



Economic and Social Council

Distr.: General
19 May 2011

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Road Traffic Safety

Sixty-first session

Geneva, 21-23 March 2011

Report of the Working Party on Road Traffic Safety on its Sixty-first session

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I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its sixty-first session in Geneva from 21 to 23 March 2011, chaired by Ms. L. Iorio (Italy). Representatives of the following member States participated: Austria, Azerbaijan, Belgium, Czech Republic, Denmark, Estonia, France, Germany, Israel, Italy, Latvia, Luxembourg, Norway, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United States of America.

2. The European Union (EU), the World Health Organization (WHO) and the following non-governmental organizations were also represented: European Federation of Road Traffic Victims (FEVR), Fédération Internationale de Motocyclisme (FIM), FIA Foundation, Global Road Safety Partnership (GRSP), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Organization for Standardization (ISO), International Union of Railways (UIC) and Laser Europe.

II. Adoption of the agenda (agenda item 1)

3. The Working Party on Road Traffic Safety adopted the agenda ECE/TRANS/WP.1/130 with some additional items discussed under “Other business”.

III. Adoption of the report of the sixtieth session (agenda item 2)

4. WP.1 adopted the report ECE/TRANS/WP.1/129 without changes.

IV. Information about activities of interest to the Working Party (agenda item 3)

5. The Working Party was informed by the secretariat about recent road safety related developments. This included information about the United Nations Economic Commission for Europe (UNECE) and the Organization of the Black Sea Economic Cooperation (BSEC) Conference on Improving Road Safety in the BSEC region (Ioannina, Greece 18–19 November 2010) where BSEC countries adopted the “Ioannina Declaration”.

6. The Working Party was informed about an amendment to the European Agreement on Main International Traffic Arteries (AGR) which will introduce new procedures related to road safety impact assessments, audits, inspections and the management of road network safety (based on EC Directive 2008/96/EC on road infrastructure safety management). The amendment’s date of entry into force is not yet known.

7. The delegations of EU, France, Italy, Russian Federation and Spain provided information about recent road safety developments. WP.1 agreed to continue to endeavour exchanging information concerning new developments in the area of road traffic safety and submitting up-to-date information about changes in national traffic legislation.

8. The secretariat informed WP.1 about the SARTRE project (Informal document No. 8) and about its role in promoting Intelligent Transport Systems (ITS). WP.1 agreed to continue discussing ITS and other technology related initiatives/developments that may have impacts on UNECE road safety international legal instruments such as the 1968 Convention on Road Traffic. This will be done with a proactive view and not unduly delaying and/or impeding the introduction of high technology road safety applications due

to “outdated” legal provisions in the international legal instruments that WP.1 is responsible for.

9. As request by the delegation of France, WP.1 agreed to request the secretariat insert the following in the report of the sixty-first session: “On 21 March 2011, upon departure of English, French and Russian interpreters at 12.30, WP.1 continued the morning session until 12.45 in English only. This was done with the full knowledge and prior agreement of all WP.1 members after two separate interventions by the Chair and the secretariat who informed WP.1 of the prevailing rules and procedures in such situations.”

V. Decade of Action for Road Safety, 2011–2020 (agenda item 4)

10. The Working Party was informed by the secretariat about developments related to the United Nations General Assembly Resolution 64/255 which proclaimed the period 2011–2020 as the Decade of Action for Road Safety. Information was provided about the Plan of Action for the Decade; about plans for the United Nations Road Safety Collaboration (UNRSC) for the Decade’s global launch on 11 May 2011; about a high-level Inter-Parliamentary meeting on road safety planned by the Parliament of Ukraine for April 2011 in Kiev; and about a planned high-level UNECE — Government of Serbia conference to launch the Decade of Action. The delegations of Belgium, France, Norway and Switzerland described their countries’ plans for 2011—2020 as did the FIA Foundation, GRSP and Laser Europe. WP.1 took note of UNECE’s plans for the launch of the Decade of Action for Road Safety and it agreed to consider assisting the secretariat in carrying out these plans. In particular, WP.1 noted the secretariat’s request for additional financial resources (through donations to a “Road safety trust fund”) and/or human resources (through secondments).

VI. Convention on Road Traffic, 1968 (agenda item 5)

11. The secretariat (servicing the World Forum for Harmonization of Vehicle Regulations (WP.29)) was invited to present amendment proposals (focusing on lighting) which had been submitted for endorsement to WP.29 (Informal document No.WP.29-152-10). WP.1 decided to consider amendment proposals to the 1968 Convention on Road Traffic related to lighting and light signalling (Informal document No. 7) with a view to maintaining consistency between the Convention and other international legal instruments, in particular those developed by the World Forum for Harmonization of Vehicle Regulations. WP.1 agreed to begin detailed analysis of the issue of lighting and light signalling at its next session.

12. An informal group of experts (France, Germany, Russian Federation and Spain) presented an update of its work on amendment proposals related to Driver’s Assistance Systems (Informal document No. 1). WP.1 decided to continue considering draft amendment proposal concerning the definition of “Driver Assistance Systems” (DAS). WP.1 encouraged the informal group of experts to continue revising Informal document No. 1 taking into account the comments received. Other WP.1 members agreed to provide detailed comments and/or alternative proposals for a DAS definition (as well as other amendments contained in Informal document No. 1).

13. WP.1 noted that the “European Agreement Supplementing the Convention” already has at least two references elaborating the meaning of “driver being able to control his vehicle” (Annex, point 7, paragraph 5 and point 12, paragraph 1). As a result, WP.1 considered possibility amending the 1968 Convention on Road Traffic to further explain Article 8, point 5 of the 1968 Convention.

14. WP.1 took note of proposals to apply global ISO standards to domestic and international driving permits and categories of vehicles under the 1968 Convention on Road Traffic (ECE/TRANS/WP.1/2011/1). WP.1 agreed to discuss at its next session: (a) divergences/inconsistencies between the "EU Driver Licence Directive" of December 2006 and the 1968 Convention on Road Traffic and (b) a possible application of ISO standards in the area of domestic/international driving permits. WP.1 decided to invite the European Commission to take part in discussion on this topic. WP.1 invited ISO to continue being engaged in the work of WP.1.

15. WP.1— without discussion —took note of the impact of noiseless electric vehicles on road traffic safety.

VII. Convention on Road Signs and Signals, 1968 (agenda item 6)

Proposal on Variable Message Signs

16. The Working Party was informed about the progress made by the informal expert group on Variable Message Signs. It may be recalled that the Working Party at its 129th session reiterated its request to the informal expert group to focus on drafting a proposal to amend the Convention on Road Signs and Signals (1968) to include variable message signs. WP.1 took note of progress in developing amendments to the 1968 Convention on Road Signs and Signals to incorporate variable message signs. An informal VMS expert group which is meeting on 5 April 2011 will provide further updates of its activities at the next WP.1 session.

VIII. Consolidated Resolution on Road Traffic (agenda item 7)

A. Multidisciplinary crash investigation (MDCI)

17. WP.1 discussed how to promote a multidisciplinary crash investigation (MDCI) mechanism. WP.1 agreed that the MDCI was an important technique enhancing road safety and welcomed the initiative of Sweden and Norway to prepare —for the next session —an informal document outlining the “way forward”.

B. Mutual recognition of international technical inspections certificates

18. The delegation of the Russian Federation was invited to lead the discussion about its proposal (Informal document No. 11) to introduce best practices on the mutual recognition of international technical inspections certificates into the Consolidated Resolution on Road Traffic (R.E.1). WP.1 took note of Informal document No. 11 and requested more time to study it.

IX. Consolidated Resolution on Road Signs and Signals (agenda item 8)

19. WP.1 took note of information concerning the development of a “secure parking area” road sign by Belgium and the International Road Transport Union. It is expected that an expert will make a presentation on this topic at the next WP.1 session.

20. The Working Party discussed the design of a new sign for charging points for electric vehicles to be used in conjunction with the sign for fuelling stations. The secretariat provided information about the existing International Organization for Standardization (ISO) standardized signs in the area of electric recharging points and electric plugs. WP.1 requested the secretariat to consolidate proposals by Denmark, France and Sweden into one informal document.

X. Other business (agenda item 9)

21. WP.1 noted the Inland Transport Committee's invitation to WP.1, SC.1 and SC.2 to consider creating a multidisciplinary group of experts to work on improving safety at road and rail interfaces (level crossings). WP.1 agreed to take part in this initiative. WP.1 is invited to provide comments on the Expert Group's draft terms of reference (Informal document No 10/Rev.1).

22. WP. 1 took note of the role of training in enhancing road safety following a presentation by the International Road Transport Union.

23. WP.1 considered and endorsed the candidacy of Mr. A. Majidov (Azerbaijan) for the position of WP.1 Vice-Chair.

XI. Date of next session (agenda item 10)

24. WP.1 agreed to hold its next session from 26 to 29 September 2011 in Geneva.

XII. Adoption of decisions (agenda item 11)

25. WP.1 adopted a list of decisions.
