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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on Road Traffic Safety

#### Sixty-fourth session

Geneva, 24-27 September 2012

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

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## **I. Attendance**

1. The Working Party on Road Traffic Safety (WP.1) held its sixty-fourth session in Geneva from 24 to 27 September 2012, chaired by Ms. L. Iorio (Italy). Representatives of the following member States participated: Austria, Belgium, Czech Republic, Denmark, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Norway, Portugal, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United States of America.

2. The European Union (EU) and the following non-governmental organizations were also represented: Council of Bureaux (CoB), European Federation of Road Traffic Victims (FEVR), International Motorcycling Federation (FIM), FIA Foundation, Global Road Safety Partnership (GRSP), Greek Road Safety Institute (RSI Panos Mylonas), Institute of Road Traffic Education (IRTE), International Automobile Federation (FIA), International Center for Alcohol Policies (ICAP), International Motorcycle Manufacturers Association (IMMA), International Road Federation (IRF), International Standards Organization (ISO), International Touring Alliance & Fédération Internationale de Automobile (AIT&FIA), International Union of Railways (UIC), Laser Europe and Scouting Ireland.

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

3. The Working Party on Road Traffic Safety adopted the session's agenda (ECE/TRANS/WP.1/136). WP.1 was informed that the session's Informal document No. 1, listed under agenda item number 4, is the same as Informal document No. 2 of March 2012 (submitted by Sweden).

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

4. The Working Party adopted the report of its sixty-third session (ECE/TRANS/WP.1/135) including reference changes listed in ECE/TRANS/WP.1/135/Corr.1.

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

5. The Working Party exchanged information about recent road safety related developments with several national delegations which provided up-to-date information about national or international road safety initiatives.

6. Belgium described forthcoming changes to its traffic legislation (likely to be enacted in the first half of 2013), wherein the maximum BAC for professional drivers is to be lowered to 0.2 and road traffic offenders (in particular, recidivists) would face increased penalties depending on the number and timing of traffic violations. As one in five road users die because of excess speed in France, the country continues to focus on speed enforcement. Progress has been made in developing more effective speed cameras which can distinguish between light and heavy vehicles as well as those that can zero-in on the vehicle speeding in traffic where many vehicles move in two lanes, in the same direction. As alcohol is a factor in one-third of deaths on French roads, the government has increased penalties for offenders. France reminded WP.1 of the obligation to have "alcohol-tests" in the vehicle as of 1 July 2012; if not, the fine of €11 will be applied as of 1 March 2013.

7. On 20-21 November 2012, the governments of France, Belgium and of the province of Québec will co-organize an event about “Youth and road safety” (Les jeunes et la sécurité routière) in Lyon (France). In Luxembourg, during winter conditions driving will be only permitted while using winter tires as of 1 October 2012. The new “winter tire provisions” will be applicable to all vehicles whether domestic or foreign (with some exceptions such as for motorcycles and tractors). Norway reported on recent studies on speeding. While some 5 per cent of drivers exceed “single posted” speed limits, it is only 1 per cent that exceeds average (section) speed limits. This year, Norway reviewed its demerit point system and it found that — despite some general deficiencies — harsh penalties did have significant impact on young drivers’ behaviour. Switzerland reported that the country has passed a road safety action plan after lengthy, multi-year deliberations. In addition, “reckless driving” has been defined in the Swiss national legislation (i.e. through a precise definition of excessive speeding) with prison terms for offenders (between 1-4 years, with conditional or unconditional sentences). Sweden’s “management by objectives” has been a success delivering annual reduction in road deaths of some 7 per cent per annum. However, cyclists’ severe injuries have not followed the same trend and the government is now focusing its efforts in this area. It is believed that road maintenance is a contributing factor.

8. Spain noted the institutionalization of the Ibero-American Road Safety Observatory (OISEVI), achieved by the signing of the Statute by Argentina, Costa Rica, Mexico, Peru and Spain during the Third Ibero-American Road Safety Congress held in Colombia in June 2012. The aims of OISEVI include creating an Ibero-American Common Database on Traffic Accidents to facilitate the participation of Ibero-American countries in international forums, drawing up an annual report on accident rates in Ibero-America and creating a website to facilitate cooperation and exchange of information. On 29-31 October, a seminar aimed at training data coordinators will be held in Cartagena de Indias (Colombia) hosted and organized by the Spanish Ministry of Foreign Affairs and Cooperation, the Spanish Agency for International Development Cooperation and the Spanish Directorate-General for Traffic, with funding from the Inter-American Development Bank, the Development Bank of Latin America and the World Bank.

9. Turkey presented an overview of its Road Safety Action Plan that aims at reducing the number of casualties in Turkey by 50 per cent by 2020. The Action Plan is coordinated by the Prime Minister and has the following main elements: establishment of a traffic safety training centre, review of regulations that aim to withdraw old cars from circulation, studies to amend the Road Traffic Law No. 2918 and assessing driver education and examination systems.

10. The European Union presented an update of its work in the area of road safety: current work in the fields of roadworthiness package, strategy of action on road injuries, and deployment of the ITS action plan. The International Commission for Driver Testing (CIECA) presented an overview of its road safety involvement. CIECA helps its members develop technical and scientific knowledge about driver education and assessment. It collects and analyses data, organizes workshops and seminars, and it offers peer-to-peer learning and exchange of good practices. The Hellenic Road Safety Institute, (R.S.I.) “Panos Mylonas” presented information about the project “AVENUE” (Actions for Vulnerable, Elderly, Novice drivers and road Users in Europe) which is a EU co-funded project that activates road safety professionals, institutions, public and private entities and motivates volunteers with the aim to influence the traffic behaviour. One of the key elements of AVENUE is the creation of referral road safety centres called NESTs (Networks of Education for Safety in Traffic). NESTs aim to, among others, raise awareness through targeted actions and campaigns and promote responsible behaviour and safe driving attitude.

11. Laser Europe — a road safety NGO — informed WP.1 that it is organizing a global road safety film festival tentatively scheduled for 21-22 March 2013 in Paris.

12. The secretariat described plans to hold a road safety management conference in cooperation with the Government of Armenia, tentatively scheduled for 2012. WP.1 participants were invited to attend. More information will be made available from the secretariat in due time.

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

13. The Working Party exchanged information about recent developments in the 2011–2020 Decade of Action for Road Safety. The secretariat informed WP.1 about the most recent United Nations General Assembly road safety resolution (A/RES/66/260 of May 2012). The Resolution, among others, called for organizing a UN Road Safety Week in 2013. In this context, the secretariat presented ECE/TRANS/WP.1/2012/7 which provides a concept note about the forthcoming UN Road Safety Week (6-12 May 2013). The secretariat invited WP.1 to partner with the UNECE secretariat in organizing special events in Geneva during that week.

14. The Council of Bureaux — an organization responsible for the administration of third party liability insurance (Green card system) — presented a proposal to organize a round table focused on the link between road safety, victims and insurers. The event will be coordinated by the CoB and undertaken in cooperation with ECE. Spain informed WP.1 that during 2-12 May 2013, the twelfth Meeting of Directors for Road Traffic and Safety of all the Ibero-American countries and the Caribbean will be held in Argentina, coinciding with the annual OISEVI Congress.

15. Sweden presented Informal document No.1 (i.e., Informal document No. 2 of March 2012) on a Safe System Approach and possible implications for WP.1 work. This document outlined the Safe System approach and suggested general ideas on how to modify the 1968 Conventions on Road Traffic and on Road Signs and Signals as well as the Consolidated Resolutions on Road Traffic and on Road Signs and Signals to further reflect this approach. The basic message of the safe system is that infrastructure, vehicles and road users are seen as a system in which human error and inappropriate behaviour are always taken into account. As a result, infrastructure and vehicles should be designed as to prevent and limit the consequences of such failures. WP.1 requested the secretariat to translate Informal document No. 2 (of March 2012) for the next session and agreed to create an informal task force — led by Sweden — to assess and propose how WP.1 could address pedestrian safety by incorporating a safe system approach into ECE-managed road safety legal instruments.

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

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

16. WP.1 continued to consider amendment proposals to the 1968 Convention on Road Traffic on lighting and light-signalling (ECE/TRANS/WP.1/2011/4) with a view to maintaining consistency between the Convention and Regulations developed by the World Forum for Harmonization of Vehicle Regulations. WP.1 discussed the proposed amendments up to paragraph 16 of Article 19, Chapter II, Annex 5. The secretariat was requested to incorporate Informal document No. 5 (March 2012) and Informal document No. 7 (September 2012) both submitted by Germany and Informal document No. 2

(September 2012) submitted by Laser Europe into ECE/TRANS/WP.1/2011/4 for consideration at the next session.

17. WP.1 also considered amendment proposals to the 1968 Convention on Road Traffic and 1971 European Agreement as far as the issues of a “driver being in control of vehicle” and the definition of “Driver Assistance Systems” are concerned (in particular amendments to Articles 8 of the 1968 Convention and point 7, paragraph 5 of the 1971 European Agreement supplementing the 1968 Convention). Germany — on behalf of the informal group of experts — introduced document ECE/TRANS/WP.1/2011/8 that provides specific amendment proposals. After a lengthy debate, including the presentation of Informal document No. 5 by the Russian Federation, which proposed alternative wording of Article 8 of the 1968 Convention, WP.1 was not able to reach consensus on a definition of “Driver Assistance Systems”. The informal group of experts was asked to continue its work with a view of finding a more acceptable phrasing that may be supported by WP.1.

## **B. Driving Permits and Distinguishing Signs**

18. The Working Party continued discussing apparent discrepancies between the 1968 Convention and EU “Driver licence directive”. ISO presented detailed options for removing the discrepancies (ECE/TRANS/WP.1/2011/2). While the Working Party admitted that there were differences, some government representatives believed that they were not significant. In addition, some government representatives explained that these discrepancies reflect decisions taken in the EU in order to enhance road safety; they also argued that the costs of changing the EU “Driver licence directive” were prohibitively high. As a result, no changes were possible. Spain drew attention to the fact that the European Union’s driving permit model — and not that of the 1968 Convention — is the model that Ibero-American countries wish to follow. Spain also expressed strong dissatisfaction with the fact that the discussion of this agenda item did not take place earlier which would have allowed a member of the Spanish delegation to take active part.

19. WP.1 decided to continue working on this issue by creating an informal expert group consisting of representatives of France, Luxembourg and ISO. Participation in the group is open to all WP.1 members. Based on the excellent work done by the representative of ISO, the aim of the work of this group is to propose suitable solutions on mutual recognition of driving licences.

20. The Working Party was informed about communications between the secretariat and Cuba, Montenegro, Republic of Moldova and Serbia on the requirement for a Contracting Party to notify the Secretary-General of the United Nations about the distinguishing sign in use.

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

### **A. Amendment Proposals on Variable Message Signs**

21. The secretariat introduced document ECE/TRANS/WP.1/2012/1/Add.1 which provides a proposal (by Spain) to amend the Convention on Road Signs and Signals (1968) to include variable message signs as well as substantive comments from the secretariat. Spain expressed strong dissatisfaction with the fact that it cannot be identified as the originator and author of the amendment proposals, if and when the proposals are submitted to the United Nations Office of Legal Affairs. The secretariat explained that this is so because Spain is not a Contracting Party to the 1968 Convention on Road Signs and Signals. At the same time, the secretariat noted that Spain — by virtue of being a WP.1

member — can initiate work in any area it wishes and that Spain's contribution in the area of Variable Message Signs was very much appreciated by WP.1. The Working Party agreed to defer the discussion on document ECE/TRANS/WP.1/2012/1/Add.1 until the next session. The informal VMS expert group is invited to present the results of its work on pictograms and report on the progress of the VMS questionnaire at the next session.

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

22. The Working Party was informed about road sign formats that may either not conform to the 1968 Road Signs and Signals Convention or present difficulties of interpretation. The secretariat presented document ECE/TRANS/WP.1/2012/3 on road signs contained in a rectangular panel and proposed that WP.1 consider establishing a new initiative (a formal expert group) to assess the Convention and its overall implementation. WP.1 agreed and requested the secretariat to prepare draft terms of reference for this group for discussion and adoption at the next session. The draft terms of reference will be circulated by the secretariat for WP.1 comments prior to the next session to ensure that; a) a high-quality draft can be submitted at the next ITC session for approval; b) the draft is adopted at the next WP.1 session in March 2013.

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

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

23. Sweden informed WP.1 about the necessity of postponing the elaboration of a proposal to develop an MDCI framework. Sweden, in cooperation with Norway, and the United States of America will prepare an informal paper on this subject for discussion at the next session.

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

24. WP.1 discussed document ECE/TRANS/WP.1/2012/6, prepared by the Governments of France and Italy, which proposes to establish an informal expert group to develop a proposal on the subject of distracted driving, with a view of amending Article 1.5 of the Consolidated Resolution on Road Traffic (RE.1). Spain stressed the importance of discussing the use of mobile phones, as well as other devices by pedestrians, which may also cause distraction and ultimately increase the probability of road accidents involving so-called "digital pedestrians". While it was believed that great care and extreme caution is required in this area, WP.1 decided that an overview of the existing research would be a useful first step.

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

25. WP.1 thanked Israel and Sweden for contributing to the possible development of a best practices guide for individuals in charge of hiring buses for school trips. WP.1 again invited other governments to provide national contributions. The subject will be pursued further at the next session.

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

### **A. Charging points for electric vehicles**

26. WP.1 discussed document ECE/TRANS/WP.1/2012/5 prepared by the secretariat on the basis of ECE/TRANS/WP.1/2011/2 and ECE/TRANS/WP.1/2011/10.

27. The document was adopted by WP.1. It will introduce new road signs/additional panels for charging points for electric vehicles into the Consolidated Resolution on Road Signs and Signals. The document, after inserting “France” before “Portugal” on page 3, is appended to the report of this session.

### **B. Secure parking areas**

28. The Government of Belgium tabled a revised amendment proposal concerning a secure parking area road sign (ECE/TRANS/WP.1/2012/9). WP.1 decided to continue discussing the proposal at the next session given no overall support at this time.

29. The secretariat invited WP.1 participants to consider co-organizing with the secretariat an annual Inland Transport Security Discussion Forum on the subject of “secure parking areas” in February 2013.

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

30. The Working Party was informed by the secretariat about the most recent developments in establishing the “Safety at level crossings” multidisciplinary group of experts. The secretariat expects that the ECE Executive Committee will be ready to consider the possible endorsement of this Expert Group early next year.

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

31. WP.1 took note of Mr. J. Jenssen’s retirement this year after many productive years at the government of Norway and after some three decades of valuable involvement in WP.1 road safety activities. WP.1 thanked Mr. J. Jenssen — who was a long time WP.1 participant, and a previous WP.1 Chair, and great contributor from the government of Norway — for many years of his close and professional engagement in many issues in enhancing road safety.

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

32. The sixty-fifth session is scheduled to take place from 18 to 21 March 2013 in Geneva. The deadline for submitting formal documents to the secretariat is 1 January 2013.

33. WP.1 discussed the proposal from Dr. R. Baluja of Institute of Road Traffic Education to organize an additional (i.e. third) session of WP.1 on 4-6 December 2013 in New Delhi. WP.1 agreed to hold three sessions in 2013. It requested the secretariat to seek Inland Transport Committee’s approval as required by WP.1 Terms of Reference and Rules



of Procedure (Sessions, Rule 3, TRANS/WP.1/100/Add.1) for sessions taking place outside of Geneva.

### **XIII. Election of officers**

34. The Working Party elected its officers for the period March 2013 – September 2014. Ms. L. Iorio (Italy) was re-elected as WP.1 Chair; Mr. D. Mitroshin (Russian Federation) was re-elected as Vice-Chair and Mr. J. Valmain (France) was elected as Vice-Chair.

### **XIV. Adoption of decisions**

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

## Annex

### **Adopted amendments to the Consolidated Resolution on Road Signs and Signals (R.E.2)**

The text below provides the amended text of paragraphs 1.12, 1.13, Annex V and VI as adopted at the sixty-fourth session of WP.1.

#### **1.12 Additional panels indicating the applicability of road signs**

In cases where the applicability (or inapplicability) of a road sign has to be indicated, road users shall be informed of this by means of additional panels placed below the signs concerned:

- (a) On the additional panels, symbols of the existing road signs can be used with the same meaning;
- (b) The additional panel shown under point 1 “Type of vehicle” in Annex V to this Consolidated Resolution indicates a passenger car;
- (c) The “Period of applicability” panels shown under point 2 in Annex V to this Consolidated Resolution indicate the time or duration or the days of the week when the sign is applicable;
- (d) The “Method of parking” panels shown under point 3 in Annex V to this Consolidated Resolution indicate how cars must be parked;
- (e) The “Blind pedestrians” panel shown under point 4 in Annex V to this Consolidated Resolution indicates that the crossing in question is used by blind people;
- (f) The “Electric vehicles” panels shown under point 5 in Annex V to this Consolidated Resolution present panels that are recommended to be used with the appropriate roads signs indicating or prohibiting parking.

#### **1.13 Road signs to indicate fuelling stations selling alternative fuels.**

(a) As the alternative fuel (Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG), hydrogen (H<sub>2</sub>) and Liquefied Natural Gas (LNG) fuelling infrastructure continues to grow and vehicles using these fuels cross borders more frequently, drivers in international traffic experience difficulties knowing where they can buy alternative fuels. This is partly because there is no recognizable, international standard indicating the locations of fuelling stations selling these fuels.

In order to indicate that CNG, LPG, H<sub>2</sub> and LNG can be obtained in a fuelling station, it is recommended that the pictogram shown in Annex VI (paragraph 1.13 (a)) of this Resolution be used.

The pictogram is composed of the service station symbol F, 4 in black, (as defined in the 1968 Convention on Road Signs and Signals), and the same symbol in blue shifted diagonally to the right. It shall be complemented by the English acronyms CNG, LPG, H<sub>2</sub> or LNG in black lettering to indicate the type of fuel available in the fuelling station. This sign may be complemented, if necessary, by an additional panel indicating the corresponding acronym or name in use in the language of the country in question.

(b) During the last few decades, increased concerns about the environmental impact of the petroleum-based transport infrastructure have led to interest in electric propulsion systems.

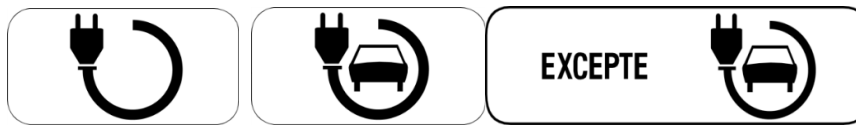
Drivers in international traffic however may experience difficulties knowing where they can charge vehicles that completely or partially use electricity for propulsion since there is no recognizable, international standard for a road sign which informs of the location of charging points for electrical vehicles.

In order to better inform drivers and harmonize, to the extent possible, road signs in use, it is recommended that one of the signs showed in Annex VI (paragraph 1.13 (b)) be used to designate charging points for electric vehicles.

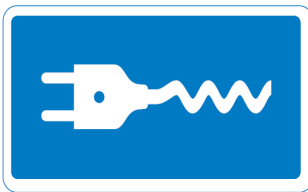
The signs are composed of the "F" sign (as defined in the 1968 Convention on Road Signs and Signals) with the symbol "F,4" inscribed in black or in black and dark blue accompanied by a symbol of an electrical plug in black or dark blue.

Annex V 5. Electric vehicles

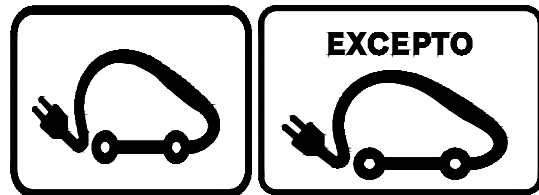
Belgium



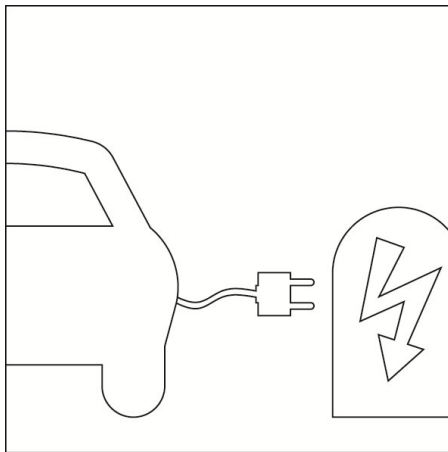
Denmark



France, Portugal



Sweden



Annex VI Road Signs for fuelling stations selling alternative fuels

(Paragraph 1.13 (a))

*Retain the existing LPG, CNG, LNG and H2 model signs here*

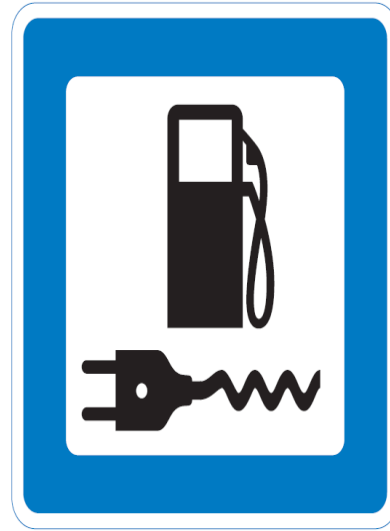
(Paragraph 1.13 (b))

The following illustrates the recommended road signs to indicate the locations of refuelling points for electric vehicles (examples from Belgium, Denmark, Portugal and Sweden).

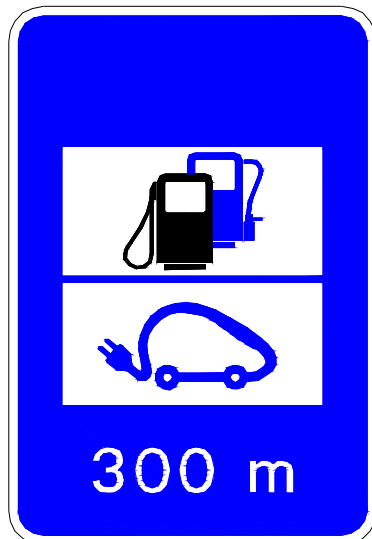
Belgium



Denmark



Portugal



Sweden

