



Economic Commission for Europe
Inland Transport Committee
Working Party on Road Traffic Safety
Sixty-seventh session

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**Report of the Working Party on Road Traffic Safety on its
 sixty-seventh session**
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I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its sixty-seventh session in New Delhi from 4 to 6 December 2013, chaired by Ms. L. Iorio (Italy). Representatives of the following member States participated: Austria, Azerbaijan, Belarus, Belgium, Finland, France, Germany, Hungary, Luxembourg, Republic of Moldova, Russian Federation, Sweden, Switzerland, Turkey, Turkmenistan, Ukraine and United States of America.

2. The representatives of non-ECE member States also participated: Bangladesh, Bhutan, India, Indonesia, Iran (Islamic Republic of) Lao People's Democratic Republic Malaysia, Myanmar, Nepal, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, and Viet Nam.

3. The United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), World Health Organization (WHO) and non-governmental organizations were also represented: FIA Foundation for the Automobile and Society, Greek Road Safety Institute Panos Mylonas (RSI), Handicap International, Institute of Road Traffic Education (IRTE), International Center for Alcohol Policies (ICAP), International Council of Chemical Associations (ICCA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Federation (IRF), International Road Transport Union (IRU), International Union of Railways (UIC), Laser Europe, Society of Indian Automobiles Manufacturers, Trax Sports Society and VIA Traffic Care, ACC Ltd, University of Birmingham, 3M India Limited, and Diageo India Pvt were present as observers.

II. Adoption of the agenda (agenda item 1)

4. WP.1 adopted the session's agenda (ECE/TRANS/WP.1/142).

III. Europe-Asian Road Safety Forum (agenda item 2)

5. The Europe-Asia Road Safety Forum was opened by Ms. E. Molnar (UNECE), Mr. Dong-Woo Ha (UNESCAP), Mr. R. Baluja (IRTE) and high level government officials from the Government of India. Mr. D. Strickland of the Government of the United States of America delivered a key note address.

6. WP.1 thanked UNECE, UNESCAP, the Ministry of Road Transport and Highways of India, and the Institute of Road Traffic Education for organizing and hosting the inaugural Europe-Asia Road Safety Forum and thanked the International Road Transport Union for its financial contribution.

7. WP.1 also thanked Mr. Oscar Fernandes, Union Transport Minister, Mr. Vijay Chhibber, Secretary, Ministry of Road Transport and Highways, as well as Mr. G. K. Pillai, Former Union Home Secretary, of the Government of India, for opening the Forum. WP.1 took note of the keynote speech of Mr. David Strickland, NHTSA Administrator, of the Government of the United States of America. WP.1 expressed its appreciation to Dr. Rohit Baluja, President of IRTE, and his team for their hospitality.

8. During the first panel discussion, representatives of UNECE, UNESCAP and the Governments of France and Lao People's Democratic Republic discussed the importance of United Nations legal instruments enhancing road safety. (All presentations delivered at the Europe-Asia Road Safety Forum are available at the website of WP.1).

9. During the second panel discussion of the Europe-Asia Road Safety Forum, UNESCAP member States described challenges, opportunities and achievements in their countries. WP.1 noted the country presentations and statements made by UNESCAP member States including Bangladesh, Indonesia, Iran (Islamic Republic of), Lao People's Democratic Republic, Malaysia, Myanmar, Nepal, Philippines, Singapore, Sri Lanka, Thailand and Viet Nam. It appreciated the road safety efforts and action plans for the United Nations Decade of Action for Road Safety adopted by the above-mentioned countries since the launch of the Decade of Action in 2011.

10. The final panel discussion attempted to answer the questions related to international organizations, development banks, non-governmental organizations and the private sector roles and involvement in the promotion of United Nations road safety legal instruments. The panelists included representatives of the Government of the Philippines, IRTE, IRU, Global NCAP and University of Birmingham.

11. In conclusion, both UNECE and UNESCAP believed that the inaugural Europe-Asia Road Safety Forum organized in New Delhi provided a solid opportunity for delegations from both continents to meet and exchange views. WP.1 agreed it may be worth considering organizing similar events in the future.

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

12. In addition to sharing information about road safety related development under agenda item 2, several countries provided updates of recent and forthcoming changes to their traffic legislation.

13. In Belgium, there are many changes being prepared for the country's highway code, including the introduction of a road sign to indicate parking places for electric vehicles and the introduction of a road sign to indicate the so-called "low emission zones" which will allow cities and municipalities to ban the most polluting cars in some areas (the system will be based on the "Euro norms" classification of vehicles). In addition, there are changes in preparation to the traffic law, including: the introduction of the Blood Alcohol Concentration (BAC) limit of 0.2 for professional drivers and increased penalties for recidivists (in case of combinations of serious offences such as driving under the influence and serious speeding offences). In the latter case, two (three or four) serious offences within 3 years (apart from the existing penalties) will also trigger a 3 (6 or 9 respectively) month driving ban, theoretical and practical exams as well medical and psychological examinations. A royal decree is also in preparation so as to be able to confirm a positive saliva test by saliva analysis instead of by blood analysis.

14. France recalled that in 2012, there was an eight per cent reduction in road fatalities compared to 2011. In absolute figures, there were 3,653 road fatalities (5.6 fatalities per 100,000 population). The first ten months of 2013 have shown a 12 per cent reduction in road fatalities. Despite this positive trend, the results cannot be deemed as satisfactory. France's objective is to halve the number of road fatalities by 2020 (i.e. to have less than 2,000 fatalities in 2020). To achieve this goal, the French National Road Safety Council made a number of recommendations in November 2013, including installing event data recorders, prescribing ignition interlocks for drink-driving offenders over 0.8g/l and/or recidivists, conducting experiments of riding between two lanes of vehicles for powered two-wheelers and setting up a day of remembrance for road traffic victims.

15. Sweden informed WP.1 that it had changed the national traffic code and introduced new rules governing the use of communication devices. While driving a motor vehicle, the driver may use mobile phones or other communication devices only if it does not have a detrimental effect on the driving of the vehicle. This legislative change came into force on 1

December 2013. Furthermore Sweden has changed the national traffic code to permit buses to drive 100 km/h on roads with a speed limit of 100 km/h or more on condition that all passengers of three years age or older have access to a seat equipped with a seat belt. The legislation will come into force 1 March 2014.

16. Switzerland reported changes that are part of the second package of Switzerland's road safety programme "Via Sicura". On 1 January 2014, 0.2 BAC for novice drivers and professional drivers and some other groups (e.g. driving instructors) as well as the mandatory requirement to use daytime running light will come into force. Psychological assessment for all drivers caught with 1.6 BAC or more (in addition to the already existing sanctions such as driving permit suspension) will come into force on 1 July 2014.

17. Turkey shared that there was a decline in the number of road crashes and fatalities in the country. Turkey also gave an overview of the activities of its Council of Coordination which brings together the relevant agencies in road safety. 2013 to 2014 have been declared as "seat belt and speed control" years. There have also been many road safety advocacy and promotional initiatives through media and celebrities.

18. Ukraine presented a number of ongoing initiatives to improve road safety in the country to WP.1. In 2013, a state programme on how to improve road safety until 2016 was adopted while there has been in effect a separate sectoral, transport programme on traffic safety in the road transport sector covering the 2013-2015 period. Ukraine proposed to WP.1 to consider a possibility of developing regulations or recommendations which will contain the common approaches to conducting a comprehensive crash investigation. Ukraine looks forward to active cooperation and exchanges of experience with other governments that have already achieved great success in this field. In addition, Ukraine indicated that it was ready to take an active role in the work of the new UNECE Group of Experts on Improving Safety at Level Crossings. Ukraine has also started to undertake technical investigations of road accidents involving commercial vehicles so as to identify the contributing factors behind accidents.

19. Finally, FIA Foundation, Greek Road Safety Institute Panos Mylonas (RSI), and IRF made presentations highlighting their current and planned road safety activities. WP.1 appreciated the opportunity to share information about road safety related developments by national delegations and international organizations and the private sector.

V. Convention on Road Traffic (agenda item 4)

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

20. WP.1 considered ECE/TRANS/WP.1/2013/9 prepared by the informal group comprised of Belgium, France, Germany, Italy, Russian Federation and Sweden. WP.1 was informed by the secretariat about various possible legal issues arising from the proposed amendments in ECE/TRANS/WP.1/2013/9, in particular, those relating to referencing other legal instruments in the 1968 Convention on Road Traffic. WP.1 agreed on the principles and invited the informal group to submit a new formal document replacing ECE/TRANS/WP.1/2013/9 at the next session. Prior to reaching the conclusion mentioned in the paragraph above, there was exchange of views amongst WP.1 with some delegations wishing to proceed with supporting the proposed amendment in ECE/TRANS/WP.1/2013/9. Others - Austria, the Russian Federation, Switzerland and Sweden - were of the view that the issues raised in the discussion of ECE/TRANS/WP.1/2013/9 would need to be eventually further deliberated at the respective national levels before the next session of WP.1. France and Germany expressed

regret about WP.1 not reaching agreement on the basis of the text in ECE/TRANS/WP.1/2013/9.

21. WP.1 did not consider amendment proposals in ECE/TRANS/WP.1/2011/4/Rev.3. WP.1 agreed to resume discussion on this matter at the next session.

B. Driving Permits

22. WP.1 considered the mutual recognition of driving permits and was informed about the status quo of this matter. The informal expert group consisting of representatives of France, Luxembourg, Fédération Internationale de l'Automobile and International Organization for Standardization was invited to prepare a document on this topic for the next session (Informal document No. 3 was not submitted).

23. WP.1 requested the secretariat to provide information about the possibility of revising Annex 10 of the 1949 Convention on Road Traffic and paragraph 4, Annex 7 of the 1968 Convention on Road Traffic. WP.1 appreciated the secretariat's presentation on domestic and international driving permits under the 1949 and 1968 Conventions on Road Traffic.

VI. Convention on Road Signs and Signals (1968) (agenda item 5)

A. Group of Experts on Road Signs and Signals

24. WP.1 noted the status of the proposed new Group of Experts on road signs and signals, and was informed that the first session of this Group of Experts is scheduled for 27 March 2014 in Geneva.

B. Amendments proposal on Variable Messages Signs (VMS)

25. As anticipated, WP.1 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). WP.1 agreed to revisit the matter at the next session. WP.1 expressed its gratitude to Thailand for sharing Thai national experiences on designing and implementing VMS.

VII. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 6)

A. A Safe System Approach

26. WP.1 was informed that due to resource restraints, ECE/TRANS/211/Rev.1 (Consolidated Resolution on Road Traffic) could not be prepared in time for this session, however all efforts are being made to prepare this document for the next session. WP.1 expressed its gratitude to Sweden and Viet Nam for sharing national experiences on introducing elements of a safe system approach into transport sectors.

B. Multidisciplinary crash investigation (MDCI)

27. WP.1 appreciated Sweden's presentation on MDCI and reiterated its invitation to Sweden to prepare ECE/TRANS/WP.1/2013/6/Rev.1 for the March 2014 session of WP.1.

**VIII. Consolidated Resolution on Road Signs and Signals (R.E.2)
(agenda item 7)****A. Secure Parking Areas**

28. WP.1 did not consider ECE/TRANS/WP.1/2012/9 on a secure parking area road sign due to time constraints. WP.1 agreed to continue discussions at the next session.

B. Automatic section speed control

29. The secretariat informed WP.1 about a draft survey on road signs warning road users of incoming road sections where average speed is measured (Informal document No. 4) and requested feedback by mid-January 2014.

**IX. Group of Experts on improving safety at level crossings
(agenda item 8)**

30. WP.1 noted the status of the proposed new Group of Experts on improving safety at level crossings, and was informed that the first session of this Expert Group is scheduled for 20 January 2014 in Geneva. WP.1 thanked the Indian Ministry of Railways and UIC for their interesting presentations on enhancing safety at level crossings.

X. Decade of Action for Road Safety (agenda item 9)**A. Programme of work and biennial evaluation 2014-2015**

31. WP.1 adopted documents ECE/TRANS/WP.1/2013/7/Rev.1 and ECE/TRANS/WP.1/2013/8/Rev.1 which were extensively discussed and provisionally approved at the last session.

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

32. WP.1 was informed that due to resource constraints, the secretariat could not prepare a revised version of WP.1's terms of reference and rules of procedure (TRANS/WP.1/100/Add.1). However, all efforts are being made to prepare this document for the next session.

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

33. WP.1 did not discuss "its future role and activities in the context of the Decade of Action for Road Safety and the challenges of road safety evolution"

(ECE/TRANS/WP.1/139, para. 32) due to time constraints. WP.1 agreed to revisit this matter at the next session.

XI. Other Business (agenda item 10)

34. As WP.1 agreed it may be worth organizing events such as the Europe-Asia Road Safety Forum in the future, IRU proposed to hold a similar road safety event elsewhere. WP.1 welcomed IRU's suggestion to organize a second road safety forum in another region.

XII. Date of next session (agenda item 11)

35. WP.1 was informed that the next session will be held on 24 to 26 March 2014 in Geneva.

XIII. Adoption of decisions (agenda item 12)

36. WP.1 adopted the list of decisions of its sixty-seventh session.
