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**Economic Commission for Europe**

Inland Transport Committee

**Global Forum for Road Traffic Safety****Eighty-fifth session**

Geneva, 19-23 September 2022

Item 2 of the provisional agenda

**Activities of interest to the Working Party****Activities of interest to the Working Party****Submitted by the Chair and secretariat**

At the last session, the secretariat informed WP.1 that the Inland Transport Committee (ITC) discussed the “ITC Strategy until 2030” and invited working parties to “seize the opportunities and address the risks” (as identified in ECE/TRANS/2022/3). In addition, the Chair has received a letter from the ITC Chair and Director of Sustainable Transport Division inviting her “to provide updates to the implementation status column in ECE/TRANS/2022/3”. To that end, the Chair and secretariat have prepared the present document for WP.1 consideration. ECE/TRANS/WP.1/2022/2 is a draft update of Informal document No. 4 (March 2020). WP.1 is invited to review the document, make changes as deemed necessary, and adopt it.

<i>Tasks</i>	<i>Status</i>	<i>WP.1 observations</i>
4.1 Align WPs workplans with the Strategy	WP.1 has reviewed its activities vis-à-vis the ITC Strategy. As a result of the review, Informal document No.4 (March 2020) was adopted by WP.1. The document contains the planned alignment of the working party's activities with the Strategy.	As per Informal document No. 4 (March 2020), no substantive changes are required.
5.1 Service and administer legal instruments	<p>Continue to administer and amend as necessary the legal instruments, this also includes the review, assessment and proposed updates and modernization as well as strategy for new accession and re-implementation.</p> <p>Continue the collaboration for ensuring consistency between specific legal instruments.</p> <p>Continue issuing recommendations on the implementation of the legal instruments and explore ways for enhanced monitoring of their application.</p>	<p>The Global Forum for Road Traffic Safety (WP.1) is a permanent United Nations forum for member states to discuss the need to amend any legal instrument for which WP.1 is responsible. All amendment proposals are initiated by explicit or implicit assessments of a legal instrument or its provisions.</p> <p>The term “[a] strategy for new accession and re-implementation” does not appear to be well-defined nor addressed to WP.1. WP.1 delegates have and intend to continue to collaborate to ensure that the legal instruments for which they are responsible are characterized by consistency. The consistency between “WP.1 legal instruments” and those managed by other ITC subsidiary bodies (in particular, in the area of vehicle regulations) is ensured by discussions and periodic consultations. The legal instruments managed by WP.1 do not provide any mandates for “monitoring of their application”. The working party does not issue any recommendations related to implementation of the legal instruments it is responsible for. However, the working party elaborates consolidated resolutions which contain various</p>

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<i>Tasks</i>	<i>Status</i>	<i>WP.1 observations</i>
5.3 Amend the legal instruments with geographical and procedural barriers (by 2025)	Identify legal instruments whose geographical or procedural barriers could be removed for opening up the instrument to global accession and include into the action plans.	<p>recommendations and best practices.</p> <p>WP.1 – prior to 2025 – will discuss the eligibility to accede provisions (copied below) to assess if any should be amended.</p> <p>Convention on Road Traffic (1949), 102 Contracting Parties Open for accession by all States Members of the United Nations (Article 27)</p> <p>Protocol on Road Signs and Signals (1949), 40 Contracting Parties Open for accession by States signatories to the Convention on Road Traffic (1949) and by states acceding or having acceded to it (Article 56)</p> <p>European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles Permitted to Travel on Certain Roads of the Contracting Parties (1950), 8 Contracting Parties Open “for accession by the countries participating in the work of the Economic Commission for Europe” (Article 3).</p> <p>Convention on Road Traffic (1968), 85 Contracting Parties Open for accession by all States Members of the United Nations (Article 45).</p> <p>Convention on Road Signs and Signals (1968), 69 Contracting Parties</p>

<i>Tasks</i>	<i>Status</i>	<i>WP.1 observations</i>
		Open for accession by all States Members of the United Nations (Article 37).
		European Agreement supplementing the Convention on Road Traffic (1968) of 1971, 37 Contracting Parties
		Open for accession “by States which are signatories to the Convention on Road Traffic opened for signature at Vienna on 8 November 1968, or have acceded thereto, and are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission” (Article 2).
		European Agreement supplementing the Convention on Road Signs and Signals (1968) of 1971, 36 Contracting Parties
		Open for accession “by States which are signatories to the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968, or have acceded thereto, and are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission” Article 2).
		Protocol on Road Markings, Additional to the European Agreement supplementing

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		<p>the Convention on Road Signs and Signals (1973), 31 Contracting Parties</p> <p>Open for accession by “States which are signatories to, or have acceded to, the Convention on Road Signs and Signals opened for signature at Vienna on 8 November 1968 and to the European Agreement supplementing that Convention and opened for signature at Geneva on 1 May 1971, and are either members of the United Nations Economic Commission for Europe or have been admitted to the Commission in a consultative capacity in conformity with paragraph 8 of the terms of reference of the Commission” (Article 2).</p> <p>Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC) of 1975, 7 Contracting Parties</p> <p>Open for accession by “States members of the United Nations Economic Commission for Europe and States admitted to the Commission in a consultative capacity under paragraph 8 of the terms of reference of the Commission, which have acceded to the Convention on Road Traffic and the Convention on Road Signs and Signals (1968). Such States as may participate in certain activities of the Economic Commission for Europe in accordance with paragraph 11 of the terms of reference of the Commission, and which have ratified or acceded to the Convention on Road traffic and the Convention</p>

<i>Tasks</i>	<i>Status</i>	<i>WP.1 observations</i>
		on Road Signs and Signals (1968)” (Article 5).
5.4 Review relationship of the existing legal instruments and make recommendations (by 2022)	Road Traffic, 1968 – gap: rules for automated driving (discussion ongoing in WP.1)  Road Signs & Signals, 1968 – opportunity: computerization of the Convention regarding signs, signals and markings (computerization for signs developed but not concluded yet - subject to finalising of an amendment proposal), no computerization of signals and markings yet developed  Protocol Road Markings, 1973 – opportunity: computerization of the Protocol regarding markings	WP.1 is continuously reviewing the legal instruments under its responsibility as well as consolidated and other relevant resolutions.  The most recent amendment proposal related to “automated driving” entered into force in mid-2022. This does not appear to be applicable to point 5.4. Nevertheless, the electronic version of the 1968 Convention on Road Signs and Signals should be completed in 2023 (subject to relevant amendment proposals being accepted and the continued availability of external funding). This does not appear to be applicable to point 5.4. there are no plans at this time to initiate creating an electronic version of Protocol. WP.1 is continuously reviewing the legal instruments under its responsibility as well as consolidated and other relevant resolutions. Should it be decided that a new legal instrument is essential, WP.1 will seek the necessary mandates.
5.5 Identify additional necessary legal instruments		
5.12 Expand further global participation in, and cooperation between, WP.1 and WP.29	WP.1 and WP.29 are continuously cooperating and exchanging views through holding of regular joint sessions and preparation of joint outputs e.g. common set of terms for automated driving.  The Chair of the Working Party on Automated/Autonomous and	Ongoing.

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	Connected Vehicles (GRVA) attends WP.1 sessions to share information on the ongoing work and evolution of the planned regulation for automotive advancement of in-vehicle technology.	
	WP.1 has proposed to the GRVA Chair to hold (with GRVA and/or WP.29) a joint event in 2022 to engage the road safety community to share views and experience on the recent rapid technological advancements. The proposal is subject to acceptance by GRVA and/or WP.29.	The invitation was declined. In September 2022, WP.1 will again propose to hold a joint event.
5.17 Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s)	WP.1 and WP.29 support this priority task. WP.1 is discussing the need to amend 1968 Convention on Road Traffic and related instruments to address safe deployment of automated vehicles in road traffic. This also includes considering an option of developing a separate, new legal instrument to regulate automated vehicles in international traffic.	WP.1 and WP.29 support this priority task. An amendment proposal to the 1968 Convention on Road Traffic will enter into force imminently. A Group of Experts has been working to develop a separate, new legal instrument to regulate automated vehicles in international traffic.
	WP.1 and WP.29 further increased cooperation on this priority via its common Executive Task Force and joint events.	The Executive Task Force has been suspended due to lack of interest in participating in this body.
	ECE/TRANS/WP.1/2020/3 describes a framework for collaboration and common approaches between WP.1 and WP.29. The regular exchanges of information on vehicle automation between the two Working Parties are important and beneficial. Future exchanges should include participation of Chairs in the sessions of respective bodies. In addition, both Working Parties expressed interest of holding a joint event annually.	The GRVA Chair is invited to every WP.1 session. The WP.1 Chair has yet to receive a similar invitation.