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Report of the Working Party on Road Traffic Safety on its sixty-second session

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(R.E.2) (ECE/TRANS/WP.1/119/Rev.2).....

I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its sixty-second session in Geneva from 26 to 29 September 2011, chaired by Ms. L. Iorio (Italy). Representatives of the following member States participated: Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Norway, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United States of America.

2. The European Union (EU) and the following non-governmental organizations were also represented: European Federation of Road Traffic Victims (FEVR), International Motorcycling Federation (FIM), FIA Foundation, International Federation of Pedestrians (IFP), 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. WP.1 adopted the session's agenda (ECE/TRANS/WP.1/132). The Government of Sweden noted that under agenda item 8 (a), Informal document No.2 has been submitted by Sweden only.

III. Adoption of the report of the sixty-first session (agenda item 2)

4. The Working Party adopted the report of its sixty-first session (ECE/TRANS/WP.1/131).

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

5. The Working Party was informed about recent road safety related developments and initiatives. This included information about an Intelligent Transport System (ITS) roadmap prepared by the ECE secretariat, which WP.1 endorsed. WP.1 was also informed about the World Road Association (PIARC) conference, (Mexico City, 26–30 September 2011) the Inter-Parliamentary meeting on road safety (Kiev, 28-30 November 2011) safety issues at the World Scouts Jamboree organized by the Panos Mylonas, Scouts of Greece, Scouts of Ireland and UNECE in August 2011; awareness raising and advocacy initiatives at the EuroBasket 2011 September 2011 Lithuania; the forthcoming report of UN Secretary-General to the General Assembly on “improving road safety”; and accessions of Azerbaijan and Kazakhstan to the “European Agreement Supplementing the Convention on Road Signs and Signals (1971)” and to the “Protocol on Road Markings, Additional to the European Agreement Supplementing the Convention on Road Signs and Signals (1973)”.

6. WP.1 noted that the plans to commemorate the World Day of Remembrance for Road Traffic Victims in Armenia have been postponed until early 2012.

7. WP.1 was also informed about the publication of online statistics on “Road Traffic Accidents in Europe and North America” in August 2011 by UNECE. WP.1 decided to develop a system that allows for a more rapid and timely exchange of information on road safety statistics. In this context, WP.1 requested that the ECE secretariat create a special section on the WP.1 website where statistical information received from WP.1 members would be posted.

8. WP.1 was not informed about the ISO 39001 road traffic safety management standard as an ISO representative was unable to be present.

9. WP.1 was informed about a study on the establishment and functioning of road safety lead agencies as well as a study on the relationship between road safety and cultural differences.

10. National delegations and international organizations provided up-to-date information about other recent road safety developments.

11. Sweden presented road safety trends and road safety management in Sweden (Informal document no.6); Belgium informed WP.1 about the ongoing changes in road traffic legislation, in particular those concerning motorcycles; the United States described two drug driving studies which are currently underway; Norway tabled the “National Plan of Action for Road Traffic Safety (2010-2013)”; Portugal reviewed planned changes to its “Road Code”; and Italy described a road safety cartoon campaign implemented along the country’s motorways and used at the World Scouts Jamboree in Sweden.

12. WP.1 noted paragraph 1.9.5.3.7 of Annex A of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) which stipulates that restrictions to the passage of vehicles carrying dangerous goods through road tunnels must be officially published and made publicly available. WP.1 agreed to assist by reminding the administrations and officials responsible for ADR restrictions about this requirement.

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

13. The Working Party was informed about developments related to the United Nations General Assembly resolution 64/255 of 2 March 2010 which proclaimed the period 2011–2020 as the Decade of Action for Road Safety.

14. This included information about a regional launch conference organized by UNECE and the Government of Serbia in Belgrade in April 2011; a global launch organized by UN Regional Commissions on the occasion of the United Nations Commission on Sustainable Development on 1-14 May 2011; and UNECE road safety poster campaign and road safety film prepared by the ECE to increase road safety awareness at the ECE Commission session in 2011.

15. WP.1 adopted – with some changes – “Decade of Action for Road Safety - UNECE Plan for 2011-2020” (Informal document No.6). It requested the ECE secretariat to submit the revised Informal document No. 6 as a formal document for the next session of WP.1. WP.1 agreed to append the said document to the report of this session.

16. National delegations and international organizations provided information about road safety developments in the context of the Decade of Action for Road Safety. Sweden described the launch of the “Vision Zero Academy” and “International Vision Zero Conference”; France reported its continued focus on reducing the average vehicle speed; the United States described efforts to enhance road safety data collection expertise among the APEC members; and Belgium described the launch of the Decade of Action for Road

Safety in Brussels. Laser Europe informed WP.1 about its plans to organize a road safety film festival in 2012 while FIA Foundation described “launch events and initiatives” that took place on 11 May 2011.

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

17. Due to a lack of time, WP.1 did not consider amendment proposals to the 1968 Convention on Road Traffic related to lighting and light–signaling (ECE/TRANS/WP.1/2011/4). The amendment proposal will be considered at the next WP.1 session.

18. WP.1 did not consider ECE/TRANS/WP.1/2011/5 as this document was not submitted. However, WP.1 decided to continue its work concerning the definition of “Driver Assistance Systems” (DAS). An informal “DAS” group of experts will present an update of its work on amendment proposals related to DAS at the next WP.1 session. WP.1 welcomed the proposal of organizing a DAS seminar at the next WP.1 session.

19. WP.1 discussed the apparent “driving permit categories and subcategories” divergences found in the “EU Driver Licence Directive” of December 2006 and the 1968 Convention on Road Traffic. WP.1 agreed that the ECE secretariat would send a letter to the EU and its member States to inform about possible nonconformity of the “EU Driver Directive” to Annex 6 of the 1968 Convention.

20. WP.1 was also informed about a possible application of ISO standards in the area of domestic/international driving permits.

VII. Driver fatigue round table (agenda item 6)

21. WP.1 expressed its satisfaction to the ECE secretariat for having organized an informative and interesting round table on “driver fatigue” (Informal document No.1). Speakers included representatives of national governments, academia and the private sector.

VIII. Consolidated Resolution on Road Signs and Signals (agenda item 7)

22. The Working Party was informed about the progress made by an informal expert group on Variable Message Signs (Informal document No. 4). The informal expert group presented a number of options about how to proceed with amending the Convention on Road Signs and Signals (1968) to include variable message signs. WP.1 decided to request the informal group to make changes to Informal document. No. 4 and resubmit it in three official languages as a formal document.

IX. Consolidated Resolution on Road Traffic (agenda item 8)

A. Multidisciplinary crash investigation (MDCI)

23. Due to a lack of time, WP.1 did not consider Informal document No. 2 concerning how to proceed to promote a multidisciplinary crash investigation (MDCI) mechanism with a view of enhancing road safety. WP.1 decided to address this issue at the next session.

B. Mutual recognition of international technical inspections certificates

24. Due to a lack of time, WP.1 did not consider this agenda item. The delegation of the Russian Federation will be reinvited to lead discussions about its proposal to introduce best practices on the mutual recognition of international technical inspections certificates into the Consolidated Resolution on Road Traffic (R.E.1) at the next WP.1 session.

X. Consolidated Resolution on Road Signs and Signals (agenda item 9)

25. The Working Party will continue discussing the design of a new sign for parking and charging points for electric vehicles at the next session. WP.1 invited national governments to submit the models of signs currently used in their countries.

26. The Government of Belgium tabled an amendment proposal concerning a secure parking area road sign (ECE/TRANS/WP.1/2011/3). WP.1 decided to reconsider the issue of secure parking areas at the next session.

27. WP.1 adopted a proposal to amend the Consolidated Resolution on Road Signs and Signals (RE.2) (ECE/TRANS/WP.1/119/Rev.2) paragraph 1.11 (a), 1.11 (b) and 1.11 (c) as shown in Annex I of ECE/TRANS/WP.1/2011/8. WP.1 agreed to append the said Annex to the report of this session.

XI. Group of Experts on safety at level crossing (agenda item 10)

28. The Working Party discussed draft terms of reference for “Safety at level crossings” multidisciplinary group of experts (ECE/TRANS/WP.1/2011/6) and WP.1 – with minor changes – adopted the Expert Group’s Terms of Reference.

XII. Programme of work, 2012–2016 and biennial evaluation (agenda item 11)

29. The Working Party considered and approved its programme of work for the bienniums 2012-2013 and 2012-2016 (ECE/TRANS/WP.1/2011/7, ECE/TRANS/WP.1/2011/9 and ECE/TRANS/WP.1/2011/9/Add.1).

30. The Working Party also considered the continued relevance of its work within the framework of the 5-year review of the ECE reform adopted in 2005 and approved the extension of the mandate of the Working Party on Road Traffic Safety.

31. The Working Party also noted the results of the first meeting of the Chairs of the Committee’s subsidiary bodies on the multidisciplinary and cross-sectoral issues requiring further cooperation and possible responses (Informal document No. 2 of the ITC Bureau meeting of 20 June 2011).

XIII. Other Business (agenda item 12)

32. Belgium sought WP.1 advice how to proceed to work towards reaching a regional agreement enabling the introduction of new roads signs which are not in conformity with the 1968 Convention on Road Signs and Signals. WP.1 decided to reconsider the issue at the next session.

XIV. Date of next session (agenda item 13)

33. WP.1 agreed to hold the sixty-third session from 19 to 21 March 2012 in Geneva.

XV. Adoption of decisions (agenda item 14)

34. The Working Party adopted a list of decisions taken at its sixty-second session.

Annex

Proposal of amendments to the Consolidated Resolution on Road Signs and Signals (R.E.2) (document ECE/TRANS/WP.1/119/Rev.2)

Paragraph 1.11 (a):

At the end of the first paragraph, add “or, for tunnels, under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR”.

In (i) (Sign C,3^h with an additional panel bearing letter B), replace “, for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required” with “under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR”.

In (ii) (Sign C,3^h with an additional panel bearing letter C), replace “for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required” with “under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR”.

In (iii) (Sign C,3^h with an additional panel bearing letter D), replace “, for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required” with “under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR”.

In (iv) (Sign C,3^h with an additional panel bearing letter E), replace “for which the orange-coloured plate marking according to 5.3.2 of Annex A of ADR is required” with “under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR”.

Paragraph 1.11 (b):

At the end of the first paragraph, add “or, for tunnels, under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR”.

Paragraph 1.11 (c):

At the end of the first paragraph, add “or, for mandatory directions related to prohibitions in tunnels, under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR”.

Consolidated text of paragraph 1.11 including the proposed amendments (amendments shown in bold underlined)

1.11 The use and meaning of signs for vehicles carrying dangerous goods¹

(a) Sign C, 3^h “NO ENTRY FOR VEHICLES CARRYING DANGEROUS GOODS FOR WHICH SPECIAL SIGN PLATING IS PRESCRIBED” described in the 1968 Convention on Road Signs and Signals should be used without an additional panel to prohibit the entry of all vehicles defined in Article 1 (a) of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) carrying dangerous goods defined in Article 1 (b) of ADR for which orange-coloured plates according to section 5.3.2 of Annex A of ADR for marking of vehicles are required on the vehicles **or, for tunnels, under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR.**

¹ See the Annex of the document ECE/TRANS/WP.1/104

For prohibitions related to specific dangerous goods, prohibitions restricted to certain periods (e.g. peak hours) or those restricted to transit, the sign should be used with an additional panel specifying the prohibition.

In tunnels, as from 1 July 2007, and no later than 1 January 2010, prohibitions should be indicated by using this sign with an additional panel bearing a capital letter representing the category to which the tunnel is assigned according to 1.9.5.2.2 of Annex A of ADR, as follows:

- (i) Sign C, 3^h with an additional panel bearing letter B: Tunnel category **B***; No entry for vehicles carrying dangerous goods presenting a very large explosion risk according to 1.9.5.2 of Annex A of ADR and **under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR**;
 - (ii) Sign C, 3^h with an additional panel bearing letter C: Tunnel category **C***; No entry for vehicles carrying dangerous goods presenting a very large or large explosion risk or a risk of large toxic release according to 1.9.5.2 of Annex A of ADR and **under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR**;
 - (iii) Sign C, 3^h with an additional panel bearing letter D: Tunnel category **D***; No entry for vehicles carrying dangerous goods presenting a very large or large explosion risk, or a risk of large toxic release or a large fire risk according to 1.9.5.2 of Annex A of ADR and **under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR**;
 - (iv) Sign C, 3^h with an additional panel: bearing letter E: Tunnel category **E***; No entry for vehicles carrying any type of dangerous goods **under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR**, except those which are not subject to any tunnel restriction according to 1.9.5.2 of Annex A of ADR.
- (b) Sign C, 3^m “NO ENTRY FOR VEHICLES CARRYING MORE THAN A CERTAIN QUANTITY OF EXPLOSIVES OR READILY INFLAMMABLE SUBSTANCES” described in the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals should be used to prohibit the entry of vehicles defined in Article 1 (a) of ADR, carrying dangerous goods of Class 1, of Class 2 classified as flammable, of Class 3, except those of Packing Group III, of Class 4.1 classified as self-reactive, and of Class 5.2 of ADR, provided that orange-coloured plates on the vehicle according to 5.3.2 of Annex A of ADR are required for the carriage of the relevant goods **or, for tunnels, under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR**.

As from 1 January 2010, this sign shall not be used for indicating prohibitions in tunnels.

- (c) Signs D, 10^a, D, 10^b and D, 10^c “DIRECTIONS IN WHICH VEHICLES CARRYING DANGEROUS GOODS SHALL PROCEED” described in the 1968 Convention on Road Signs and Signals should be used without an additional panel to indicate a mandatory direction for all vehicles defined in Article 1 (a) of ADR carrying dangerous goods defined in Article 1 (b) of ADR for which orange-coloured plates according to section 5.3.2 of Annex A of ADR are required on the vehicle **or, for mandatory directions related to prohibitions in tunnels, under the conditions for carriage which are specified in 1.9.5.3.6 of Annex A of ADR**.

* For the purposes of restrictions the passage of vehicles carrying dangerous goods through road tunnel according to 1.9.5 of Annex A of ADR, tunnels should be classified in tunnel category A, B, C, D or E. No prohibition is applicable when the tunnel is classified in tunnel category A.

For mandatory directions related to specific dangerous goods, or during certain periods (e.g. peak hours), or for transit, the sign should be used with an additional panel specifying the obligation in the same manner as prohibitions are specified when sign C, 3^h is used.
