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## Economic Commission for Europe

### Inland Transport Committee

### Global Forum for Road Traffic Safety

#### Eighty-fourth session

Geneva, 7-11 March 2022

Item 1 of the provisional agenda

#### Adoption of the agenda

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

to be held virtually or in-person at the Palais des Nations, Geneva, starting at Monday on 7 March 2022, 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=3UJM\\_I](https://uncdb.unece.org/app/ext/meeting-registration?id=3UJM_I) 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;
  - (b) Focus on road safety challenges in low-and middle-income countries (LMICs);
  - (c) Personal mobility devices and other devices facilitating sustainable and inclusive mobility.
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-fourth 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.1/178).

#### **Documentation**

ECE/TRANS/WP.1/178

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

The Chair will report on the eighty-fourth ITC session held in February 2022 and on the issues and outcomes related to WP.1 and road safety.

The secretariat will provide an update on recent developments related to a new Plan of Action for the Decade of Action for Road Safety, 2021-2030 as well as on high-level United Nations global road safety meetings planned for 2022.

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.

### **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 continued to discuss ECE/TRANS/WP.1/2017/1/Rev.1 using Informal document Nos. 1 and 10 (March 2021) and, at this session, it will be invited to resume from point 41.

#### **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 for this session a simplified amendment proposal 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 of permits. At this session, the informal Group of Experts will be invited to provide an update on the amendment proposal.

The Fédération Internationale de l'Automobile (FIA) will be invited to present ECE/TRANS/WP.1/2022/1 which provides a list of agencies authorized to issue IDPs. ECE/TRANS/WP.1/2022/1 is available in English, French, and Russian as requested by WP.1 at the last session.

At the last session, the WP.1 Chair invited the European Driving Schools Association (EFA), American Association of Motor Vehicle Administrators (AAMVA) and FIA to explore creating an informal group of experts on “digital mobile permits” and future common initiatives. WP.1 will be provided an update on the status quo of this new initiative.

**Documentation**

ECE/TRANS/WP.1/2022/1

**(c) Automated driving**

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

At the September 2021 session, in view of substantial progress made revising ECE/TRANS/WP.1/2021/2, WP.1 agreed to hold a special session before 10 December 2021 to finalize the document. The special session was held on 9 December, considerable progress was made, and at this session WP.1 will be invited to continue discussing the document, with a view of finalizing it. To facilitate the discussion, the Chair has tabled Informal document No. 1 which provides a marked up, draft version of ECE/TRANS/WP.1/2021/2 with observations made at the special session.

**Documentation**

ECE/TRANS/WP.1/2021/2, Informal document No. 1

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

At the last session, the United Kingdom tabled and introduced a discussion paper on remote driving (Informal document No.1 (September 2021)). After discussion, WP.1 invited the UK to consider the comments made, in particular, on defining the scope and objectives, and to take into account the evolving technology of “remote driving” systems and their benefits. The United Kingdom will be invited to provide an update (Informal document No. 2).

**Documentation**

Informal document No. 1 (September 2021), Informal document No. 2

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

At its eighty-first session, WP.1 considered and adopted an amendment proposal to Article 34 (ECE/TRANS/WP.1/2020/1/Rev.1). The secretariat will provide an update on Depositary Notification (C.N.5.2021.TREATIES-XI.B.19) which was issued on 15 January 2021.

**Documentation**

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

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

At the last session, WP.1 was informed about the outcome of the first session held by the Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (LIAV). The WP.1 Chair stressed the need to focus the discussions and outputs on the Group's mandate (as per Annex III of ECE/TRANS/2021/6). At this session, the Chair of the LIAV Group of Experts will be invited to provide information on the Group's progress to-date.

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

*(i) Human factors and automated driving*

At the last session, Canada and the WP.1 Chair submitted Informal document No. 11 (September 2021) which proposes to develop a framework of key principles for automated vehicle safety and human centred needs. WP.1 did not discuss the document in detail and it will be invited to revert to it at the present session. The exchange of views on "human factors and automated driving" is expected to continue with contributions from experts from different academic and scientific fields.

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

At the last session, WP.1 decided to continue discussing the topic of optical and/or audible signals in DAS and ADS vehicles. At this session, WP.1 will be invited to provide additional inputs and exchange views on the relevance of behavioral, social and cognitive sciences to address the new traffic environment.

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

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

At the last session, WP.1 completed its discussion on the Group of Experts' proposals to amend Annexes 1 and 3 of the 1968 Convention on Road Signs and Signals (contained in ECE/TRANS/WP.1/2019/5). As per WP.1 request, the final versions ECE/TRANS/WP.1/2019/4 (the report of the Group of Experts) and ECE/TRANS/WP.1/2019/5 (which incorporate WP.1 revisions to-date) will be tabled for a possible adoption as ECE/TRANS/WP.1/2019/4/Rev.1 and ECE/TRANS/WP.1/2019/5/Rev.1.

The Chair of Group of Experts will be invited to update WP.1 about the current work related to non-Convention signs, the priority signs questionnaire, and ongoing challenges to accomplish the Group's mandate. The Chair of Group of Experts will also update WP.1 on the endeavours undertaken together with the Chair of WP.1 to properly address the participation of the private sector experts in the Group. WP.1 - as the Group's parent body - will be invited to comment on the current situation and decide on the best way forward for the Group to accomplish its mandate.

### **Documentation**

ECE/TRANS/WP.1/2019/4, ECE/TRANS/WP.1/2019/5, ECE/TRANS/WP.1/2019/4/Rev.1, ECE/TRANS/WP.1/2019/5/Rev.1

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

**(a) A Safe System Approach**

At last session, WP.1 completed its revisions of R.E.1 by adopting a new Annex VIII (ECE/TRANS/WP.1/2020/5/Rev.1). At this session, WP.1 was expected to adopt the revised Consolidated Resolution on Road Traffic (RE.1), which includes Annex VIII (Policies for vulnerable road users (VRU): focus on road safety challenges in low- and middle-income countries). However, due to a recent request to update the new Chapter 17 on Multi-Disciplinary Crash Investigation (Annexes in ECE/TRANS/WP.1/157 and ECE/TRANS/WP.1/159), WP.1 will be invited to consider amendments made by Sweden, with a view of adopting them.

**Documentation**

ECE/TRANS/WP.1/2020/5/Rev.1, ECE/TRANS/WP.1/157, ECE/TRANS/WP.1/159

**(b) Focus on road safety challenges in low- and middle-income countries (LMICs)**

At the last session, the WP.1 Chair invited the Federation of International Motorcycling (FIM) to present its work and experience in the area of informal transport modes. FIM will be invited to give a presentation on this topic.

Also at the last session, an academic from the Catholic University of Milan gave a presentation on the pros and cons of the use of powered two-wheelers (PWT) in low and middle income countries. At this session, a presentation will be made describing a study undertaken across Nigeria, Tanzania, Madagascar and Kenya on the driving behavior of motorcycle drivers, which takes into account socio-cultural contexts.

These presentations will contribute to further assess the approach to mobility options in LMICs. In the same context, on the basis of outcomes of the webinar held in March 2021, WP.1 will continue to elaborate the best way of addressing non-regulated transport modes commonly used in South-East Asia and other regions. WP.1 will also continue to evaluate how to ensure road safety while acknowledging the prominent role played by non-regulated transport modes in the regions where such transport is commonly utilized due to economic and social necessities.

To this end, the Informal Group of Experts (Chair, Johns Hopkins University, Institute of Road Traffic Education (IRTE), University of Birmingham) will table a concept note highlighting road safety and Sustainable Development Goals (SDGs) principles to be considered when addressing - at local levels - the policies for non-regulated transport modes (Informal document No. 3).

**Documentation**

ECE/TRANS/WP.1/173, Informal document No. 3

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

At the last session, the Chair encouraged WP.1 delegates to provide information to Lithuania on legislative information on personal mobility devices such as e-scooters for consolidation in a revised version of Informal document No. 10 (September 2021). Lithuania will be invited to provide an update (Informal document No. 4).

At its previous session, WP.1 discussed Informal document No. 5 (March 2021) tabled by the Chair and prepared with the New Zealand Ministry of Transport, Johns Hopkins University, and University of South Carolina. At this session, WP.1 will be invited to continue discussing the document while 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.

**Documentation**

Informal document No. 5 (March 2021), Informal document No. 10 (September 2021), Informal document No. 4

**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. 4 (September 2021) (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 and will resume its discussion at the present session on the questions which are still outstanding in this part.

**Documentation**

ECE/TRANS/WP.1/100/Add.1/Rev.4, Informal document No. 4 (September 2021)

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

At the last session, Sweden submitted Informal document No. 8 (September 2021) proposing a potential contribution by WP.1 in relation to United Nations SDG targets 3.6 and 11.2 as well as a definition of serious injury. WP.1 appreciated Sweden's approach and decided to consider (at the present session) the following three key areas proposed in Informal document No. 8 (September 2021): a. definition of a serious injury; b. developing a long term program of work (2022-2030) which includes activities and expected accomplishments to counteract serious injuries globally; and c. undertaking biennial evaluations. WP.1 will be invited to consider the above three areas.

At the last session the representatives of Imola Living Lab outlined its innovative, cross-cutting action plan to implement the Agenda 2030 and highlighted the opportunities of supporting WP.1 in its endeavours to promote road safety principles across the world. At this session, Imola Living Lab will provide further updates concerning planned initiatives and activities related to safe, sustainable and inclusive mobility, and improved quality of life, as per SDG targets 3.6 and 11.2.

At the last session, upon the initiative of Canada and the United States, WP.1 decided to hold – at the present session - a discussion and/or a panel of experts on “drug and alcohol impaired driving as a road safety factor” in the context of SDG target 3.6. At this session, the topic will be further elaborated to explore the best innovative approach replicable at the global level.

### **Documentation**

Informal document No. 8 (September 2021)

## **8. Other Business**

The WP.29 secretariat and/or the GRVA Chair will be invited to provide an update on matters related to mutual areas of interest for WP.1 and WP.29.

At the last session, WP.1 discussed Informal document No. 9 (March 2021) and suggested that IGEAD contribute to WP.1 work program by exploring the definition and role of the driver, driver education and training, and remote driving. The IGEAD Chair will be invited to provide an update.

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 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. In consideration of the pandemic constraints, WP.1 will also be invited to provide comments and suggestions on how to promote WP.1 global role using digital remote meeting opportunity.

The WP.1 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 19 to 23 September 2022 in Geneva. The deadline for submitting formal documents is 24 June 2022.

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

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

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