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Global Forum for Road Traffic Safety

Eighty-second session

Geneva, 8-12 March 2021

Adoption of the agenda

Annotated provisional agenda for the eighty-second session**

to be held virtually or in-person at the Palais des Nations, Geneva, starting at 9.30 a.m. on 8 March 2021, Salle XXIII.

I. Provisional Agenda

1. Adoption of the Agenda.
2. Activities of interest to the Working Party.
3. Convention on Road Traffic (1968):
 - (a) Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations;
 - (b) Driving permits;
 - (c) Automated driving;
 - (d) Human factors and automated driving as key issues for future road traffic.
4. Convention on Road Signs and Signals (1968):

* For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the ECE Sustainable Transport Division's website (www.unece.org/trans/main/welcwp1.html). On an exceptional basis, documents may also be obtained by email (roadsafety@unece.org). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations). For the translation of the official documents, delegates can now access the public Official Document System (ODS) on the following website: <http://documents.un.org/>

** Delegates are requested to register online at: <https://uncfdb.unece.org/app/ext/meeting-registration?id=OMEndg> or complete the registration form available for download at the UNECE Sustainable Transport Division's website (www.unece.org/trans/registfr.html). It should be transmitted to the ECE secretariat no later than one week prior to the session by email (roadsafety@unece.org). Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (ext. 75716 or 75964). For a map of the Palais des Nations and other useful information, see website www.unece.org/meetings/practical.htm.

- Group of Experts on Road Signs and Signals.
5. Consolidated Resolution on Road Traffic (R.E.1):
 - (a) A Safe System Approach and amendment proposals on distracted driving;
 - (b) Policies for Vulnerable Road Users (VRU): focus on road safety challenges in South-East Asia;
 - (c) Personal mobility devices.
 6. Revision of the terms of reference and rules of procedure for WP.1.
 7. Sustainable Development Goals: Potential contribution by WP.1.
 8. Definition of a serious injury.
 9. Other Business.
 10. Date of next session.
 11. Adoption of the report of the eighty-second session.

II. Annotations

1. Adoption of the Agenda

The Global Forum for Road Traffic Safety (WP.1) will be invited to adopt the session's agenda (ECE/TRANS/WP.1/174).

Documentation

ECE/TRANS/WP.1/174

2. Activities of interest to the Working Party

The Chair will report on the eighty-third of ITC session held in February 2021 and on the issues and outcomes related to road safety.

The secretariat of the United Nations Road Safety Fund will inform WP.1 about its work.

The secretariat to the United Nations Secretary-General's Special Envoy for Road Safety will be invited to provide an update on the recent activities of the Special Envoy in promoting road safety and United Nations legal instruments.

At the last session, WP.1 was informed about the latest United Nations General Assembly Resolution on Improving Global Road Safety (A/RES/74/299) and agreed that it would be prepared to be part of consultative process leading to the adoption of a new Plan of Action. The secretariat will be invited to provide an update.

Also, at the last session, the secretariat tabled a draft Charter of Road Traffic Victims' Rights (Charter) which was the outcome of a joint collaboration between the secretariat, the Institute for European Traffic Law and the Council of Bureaux. The aim is to improve the situation of road traffic victims by alleviating the damage and pain suffered through the proposed application of ten principles concerning road traffic victims' rights. WP.1 was invited to provide feedback to the secretariat. The secretariat has tabled ECE/TRANS/WP.1/2021/1 containing the finalized charter with a view to having WP.1's support for it.

Due to time constraints, neither interventions nor presentations are foreseen for this agenda item. National delegations and international organizations will have 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.

Documentation

ECE/TRANS/WP.1/2021/1

3. Convention on Road Traffic (1968)**(a) Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations**

At the last session, WP.1 resumed discussions of ECE/TRANS/WP.1/2017/1/Rev.1 and decided to delete points (i) and (j) as well as corresponding points 35 and 36. The Group also reached agreement on points (r), (t) and 34. The secretariat has tabled Informal document No. 1 which contains draft ECE/TRANS/WP.1/2017/1/Rev.1 with the provisions that are still to be discussed indicated in bold for this session.

Documentation

ECE/TRANS/WP.1/2017/1/Rev.1, Informal document No. 1

(b) Driving permits*(i) Amendment proposal*

At the last session, WP.1 thoroughly discussed the proposed amalgamated approach towards domestic and international driving permits (as summarized in the first four bullet points in paragraph 2 of ECE/TRANS/WP.1/2018/1/Rev.3). WP.1 noted that the proposal for a standalone IDP was not supported by some contracting parties.

As a result, WP.1 invited the informal group of experts, while taking into account comments raised during the previous discussion, to prepare a simplified proposal amendment containing options for minimum security features for the current system of DDPs and IDPs under the 1968 Convention (without the amalgamated approach), as well as any improvements to the current system or permits.

The WP.1 Chair also invited the informal group of experts to consider the “set of principles” contained in paragraph 46 of ECE/TRANS/WP.1/2018/1/Rev.1 to bridge the differences between the 1949 and 1968 Conventions on Road Traffic which could be used as a reference for a future amendment proposal to the 1968 Convention. The informal group of experts will be invited to provide an update.

Also at the last session, WP.1 agreed on the relevance of the table entitled ‘Prevailing Convention for the issue/use of DDPs and IDPs’ (Table 6, ECE/TRANS/WP.1/2018/1/Rev.1) and requested the secretariat to prepare a document (based on the table containing the text) for a guidance note or brochure (Informal document No. 2).

Documentation

ECE/TRANS/WP.1/2018/1/Rev.1 and Rev.3, Informal document No. 2 (in English, French and Russian)

(ii) Future developments of interest

In consideration of the attention and interest given to “Mobile driving permits” at the last session, WP.1 will continue to exchange information on this topic. WP.1 will also be invited to consider the training of drivers in the context of automotive technology advancement as a new item on the agenda (per paragraph 11 of ECE/TRANS/WP.1/173).

(c) Automated driving*(i) Vehicles with automated driving systems: The concept of activities other than driving*

At the last session, WP.1 invited the authors to revise ECE/TRANS/WP.1/2019/3/Rev.1 by combining it with Informal document no. 9 and by taking into account the comments

expressed, including defining the specific focus of this document i.e., exactly what type of motor vehicles (and technology). WP.1 will be invited to discuss the revised document.

Documentation

ECE/TRANS/WP.1/2019/3/Rev.2

(ii) *Situations when a driver operates a vehicle from the outside of the vehicle*

At the last session, the United Kingdom informed WP.1 about comments and suggestions which it had received and intended to incorporate into ECE/TRANS/WP.1/2019/2. The UK will be invited to table and introduce ECE/TRANS/WP.1/2019/2/Rev.1 at this session.

Documentation

ECE/TRANS/WP.1/2019/2/Rev.1

(iii) *Optical and/or audible signals in DAS and ADS vehicles*

At the last session, WP.1 invited Germany to provide a revised document based on Informal document No. 13 (March 2020) on the possible need to require an automated vehicle to indicate – by either an optical or audible signal or both – its mode of operation (“automated vs manual”) at this session (Informal document No. 3). Germany will be invited to provide an update.

Documentation

Informal document No. 13 (March 2020), Informal document No. 3

(iv) *Amendment proposal to Article 34 in the 1968 Convention on Road Traffic*

At the last session, WP.1 considered the amendment proposal to Article 34 contained in ECE/TRANS/WP.1/2020/1/Rev.1 and adopted it without any changes. The secretariat will provide an update on the notification procedure with the Office of Legal Affairs.

Documentation

ECE/TRANS/WP.1/173

(v) *Establishment of Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic*

At the last session, WP.1 discussed ECE/TRANS/WP.1/2020/2, made some revisions, added paragraph 12, and adopted it. WP.1 also requested the secretariat to have the revised ECE/TRANS/WP.1/2020/2 translated into French and Russian at the earliest opportunity and to submit it to the eighty-third session of ITC for endorsement. The WP.1 Chair will be invited to provide an update.

Documentation

ECE/TRANS/WP.1/2020/2

(d) **Human factors and automated driving as key issues for future road traffic**

During the last session, WP.1 appreciated the attention given to human factors in the formulation of international regulations on automated vehicles as well as in the development of artificial intelligence for use in autonomous and assisted driving. Given the relevance of human factors assessments and analysis in these areas, as well as in the context of identifying the most appropriate strategy to inform the public of automated vehicle capabilities and to educate road users on how to interact with the “new traffic”. The WP.1 Chair will invite its members and relevant proponents to share developments in this area.

4. Convention on Road Signs and Signals (1968)

Group of Experts on Road Signs and Signals

At the last session, WP.1 concluded its review of the Group of Experts’ final report (ECE/TRANS/WP.1/2019/4). At this session, WP.1 will resume discussion of the Group of

Experts' proposals to amend Annexes 1 and 3 of the 1968 Convention on Road Signs and Signals with comments, using Informal document No. 12/Rev.1 (March 2020).

The secretariat will provide an update on WP.1's request to allow the Group of Experts to resume its work in 2021 (until the end of 2022).

The secretariat will also inform WP.1 about the progress in developing e-CoRSS (electronic version of the 1968 Convention on Road Signs and Signals).

Documentation

ECE/TRANS/WP.1/2019/5, Informal document No. 12 (March 2020)

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

(a) A Safe System Approach and amendment proposals on distracted driving

At the last session, the Chair informed WP.1 that the review and revisions of R.E.1 would be concluded when the new Annex VIII is adopted (agenda item 5 (b)).

(b) Policies for Vulnerable Road Users (VRU): focus on road safety challenges in low and middle income countries as identified during the South-East Asia project

At the last session, the informal group of experts (Italy, IRTE, University of Birmingham (UK), and Johns Hopkins University) tabled ECE/TRANS/WP.1/2020/5 which builds on the outcomes of research by IRTE done in cooperation with WP.1 and various research institutions from South-East Asia. WP.1 agreed to have this document as a new Annex VIII in RE.1 and began a discussion which will continue at this session assisted by ECE/TRANS/WP.1/2020/5/Rev.1.

Also at the last session, the Chair and Johns Hopkins University introduced Informal document No.1 - a draft paper on the complex issue of the "non-regulated transport modes". WP.1 appreciated Informal document No.1 and decided that a policy discussion should be initiated to address the challenging multidisciplinary problem of road safety of non-conforming transport modes with a particular focus on their use in the Global South.

With these topics in mind, WP.1 is invited to participate in a half-day webinar, timed in conjunction to celebrate the 30th anniversary of IRTE Foundation. The tentative programme is contained in Informal document No. 4. A report in line with WP.1 objectives will be prepared based on the discussions at the webinar.

Documentation

ECE/TRANS/WP.1/2020/5/Rev.1, Informal document No. 1 (September 2020), Informal document No. 4

(c) Personal mobility devices

At the last session, WP.1 briefly discussed Informal document No. 2 (September 2020) submitted by Lithuania which consolidates legislative information on personal mobility devices such as e-scooters from WP.1 national delegates, and invited all delegates to continue providing this type of information to Lithuania for consolidation in a revised document.

Given the emergence of micro-mobility and its related challenges, the Chair volunteered to prepare a concept paper to outline some key issues and a possible way forward for WP.1 in this area, including stocktaking the existing activities among contracting parties (Informal document No. 5). The paper has been prepared with the involvement of New Zealand and Johns Hopkins University.

Documentation

Informal document No. 2 (September 2020), Informal document No. 5

6. Revision of the terms of reference and rules of procedure for WP.1

At the last session, WP.1 resumed its discussion of Informal document No. 2 (March 2020) (based on ECE/TRANS/WP.1/100/Add.1/Rev.4 with track changes) focussing on paragraph 1 in the preamble (i.e., paragraph 1 second paragraph, and sub-paragraphs (j) and (l)). WP.1 will be invited to resume its discussion.

Documentation

ECE/TRANS/WP.1/100/Add.1/Rev.4, Informal document No. 2 (March 2020)

7. Sustainable Development Goals: Potential contribution by WP.1

At the last session, WP.1 encouraged Brazil, Sweden and Road Safety Institute (RSI) “Panos Mylonas” to continue their work on an assessment process which could be used to evaluate WP.1 contribution to the ITC strategy or its contribution to Sustainable Development Goals 3.6 and 11.2 (Informal document No. 3/Rev.1 (March 2020)). In particular, WP.1 invited the proponents to reflect upon how this approach could be used at WP.1 in the future. The proponents are invited to provide an update on their work.

Documentation

Informal document No. 3/Rev.1 (March 2020)

8. Definition of a serious injury

Due to time constraints at the last session, neither Sweden nor Italy presented information on the use, in the context of road safety, of Abbreviated Injury Scale (AIS) in combination with the “Risk of Permanent Medical Impairment” (RPMI), or on the work related to quality of life after life changing injury (Quality Adjusted Life Years – Disability Adjusted Life Years). Sweden and Italy are invited to present this information at this session.

9. Other Business

At the last session, the WP.29 secretariat provided information about the current status of ECE/TRANS/WP.1/2020/3 (the document describing future cooperative initiatives between WP.1 and WP.29, which WP.1 has already adopted). WP.1 had taken note that the document was being tabled at a GRVA session (which will subsequently report to WP.29) and invited the WP.29 secretariat to provide an update at this session.

The WP.29 secretariat will also be invited to provide information on the outcome of the revision of the ITS Road Map¹ (which WP.1 delegates were invited to comment on at the last session) and on the envisaged follow up based on decisions made at the 83rd session of ITC.

At the last session, WP.1 appreciated the intervention of the GRVA Chair in providing information and clarification about the Automated Lane Keeping Systems (ALKS) vehicle regulation which was recently adopted. In the same spirit, WP.1 invites the GRVA Chair to share information on the ongoing work and evolution of the planned regulation for automotive advancement of in-vehicle technology at this session.

WP.1 will be invited to consider the opportunity to hold a session outside the Palais in 2022 to promote its global role and the international legal instruments under its mandate.

WP.1 may wish to discuss other issues.

Documentation

ECE/TRANS/WP.1/2020/3

¹ <https://docs.google.com/document/d/1-tIgg7XLAaax0t-WuiMrdU8WFxH3eOO6/edit>

10. Date of next session

The next session of WP.1 is scheduled for 20-24 September 2021 in Geneva.

11. Adoption of the report of the eighty-second session

The Working Party will be invited to adopt the report of its eighty-second session.
