



Economic Commission for Europe
Inland Transport Committee
Global Forum for Road Traffic Safety
Seventy-sixth session

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**Report of the Global Forum for Road Traffic Safety on its
 seventy-sixth session**
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I. Attendance

1. The Global Forum for Road Traffic Safety (WP.1) held its seventy-sixth session in Geneva from 19 to 23 March 2018, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belgium, Canada, Denmark, Finland, France, Germany, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Poland, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America.
2. The representatives of non-ECE member States also participated: Bhutan, Brazil, Cambodia, India, Japan, Nepal, Republic of Korea and Sri Lanka.
3. The following non-governmental organizations were also represented: EuroMed Transport Project, European Transport Council, Federation of Alliance Internationale de Tourisme, Fédération Internationale de l'Automobile (FIA), Federation of International Motorcycling (FIM), Road Traffic Education (IRTE), Institute of International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Federation (IRF), International Road Transport Union (IRU), International Organization for Standardization (ISO), Laser Europe, Robotics Regulatory Research Centre, Towards, Zero Foundation and Transport and Environment.
4. The representatives from the following institutes and universities also participated: Malaysian Institute of Road Safety Research (MIROS), College of Engineering, Philippines, School of Engineering and Technology, Thailand, University of Birmingham and University of South Carolina.

II. Adoption of the Agenda (agenda item 1)

5. The Global Forum for Road Traffic Safety (WP.1) adopted the session's agenda (ECE/TRANS/WP.1/162).

III. Activities of interest to the Working Party

6. The new Director of the UNECE Sustainable Transport Division gave the introductory remarks at the opening. He praised the Global Forum for its remarkable and unique work to promote road safety by, among others, administering and updating of United Nations road safety legal instruments. In his view, one of WP.1 essential roles is to assist in promoting accessions and effective implementation of the 1949 and 1968 Conventions on Road Traffic and 1968 Convention Road Signs and Signals across the world. He stressed the global importance of these legal instruments and noted that many low-income countries may require accession and implementation assistance. The Director recalled the importance of road safety Sustainable Development Goals targets 3.6 and 11.2, the 2017 Ministerial Declaration of the Inland Transport Committee (ITC), and the February 2018 ITC decisions related to the need to improve global road safety. He noted a special contribution to date by the ITC in this area as well as the ongoing work on a new ITC strategy to turn it into a global and regional centre for inland transport. He also stressed the importance of WP.1 and WP.29 (World Forum for Harmonization of Vehicle Regulations) working in close cooperation to continue developing, according to their mandates, recommendations and/or legal provisions on automated driving. Finally, he informed the Global Forum about the resolution on improving road safety to be adopted at the session of the United Nations General Assembly in April 2018 and requested countries to support it.

7. The secretary to the Working Party on Transport Statistics (WP.6) informed WP.1 that WP.6 was in early stages of work to update the Glossary for Transport Statistics, (www.unece.org/fileadmin/DAM/trans/main/wp6/pdfdocs/glossen4.pdf). Of particular note was the definition of a “serious injury” which are currently imprecise (Informal document No. 1). WP.1 took note of information provided and agreed to introduce road safety-related “injury definitions” as a separate agenda item at the next session.

8. Due to time constraints, neither interventions nor presentations were made for this agenda item. However, national delegations and international organizations had the opportunity to submit in writing, information on national and international road safety activities and initiatives, including recent and forthcoming changes to their traffic legislation as well as any information on the events going to take place prior to the next WP.1 session.

9. Sweden provided the following written contribution: In 2013, the Swedish traffic ordinance was amended to allow a driver of a motor vehicle to engage in other activities such as the use of mobile phones or other communication devices, but only if it is not detrimental to the driving of the vehicle. To make this provision clearer, a further amendment was introduced in the traffic ordinance in 2018. The amended paragraph now reads: “A driver of a motor vehicle may engage in other activities such as the use of mobile phones or other communication devices only if it is not detrimental to the driving of the vehicle. The driver is not allowed to use such a device in such a way that he or she is holding it in the hand.”

IV. Convention on Road Traffic (1968) (agenda item 3)

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

10. WP.1 continued considering ECE/TRANS/WP.1/2017/1 (France, Italy and Laser Europe) which presents a consolidated text of the relevant parts of the Convention and contains the already adopted and still to be adopted amendment proposals. With the secretariat’s guidance, WP.1 reviewed and corrected ECE/TRANS/WP.1/2017/1 until Chapter III (Other requirements), while marking several paragraphs for further considerations: 12, 19(i), 19(j), 24.2, 24.3, 29.2, 31, 32, 33, 35 and 41.1. ECE/TRANS/WP.1/2017/1/Rev.1 was not made available at the current session.

11. WP.1 requested the secretariat to submit ECE/TRANS/WP.1/2017/1/Rev.1 for its September 2018 session, incorporating all the corrections made at the March 2018 session, verifying references and marking the paragraphs for further consideration. It also requested that the document is prepared following the format of the convention.

12. ECE/TRANS/WP.1/2017/1/Rev.1 upon its translation into French and Russian, given the document’s highly technical nature, should be shared with the delegates of France, Russian Federation and Laser Europe who have accepted to review the translations and provide corrections as necessary. Improved, as needed, French and Russian versions will be then posted at the WP.1 September 2018 session’s webpage.

13. In view of the recent amendments of Articles 8 and 39 (ECE/TRANS/WP.1/145, Annex), WP.1 confirmed its earlier position that the Global Forum is the only intergovernmental body responsible for the formulation of minimum technical requirements for vehicles to be admitted to international traffic under Annex V of the 1968 Convention on Road Traffic. WP.1 further confirmed its interpretation of a recent amendment of Article 39 that systems, parts and equipment fitted on vehicles not referred to in Annex V but

conforming to technical provisions of international legal instruments (1958 Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions and 1998 Agreement concerning the establishing of global technical regulations for Wheeled Vehicles, Equipment and parts which can be fitted and/or be used on Wheeled Vehicles) are deemed to be in conformity with Annex V.

B. Driving permits

14. The secretariat informed WP.1 that the French and Russian versions of the International Driving Permit (IDP) brochure based on ECE/TRANS/WP.1/2014/8/Rev.2 were available on the WP.1 website (www.unece.org/trans/resources/publications/transwp1publications/2017/international-driving-permit-categories/doc.html). WP.1 was also informed that the translations of the same brochure into Arabic, Chinese and Spanish were soon to commence.

15. At the September 2017 session, the secretariat had delivered a presentation summarizing the recent discussions of an IDP informal group of experts (Belgium, Canada, France, Luxembourg, Russian Federation, United Kingdom of Great Britain and Northern Ireland, FIA and ISO). The presentation included a list of six options on possible future driving permit changes. WP.1 had invited the IDP informal group of experts, and other interested parties, supported by the secretariat, to prepare a document to facilitate discussion at this session. The paper was to include background, information on options 1, 2 and 6 as well as a preliminary set of recommendations to accommodate the international driving permits issued by contracting parties to the 1949 Convention on Road Traffic.

16. Accordingly, the experts of Belgium, France, Luxembourg, Russian Federation, United Kingdom of Great Britain and Northern Ireland, United States of America, FIA and ISO have prepared ECE/TRANS/WP.1/2018/1. France, FIA and ISO the secretariat introduced the document that contained preliminary a comparison of three options and a proposal for decision by WP.1.

17. WP.1 expressed support for the document and requested that it is updated with a more detailed comparison for the September 2018 session, and with the benefits and costs of the three options. It should be tabled as ECE/TRANS/WP.1/2018/1/Rev.1.

18. Brazil informed WP.1 that it changed its national requirements for the domestic driving permits to bring its format in accordance with the Annex 6 of the 1968 Convention. WP.1 took note of this and congratulated Brazil on bringing its domestic regulations into conformity with the 1968 Convention on Road Traffic.

C. Automated driving

1. Highly automated vehicles

19. At the seventy-fifth session, WP.1 had agreed that the “secondary activities” should be better developed, particularly with reference to the activities which could compromise road safety or endanger road users and it had agreed to begin to work on developing a set of recommendations in this area. At the special WP.1 session in December 2017, WP.1 had decided to postpone the discussion of this agenda item until the current session. At this March 2018 session, to initiate discussion on this subject, France, Japan, Netherlands, Spain and the United Kingdom submitted ECE/TRANS/WP.1/2018/2 (formerly Informal document No. 4 (December 2017)) and Informal document No. 7 (March 2018).

20. Discussion ensued about secondary activities in the vehicles with conditional automated driving systems (i.e. those requiring human driver as a fall back). In particular, WP.1 discussed extensively the example of the use of vehicle integrated communication displays (so called infotainment systems) while the conditional automated driving system exercised the dynamic control. In the context of this discussion, the Global Forum broadly agreed on the need for specific evidence-based research and largely rejected the need to create a list of “secondary activities” that would be allowed or disallowed. Other insightful suggestions made included: placing the burden on manufacturers to stipulate functional requirements (Sweden), potentially studying the reaction (takeover) time as a benchmark (Switzerland), developing simple and concise principles to address emerging technologies (Japan), allowing the user (i.e. driver) to assess their own capacity to perform secondary activities (Germany), safe interaction of conditionally and highly automated vehicles in the conventional traffic environment (Finland), and the need to manage the driver’s attention (Netherlands and United Kingdom). In general, WP.1 discussed that more evidence was needed in the context of secondary activities and road safety and that the precautionary principle may be advisable.

21. WP.1 agreed to request the proponents of ECE/TRANS/WP.1/2018/2 to further develop the document by incorporating WP.1 comments such as the need for the evidence-based approach. The updated document is expected to be submitted at the September 2018 session as ECE/TRANS/WP.1/2018/2/Rev.1 while its advanced version may be discussed at the special WP.1 session in May 2018.

22. WP.1 noted the presence of Professor Bryant Walker Smith (University of South Carolina) as a renowned legal expert in the area of automated driving and expressed hope that his participation in the proceedings of the Global Forum will continue. His independent, professional advice and guidance to the Forum on automated driving is appreciated and welcome.

2. Situations when a driver operates a vehicle from the outside of the vehicle

23. At the seventy-fifth session, WP.1 had agreed that “remote control parking” does not compromise road safety in parking manoeuvres. At the same time, WP.1 had agreed to immediately begin working to address the issue of a driver operating a vehicle from the outside. At the special session in December 2017, WP.1 had decided to postpone discussion of this agenda item until March 2018. To provide a basis for discussion at this session, France, Japan, the Netherlands and the United Kingdom had submitted ECE/TRANS/WP.1/2018/3 (formerly Informal document No. 3 (December 2017)) and informed WP.1 that further work on the document was needed. To this end, the authors invited written comments from WP.1 to prepare ECE/TRANS/WP.1/2018/3/Rev.1 for the September 2018 session.

3. Fully automated vehicles

24. At the seventy-fifth session, WP. 1 had agreed to: (i) create a document on a set of basic recommendations addressing most pressing issues with regard to the integration of highly and fully automated vehicles in road traffic; (ii) commit to continuing development of this document by expanding its scope; and (iii) initially focus the work on elements such as interactions of fully automated vehicle systems with driving environment and with other road users and interactions of the fully automated vehicle systems with their users.

25. To this end, at the special WP.1 session in December 2017, the WP.1 Chair had tabled a draft annotated outline (Informal document No. 2 (December 2017)) while France, Germany, Japan, the Netherlands, Spain and the United Kingdom submitted “Draft Consolidated Resolution on the safe deployment of highly and fully automated vehicles” (Informal document No. 5 (December 2017)). After discussion, WP.1 had prepared a draft text of “Resolution on deployment of highly and fully automated vehicles in road traffic”

using Informal documents Nos. 2 and 5 (December 2017). The draft resolution (ECE/TRANS/WP.1/2018/4) was tabled by the WP.1 Chair and Vice-Chairs at this session for further work and/or revisions. Along ECE/TRANS/WP.1/2018/4, Informal document No. 8 (submitted by the WP.1 Chair, Belgium, Finland, France, Germany, Japan, Luxembourg, the Netherlands, Spain, Sweden, Switzerland, United Kingdom and OICA) and No. 9 (submitted by the secretariat) were also made available.

26. After discussion of all three documents, WP.1 made significant progress in revising ECE/TRANS/WP.1/2018/4. The revisions agreed upon as well as remaining parts will be submitted as ECE/TRANS/WP.1/2018/4/Rev.1 in English only at the May 2018 WP.1 session (while this version, or its subsequent one, will be made available in English, French and Russian at the September 2018 session).

D. Loading of vehicles

27. ECE/TRANS/WP.1/2015/5/Rev.2 was not submitted and WP.1 decided to postpone this item indefinitely.

V. Convention on Road Signs and Signals (1968) (agenda item 4)

Group of Experts on Road Signs and Signals

28. The Chair of the Group of Experts on Road Signs and Signals provided an update on progress and most recent developments in the Group. The Group has almost completed its analysis of road signs from the 1968 Convention. After it has fully finalized its report on the assessment of the convention road signs, the Group may begin assessing non-convention signs. In this case, the Group of Experts will request WP.1 for an extension of its mandate beyond 2018. The secretariat updated WP.1 on the progress of developing e-CoRSS (electronic version of the 1968 Convention on Road Signs and Signals). WP.1 noted that the development is ongoing and proceeding well.

VI. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 5)

A. A Safe System Approach

29. WP.1 continued to discuss ECE/TRANS/WP.1/2014/6/Rev.1 which incorporates the amendment proposals from Sweden to include a safe system approach into the Consolidated Resolution on Road Traffic (R.E.1). At the current session, WP.1 reviewed the amendment proposals up to paragraph 11.1.4.

30. WP.1 also considered ECE/TRANS/WP.1/2018/5 prepared by Spain, Sweden and the United States of America (role of penalties and other restrictive measures) which consolidates three options contained in Informal document No. 6 (September 2017). After discussion, WP.1 requested the proponents, taking note of the comments made, to prepare a new document for the September 2018 session.

B. Amendment proposals on distracted driving

31. WP.1 discussed Informal document No. 3, submitted by Italy and Sweden, provided additional comments, in particular on current possibilities of usage of technology for

increasing road safety, and requested Informal document No. 3 (March 2018) as well as comments provided be incorporated into ECE/TRANS/WP.1/2017/2 and to be tabled at the September 2018 session as ECE/TRANS/WP.1/2017/2/Rev.1.

C. Amendment proposals on policies for Powered Two Wheelers

32. At the last session, the WP.1 Chair had informed the delegates that a new stand-alone policy paper was being prepared that would offer recommendations for developing countries on improving road safety of vulnerable road users including Powered Two Wheelers (PTW) users. The draft of this document - Informal document No. 4 (March 2018) – offers a consolidated view of the road safety policies in South-East Asia and other low-and-middle-income countries with special focus on vulnerable road users including PTW users. This document would be further elaborated and presented at the September 2018 session to offer a comprehensive set of recommendations for developing countries to implement transport and road safety-related sustainable development goals 3.6 and 11.2 of the 2030 Agenda. It would build on the outcomes of the research implemented by IRTE in cooperation with selected research institutions from South-East Asia and on conclusions from the conferences held in New Delhi, at IRTE premises in 2016 and 2017, jointly organized by WP.1, NHTSA and FIA Foundation.

D. Amendment proposals on Vulnerable Road Users (VRU)

33. At the last session, WP.1 had welcomed the proposal by IRTE with the support of NHTSA and the WP.1 Chair to organize, as a follow-up to the PTW activities, a workshop in late 2017 to complete the assessment of safety of VRU, going beyond the subject of PTW, in South-East Asia in the context of implementation of the transport-related sustainable development goals. The special focus was on pedestrians, the elderly, differently abled persons and school transportation. It had been hosted by IRTE and jointly organized by WP.1, NHTSA and the FIA Foundation. At this WP.1 session, these activities were reported on during a round table on Vulnerable Road Users Policies in Urban Environments in South-East Asia and other Regions (Informal document No.6).

34. The round table was open by the WP.1 Chair. The United Nations Secretary General's Special Envoy for Road Safety, the UNECE Deputy Executive Secretary, the Joint Secretary of the Ministry of Road Transport and Highways of the Government of India, the Director of Driver Training and International Affairs of IRTE delivered keynote speeches. Also, a film by IRTE which illustrates the necessity for improvements in road safety in South East Asia based on the United Nations legal instruments was presented.

35. The round table included three panel discussions: (i) overview of road safety policies at the global level, (ii) review of academic research and evaluation of global safety strategies by representatives from the School of Engineering and Technology Thailand, MIROS from Malaysia, College of Engineering from Philippines, and (iii) national work for improving road safety in Cambodia, Bhutan, Brazil, Republic of Korea, Sri Lanka and in countries participating in EuroMed Transport Support Project. The last panel discussion also included a presentation on the role of technology in improving road safety.

36. At closing, the representatives of IRTE expressed interest in continuing cooperation with WP.1 on improving safety in South-East Asia on road safety measures replicable in other low and middle-income countries. In this context, Brazil invited WP.1 to consider cooperating with ECLAC to establish a similar action plan.

37. IRTE also invited WP.1 to extend its leadership to developing guidance for crash investigation and data system design for South East Asian countries. Crash investigation and data system design will be the topic of the next event at IRTE in late 2018.

VII. Group of Experts on Improving Safety at Level Crossings (agenda item 6)

38. The secretariat informed WP.1 that it was still awaiting official replies from UIC and the European Rail Agency on possibilities for establishing a dedicated working group on improving safety at level crossings. The secretariat did not receive any replies despite undertaking informal inquiries.

39. The Working Party on Transport Statistics (WP.6) secretary informed about the Working Party's work to collect data on safety at level crossings as recommended in the report of the Group of Experts on Improving Safety at Level Crossings (ECE/TRANS/WP.1/2017/4). WP.1 took note of the WP.6 questionnaire – done on a pilot basis in July 2017 - and recommended continuation of WP.6 work, in the current format, in this area. WP.1 expressed its appreciation to WP.6 for following up this important road safety area.

VIII. Revision of the terms of reference and rules of procedure for WP.1 (agenda item 7)

40. WP.1 considered ECE/TRANS/WP.1/100/Add.1/Rev.4 (erroneously referred in the provisional agenda as ECE/TRANS/WP.1/100/Add.1/Rev.3) and revised its section on Terms of Reference of the Global Forum for Road Traffic Safety up to paragraph 1 (g). When revising the document, WP.1 took due account of information provided by the secretariat on “UNECE framework for the engagement with the business sector” (EXCOM, Informal document No. 2017/40) and “Due diligence review of private sector entities engaging with UNECE” (EXCOM, Informal document No. 2017/41). WP.1 will continue revising ECE/TRANS/WP.1/100/Add.1/Rev.4 at its September 2018 session.

IX. Programme of work and biennial evaluation, 2018-2019 (agenda item 8)

41. At the last session, WP.1 had reviewed and adopted (with some changes) its programme of work for 2018-2019 and the relevant parameters allowing for its biennial evaluation (ECE/TRANS/WP.1/2017/5). The Global Forum formally adopted the revised document at this March 2018 session.

X. Sustainable Development Goals: potential contribution by WP.1 (agenda item 9)

42. At the last session, WP.1 had prepared a text to be forwarded to the Inland Transport Committee articulating the contribution of WP.1 to improving global road safety. At this session, WP.1, through a special round table on vulnerable road users (Informal document No. 6), held on the first day of the session, discussed in general terms how its work contributes to meeting Sustainable Development Goals road safety targets 3.6 and 11.2. WP.1 will continue its discussions and will reflect on how it could possibly enhance its role

and involvement in meeting the road safety Sustainable Development Goals, in particular taking into account the new ITC strategy currently being developed.

XI. Other Business (agenda item 10)

43. The secretariat reminded the Global Forum that the fiftieth anniversary of signing the 1968 Convention on Road Traffic and 1968 Convention on Road Signs and Signals is approaching. The Chair requested the secretariat to explore the possibility of organizing a dedicated special event or special promotional activities in collaboration with the United Nations Secretary-General's Special Envoy for Road Safety to celebrate this date, as well as to promote the establishment of the United Nations Road Safety Trust Fund and adoption of the 2018 United Nations General Assembly Resolution on Improving Road Safety.

44. Sweden proposed to introduce a new agenda item to be considered at the next session. The issue to be considered is about a relationship between the 2015 amendment of Article 8 and the possibilities to take effective measures to reduce the risk of using motor vehicles as terror weapons. WP.1 invited Sweden to provide more detailed information.

45. Mr. W. Nissler, in his capacity as Chief and respectively Officer in Charge of both sections handling the secretariats of both Working Parties, informed WP.1 about follow-up actions to the 2018 ITC decision No.13 (Informal document ITC (2018) No. 13). He further informed WP.1 that WP.29 at its March 2018 session agreed to hold a joint session as per ITC decision "to investigate different possibilities to increase their cooperation" pending consultation of WP.1 (ECE/TRANS/WP.29/1137) paras. 19 and 123). WP.1 agreed that such a joint session would be worthwhile and stressed the importance of solid preparations. It is for this reason, WP.1 agreed that the session should not be held before the last quarter of 2018 and agreed on a joint organizing task force consisting of the WP.1 Chair and two Vice-Chairs, the WP.29 Chair, the Chair of ITS/AD and the Chair of GRRF, WP.1-WP.29 Ambassador (Mr. Erik Asplund) and respective secretariats. The organizing task force will tentatively meet on 2 May 2018 in Geneva prior to the 3 and 4 May 2018 special session of WP.1. WP.1 delegates were requested to submit to the WP.1 secretariat suggestions for the topics to be discussed at the joint WP.1-WP.29 session.

XII. Date of next session (agenda item 11)

46. The next session of WP.1 is scheduled for 18 to 21 September 2018 in Geneva while WP.1 will hold a special session dedicated to agenda item 3(c) on 3 and 4 May 2018 in Geneva.

XIII. Adoption of the report of the seventy-sixth session (agenda item 12)

47. The Working Party in principle adopted the report of its seventy-sixth session. WP.1 noted that the United Nations interpreters went on strike on 23 March 2018 and proceeded in English with the agreement of the delegates of France, Luxembourg, Russian Federation and Switzerland as it was not possible to interpret into French and Russian. Therefore, this report is adopted in principle and subject to final endorsement on 18 September 2018. As part of the endorsement, initial comments can be provided only by France, Luxembourg, Russian Federation and Switzerland.