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**Economic Commission for Europe****Inland Transport Committee****Global Forum for Road Traffic Safety****Eighty-second session**

Geneva, 8-12 March 2021

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

1. The Global Forum for Road Traffic Safety (WP.1) held its eighty-second session in Geneva from 8 to 12 March 2021, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belgium, Bulgaria, Canada, Estonia, Denmark, Finland, France, Germany, Greece, Israel, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Russian Federation, Slovakia, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland and United States of America.
2. The representatives of non-ECE member States also participated: Australia, Brazil, Cambodia, Gambia, India, Japan, Malaysia, Mongolia, Morocco, New Zealand and the State of Palestine.
3. The European Commission and the following non-governmental organizations were also represented: American Association of Motor Vehicle Administrators (AAMVA), Europäische Fahrlehrer Assoziation (EFA), European Transport Safety Council (ETSC), EuroMed Transport Project, European Fédération Internationale de l'Automobile (FIA), Federation of International Motorcycling (FIM), Institute of Road Traffic Education (IRTE), International Federation of Pedestrians (IFP), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Organization for Standardization (ISO), Road Safety Institute (RSI) "Panos Mylonas", Laser Europe, the Law Commission of England and Wales and World Bicycle Industry Association (WBIA).
4. Representatives from Aalto University, Delft University of Technology (NL), Eindhoven University of Technology, Johns Hopkins University, University of Birmingham, University of South Carolina and Waymo participated as observers.

## II. Adoption of the Agenda (agenda item 1)

5. The Global Forum for Road Traffic Safety adopted the session's agenda (ECE/TRANS/WP.1/174). The secretariat explained that WP.1 report of the last session (ECE/TRANS/WP.1/173) was divided – to facilitate translation – into two documents: the report itself (now contained in ECE/TRANS/WP.1/173) and annex (now contained in ECE/TRANS/WP.1/173/Add.1). As a result, the report no longer refers to its annex but to addendum. WP.1 took note of this information.

6. The WP.1 Chair noted that WP.1 is meeting on 8 March which is the International Women's Day and, on this occasion, thanked all women participants for their tremendous efforts to improve road safety across the world. The Chair also pointed out that safe mobility can facilitate access to educational and work opportunities to all women at the global level. The Chair also warmly welcomed participants from the EuroMed Transport Project and expressed appreciation for their interest in attending.

7. WP.1 was advised that all the presentations made during this session are available on the WP.1 website.

## III. Activities of interest to the Working Party (agenda item 2)

8. The United Nations Secretary-General's Special Envoy for Road Safety opened the session by delivering a statement which emphasized the importance of improving road safety nationally and globally, in particular, in the context of the post COVID pandemic recovery. He stressed the importance of the United Nations road safety legal instruments. France's Inter-Ministerial Delegate for Road Safety, who also made introductory remarks, emphasized the importance of harmonization of traffic rules in the era of technological change. WP.1 appreciated the opening remarks and thanked both keynote speakers for participating.

9. The Chair updated WP.1 on the issues and outcomes related to road safety arising from the last ITC session held in February 2021.

10. The secretariat of the United Nations Road Safety Fund informed WP.1 about its work; the secretariat to the United Nations Secretary-General's Special Envoy for Road Safety provided an update on the recent activities of the Special Envoy in promoting road safety and the United Nations legal instruments.

11. The secretariat provided an update on the preparation of the new Plan of Action for the Second Decade of Action for Road Safety, 2021-2030. WP.1 took note of this information and requested to be engaged in the forthcoming consultative process.

12. 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 Charter contains ten principles concerning road traffic victims' rights and WP.1 was invited to provide feedback. At this session, following discussion, WP.1 welcomed and supported ECE/TRANS/WP.1/2021/1, and requested the secretariat to make the Charter available on the WP.1 website, preferably in a brochure format. The Chair requested that WP.1 members provide feedback at future sessions on their use of the Charter.

13. Due to time constraints, 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 taking place prior to the next WP.1 session. The Australian Government submitted Informal document no. 12 which describes the country's efforts to improve road safety.

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

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

14. WP.1 resumed discussion of ECE/TRANS/WP.1/2017/1/Rev.1 using Informal document No. 1 which reflects WP.1 deliberations to-date and contains provisions still to be discussed indicated in bold. IMMA submitted Informal document No.10 related to points 28.2 and 40. WP.1 reached agreement on points 24.2, 28.2, and 29.2. At the next session, WP.1 will resume from point 31 (Reversing lamp). WP.1 invited the Government of Germany to clarify its proposal related to point 31, especially in view of Article 32, points 12 and 12bis (which have already been agreed upon).

### **B. Driving permits**

#### **1. Amendment proposal**

15. At the last session, WP.1 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.

16. Therefore, WP.1 invited the informal group of experts 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.

17. At this session, FIA gave a presentation proposing to amend Article 41 of the 1968 Convention. It also suggested the creation of a list of government agencies and associations “duly empowered” to issue IDPs to be made available on the WP.1 website.

18. Following discussion, WP.1 renewed its invitation to the informal group of experts to prepare a simplified proposal amendment as per the above for the next session, and reiterated that this should not be based on the amalgamated approach. At the next session, WP.1 will also be invited to consider the suggestion made by FIA on the merits of the creation of a repository of agencies authorized to issue IDPs.

19. 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. Accordingly, the secretariat tabled Informal document No. 2 (extracted from Table 6 of the above document in English, French and Russian). WP.1 endorsed the document and requested that it be made available on its website in a brochure format.

#### **2. Future developments of interest**

20. WP.1 decided to include the training of drivers in the context of automotive technology advancement in this item.

21. In consideration of the attention and interest given to “Mobile driving permits” at the last session, WP.1 continued to exchange information on this topic. Poland presented on its electronic registry of DDPs, the European Driving Schools Association (EFA) presented its training matrix, and AAMVA informed WP.1 of its new video on the benefits of mobile driving permits.

## **C. Automated driving**

### **1. Vehicles with automated driving systems: The concept of activities other than driving**

22. 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). At this session, WP.1 reviewed ECE/TRANS/WP.1/2019/3/Rev.2 submitted by Canada, France, Germany, Japan, Luxemburg, the Netherlands, Sweden and the United Kingdom.

23. WP.1 discussed the document and given the substantive comments, the Chair invited the submitters to revise ECE/TRANS/WP.1/2019/3/Rev.2 taking into account Informal document Nos. 11 and 13, as well as the points raised under agenda item 3(d) on human factors, especially those based on scientific evidence.

24. The WP.1 Chair requested the secretariat to explore arranging an informal session in May 2021 dedicated to discussing the revised ECE/TRANS/WP.1/2019/3/Rev.2.

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

25. 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 did not submit ECE/TRANS/WP.1/2019/2/Rev.1 at this session, however it informed WP.1 that an informal document will be prepared for the next WP.1 session. The WP.1 Chair invited the United Kingdom to focus initially on points 3(f), 3(g), 4(a) and 4(b) of ECE/TRANS/WP.1/2019/2 given the broad scope of this topic.

### **3. Optical and/or audible signals in DAS and ADS vehicles**

26. At the last session, WP.1 invited Germany to provide a revised document based on Informal document No. 13 (March 2020). Germany informed that due to the COVID situation it was not possible to provide the document.

27. At this session, the WP.1 Chair tabled Informal document No. 3 (prepared by MIT) to initiate preliminary discussion on behavioural and cognitive aspects of this topic. This is so, in order to investigate 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”).

28. After discussion, WP.1 decided to continue discussing this topic and to invite behavioural and cognitive science experts to present at future sessions.

### **4. Amendment proposal to Article 34 in the 1968 Convention on Road Traffic**

29. 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. At this session, the secretariat provided an update on the notification procedure with the Office of Legal Affairs informing WP.1 that Depositary Notification (C.N.5.2021.TREATIES-XI.B.19) was issued on 15 January 2021.

### **5. Establishment of Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic**

30. 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.

31. At this session, the WP.1 Chair explained that the terms of reference contained in ECE/TRANS/WP.1/2020/2 with some changes (the term “parent” was replaced by “supervising”) was incorporated in Annex III of ITC document ECE/TRANS/2021/6. 31.

During ITC, the WP.1 Chair sought clarification on the meaning of the term “supervising” to allow the Group of Experts to initiate and accomplish successfully its mandate. It was determined that “the term “supervising” means that the Group reports directly to WP.1” (as per ITC list of decisions para. 12 in Informal document No. 8/Rev.5). The ITC “approved the establishment of a new Group of Experts tasked with drafting a new legal instrument on the use of automated vehicles in road traffic on the basis of its Terms of Reference as contained in ECE/TRANS/2021/6, Annex III” (as per ITC list of decisions para. 12 in Informal document No. 8/Rev.5).

32. The secretariat informed that the creation of this new group of experts was approved by EXCOM in early March 2021 and that it will shortly write to Contracting Parties to invite nominations to the group. The secretariat will make all efforts to obtain meeting dates starting in 2021 (likely in the second half of 2021). An update will be provided at the next session.

#### **D. Human factors and automated driving as key issues for future road traffic**

33. 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 as well as in the context of identifying the most appropriate strategy to inform and educate road users on how to interact with the “new traffic”, the WP.1 Chair invited academics from Eindhoven University, Delft University, and University of South Carolina , to provide their insights on questions and challenges arising from the use of automated vehicles . WP.1 expressed interest and appreciation, and invited the three academics to provide regular updates at future sessions. Canada proposed the idea of a Charter on Human Factors and Automated Driving. The Chair welcomed the proposal and invited WP.1 to contribute.

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

#### **Group of Experts on Road Signs and Signals**

34. 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 resumed discussion of the Group of Experts’ proposals to amend Annexes 1 and 3 of the 1968 Convention on Road Signs and Signals with comments, and in particular signs E, 2b, E, 3a and E, 15, using ECE/TRANS/WP.1/2019/5 up to page 68.

35. The secretariat informed WP.1 that the request to extend the mandate of the Group of Experts until the end of 2022 has been approved by the Inland Transport Committee and EXCOM. The secretariat will shortly consult with the Group’s Chair to arrange for meetings in 2021 and 2022.

36. The secretariat also informed WP.1 about the progress in developing e-CoRSS (electronic version of the 1968 Convention on Road Signs and Signals). Virtually all of the sign images have been placed in e-CoRSS and the secretariat will begin populating the database with text once WP.1 adopts the amendment proposal contained in ECE/TRANS/WP.1/2019/5. After that phase, e-CoRSS will be publicly available with a proviso that it is not binding until the amendment proposal enters into force.

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

### **A. A Safe System Approach and amendment proposals on distracted driving**

37. 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)). In addition, the Chair noted that the title of this item is to be revised to say: “A Safe System Approach”.

### **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**

38. 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 started to discuss it. WP.1 continued discussing ECE/TRANS/WP.1/2020/5/Rev.1, up to para.13 and will resume its review at the next session.

39. A webinar was conducted to discuss the importance of guidance for safely accommodating non-regulated transport in the context of the Global Forum’s capacity-building work in South East Asia.

40. The webinar was moderated by the Chair of the Global Forum and included brief statements by high level officials representing the UNECE Sustainable Transport Division, and Cambodia, city of Puducherry (India), and state of Haryana (India). These statements addressed road safety conditions in low- and middle-income countries (LMICs), acknowledged the work of the Global Forum, and specifically the activities of the IRTE, towards improving road safety in South East Asia.

41. The webinar provided an opportunity to celebrate the 30th anniversary of the Institute for Road Traffic Education (IRTE). On this occasion, the President of the IRTE highlighted the importance of UNECE legal instruments, the need for active engagement and leadership by WP.1 in LMICs, and the need for appropriate approaches for addressing urgent road safety issues.

42. The webinar included a series of presentations by academics which reviewed the range of non-regulated transport modes commonly used in South East Asia and other regions, and discussed both their social necessity and implications for safety, congestion and environmental impact. An agenda with list of speakers and topics is found in Informal document No. 4.

43. The informal group of experts and the Chair will prepare an informal document detailing the webinar for the next session including the reference to non-regulated transport modes in order to improve Informal document No. 4 (September 2020).

### **C. Personal mobility devices**

44. WP.1 noted 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. The Chair invited all delegates to continue providing this type of information to Lithuania for consolidation in a revised document.

45. At the last session, given the emergence of micro-mobility and related policy 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. As a result, at this session, Informal document

No. 5 was tabled, having been prepared with the involvement of the New Zealand Ministry of Transport, Johns Hopkins University, and University of South Carolina.

46. WP.1 discussed the document and invited the Chair to revise the concept note on the basis of the comments received and to incorporate potential future contributions to better identify how countries have dealt with PMDs and to submit a revised document at the next session. The Chair requested to change the title of this agenda item to “personal mobility devices and other devices facilitating sustainable and inclusive mobility”.

47. The Polish Ministry of Infrastructure gave a presentation about “regulations concerning e-scooters, personal transport devices, and devices supporting mobility” highlighting recent legislative changes in Poland.

## **VII. Revision of the terms of reference and rules of procedure for WP.1 (agenda item 6)**

48. 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) in the part of the document on WP.1 terms of reference. WP.1 continued to make changes to the terms of reference and will resume its discussion at the next session on the questions which are still outstanding in this part. The secretariat will prepare an informal document containing the latest changes to facilitate WP.1 discussion for the next session.

## **VIII. Sustainable Development Goals: Potential contribution by WP.1 (agenda item 7)**

49. 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 as well as its contribution to Sustainable Development Goals 3.6 and 11.2.

50. At this session, the proponents tabled Informal document No. 7 (which revises Informal document No. 3/Rev.1 (March 2020)) and Sweden gave a presentation on their behalf on the concept of impact assessment and how sustainable transport systems can be assessed thorough a holistic approach. After discussion, WP.1 welcomed the approach and decided to begin applying it to “Policies for Vulnerable Road Users (VRU): focus on road safety challenges in low and middle income countries” (agenda item 5 (b)).

## **IX. Definition of a serious injury (agenda item 8)**

51. Italy gave a presentation on the existing definitions of a serious injury. Sweden submitted and presented Informal document No. 8 which proposes to consider amending R.E.1 to include the definition of a serious injury (that allows calculating a risk of permanent medical impairment). WP.1 appreciated both presentations and invited Sweden to elaborate the document further for the next session. Finally, WP.1 decided to move this agenda item to item 7 (Sustainable Development Goals: Potential contribution by WP.1) as of the next session.

## **X. Other Business (agenda item 9)**

52. At the last session, the WP.29 secretariat provided information about the current status of ECE/TRANS/WP.1/2020/3 (on future cooperative initiatives between WP.1 and WP.29). At this session, the WP.29 secretariat informed the Global Forum that the document was endorsed by WP.29 which looks forward to continuing its co-operation with WP.1.

53. The WP.29 secretariat also informed WP.1 that the proposed ITS Road Map for the period of 2021-2025 was endorsed at the last ITC session (para. 28, Informal Document No. 8/Rev.5).

54. At WP.1 invitation, the Chair of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) shared information on the ongoing work and evolution of the planned regulation for automotive advancement of in-vehicle technology. The GRVA Chair informed WP.1 that the Automated Lane Keeping Systems Regulation (No. 157) entered into force in January 2021 and is limited to a certain vehicle category, moving at speeds up to 60km/h, and on motorways. Currently, the GRVA is working on developing revisions of Regulation 157 to accommodate higher speeds, the possibility of lane changes, and the inclusion of other vehicle categories. The GRVA Chair clarified that its primary activities are focused on developing global requirements for automated driving under both vehicle regulations agreements.

55. The United Kingdom introduced Informal document No. 9 submitted by Finland, France, Germany, Japan, Luxembourg, the Netherlands, Sweden and the UK which describes the history of the informal group of experts on automated driving, and topics for its possible future work. WP.1 took note of Informal document No. 9 and the Chair invited WP.1 to continue to consider how the document could contribute to advancing its current work plan.

56. The WP.1 Chair noted a possibility of holding a session outside the Palais des Nations in 2022 to promote WP.1 global role and the international legal instruments under its mandate. WP.1 was invited to provide comments and suggestions to the WP.1 Chair.

57. A representative of UNOG Division of Conference Management informed WP.1 about its client satisfaction survey. WP.1 delegates are encouraged to participate. The survey is available at <http://conf.unog.ch/dcmsurvey>.

## **XI. Date of next session (agenda item 10)**

58. The next session of WP.1 is scheduled for 20-24 September 2021 in Geneva. The deadline for the submission of formal documents is 28 June 2021.

## **XII. Adoption of the report of the eighty-second session (agenda item 11)**

59. The Working Party adopted the report of its eighty-second session.

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