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Working Party on Road Traffic Safety
(Thirty-third session, 28 September - 1 October 1999,
agenda item 9)

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

Note by the secretariat

At its thirty-second session, the Working Party took note of the responses to a letter sent by the Executive Secretary to international governmental and non-governmental organizations explaining the purpose of the Long-Term Strategy and inviting them to explore ways of possible cooperation with WP.1 on road safety issues (TRANS/WP.1/1999/5).

The Working Party requested the secretariat to recontact the organizations listed in TRANS/SC.1/WP.1/1998/3/Rev.1 which had not responded to the secretariat's letter, inviting them to submit written information and to participate in the next WP.1 session.

The secretariat reproduces below summaries of the responses transmitted in the order in which they were received.

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INTERNATIONAL ROAD TRANSPORT UNION (IRU)

1. The United Nations Long-Term Strategy on Road Safety and the Third Road Safety Week in the ECE region were brought to the attention of the IRU Commission on Road Safety at its meeting on 19 March 1999. Unfortunately, the coincidence of the IRU spring meetings with the thirty-second session of WP.1 precluded the presentation of its results.
2. At its spring meetings the IRU adopted a Standpoint on Road Safety and a Declaration on the Catastrophe in the Mont Blanc Tunnel.
3. At its Congress in Budapest in 1996, the IRU adopted its Charter for Sustainable Development, of which road safety is a vital part. Subsequently, "Driving towards Sustainable Development" - a road transport industry initiative for achieving a better economic, social and environmental future - was published, and a Guidebook on Good Practice for use by road transport operators is currently being prepared.
4. The training of all actors on the road is the foremost priority in the field of road safety and one which must be accomplished by all appropriate means, including training programmes such as those envisaged in the planned IRU Academy, the Guidebook for Good Practice and the recently published Road Safety Manual for road transport undertakings. This Manual (passenger and goods transport versions) has been adapted by the IRU's national associations in EU member States to the needs of their members to whom they are distributing it. It is also being adapted to the circumstances of transport operators in certain Central and Eastern European countries. The Manual provides operators with advice on how to improve their safety record in the interest of society but also in their own commercial interest.
5. The IRU Standpoint on Road Safety, referred to above, also draws attention to the prime importance of having adequate accident statistics from State sources to determine the causes of accidents and permit remedial action, as well as on the responsibility of the press to provide objective and useful information to promote road safety. It lists in its annex the main activities carried out by the IRU in the field of road safety.
6. In respect to vulnerable road users, as perceived by the road transport industry, the IRU has produced leaflets addressed to young motorists and young riders of two-wheeled vehicles, drawing their attention to the behaviour to adopt in the presence of heavy vehicles.
7. In relation to the Third Road Safety Week, the IRU is preparing a publicly accessible road safety page on its website and in accordance with the request contained in document TRANS/WP.1/1998/10, para. 5 would like to link it to the website for the Third Road Safety Week. The IRU page will initially comprise the above-mentioned Standpoint and an annexed list of activities and publications. The IRU confirms its willingness to cooperate in the activities foreseen in the official programme for the Week, including publications and messages to the public.
8. As concerns the United Nations Long-Term Strategy on Road Safety, the IRU is represented on the Steering Committee of the Global Road Safety Partnership (GRSP) recently initiated by the World Bank and aimed at reducing human suffering due to road accidents in all parts of the world, with particular emphasis on the developing countries. The GRSP would provide an excellent framework for pooling the resources of all international organizations, including those of the United Nations family, concerned with the promotion of road safety, working together with industry and civil society. The unique role of the UN/ECE would be that of providing a proven regulatory base for extension to other

geographical regions, while the IRU will promote road safety in the interest of the road transport industry through its world-wide network.

9. The contact person for the IRU is Mr. Paul H. White, Assistant to the Secretary General.

INTERNATIONAL TOURING ALLIANCE AND INTERNATIONAL AUTOMOBILE
FEDERATION (AIT & FIA)

10. The AIT & FIA is interested in actively participating in the Third Road Safety Week in the ECE Region and the United Nations Long-Term Strategy on Road Safety. The AIT & FIA is actively campaigning for road safety through the following activities:

- As a member of the World Bank's GRSP Steering Committee, AIT & FIA will pro-actively support the involvement of its member clubs in road safety campaigns;

- As secretary of the world automobile clubs' ITS group, AIT & FIA will promote the use of technology for safer and less congested roads;

- As founders of EURO NCAP, AIT & IA will encourage harmonization of world-wide NCAP testing, namely, evaluation criteria and test methodology.

11. The contact person for AIT & FIA is Mr. Tom Royston, Head of Traffic, Mobility and ITS.

EUROPEAN ROAD SAFETY EQUIPMENT FEDERATION (EUROADSAFE)

12. EUROADSAFE informed the secretariat of its new address:

EUROADSAFE	Tel. (+49) 2602 135 270
European Road Safety Equipment Federation	Fax. (+49) 2602 135 275
P.O. Box 1156	
Hohe Str. 11-19	
D-56401 Montabaur, Germany	

13. The contact person is Mr. Wolfgang Wink.

TRANS-EUROPEAN NORTH-SOUTH MOTORWAY PROJECT (TEM)

14. The TEM Project fully shares the concern of the Working Party on Road Traffic Safety about the unacceptably high number of road accidents and their enormous human, social and economic consequences.

15. The ECE TEM project, with the active support of the ECE Transport Division, has in the course of its existence always considered road safety to be one of its priorities. In this connection, the following documents should be mentioned: "Traffic Safety on TEM", "Safety Aspects During Construction and Operation of Motorways" and "Motorway Traffic Control and Safety Appurtenances" prepared under the auspices of the Governments of Hungary, Bulgaria and Poland respectively.

16. In recent years special attention has also been paid to the possibility of harmonizing motorway signing in TEM member countries. This work has resulted in the elaboration of "Proposals for Harmonization of TEM Motorway Traffic Signing". Since these proposals cover areas not dealt with by

the Vienna Conventions on Road Traffic and Road Signs and Signals and the European Agreements supplementing them (such as size of signs, their informational content, spatial arrangement of signs, etc.), WP.1 may wish to examine them as a concrete contribution from TEM to the improvement of road safety in the ECE region. If such a decision were to be taken, the TEM Project Manager would be pleased to provide more background information and explanations. The above proposals might then constitute one of the follow-up instruments to the Vienna Conventions mentioned in paragraph 5 of TRANS/SC.1/WP.1/1998/3/Rev.1.

17. The TEM Project collaborates closely with other international organizations dealing with road safety, notably with the OECD's Directorate for Science, Technology and Industry which established an Advisory Panel for Outreach Activities (APOA) in 1996. One of the APOA's four high priority activities is a Safety Initiative for the Central Eastern European Countries, in the framework of which a General Conference on the subject is planned to be held in September 1999. The other activity aimed at the improvement of road safety in Central Eastern and Eastern Europe in which the TEM Project is involved is the Phare Multi-Country Transport Programme's Road Safety Project launched in September 1998 and scheduled to terminate in October this year. A Road Safety Policy Seminar will be held in June this year.

18. The conclusions of both the OECD Conference and the Phare Seminar could serve as useful contributions to the United Nations Long-Term Strategy on Road Safety and to the objectives of the Third Road Safety Week.

19. Upon receiving the letter from the Executive Secretary, the TEM Project contacted Mr. B.W. Wink, Vice President of the European Road Safety Equipment Federation (EUROADSAFE) and it was decided to propose to the TEM and EUROADSAFE decision-making bodies the organization of a meeting of experts on Safety Aspects in Motorway Design and Maintenance to be held in March/April 2000. This would be a concrete contribution of the TEM Project to the Third Road Safety Week.

20. The contact person for the TEM Project is Mr. Petr Pospisil, TEM Project Manager.

INTERNATIONAL FEDERATION OF PEDESTRIANS (FIP)

21. FIP intends to contribute to the United Nations Long-Term Strategy on Road Safety and the Third Road Safety Week, both through fostering the cooperation of various European national pedestrian associations with their respective national Governments and with non-governmental organizations, and through direct activity by FIP at the international level.

22. The contribution of the national pedestrian associations will concentrate on a number of issues which are not yet ready to be reported in detail, but which are expected to include, *inter alia*, the design of pedestrian crossings, special problems of the journey to school, adoption of laws to provide better protection for pedestrians, and strategies to promote walking as a transport mode.

23. The contribution of FIP will mainly concentrate on the use of the Internet to promote pedestrian safety, through such measures as (a) providing ready access to various kinds of resource material, (b) sharing information about examples of good practice and successful projects, (c) offering opportunities for entering into joint activity at various levels, e.g. by partnering cities; and (d) providing a speedy and flexible medium for discussion and evaluation.

22. The contact person is Mr. Ralph B. Hirsch, Secretary General of FIP.
