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## Economic Commission for Europe

### Inland Transport Committee

### Global Forum for Road Traffic Safety

#### Eighty-third session

Geneva, 20-24 September

#### Adoption of the agenda

### Annotated provisional agenda for the eighty-third session<sup>\*,\*\*</sup>

to be held virtually or in-person at the Palais des Nations, Geneva, starting at 9.30 a.m. on 20 September 2021, Tempus 1.

## 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):

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\* 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](http://www.unece.org/trans/main/welcwp1.html)). On an exceptional basis, documents may also be obtained by email ([roadsafety@unece.org](mailto: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://uncdb.unece.org/app/ext/meeting-registration?id=D3UIXX> or complete the registration form available for download at the UNECE Sustainable Transport Division's website ([www.unece.org/trans/registfr.html](http://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](mailto: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](http://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. Other Business.
9. Date of next session.
10. 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.1/176).

#### **Documentation**

ECE/TRANS/WP.1/176

### **2. Activities of interest to the Working Party**

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 on the consultative process leading to the adoption of a new Plan of Action for the Decade of Action for Road Safety 2021-2030. The secretariat will be invited to provide an update.

Also at the last session, WP.1 welcomed and supported a Charter of Road Traffic Victims' Rights (ECE/TRANS/WP.1/2021/1). The secretariat will be invited to provide an update, about the availability of the Charter on the WP.1 website, preferably in a brochure format. WP.1 will also be invited to provide feedback on their use of the Charter.

The secretariat of the United Nations Road Safety Fund (UNRSF) will inform WP.1 about its work, in particular the impact of its projects, planned future strategy and events to promote the UNRSF.

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.

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 discussion of ECE/TRANS/WP.1/2017/1/Rev.1 using Informal document No. 1. International Motorcycle Manufacturers Association (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 this session, WP.1 will resume discussion from point 31 (Reversing lamp).

Germany will be invited to clarify its proposal related to point 31, especially in view of Article 32, points 12 and 12bis (which have already been agreed upon).

##### Documentation

ECE/TRANS/WP.1/2017/1/Rev.1, Informal document Nos. 1 and 10 (March 2021)

#### (b) Driving permits

##### (i) Amendment proposal

At the last session, WP.1 renewed its invitation to the informal Group of Experts on driving permits to prepare a simplified proposal amendment containing options for minimum security features for the current system of domestic driving permits (DDPs) and international driving permits (IDPs) under the 1968 Convention as well as any improvements to the current system or permits for this session, and reiterated that this should not be based on the amalgamated approach.

The informal Group of Experts will be invited to provide an update on the proceeding work on the proposal amendment at this session.

WP.1 will also be invited to consider the suggestion made by Fédération Internationale de l'Automobile (FIA) at the last session on the merits of the creation of a repository of agencies authorized to issue IDPs.

Finally, the secretariat will be invited to provide an update on the preparation of a guidance note or brochure featuring a table entitled 'Prevailing Convention for the issue/use of DDPs and IDPs' which was acknowledged and endorsed by WP1 at its last session (Informal document No. 2 of March 2021).

##### Documentation

Informal document No. 2 (in English, French and Russian) (March 2021).

##### (ii) Future developments of interest

At its last session, WP.1 stressed that attention to driver training, life-long learning and awareness of road traffic principles is of utmost importance to improve road safety, even more so in the context of safe mobility policies and rapid advances in vehicle technology. WP.1 will be invited to contribute and to continue to exchange information on this topic.

#### (c) Automated driving

##### (i) Vehicles with automated driving systems: The concept of activities other than driving

At the last 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. Following the substantive comments raised during discussion, 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. The WP.1 Chair also 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.

At the informal session on 5 May 2021, Informal documents Nos. 1, 2, 3, 4 and 5 were submitted and used for discussion. It was agreed that a revised draft resolution based on the March and May discussions, and which also takes into account the identified key concepts in all of the relevant documents (referred to in March and May), would be prepared for WP.1's consideration and possible finalization at this session.

**Documentation**

ECE/TRANS/WP.1/2021/2

(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 did not submit ECE/TRANS/WP.1/2019/2/Rev.1 at the last session, but it informed WP.1 that an informal document would be prepared for this 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. At this session the experts tasked to work on the revision will be invited to provide an update. WP.1 will be invited to offer comments and insights on how best to proceed on this topic.

**Documentation**

Informal document No. 1

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

At the last session, WP.1 decided to continue discussing this topic and to invite behavioural and cognitive science experts to present at future sessions.

WP.1 will be invited to consider an informal document submitted by Germany on this topic.

In the same context, WP.1 will receive a presentation by an academic from Massachusetts Institute of Technology Age Lab (MIT) on the analysis and understanding of cognitive workload, stress, and attention related to the potential use of optical and/or audible signals in DAS and ADS vehicles.

**Documentation**

Informal document No. 13 (March 2020), Informal document No. 2

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

At its eighty-first session, WP.1 considered an amendment proposal to Article 34 contained in ECE/TRANS/WP.1/2020/1/Rev.1 and adopted it without any changes. At the last session, the secretariat provided an update on the notification procedure with the Office of Legal Affairs and informed WP.1 that Depositary Notification (C.N.5.2021.TREATIES-XI.B.19) was issued on 15 January 2021.

**Documentation**

ECE/TRANS/WP.1/2020/1/Rev.1

(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 was informed that 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 (Group of Experts on Drafting a New Legal Instrument on the Use of Automated Vehicles in Traffic (LIAV)) 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). Further, the secretariat informed that the creation of the new Group of Experts was approved by EXCOM in early March 2021 and that letters to Contracting Parties to invite nominations to the group would follow shortly.

The Group of Experts of LIAV secretariat will provide detailed information on the outcome of the first session of the Group of Experts LIAV that took place on 1 September 2021.

### Documentation

ITC Informal document No. 8/Rev.5 (February 2021), ECE/TRANS/WP.1/GE.3/2021/1, ECE/TRANS/WP.1/GE.3/2021/2 (report of the Group of Experts on LIAV in September 2021)

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

At its eighty-first session, WP.1 invited the academics from Eindhoven University, Delft University, and University of South Carolina who gave presentations to provide regular updates at future sessions. At the last session, brief updates were received and appreciated by WP.1. In addition, Canada proposed the idea of a Charter on Human Factors and Automated Driving which was welcomed by the Chair who invited WP.1 to contribute.

At this session, the exchange of views will continue with contributions from academia to further investigate the opportunity offered by combining, in the context of automotive technology, *artificial intelligence with human ethics* to enhance safe driving.

WP1 will also be invited to discuss and contribute to Canada's proposal of a Charter on Human Factors and Automated Driving, and its relevance from the perspective of WP.1's mandate.

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

### Group of Experts on Road Signs and Signals

At its eighty-first session, WP.1 concluded its review of the Group of Experts' final report (ECE/TRANS/WP.1/2019/4). At the last 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.

At the last session, the secretariat also informed WP.1 that the request to extend the mandate of the Group of Experts until the end of 2022 had been approved by the Inland Transport Committee and EXCOM.

Also at the last session, the secretariat informed WP.1 about the progress in developing e-CoRSS (electronic version of the 1968 Convention on Road Signs and Signals). Nearly 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.

At this session, WP.1 will continue its discussion of ECE/TRANS/WP.1/2019/5 from page 68. The secretariat will be invited to provide an update on the meetings scheduled for the Group of Experts in 2021 and 2022, and an update on e-CoRSS (if any).

### 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**

At its eighty-first 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 (ECE/TRANS/WP.1/173).

### (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 its eighty-first session, WP.1 agreed to have ECE/TRANS/WP.1/2020/5 prepared by an informal Group of Experts (Italy, IRTE, University of Birmingham (UK), and Johns Hopkins University) as a new Annex VIII in R.E.1, and started to discuss it. At the last session, WP.1

discussed ECE/TRANS/WP.1/2020/5/Rev.1 up to paragraph 13 and will resume its review at this session.

Also at the last session, a webinar took place with a series of presentations by academics who have reviewed the range of non-regulated transport modes commonly used in South East Asia and other regions, and discussed their social necessity and implications for safety, congestion and environmental impact. The webinar also provided an opportunity to celebrate the 30th anniversary of the Institute for Road Traffic Education (IRTE).

At this session, WP.1 will be invited to consider Informal document No. 3 (prepared by the Chair and the informal Group of Experts) which summarizes the key messages of the webinar. Using it, WP1 will also be invited to provide comments, additions and references to further improve Informal document No. 4 (September 2020).

#### **Documentation**

ECE/TRANS/WP.1/2020/5/Rev.1, Informal document No. 4 (September 2020), Informal document No. 3

### **(c) Personal mobility devices and other devices facilitating sustainable and inclusive mobility**

At the last session, the Chair reminded WP.1 delegates of the request to provide information on legislative information on personal mobility devices such as e-scooters to Lithuania for consolidation in a revised version of Informal document No. 2 (September 2020). Lithuania is invited to provide an update.

Also at the last session, WP.1 discussed Informal document No. 5 tabled by the Chair and prepared with the involvement of the New Zealand Ministry of Transport, Johns Hopkins University, and University of South Carolina.

At this session, WP.1 will be invited to continue its discussion on Informal document No. 5 taking into account the potential of personal mobility devices and the measures taken by countries to deploy them in a safe and successful manner. In addition, WP.1 will be invited to discuss the impact of developments in mobility technology to accomplish the SDG principles of safety, sustainability, diversity and inclusion, as well as equity.

#### **Documentation**

Informal document No. 2 (September 2020), Informal document No. 5 (March 2021)

### **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) in the part of the document on the terms of reference. WP.1 continued to make changes to its terms of reference and will resume its discussion at this session on the questions which are still outstanding in this part. To facilitate WP.1's discussion, the secretariat will prepare an informal document containing the latest changes

#### **Documentation**

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

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

At the last session, Brazil, Sweden and Road Safety Institute (RSI) "Panos Mylonas" 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 agenda item 5 (b) "Policies for Vulnerable Road Users (VRU): focus on road safety challenges in low and middle income

countries". WP.1 will be invited to reflect on the application of the impact assessment to its work, and to refine it if desired.

Also at the last session, 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 at this session.

In light of ITC's request to its subsidiary bodies to align their work to its Strategy in support of the 2030 Agenda for Sustainable Development, WP.1 is also invited to participate in the following initiatives at this session:

(a) a half day workshop on Sustainable road safety policies to accomplish the 2030 Agenda for Sustainable Development in the countries participating in the EUROMED Transport Support Project (Lebanon, Jordan, Israel, Morocco, State of Palestine, and Tunisia); and

(b) a discussion following a presentation by the Imola Living Lab (a representative cluster featuring academia, civil society, medical rehabilitation centres and local government) on its innovative cross-cutting action plan to accomplish the 2030 Agenda for Sustainable Development as documented in Informal document 5.

#### **Documentation**

Informal document No. 3/Rev.1 (March 2020), Informal document Nos. 7 and 8 (March 2021), Informal document No. 5.

## **8. Other Business**

At the last session, the World Forum for the harmonization of vehicle regulations (WP.29) secretariat informed WP.1 that WP.29 had endorsed ECE/TRANS/WP.1/2020/3 (describing future cooperative initiatives between WP.1 and WP.29), and that ITC had endorsed the revised ITS Road Map. The Automated/Autonomous and Connected Vehicles (GRVA) Chair also shared information and clarification about the Automated Lane Keeping Systems (ALKS) vehicle regulation. At this session, the WP.29 secretariat and the GRVA Chair will be invited to provide updates on these and other relevant matters which relate to mutual areas of interest for WP.1 and WP.29.

In the context to facilitate the close cooperation, WP1 will also invite GRVA to consider the opportunity of a joint event, possibly in 2022, to engage the road safety community to share and collect views on the on-going automotive technological advancement.

At the last session, WP.1 took note of the informal document No. 9. At this session, WP.1 will resume its discussion on Informal document No. 9 (March 2021), in the light of how the suggestions could contribute to advancing its current work plan on automated driving.

Also at the last session, the WP.1 Chair noted a possibility of holding a session outside the Palais des Nations in 2022 to promote WP.1's global role and the international legal instruments under its mandate. At this session, WP.1 will be invited to provide comments and suggestions to the WP.1 Chair.

WP1 Chair will inform the delegates of the Global Road Safety Film Festival 2022.

WP.1 may wish to discuss other issues.

#### **Documentation**

ECE/TRANS/WP.1/2020/3, Informal document No. 9 (March 2021)

## **9. Date of next session**

The next session of WP.1 is scheduled for 7 to 11 March 2022 in Geneva.

**10. Adoption of the report of the eighty-third session**

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

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