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#### Working Party on Road Traffic Safety

Fifty-ninth session

Geneva, 22–24 March 2010

### Report of the Working Party on Road Traffic Safety on its Fifty-ninth session

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## I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its fifty-ninth session in Geneva from 22 to 24 March 2010, chaired by Ms. Luciana Iorio (Italy). Representatives of the following Member States participated: Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Hungary, Israel, Italy, Latvia, Lithuania, Luxembourg, Norway, Portugal, Romania, Russian Federation, Slovakia, Spain, Switzerland, Turkey, Ukraine and United States of America.

2. The European Commission (EC) and the following non-governmental organizations were also represented: European Cyclists' Federation (ECF), European Federation of Road Traffic Victims (FEVR), Fédération Internationale de Motocyclisme (FIM), FIA Foundation, Global Road Safety Partnership, International Association for Natural Gas Vehicles (IANGV), International Road Transport Union (IRU), International Touring Alliance and International Automobile Federation (AIT& FIA) and Laser Europe.

## II. Introduction

3. The Director of the Transport Division, Ms. E. Molnar, welcomed the participants and summarized the most important developments in the Working Party since its previous session as follows:

(a) In 2008–2009 the five United Nations Regional Commissions, coordinated by United Nations Economic Commission for Europe (UNECE), carried out the project on “Improving global road safety: setting regional and national road traffic casualty reduction targets”, funded by the United Nations Development Account (UNDA). The Director thanked all those who contributed to the success of this project: participants, hosts, and particularly those who contributed resources. The final report, with a foreword by Mr. Ban Ki-moon, Secretary-General exists in six languages (English, French, Arabic, Russian, Spanish, and Portuguese). Printed copies are available only in English while the other versions will be distributed to on CD ROM. The report is available at [http://www.unece.org/trans/roadsafe/unda\\_conclusions.html](http://www.unece.org/trans/roadsafe/unda_conclusions.html).

(b) In its resolution 64/255 of 2 March 2010, on “Improving Global Road Safety”, the General Assembly recognizes the work of the United Nations regional commissions and their subsidiary bodies in increasing road safety activities and welcomes the conclusions and recommendations of the project “Improving road safety: setting regional and national road traffic casualty reduction targets” implemented by the United Nations regional commissions to assist low-income and middle-income countries in setting and achieving road traffic casualty reduction targets.

(c) In resolution 64/255 the United Nations General Assembly proclaimed the period 2011–2020 as the Decade of Action for Road Safety, with a goal to stabilize and then reduce the forecasted level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels. It also requests the World Health Organization (WHO) and the United Nations regional commissions in cooperation with the main road safety stakeholders to prepare the Plan of Action for the Decade and to coordinate regular monitoring of global progress towards meeting the targets identified in it. Moreover, it invites them to organize the second United Nations Global Road Safety Week to launch the Decade.

(d) Some members of the United Nations Road Safety Collaboration (UNRSC) have drafted a proposal for a Plan containing actions to be undertaken during the Decade, which can be downloaded at [http://www.who.int/roadsafety/Decade\\_of\\_action.pdf](http://www.who.int/roadsafety/Decade_of_action.pdf).

Interested stakeholders can comment on this draft until end June 2010; the modality of approving/formalizing the document has not yet been agreed within the UNRSC.

(e) On 21 and 22 January 2010 UNECE co-organized a workshop together with the Government of India and the Institute for Road Traffic Education, in New Delhi, India. The title of the event was “Implementing United Nations legal instruments: towards improving road safety in developing countries” and was dedicated to explaining the Conventions on Road Traffic and Road Signs and Signals, 1968. India, Indonesia, Brunei Darussalam and Malaysia participated and unanimously stated that these legal instruments are of relevance and high interest to them.

(f) The visibility of UNECE’s work has been positively boosted during the above mentioned events. The active involvement of the secretariat and the support given by several WP.1 members produced tangible results and has been recognized.

(g) The 60th session of WP.1 (27-30 September 2010) coincides with the 60th Anniversary of road safety activities in the United Nations system; a milestone which should be appropriately marked and the Working Party is invited to contribute ideas.

(h) Over the past year UNECE staff involved in road safety have contributed to these global events, through efforts and work in addition to the traditional secretariat job to a reformed WP.1 and intensified partnerships building by stretching resources — efficiency seems no longer sustainable.

(i) To ensure both proper follow-up to General Assembly resolution 64/255 and involvement in the implementation of the Decade of Action for Road Safety, as well as to take the opportunity given to re-position UNECE on the global road safety map, additional resources including extra-budgetary resources are needed. Presently one P4, one P3 and one G4 staff are assigned to deal with the broad agenda of road safety, the AETR-digital tachograph, road transport (including a new agreement on road passenger transport) and road infrastructure. It is hoped that WP.1 member Governments could support road safety activities of the secretariat by (i) supporting ECE’s request when it will come to the Member States in the corresponding Committee in New York and (ii) by seconding national expert(s) to work in the secretariat.

4. Mr. M. Adamantiadis, Section Chief, informed the Working Party about a new road safety campaign to take place during the World Basketball Championship in Turkey in August-September 2010. The campaign will be organized by the International Basketball Federation (FIBA), the Turkish Federation of Basketball and the Turkish Police, in close cooperation with the UNECE secretariat.

### **III. Adoption of the agenda (Agenda item 1)**

*Documentation:* ECE/TRANS/WP.1/126

5. The agenda was adopted without modifications.

### **IV. Adoption of the report of the fifty-eighth session (Agenda item 2)**

*Documentation:* ECE/TRANS/WP.1/125

6. The report of the fifty-eighth session was adopted without modifications. The delegation of the Russian Federation requested the secretariat to increase efforts to ensure that all the documents are available in due time prior to the sessions, in all three official languages of UNECE.

## V. Information on activities of interest to the Working Party (Agenda item 3)

7. The representative of the EC stated that the EC has made a significant contribution to the elaboration and adoption of resolution 64/255 of the United Nations General Assembly of 2 March 2010, which should be seen as a very important document and a tool for the decade to come. In her view the resolution is complementary to the EU guidelines that will be defined for the upcoming decade.

8. The EC will continue to actively support road safety events organized by WP.1 and its secretariat, including for the 60th Anniversary of the Working Party. In this sense, the representative of the EC reminded the Working Party that Belgium will hold the Presidency of the EU from 1 July to the end of December 2010. Taking into account that Belgium is very active in the area of road safety several events will be organized during their Presidency of the EU, among which a two-day workshop on systems of technical control and a European Road Safety Week organized by the EC or in cooperation with the European Parliament. Events related to the 60th Anniversary of the Working Party could very well be included in this series of road safety activities.

9. The EC is working on several issues related to road safety, the most significant being: (i) a new model of driving permits to be applicable from 2013 which will most likely be adopted in July 2010, (ii) development of a standardized type of report to be used by the Member States for road side checks or road side inspection, and (iii) amendment of vehicle registration documents.

10. Two other extensive fundamental issues of the EC are (i) preparation of a directive on trans-border prosecution for violation of road traffic codes, and (ii) adoption of a directive on registration, technical control, type approval certificate and inspection of two wheel vehicles — in order to facilitate control, (for example of speed limit violations).

11. Concerning non-legislative actions, the EC will adopt strategic road safety guidelines (no more White Paper or Action Plans) with the idea to have a “Common European Road Safety Area”.

12. The EC will be involved in some important upcoming meetings, where WP.1 and the secretariat would be most welcome:

(a) the International Level-Crossing Awareness Day, to be co-organized with the International Railways Union (UIC) on 20 June 2010;

(b) a Conference on launching a platform for motorcycle drivers, organized in collaboration with European Federation of motorcycle users on 28 June 2010 in Brussels;

(c) a Conference on road safety including the European Road Safety Day from 13 to 18 October organized with the support of Belgium Presidency; the first day will be devoted to infrastructure and the second day to trans-border inspection; and

(d) the annual Youth forum on 1 and 2 July 2010 which includes an Awards Ceremony.

13. In concluding, the representative of the EC stated that EC is trying to elevate road safety issues from the Ministries of Transport to economic and social issues, thereby placing citizens at the heart of road safety issues. Although EU Member States have different priorities, they will have to find a way of integrating road safety in their strategic policies.

14. The delegate of the United States of America gave a presentation on the Driver Alcohol Detection System for Safety (DADSS), a 5-year cooperative research programme

between the National Highway Traffic Safety Administration (NHTSA) and the automotive industry to develop in-vehicle, non-obtrusive technology to prevent alcohol-impaired driving. The presentation covered the purpose of the research, the performance characteristics, and the criteria for acceptance (e.g., accurate, reliable, low cost, low maintenance, unobtrusive). Phase I (to be completed in August 2010) involves prototype testing; three companies (Tru Touch Technologies, Auto Liv AB, Alcohol Countermeasure Systems) are developing and testing prototypes. The next step will involve testing prototypes in vehicles. The research will be completed in December 2013.

15. The presentation, available at <http://www.unece.org/trans/roadsafe/wp12010.html>, was followed by questions from other delegates on the legal basis to introduce such a device and the means to prevent abuse and ensure its proper enforcement. The delegate of the United States was invited to keep the Working Party informed of further developments on this subject.

16. The delegate of the United States also updated the Working Party on the status of a roadside survey of alcohol and drug use, which was completed in 2009; a set of reports was made available for review by delegates

17. The issue of distracted driving is of interest to high levels United States government officials especially “texting while driving”. The State Department of the United States have requested information from United States embassies on this subject, and the International Road Traffic and Accident Database (IRTAD) has sent out a brief survey to members requesting information on the availability of data concerning distracted driving. A “report” on the status of distracted driving worldwide, with an emphasis on texting while driving, is to be prepared by September 2010. Following discussions at the Ministerial Meeting in Moscow in November 2009, a report (in the form of an information kit) will be issued under the auspices of the United Nations Road Safety Collaboration.

18. The Working Party welcomed with interest a comprehensive presentation given by the delegation of Norway, on their new national system for collecting road fatality data, including results from their studies of fatalities on Norwegian roads for 2005-2008.

19. In 2005 the Norwegian Public Roads Administration (NPRA) established accident study groups in each of its five regions to conduct in-depth studies of all fatal road accidents occurring on the road network. Each district designated a surveyor to collect information from the accident site and send it to a regional group of specialists, which then made a detailed analysis of the accident and wrote a report thereupon. The findings are shared with the leading figures of NPRA. The system has certain limitations, e.g. linked to data protection issues, but it is still considered a very useful tool.

20. These teams were established to learn more about the causes of fatal accidents so that Norwegian authorities are better prepared to implement measures aimed at serving their ambitious goal of reducing the number of fatalities and serious accidents by one-third by 2020, following the recommendations of “Vision Zero” concept. The presentation can be downloaded at <http://www.unece.org/trans/roadsafe/wp12010.html>.

21. The representative of Israel gave a detailed presentation on the improvement of road safety indicators in his country between 1990 and 2009. Thanks to the determination of competent authorities and to consistent enforcement policies, significant progress had been made in particular during the last ten years. In spite of a 47 per cent increase in the number of vehicles, there were 31 per cent less casualties and 33 per cent less fatalities. Although in the same period the number of children killed decreased by 56 per cent, much remains to be done because regarding this category of vulnerable road users Israel sadly ranks worst among 17 well performing countries. Significant progress was recorded regarding the wearing of seatbelt, with 95 per cent for the drivers, 92 per cent for the front seat

passengers and 63 per cent for the rear seat passengers. The presentation is available at <http://www.unece.org/trans/roadsafe/wp12010.html>.

22. The delegate of France shared with the Working Party the most recent developments that took place in his country since the previous session. Compared to 2008, 2009 saw a reduction in the number of people killed on the roads, albeit slight i.e. -0,3 per cent (less than 13 deaths). Efforts against road unsafety need to be strengthened. Nevertheless the number of casualties diminished by 8 per cent and that of people injured and hospitalized by 13 per cent. In 2009 4,262 people lost their lives on French roads, some of these being, particularly in summer, foreign drivers who sometimes do not respect the rules whereas they do so in their own country. That is the reason why it is needed, at least in the European Union, to have a legislation ensuring that all drivers can be caught by the different enforcement devices (automatic speed cameras among others) whatever number plate they have, a French one otherwise.

23. It is to be noted that on French roads 28 per cent of fatalities involve powered two-wheelers, whereas they represent only 2 per cent of the traffic. Thus the French government is leading a large consultation with all the French stakeholders involved in the motorcycling world.

24. France is currently revising the system of obtaining driving license to make it less long, less expensive and safer. Theoretical and practical tests are under review and their reform will be achieved by the end of the first semester of 2010.

25. At the beginning of 2010, it had been decided to make accompanied driving more attractive for young people and above all, to allow young people to make use of it, whatever is their professional and personal situation. Accompanied driving is still possible from the age of 16 and the accompanying driver must hold a driving license for 5 consecutive years. A form of "supervised driving" has been set up: young people of 18 years old, for instance who failed once the practical test can choose this specific training. The length of this supervised driving is 3 months at least and 1,000 km have to be driven. Then when the young people take the practical test for the second time, they are more experienced and will hopefully pass the test. Another form of supervised driving is for young people already working or in a professional environment: the accompanying driver can be a teacher thus allowing these young persons to be more experienced before taking the practical test of the driving license.

26. France will co-organize the "Journée de la sécurité routière francophone" on 22 and 23 November 2010 in Lyon (France) to celebrate the 40<sup>th</sup> Anniversary of the International Organisation of La Francophonie.

27. The delegate of Slovakia spoke about the new national Act on Road Safety introducing more severe sanctions and new rules e.g. "zero tolerance" for drugs, mandatory winter tyres, permanent use of Daytime Running Lights, improved visibility for pedestrians and cyclists (including helmets and reflecting apparel). He also stated that thanks to the priority given to road safety by the government, there had been a 41 per cent decrease of fatalities between 2001 and 2009.

28. The delegate of Romania stated that despite the overall worsening of road safety during the last decade, there is a slight 10 per cent decrease in fatalities and 4 per cent decrease in injuries in 2009 compared to 2008.

29. The delegate of Portugal stated that her country ratified the Convention on Road Signs and Signals, 1968, on 27 October 2009. The Convention will enter into force for Portugal on 27 October 2010. Portugal also intends to ratify the Convention on Road Traffic, 1968 in the near future.

30. The representative of Lasereurope informed WP.1 about the 2nd World Festival of films on road safety held in Marrakech on 18 and 19 February 2010, in collaboration with the government of Morocco and thanked the government for their support. Approximately 30 countries participated by sending movies as well as taking part in the festival. Over 300 people attended the awards ceremony in the presence of the Minister of Transport of Morocco. The jury presided by the Chairperson of WP.1 awarded 16 prizes. The Grand Prize went to France for a series of six productions. The FIA Foundation won the Special Prize of the festival. The results of the festival, including the winning films, are available at [www.roadsafetyfilm.com](http://www.roadsafetyfilm.com). The Chair of WP.1 congratulated the government of Morocco for the excellent organization of the festival and commended them for ratifying the two Vienna Conventions, and invited them to participate in the upcoming meetings of WP.1.

31. The representative of IRU stated that for his organization and its 180 Member Associations in 74 countries on the five continents, road safety always has been, is and will remain a top priority issue. In fact, for every true professional every accident is one too many. In its great efforts to further improve road safety, the IRU is committed to supporting the goals of the United Nations General Assembly Resolution 64/255 as well as the Decade Programme of Action for Road Safety 2011-2020. The IRU fully supports the Resolution, its objectives to broaden the geographic scope and the implementation of planned road safety projects. The IRU Presidential Executive has committed US\$ 2 million to implement appropriate projects to effectively improve commercial road transport safety provided that this important commitment is matched by partners in road safety or by the donor community. This IRU commitment is in full compliance with the IRU slogan: "Working together for a better future". In fact, it is the duty of everybody to fully assume day after day, their respective responsibilities for improving road safety. The IRU remains at the disposal of its public and private partners to initiate cooperation on road transport industry projects which will effectively address the main causes of accidents involving commercial vehicles.

32. The representative of the FIA Foundation stated that her organization is very pleased with the outcome of the Global Ministerial Conference on Road Safety in Moscow and the United Nations General Assembly approval of a Global Decade of Action for Road Safety from 2011-2020. The FIA Foundation has been proud to lead the Call for a Decade of Action for Road Safety through its Make Roads Safe advocacy campaign with the invaluable support of the Make Roads Safe Global Ambassador, international movie actress Michelle Yeoh. On 17 March 2010 in London a meeting hosted by the FIA Foundation and coordinated by the World Bank, brought together the world's leading development banks to discuss their strategy for the Decade of Action on Road Safety. The purpose of the meeting was to establish practical solutions for implementing the joint statement that they signed in November 2009, committing them to integrate road safety in all the phases of planning, design, construction, appraisal, operation and maintenance of road infrastructure.

## **VI. Convention on Road Traffic, 1968 (Agenda item 4)**

*Documentation:* ECE/TRANS/WP.1/2009/2, ECE/TRANS/WP.1/2010/1, ECE/TRANS/WP.1/2010/2, Informal document No. 3

33. The secretariat informed the Working Party of a letter signed by the UNECE Executive Secretary inviting countries that have not yet done so to become full Contracting Parties to the Conventions on Road Traffic and on Road Signs and Signals, 1968.

## **A. Consistency between the Convention on Road Traffic, 1968, and the vehicle technical regulations**

34. The discussions on this subject were lengthy and opinions varied. The secretariat of the World Forum for Harmonization of Vehicle Regulations (WP.29) informed the WP.1 that WP.29, is of the opinion that the “Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions”, done at Geneva on 20 March 1958, hereinafter named “the Agreement, 1958”, and the Convention on Road Traffic, 1968, are two separate, independent legal instruments, but which should be consistent. WP.29 thus strongly supports the introduction of a general acceptance clause in the body of the Convention. This opinion was also supported by some of the delegations present.

35. The delegation of Germany made a presentation of the common German-French approach, supported by several other delegations present in the room, opposing automatic recognition of the validity of the technical regulations. In their opinion, the technical requirements in ECE regulations must respect the general principle of full control by the driver; specifically (i) the driver must be able to control the vehicle, (ii) the driver must be able to override Driver Assistance Systems (DAS), and (iii) DAS which cannot be overridden are acceptable only in situations where the driver cannot objectively cope.

36. It was obvious that the Working Party needs a thorough debate on the notion of “being in full control of the vehicle” with all the issues deriving there from: controllability, over-ridability, devices that assist the driver, devices that act on behalf of the driver, etc..

37. The Working Party agreed that the Convention on Road Traffic, 1968, represents a frame and contains a minimum of requirements to be complied with, including Annex 5 “Technical Conditions concerning Motor Vehicles and Trailers”.

38. WP.1 decided to adjust the Convention to reflect the positive effect of technical progress in the corresponding vehicle technical regulation. Taking into account that the most significant gap in ensuring consistency is Annex 5 to the Convention, WP.1 decided to amend it by updating the technical requirements and including, for example, a general clause as follows:

“Vehicles that have been type approved in conformity with the Regulations annexed to the Agreement, 1958, including the amendments to the Agreement that entered into force on 16 October 1995, shall be deemed to be in conformity with the object of this Annex, provided that those regulations do not contradict the principles of the Convention”.

39. WP.1 decided to create a small (virtual) group of experts, consisting of representatives of both WP.1 and WP.29 to prepare, jointly, a proposal of amendment to the Convention, to be submitted to the 60th session of WP.1. From WP.1 the small group will consist of Experts from France, Germany, Russian Federation and Spain.

40. The small group will also define, for the clarification of articles 8 and 13 of the Convention, the Driver Assistance Systems (DAS) that assist the driver and those that act instead of the driver.

41. WP.1 invited WP.29 to (i) nominate their experts in the small group and (ii) draft a list of all technical inconsistencies between the Convention and the technical regulations, which will serve as basis for amendments to the Convention. The secretariat will transmit the present decisions to WP.29.

42. The delegation of Russian Federation proposed and the Working Party agreed to include on the agenda of its next session the introduction in the Consolidated Resolution on



Road Traffic (R.E.1) of best practices on the mutual recognition of international certificates of technical inspections. This would contribute to ensuring coherence and consistency of the system formed by the Convention on Road Traffic, 1968, the Agreement, 1958, and the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, 1997.

## **B. Issuance and validity of the International Driving Permits (IDP)**

43. Despite the fact that the issue was previously debated including in a small group of experts created for this purpose, the Working Party discussed the subject in detail but did not find a clear solution, due to the broadness of the problem. Several examples were mentioned: most of IDPs delivered under the Convention 1949 are fake, the Contracting Parties to the Convention 1949 are delivering IDPs complying with the Convention 1968 although they do not have the right to do so, fake IDPs can be easily bought online, etc..

44. , A number of possible solutions were stated: by amendment to align the Convention 1949 with the Convention 1968, to request an official statement by the Contracting Parties to the Convention 1949 that they accept IDPs delivered under the Convention 1968, to draw the attention of the Contracting Parties to both Conventions that they must fulfil their obligations, and to request Contracting Parties to the Convention 1968 to recognize the national driving permits.

45. It was also suggested that IDP should become a much safer document; moreover, even the revised version of the IDP is cumbersome and the Working Party should work once again on making it simpler and easier to use.

46. In concluding, the Working Party requested the secretariat to send letters urging (i) all Contracting Parties to the Conventions on Road Traffic, 1949 and 1968, to bring their IDPs in conformity with the provisions of the Convention on Road Traffic, 1968 (consolidated version); and urging (ii) in particular Contracting Parties to the Convention on Road Traffic, 1949, to accept and recognize the International Driving Permits complying with the format established in the Convention on Road Traffic, 1968 (consolidated version).

## **C. Multi-disciplinary crash investigation: a tool to improve road safety**

47. The subject of multi-disciplinary crash investigation (MDCI) was comprehensively considered and an exchange of information took place on if and how different countries are carrying on such investigations.

48. Based on information from the majority of countries represented in the meeting, the main aspects considered were related to:

(a) the objective of crash investigation: it was the general understanding that investigations should serve to analyse the crashes, learn about their causes and putting in place prevention measures but not establish responsibilities/liabilities;

(b) concern that MDCI would be overlapping the work of police which, in most countries, is the only authority in charge of investigating crashes. It was agreed that MDCI is not aimed at establishing guilt but at providing strong arguments for policies/strategies aimed at improving road safety;

(c) in almost all the countries issues like data protection, access to medical data, immediate access to the place of the crash, interrogating witnesses and ensuring their legal immunity, cooperation with police are problems that do not have yet solutions;

(d) in a few countries the care for bereaved is included in the procedures related to a crash; the majority of participants were of the opinion that this should not be dealt with by the Working Party.

49. Having in mind the presentation given by the delegate of Norway under item 3 of the Agenda, the Working Party supported the proposal made by the delegate of Israel to invite Norway or another country advanced in research in multi-disciplinary investigation of crashes to kindly host a workshop/seminar on this subject, with the objective to share their expertise on MDCI.

50. The Working Party invited all member Governments to send information to the secretariat on national practices on multi-disciplinary crash investigation, and requested the secretariat to compile the information into a formal document to be submitted for consideration at the 60<sup>th</sup> session, with a view to possibly include it in the Consolidated Resolution on Road Traffic (R.E.1).

## **VII. Convention on Road Signs and Signals, 1968 (Agenda item 5)**

*Documentation:* ECE/TRANS/WP.1/2010/4

### **A. Mandate of the ad hoc group of experts on Variable Message Signs (VMS)**

51. The delegation of Spain gave a presentation on how Intelligent Transport Systems (ITS) and particularly VMS could be included into the area of competence of the WP.1 and in the Convention on Road Signs and Signals, 1968.

52. In general, the participants were against a mandate comprising subjects other than VMS, considering that it would go beyond the scope of the Convention. The issue of “devices replacing humans, instead of just helping them” was again raised as an argument to object such a comprehensive mandate, as well as the fact that in the opinion of several delegates WP.1 was only dealing with legal aspects.

53. The Working Party approved the mandate of the ad hoc group of experts dealing with Intelligent Transport Systems of relevance to its work and notably with Variable Message Signs, as follows: the ad hoc group shall focus on drafting a proposal of amendment to the Convention on Road Signs and Signals, 1968, to include VMS in the Convention. This mandate shall be revised once this initial task was achieved.

## **VIII. Consolidated Resolution on Road Signs and Signals (Agenda item 6)**

*Documentation:* ECE/TRANS/WP.1/2010/5

### **A. Consideration of amendments to the Consolidated Resolution on Road Signs and Signals**

54. WP.1 decided to include the two new signs proposed by Norway and the International Association for Natural Gas Vehicles into the Consolidated Resolution on Road Signs and Signals (R.E.2).

## **IX. Other business (Agenda item 7)**

55. The Working Party was informed by the delegation of Ukraine and by the representative of GRSP about an initiative of the Committee on legislative support of law enforcement of Verkhovna Rada (the Parliament) of Ukraine to organize and host an inter-parliamentary meeting for neighbouring and some of the European countries on the efficiency of road safety legislation, in Kiev in October 2010.

56. The Members of the Ukrainian Parliament and of the neighbouring countries intend to review and strengthen existing legislation and consider possible new legislation to enhance national efforts to prevent road crash death and injury. They request the members of the Working Party on Road Traffic Safety to support this event by participating therein and presenting “good practice, effective legislation” pertaining to the main risk factors (e.g. speed, drink-drive, seat-belts) and high risk groups (e.g. pedestrians, young drivers) as well safe infrastructure.

57. The Working Party considered the invitation by the Chairman of the Working Party on Road Transport (SC.1) to develop synergies between the two bodies. After numerous pros and cons, WP.1 approved the organization of a joint session with the SC.1 on 29 September 2010, with the aim of identifying areas of common interest on which further cooperation could be developed. Road safety in tunnels, implementation of the digital tachograph, infrastructure safety, fleet management and training for professional drivers, “Green Card” system, and corporate safety were some of the possible agenda items proposed. It was also suggested to invite large transport companies and insurers to participate and speak on the items chosen.

## **X. Date of next session (Agenda item 8)**

58. The 60<sup>th</sup> session of WP.1 coincides with the Anniversary of 60 years of road safety activities in the United Nations system, will take place in Geneva from 27 to 30 September 2010.

59. Participants wishing to submit documents and/or proposals for the 60th session are invited to do so by 20 June 2010 at the latest, in order to allow the secretariat adequate time to processing.

60. The secretariat was requested to prepare a letter for the signature of UNECE’s Executive Secretary in which WP.1 member Governments are invited to contribute with ideas, in kind or with funds to celebrate this milestone. The Working Party also requested the secretariat to check and inform them about what sponsors could receive in exchange for their contribution: acknowledgement, use of UNECE logo, etc.

## **XI. Adoption of decisions (Agenda item 9)**

61. The Working Party adopted a short list of decisions, upon which the secretariat will draft the report of the meeting.

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