

**Decisions submitted to silence procedure following formal meeting with remote participation
of the 82nd session of Global Forum for Road Traffic Safety (WP.1) on 8-12 March 2021**

Agenda item	Document (LINK)	Decision
	<p>Report of the 82nd session : ECE/TRANS/WP.1/175</p> <p>https://unece.org/transport/events/wp1-global-forum-road-traffic-safety-82nd-session</p> <p>Official and informal documents may also be found at: https://unece.org/transport/events/wp1-global-forum-road-traffic-safety-82nd-session</p>	
1.		<p>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.</p>
2.		<p>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.</p>
3 (a)		<p>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).</p>
3 (b) (i)		<p>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</p>

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		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.
3 (b) (ii)		20. WP.1 decided to include the training of drivers in the context of automotive technology advancement in this item.
3 (c) (i)		<p>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.</p> <p>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.</p> <p>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.</p>
3 (c) (ii)		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 (c) (iii)		28. After discussion, WP.1 decided to continue discussing this topic and to invite behavioural and cognitive science experts to present at future sessions.
3 (d)		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.
4.		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.
5 (b)		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

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		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.
5 (c)		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”.
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.
7.		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 through 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)).
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.
9.		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.
11.		The Working Party adopted the report of its eighty-second session.