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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 1 of the provisional agenda

Adoption of the agenda

Annotated provisional agenda for the eighty-fifth session*

to be held virtually or in-person at the Palais des Nations, Geneva, starting on Monday at 9:30 am, 19 September 2022, in salle XXVII.

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):
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.

* Delegates are requested to register online at: <https://indico.un.org/event/1000509/>

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: <https://unece.org/practical-information-delegates>

6. Revision of the terms of reference and rules of procedure for WP.1.
7. Sustainable Development Goals: Potential contribution by WP.1.
8. Election of officers.
9. Other Business.
10. Date of next session.
11. Adoption of the report of the eighty-fifth 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.1/180).

Documentation

ECE/TRANS/WP.1/180

2. Activities of interest to the Working Party

In February 2022, the Inland Transport Committee (ITC) welcomed the alignment of working parties' activities to the 2030 ITC Strategy. The ITC also invited working parties to continue implementing the Strategy, and to discuss the opportunities, risks or issues related to their mandates 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". In this context, the Chair and secretariat will present ECE/TRANS/WP.1/2022/2 which is a draft update of Informal document No. 4 (March 2020). WP.1 will be invited to review the document, make changes as deemed necessary, and adopt it.

The secretariat of the United Nations Road Safety Fund (UNRSF) will inform WP.1 about its work, the impact of its projects, a planned future strategy, and envisaged synergies with working parties, as well as dedicated future 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.1/2022/2, ECE/TRANS/2022/3

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 completed its review of ECE/TRANS/WP.1/2017/1/Rev.1 which contains a set of amendment proposals, largely to Annex 5 dealing with lighting and light signalling devices. For this session, the secretariat – on behalf of Italy - has prepared ECE/TRANS/WP.1/2017/1/Rev.2 for final consideration and a possible adoption.

Documentation

ECE/TRANS/WP.1/2017/1/Rev.1, ECE/TRANS/WP.1/2017/1/Rev.2

(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 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 amendment proposal (ECE/TRANS/WP.1/2022/3).

The Fédération Internationale de l'Automobile (FIA) will be invited to present ECE/TRANS/WP.1/2022/1/Rev.1 which provides an updated list of agencies authorized to issue IDPs.

The European Driving Schools Association (EFA), American Association of Motor Vehicle Administrators (AAMVA) and FIA - as members of an informal group of experts on “digital mobile permits” - will be invited to provide an update on the current status of this initiative.

Documentation

ECE/TRANS/WP.1/2022/1/Rev.1, ECE/TRANS/WP.1/2022/3

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

At the last session, WP.1 completed its discussions and agreed on the text of ECE/TRANS/WP.1/2021/2. As requested, the secretariat has prepared ECE/TRANS/WP.1/2021/2/Rev.1 in the three official languages for a possible adoption at this session.

Documentation

ECE/TRANS/WP.1/2021/2/Rev.1

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

At the September 2021 session, the United Kingdom was invited to revise a discussion paper on remote driving (Informal document No.1 (September 2021)). In particular, the revisions should include aspects such as the role of companies and the skills of those involved in remote operations in the context of remote tactical control.

Documentation

Informal document No. 1 (September 2021)

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

At the last session, WP.1 took note of the LIAV Group of Experts work programme and its planned future endeavours. At this session, the Chair of the Group of Experts and the secretariat will be invited to provide information on the on-going discussions, outcomes, and on the Group’s general progress to-date.

(iv) Identification of new roles for humans acting as physical or conceptual drivers

The Chair will invite WP.1 to consider addressing different, alternative roles of human skills, capacities and knowledge to perform driving tasks in the context of fast-evolving automated driving technology. To this end, the Chair will propose WP.1 prepare a discussion paper on this subject.

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

(i) Human factors and automated driving

At the last session, Informal document No. 11/Rev.1 (September 2021) was introduced. The document – submitted by Canada - proposed to develop a potential “Framework of Key Principles for Automated Vehicle Safety and Human Centered Needs” focusing on human centered design of the vehicle, the safe interaction between automated vehicles and other road users; and consumer awareness and understanding. At this session, WP.1 will hold a dedicated panel to discuss this topic in more detail focusing on the potential benefits the automation would bring to vulnerable road users.

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

WP.1 will be invited to continue discussing the topic of optical and/or audible signals in DAS and ADS vehicles to indicate their status and to communicate their intended actions on the roads.

(iii) Road traffic of the future: Challenges and perspectives in the cities

The Chair invites WP.1 to start considering transformative impacts of automotive technology, post pandemic commercial and working policies patterns, and environmentally friendly policies which will have effect on roads traffic in the next decades.

4. Convention on Road Signs and Signals (1968)

Group of Experts on Road Signs and Signals

At the last session, WP.1 took note of ECE/TRANS/WP.1/2019/4/Rev.1 (report of the Group of Experts) and ECE/TRANS/WP.1/2019/5/Rev.1 (amendment proposals) and invited contracting parties to the 1968 Convention on Road Signs and Signals to review these two documents. At this session, should there be no further revisions, the Group will be invited to adopt the documents.

The Chair of Group of Experts on Road Signs and Signals will update WP.1 about the current work of the Group, focusing on the work to recommend new signs to be included in the 1968 Convention. WP.1 may consider endorsing a request from the Group to extend its mandate until 31 December 2024 (as per para. 7, ECE/TRANS/WP.1/GE.2/42).

The secretariat will inform WP.1 about the current status of e-CORRS.

Documentation

ECE/TRANS/WP.1/2019/4/Rev.1, ECE/TRANS/WP.1/2019/5/Rev.1 and ECE/TRANS/WP.1/GE.2/42

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

(a) A Safe System Approach

At the last session, WP.1 took note of the amendments (to the new Chapter 17 on Multi Disciplinary Crash Investigation contained in Annexes of ECE/TRANS/WP.1/157 and ECE/TRANS/WP.1/159) proposed by Sweden in Informal document No. 7 (March 2022). WP.1 invited Sweden to revise them. Given this background, Sweden has submitted ECE/TRANS/WP.1/2022/5 and WP.1 will be invited to consider the proposals at this session.

Canada will be invited to give a presentation outlining its approach to Multi Disciplinary Crash Investigation.

Documentation

ECE/TRANS/WP.1/157, ECE/TRANS/WP.1/159, ECE/TRANS/WP.1/2022/5

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

At the last session, the informal Group of Experts (Chair, Johns Hopkins University, Institute of Road Traffic Education, University of Birmingham) introduced Informal document No. 3 (March 2022). The document recommends policies and guidance to consider when trying to address the road safety challenges related to non-regulated transport modes. WP.1 welcomed the document given that non-regulated transport modes are critical elements of mobility in many regions of the world. WP.1 invited the Group to continue its work and to table Informal document No. 3 (March 2022) as a formal document at this session.

Documentation

Informal document No. 3 (March 2022), ECE/TRANS/WP.1/2022/6

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

At the last session, Lithuania provided an update (Informal document No. 4 (March 2022)) on legislative information about personal mobility devices such as e-scooters. Lithuania – should there be any revisions – will be invited to provide a further update at this session.

As a follow up to Informal document No. 5 (March 2021) and a panel discussion on “Personal mobility devices and other devices facilitating sustainable and inclusive mobility” (Informal document No. 12 (March 2022)), WP.1 will be invited to continue discussing this agenda item to contribute to sustainable, safe, and inclusive mobility as per Agenda 2030

Documentation

Informal document No. 5 (March 2021), Informal document No. 12 (March 2022)

6. Revision of the terms of reference and rules of procedure for WP.1

At the last session, WP.1 completed discussing the terms of reference, agreed on the text, and it continued to make changes in the rules of procedure section up to “Rule 4”. At this session, WP.1 will resume from that point.

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, WP.1 appreciated the Imola Living Lab initiative and welcomed its planned activities related to safe, sustainable and inclusive mobility, and improved quality of life as per SDG targets 3.6 and 11.2. At this session, WP.1 will be informed about the current organization of a dedicated event which will focus on emergency care, golden hour, rehabilitation and inclusive culture. The outcomes are expected to contribute to the work on the definition of a serious injury (that allows calculating a risk of permanent medical impairment, quality of life after rehabilitation and inclusiveness policy measures) as per Informal document No. 8 (September 2021). In that document Sweden proposed a potential contribution by WP.1 in relation to United Nations Sustainable Development Goals (SDGs) targets 3.6 and 11.2 as well as a definition of serious injury.

In the context of Agenda 2030 and safe mobility as enablers for improving the lives of everyone across the world, the EUROMED Transport Support Project participating countries will be invited to inform WP.1 about recent road safety policy actions and strategic priorities in their respective countries.

At the last session, WP.1 organized a panel of experts on “drug and alcohol impaired driving as a road safety factor” in the context of SDG target 3.6. WP.1 appreciated the panel, took

note of the relevance and timeliness of the topic, and decided to continue to explore it at the next session. At the current session, delegates will be invited to submit case studies and success stories on how regulators can learn from each other how best to address the current challenges.

Documentation

Informal document No. 10 (March 2022)

8. Election of officers

The Working Party will be invited to elect its officers for the period March 2022 – September 2024. The Terms of Reference and Rules of Procedure of WP.1 (Chapter V, Rule 12, TRANS/WP.1/100/Add.1) stipulate that “every two years, WP.1 shall, at the end of the last session of the second year, elect from among the representatives of members of the UNECE a Chair and two Vice-Chairs, who shall take office at the start of the first session of the year following their election. The officers shall be eligible for re-election.” The current WP.1 officers are Ms. L. Iorio from Italy (Chair), Mr. D. Mitroshin from the Russian Federation (Vice-Chair) and Mr. K. Hofman from Belgium (Vice-Chair).

In addition, Rule 29 of TRANS/WP.1/100/Add.1 stipulates that “Voting and elections of officers shall be held in accordance with Rules 37 to 39 /of the Rules of Procedure of ECE.” According to Rule 38, “All elections shall be decided by secret ballot, unless, in the absence of any objection, the Commission decides to proceed without taking a ballot on an agreed candidate or slate.”

Documentation

TRANS/WP.1/100/Add.1

9. Other Business

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

In the context of continuous knowledge and expertise exchange, WP.1 Chair will propose to explore – together with the GRVA Chair - a possibility of holding a joint WP1- GRVA-WP29 event during the February 2023 session of the ITC, aiming to showcase the accomplishments of two working parties (as it was successfully done in 2019). WP.1 will be invited to discuss the Chair’s proposal.

The Informal Group of Experts on Automated Driving (IGEAD) Chair will be invited to provide an update on the Group’s recent work, in particular on the driver/user roles and driver education in the context of technical progress; on remote operations; and its collaboration with the World Forum for the harmonization of vehicle regulations (WP.29) and GRVA.

At the last session, the WP.1 Chair noted a possibility of holding a session outside of Geneva to promote WP.1 global role and the international legal instruments under its mandate. The EuroMed Transport Support Project volunteered to work with the Chair to explore a possibility of holding such session in one of the EuroMed participating countries in 2023. At this session, the Chair will brief WP.1 about the results of this joint exploration.

The Chair will invite the delegates to attend the screening of the winning entries and participate in the awards ceremony of the International Road Safety Film Festival - Special Edition. The festival complements the Agenda 2030 with the following categories: Smarter Cities for Smarter Regions; Smarter Vehicles; Smarter and Trained Drivers; and Safer Traffic Environment.

WP.1 may wish to discuss other issues.

10. Date of next session

The next session of WP.1 is scheduled for 13 to 17 March 2023 in Geneva. The deadline for submitting formal documents is 19 December 2022.

11. Adoption of the report of the eighty-fifth session

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