

Decisions submitted to silence procedure following formal meeting with remote participation of the 85th meeting of the Global Forum for Road Traffic Safety (WP.1) on 19-23 September 2022

Agenda item	Document (LINK)	Decision
1	ECE/TRANS/WP.1/180	The Global Forum for Road Traffic Safety (WP.1) adopted the session's agenda
2	ECE/TRANS/WP.1/202 2/2	WP.1 has revised the document and requested the secretariat to prepare ECE/TRANS/WP.1/2022/2/Rev.1 for formal adoption at the next WP.1 session.
3a	ECE/TRANS/WP.1/2017/1/Rev.2	WP.1 reviewed ECE/TRANS/WP.1/2017/1/Rev.2 which contains a set of amendment proposals, largely to Annex 5 dealing with lighting and light signalling devices. After discussion, WP.1 requested to delete the strikethrough of "any ...s of reduced visibility" on p.2; to delete the underline below "longitudinal plane" (twice) on p.7; and to make corrections (as proposed by the Russian Federation) to the Russian version. The secretariat will prepare ECE/TRANS/WP.1/2017/1/Rev.3 for WP.1 consideration and a possible adoption at the next session.
3bi	Informal document No.6	At the last session, WP.1 invited 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 did not submit an amendment proposal (anticipated as ECE/TRANS/WP.1/2022/3). Instead, ISO prepared Informal document No. 6. WP.1 – after discussion - appreciated the comprehensive document and requested that it be available in three official languages at the next session with a view of reviewing it paragraph by paragraph.
3bi	ECE/TRANS/WP.1/2022/1/Rev.1	The Fédération Internationale de l'Automobile (FIA) presented ECE/TRANS/WP.1/2022/1/Rev.1 which provides an updated list of agencies authorized to issue IDPs. WP.1 appreciated the FIA effort and recommended the document be posted in a brochure format on the UNECE website.
3ci	ECE/TRANS/WP.1/2021/2/Rev.1	WP.1 adopted "Global Forum for Road Traffic Safety (WP.1) resolution on safety considerations for activities other than driving undertaken by drivers when automated driving systems issuing transition demands exercise dynamic control" (ECE/TRANS/WP.1/2021/2/Rev.1). WP.1 Chair praised the delegates' efforts on this milestone achievement and recommended that the resolution be issued and posted on the UNECE website in a brochure format.
3cii	Informal document No.1/Rev.1 (September 2021)	The United Kingdom revised, upon WP.1 invitation at its last session, its discussion paper on remote driving (Informal document No.1/Rev.1 (September 2021)). The revisions involved providing more information on the role of companies and the skills of those engaged in remote operations in the context of remote tactical control. During discussion, Belgium, Finland, France, Germany, Netherlands as well as the United Kingdom expressed interest to continue working on the document. Germany expressed interest in supporting further work on this paper to ensure the safe deployment of this emerging technology. Canada and United States noted that drafting a policy document on this subject is premature and there is no scientific evidence to denote how remote driving will impact road safety. The United Kingdom will revise the document to take into account the input provided by the countries which intervened while, at the same time, to take into consideration the point raised

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		by the US and Canada in further investigating how to widen the scope of this agenda item. The Chair suggested that the expanded scope should include road safety principles relevant to identify the role, the requirement of skills, capacity, competence and knowledge to safely perform remote driving tasks in road traffic. WP.1 will organize a dedicated panel on this topic at the next session.
3ciii		WP.1 agreed to the Group's request to extend its mandate for additional two years.
3di	Informal document No. 11/Rev.1 (September 2021)	Given the importance of the topic, WP.1 decided to continue working on this topic based on the proposal to develop key principles on automated vehicle safety and human-centered needs (Informal document No. 11/Rev.1 (September 2021)). To this end, Canada is invited to continue its work and collaborate with WP.1 participants to further discuss this topic at a future WP.1 session.
4	ECE/TRANS/WP.1/2019/5/Rev.2 ECE/TRANS/WP.1/2019/4/Rev.1	At this session, the Chair of the Group of Experts informed WP.1 about his efforts to review the two documents. To this end, the Chair presented ECE/TRANS/WP.1/2019/5/Rev.2 together with corresponding Informal documents No.2 and 4. In addition, the Chair presented Informal document No.5 which proposes changes to ECE/TRANS/WP.1/2019/4/Rev.1 (specifically to the parts dealing with amendment proposals). After discussion, WP.1 agreed that further work on these two documents is needed, mostly to ensure internal consistency and to switch to a new sign code. It invited the Chair, the secretariat, and other WP.1 members to prepare three formal documents which consolidate amendment proposals (and identify any new changes beyond those presented at this session) to the 1968 Convention on Road Signs and Signals, the European Agreement Supplementing the 1968 Convention, and the Protocol on Road Markings (additional to the European Agreement). WP.1 did not support and declined the request from the Group to extend its mandate until 31 December 2024 (para. 7, ECE/TRANS/WP.1/GE.2/42) given that the Group will have effectively fulfilled its mandate by the end of 2022.
5a	ECE/TRANS/WP.1/2022/5	At the last session, WP.1 took note of Informal document No. 7 (March 2022) - containing 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. At this session, Sweden submitted ECE/TRANS/WP.1/2022/5. WP.1 discussed the document and requested Sweden (with assistance of the secretariat) to replace the word "accident" with "crash" (where appropriate) and to table the revised document (ECE/TRANS/WP.1/2022/5/Rev.1) at the next session.
5b	ECE/TRANS/WP.1/2022/6	WP.1 discussed ECE/TRANS/WP.1/2022/6 which recommends policies and guidance to consider when trying to address the road safety challenges related to non-regulated transport modes. During discussion, WP.1 identified a number of areas to be revised and invited the authors to re-submit the document at the next session (as ECE/TRANS/WP.1/2022/6/Rev.1).
6	Informal document No. 13	WP.1 continued discussing the rules of procedure (Informal document No. 13). While it completed its revision until Rule 26, it may review Rules 4 and 9 when it resumes at the next session.
7		WP.1 held a panel of experts on "drug and alcohol impaired driving as a road safety factor" in the context of SDG target 3.6. NHTSA presented the US Department of Transportation's National Roadway Safety Strategy, Istituto

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		Nazionale di Statistica spoke about drink and drug driving in Italy, and Polytechnic Institute of Coimbra covered drug and alcohol impaired driving as a road safety factor. WP.1 appreciated the panel, took note of the relevance and timeliness of the topic, and given the increase of fatalities around the world, decided that this topic will remain on the agenda.
8		The Working Party elected its officers for the period March 2022 – September 2024. Ms. Luciana Iorio (Italy) was re-elected as the Chair while Mr. Karel Hofman (Belgium) was re-elected as a Vice-Chair. Mr. Bruno Viegas (UK) was elected as a Vice-Chair (Informal document 7, Informal documents No. 9, Rev.1, and Rev.2).
11		The Working Party adopted the report of its eighty-fifth session.