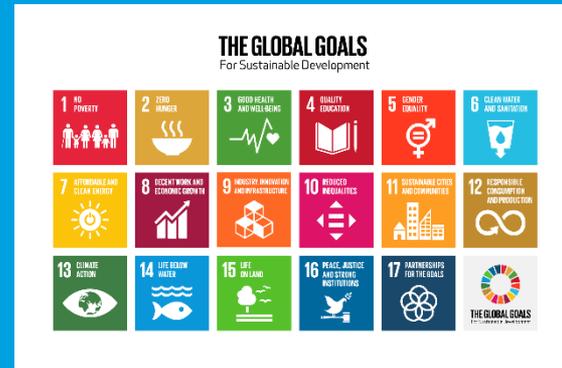


The Global Forum for Road Traffic Safety and its contribution to the UN Sustainable Development Goals and the ITC-strategy

WP.1/IGEAD 'other activities' resolution – an impact assessment “in between”

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Can WP.1/IGEAD resolution of activities other than driving support a sustainable transport system / ITC-strategy until 2030 – an impact assessment “in between”

What is the problem and why?

- The transport sector is rapidly becoming connected, digitalized and automated.
- National and international regulations mainly introduced when all driving of vehicles was done manually.
- Substantial differences in regulation has and is developing in various jurisdictions.
- Lack of support from international legal instruments hinders development.

Why should WP.1 act?

- A faster pace of ADS /AV implementation will play an important role in fulfilling the Agenda 2030 and the ITC special priority of road safety.
- Further need to develop the United Nations legal instruments aimed at harmonizing traffic rules intended for ADS/AV.
- Timeline suggests a faster track until new rules are in place

Impact assessment “in between” cont.

What should be achieved?

- Support countries when developing and adapting regulation for safe deployment of automation.
- A resolution intended to contribute to more harmonised safety considerations.
- Support the ITS-strategy 2030 and the United Nations Sustainable Development Goals including road safety.

What are the various options to achieve the objectives?

- New convention.
- Amending the 1949 or 1968 conventions on road traffic.
- Resolution(s).
- Initiate dialogues and discussions.
- Doing nothing.

Impact assessment “in between” cont.

Options compared to the responsibility for WP.1 in the ITC strategy (effectiveness, efficiency and coherence)?

- New convention or change in Road Conventions will take many years.
- Doing nothing will leave a lack of clarity in the short term, whilst regulations on vehicle technical regulations will continue to proceed regardless.
- Drafting of a resolution have short term benefits of establishing some guidance for countries and developers.

Monitoring and subsequent retrospective evaluation

- Questionnaire and interviews of delegates in the WP.1 and IGEAD.
- If the resolution *is adopted*, the main question will be if and how the resolution has been used in a national legislative perspective.
- If the resolution *fails to be adopted* the main question will be to understand what hindered the adoption and what impact this will have.

Result and what to learn from this impact Assessment....

Results

- Display the legitimacy of WP.1 decision of a new resolution
- Clarify how WP.1 achieve its goals and priorities regarding automated vehicles
- Improve transparency within WP.1
- Disclose WP.1 contributions to sustainability and the ITC-strategy
- Contribute to WP.1's continuous learning
- Improving transparency between WP.1 and other WP:s in UNECE

To consider

- Not performed before the decision
- General and broad in approach
- More focus on the legal perspective
- Not supporting the actual wording and direction of the resolution
- Mix of competences in the assessment working group need to be broader

Thank you!