



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

Geneva, 20-24 September 2021

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

1. The Global Forum for Road Traffic Safety (WP.1) held its eighty-third session in Geneva from 20 to 24 September 2021, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belarus, Belgium, Canada, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Israel, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Portugal, Republic of Moldova, Russian Federation, Slovakia, Spain, Sweden, 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, Egypt, India, Japan, Jordan, Lebanon, Morocco, New Zealand, the State of Palestine and Tunisia.

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), 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 South Carolina Massachusetts Institute of Technology and University of Trento participated as observers.

II. Adoption of the Agenda (agenda item 1)

5. The Global Forum for Road Traffic Safety (WP.1) adopted the session's agenda (ECE/TRANS/WP.1/176). All power point presentations given at this session are available at the WP.1 website.

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

6. The secretariat provided an update on recent developments related to future adoption of a new Plan of Action for the Decade of Action for Road Safety, 2021-2030. The update covered the structure of the Plan, progress, and next steps including a proposed public launch on 28 October 2021.

7. At the last session, WP.1 welcomed and supported a Charter of Road Traffic Victims' Rights (ECE/TRANS/WP.1/2021/1). At this session, the secretariat informed WP.1 that the secretariat has created a brochure with the charter (<https://unece.org/transport/publications/charter-road-traffic-victims-rights-joint-initiative-wp1-secretariat-and>). WP.1 is encouraged to use and promote the charter, as appropriate.

8. The secretariat of the United Nations Road Safety Fund (UNRSF) informed WP.1 about its work, in particular the impact of its projects, planned future strategy and events to promote the Fund (more at <https://unece.org/un-road-safety-fund>).

9. The United Nations Secretary-General's Special Envoy for Road Safety delivered an address highlighting key initiatives as well as describing his activities in promoting road safety. The secretariat of the Special Envoy presented the 2021 highlights and planned activities for the remainder of the year.

10. 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. No written submissions were received.

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

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

11. WP.1 resumed discussion of ECE/TRANS/WP.1/2017/1/Rev.1 from point 31 (reversing lamp) using Informal document Nos. 1 and 10 (March 2021). Germany withdrew its earlier proposal related to point 31. WP.1 reached agreement on revising points 31, 32, 33 and 40. At the next session, it will resume from point 41. (Under agenda item "Other business", the secretariat briefed on the exact wording of provision 29.2 already adopted at the March 2021 session).

B. Driving permits

1. Amendment proposal

12. 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 of permits for this session, and reiterated that this should not be based on the amalgamated approach. At this session, the informal Group of Experts informed WP.1 that it would be providing an update on the amendment proposal at the next session. The WP.1 Chair reiterated the importance of the update – as per original WP.1 guidance - to ensure timely progress in this area.

13. France informed WP.1 about the creation of a working group at the European Commission to explore changes to the EU Driving Licence Directive (2006/126/EC) possibly to incorporate digital options for driving permits. ISO briefly described its new driving licence standard (ISO/IEC 18013-5) and called for all stakeholders to aim at the global interoperability by using the ISO standard together with the vehicle categories and format of the 1968 Convention on Road Traffic.

14. Fédération Internationale de l'Automobile (FIA) introduced Informal document no. 9 which provides a conceptual framework and structure for a possible repository of agencies authorized to issue IDPs. WP.1 appreciated this contribution and invited its members to provide comments on the document directly to FIA. WP.1 requested the secretariat to have Informal document no. 9 tabled in English, French, and Russian at the next session.

15. The secretariat provided an update on the preparation of a brochure featuring 'Prevailing Convention for the issue/use of DDPs and IDPs' which was endorsed by WP.1 at its last session. The brochure is now available in English, French, and Russian at Prevailing Convention for the issue/use of Domestic Driving Permits and International Driving Permits under the 1949 and 1968 Conventions on Road Traffic | UNECE.

2. Future developments of interest

16. 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. At this session, WP.1 continued to exchange information on this topic. EFA gave a presentation on possible changes to the EU Driving Licence Directive focusing on the adaptation of training and examinations to evolving vehicle technology. American Association of Motor Vehicle Administrators (AAMVA), in its presentation, explained a new driving permit standard in ISO/IEC 18013-5. The WP.1 Chair invited EFA, AAMVA and FIA to explore creating an informal group of experts on "digital mobile permits" and future common initiatives (in future, to be discussed under the current agenda item 3 b (i)).

C. Automated driving

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

17. Following the last session when 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 and the informal session (of 5 May 2021) when Informal documents Nos. 1, 2, 3, 4 and 5 were submitted and discussed, the working party agreed that a revised draft resolution based on the March and May discussions would be prepared. To this end, Canada, Finland, France, Germany, Japan, Luxemburg, the Netherlands, Sweden and the United Kingdom submitted ECE/TRANS/WP.1/2021/2.

18. WP.1 extensively discussed the document, substantively revised it, and mostly agreed on five of the seven major parts (i.e., Preamble, Definitions, Recommendations concerning automated driving systems issuing transition demands, Recommendations for drivers, Recommendations for manufacturers of automated driving systems issuing transition demands). The provisions or recommendations still to be agreed upon include: clarifying "the type of vehicles the resolution applies to" in "Definitions" (proposed by Belgium); consolidation of points 3 (a) and (b) under "Recommendations regarding automated driving systems issuing transition demands"; provisions on "physical and mental ability" and on an additional provision (proposed by Belarus) to consider inserting text referring to a situation "when the driver is handing back dynamic control to the system" under "Recommendations for drivers". Revision of the remaining two short sections on "Recommendations for contracting parties" and "Conclusions" is still to be completed.

19. 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 secretariat was requested to explore the possibility of organizing a one-day WP.1 session with English, French, and Russian interpretation.

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

20. The United Kingdom introduced Informal document No. 1 which contains a discussion paper on remote driving. The document replaces ECE/TRANS/WP.1/2019/2 (previously submitted on this topic). During discussion, WP.1 delegates provided comments, mostly focusing on defining the scope of the document better as well as on addressing the safety aspects of “remote driving”. In conclusion, WP.1 invited the UK to consider the comments made at this session, in particular, on defining the scope and objectives, and to take into account the evolving technology of “remote driving” systems and its benefits. The UK encouraged other delegates to get involved in the effort to revise the document. Both Canada and the United States were of the view that this issue is a long term initiative.

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

21. At the last session, WP.1 decided to continue discussing this topic and to invite behavioural and cognitive science experts to present. At this session, an academic from Massachusetts Institute of Technology Age Lab gave a presentation on a variety of aspects related to the potential use of optical and/or audible signals in DAS and ADS vehicles. Germany submitted Informal document No. 2 describing the country’s position. WP.1 decided that this agenda item should continue at the next session.

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

22. The secretariat reminded WP.1 that Depositary Notification (C.N.5.2021.TREATIES-XI.B.19) was issued on 15 January 2021 and contracting parties have 12 months to communicate to the Secretary General whether they accept or reject the amendment proposal.

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

23. The Group of Experts on drafting a new legal instrument on the use of automated vehicles (LIAV) Group of Experts secretariat as well as the Chair and two Vice-Chairs provided information on the outcome of the first session of the LIAV Group of Experts (1 September 2021). WP.1 was informed that the Group has yet to adopt its program of work, the task remains the Group’s priority. To this end, the Group will hold an informal meeting in November (in English only) - hosted by the Government of France – to expedite the development of program of work which is to be tabled at the Group’s second session in December. ECE/TRANS/WP.1/GE.3/2021/2 (report of the 1 September 2021 session) was not submitted as it will be adopted at the next LIAV Group of Experts session in December. The WP.1 Chair congratulated the LIAV experts on their inaugural session and stressed the need to focus the discussions and outputs on the Group’s mandate (as per Annex III of ECE/TRANS/2021/6).

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

24. At its eighty-first session, WP.1 invited several reputable academics who gave presentations and who were invited to provide regular updates at future sessions. At this session, the exchange of views continued with contributions from eminent academics and experts (Informal document No. 7) on issues ranging from future advanced studies and anticipatory systems, HMI machine learning in the field of artificial intelligence, automation, human factors and ethics, to the herd immunity applied to automated vehicles in traffic. WP.1 decided to continue the view exchange on this agenda item.

25. Canada and the WP.1 Chair submitted Informal document No. 11 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. WP.1 will revert to this issue at the next session.

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

Group of Experts on Road Signs and Signals

26. At its eighty-first 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 and subsequently 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). WP.1 expressed its appreciation to the Group and its Chair (Belgium) for the impressive work done to date. It requested the secretariat to table the final versions of ECE/TRANS/WP.1/2019/4 and ECE/TRANS/WP.1/2019/5 (which would incorporate deliberations and decisions of WP.1) at the next WP.1 session for possible adoption.

27. The secretariat reminded 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. The next session is scheduled to take place on 25 October 2021. In 2022, two sessions have been scheduled for 30 May and 30 November.

28. The secretariat also 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.

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

A. A Safe System Approach

29. At its eighty-first session, the Chair informed WP.1 that the review and revisions of R.E.1 (ECE/TRANS/WP.1/173) would be concluded when the new Annex VIII is adopted. WP.1 took note that the discussions on Annex VIII has been completed at this session.

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

30. WP.1 completed its discussions of ECE/TRANS/WP.1/2020/5/Rev.1 It requested the secretariat to append the final version to ECE/TRANS/WP.1/173 as Annex VIII policies for vulnerable road users (VRU): focus on road safety challenges in low and middle income countries. The consolidated document is to be tabled for possible adoption at the next session.

31. 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 took note of Informal document No. 3 which summarizes the key messages of the webinar on non-regulated transport modes.

32. 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 as well a presentation (on behalf the Boda Boda Safety Association of Kenya) on the work of commercial motorcyclists in Kenya.

33. The WP.1 Chair invited FIM to present – at the next session – on its work and experience in the area of the informal transport modes.

C. Personal mobility devices and other devices facilitating sustainable and inclusive mobility

34. WP.1 delegates continued to provide information on legislation on personal mobility devices to Lithuania for consolidation. As a result, Lithuania submitted and introduced Informal document No. 10. The Chair encouraged delegates to continue providing this type of information to Lithuania so the document can be continuously updated.

35. The Chair and University of South Carolina gave overview presentations on – respectively - the evolving urban environment and the impact of developments in mobility technology to accomplish the SDG principles of safety, sustainability, diversity and inclusion, as well as equity and on the potential of personal mobility devices and the measures taken by countries to deploy them in a safe and successful manner. The presentation took into account Informal document No. 5 (March 2021) tabled by the Chair and prepared with the involvement of the New Zealand Ministry of Transport, Johns Hopkins University, and University of South Carolina.

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

36. WP.1 resumed its discussion of Informal document No. 4 (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 next session on the questions which are still outstanding in this part. Upon request, the secretariat informed WP.1 about General Assembly Resolution (A/RES/65/276 of 3 May 2011) which provides rules concerning participation of the European Union in the work of the United Nations.

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

37. At the last session, Sweden submitted and presented Informal document No. 8 (March 2021) which proposed 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 the document and invited Sweden to elaborate it further. To this end, at the current session, Sweden submitted Informal document No. 8 proposing a potential contribution by WP.1 in relation to UN 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 next session) the following three key areas proposed in Informal document No. 8: 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.

38. In light of ITC request to its subsidiary bodies to align their work to its Strategy in support of the 2030 Agenda for Sustainable Development, WP.1 organized and hosted:

(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 (Egypt, Israel, Jordan, Lebanon, Morocco, Tunisia, and the State of Palestine); and

(b) a discussion following presentations 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 (Informal document 5 and 5/Add.1).

39. WP.1 appreciated national presentations of Egypt, Israel, Jordan, Lebanon, Morocco, and the State of Palestine and invited EUROMED participating countries to provide regular updates at future sessions. The presentations on the Imola Living Lab were also warmly

appreciated and WP.1 looks forward to future updates concerning this initiative as well as possible expressions of interest to co-operate with WP.1.

40. Upon the initiative of Canada and the United States, WP.1 decided – at the next session - to hold 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.

IX. Other Business (agenda item 8)

41. The Automated/Autonomous and Connected Vehicles (GRVA) Chair shared information about the recent developments. Of particular interest to WP.1 are proposals to open Regulation 157 (Automated Lane Keeping Systems) to other types of vehicles, to raise the speed limit from 60 to 130km/h, and to modify the lane change manoeuvre.

42. The GRVA Chair was supportive of the proposal to co-organize (subject to GRVA and WP.29 acceptance) a joint event with WP.1 in 2022, to engage the road safety community to share views and experience on the recent rapid technological advancements. The GRVA Chair stressed the importance of close WP.1 and GRVA co-operation.

43. 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, remote driving, and a possibility of joining WP.29 (FRAV) in developing a glossary of terminology for automated vehicles.

44. The WP.1 Chair reiterated the importance 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, with a special focus on inclusive mobility. WP.1 was invited to provide comments and suggestions to the Chair.

45. The WP.1 Chair and Life International informed the delegates of the forthcoming Global Road Safety Film Festival to be held in February 2022 on the occasion of the ITC session.

46. WP.1 did not discuss any other issues.

X. Date of next session (agenda item 9)

47. The next session of WP.1 is scheduled for 7 to 11 March 2022 in Geneva. The deadline for submitting formal documents is 10 December 2021.

XI. Adoption of the report of the eighty-third session (agenda item 10)

48. The Working Party adopted the report of its eighty-third session.
