

Road safety

Agenda item 5(c)

*79th Annual Session of the Inland
Transport Committee
Geneva, 21-24 February 2017*





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Agenda item 5 (c)
Geneva, 23 February 2017



UNECE

WP.1: Working Party on Road Traffic Safety

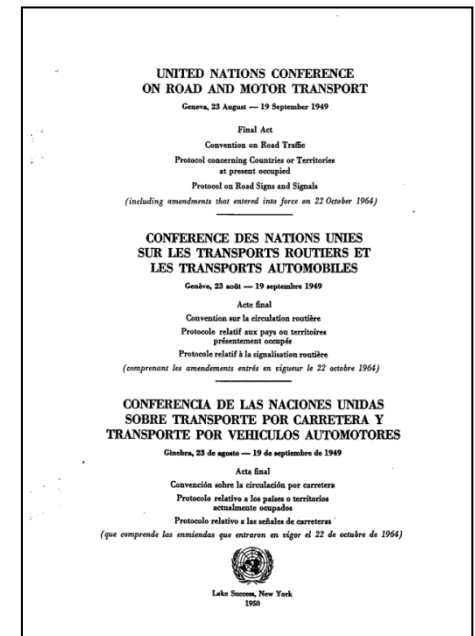
- Convention on Road Traffic, of 19 September 1949
- Protocol on Road Signs and Signals, of 19 September 1949
- European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles Permitted to Travel on Certain Roads of the Contracting Parties, of 16 September 1950
- Convention on Road Traffic (Vienna Convention), of 8 November 1968
- Convention on Road Signs and Signals (Vienna Convention), of 8 November 1968
- European Agreement supplementing the Convention on Road Traffic (1968), of 1 May 1971
- European Agreement supplementing the Convention on Road Signs and Signals (1968), of 1 May 1971
- Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs and Signals, of 1 March 1973
- Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC), of 1 April 1975

- **Nine treaties**
- **Traffic rules**
- **Road signs and signals**
- **Markings**
- **Global benchmarks**

1949 Convention on Road Traffic



Convention on Road Traffic, of 19 September 1949

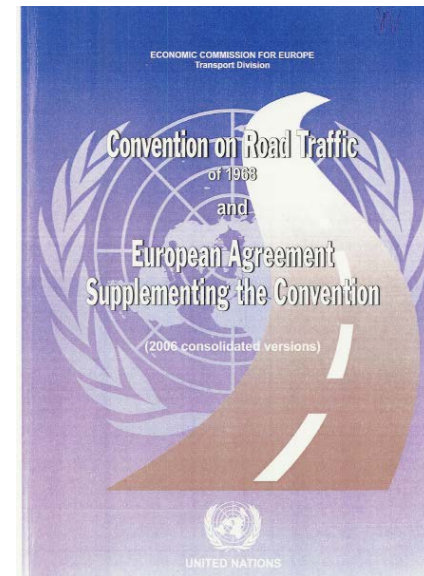


1968 Convention on Road Traffic



75 Contracting Parties

Convention on Road Traffic, of 8 November 1968



1968 Convention on Road Signs and Signals



65 Contracting Parties



The Committee will be informed about the most important developments in the work carried out by WP.1



- **International driving permits**
 - ✓ reconciliation of two formats (1949 vs 1968) being considered

- **Automated driving**
 - ✓ amendment procedure of 1949 Convention on Road Traffic
 - ✓ remote parking function
 - ✓ interpretation of Article 8, 1968 Convention on Road Traffic
 - ✓ driverless vehicles
 - ✓ governance of automated vehicles: UNECE/NHTSA/Stanford University

- **Revision of RE.2 to incorporate a safe system approach**

- **Powered two wheelers**

- **Group of Experts on Road Signs and Signals**

- **Group of Experts on Safety at Level Crossings**



Workshop on Governance of Automated Vehicles Center for Automotive Research, Stanford University

AGENDA

October 20, 2016

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- 8:30 - 8:50 a.m. **Opening and Introductions**
Ken Goodson, Chair, Mechanical Engineering Department, Stanford University
Mark R. Rosekind, Ph.D., Administrator, National Highway Traffic Safety Administration (NHTSA)
Luciana Iorio, Chair, United Nations Economic Commission for Europe Working Party One (UNECE WP.1)
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- 8:50 - 9:15 a.m. **Panel 1. Framing the Discussion: Traditional Government Approaches to Vehicle & Behavioral Safety Assurance & Human-Centered Mobility**
Moderator: Jeff Michael, Associate Administrator for Research and Program Development, NHTSA
- Motor Vehicles**
Nat Beuse, Associate Administrator for Vehicle Safety Research, NHTSA
- Drivers**
Robert Nowak, UNECE Sustainable Transport Division Representative
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- 9:15 - 10:30 a.m. **Panel 2. Assuring Safety: Current Best Practices & Considerations for the Future**
Moderator: David Schwietert, Executive Vice President, Federal and Government Relations and Public Policy, Alliance of Automobile Manufacturers
- Current Driver Safety Assurance Methods: Licensing, Laws, & Enforcement**
Joël Valmain, Vice Chair and France Representative at UNECE WP.1
- Current Industry Safety Research, Testing, & Quality Assurance Practices**
Emily Frascaroli, Counsel, Safety and Regulatory Affairs, Ford Motor Company
- Considerations for Future Safety Performance Assurance**
David Strickland, Counsel and Spokesperson, Self-Driving Coalition for Safer Streets
-
- 10:30 - 10:50 a.m. **Break**
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- 10:50 - 11:45 a.m. **Exploration of Potential Governance Strategies (Part I)**
Moderator: Luciana Iorio, Chair, UNECE WP.1
- Objective Performance Measurement of Complex Systems**
Mykel Kochenderfer, Assistant Professor of Aeronautics and Astronautics, Stanford University
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Powered two wheelers



United Nations

ECE/TRANS/WP.1/2017/3



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Inland Transport Committee

Working Party on Road Traffic Safety

Seventy-fourth session

Geneva, 21-24 March 2017

Item 5 (d) of the provisional agenda

Consolidated Resolution on Road Traffic (R.E.1):

Amendment proposals on policies for Powered Two Wheelers (PTW)

Policies for Powered Two Wheelers for South-East Asian countries and other low and middle income countries

Submitted by Chair of WP.1 and the Institute of Road Traffic Education*

Summary

1. This document offers policies for improving powered two wheelers (PTWs) safety in South-East Asian countries and other low and middle income countries where rapid motorization takes place.
2. The document is to serve as a basis for including good practices and recommendations on PTWs safety for South-East Asian countries and other low and middle income countries in the Consolidated Resolution on Road Traffic (R.E.1).

The Government of the Republic of Korea will express its interest in becoming full WP.1 participants (as defined by Rule 1 (a) in TRANS/WP.1/100/Add.1) on the basis of the “Guidelines for the Establishment and Functioning of the Working Parties within UNECE” (ECE/EX/1, para. 2). In its considerations, the Committee may note that WP.1 unanimously endorsed the countries’ request to become full WP.1 participants with voting rights and agreed to support their request at the ITC (ECE/TRANS/WP.1/155, para. 44).



The Committee will be invited to endorse a special resolution (ECE/TRANS/2017/13) prepared and adopted by WP.1 (ECE/TRANS/WP.1/155, Annex III) in response to ITC invitation in 2016 (ECE/TRANS/254 para .147).



WP.1 Resolution to be submitted to the 2017 session of the Inland Transport Committee









1. The UNECE Working Party on Road Traffic Safety (WP.1):
2. Recalling the last United Nations General Assembly Resolution on Improving Global Road Safety of 2016 (A/70/260);
3. Having considered the report of the United Nations Secretary-General on the global road safety crisis;
4. Noting that road safety targets remain as a high priority on the agenda of all the United Nations Regional Commissions;
5. Commending the work undertaken by the United Nations Secretary-General's Special Envoy for Road Safety in promoting the United Nations road safety international legal instruments;
6. Acknowledging the importance of encouraging countries to accede to the United Nations road safety international legal instruments;
7. Recognizing that some low and middle income countries which are experiencing a fast growing volume of traffic as well as peak rate of urbanization may have limited capacity to address these challenges;
8. Acknowledging that dedicated capacity building could assist national governments to improve road safety performance;
9. Reiterating the relevance of the 1949 Convention on Road Traffic and of the 1968 Conventions on Road Traffic and on Road Signs and Signals and necessity of keeping them regularly updated in a technologically fast changing world;
10. Noting the significant impact that shared binding principles and harmonized guidelines for road user behavior and advanced vehicle technology would have for safe future mobility in relation to the global strive to reduce road traffic injuries and fatalities, and to achieve the sustainable development goals of the Agenda 2030;
 - (a) Confirms its interest and commitment in honoring its mandate to update and improve the legal instruments falling within its competence;
 - (b) Reaffirms its role in providing best practice recommendations through the consolidated resolutions on road traffic and on road signs and signals, in particular by promoting the application of the safe system approach;
 - (c) Confirms its interest in promoting the road safety targets as stated in the Agenda 2030, and with particular attention being given to the special needs and demands of regions with road safety challenges;
 - (d) Renews its commitment to cooperate with other ITC subsidiaries bodies to encourage Contracting Parties and other road safety stakeholders to work towards safe and sustainable mobility;
 - (e) Reaffirms its role in enhancing and promoting road safety at the regional and global level;
 - (f) Commits to providing dedicated and expert capacity building to assist national governments to improve road safety policies;
 - (g) Confirms its ambition to further strengthen the international cooperation on road safety, taking into account both the challenges of the advances of technology, as well

- Invites the ITC to facilitate cross regional strategic networking so that WP.1 could effectively share its expertise and experiences of the United Nations international road safety legal instruments at the global level
- Invites ITC to endorse the new WP.1 name: Global Forum for Road Traffic Safety (WP.1)

- **WP.1 wishes — in order to better reflect the global scope of United Nations road safety conventions — to change its name to**

“Global Forum for Road Traffic Safety”



Convention sign:	Examples from countries:
	  
Convention sign:	Examples from countries:
	  

Accomplishments:

- Thousands of signs analyzed; many recommendations and amendment proposals (Annexed to most recent GERSS report)

To be done:

- G and H sign categories
- Revisions to make the text consistent and better understood
- Continue to discuss 1,500 non-Convention signs
- E-CoRSS (electronic version of the convention – in-kind contribution from Kuwait)

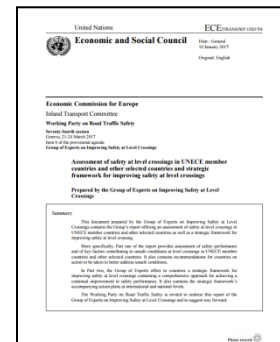
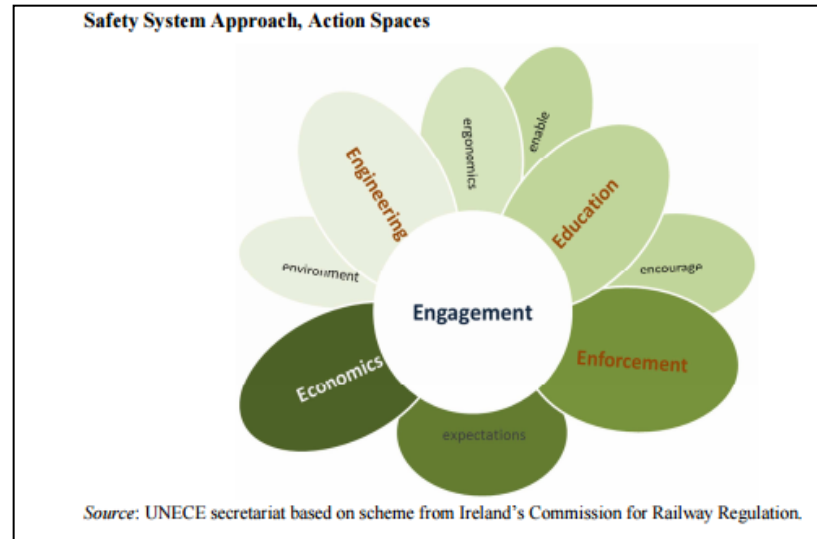
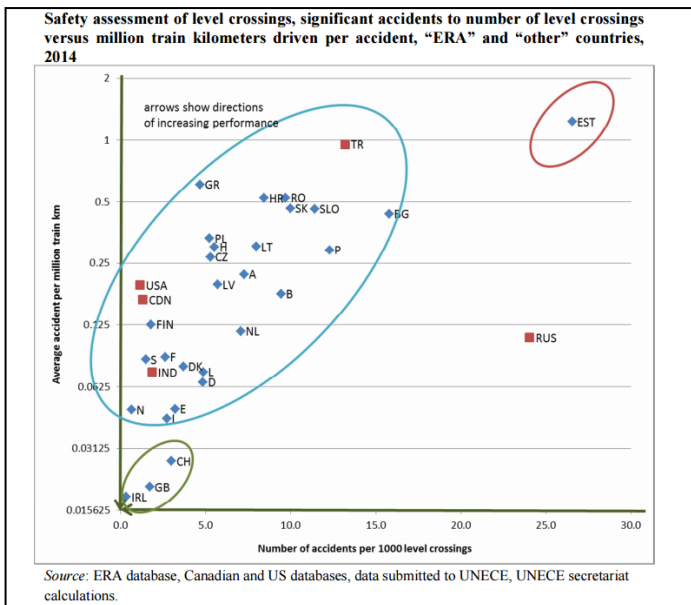
The Committee invited to approve the WP.1 decision to extend the mandate of the Group of Experts on Road Signs and Signals to 31 December 2017

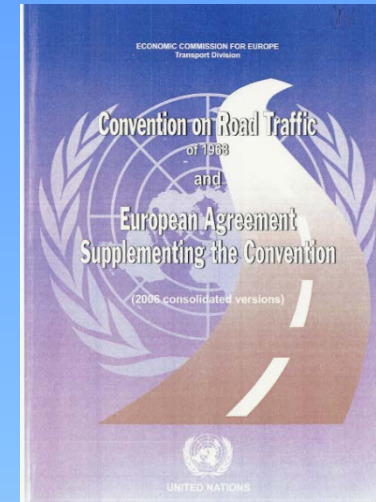
The Committee to be informed about the work and achievements of the Group of Experts on Improving Safety at Level Crossings



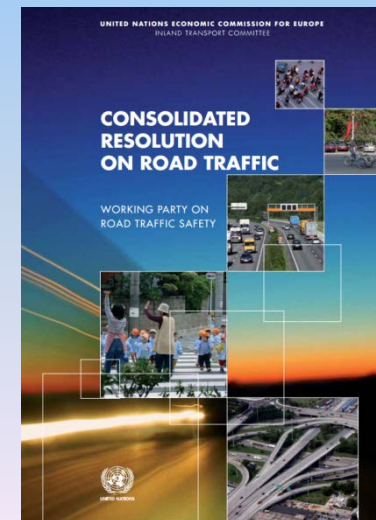
Work completed in December 2016

- ✓ final (draft) report to be submitted to WP.1 in March 2017 for consideration and possible approval





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Innovative Financing

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Social Responsibility

enablers

objectives

Seamless B / C

Facilitated international transport

Reduced GHG emissions

Reduced air / noise pollution

Increased P.T. Mobility Choices

Zero traffic fatalities and injuries

Efficient transport services

Enjoyable walking and cycling

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