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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

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

1. The Global Forum for Road Traffic Safety (WP.1) held its eighty-fifth session in Geneva from 19 to 23 September 2022, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belgium, Canada, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Israel, Italy, Latvia, Lithuania, Luxembourg, Malta, Montenegro, Netherlands, North Macedonia, Norway, Portugal, Russian Federation, Slovakia, Spain, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland (UK) and United States of America.
2. The representatives of non-ECE member States also participated: Australia, Brazil, India, Lebanon, Japan, Jordan, Korea Republic of, State of Palestine and Tunisia.
3. The European Union and the following non-governmental organizations were also represented: American Association of Motor Vehicle Administrators, European Transport Safety Council, Fédération Internationale de l'Automobile (FIA), Federation of International Motorcycling (FIM), Laser International Foundation, Law Commission of England and Wales, International Federation of Pedestrians (IFP), International Organization of Motor Vehicle Manufacturers (OICA), International Road Federation, International Road Transport Union, International Organization for Standardization (ISO), EuroMed Transport Project, World Bicycle Industry Association (WBIA).
4. Representatives from the academia also participated: University of Bologna, Par Ilan University, (Israel) Massachusetts Institute of Technology, (MIT), University of South Carolina and Johns Hopkins University.

## 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.1/180, Informal document No.1).
6. The Chair took note of the messages from the United Kingdom and some Commonwealth countries on the passing of Her Majesty Queen Elizabeth II and offered condolences.
7. Six written statements on the situation in Ukraine have been submitted (see Annex).
8. The United Nations Secretary-General's Special Envoy for Road Safety delivered an opening address noting the first High-Level Meeting on Improving Global Road Safety at the United Nations General Assembly (June 2022). The Meeting resulted in many advances, notably the political declaration and commitments to halve road traffic deaths and injuries by 2030 by boosting policies and actions. The Special Envoy also noted his work promoting the legal instruments, good practices and policies that offer the appropriate knowledge and tools to achieve the 2030 target. Finally, he spoke about the launch of an annual Kofi Annan Road Safety Award for Africa, which will be awarded to the best performing country on the continent.

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

9. The secretariat presented ECE/TRANS/WP.1/2022/2 which is a draft update of Informal document No. 4 (March 2020) prepared in order "to provide updates to the implementation status column in ECE/TRANS/2022/3" as requested by the Chair of the Inland Transport Committee and Director of Sustainable Transport Division. 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.
10. The secretariat of the United Nations Road Safety Fund (UNRSF) informed WP.1 about its work, the impact of its projects, planned future initiatives, and dedicated events to promote the UNRSF. It was highlighted that 16 partners announced new pledges (totalling \$15 million) to UNRSF during the High-Level Meeting on Improving Global Road Safety to fund vital road safety projects. WP.1 participants were encouraged to visit

<https://roadsafetyfund.un.org/> to find out how they can become donors and how they can benefit by making a financial donation.

11. National delegations and international organizations did not submit in writing any information on national and international road safety activities and initiatives, including on 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.

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

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

12. 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.

### **B. Driving permits**

#### **Amendment proposal**

13. 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.

14. 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.

15. The European Driving Schools Association (EFA) gave a presentation on “Evaluation of the EU Driving Licence Directive: issues and proposals”.

16. The American Association of Motor Vehicle Administrators (AAMVA) gave a presentation on “digital driving permits” (which summarized Informal document No.10). It provided an overview of digital driving permits, their functionality, and identified potential benefits to road safety and possible actions to help realize these benefits. In particular, it provided information on the collection and dissemination of the public keys of digital driving permit issuing authorities (in a similar manner ICAO does for passports).

17. FIA gave a presentation on “the FIA road safety index”. This initiative, which is yet to be completed, aims at developing an index to assess road safety performance of private sector entities.

18. WP.1 thanked AAMVA, EFA, FIA, and ISO for their constructive contributions.

### **C. Automated driving**

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

19. 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.

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

20. 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 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.

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

21. The Chair of the Group of Experts on LIAV and the secretariat provided information on the on-going discussions and on the Group’s general progress to-date. Since the March WP.1 session, LIAV has held two sessions (in May and September) and two informal sessions (in March and July, organized by Canada, Sweden and France respectively). The LIAV Chair expressed gratitude to France and the LIAV secretariat for preparing an extensive and valuable review of the 1949 and 1968 Conventions on Road Traffic. WP.1 was informed that while Sweden, Canada and the United States preferred to continue to elaborate on scoping papers, the Group’s decision was to start preparing a first draft in a “convention format” for the creation of a new legal instrument on the use of automated vehicles in traffic. The Group intends, at its forthcoming December session, to begin the initial review of the first draft of the text prepared by volunteering contracting parties.

22. The LIAV Chair requested WP.1 to extend the Group’s mandate – for additional two years – beyond May 2023.

23. WP.1 discussed the Group’s reported progress to-date and proposed future direction to be taken. Finland, France, Germany, Portugal, Netherlands, Sweden, and United Kingdom supported the decision to begin drafting while Canada and United States raised a series of questions including what specifically will be addressed and how the Group had determined that a convention was the appropriate legal instrument. WP.1 agreed to the Group’s request to extend its mandate for additional two years. WP.1 Chair invited the Group to consider both efforts (to work on the draft legal text and to conduct assessments). Portugal supported the proposal by the Chair.

## **4. Identification of new roles for humans acting as physical or conceptual drivers**

24. The Informal Group of Experts on Automated Driving (IGEAD) Chair provided an update on the Group’s recent work (Informal document No. 8). The document describes discussions among the IGEAD members on the driver/user roles in the context of evolving technical progress and it also explores the work already done by various UNECE bodies relating to defining the human roles in the context of road transport automation.

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

### **1. Human factors and automated driving**

25. At the last session, Canada and the WP.1 Chair submitted Informal document No. 11/Rev.1 (September 2021) – which proposed to develop a “Framework of Key Principles for Automated Vehicle Safety and Human Centered Needs”. At this session, Canada chaired a dedicated panel to discuss this topic in more detail. In the panel, the Bar Ilan University (Israel) discussed “Safe Interaction in Traffic Following Automotive Technology Advancements”, ITS Japan spoke about “Responsible social acceptance”, Transport Canada discussed “Human Factors for Automated Vehicles: Prioritizing Human-Centred Design and VRU Safety”, and HF-IRAD proposed “Human Factors Principles to Guide the Design, Standards and Policies for Automated Driving Systems” (Informal document No.3). The panel presentations were thought-provoking and well received by WP.1. 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.

### **2. Optical and/or audible signals in DAS and ADS vehicles**

26. WP.1 continued discussing the topic of optical and/or audible signals in DAS and ADS vehicles to indicate their status. The Netherlands gave a presentation on “Recognizability of ADS from the perspective of enforcement” stressing that it is important for enforcement officials to be able to have (instantaneous) access to certain information (Informal document No. 11). The Netherlands representative also drew attention to the fact that FRAV submitted a paper on recognizability (see agenda item 9), which provides a great and tangible opportunity for cooperation between WP.1 and WP.29. As proposed in Informal document No. 11, WP.1 could work toward a formal standard/position on recognizability that WP.29 can further elaborate on. For the next session, Netherlands will prepare an informal document, to further promote the discussion and to work toward concrete results. Canada, France and IFP also supported a more extensive work by WP.1 in this area.

### **3. Road traffic of the future: Challenges and perspectives in the cities**

27. At the last session, the Chair invited WP.1 to consider global trends which will be shaping road traffic in the future. To this end, a panel was organized with speakers from the Sapienza University of Rome (Urban fragilities and prospects in the 21st century), MIT (Driver Assistance Technologies and Automation in the Context of City Planning and Policy: Near- and Longer-Term Considerations), Johns Hopkins University (the role of WP.1 in addressing the challenges of mobility of the future), and University of South Carolina (Cities of the future). WP.1 appreciated the presentations and thanked the panelists for their insights. The Chair invited WP.1 to continue exploring this topic.

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

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

28. 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.

29. 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).

30. Denmark indicated that it would provide – for information of other contracting parties - a list of possible reservations to be tabled as Informal document No.14.

31. The Chair of Group of Experts on Road Signs and Signals updated WP.1 about the current work of the Group, focusing on the work to recommend new signs to be included in the 1968 Convention. This work is anticipated to be largely completed by the end of 2022.

32. 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. It thanked the Group’s Chair and its members for excellent outputs and for its final report. WP.1 expects any remaining outputs to be provided by the Group’s Chair at its March 2023 session.

33. The secretariat informed WP.1 about the current status of e-CORRS.

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

### **A. A Safe System Approach**

34. 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.

35. Canada gave a presentation outlining its approach to Multi-Disciplinary Collision Investigation. Following the presentation, WP.1 called for continued collaboration on MDI, and it noted Canada’s invitation to interested parties to share best practices and lessons learned with a view to developing a guide on MCDI for WP.1 review.

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

36. 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).

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

37. At the last session, Lithuania provided an update on legislative information about personal mobility devices such as e-scooters (Informal document No. 4 (March 2022)). At this session, as no updates were received, Lithuania again invited WP.1 delegates to continue providing further updates for inclusion in the document.

38. WP.1 Chair pointed out how controversial the deployment of personal mobility devices may be and invited WP.1 delegates to exchange their views - on the road safety risks and challenges associated with personal mobility devices - in a dedicated panel at the next session.

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

39. 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.

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

40. Sweden and Italy introduced Informal document No. 12 as a potential contribution by WP.1 in relation to meeting United Nations Sustainable Development Goals (SDGs) targets 3.6 and 11.2. The document argues that to demonstrate the full burden of road traffic injuries on individual lives, a focus shift is needed from premature deaths to any road traffic injuries that cause physical and/or mental disability with long-term consequences. The suggested approach, when implemented, would be more effective and closer to the spirit of Agenda 2030. WP.1 was invited to consider what perspective should take towards the long-term burden of road traffic injuries as well as how to complement that new perspective with alternative measures and policies.

41. WP.1 welcomed the presentation given by the representatives of Imola Living Lab which offers replicable examples of safe, sustainable, and inclusive policies (elaborated together with Imola City Council, Bologna Alma Mater University, Montecatone Rehabilitation Hospital, and the Enzo and Dino Ferrari Autodromo Racetrack). WP.1 appreciated the endeavours of this inspirational policy hub. The hub will continue its initiatives through, among others, dedicated events on Inclusiveness and post-rehabilitation policies (December 2022) and an event to identify replicable examples of safe, sustainable and inclusive policies (June 2023). Imola Living Lab invited delegates and experts attending WP.1 to contribute their expertise and knowledge during these events. WP.1 appreciated the planned initiatives which aim at contributing to Agenda 2030 targets.

42. 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 were invited to inform WP.1 about recent road safety policy actions and strategic priorities in their respective countries. Some of the Project's members - Israel, Morocco, and the State of Palestine - informed WP.1 about their latest efforts to improve road safety in their countries while Lebanon and Tunisia submitted presentations. The EUROMED Transport Support Project team leader briefed the participants on the latest developments in the project, in particular, about the focus on improving the collection of quality road safety data.

43. 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 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.

## **IX. Election of officers (agenda item 8)**

44. 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).

## **X. Other Business (agenda item 9)**

45. The GRVA (WP on Automated/Autonomous and Connected Vehicles) Chair provided an update on matters of mutual interest to WP.1 and WP.29. In the area of global activities, Functional Requirements for Automated Vehicles (FRAV) and Validation Method for Automated Driving (VMAD) have been working on tangible outcomes expected to meet the June 2023 deadline with the intention to start a pre-regulatory phase later in 2023. The recent amendment to Regulation 157 (increasing the speed limit to 130km/h) will enter into force in February 2023. The document “FRAV recommendations on ADS external light-signalling” (GRVA-14-15), to be discussed in September by GRVA, does not recommend, among others, mandatory requirements for additional light-signalling devices (when a vehicle is being driven by ADS) at this point in time as information is not mature enough to justify this.

46. The GRVA Chair noted that an idea of holding a joint WP.1- GRVA-WP.29 event during the February 2023 session of the ITC or a FRAV/IGEAD event should be discussed among the respective chairs, the secretariat and interested member states. This was welcomed by the WP.1 Chair and some contracting parties. The Netherlands expressed its interest to be involved in the process. With respect to holding a series of technical workshops on specific items of joint interest starting with a workshop of IGEAD and FRAV on external signalling indicating the operational status of ADS, this potential activity should be given priority by WP.1 and WP.29.

The Informal Group of Experts on Automated Driving (IGEAD) Chair provided an update on the Group’s recent work under agenda item 3 (c) (iv).

47. 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. At this session, the Chair informed the delegates about an event being planned to take place in Italy in June 2023. The Chair, together with Imola Living Lab, ANAS, PIARC, IRTE and EuroMED Transport Project, is preparing a road safety event, hosted in Imola at the Racetrack Autodromo Enzo e Dino Ferrari. Active participation of EuroMed Project and South-East Asian participants is expected. WP.1 welcomed this initiative which will widen the road safety knowledge and provide a platform for expertise exchange. The Chair will provide further details as they become available.

48. WP.1 welcomed the International Film Festival – Special Edition initiative led by the Laser International Foundation. The Special Edition was opened by Mr. D. Crocco, General Director of International Affairs, Azienda Nazionale Autonoma delle Strade ANAS, who delivered a keynote address and highlighted the importance of WP.1 work in increasing road safety as well as addressing advanced technologies in the field of mobility. The best films were selected by the jury according to the categories indicated by Global Forum during the 84th Session (Smarter and safer cities/regions; Smarter Vehicles; Smarter and trained drivers) and awarded the Grand Prix and Jury Prizes. The selected films were screened and the winners were announced.

## **XI. Date of next session (agenda item 10)**

49. 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.

## **XII. Adoption of the report of the eighty-fifth session (agenda item 11)**

50. The Working Party adopted the report of its eighty-fifth session.

## **Annex**

### **Statements**

#### **Canada**

Canada continues to condemn in the strongest possible terms Russia's egregious attack on Ukraine. These unprovoked actions are a clear further violation of Ukraine's sovereignty and territorial integrity, in violation of Russia's obligations under international law and the Charter of the United Nations.

Canada calls on Russia to immediately cease all hostile and provocative actions against Ukraine and withdraw all military and proxy forces from the country.

We call on Russia to de-escalate and to provide transparency in its military activities. Dialogue is the only path forward, including that ongoing between Ukraine, the OSCE, and Russia, and via the NATO-Russia Council.

Canada remains a steadfast ally of the Ukrainian people and reaffirms its unwavering commitment to Ukraine's sovereignty and territorial integrity, as well as the right of any sovereign state to determine its own future.

Canada strongly condemns the sham referendums planned in occupied regions of Ukraine. These phony exercises with predetermined results will have zero legitimacy, and Canada will not recognize them. Borders will not change. Ukraine's territory will remain Ukraine's.

#### **Denmark**

Denmark expresses its continued and full solidarity with Ukraine and the Ukrainian people. We condemn in the strongest possible terms Russia's acts of aggression against Ukraine; a grave violation of international law and the UN Charter. President Putin's unjustified and unprovoked attack undermines international peace and security. We deplore the loss of human life and suffering caused and demand that Russia immediately ceases these acts of aggression in the entire territory of Ukraine and fully complies with international law.

#### **Japan**

The recent aggression by Russia against Ukraine is a clear violation of Ukraine's sovereignty and territorial integrity, a unilateral attempt to change the status quo by force, and an act that shakes the very foundations of the international order.

Japan condemns in the strongest terms Russia's act of aggression and urges Russia to cease the attack and withdraw its forces back to Russian territory immediately. Japan stands with the people of Ukraine. Aligning closely with the international community, we will help Ukraine people through providing humanitarian assistance as well as accepting Ukraine people who have evacuated from their home country.

#### **United Kingdom**

The UK stands united with partners in condemning Russia's outrageous attack on Ukraine as a clear breach of international law and the UN Charter, and deploring the suffering and loss of life it has caused. Attacks on civilian infrastructure, including transport infrastructure, are incompatible with the spirit of our cooperation in this organisation. We urge the Russian Federation to immediately and unconditionally withdraw all of its military forces from the territory of Ukraine within its internationally recognised borders.

#### **United States Of America**

The United States stands with the people and government of Ukraine as they fight to defend their country from Russia's forces. Vladimir Putin has chosen to launch a premeditated, unprovoked war that is bringing catastrophic loss of life, human suffering, and destruction of critical infrastructure and institutions. In response to Russia's aggression and in coordination with partners around the globe, the United States has resolved to impose severe economic costs on Russia, and we urge member states who have not yet done so to join us or adopt

similarly restrictive measures. The Inland Transport Committee was crucial to rebuilding Europe after WWII and Russia's aggression seeks to reverse much of that progress by destroying civilian transport infrastructure.

### **European Union**

The EU and its Member States would like to reiterate their unwavering support to Ukraine and condemnation of Russia's unprovoked and unjustified war of aggression against Ukraine, in line with UNGA Resolution ES-11/1 entitled "Aggression against Ukraine". The EU and its Member States take this opportunity to again urge Russia to immediately stop its indiscriminate attacks against civilians and civilian infrastructure, and to immediately and unconditionally withdraw all its troops and military equipment from the entire territory of Ukraine within its internationally recognised borders.

Russia's attacks harming the Ukrainian civilian population and infrastructure have far-reaching consequences on transport services both in Ukraine and abroad. We emphasize that the Russian Federation's unprovoked war of aggression against Ukraine, facilitated by Belarus, undermines the achievement of the UN Sustainable Development Goals, already off track by the COVID-19 pandemic.

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