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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on Road Traffic Safety

#### Sixty-fifth session

Geneva, 18-21 March 2013

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

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## **I. Attendance**

1. The Working Party on Road Traffic Safety (WP.1) held its sixty-fifth session in Geneva from 18 to 21 March 2013, chaired by Ms. L. Iorio (Italy). Representatives of the following member States participated: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, Ukraine 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), Fédération Internationale de l'Automobile (FIA), International Motorcycling Federation (FIM), FIA Foundation, International Center for Alcohol Policies (ICAP), International Automobile Federation (FIA), International Center for Alcohol Policies (ICAP), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Standards Organization (ISO), International Touring Alliance & Fédération Internationale de Automobile (AIT&FIA), International Union of Railways (UIC) and Laser Europe.

## **II. Adoption of the agenda (agenda item 1)**

3. The Working Party on Road Traffic Safety (WP.1) adopted the session's agenda with minor corrections. The reference to "Informal document No. 7" was replaced with "Informal document No. 1" under agenda item 5(a) and the reference to "ECE/TRANS/WP.1/2011/3/Rev.1" with "ECE/TRANS/WP.1/2012/9" under agenda item 8.

## **III. Adoption of the report of the sixty-fourth session (agenda item 2)**

4. The Working Party adopted the report of its sixty-fourth session.

## **IV. Activities of interest to the Working Party (agenda item 3)**

5. The Working Party exchanged information about recent road safety related developments. National delegations and international organizations provided up-to-date information about national or international road safety activities and initiatives.

6. France presented an overview of its road safety performance in 2012. The provisional 2012 data indicate a reduction of eight per cent in the number of fatalities on French roads (year-on-year). While this result is consistent with a longer term trend of reduced road deaths in France, the government of France does not deem these achievements fully satisfactory. With the aim of accelerating fatality reductions, a number of initiatives have been launched. First, France's Minister of the Interior has established a target of reducing the number of fatalities by half by 2020 that is having less than 2,000 fatalities in 2020. Second, the Minister also re-established the National Council for Road Safety in November 2012. The Council is a group of some 40 stakeholders who analyse challenges and propose solutions in the area of road user behaviour with three specific subcommittees working on: driving under the influence and speeding; education, novice and young drivers; and motorcyclists' safety. Finally, France informed WP.1 about a conference to be held in

Lyon, France on 26-27 November 2013 on the theme of “The elderly and road safety”. The Conference is organized in the framework of the United Nations Global Road Safety Week with some 150 persons expected to attend. The participants will address the key question “how can the elderly be mobile without endangering their own safety and of others?” The conference will facilitate the exchange of views and experience on different approaches in the French-speaking countries of the world.

7. In Ukraine - on an average day in 2012 - 14 people died and 102 were injured in road accidents, typically due to violations of traffic rules. Despite the quite high, current fatality and injury rates, the country’s road safety statistics appears to have been on the positive, declining trend since 2007. The government of Ukraine has adopted a strategy on road traffic safety and also drafted a National Plan of Action until 2020 (the latter is likely to be soon finalized and released). The President of Ukraine has called upon to support the United Nations Decade of Action for Road Safety. During the United Nations Global Road Safety Week, 6-12 May 2013, the government will promote pedestrian safety as pedestrians make up a significant (one-third) of all injured. Ukraine is actively working in the area of technical research to allow for comprehensive analysis of the causes of accidents. Ukraine will inform the Working Party of the results of this work in due time.

8. The Russian Federation informed WP.1 about the results of the 2006-2012 road safety strategy. To this end, the government of the Russian Federation has revised the country’s traffic code, created some 5,500 camera-monitored radar zones and introduced special measures against impaired driving. In the last case, first-time offenders are issued administrative fines while recidivists face criminal penalties. In September 2012, the Upper Chamber of the Russian Parliament hosted a congress “Road Safety for the Safety of Life”. The government has announced its 2013-2020 strategy with a goal to reduce fatalities by 25 per cent.

9. The 2012 provisional data of Sweden showed 296 road fatalities – a seven per cent decline year-on-year. Cyclists’ fatalities increased slightly, but motorcyclists’ deaths were one-third lower. The detailed analysis of Sweden’s 2012 road safety performance will be available later this year. As of 1 January 2013, all heavy vehicles over 3,500kg — including foreign registered — are required to use winter tires between 1 December and 31 March on the wheels of the driving shafts. This measure aligns the already existing regulations applicable for lighter vehicles. The Swedish Transport Administration is organizing “Towards Zero Conference” on 4-5 June 2013 in Stockholm ([www.trafikverket.se/towardszero](http://www.trafikverket.se/towardszero)) and the Chalmers University of Technology plans to hold an “Enhanced Safety Vehicle” conference in Gothenburg in 2015.

10. The United States of America experienced a historic 25 per cent cumulative decline between 2006 and 2012. It is not fully clear what has contributed to this performance, but it is likely that the decline is a result of a number of factors including increased presence of safer vehicles and infrastructure, higher rates of seatbelt use and changes in travel patterns.

11. The European Commission informed WP.1 about a document on the classification of serious traffic injuries, which provides a common definition of “serious traffic injury”(in order to elaborate a definite strategy to combat them). The document is to be endorsed under the Irish Presidency on 28 March 2013 in Dublin. The “Single EU Driver Licence” Directive went into effect on 19 January 2013 while the “Vehicle Inspection Package” is currently being considered by the European Parliament.

12. The International Commission for Driver Testing (CIECA) provided a short overview of its main activities and a list of forthcoming events. The 2013 CIECA General Assembly will meet in Pfaffikon am Zurichsee, Switzerland on 29 May to 1 June 2013. The theme of the Congress is “Building bridges between driver training and testing”. On 26-28 June 2013, the Expert Advisory Group on Audit of Driving Test will meet in Québec City, Canada.

13. The European Federation of Road Traffic Victims (FEVR) informed WP.1 about the history of the World Day of Remembrance for Road Traffic Victims which takes place on the third Sunday every November and its planned 2013 activities to commemorate this day.

14. Foundation Laser International will organize the third Global Road Safety Film Festival on 23-24 April 2013 in Paris. All countries and NGOs are invited to participate in this festival which will draw attention to the United Nations Global Road Safety Week. Information can be obtained at [www.roadsafetyfilm.org](http://www.roadsafetyfilm.org) where registration forms are available and films can be submitted.

15. The FIA Foundation informed WP.1 about “the long short walk” initiative which highlights the need to prioritize safe walking on the occasion of the United Nations Global Road Safety Week.

16. The ECE secretariat informed WP.1 about an ITS/driver distraction seminar organized jointly by UNECE and the International Telecommunications Union. The event is scheduled to take place on 27 June 2013 on the ITU premises. The secretariat also informed the Working Party about a UNECE/Government of Armenia road safety workshop which has been postponed until early October 2013. More information about both events will be made available in due time on the UNECE website.

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

17. The Working Party discussed initiatives planned for the forthcoming UN Global Road Safety Week (6-12 May 2013). In particular, the Working Party was informed about the secretariat’s preparation of activities planned for 6-7 May 2013. The secretariat with a number of partners intends to organize special events related to drink driving (in partnership with the International Center for Alcohol Policies), youth (in partnership with the Hellenic Road Safety Institute “Panos Mylonas”, Scouting Ireland and Scouts of Greece), level crossings (in partnership with the International Union of Railways) and insurance (in partnership with Council of the Bureaux). There will also be a number of side events held during 6-7 May such as poster signing ceremonies and poster/drawing exhibitions. The secretariat encouraged WP.1 to take an active role in organizing and participating in these events. UNECE and an Italian motorway operator (ASTM-SIAS) are creating and distributing awareness raising materials, e.g. newspaper inserts and bookmarks to promote the UN Global Road Safety Week.

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

### **A. Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations**

18. WP.1 continued considering the amendment proposals in view of maintaining consistency between these Conventions. In this context, WP.1 discussed ECE/TRANS/WP.1/2011/4/Rev.1, drafted on the basis of Informal document No. 5 (March 2012) and Informal document No. 1 (September 2012) — both submitted by Germany —

and Informal document No. 2 (September 2012) submitted by Laser Europe. WP.1 discussed the proposed amendments from subparagraph 16 of paragraph 19, chapter II, Annex 5 through Chapters III and IV including the Appendix. The secretariat was requested to prepare ECE/TRANS/WP.1/2011/4/Rev.2 incorporating the results of the session's discussions.

19. WP.1 also considered the amendment proposals to the 1968 Convention on Road Traffic as far as the issues of a "driver being in control of vehicle" and the definition of "Driver Assistance System" (in particular Articles 8 and 13) were concerned (ECE/TRANS/WP.1/2012/8). Members of the informal expert group informed the Working Party on the progress made since the last session. Informal document No. 1 was introduced and discussed. The document proposes a definition of "driver assistance systems" incorporating the comments made during the sixty-fourth session of WP.1 on document ECE/TRANS/WP.1/2012/8.

20. A new document proposing a revised wording of Article 8 is intended to be submitted to the next WP.1 session by the informal group of experts. The informal expert group will focus its attention on the interaction of drivers with the "in-vehicle" technology. WP.1 in its future sessions will concentrate on traffic integration including driver licensing, behaviour and related issues.

## **B. Driving Permits**

21. The Working Party continued discussing discrepancies between the 1968 Convention and EU "Driver licence directive". The informal expert group consisting of representatives of France, Luxembourg, Russian Federation, FIA and ISO informed the Working Party of its plans to begin work. Participation in the informal expert group is open to all WP.1 participants.

22. A representative of ISO presented a proposal on the advantages of ISO/IEC 18013 publication which specifies the format for an "ISO-compliant driving licence". This licence format could perform the functions of a domestic driving and international driving permit. In addition, integrity and authentication specifications in the ISO format could make the domestic driving permit more secure against forgery and could allow for inter-operability regarding the machine readable content. WP.1 decided to delegate this proposal to the informal expert group which — as its priority — is charged with proposing suitable solutions on the mutual recognition of driving permits. It is expected that the group will submit an informal document on mutual recognition for the next session.

## **C. A Safe System Approach**

23. The Working Party was informed (document ECE/TRANS/WP.1/2013/1) by the Swedish-led informal task force on how it could address safety of road users by incorporating a safe system approach into UNECE-managed road safety legal instruments, such as the 1968 Convention on Road Traffic or Consolidated Resolution on Road Traffic (R.E.1). The proposal to promote a safe system approach was welcome and supported by WP.1 which agreed to use ECE/TRANS/WP.1/2013/1 as a starting point and a basis for a new R.E.1 section.

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

### **A. Amendments Proposals on Variable Message Signs (VMS)**

24. The Working Party postponed its discussion of the proposal from the VMS informal Expert Group to amend the 1968 Convention on Road Signs and Signals to include Variable Message Signs (ECE/TRANS/WP.1/2012/1/Add.1). The VMS informal Expert Group requested to postpone a presentation of the results of its work on pictograms and its report on the progress of the VMS questionnaire. The discussion of both topics is expected to resume at the next session.

### **B. Implementation of the Convention**

25. Following discussions concerning the need to assess the Convention and its overall implementation (ECE/TRANS/WP.1/2012/3), the Working Party considered, revised and adopted draft terms of reference (ECE/TRANS/WP.1/2013/2) for establishing a new formal expert group to undertake these tasks. The secretariat was requested to issue the revised version of ECE/TRANS/WP.1/2013/2 as ECE/TRANS/WP.1/2013/2.Rev.1 and to seek the agreement of the Executive Committee as early as possible in order for the expert group to be formally established.

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

### **A. Multidisciplinary crash investigation (MDCI)**

26. WP.1 considered Informal document No. 2 prepared by Sweden, in cooperation with Norway and the United States of America. The United States delivered a presentation providing examples of MDCI work such as on critical reasons for intersection related crashes and the research on pedal misapplication incidents. WP.1 appreciated the document and requested the authors and WP.1 to submit case studies for inclusion and to re-submit the document to the secretariat.

### **B. Amendment proposals on distracted driving**

27. WP.1 continued to discuss distracted driving in view of amending Article 1.5 of the Consolidated Resolution on Road Traffic. In addition, the United States made a presentation about the challenging "evidence-policy" nexus in the area of distracted driving. WP.1 agreed that this was both an interesting and challenging subject and encouraged WP.1 to share national experiences, challenges, successful interventions and existing research. To this end, France, Italy, the Russian Federation and the United States were invited to provide an informal document for the next session.

### **C. Hiring buses for a school trip**

28. WP.1 did not discuss developing a best practices guide for hiring buses for school trips. The government delegations did not provide any additional contributions except those already provided by the Governments of Israel and Sweden. The Working Party agreed to discontinue this project awaiting new national submissions.

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

### **Secure parking areas**

29. The Working Party did not discuss the revised amendment proposal submitted by the Government of Belgium for the last session regarding a secure parking area road sign (ECE/TRANS/WP.1/2012/9). However, it agreed to keep this item on the agenda of the next session. In this context, national governments were invited to submit the existing "secure areas" road sign models as well as all other relevant information. On the basis of contributions (if received), the secretariat will prepare a document.

30. The secretariat reported on the "Secure Parking Areas" event that was organized at the annual Inland Transport Security Discussion Forum on 15 February 2013 in partnership with the Government of Belgium and the International Road Transport Union. The next Security Discussion Forum is scheduled to take place on 21 January 2014 in Geneva on the topic of railways security.

## **X. Group of Experts on improving safety at level crossings (agenda item 9)**

31. The Working Party was informed that the establishment of the "Safety at level crossings" Multidisciplinary Group of Experts will not be considered by the Executive Committee before the 9-11 April 2013 UNECE Commission Session.

## **XI. Other business (agenda item 10)**

32. The Working Party was invited to discuss its future role and activities in the context of the Decade of Action for Road Safety goals and the challenges of road safety evolution. The Working Party agreed to continue discussions concerning possible work on a new WP.1 road map while continuing its focus on the existing work. The new road map will also assist in raising the profile of the work of WP.1.

## **XII. Date of next session (agenda item 11)**

33. The sixty-sixth session is scheduled to take place from 23 to 25 September 2013 in Geneva. "Road Signs and Signals Expert Group" and "Safety at level crossings" Multidisciplinary Group of Experts are tentatively scheduled to meet on 26 and 27 September 2013 respectively subject to prior consent to establish these Groups by the Executive Committee. If the Executive Committee approves the group of experts, letters of invitation will be sent to the permanent missions by the secretariat with a copy to the WP.1 government delegates. The deadline for submitting formal WP.1 documents is 25 June 2013.

34. The secretariat reported on the outcome from the seventy-fifth session of the Inland Transport Committee which, among other issues, considered and approved holding sixty-seventh session on 4 to 6 December 2013 in New Delhi, India.

### **XIII. Adoption of decisions (agenda item 12)**

35. The Working Party adopted a list of decisions taken at its sixty-fifth session.
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