

**Economic and Social Council**Distr.: General  
22 July 2015

Original: English

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**Economic Commission for Europe****Inland Transport Committee****Working Party on Road Traffic Safety****Seventy-first session**

Geneva, 5-7 October 2015

Item 10 of the provisional agenda

**Programme of work and biennial evaluation****Programme of work and biennial evaluation****Note by the secretariat****I. Mandate**

1. In accordance with the decision of the Inland Transport Committee to review its programme of work every two years, the next review being in 2016 (ECE/TRANS/200, paragraph 120), the Working Party on Road Traffic Safety (WP.1) is requested to review and adopt its programme of work for 2016-2017 as well as the relevant parameters allowing for its biennial evaluation.

**II. Programme of work for 2016–2017****A. Introduction**

2. The present document sets out the draft programme of work of the Inland Transport Committee's subprogramme on "Road Traffic Safety" for the biennium 2016-2017. The Working Party on Road Traffic Safety is invited to consider the programme for adoption at its current session. It will then be submitted to the Inland Transport Committee (ITC) and the Economic Commission for Europe (ECE) Executive Committee for formal approval. The Working Party and the Inland Transport Committee will have the opportunity to adjust its programme of work during the course of the biennium, to be reflected in a separate document.

3. The draft programme of work applies a results-based approach. It comprises, for each cluster of activities an expected accomplishment and a list of outputs/activities proposed to be carried out in 2016-2017. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

4. The grouping of activities into clusters is exactly the same as that used by the Inland Transport Committee for the biennial evaluation of its subprogramme performance.
5. The following clusters of activities make up the UNECE's subprogramme on Transport:

<i>Cluster No.</i>	<i>Subprogramme: 02 Transport</i>
1.	Overall coordination (Inland Transport Committee and Bureau)
2.	Transport trends and economics (including Euro-Asian transport links)
3.	Harmonization of vehicle regulations, climate change and intelligent transport systems (ITS)
4.	Rail transport (Trans-European network for rail (TER) Project)
5.	Inland waterway transport
6.	Intermodal transport
7.	Customs questions affecting Transport
8.	Transport, Health and Environment Pan-European programme (THE PEP)
9.	Transport of dangerous goods (UNECE)
10.	Transport of dangerous goods (ECOSOC)
11.	Globally Harmonized System for the Classification and Labelling of Chemicals (GHS) (ECOSOC)
12.	Transport of perishable foodstuffs
13.	Transport statistics
14.	Road transport and Trans-European north-south motorway (TEM) project
15.	Road traffic safety

6. Furthermore, the outputs/activities listed in this document correspond with the UNECE proposed programme budget for 2016-2017. If necessary, they are complemented by additional items to reflect more recent developments and needs of UNECE member States. For easy reference, such new outputs/activities are clearly indicated as "additional".

7. The outputs/activities have been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary documentation; (b) publications and other information material and (c) technical cooperation, including seminars, workshops, training sessions and advisory services.

8. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented in section II of this document.

9. The present document is based in substance on the programme of work for 2014–2015 as adopted in 2014 by the Inland Transport Committee (ECE/TRANS/2014/23).

## B. Objective and strategy

10. The objective of the UNECE subprogramme of transport is to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport.

11. The responsibility for the subprogramme is vested in the Transport Division.

## C. Outputs/activities to be delivered in the 2016–2017 biennium

### Subprogramme: 02 Transport

#### Cluster 15

#### Road Traffic Safety

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p>The Working Party on Road Traffic Safety (WP.1) examines matters and adopts measures aimed at improving road traffic safety. To this end, it considers, inter alia, a more effective implementation of the Conventions on Road Traffic and on Road Signs and Signals, 1968, and the European Agreements of 1971 supplementing them and elaborates proposals for updating these legal instruments as well as the Consolidated Resolutions on Road Signs and Signals (R.E.1 and R.E.2). WP.1 also promotes road traffic safety through optimal use of new technologies. WP.1 will also develop activities to promote road traffic safety awareness in the framework of the UN Decade of Action for Road Safety (2011-2020)</p> <p>Main Actions by the Transport Division:</p> <ul style="list-style-type: none"> <li>- To act as secretariat to the Working Party on Road Traffic Safety and assist in administering and updating the relevant legal instruments;</li> <li>- To facilitate exchange of data between member countries on road traffic safety policy developments;</li> <li>- To coordinate cooperation to promote road traffic safety between governments and other actors (intergovernmental and non-governmental organizations, regional economic integration organizations, private sector and academia).</li> </ul> <p>Description of the main legal instruments administered by the Working Party on Road Traffic Safety (WP.1)</p> <p><i>The 1968 Vienna Convention on Road Traffic</i>, sets up commonly agreed rules on all factors influencing international road traffic and its safety, including the driver and the vehicle, and is the reference for many national Road Traffic Codes all over the world.</p> <p><i>The 1968 Vienna Convention on Road Signs and</i></p>	<p>A more effective implementation of the Vienna Conventions on Road Traffic and Road Signs and Signals, the European Agreements supplementing them, and the Consolidated Resolutions on Road Traffic and Road Signs and Signals.</p>

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
<p><i>Signals</i>, sets up more than 200 commonly agreed reference road signs and signals, prescribes common norms for traffic light signals and uniform conditions for road markings.</p> <p>The implementation of the two conventions is complemented by two sets of best practices, known as the <i>Consolidated Resolution on Road Traffic (R.E.1)</i> and the <i>Consolidated Resolution on Road Signs and Signals (R.E.2)</i></p> <p><i>Other activities within the cluster</i></p> <p><i>Establishment of a Group of Experts on Road Signs and Signals</i></p> <p>As a result of discussions at its sixty-third and sixty-fourth sessions (Geneva, 19-22 March 2012 and 24-27 September 2012), WP.1 recommended creating a Group of Experts of limited duration to review the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals, and to suggest ways which would lead to easier interpretation and a more effective implementation of these legal instruments.</p> <p>The establishment of this Expert Group and its Terms of Reference was approved by the UNECE Executive Committee on 11 July 2013. Participation in the Expert Group would be open to all UNECE member States, the European Union, academia and the private sector. Its expected duration is until 31 December 2015, with a possibility of extension if necessary.</p> <p><i>Establishment of a Group of Experts on safety at level crossings</i></p> <p>At its seventy-third session (Geneva, 1-3 March 2011), the Inland Transport Committee discussed the importance of addressing key issues related to enhancing safety at level crossings and recommended that WP.1, the Working Party on Road Transport (SC.1) and the Working Party on Rail Transport (SC.2) consider creating a joint Group of Experts of limited duration to work on enhancing safety at level crossings, taking into account all relevant experience within other bodies such as the European Railway Agency.</p> <p>The establishment of this Expert Group and its Terms of Reference was approved by the UNECE Executive Committee on 11 July 2013. Participation in the Expert Group would be open to all UNECE member States, the European Union, academia and the private sector. Its expected duration is until 31 December 2015, with a possibility of extension if necessary.</p>	

**Outputs/activities***(a) Meetings and related parliamentary documentation*

- 15.1 Working Party on Road Traffic Safety (72<sup>nd</sup> and 73<sup>rd</sup> sessions in 2016, and 74<sup>th</sup> and 75<sup>st</sup> sessions in 2017). A Fifth session if deemed necessary by UNECE member States maybe held outside of Geneva.

*Documentation:*

Report of the sessions (4); other documents (12), including the consistency of the Convention on Road Traffic (1968) with vehicle technical regulations and amendment proposals as well as informal documentation on other issues and activities of interest for the Working Party (the Safe System approach, driver assistance systems, multidisciplinary crash investigation, distracted driving among others). Other parliamentary documentation is to be determined in the course of the sessions.

*(b) Publications and other information material*

- 15.2 Road safety and cultural differences;
- 15.3 Assessment of the Implementation of the 1968 Convention on Road Signs and Signals;
- 15.4 Managing and coordinating road safety: Alternative methods and practices (additional);
- 15.5 Variable message signs (additional).

*(c) Technical cooperation*

- 15.6 Subregional capacity-building workshop in Central Asia on potential road safety management and coordination structures;
- 15.7 Possible set up of a Road Safety Trust Fund.

**III. Biennial Evaluation**

12. At its seventy-sixth session in February 2014, the Inland Transport Committee adopted an updated logical framework for biennial performance evaluation for 2014-2015 of the UNECE Subprogramme 2 Transport (ECE/TRANS/240, para. 102, and ECE/TRANS/2014/24). Applying a results-based approach, it comprises, for each cluster of activities, an expected accomplishment and list of outputs/activities proposed to be carried out in 2014-2015. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

13. The Working Party may wish to review these parameters as well as the actual performance measures for 2014-2015 as provided below with a view to either maintaining them or establishing new ones for the biennium 2016-2017.

*Biennial Assessment**Review of performance measures for 2014–2015 and establishment of targets for 2016–2017*

<i>Cluster</i>	<i>Expected Accomplishment</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
5. Road Traffic Safety	A more effective implementation of the Conventions on Road Traffic and Road Signs and Signals of 1968, the European Agreements of 1971 supplementing them, and the Consolidated Resolutions on Road Traffic and Road Signs and Signals.	(a) Number of new Contracting Parties to the Conventions and European Agreements	<p>Target 2014-2015: 3 Actual 2014-2015: 2 (see below)</p> <p>1968 Convention on Road Traffic: 1 (Viet Nam, 20 August 2014)</p> <p>1968 Convention on Road Signs and Signals: 1 (Viet Nam, 20 August 2014)</p> <p><b>Target for 2016-2017: 2</b></p>
		(b) Number of road safety seminars, workshops, conferences, campaigns and events organized	<p>Target 2014-2015: 2 Actual 2014-2015: 7 (see below)</p> <p>1. Launch of the ECE-International Union of Railways-Swiss Federal Office of Transport "Saving lives at level crossings" film on the occasion of ILCAD 2014 (3 June 2014)</p> <p>2. UN Road Safety Treaty Day in New York, USA (5 June 2014)</p> <p>3. Regional Road Safety Capacity-Building Workshop in Belgrade, Serbia (October 2014)</p> <p>4. ECE-Economic Commission for Africa-International Alliance for Responsible Drinking Road Safety Workshop for English-speaking African countries in Addis Ababa, Ethiopia (12-13 November 2014)</p> <p>5. Special WP.1 one-day round table in Geneva, Switzerland, on exploring the use of road safety legal instruments to address powered two-wheeled vehicles safety policies in low and middle income countries (23 March 2015)</p> <p>6. Launch of joint ECE-ECA-</p>

IARD e-book "Preventing Drink Driving in Africa" with new survey results on road safety issues across the African continent, updates on the implementation of the African Road Safety Action Plan, and recommendations and international good practices to improve road safety in Geneva, Switzerland (23 March 2015)  
 7. ECE-ECA-IARD Road Safety Workshop for French-speaking African countries in Addis Ababa, Ethiopia (7-8 July 2015)

**Target for 2016-2017: 2**

Target 2014-2015: 60  
 Actual 2014-2015: 300

(c) Number of total participants per seminar, workshop conferences and events, including those from Contracting Parties.

**Target for 2016-2017: 60**

(d) Feedback from participants of the seminars, workshops, conferences and events

Target 2014-2015: **Positive feedback** (based on the majority of responses provided) is received from the participants of the seminars, workshops, conferences and events regarding the organization of the event, networking opportunities and the value of the technical information provided and presentations given.

Actual 2014-2015: Positive feedback was received based on formal (survey) and informal feedback to the six events arranged above. In addition, the "Saving lives at level crossings" film has been viewed nearly 15,000 times in the 13 months since it was launched.

**Target for 2016-2017: Positive feedback** (based on the majority of responses provided) is received from the participants of the seminars,

workshops, conferences and events regarding the organization of the event, networking opportunities and the value of the technical information provided and presentations given.

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