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Website: <http://www.unece.org/trans/roadsafe/rs4rs.html>

ECONOMIC COMMISSION FOR EUROPE

Fourth Road Safety Week

5-11 April 2004



Respect is Safety

**UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE (UNECE)
TRANSPORT DIVISION**

A framework for national road safety campaigns



UNITED NATIONS

A framework for national road safety campaigns



The week of 5 to 11 April 2004 has been designated the Fourth Road Safety Week in the UNECE Region. During the Week, countries members of the United Nations Economic Commission for Europe will organize simultaneous road safety campaigns on the theme:

" Respect is safety "

Editorial

Since 1990, the Transport Division of the United Nations Economic Commission for Europe (UNECE) has launched at regular intervals, and from now on every four years, "Road Safety Weeks" with a common theme and slogan for all its member countries. The general aim of the campaigns is to influence the behaviour of road users in order to reduce the number and severity of accidents and therefore to save lives.

For each campaign, the theme chosen is different. So, the First Road Safety Week held in October 1990 had as its theme: "Safety is life". The second, launched in April 1995, was aimed at "Young road users" while the theme of the Third, which took place in May 2000 addressed : "Vulnerable road users".

The theme chosen for the Fourth Week, which will take place from 5 to 11 April 2004, is "Aggressive Behaviour on the Road" and aims to make drivers aware of the importance of keeping calm behind the wheel and of respecting traffic rules and other road users. That is why the slogan chosen to accompany this campaign is: "Respect is safety".

Aggressive driving behaviour is all too common on our roads today. It may be due to personal situations affected by emotions, time pressures or to the consumption of alcohol,

drugs or medication, or to the attitude of other road users. These situations may lead drivers to disrespect traffic rules - for example, distance between vehicles, speed, right of way etc, - and may lead to accidents and have serious consequences.

Road safety today is a subject which concerns all countries throughout the world. This is why, in order to maximize the synergies of different efforts aimed at curbing this global road safety crisis, the dates of the Fourth Road Safety Week were chosen to coincide with that of World Health Day on Road Safety organized by the World Health Organization on 7 April 2004.

I therefore invite all countries members of UNECE, international governmental and non-governmental organizations, national organizations and other partners concerned by road safety to take an active part in this Fourth Road Safety Week so that it can contribute effectively to reducing road accidents. All information regarding the Fourth Road Safety Week is available on our Internet site at the following address:

<http://www.unece.org/trans/roadsafe/rs4rs.html>

Brigita Schmögnerová
Executive Secretary

Why the theme of aggressive behaviour on the road ?



Aggressive behaviour on the road, if not a recent phenomenon, has, however, tended to increase and to develop not only in UNECE countries but also throughout the world. This was clearly demonstrated by EOS Gallup Europe in 2003 (<http://www.eosgallupeurope.com/images/agg.swf>) which showed that 65% of persons asked in the Russian Federation, 75% in the European Union and 80% in the USA share this point of view.

But what is aggressive driving behaviour?

Defining it is difficult because of the many and varied forms that it takes. It does, however, have to be distinguished from "road rage" which may involve violent exchanges resulting from conflicts on the road when the intention is to do physical harm to another road user. At a conference on the subject organized in Canada in October 2000, the following definition was given: "A driving behaviour is aggressive if it is deliber-

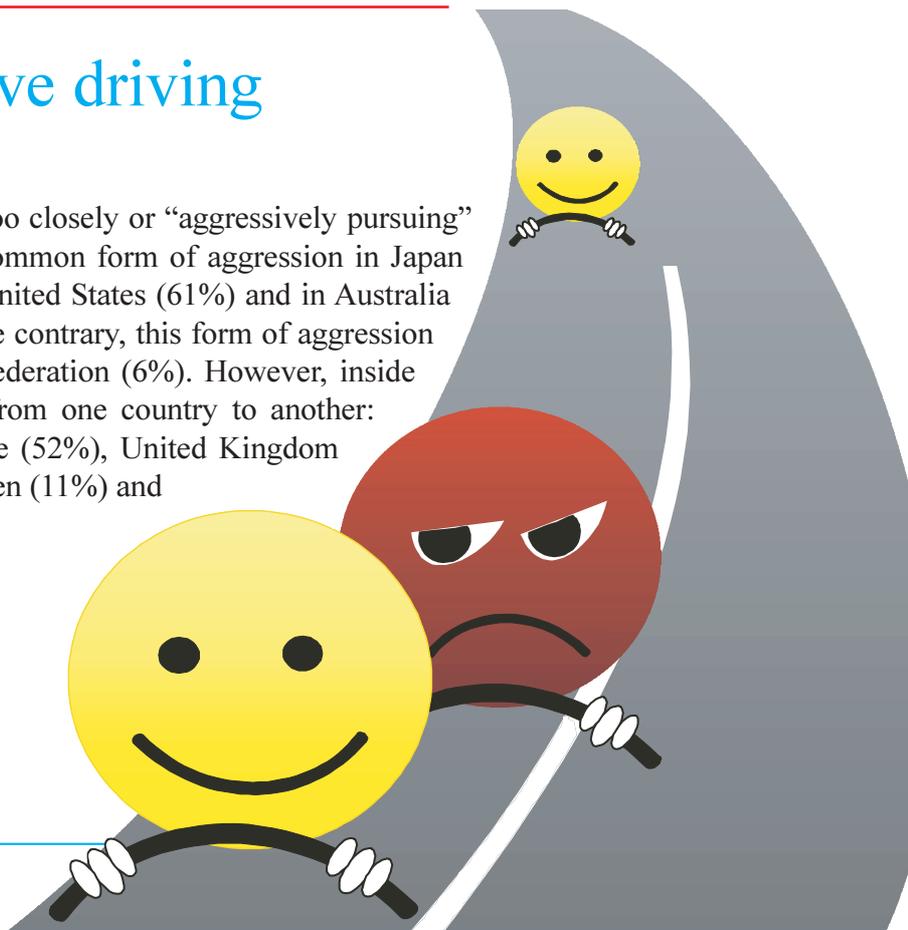
ate, likely to increase the risk of collision and is motivated by impatience, annoyance, hostility and/or an attempt to save time."

The forms of aggression differ according to country and continent because of differences of culture and of the notion of acceptable behaviour behind the wheel. For example "aggressive flashing of lights" appears to be a more widespread phenomenon in the European Union with an average of 60% of persons confirming that they have been victims of this form of aggressive behaviour, than in other countries like Australia (38%), USA (36%), Japan (35%), and even less in the Russian Federation (23%). In contrast "aggressive or obscene gestures" are the most widespread form of aggressive behaviour in Australia (77% of persons polled) while in the United States and the European Union the percentages are 56% and 58% respectively and in Japan this falls to 9%. The differences are also significant when it comes to the perception of aggressive driving behaviour as is shown by the examples below.

Examples of aggressive driving

The act of following the car in front too closely or "aggressively pursuing" another driver represents by far the most common form of aggression in Japan (70%). The score is also quite high in the United States (61%) and in Australia (57%), and average in the EU (46%). On the contrary, this form of aggression is practically non-existent in the Russian Federation (6%). However, inside the EU itself the rates vary considerably from one country to another: Germany (78%), Netherlands (67%), France (52%), United Kingdom (29%), Denmark (16%), Spain (12%), Sweden (11%) and Italy (7%).

(Source EOS Gallup Europe)

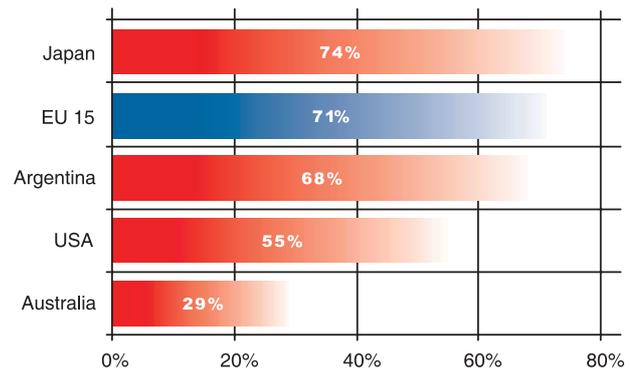


Trespassing on the "territory" of another driver or their position in a queue is a major source of irritation - for example in Europe, there is a very big variety of reactions, in the case of a major traffic jam, when drivers overtake using the hard shoulder: 90% in the Netherlands and 86% of Danes are "very irritated" by this behaviour while only 18% of the Finnish have the same reaction. (Source EOS Gallup Europe)



Blocking other drivers by double parking or entering a very congested crossroads also provokes a high level of irritation. This is especially the case when a driver double parks even when there is a parking spot nearby.

(Source EOS Gallup Europe)



What are the causes of aggressive behaviour?

There are numerous different theories explaining aggressive behaviour: biological, psychological, social but it is generally recognised that aggressive behaviour is due to a combination of these factors. On the psychological level, many factors may be involved in aggressive driving behaviour: for example, being behind the wheel may give some drivers a feeling of power which they do not have at work or in their family. Man's natural competitive instinct can also be at the origin of aggressive driving. Stress and time pressures also act on human behaviour. In addition, busy roads and traffic jams are often a source of frustration and irritability which can lead drivers to break the rules of the road.

How to stop aggressive behaviour behind the wheel?

Society cannot allow itself to just tolerate the aggressive behaviour of drivers. Aggressive driving represents a problem which needs to be dealt with urgently. That is why making the public aware of the dangers of aggressive driving is urgent in order to prevent such behaviour from becoming commonplace.

There are many ways of preventing and discouraging aggressive driving: education, increased police controls, punishments and the reeducation of drivers are some of the most known and most cited. To those can be added information campaigns aimed at the public. The installation of high-tech devices, such as cameras connected to traffic lights at intersections or speed cameras, can also improve the effectiveness of controls and make drivers change their behaviour. Also, better organization of traffic and roads to prevent congestion can also help to limit the frustrations felt by drivers.

The causes and consequences of aggressive driving behaviour as well as the methods which can be used to encourage calm and respectful driving behaviour are precisely the themes which will be developed during the **Seminar which will take place on 5 April 2004 in the Palais des Nations**. Further information regarding the Seminar can be found at the following Internet address:

<http://www.unece.org/trans/roadsafe/rs4sem.html>

The place of road safety in UNECE

Road safety is a field which the United Nations Economic Commission for Europe (UNECE) has long been involved with notably through the legal instruments which have been adopted under its auspices and which serve as the basis for the elaboration of highway codes in numerous countries throughout the world. But its activities are not limited to legal work alone even if these represent its main area of work. The WP.1 also promotes road safety through the exchange of information between countries, the diffusion of best practices and by the holding of road safety campaigns in the UNECE region under a common theme and slogan.

WP.1 yesterday and today

The work of the United Nations Economic Commission for Europe on road traffic safety started soon after its creation in 1947. By resolution No. 22 on the prevention of accidents (11 March 1950), the UN/ECE Sub-Committee on Road Transport (SC.1) created an Ad hoc Working Party, under its authority, on the prevention of accidents, in order to study, by means of a questionnaire sent to UNECE member countries, methods of preventing road accidents. Since then this Ad hoc Group has gone through various evolutions of structure and name. It has been known successively as the "Group of Experts on Road Traffic Safety (GE.20)" before becoming, following a decision of the Economic Commission for Europe taken at a special session in March 1988, the "Working Party on Road Traffic Safety", with the acronym WP.1.

The WP.1 meets twice a year, usually in March and September. The meetings are held with interpretation into the three official languages of UNECE: English, French and Russian. From time to time on an exceptional basis one or two additional sessions are added when the interest or urgency of the work requires it. In parallel, several informal groups (without interpretation) are set up to deal with well defined subjects and to prepare the work of WP.1 thereby speeding up its decision making. Road safety cannot be sustainably improved unless it addresses at the same time the road user, the vehicle and the road. This is the reason why close collaboration has been established with other UNECE Working Parties whose work has a bearing on road safety. This is particularly the case with the World Forum for

Harmonization of Vehicle Regulations (WP.29). This cooperation also exists with other relevant international organizations in order to avoid duplication of efforts while striving to achieve the greatest possible synergies in the work carried out.

Who participates in the work of WP.1 ?

The work of WP.1 is open to representatives of the 55 member States of the UNECE as well as to representatives of international organizations such as the European Commission, the European Conference of Ministers of Transport (ECMT), the World Health Organization (WHO) as well as numerous non-governmental organizations concerned with road safety which are accredited by the United Nations.

Legislative activities of WP.1

Although all the activities of WP.1 are important, some of them have been assigned, since the creation of the Working Party, a priority character: this is the case with the elaboration of legal instruments on road safety and on road signs and signals and their updating periodically to introduce new technological developments, respond to the growing demands of society as regards mobility, safety and protection of the environment, and to deal with new risks such as the use of the mobile phone while driving. At a time when mobility is developing significantly, particularly across Europe, the objective of the greatest possible harmonization of road traffic rules and of the behaviour of road users is one of the key elements for obtaining a more homogeneous understanding of those rules by all road users.

It is in this context that the following legal instruments have been elaborated:

Convention on Road Traffic, of 1949.

Number of Contracting Parties:
92 States from across the world.

Protocol on Road Signs and Signals, 1949.

Number of Contracting Parties:
37 States from across the world.

Vienna Convention on Road Traffic, of 1968.

Number of Contracting Parties:
60 States from across the world.

Vienna Convention on Road Signs and Signals of 1968:

Number of Contracting Parties:
52 States from across the world.

European Agreement of 1971 supplementing the 1968 Convention on Road Traffic.

Number of Contracting Parties:
28 European States.

European Agreement of 1971 supplementing the 1968 Convention on Road Signs and Signals.

Number of Contracting Parties:
27 European States.

Protocol on Road Markings of 1973, additional to the European Agreement of 1971 supplementing the 1968 Convention on Road Signs and Signals

Number of Contracting Parties:
22 European States.

The Vienna Conventions, which have a global scope, have replaced the 1949 Convention and its Protocol for those countries which acceded to them. These Conventions, more complete and more adapted to today's traffic conditions, underwent some significant amendments in 1993. As for the European Agreements, their provisions go even further and are stricter for the European countries which have ratified them. These various legal instruments can be consulted at the following Internet address:
<http://www.unece.org/trans/conventn/legalinst.html#4>

A package of new amendments to the Vienna Conventions, the European Agreements supplementing them and the Protocol on Road Markings has just been adopted by WP.1. These deal both with the adaptation of existing provisions (notably on national and international driving permits and the introduction of the distinguishing sign into the registration plate of vehicles) and with the introduction of new provisions concerning in particular very current subjects such as the use of mobile phones while driving, the maximum level of alcohol allowed while driving and safety in tunnels. The documents containing these modifications (TRANS/WP.1/2003/1 to 5/Rev.3) may be consulted at the following Internet address:
<http://www.unece.org/trans/roadsafe/wp12004.html>

A consolidated version of the Vienna Conventions and the European Agreements supplementing them will be prepared in the course of 2004.

WP.1 tomorrow

In addition to the legal instruments, WP.1 also administers two Consolidated Resolutions, one on Road Traffic (R.E.1) and the other on Road Signs and Signals (R.E.2) which supplement and provide greater detail on the provisions of the Vienna Conventions and the European Agreements. A complete revision of these two Resolutions has just been started with the objective of restructuring, modernising and supplementing them and ensuring their widest possible dissemination.

Moreover, thanks to the experience that it has acquired over more than fifty years in the field of road safety, WP.1 could in future play a coordinating and promotional role in the field if the proposal made in this respect by the UNECE Inland Transport Committee in its Resolution adopted on 19 February 2004 is favourably received. This Resolution, which is reproduced below, was adopted in response to Resolutions A/RES/57/309 and A/RES/58/9 of the United Nations General Assembly and the Report of the Secretary-General on the Global Road Safety Crisis (A/58/228).

A GLOBAL ROLE FOR THE UNECE WORKING PARTY ON ROAD TRAFFIC SAFETY (WP.1)

Resolution No.253 adopted by the Inland Transport Committee on 19 February 2004

The Inland Transport Committee,

_____ *Noting* that in its Resolutions A/RES/57/309 and A/RES/58/9, the United Nations, greatly concerned by the global road safety crisis, invites the Economic and Social Council, working with other relevant organizations and bodies, and through its regional commissions, to facilitate the exchange of information on best road safety practices and the development of recommendations for road traffic injury control;

_____ *Noting* also that in the report of the United Nations Secretary-General A/58/228 of 7 August 2003, it is recommended that a "coordinating body be designated within the United Nations system" to provide support in this field,

_____ *Considering* the vast experience acquired over more than 50 years by the Working Party on Road Traffic Safety (WP.1) notably through its global Conventions which lay down rules for both road traffic and road signs and signals,

_____ *Considering* the general support given, at the present session of the Committee, by delegations as well as by the FIA Foundation in favour of designating WP.1 as the coordinating body referred to by the Secretary-General,

1 Provides its full support to the principle that its subsidiary body, WP.1, fulfils the conditions to assume the role of a coordinating body for road safety at the global level, provided on the one hand that such an extension of its role does not jeopardise the original legal activities of the Working Party and on the other hand that it is undertaken progressively without, initially, the need for additional resources;

2 Invites all members of the Committee to consult with the appropriate authorities in their countries so that their representatives at the General Assembly meetings on road safety to be held in New York on 14 and 15 April 2004 support, as much as necessary, this proposal;

3 Requests that the present resolution be disseminated as widely as possible;

4 Requests its subsidiary body, WP.1, at its next session to reflect on the implications and practical modalities of the enlargement of its geographical scope to the global level;

5 In view of the meetings to be held in New York on 14 and 15 April, **requests** the secretariat to make to this effect the necessary contacts and to transmit this Resolution to the Secretary-General of the United Nations. Also **requests** the secretariat and the Chairman of WP.1 to assert, at these meetings, the Inland Transport Committee's point of view.

Basic road traffic safety data and indicators, 2001 (English only)

2001	Accidents and casualties					Road safety indicators					
	Accidents		Casualties			Killed			Total casualties		
	Total (number)	of which: under the influence of alcohol (number)	Killed (number)	Injured (number)	Total (number)	per 10 ³ km of roads	per 10 ⁶ vehicles	per 10 ⁹ vehicle-km	per 10 ³ km of roads	per 10 ⁶ vehicles	per 10 ⁹ vehicle-km
Albania	400	15	297	250	547	15.0 a/	1372	...	33.0 a/	2 526	...
Andorra	70	15	5	123	128	16.7	94	...	426.7	2 395	...
Armenia	1 021	30	237	1 258	1 495	32.0	...	1 024	202.2	...	6 458
Austria	43 073	2 559	958	56 265	57 223	9.0 a/	168	...	516.1 a/	10 028	...
Azerbaijan	1 985	82	559	2 228	2 787	22.4	1 259	...	111.5	6 276	...
Belarus	6 327	680	1 594	6 401	7 995	...	1 013 b/	...	...	4 856 b/	...
Belgium	47 444	...	1 486	65 294	66 780	9.9	264	...	442.7	11 880	...
Bosnia-Herzegovina	20 377 b/	...	230 b/	...	4 544 b/	...	2 150 b/	...	...	42 467 b/	...
Bulgaria	6 709	429	1 011	7 984	8 995	27.1	339	...	241.2	3 019	...
Canada	151 099 a/	...	2 969 a/	...	222 275 a/	...	136 a/	...	...	10 163 a/	...
Croatia	15 656	3 234	647	22 093	22 740	20.9	457	...	734.2	16 057	...
Cyprus	2 393	124	98	3 528	3 626	8.2	220	...	304.1	8 136	...
Czech Republic	26 027	3 557	1 334	33 676	35 010	10.2	256	32	268.6	6 728	849
Denmark	6 861	1 140	431	8 465	8 896	5.9	143	...	122.1	2 956	...
Estonia	1 888	523	199	2 443	2 642	3.8	371	30 c/	50.4	4 921	404 c/
Finland	6 451	942	433	8 411	8 844	1.3	134	9	27.5	2 728	186
France	116 745	...	7 720	153 945	161 665	7.6 a/	208	14	169.6 a/	4 361	296
Georgia	1 940	115 a/	558	2 376	2 934	...	...	...	...	...	...
Germany	375 345	25 690	6 977	494 315	501 752	12.0 b/	128	11	814.4 b/	9 174	809
Greece	19 710	...	1 895	25 881	27 776	...	352	...	...	5 153	...
Hungary	18 505	2 138	1 239	24 149	25 388	38.7	405	...	792.1	8 303	...
Iceland	831	45	24	1 256	1 280	1.9	127	11	98.8	6 768	568
Ireland	6 909	...	411	10 222	10 633	4.3	250	...	110.1	6 460	...
Israel	18 140	298	542	37 047	37 589	32.7	278	14	2 269.5	19 261	998
Italy	235 142	2 713	6 682	334 679	341 361	8.2 b/	159 a/	...	400.9 b/	7 632 a/	...
Kazakhstan	12 163	1 811	2 219	14 357	16 576	25.2	1 714	...	188.3	12 801	...
Kyrgyzstan	3 122	350	703	3 808	4 511	...	3 253	272	...	20 871	1 742
Latvia	4 766	893	517	5 852	6 369	8.5	666	62	104.7	8 205	759
Lithuania	5 972	1 031	706	7 103	7 809	9.0	548	696	100.0	6 063	7 694
Luxembourg	774	159	70	1 176	1 246	24.5	207	...	436.9	3 679	...
Malta	13 372	...	16	1 215	1 231	6.6 a/	61 a/	...	523.4 a/	4 808 a/	...
Netherlands	35 313	2 232	1 085	42 810	43 895	9.5 b/	134	...	377.1 b/	5 402	...
Norway	8 244	...	275	11 522	11 797	3.7 a/	119 a/	8	130.3 a/	4 184 a/	354
Poland	53 799	7 432	5 534	68 194	73 728	16.6 a/	448 a/	...	205.9 a/	5 542 a/	...
Portugal	42 521	...	1 466	57 044	58 510	23.7 b/	174	...	907.2 b/	6 960	...
Republic of Moldova	2 765	342	420	3 390	3 810	31.9 a/	1 015 a/	730	279.1 a/	8 887 a/	6 626
Romania	7 244	452	2 461	5 963	8 424	31.4	587	...	107.3	2 008	...
Russian Federation	164 403	31 839	30 916	187 790	218 706	58.0 b/	941 b/	...	413.5 b/	6 709 b/	...
Serbia and Montenegro	61 493	1 420	1 273	19 873	21 146	21.8 a/	438 b/	...	368.1 a/	8 837	...
Slovakia	8 181	1 202	6 14	10 839	11 453	32.3	357	...	602.3	6 665	...
Slovenia	9 199	1 539	278	12 673	12 951	7.1	282	29	330.5	13 120	1 364
Spain	100 393	...	5 517	149 599	155 116	33.7	229	50	947.0	6 447	1 400
Sweden	15 796	970	583	22 330	22 913	4.0	113	8	158.3	4 452	320
Switzerland	23 896	2 454	544	30 160	30 704	8.2 a/	112	10 d/	422.5 a/	6 318	581 b/
Tajikistan	1 368	20	396	1 556	1 952	30.9 b/	1 561 b/	129	157.7 b/	8 175 b/	636
The FYR of Macedonia*	1 314	83	107	1 830	1 937	7.9	307	...	142.2	5 554	...
Turkey	66 243	2 429	4 386	116 203	120 589	91.0 b/	1 006 b/	83	2 085.6 b/	23 899 b/	2 291
Turkmenistan	1 764 b/	80 b/	490	1 992	2 482 b/	...	...	...	...	...	...
Ukraine	34 541	3 146	5 984	38 196	44 180	28.6 b/	1 061 b/	224	236.6 b/	8 912 b/	1 655
United Kingdom	229 014	12 270	3 450	309 859	313 309	8.2	115	7	743.7	10 424	661
United States	2 041 000	214 000 a/	42 196	3 033 000	3 075 196	5.9	162	...	428.7	11 804	...
Uzbekistan	...	...	...	...	...	...	...	...	...	...	...
Total**	4 079 708	303 483	150 742	5 460 623	5 835 445	...	...	...	...	...	...
Average	...	...	...	...	...	11.2	246	251	434.0	9 539	691.9

Source: UNECE Transport Division

a/ 2000 data

b/ 1999 data

c/ Mopeds and motorcycles not included

d/ Buses, lorries, road tractors not included

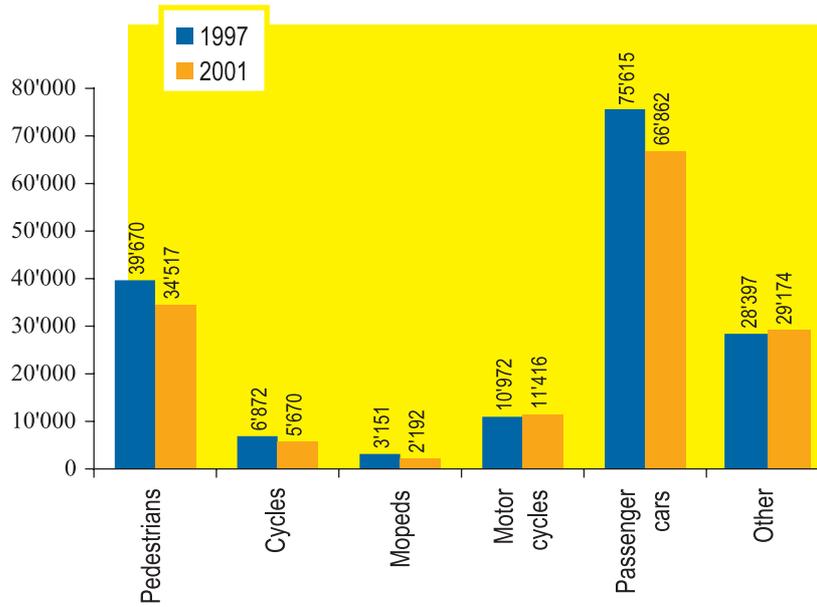
* The former Yugoslav Republic of Macedonia

** Sum of available data

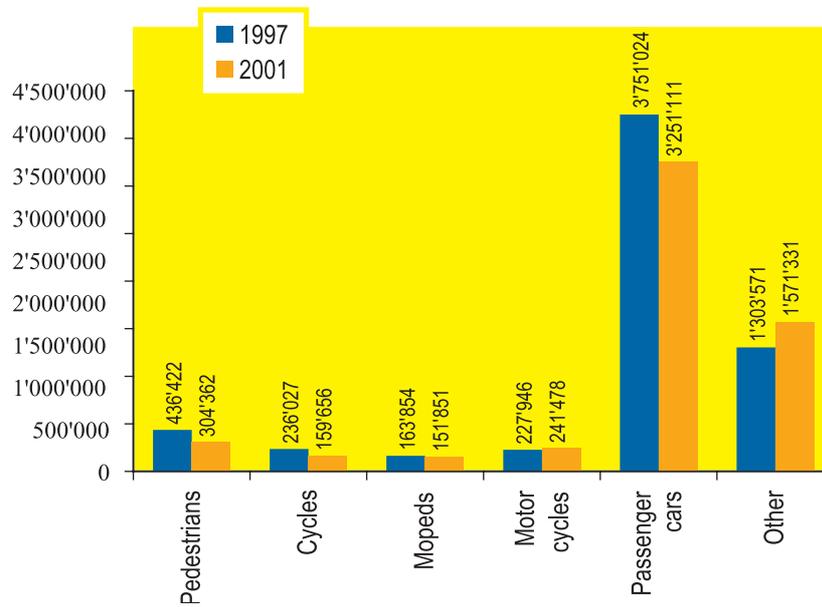


Road Accidents in the UNECE Region

Persons killed



Persons injured



Total persons killed and/or injured

