



Economic and Social Council

Distr.: General
17 April 2014

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Road Traffic Safety

Sixty-eighth session

Geneva, 24-26 March 2014

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

Contents

| | <i>Paragraphs</i> | <i>Page</i> |
|---|-------------------|-------------|
| I. Attendance..... | 1–3 | 3 |
| II. Adoption of the agenda (agenda item 1) | 4 | 3 |
| III. Adoption of the report of the sixty-seventh session (agenda item 2) | 5 | 3 |
| IV. Activities of interest to the Working Party (agenda item 3)..... | 6–20 | 3 |
| V. Convention on Road Traffic (1968) (agenda item 4)..... | 21–24 | 5 |
| A. Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations | 21–22 | 5 |
| B. Driving Permits..... | 23–24 | 5 |
| VI. European Agreement supplementing the 1968 Convention on Road Traffic (1971) (agenda item 5)..... | 25 | 6 |
| VII. Convention on Road Traffic (1949) (agenda item 6) | 26 | 6 |
| VIII. Convention on Road Signs and Signals (1968) (agenda item 7)..... | 27–28 | 6 |
| A. Group of Experts on Road Signs and Signals | 27 | 6 |
| B. Amendment Proposals on Variable Message Signs (VMS)..... | 28 | 6 |
| IX. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 8)..... | 29–31 | 6 |
| A. A Safe System Approach..... | 29 | 6 |
| B. Multidisciplinary crash investigation (MDCI)..... | 30 | 6 |
| C. Amendment proposals on distracted driving | 31 | 6 |

| | | | |
|-------|---|-------|---|
| X. | Consolidated Resolution on Road Signs and Signals (R.E.2) (agenda item 9) | 32–33 | 7 |
| A. | Secure Parking Areas | 32 | 7 |
| B. | Automatic section speed control | 33 | 7 |
| XI. | Group of Experts on improving safety at level crossing (agenda item 10) | 34 | 7 |
| XII. | Decade of Action for Road Safety (agenda item 11)..... | 35–36 | 7 |
| A. | Revision of WP.1 terms of reference and rules of procedure | 35 | 7 |
| B. | WP.1 and Decade of Action for Road Safety | 36 | 7 |
| XIII. | Other Business (agenda item 12)..... | 37–38 | 7 |
| XIV. | Date of the next session (agenda item 13)..... | 39 | 8 |
| XV. | Adoption of the Report of the sixty-eight session (agenda item 14) | 40 | 8 |
| Annex | Amendments to Article 8 and Article 39 of 1968 Convention on Road Traffic..... | | 9 |

I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its sixty-eighth session in Geneva from 24 to 26 March 2014, chaired by Ms. L. Iorio (Italy). Representatives of the following member States participated: Austria, Belarus, Belgium, Denmark, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Portugal, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey and United States of America.
2. The representatives of non-ECE member States also participated: India
3. The European Union (EU) and the following non-governmental organizations were also represented: European Association of Automotive Suppliers (CLEPA), Federation of International Motorcycling (FIM), Institute of Road Traffic Education (IRTE), International Center for Alcohol Policies (ICAP), International Motorcycle Manufacturers Association (IMMA), International Road Transport Union (IRU), International Organization for Standardization (ISO), International Touring Alliance & International Automobile Federation (AIT & FIA), International Union of Railways (UIC) and Laser Europe.

II. Adoption of the agenda (agenda item 1)

4. WP.1 adopted the session's agenda (ECE/TRANS/WP.1/144).

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

5. The Working Party adopted the report of its sixty-seventh session (ECE/TRANS/WP.1/143) with the following change. In the second sentence of para. 20, the words "various possible" were replaced by "the" and the words "in particular, those relating" were replaced by "related". The revised sentence reads: "WP.1 was informed by the secretariat about the legal issue arising from the proposed amendments in ECE/TRANS/WP.1/2013/9 related to referencing other legal instruments in the 1968 Convention on Road Traffic."

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

6. The Working Party was informed about recent road safety related developments. National delegations and international organizations had the opportunity to present national or international road safety activities and initiatives, including recent and upcoming changes to their traffic legislation.
7. The WP.1 Chair elaborated on her participation in the meeting of the Chairs of UNECE subsidiary bodies that took place during the Inland Transport Committee in February 2014. She also made available a road safety education game for children developed by Italian road infrastructure managers ASTM-SIAS and SINA Groups (Trip2life-Drive your own life-Stay by the rules). In this game, the young players are involved in an ideal road trip and are guided through the rules to be followed and the hazards and risks to be avoided, when moving on the road as pedestrians and as vehicle passengers.
8. The secretariat provided an update on the issues of relevance to WP.1 that were discussed at the seventy-sixth session of the Inland Transport Committee.

9. Belarus reported a 50 per cent decline in road fatalities in the last eight years. Currently, driving under the influence is subject to fines and potential jail terms for recidivists.
10. Belgium informed WP.1 about the organization, together with UNECE, of a round table on Intelligent Transport Systems on 17-18 November 2014 in Brussels. The overall objectives are to explore how UNECE can reach a harmonized approach for the development and evaluation of cooperative systems and autonomous driving and to discuss and address the role of UNECE in harmonizing the messages that are conveyed in variable message signs.
11. France informed WP.1 about the reduction of about 11 per cent of road traffic fatalities in 2013 from 2012. The French National Council for Road Safety is about to make recommendations to the Minister of the Interior on road safety measures to further improve the situation. Finally, WP.1 was informed about the organization of a conference by France, Belgium and the Canadian Province of Québec on the theme of "distracted driving" (7-8 October 2014, Québec City, Canada).
12. The Russian Federation updated WP.1 on its recent activities that included the adoption by the Government of the Russian Federation of the federal target programme on road safety 2013-2020, work on improving traffic safety for cyclists (such as introducing new road signs for pedestrian and cyclists into domestic legislation) and the construction of new bicycle pathways in Moscow.
13. Spain advised of changes in its national legislation including prohibitions to use radar detectors (which would incur a 200 euros and three points penalty) and increased penalties for drug use. The use of helmets was also made mandatory for cyclists younger than 16 (riding in urban areas).
14. Sweden reported that following the success of its "Zero Conference" event in June 2013, a similar event is planned for June 2015.
15. Turkey shared the success of its recent "Traffic Detective" project to engage and educate school children about road safety. It also showed video clips on how it was using media and television to promote the use of seat belts and other traffic rules. Turkey informed WP.1 that the most important recent amendment was about seat belts. Up until recently, the Turkish Highway Traffic Code, exempted police officers, military, taxi and ambulance drivers from using seat belts. However, within the framework of Turkey's National Traffic Action Plan 2011-2020, it had removed this exemption in March 2014. It is now mandatory for all drivers to use seat-belts.
16. The United States informed WP.1 that between 2008 and 2011, there was a steady decline in road fatalities. Road fatalities increased slightly, in 2012, but for 2013, the preliminary data indicate a decline. The United States also shared information about studies on the impact of legalizing the use of marijuana (for medical and recreational use) on driving and its attempts to determine thresholds of impairment for driving. It invited feedback from other WP.1 members with experience on this topic.
17. The European Commission reported on the latest developments related to professional drivers, the roadworthiness test legislation and the planned European Road Safety (9 May 2014, Athens) on the topic of "Safe and smart infrastructure".
18. IMMA advised WP.1 that with the increased use of powered two and three wheelers (PTWs) in both developing and developed countries, IMMA believes there is the need to promote inclusion of PTWs in transport policies at the local, national and regional levels. IMMA invited WP.1 members attending the International Transport Forum 2014 summit (21-23 May 2014, Leipzig, Germany) to attend the IMMA side event "The Shared Road to Safety - A Global Approach to Safer Motorcycling." The side event session will help better

understand the variation in the use of PTWs globally, key trends and their impacts, and highlight the importance of inclusive policy in local, national and regional policy plans with an integrated perspective.

19. FIA informed WP.1 about its global road safety project with FIA Foundation that strongly focuses on awareness and fund raising. Over the next few months, it would also be launching a survey on how road safety could be included as a priority at the national levels.

20. Dr. Baluja (IRTE) delivered a presentation that reflected on the sixty-seventh WP.1 session that had taken place in New Delhi in December. WP.1 thanked Dr. Baluja for the excellent hospitality and expressed interest in exploring the best way of promoting the United Nations road safety legal instruments in collaboration with other United Nations regional commissions. It also invited non-ECE governments to attend its meetings and encouraged WP.1 to visit other countries outside of Europe to promote the United Nations road safety legal instruments.

V. Convention on Road Traffic (1968) (agenda item 4)

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

21. WP.1 adopted proposal amendments of Article 8 and Article 39 on the basis of discussion of ECE/TRANS/WP.1/2014/1 submitted by the Governments of Austria, Belgium, France, Germany and Italy. The adopted text of Article 8, paragraph 5bis, and Article 39, paragraph 1, and justification are annexed to this report.

22. IMMA introduced ECE/TRANS/WP.1/2014/2 and invited WP.1 to provide comments on the document prior to the next session. WP.1 postponed an in-depth discussion of ECE/TRANS/WP.1/2011/4/Rev.3 until the next session. The Working Party requested the Chair and the secretariat to focus on completing discussions related to amendment proposals on the agenda of the forthcoming session.

B. Driving Permits

23. The Working Party was informed by France on behalf of the informal expert group consisting of representatives of Luxembourg, FIA and ISO about the group's ongoing work to find suitable solutions for the mutual recognition of driving permits. The group will submit a formal document on the subject at the next session. (Informal document No.1 was not submitted).

24. The secretariat provided an update on the responses received to date from Contracting Parties to the 1949 and 1968 Conventions on Road Traffic regarding the communication on translating the text of international driving permits: Annex 10 of the 1949 Convention on Road Traffic and paragraph 4, Annex 7 of the 1968 Convention on Road Traffic. The secretariat also informed WP.1 about the possibility of amending these texts, creating an inventory of international driving permits (IDPs) and about other issues related to implementing IDP provisions pursuant to the 1949 and 1968 Conventions on Road Traffic. Following discussion, WP.1 requested the secretariat to provide a work plan for the next session outlining various ways of proceeding.

VI. European Agreement supplementing the 1968 Convention on Road Traffic (1971) (agenda item 5)

25. WP.1 decided to postpone discussion of ECE/TRANS/WP.1/2014/3 until the next session.

VII. Convention on Road Traffic (1949) (agenda item 6)

26. WP.1 decided to postpone discussion of ECE/TRANS/WP.1/2014/4 until the next session.

VIII. Convention on Road Signs and Signals (1968) (agenda item 7)

A. Group of Experts on Road Signs and Signals

27. The secretariat provided an update on the new Group of Experts on Road Signs and Signals which is scheduled to meet for its first session on 27 March 2014.

B. Amendment Proposals on Variable Message Signs (VMS)

28. The Working Party resumed its discussion on the proposal from the VMS informal Expert Group to amend the 1968 Convention on Road Signs and Signals to include VMS (ECE/TRANS/WP.1/2014/5). The secretariat will assist the VMS informal Expert Group in revising ECE/TRANS/WP.1/2014/5 with the view of submitting it at the next session.

IX. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 8)

A. A Safe System Approach

29. WP.1 agreed to defer discussion on this item to the next session.

B. Multidisciplinary crash investigation (MDCI)

30. WP.1 agreed to defer discussion on this item to the next session.

C. Amendment proposals on distracted driving

31. WP.1 agreed to defer discussion on this item to the next session. (Informal document No. 2 was not submitted).

X. Consolidated Resolution on Road Signs and Signals (R.E.2) (agenda item 9)

A. Secure Parking Areas

32. Belgium indicated that the issues in ECE/TRANS/2012/9 remained valid and did not require revising. Given the continuing relevance of the item, Belgium requested that it be retained on the agenda for the next session and Belgium will seek a regional agreement under Article 8 of the 1968 Convention on Road Signs and Signals.

B. Automatic section speed control

33. The secretariat updated WP.1 on the progress of the survey about road signs warning road users of incoming road sections where the average speed is measured. It has received 15 replies but indicated that further responses should be received before undertaking a preliminary analysis of the replies. It would provide an update at the next session.

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

34. The secretariat updated WP.1 on the first session of the Group of Experts on improving safety at level crossings on 20 January 2014. A Chair and a Vice Chair were elected, and the Group of Experts also discussed work activities under its terms of reference. UIC invited WP.1 members to encourage their colleagues to improve safety at the road-rail interface and also informed WP.1 that International Level Crossing Awareness Day (ILCAD) 2014 would be taking place in Lisbon, Portugal, on 3 June 2014. India indicated that it would send a delegation to participate in the second session of the Group of Experts on 12-13 May 2014.

XII. Decade of Action for Road Safety (agenda item 11)

A. Revision of WP.1 terms of reference and rules of procedure

35. Informal document No. 3 was not submitted because the secretariat required additional time to review the draft and also to reflect on the changes arising from the Inland Transport Committee (ITC) session relating to accommodating non-ECE countries in meetings. This would be considered at the next session.

B. WP.1 and Decade of Action for Road Safety

36. WP.1 agreed to postpone discussion on this item.

XIII. Other Business (agenda item 12)

37. Belgium sought WP.1 views on the implementation of paragraph 1, Annex 2 in the 1968 Convention on Road Traffic related to personalized registration plates. WP.1 noted that a number of Contracting Parties do not comply with the above provision that requires

at least one numeral to be present on the registration plate. Belgium will table a document on the subject for the next session.

38. Considering the positive experience of working with countries with emerging economies at the sixty-seventh session in New Delhi, WP.1 agreed to explore the possibility of a round table on selected global best practices in traffic safety. An informal group in charge of preparation would pursue a tentative plan for such a round table to be conducted as part of the seventieth session of WP.1 in March 2015. The informal group would present a proposal for consideration by delegates during the sixty-ninth session in September 2014.

XIV. Date of next session (agenda item 13)

39. The date of the next session will be on 22-24 September 2014 in Geneva.

XV. Adoption of the report of the sixty-eighth session (agenda item 14)

40. WP.1 adopted the report of the sixty-eighth session.

Annex

Amendments to Article 8 and Article 39 of 1968 Convention on Road Traffic

Amendment of Article 8:

A new paragraph (i.e., paragraph 5bis) is to be inserted into Article 8. The paragraph 5bis shall read as follows:

5bis. Vehicle systems which influence the way vehicles are driven shall be deemed to be in conformity with paragraph 5 of this Article and with paragraph 1 of Article 13, when they are in conformity with the conditions of construction, fitting and utilization according to international legal instruments concerning wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles*

Vehicle systems which influence the way vehicles are driven and are not in conformity with the aforementioned conditions of construction, fitting and utilization, shall be deemed to be in conformity with paragraph 5 of this Article and with paragraph 1 of Article 13, when such systems can be overridden or switched off by the driver.

Amendment of Article 39:

Paragraph 1 of Article 39 which currently reads:

1. Every motor vehicle, every trailer and every combination of vehicles in international traffic shall satisfy the provisions of Annex 5 to this Convention. It shall also be in good working order.

is to be appended by the following text:

When these vehicles are fitted with systems, parts and equipment that are in conformity with the conditions of construction, fitting and utilization according to technical provisions of international legal instruments referred to in Article 8, paragraph 5bis of this Convention, they shall be deemed to be in conformity with Annex 5.

As a result, the amended paragraph 1 of Article 39 shall read:

1. Every motor vehicle, every trailer and every combination of vehicles in international traffic shall satisfy the provisions of Annex 5 to this Convention. It shall also be in good working order. When these vehicles are fitted with systems, parts and equipment that are in conformity with the conditions of construction, fitting and utilization according to technical

* The UN Regulations annexed to 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.

The UN Global Technical Regulations developed in the framework of the "Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles" done at Geneva on 25 June 1998.

provisions of international legal instruments referred to in Article 8, paragraph 5bis of this Convention, they shall be deemed to be in conformity with Annex 5.

Justification provided by the Governments of Austria, Belgium, France, Germany and Italy:

1. Driver's skills vary substantially; human failure is by far the predominant cause of traffic accidents.
 2. Vehicle systems such as Driver Assistance Systems support the driver in his driving task. They also may take influence on the way vehicles are driven. Thereby, they have the potential to take immediate beneficiary influence on road safety or to do the same by reducing drivers' workload.
 3. Yet, in the recent past, technical developments have given rise to doubt and uncertainties whether all vehicle systems available today are in concordance / consistent with traffic regulations. The suggested amendment resolves this concern.
 4. Keeping the driver in a superior role is a guiding principle of road traffic regulations. Therefore, overrideability as well as the possibility for the driver to switch systems off ensure that the driver's will is put forth.
 5. Nevertheless there may be such vehicle systems which do – temporarily or constantly – not allow for overriding their interventions at any time or for switching them off completely, e.g. brake assist, a system which supports the driver in an emergency brake situation by applying – in case of an emergency braking manoeuvre – the maximum braking deceleration. Such system design may be rooted in the fact that a driver might not show appropriate actions or reactions in a potentially dangerous driving situation leading to might even aggravate by trying to override a vehicle system's intervention (e.g. by overriding / aborting an emergency braking intervention or by overriding / aborting an emergency swerving intervention). Such vehicle systems – even though they may possibly be not overrideable at any time or even though they may not be switched off completely – may help the driver to maintain his vehicle under control in dangerous driving situations. Therefore vehicle systems shall be deemed to be in conformity with the principles mentioned in Art. 8 paragraph 5 and Art. 13 paragraph 1 of the Vienna Convention on Road Traffic (1968) if they are in conformity with the conditions of construction, fitting and utilization according to international legal instruments concerning wheeled vehicles, equipment and parts, in particular the regulations annexed to the Geneva Agreements of 1958 and 1998.
 6. The driver's obligation to monitor and control any kind of action taken by a vehicle system is addressed by the guiding principle underlying all road traffic rules. The systems are not designed to overrule decisions taken by sane, accountable drivers.
-