Legal Group of Experts was requested to consider the provisions of the Convention which should be amended and to put forward pertinent proposals taking into account their linguistic conformity; the present English version seemed adequate as it stood.

(c) International driving permit

Document: TRANS/WP.1/2000/5

Informal documents: Nos. 1 and 2

20. The Working Party took note of the results of the informal meeting of the small group on the subject (Bulgaria, France, Israel, Luxembourg, Romania, Spain, Switzerland and IMMA, chaired by the Russian Federation), held in Madrid on 22 and 23 March 2001 and the analysis of replies to the questionnaire prepared by this group. WP.1 invited ISO and the European Commission to participate in the forthcoming work of the small group, the next meeting of which would take place in St. Petersburg on 30 and 31 August. Since the Chairman of the group, Mr. Yakimov, had expressed the wish to have additional information on point 9 of the questionnaire, the secretariat was requested to contact the UN/ECE member States again rapidly.

(d) Registration plate and distinguishing sign

Documents: TRANS/WP.1/2001/6
TRANS/WP.1/2000/26

Informal document: No. 3

21. After a lengthy discussion, the Working Party adopted document TRANS/WP.1/2001/6 submitted by AIT/FIA, concerning provisions for positioning the distinguishing sign on the registration plate, which would be discussed again at the next session of WP.1. It gave the Ad hoc Legal Expert Group the task of reviewing the text from a legal standpoint, also taking into account the document prepared by the secretariat (informal document No. 3).

(e) Accident black spots

Document: TRANS/WP.1/2001/9

22. The Working Party took note of the information communicated by the member States and the information submitted by the representative of the European Commission who announced that a study had been initiated late in 2000 and that the initial information contained in the report could be submitted at the September session.

**REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1)
AND ON ROAD SIGNS AND SIGNALS (R.E.2) (agenda item 4)**

Documents: TRANS/SC.1/294/Rev.5
TRANS/SC.1/295/Rev.3

Consolidated resolution on road traffic (R.E.1)

(a) Pedestrians

Documents: TRANS/WP.1/2001/2
TRANS/WP.1/2000/27

23. The Working Party adopted the draft recommendation (TRANS/WP.1/2001/2) on the safety of pedestrians after making a number of amendments to it. The amended text, which will subsequently become a new chapter 6 of R.E.1, can be found in annex I to this report. The amendments appear in bold.

(b) Assistance to victims of road accidents

Documents: TRANS/WP.1/2001/7
TRANS/WP.1/2000/28

24. The Working Party adopted the recommendation on assistance to victims of accidents (TRANS/WP.1/2001/7) with some amendments. The corrected version can be found in annex II to this report. The amendments appear in bold.

(c) Technical inspections

Document : TRANS/WP.1/2001/25

25. The secretariat informed the Working Party that WP.29, at its one hundred and twenty-third session, had adopted a proposal for a recommendation concerning technical inspections and had requested that this new text should replace the current Annex 2 to R.E.1. The document (TRANS/WP.1/2001/25), in the English version only, was distributed to the delegations during the meeting; the Russian and French versions would be available at the next session. WP.1 would therefore be invited to take a decision on the question.

(d) Skateboards, in-line roller skates, etc.

Documents: TRANS/WP.1/2001/10
TRANS/WP.1/2000/24

26. The Working Party considered information transmitted in this regard by 23 member countries and contained in the above documents. It requested the secretariat to prepare a consolidated document for its thirty-seventh session. It was agreed in principle to establish a small group with the mandate of preparing a draft recommendation for R.E.1 on the basis of the secretariat's document.

(e) Use of daytime running lamps

Documents: TRANS/WP.1/2001/12
TRANS/WP.1/2001/17

27. Before envisaging the possibility of defining a common European approach to the question of the use of daytime running lamps in traffic, WP.1, at its thirty-fifth session (3-6 October 2000), had considered that prior information was necessary on national regulations in force and on the experience of countries in this domain.

28. During the session, WP.1 considered the draft questionnaire prepared by the Swiss delegation (TRANS/WP.1/2001/12) and adopted it in principle subject to amendments and additions. It gave the Swiss delegation and the secretariat the task of amending the draft as indicated and sending it very rapidly to the member States so that replies could be received by 30 June 2001, thus providing a basis which would enable the Working Party to consider the question in greater depth at its thirty-seventh session. It would keep WP.29 informed about the results of the survey.

Consolidated resolution on road signs and signals (R.E.2)

(f) Road works signing

Document: TRANS/WP.1/2000/29

29. The Working Party requested the delegations of the Russian Federation and Denmark, who were so far the only delegations to have made comments on the draft recommendation, although their opinions had diverged, to seek a compromise solution. Following the observations submitted by other delegations, WP.1 accepted the Chairman's proposal to allow States which so wished to transmit their comments in writing to the secretariat by 30 June 2001 at latest.

FOLLOW-UP TO THE VIENNA (TRANSPORT AND THE ENVIRONMENT) AND LONDON (TRANSPORT, ENVIRONMENT AND HEALTH) CONFERENCES (agenda item 5)

30. Ms. Tea Aulavuo, who was responsible for the follow-up of these dossiers in UN/ECE, reported to the Working Party on developments in the follow-up to the 1997 Vienna Conference on Transport and the Environment and the 1999 London Conference on transport, environment and health.

31. With reference to the Vienna Conference, she reported on the work of the first session of the group of experts, which took place in Geneva on 26 and 27 February 2001, and said that for the preparation of the 2002 midterm review of the programme of action it would meet in November 2001 and February 2002.

32. With reference to the London Conference, Ms. Aulavuo informed WP.1 that a high-level meeting would be held in Geneva on 4 May 2001 to consider the UN/ECE/WHO consolidated report entitled "Overview of Instruments Relevant to Transport, Environment and Health and Recommendations for Further Steps", which constituted an inventory of relevant agreements and legal instruments in force, with a view to their possible improvement and the harmonization of their implementation, and their development at a later stage if necessary. The three main questions underlying the report would also be considered; one of them might concern WP.1 more directly, namely, the recommendations for future action which touched on the following three topics: (1) development of a framework convention; (2) development of existing legal instruments; (3) closer cooperation with other organizations.

33. She recalled that all documents relating to the follow-up of these conferences could be consulted on the UN/ECE website at the following address: www.unece.org/poja.

EVALUATION OF THE THIRD ROAD SAFETY WEEK IN THE ECE REGION (agenda item 6)

Documents: TRANS/WP.1/2001/11
TRANS/WP.1/2000/30 and Add.1

34. The Working Party took note of the written texts on the campaigns conducted by member countries in the context of the Third Road Safety Week.

35. When the Chairman reminded members of the mandate given by the Inland Transport Committee in this regard, the Working Party decided to devote half a day (or even a full day) at its thirty-seventh session, if possible Monday 10 September before the WP.1 meeting proper, to a "brainstorming" session on the evaluation of the Third Road Safety Week. The Working Party endorsed the Chairman's suggestion of establishing a small group to develop a programme for this think tank. The group would comprise Mr. Bernard Perisset (Switzerland), Mr. Pim Hol (Netherlands), Ms. Marie-José Rambeau (PRI), Mr. Marcel Haegi (FEVR) and members of the secretariat.

36. The Working Party discussed at length, however, the objectives to be achieved, particularly with reference to the following two topics: the value added of a United Nations campaign compared with national road safety campaigns and the periodicity and optimal length of United Nations campaigns.

COLLECTION AND DISSEMINATION OF INFORMATION (agenda item 7)

(a) National road safety requirements

Documents: TRANS/WP.1/70 and Corr.1 and 2
TRANS/WP.1/71
TRANS/WP.1/73 and Add.1
TRANS/WP.1/2000/32
TRANS/WP.1/2000/33
TRANS/WP.1/2000/34
TRANS/WP.1/2000/37
TRANS/WP.1/2001/13

37. The Working Party took note of the latest information available concerning national legal instruments on road safety contained in documents TRANS/WP.1/73 and Add.1, information on national road safety requirements in documents TRANS/WP.1/70 and Corr. 1 and 2 and information on national methods of training and follow-up methods for categories A and B driving licences in document TRANS/WP.1/71.

38. It also took note of information transmitted by the Governments of Bulgaria (TRANS/WP.1/2000/33), France (TRANS/WP.1/2000/32), Latvia (TRANS/WP.1/2000/37) and Spain (TRANS/WP.1/2001/13) concerning new traffic measures taken in their countries.

(b) Exchange of experiences in the field of road safety

Document: TRANS/WP.1/2000/34

39. The Working Party took note of the information transmitted by Belarus in the document mentioned above.

APPLICATION OF INFORMATION TECHNOLOGY TO ROAD SAFETY (agenda item 8)

Document: TRANS/WP.1/2001/15

40. The Working Party took note of a document transmitted by the delegation of Germany on the problems of an intelligent regulation of speed vis-à-vis the Vienna Convention on Road Traffic and decided to consider it in detail at its next session.

CONSIDERATION OF POSSIBLE APPROACHES TO THE WORK ON A UNITED NATIONS LONG-TERM STRATEGY ON ROAD SAFETY (agenda item 9)

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

41. The Working Party regularly raises the question of the definition of a United Nations long-term strategy on road safety. It may be recalled that, at its thirty-fourth session, it had deemed essential the need to ensure efficient cooperation with other working parties such as WP.15 and WP.29 and to develop, as its competences and possibilities permitted, cooperation with other bodies such as WHO and the other United Nations regional commissions or the Global Road Safety Partnership.

42. At the present session, the Working Party had initiated a first stage of reflection on possibilities for better exploiting Consolidated Resolutions R.E.1 and R.E.2. It intended to continue this process on the basis of a proposal which the Chairman and the secretariat could submit at one of its forthcoming sessions.

COLLABORATION WITH OTHER ECE BODIES AND INTERNATIONAL ORGANIZATIONS (agenda item 10)

Documents: TRANS/WP.1/2001/1
TRANS/WP.1/2001/14
TRANS/WP.1/2000/35

43. With reference to safety in tunnels, WP.1 took note of existing provisions contained in legal instruments in document TRANS/WP.1/2000/35. Paragraph 7 refers to the progress of the work of the Ad hoc Multidisciplinary Group of Experts and its development within the Inland Transport Committee.

44. The Working Party took note of the request by the Inland Transport Committee inviting its subsidiary bodies with a relationship with the private sector (SC.1, SC.2, SC.3, WP.1, WP.11, WP.15, WP.24, WP.29 and WP.30) to define the relationship and to report to it on how advantage could be taken of it to improve their work. WP.1 considered as satisfactory its current relationship with the private sector which took an active share in its work through its representative associations or organizations - IMMA, IRF, IRU, PRI, etc.

45. The Working Party took note of the communication prepared by FEVR (TRANS/WP.1/2001/14), the content of which was expanded by Mr. Haegi during the meeting. Since this question more concerned the medium and long-term activities to be developed by WP.1, it was decided that in the future it would be approached in the context of the definition of a long-term strategy (cf. agenda item 9 of the current session).

46. The representatives of the ISO Committee on Identification Cards and Related Devices (ISO SC17/WG10) took part in the session and took the floor under this item. They explained

that the Committee was currently drafting an international standard applicable to the driver's identification card and that it wished to establish links with WP.1 in this regard. Information in writing was submitted to the Working Party in the form of document TRANS/WP.1/2001/1.

OTHER BUSINESS (AGENDA ITEM 11)

47. The Working Party was informed that its thirty-seventh session would be held from 10 to 14 September 2001. Members were invited to submit documents by 30 June 2001.

ADOPTION OF THE REPORT (agenda item 12)

48. The Working Party decided, still on an experimental basis, to adopt the report of its thirty-sixth session at the start of its thirty-seventh session. It decided that the final report would be prepared after the session by the secretariat in conjunction with the Chairman.

49. The list of decisions taken by WP.1 at its thirty-sixth session and prepared by the secretariat was adopted.

* * *

Annex 1**REVISION OF R.E.1****New chapter on safety of pedestrians****“SAFETY OF PEDESTRIANS**

The aim of these recommendations is to reduce the dangers of the road for pedestrians with regard to both accidents with vehicles and other accidents, such as [...] falling. Because pedestrians as a diverse group have widely different capabilities and as individuals are especially vulnerable, the strategies for adapting pedestrian behaviour to current road structures are limited. Therefore, legal provisions regarding infrastructure, vehicle standards and road user behaviour are necessary.

1. Facilities for pedestrians

Facilities and infrastructure should be designed to ensure pedestrian mobility, reduce the dangers of the road and foster in all traffic participants a safe and responsible behaviour. The following provisions regarding pedestrians are recommended:

(a) *Pavements and footpaths*

In every town and city, a network of continuous walkways (including pavements etc.) should be established. They should provide safe, direct links between homes, shops, schools, access to public transport and other vital services and facilities. Pavements and footpaths should be well-lit and well-maintained. Their width shall be determined by their function (as schoolpaths or through shopping areas etc.). The pavement should in general not be used for parking of vehicles. If this is not avoidable, sufficient space for the movement of pedestrians should be left. Signs and other equipment should not obstruct the movement of pedestrians.

(b) *Pedestrian crossings*

Generally speaking, the objective should be, where possible, to ensure that pedestrians can cross roads in safety without change of level.

Provision for a sufficient number of pedestrian crossings should be made. At unsignalled crossings, the speed of vehicular traffic should be adapted to enable safe crossing for pedestrians. A central island, and/or other provisions together with good lighting, can help to make crossings safer, especially for children and elderly people. No obstacles such as street furniture or parked vehicles should block the sight of either pedestrians or drivers.

Pedestrian crossings at traffic lights should be signalled so that turning vehicles do not endanger pedestrians. Signal phases should be timed so as to give slow pedestrians enough time to cross safely. Modern technology with automatic detection of pedestrians

may be used to extend or reduce the vehicle red period as required to make safe crossings for slow pedestrians possible. Intelligent technology may also be used to minimize waiting times for pedestrians.

(c) *Pedestrian subways and footbridges*

[...] It should be ensured that any footbridges and subways be properly maintained, lighted and accessible to all users, including those with reduced mobility.

(d) *Pedestrian areas*

Pedestrian areas are intended, as a matter of principle, for the use of pedestrians. [...] National legislation should give clear prescriptions on categories of vehicles and users permitted to enter them and on signs, speeds and permitted times applying to such areas. Special care should be given to the access walkways leading to and from pedestrian areas.

(e) *Traffic calming areas*

Low speeds within built-up areas are crucial for the safety of pedestrians. In order to contribute to reducing road dangers for pedestrians the following should be established:

- (i) zones in residential, shopping and other heavily used areas with speed limits below those generally applied in built-up areas, using road signs E, 9d and E, 10d of the Vienna Convention on Road Signs and Signals;
- (ii) “residential areas” , using road signs E, 17a and E, 17b of the Vienna Convention on Road Signs and Signals;
- (iii) measures to reduce the speeds on main roads, especially near pedestrian crossings.

(f) *Infrastructure provisions for pedestrians in rural areas*

Footways in rural areas should be either established completely independently from the road or separated physically by an elevated kerb, grass band or a wide shoulder. Pavement markings or narrow shoulders are often not sufficient to provide adequate safety.

(g) *Direction and information signs for pedestrians*

Good orientation based on direction and information signs can contribute to greater safety for pedestrians. These signs may prevent pedestrians from getting lost or disoriented in traffic and enable them to give full attention to the traffic situation.

(h) *Provisions for other non-motorized road users*

Facilities designed for improving the safety and convenience of cyclists and other non-motorized travellers (skaters, scooterists, etc.) should not compromise pedestrian safety. Where no separation of these road users is possible or desirable, road traffic should be laid out in such a way that it can safely accommodate cyclists and other non-motorized road users.

(i) *Comfort provisions for the safety of pedestrians*

For their safety, pedestrians are dependent on comfort provisions such as even pavement surfaces, provision of seating and shelter. This is especially true for the elderly and handicapped, and may prevent accidents caused by falling [...].

(j) *Maintenance of pavements for pedestrian*

Pavements should be designed and maintained to ensure evenness and skid-resistance. No obstacles should hinder the mobility of pedestrians. De-icing in the winter is important.

2. Campaigns to promote pedestrian safety

It is recommended that road users should be made more aware of existing rules and of safe behaviour. The following points - especially with regard to campaigns and driving courses - should be stressed:

- (a) Campaigns on pedestrian safety should project not simply an image of the pedestrian as a vulnerable road user, but as an actor in his or her own right.
- (b) Campaigns should inform all road users about the physical and psychological capabilities and limits of human beings in traffic thereby helping to understand the behaviour of each road user group.
- (c) Driving courses and campaigns should encourage non-aggressive conduct towards pedestrians.

3. The role of public authorities

Public authorities should take more account of the vulnerability of pedestrians and contribute actively to reducing the dangers to which they are exposed by taking the following measures:

- (a) giving pedestrian safety an important role in their national road safety policies; ensuring, to this end, that measures concerning pedestrian safety are given due weight in their legislation, regulations and national programmes of action.

- (b) taking pedestrians into account, giving them the same importance as users of other means of transport when travel and traffic plans are being drawn up. When building new [...] infrastructures, or changing existing infrastructures, a pedestrian implication study should be carried out to determine and to alleviate possible negative effects on the safety and mobility of pedestrians.
- (c) enlisting the participation of residents of the neighbourhoods involved, so that they may contribute via their suggestions to the improvement of pedestrian safety.

4. Research and statistics on pedestrian safety

In the field of pedestrian safety there is a need to improve statistics and research by, inter alia, the following measures:

- (a) ensuring that pedestrian accidents are recorded and that the quality of the recording is optimized.
- (b) research into the relationship between decreases in pedestrian accidents and reductions in pedestrian activity (as in children being brought to school by car instead of walking, or old people not leaving their homes due to fear of increased vehicular traffic).
- (c) further research to determine the positive and negative effects of the increasing use of advanced technologies in vehicles and the design of the latter on the safety of the most vulnerable road users, and pedestrians in particular.”

Annex II

REVISION OF R.E.1

New section on assistance to victims of road accidents

“A. Early alert

- (a) Wherever necessary install call devices connected to established emergency systems and encourage at all places the use of all other means of calling for emergency assistance.
- (b) Introduce an internationally recognized toll-free telephone number for emergency assistance, and pending its introduction, publicize the national emergency number by appropriate means, [...].
- (c) Provide information about the proper use of this emergency number, and publicize the kind of information to transmit to emergency units particularly the location and circumstances of the accident (including, for example, people trapped in the vehicle, vehicles on fire, the number of people injured and the gravity of the injuries, number of vehicles involved, etc.).

B. Secure the area of the accident

- (a) Teach road users (for example, during training for a driving licence) how to secure and signal the area of an accident (i.e. triangle, lights, road flares) in a safe way and to avoid and prevent further complications, pending the arrival of emergency units.

C. First aid

- (a) Instruct road users (inter alia as part of the preparation for driving tests, during general education or in special courses) in practical methods of providing emergency assistance for the maintenance of a victim's vital functions pending the arrival of professional assistance.
- (b) Introduce training and ensure periodical refreshment of first-aid knowledge and practical skills for professional drivers.
- (c) Require the availability of a first-aid kit for vehicles of category B, C and D, as required by recommendation 2.7 of the current version of R.E.1.
- (d) Include first-aid information in documents which road users usually consult such as map books and training materials for driving tests.
- (e) Encourage mandatory inclusion of first aid knowledge and practical skills for assisting victims of road accidents in driving licence delivery (either as part of driving tests or holding a first aid certificate delivered by a recognized organization).

D. Emergency medical assistance

- (a) Organize the coordination of the dispatch of emergency response resources, particularly the transportation of the injured to the nearest adequate health facilities, according to the nature and severity of the injuries.
- (b) Standardize emergency response protocols and ensure that they permit appropriate management of emergency medical assistance to road traffic victims both during conveyance from the accident scene to the health facilities and within such facilities.
- (c) Site emergency response units so that they can be on the scene of an accident as soon as possible after being called out.
- (d) Properly equip fixed and mobile emergency resources with a sufficient number of qualified and well-trained personnel. 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.
- (e) Encourage the dissemination and availability of good practices and instrumentation for life saving measures, and a standard triage procedure for emergency response unit personnel.”
