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INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY
ON ITS FORTY-THIRD SESSION**

(22-25 September 2003)

ATTENDANCE

1. The Working Party on Road Traffic Safety (WP.1) held its forty-third session in Geneva from 23 to 25 September 2003, chaired by Mr. Bernard Périsset (Switzerland). The workshop on road signing issues, held on 22 September 2003, was chaired by Dr. Dan Link (Israel), Vice-Chairman of WP.1. Representatives of the following member States participated: Austria; Belgium; Denmark; Estonia; Finland; France; Germany; Greece; Hungary; Israel; Italy; Latvia; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Serbia and Montenegro; Spain; Sweden; Switzerland; United Kingdom; United States of America. The European Commission participated.

The following non-governmental organizations were also represented: European Federation of Road Traffic Victims (FEVR); European Natural Gas Vehicle Association (ENGVA); Federation of European Motorcyclists' Associations (FEMA); Global Road Safety Partnership (GRSP); International Road Transport Union (IRU); International Federation of Motorcyclists (FIM); International Federation of Pedestrians (FIP); International Road Federation (IRF); International Road Safety Organization (PRI); International Touring Alliance/International Automobile Association (AIT/FIA); International Motorcycle Manufacturers Association (IMMA); FIA Foundation for the Automobile and Society.

WORKSHOP ON ROAD SIGNING ISSUES

2. The Workshop on Road Signing held on 22 September 2003 was chaired by Dr. Dan Link (Israel), Vice-Chairman of the Working Party.
3. In the first session on vertical signing, presentations were made on the understanding and effectiveness of road signing by Ms. Marie-José Rambeau representing PRI, on directional signing by Mr. George Sturdza, Head of Technical and Environmental Affairs of AIT/FIA, and on road signing for pedestrians by Mr. Christian Thomas, Road Safety Scientist for FIP.
4. The second session was devoted to variable message signs and presentations were made on existing international studies by Mr. Jacques Nouvier, Engineer, Centre for the Study of Urban Planning, Transportation and Public Facilities (CERTU), and on the use of variable message signs in Spain by Mr. Angel Muñoz Suarez, Engineer, Mr. Alberto Arbaiza Martin, Engineer, and Mr. Antonio Lucas Alba of Spain's Directorate General of Traffic.
5. The third session featured presentations on the problems for motorcycles posed by vertical and horizontal signing by Mr. Robert Tomlins, General Secretary of FEMA, on horizontal signing and the EU COST 331 Project by Mr. Michael Bernhard, Vice-Chairman, IRF, and on the European Commission's current work on signing by Mr. Frank Jost of the European Commission.
6. Among the conclusions of the workshop were the proposal to do further work on traffic rules and signs for pedestrians and on variable message signs for possible inclusion in the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2).

ADOPTION OF THE AGENDA (*agenda item 1*)

Document: TRANS/WP.1/91

7. The Working Party adopted its agenda without amendments.

ADOPTION OF THE REPORT OF THE FORTY-SECOND SESSION OF THE WORKING PARTY (*agenda item 2*)

Document: TRANS/WP.1/90

8. The Working Party adopted the report of its forty-second session with the following amendment:

?? Paragraph 10: with regard to the Vienna Convention on Signs and Signals, Annex 1, section E, subsection II, paragraph 14, the word "Scandinavian" should be changed to "Nordic" in the English version and should be added to the Russian version to bring them into line with the French original version of the report.

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*)

9. It was agreed that the final text of amendment proposals will be transmitted for approval by the 66th session of the Inland Transport Committee in February 2004. They will then be sent to the United Nations Secretary-General by a country or countries for formal notification to Contracting Parties. The Chairman invited countries to inform the secretariat if they were prepared to volunteer to transmit the amendment proposals to the Secretary-General.

10. The Working Party then considered point by point each of the documents TRANS/WP.1/2003/1 to 5/Rev.2 prepared by the secretariat. The representative of the Russian Federation pointed out a number of editorial changes to be made to the Russian texts of the proposals and agreed to give copies of the changes to the secretariat.

(a) Vienna Convention on Road Traffic

Document: TRANS/WP.1/2003/1/Rev.2

11. Document TRANS/WP.1/2003/1/Rev.2, which served as the basis for the discussion, was adopted with the following amendments:

Annex 2

Paragraph 5 should read “5. The background of the part of the registration plate on which the distinguishing sign is incorporated shall be of the same material as that used for the **background of the part on which the registration number is marked**”

Annex 6

Paragraph 8 For category BE the word “motor” should be added before “vehicle” in the second line of the English version.

(b) European Agreement supplementing the Vienna Convention on Road Traffic

Document: TRANS/WP.1/2003/2/Rev.2

12. Document TRANS/WP.1/2003/2/Rev.2 was adopted without change.

(c) Vienna Convention on Road Signs and Signals

Document: TRANS/WP.1/2003/3/Rev.2

13. Document TRANS/WP.1/2003/3/Rev.2, which served as a basis for the discussion, was adopted with the following amendments:

Annex 1, section D, subsection II, paragraph 3: The number 3 should be added at the beginning of the paragraph.

Annex 1, section E, subsection II, paragraph 9 (b): In the first line, “also” should be replaced by “in addition” in the English and French versions.

Annex 1, section F, subsection I: The presentation should be modified as follows:

“Amend the last sentence under number 2 to read:

“2. ...The symbol....”

Explanatory memorandum

Article 7: Modify the text to read “The aim of the proposed amendment is to reinforce conditions of visibility and legibility of road signs by **recommending** the use of retroreflective materials and **by permitting the use of fluorescent materials for signs to be specified by domestic legislation.**”

Annex 1, section E, subsection II, paragraphs 9 and 14: Amend the first paragraph to read “The aim of the amendment proposed in paragraph 9 is to define in greater detail the meaning of sign E,11a “TUNNEL” and the conditions for its use **at the entrance to a tunnel and, if necessary, as an advance sign before the tunnel entry.**”

Add the mention of paragraphs 9 and 14 in the Russian version.

- (d) **European Agreement supplementing the Vienna Convention on Road Signs and Signals**

Document: TRANS/WP.1/2003/4/Rev.2

14. The Working Party adopted document TRANS/WP.1/2003/4/Rev.2 without change.

- (e) **Protocol on Road Markings additional to the 1971 European Agreement supplementing the Vienna Convention on Road Signs and Signals**

Document: TRANS/WP.1/2003/5/Rev.2

15. The Working Party adopted document TRANS/WP.1/2003/5/Rev.2 with a modification to the existing Russian text of 6. Ad Article 29 of the Convention.

The explanatory memorandum should be completed as follows:

“Furthermore, for a better understanding, the wording of the existing text in Russian has been modified.”

REVISION OF CONSOLIDATED RESOLUTIONS R.E.1 AND R.E.2 (agenda item 4)

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

16. The Working Party agreed that now that work had been finalised on the package of amendments to legal instruments, the focus of future work in the short term should be on updating and completing the Consolidated Resolutions and on improving their presentation.

(a) Safety in tunnels

17. The Working Party agreed that the small group on safety in tunnels (France, Norway, Switzerland (chairman), European Commission, PRI, secretariat) should continue its work by considering document TRANS/WP.1/2002/28 prepared on the basis of the report of the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels (TRANS/AC.7/9 and Add.1) and the declaration adopted in Zurich by the Ministers of Transport of Alpine Countries, with a view to making proposals to incorporate in the Consolidated Resolutions all measures falling within the competence of WP.1 which would not be discussed by other small groups established (in particular, on alcohol, roadside checks or overtaking). The small group should make contact with those other groups if necessary so as to ensure the necessary linkage and avoid duplication of effort.

18. The Chairman of WP.1, who also chaired the small group, said that a progress report would be presented at the forty-fourth session of the Working Party.

(b) Assistance to victims of road accidents

19. The representative of the European Federation of Road Traffic Victims (FEVR) reported on the work of the small group regarding harmonization of the definition of death and injuries in road accidents and the contents of the first aid kit, including the preparation of a booklet with emergency numbers and advice on first aid in the event of an accident.

(c) Roadside checks

20. As an introduction to this item, the Chairman of WP.1 recalled that the problem of roadside checks had been raised for the first time by the small group on safety in tunnels (TRANS/WP.1/2002/28) and said that the question of these checks was acquiring increasing importance in various bodies and that it therefore seemed timely to develop it in R.E.1.

21. He said that the purpose of the work to be carried out by the small group on roadside checks was to make recommendations of a general nature on the basis of existing documents, including those of the European Conference of Ministers of Transport (ECMT).

22. The Working Party agreed to the establishment of a small group made up of France, Portugal, Switzerland, PRI and the secretariat.

(d) Driving under the influence of alcohol and drugs

23. The Working Party decided to establish a small group (Finland, Italy, Romania, United States and WHO, under the chairmanship of Italy) to draw up new recommendations addressing alcohol, drugs and medicines, starting with alcohol, using the 1989 resolution (TRANS/SC1/336/Rev.1) and ECMT and EU documents as reference.

(e) Restructuring of Consolidated Resolutions R.E.1 and R.E.2

24. The Working Party recalled that a proposal to restructure the Consolidated Resolutions had been made by France in 1997 (TRANS/SC.1/WP.1/1998/2). The Working Party requested a

small group composed of France, Switzerland, PRI and the secretariat to examine this issue and to make proposals to the Working Party.

PREPARATION OF THE FOURTH ROAD SAFETY WEEK IN THE ECE REGION
(agenda item 5)

Document: TRANS/WP.1/2003/11

25. The Working Party took note of the final programme for the Seminar on Aggressive Driving prepared by the small group and agreed that the secretariat should send it with an invitation letter and registration form to all countries and organizations by the end of October 2003. Members were asked to ensure the widest possible dissemination of this information within their countries. The Working Party was informed that there was no limit on the number of participants at the seminar.

26. The Russian Federation requested the possibility of adding an additional speaker from the Russian Federation to the programme on the question of sanctions.

27. Countries and organizations were asked to provide some preliminary information to the secretariat on their needs for equipment (panels, display cases, tables, videos, etc.) for the exhibition to be held on the occasion of the Fourth Road Safety Week at the latest by 14 November 2003. France, Finland, Russian Federation, Spain, AIT/FIA, FIP and PRI indicated their intention to participate in the exhibition.

28. Countries and organizations were requested to send the secretariat as soon as possible information on the campaigns/activities they would be undertaking within the framework of the Fourth Road Safety Week so that this information could be disseminated in newsletters and on the Transport Division website.

29. The Working Party agreed to a proposal that the Seminar be cosponsored by the World Health Organization on the condition that this would not involve any modification of the programme which had been drawn up.

FUTURE WORK (agenda item 6)

Documents: TRANS/WP.1/2003/15; TRANS/WP.1/2003/16

30. The Working Party discussed proposals made by the representative of the United States of America to introduce new areas of work aimed at increasing seatbelt usage and improving the safety of motorcyclists. The Working Party agreed to the addition of these items in its programme of work. A small group (Finland, Spain, United Kingdom, United States and the FIA Foundation under the chairmanship of the United States) was created and requested to draw up a questionnaire on increasing seatbelt usage for discussion at the 44th session of the Working Party. A small group (United States, FEMA, FIM, IMMA under the chairmanship of the United States) was requested to draw up a questionnaire on motorcyclist safety for discussion at the 44th

session of the Working Party and other government representatives were asked to consider taking part in the small group.

31. The representative of the Russian Federation, Chairman of the small group on driving permits, proposed that the Working Party consider the possibility of amending the 1949 Geneva Convention on Road Traffic on the subject of driving permits so as to avoid the problem of non-compatibility between the 1949 and 1968 Conventions. The Working Party created a small group (Portugal, Spain, Russian Federation, IMMA, under the chairmanship of the Russian Federation) to make a proposal on this subject for the 45th session of the Working Party. The Working Party also agreed to consider the possibility of drawing up a resolution requesting Contracting Parties to the 1949 Convention to recognise 1968 Convention permits and vice versa.

32. Small groups were also established to propose future work on pedestrian rules and signs (Israel, Netherlands, FIP and GRSP under the chairmanship of FIP) and on variable message signs (France, Germany, Netherlands, Spain).

33. A list of all small working groups, either existing or created during the 43rd session of the Working Party, appears in Annex 1 to the present report.

34. The Executive Director of the European Natural Gas Vehicle Association (ENGVA), Mr. Jeff Seissler, introduced a proposal to develop a new sign or panel for service stations offering natural gas for sale. It was agreed that a more detailed proposal would be submitted for the 44th session of the Working Party and that such a sign could be considered for inclusion in the Consolidated Resolution on Road Signs and Signals (R.E.2) and possibly at a later stage in the Vienna Convention on Road Signs and Signals.

COLLECTION AND DISSEMINATION OF INFORMATION (*agenda item 7*)

Document: TRANS/WP.1/80/Rev.2

35. Members of the Working Party were requested to inform the secretariat by the end of December 2003 of any changes to document TRANS/WP.1/80/Rev.2 on national road safety requirements.

36. Members were informed that a round table on intelligent transport systems will be held on 18 February 2004 (to be confirmed) during the 66th session of the Inland Transport Committee, and were encouraged to participate.

FUTURE ROLE OF THE WORKING PARTY (*agenda item 8*)

Document: TRANS/WP.1/2003/14

37. Under this item, the Working Party was addressed by Dr. Jeffrey W. Runge, M.D., Administrator, United States National Highway Traffic Safety Administration. Dr. Runge gave an overview of fatality rates due to road accidents in the United States. In general, the numbers had declined significantly in recent years. However, fatalities involving motorcycles had

increased between 1997 and 2001. In the United States, road safety is coordinated by a Central Agency. Its success depends on adequate financing and an appropriate combination of preventative measures aimed at drivers and solutions at the level of vehicles.

38. Dr. Runge stated that globally road accidents were predicted to go from ninth position in the Global Burden of Disease in 1998 to third position by 2020 behind heart disease and major depression. He argued that this was a strong reason for WP.1 to consider assuming a more global role in future. The Chairman of WP.1 thanked Dr. Runge for his support for WP.1 and stressed the importance of ensuring greater synergy with other organizations, in particular WHO, in order to obtain greater complementarity.

39. Several countries and organizations expressed their wish that the work of WP.1 be opened up to other countries and that new work areas be added. The Director of the Transport Division supported this approach and considered that, in addition to its traditional legal work, WP.1 could devote half a day to specialised discussions on questions of concern for certain countries and should attract participation from other countries.

40. The Working Party was informed by the Director of the Transport Division that in a report requested by the General Assembly Resolution on the Global Road Safety Crisis, references to the Vienna Conventions and to the possibility of WP.1 assuming a coordinating role at the global level, proposed by the Transport Division, had not been retained. The General Assembly would discuss the global road safety crisis further at its current fifty-eighth session and would probably adopt a second resolution. A special meeting of the General Assembly on road safety was scheduled to be held on 14 April 2004.

DRAFT PROGRAMME OF WORK FOR 2004-2008 (*agenda item 9*)

Document: TRANS/WP.1/2003/12

41. The Working Party requested its Chairman and Vice-Chairmen to finalise the draft programme of work in collaboration with the secretariat so that it could be transmitted for adoption at the 66th session of the Inland Transport Committee in February 2004. It stressed that all new issues developed during the session should be reflected in the draft programme of work.

42. The finalised draft programme of work appears in Annex 2 to the present report.

TRANSPORT, ENVIRONMENT AND HEALTH (*agenda item 10*)

Document: TRANS/AC.21/2003/6

43. The Working Party was informed by the Secretary of the Steering Committee that the first meeting of the Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) had met on 10 and 11 April 2003 (ECE/AC.21/2003/6) and had considered the following project proposals: (i) clearing house on transport, environment and health, (ii) urban plans for transport sustainable for health and environment, (iii) transport related health impacts and their costs, (iv) establishment of a set of indicators to monitor the integration

of environmental and health aspects in transport policies and the impact of these policies on health and the environment. The Secretary of the Steering Committee indicated that currently the only point in the Programme which directly concerned road safety was the promotion of walking and cycling. The Chairman of WP.1 expressed the necessity of being informed of developments in THE PEP which could have a bearing on the work of WP.1.

OTHER BUSINESS (*agenda item 11*)

44. On the question of possible new signs prohibiting certain dangerous goods in tunnels, the Working Party was informed by the Secretary of the Working Party on the Transport of Dangerous Goods (WP.15) that a proposal assigning letters A, B, C, D, E to categories of dangerous goods prohibited in tunnels would be discussed by WP.15 in January 2004. These letters could be shown using existing panels. WP.1 will be kept informed of developments in this field. It was also proposed that the draft text be sent to WP.1 delegates before the meeting in January so that they could make contact with their colleagues attending WP.15.

45. Forthcoming meetings of WP.1

The secretariat informed delegates that the next meeting of WP.1 would be held on:

?? 6-8 April 2004 (forty-fourth session)

?? 28 September to 1 October 2004 (forty-fifth session)

ADOPTION OF DECISIONS (*agenda item 12*)

46. The list of decisions taken by WP.1 at its forty-third session, prepared by the secretariat, was adopted.

Annex 1

List of small working groups (1)

Legal Experts	Luxembourg, <u>Norway</u> , Switzerland, Russian Federation, secretariat
Assistance to victims of road accidents	France, Israel, Netherlands, <u>FEVR</u> , IFRC
Safety in tunnels	France, Norway, <u>Switzerland</u> , PRI, European Commission, secretariat
Preparation of the Seminar on aggressive driving	France, Spain, Netherlands, <u>Switzerland</u> , ECMT, secretariat
Roadside controls *	France, Portugal, <u>Switzerland</u> , secretariat
Restructuring of Consolidated Resolutions *	<u>France</u> , Switzerland, PRI, secretariat
Overtaking	Estonia, Poland, Romania, <u>Russian Federation</u> , FEMA
1949 Convention driving permits *	Portugal, <u>Russian Federation</u> , Spain, IMMA
Alcohol, drugs, Medicines *	Finland, <u>Italy</u> , Romania, United States, WHO
Pedestrians *	Israel, Netherlands, <u>FIP</u> , GRSP
Variable message signs *	France, Germany, Netherlands, <u>Spain</u>
Safety of motorcyclists *	<u>United States</u> , FEMA, FIM, IMMA
Seatbelt usage *	Finland, Spain, United Kingdom, <u>United States</u> , FIA Foundation

(1) The chairmanship of the small group is assured by the country or organization underlined.

* Small group created by WP.1 during its 43rd session.

Annex 2**DRAFT PROGRAMME OF WORK FOR 2004-2008****PROGRAMME ACTIVITY 02.3: ROAD TRAFFIC SAFETY**Priority: 1

Description: Mindful of the world-wide scope of its work, the Working Party on Road Traffic Safety (WP.1) will examine matters and adopt measures aimed at improving road traffic safety. To this end, it will consider, inter alia, the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals and the European Agreements supplementing them and elaborate proposals for updating these legal instruments as well as the Consolidated Resolutions on Road Traffic and on Road Signs and Signals (R.E.1 and R.E.2). It will also seek to promote the global application of this work.

Work to be undertaken: The Working Party on Road Traffic Safety will pursue the following activities:

CONTINUING ACTIVITIES

- (a) Monitoring and encouraging the implementation of the Vienna Conventions on Road Traffic and on Road Signs and Signals and the European Agreements supplementing them and the Protocol on Road Markings, and elaboration of amendment proposals to these legal instruments with a view to **strengthening and harmonizing** road safety standards.

Priority: 1Output expected by the end of 2002/2003 2004/2005:

- Consideration and/or adoption where appropriate of ~~a number of~~ **new** amendment proposals to the above instruments concerning, in particular, **road signing**; **overtaking**; definitions of mopeds, motorcycles, **motorised tricycles and quadricycles** ~~the safety of cyclists and moped riders; international driving permits; siting of traffic signs; safety in tunnels (user behaviour and signing); ; priority at roundabouts; blue markings; mobile phones; behaviour at pedestrian crossings; incorporation of the distinguishing sign into the registration plate; accident black spots; visibility and legibility of signs etc;~~
- (b) ~~Development of new recommendations to be included in~~ **Revision and updating of** the Consolidated Resolutions on Road Traffic and on Road Signs and Signals (R.E.1 and R.E.2) ~~and updating of the existing ones (in cooperation with other subsidiary bodies of the ITC) for the purpose of ensuring higher standards of safety on roads.~~ Priority: 1

Output expected by the end of 2002/2003 2004/2005:

- **Complete overhaul of R.E.1 and R.E.2 on the basis of a new structure and a new presentation – more attractive and modern – with a view to their publication and**

dissemination in particular to the other Regional Economic Commissions;

- **Incorporation into R.E.1 and R.E.2 of recommendations already adopted, in particular those on periodic** technical inspections, assistance to victims of road accidents, **pedestrians**, roadworks signing, speed control humps, contraflow cyclists;
- Consideration, development and incorporation into R.E.1 and R.E.2 of **new** recommendations concerning, **in particular, seatbelts and child restraint devices, first aid** to victims of road accidents, **the safety of the most vulnerable road users**, use of mobile phones while driving, safety in tunnels, skateboarders, roller skaters, etc., roadside checks, drugs and alcohol, road signing;

~~— Issuance of R.E.1 according to the newly adopted structure;~~

- (c) Exchange of information on national road safety programmes, in particular taking into account means of financing of road safety activities, and on road safety regulations and requirements in force in member States and circulation of such information in order to avail Governments of the practice and experience gained on these matters. Priority: 3

Output expected by the end of 2002/2003 2004/2005: Updating the set of tables reflecting current national road traffic safety requirements, national legal instruments and national methods of training and follow-up for categories A and B driving licences.

- (d) Assisting countries in transition in the establishment of sound and up-to-date traffic safety practices and procedures. Priority: 2

Output expected by the end of 2002/2003 2004/2005: Organization of a **possible** workshop or seminar **on a priority subject for member countries**, possibly in collaboration with other organizations.

- (e) Consideration of selected timely topics related to road safety in the form of an in-depth discussion based on papers prepared by experts and undertaking appropriate follow-up action with a view to finding concerted solutions to the most urgent problems in the field of traffic safety. Priority: 2

Output expected by the end of 2002/2003 2004/2005: Identification of at least one timely topic for in-depth discussion.

ACTIVITIES OF LIMITED DURATION

- ~~(f) Examination with the help of a small group of experts of the possibility of preparing a new legal instrument on driving permits based on the EU Directive 91/439/EEC.~~

~~Priority: 1~~

~~Output expected by the end of 2002/2003: Decision on the possibility of developing a new legal instrument.~~

- (f) Contribution to activities envisaged in the Programme of Joint Action adopted at the 1997 Regional Conference on Transport and the Environment, as well as the London Charter on Transport, Environment and Health, **and follow-up to these activities from the more specific angle of road safety.** Priority: 1

~~Output expected by the end of 2002/2003~~ **2004/2005:** Consideration of proposals to amend the Vienna Conventions and European Agreements emanating from the Vienna and/or London follow-up processes.

- (g) **Organization of the Fourth Road Safety Week (5-11 April 2004) with a view to active participation of countries and organizations aimed at combating aggressive driving behaviour.** Priority: 1

~~Output expected by the end of 2000~~ **2004/2005: Organization of a seminar on 5 April 2004 and an exhibition at the Palais des Nations from 5 to 8 April on the theme of the Fourth Road Safety Week.**

- ~~(i) Evaluation of the Road Safety Week and adoption of possible follow up action.~~

~~Output expected by the end of 2001: Organization of a day of evaluation on 10 September 2001.~~

- (h) **Consideration of different possible approaches to work relating to a United Nations long-term strategy on road safety aimed at the establishment within the United Nations of a concerted programme of action in this regard, as well as the role that the Working Party could play in the future at the international level.** Priority: 1

~~Output expected by the end of 2002~~ **2004/2005:** Decision on the possibility **of transforming WP.1 into a global forum for road safety developing a long term strategy aimed at the improvement of road traffic safety in the ECE region or an alternative initiative.**
