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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
(Thirty-sixth session, 3-6 April 2001)**PROVISIONAL AGENDA FOR THE THIRTY-SIXTH SESSION ^{*/}**to be held at the Palais des Nations, Geneva
starting at 9.30 a.m. on Tuesday, 3 April 2001

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| 1. | Adoption of the agenda | TRANS/WP.1/75 |
| 2. | Adoption of the report of the thirty-fifth session of the Working Party | TRANS/WP.1/74 |
| 3. | Amendments to and implementation of the 1968 Conventions on Road Traffic and on Road Signs and Signals and the 1971 European Agreements supplementing them | |
| | (a) Recommendations of the Ad hoc Legal Expert Group | TRANS/WP.1/2001/3
TRANS/WP.1/2001/18
TRANS/WP.1/2000/20 |
| | (b) Documents transmitted by the | TRANS/SC.1/WP.1/1997/13 |

^{*/} Delegates are requested to fill-in the attached registration form (also available from the Internet web site of the ECE Transport Division (<http://www.unece.org/trans/main/registr.htm>)) and to return it at the latest two weeks before the session to the ECE Transport Division, either by fax (+41-22 917 0039) or by E-mail (caroline.jeunet@unece.org). In Geneva, prior to the session, delegates are requested to present themselves at the Pass and Identification Unit of the UNOG Security and Safety Section, located at the Villa Les Feuillantines, 13 Avenue de la Paix (please see the plan at the Internet address given above), for issuance of an identification badge. In case of difficulties, telephone the ECE secretariat (Int. 73242).

European Conference of Ministers of Transport (ECMT)	TRANS/SC.1/WP.1/R.140 and Adds. 1-7
(i) Siting of traffic signs	
(ii) Mobile phones	TRANS/WP.1/2000/21 TRANS/WP.1/2001/4 TRANS/WP.1/2001/20
(iii) Definition of mopeds and motorcycles	TRANS/WP.1/2000/41
(iv) Behaviour at pedestrian crossings	TRANS/WP.1/1998/4 TRANS/WP.1/2001/8 and Add.1 TRANS/WP.1/2001/19
(c) Driving permits	TRANS/WP.1/2001/5
(d) Registration plate and distinguishing sign	TRANS/WP.1/2001/6
(e) Accident black spot sign	TRANS/WP.1/2001/9
4. Revision of the Consolidated Resolutions on Road Traffic (R.E.1) and on Road Signs and Signals (R.E.2)	TRANS/SC.1/294/Rev.5 TRANS/SC.1/295/Rev.3
(a) Pedestrians	TRANS/WP.1/2000/27 TRANS/WP.1/2001/2
(b) Assistance to victims of road accidents	TRANS/WP.1/2000/28 TRANS/WP.1/2001/7
(c) Technical inspections	
(d) Skateboarders, roller skaters, etc.	TRANS/WP.1/2000/24 TRANS/WP.1/2001/10
(e) Use of daytime running lamps	TRANS/WP.1/2001/12 TRANS/WP.1/2001/17
(f) Road works signing	TRANS/WP.1/2000/29
(g) Visibility and legibility of road signs	TRANS/WP.1/2001/16
5. Follow-up to the 1997 Regional Conference on Transport and the Environment	

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| 6. | Evaluation of the Third Road
Safety Week in the ECE Region | TRANS/WP.1/2000/30 and
Add.1
TRANS/WP.1/2001/11 |
| 7. | Collection and dissemination of information | |
| | (a) National road safety
requirements | TRANS/WP.1/73 and Corr.1
TRANS/WP.1/70 and Corr.1
TRANS/WP.1/71
TRANS/WP.1/2000/32
TRANS/WP.1/2000/33
TRANS/WP.1/2000/37
TRANS/WP.1/2001/13 |
| | (b) Exchange of experiences
in the field of road safety | TRANS/WP.1/2000/34 |
| 8. | Application of informatics in road safety | TRANS/WP.1/2001/15 |
| 9. | Consideration of possible approaches to the
work on a United Nations Long-Term
Strategy on Road Safety | TRANS/WP.1/1999/5 and Add.1
TRANS/SC.1/WP.1/1998/3/Rev.1 |
| 10. | Collaboration with other ECE
bodies and international organizations | TRANS/WP.1/2001/1
TRANS/WP.1/2001/14
TRANS/WP.1/2000/35 |
| 11. | Other business | |
| 12. | Adoption of the report | |

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EXPLANATORY NOTES ^{1/}

1. ADOPTION OF THE AGENDA

In accordance with the Commission's Rules of Procedure, the first item on the provisional agenda is the adoption of the agenda.

2. ADOPTION OF THE REPORT OF THE THIRTY-FIFTH SESSION OF THE WORKING PARTY

At its thirty-fifth session, the Working Party decided, on an experimental basis, to adopt the report of its thirty-fifth session at the start of its thirty-sixth session. It agreed that the report would be finalized after the session by the secretariat in consultation with the Chairman, the Vice-Chairmen, the Chairman of the Ad hoc Legal Group of Experts and the Chairmen of the small groups. The report of the thirty-fifth session is contained in TRANS/WP.1/74.

3. AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM

(a) Recommendations of the Ad hoc Legal Expert Group

At its thirty-fifth session, the Working Party gave its final approval to the amendment proposals contained in the annex to the report of its thirty-fifth session.

Concerning the proposed amendment to Article 29.2 of the Vienna Convention on Road Signs and Signals (paragraph 41 ter of TRANS/WP.1/2000/20 on the use of blue markings to indicate a limitation on the duration of parking), the Working Party agreed with the recommendation of the Ad hoc Legal Experts Group that this issue had to be clarified and requested the representative of Poland who had written the proposal to develop a questionnaire for member countries on the use of blue markings.

The questionnaire on blue markings was sent to member countries and replies are contained in TRANS/WP.1/2001/3.

The representative of Poland has made an additional proposal to amend Annex 1, Section D, paragraph 3 of the Convention on Road Signs and Signals regarding priority at roundabouts. The proposal is contained in TRANS/WP.1/2001/18.

^{1/} For reasons of economy, delegates are kindly requested to bring to the meeting copies of the documents mentioned in this agenda received by mail prior to the meeting. There will be no documentation available in the meeting room.

(b) Documents transmitted by the European Conference of Ministers of Transport (ECMT)

The Working Party requested that at its thirty-sixth session all basic documents related to the issues transmitted by ECMT be listed on the agenda and made available to delegates (TRANS/SC.1/WP.1/1997/13; TRANS/SC.1/WP.1/R.140 and Add.1-7).

(i) Siting of traffic signs

At its thirty-fifth session, the Working Party decided to establish a small group with members from the Czech Republic, Denmark, Germany, Israel and Spain under the chairmanship of Germany to prepare a feasibility study on future work on the subject in time for its thirty-seventh session to be held in September 2001.

(ii) Mobile phones

At its thirty-fifth session, the Working Party decided to establish a small group (Germany, Israel, Romania, Spain under the chairmanship of Israel) to prepare a document for its next session outlining the problem of the use of mobile phones while driving and proposing how it could be addressed. The Working Party requested the small group to propose whether this was an issue which required an amendment of the Vienna Convention or a recommendation in the Consolidated Resolution on Road Traffic Safety (R.E.1).

The Working Party also took note of information from 14 member States on national legislation on the use of mobile phones while driving contained in TRANS/WP.1/2000/21 and TRANS/WP.1/2000/42 and encouraged other countries to send relevant information to the secretariat.

The document by the small group is contained in TRANS/WP.1/2001/20. Additional information from Governments is contained in TRANS/WP.1/2001/4.

(iii) Definition of mopeds and motorcycles

At its thirty-fifth session, the Working Party considered a proposal to amend the European Agreement supplementing the Convention on Road Traffic regarding definitions of mopeds and motorized quadricycles (TRANS/WP.1/2000/41), and requested the small group (Belgium, Italy and IMMA, under the chairmanship of Belgium) to prepare a more detailed and elaborated proposal for its next session, including consideration of the consequences that such a change might entail.

The proposal of the small group will be issued as soon as it is received.

(iv) Behaviour at pedestrian crossings

At its thirty-fifth session, the Working Party was generally in favour of reopening discussion on this subject and requested the secretariat to issue the latest resolution adopted by ECMT on this subject for its next session. It also requested members to send concise information on national legislation to the secretariat so that a document could be issued for its next session.

The ECMT resolution is contained in TRANS/WP.1/2001/19 and information from Governments in TRANS/WP.1/2001/8 and Add.1.

(c) Driving permits

At its thirty-fifth session, the Working Party considered a proposal regarding future work on the issue of domestic and international driving permits (TRANS/WP.1/2000/23) prepared by the small group on driving permits (Bulgaria, France, Israel, Luxembourg, Russian Federation, Spain and IMMA under the chairmanship of the Russian Federation). It adopted the programme of the small group with the deletion of the proposed deadline of July 2002 in item 5 relating to the preparation of proposals connected with the decision to phase out the international driving permit and migrate to a uniform DDP.

Regarding the questionnaire contained in TRANS/WP.1/2000/23, the Working Party agreed to add questions on whether countries should issue IDPs to citizens of other countries who have taken up temporary or permanent residence in that country or would be prepared to do so.

The revised programme and questionnaire as well as 21 responses to the questionnaire are contained in TRANS/WP.1/2001/5.

(d) Registration plate and distinguishing sign

At its thirty-fifth session, the Working Party considered a proposal by the International Touring Alliance and the International Automobile Federation (AIT/FIA) to amend the 1968 Convention on Road Traffic by allowing the vehicle registration plate to incorporate the distinguishing sign. The Working Party agreed with the proposal in principle but found that it should be less detailed and more flexible with regard to dimensions. It requested the AIT/FIA to submit a new simplified proposal to its thirty-sixth session.

The new proposal is contained in TRANS/WP.1/2001/6.

(e) Accident black spot sign

At its thirty-fifth session, the Working Party considered a proposal by the European Commission regarding the introduction of a road sign for accident black spots. The Working Party requested the Commission to prepare a more detailed and elaborated proposal and also requested its members to provide any national information regarding the use or experience of such signs in their countries.

National information is contained in TRANS/WP.1/2001/9. The European Commission has informed the secretariat that a study has been commissioned into the whole issue of black spots and that a report should be ready by the end of 2001.

4. REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1)
AND ON ROAD SIGNS AND SIGNALS (R.E.2)

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

(a) Pedestrians

At its thirty-fifth session, due to the fact that the French and Russian translations of the document had not been available to delegates ahead of the meeting, the Working Party decided to suspend its consideration of the new draft on the safety of pedestrians (TRANS/WP.1/2000/27) until its thirty-sixth session.

The Working Party also invited its members to send written comments on the document to the secretariat and requested the secretariat to prepare a new draft deleting the text currently contained in square brackets and adding a comment by the International Federation of Pedestrians (FIP) to section (d) on pedestrian crossings.

No additional comments were received. The new draft is contained in TRANS/WP.1/2001/2.

The question was raised about what should be done with the original drafts of proposals after the final text has been shortened for adoption in R.E.1. It was suggested that in order to safeguard the work which might be valuable at a later date, the complete proposals should either become an annex to R.E.1 or be saved in a separate document.

The Working Party may wish to discuss this issue which also applies to the proposal on assistance to victims of road accidents.

(b) Assistance to victims of road accidents

At its thirty-fifth session, the Working Party considered a new draft on assistance to victims of road accidents (TRANS/WP.1/2000/28) which incorporated modifications proposed by the Working Party at its thirty-fourth session.

The Working Party requested the small group to prepare a new draft for its next session without the use of square brackets and bold text and agreed that it would adopt the final text at that time.

The new draft is contained in TRANS/WP.1/2001/7.

(c) Technical inspections

At its thirty-fifth session, the Working Party was informed that WP.29 had decided to consider the CITA proposal at its one-hundred-and-twenty-third session in March 2001 with a view to adopting it and transmitting the finalized text to WP.1 thereafter (TRANS/WP.29/735, paras. 105 and 106).

The Working Party will be informed about any action taken by WP.29 on the CITA proposal.

(d) Skateboarders, roller skaters, etc.

At its thirty-fifth session, the Working Party agreed that skateboarders, roller skaters and more recently users of scooters (kickboards) posed a road safety problem. This problem was more urgent in certain member countries but as a fashion might quickly spread to other countries. The Working Party took note of national information on this subject contained in TRANS/WP.1/2000/24 and TRANS/WP.1/2000/42. It decided to continue its consideration of this issue with the possible aim of including a recommendation in the Consolidated Resolution (R.E.1).

The Working Party asked the secretariat to request information from member States on existing regulations, on the road safety problems posed by this group, on studies under way, and on possible solutions and to make a document available for the Working Party's next session. Additional information received from Governments appears in TRANS/WP.1/2001/10.

(e) Use of daytime running lamps

At its thirty-fifth session, the Working Party decided that this issue warranted further consideration and that a common European approach was desirable. It was decided that information on existing national regulations and experience with the use of daytime running lamps would be necessary. The delegate of Switzerland offered to prepare a questionnaire on the subject which the secretariat would have translated and disseminated to member States.

The questionnaire is made available to the Working Party in TRANS/WP.1/2001/12. Denmark has submitted information in TRANS/WP.1/2001/17.

Consolidated Resolution on Road Signs and Signals (R.E.2)

(f) Road works signing

At its thirty-fourth session, the Working Party agreed that the written modifications proposed by Denmark and the Russian Federation in TRANS/WP.1/2000/7 should be incorporated to the extent possible in a new draft of the recommendations for road works signing and safety to be prepared by the secretariat.

Discussion of this item at the thirty-fifth session was delayed because of the unavailability of the document. The new draft is contained in TRANS/WP.1/2000/29.

(g) Visibility and legibility of road signs

The Working Party will have before it a proposal transmitted by Prévention Routière Internationale (PRI) concerning the improvement of the visibility and legibility of road signs (TRANS/WP.1/2001/16).

5. FOLLOW-UP TO THE 1997 REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

At its thirty-fifth session, the Working Party was informed that the third session of the Joint Meeting on Transport and the Environment had decided to establish a joint ad hoc expert group on transport and environment which would assist it in: (a) identifying the priorities for the effective implementation of the Vienna Programme of Joint Action (POJA) and preparing the 2002 mid-term review, in particular, an evaluation of its programme of work and the identification of possible gaps and the means of resolving them; (b) following the work of the World Health Organization (WHO) Steering Group for the Implementation of the London Charter on Transport, Environment and Health as well as other international organizations, in order to link the activities of those organizations with the activities of the UN/ECE. The first meeting of the joint ad hoc expert group is tentatively scheduled to be held on 26 and 27 February 2001.

The report of that meeting will be made available to the Working Party if it is available.

6. EVALUATION OF THE THIRD ROAD SAFETY WEEK IN THE ECE REGION

At its thirty-fifth session, the Working Party agreed that it was important after a campaign like the Third Road Safety Week to evaluate the results and to see what added value had come from it being a United Nations campaign. The Working Party requested members which had not yet done so to send information on the results of their campaigns to the secretariat.

The Working also Party decided to consider these results again at its thirty-sixth session and to decide whether at its thirty-seventh session to hold a half-day seminar to evaluate the Third Road Safety Week.

Information from Governments is contained in TRANS/WP.1/2000/30 and Add.1 and TRANS/WP.1/2001/11.

7. COLLECTION AND DISSEMINATION OF INFORMATION

(a) National road safety requirements

The latest information on national road safety legislation appears in TRANS/WP.1/73 and Corr.1, on road traffic safety requirements in TRANS/WP.1/71 and Corr.1, and on national methods of training and follow-up for categories A and B driving licences in TRANS/WP.1/70.

Information has been received from the Governments of Bulgaria (TRANS/WP.1/2000/33), Czech Republic (TRANS/WP.1/73/Add.1), France (TRANS/WP.1/2000/32) Latvia (TRANS/WP.1/2000/37) and Spain (TRANS/WP.1/2001/13) on new traffic legislation. Any additional information from Governments will be circulated as it is received.

(b) Exchange of experiences in the field of road safety

Information has been received from Belarus (TRANS/WP.1/2000/34). Any other information submitted by Governments will be circulated as soon as it is received.

8. APPLICATION OF INFORMATICS IN ROAD SAFETY

At its thirty-fourth session, the Working Party recalled that it had requested the Governments of Germany and the Netherlands to prepare a paper on how the Working Party should work in the area of informatics and road safety in the future. The Working Party noted that unforeseen circumstances had prevented the preparation of that paper and requested that the paper be prepared for the thirty-sixth session.

A paper on intelligent speed adaptation (ISA) and the Vienna Convention on Road Traffic has been transmitted by Germany for consideration by the Working Party (TRANS/WP.1/2001/15).

9. CONSIDERATION OF POSSIBLE APPROACHES TO THE WORK ON A UNITED NATIONS LONG-TERM STRATEGY ON ROAD SAFETY

At its thirty-fourth session, the Working Party reviewed the progress it had made on this item, including information from international governmental and non-governmental organizations. As a first step in the Long-Term Strategy, the Working Party felt that it was essential to secure effective cooperation with other Working Parties such as WP.15 and WP.29.

Next, the Working Party had to decide how to position itself in the domain of global cooperation on road safety issues. Cooperation with other parties concerned such as the World Bank, WHO and other UN regional commissions was discussed. It was recalled that the Working Party and the secretariat had already offered to contribute to the Global Road Safety Partnership (GRSP) through the provision of advisory assistance regarding legal instruments.

In this connection it was noted that the Vienna Conventions are truly international instruments and their provisions are used even by countries which are not Contracting Parties to them. It was also suggested that participation might be encouraged in WP.1 by countries from outside the ECE region which are Contracting Parties to the Conventions.

The Working Party decided at its thirty-fifth session to delay consideration of this item until its thirty-sixth session.

10. COLLABORATION WITH OTHER ECE BODIES AND INTERNATIONAL ORGANIZATIONS

The Working Party is informed that the Ad hoc Multidisciplinary Group of Experts on Safety in Tunnels is expected to adopt United Nations recommendations on safety in tunnels at its fourth session on 9 and 10 July 2001. By decision of the Bureau of the ITC, those recommendations will be transmitted to the thirty-seventh session of WP.1 in advance of their formal adoption by the Inland Transport Committee so that the Working Party can make a preliminary assessment of the amendments that might be required to the Vienna Conventions and the European Agreements and the Consolidated Resolutions. The current provisions of those legal instruments pertaining to safety in tunnels are contained in TRANS/WP.1/2000/35.

At its sixty-second session (15-17 February 2000), the Inland Transport Committee endorsed the identification made by its Bureau of its subsidiary bodies which have a relationship with the private sector (SC.1, SC.2, SC.3, WP.1, WP.11, WP.15, WP.24, WP.29, WP.30) and requested those bodies to assess the relationship and to report back to the Committee on how that relationship could be used to greater advantage to enhance the work of those bodies. The Working Party decided to deal with this issue at its thirty-sixth session.

The European Federation of Road Traffic Victims (FEVR) has submitted a note for consideration by the Working Party (TRANS/WP.1/2001/14).

Representatives of international organizations are invited to provide information regarding the activities of their organizations that might be of interest to the Working Party.

11. OTHER BUSINESS

The Working Party may wish to discuss any other business under this agenda item.

The Working Party is informed that its thirty-seventh session is scheduled to be held from 11-14 September 2001. The deadline for the submission of documentation for that session is 15 June 2001.

12. ADOPTION OF THE REPORT

At its thirty-fifth session, the Working Party decided, on an experimental basis, instead of adopting its draft report, to request the secretariat to prepare a list of decisions taken by the Working Party under agenda items relating to legislative work. The Working Party may wish to continue this experiment but to have the list of decisions translated into all working languages.



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