



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

Geneva, 13-17 March 2023

Item 1 of the provisional agenda

Adoption of the agenda**Annotated provisional agenda for the eighty-sixth session***

to be held in-person at the Palais des Nations, Geneva, starting on Monday at 9:30 am, 13 March 2023, 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/1002028/>

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6. Revision of the terms of reference and rules of procedure for WP.1.
7. Sustainable Development Goals: Potential contribution by WP.1.
8. Other Business.
9. Date of next session.
10. Adoption of the report of the eighty-sixth 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.1/182). Informal document No.1 contains a tentative timetable for the session.

Documentation

ECE/TRANS/WP.1/182, Informal document No.1

2. Activities of interest to the Working Party

The Inland Transport Committee (ITC) has invited working parties to continue implementing the ITC Strategy, and to discuss the opportunities, risks or issues related to their mandates (ECE/TRANS/2022/3). To this end, at the last session, WP.1 discussed, revised, and agreed on changes to ECE/TRANS/WP.1/2022/2 (which updates the implementation status column in ECE/TRANS/2022/3). At the present session, WP.1 will be invited to formally adopt ECE/TRANS/WP.1/2022/2/Rev.1.

The WP.1 Chair will brief the working party on recent ITC developments and activities related to road safety.

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/2022/3, ECE/TRANS/WP.1/2022/2, ECE/TRANS/WP.1/2022/2/Rev.1

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 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. It requested the secretariat delete the strikethrough of "any ...s of reduced visibility" on p.2; delete the underline below "longitudinal plane" (twice) on p.7; and make corrections (as proposed by the Russian Federation) to the Russian version. For this session, the

secretariat – on behalf of Italy - has prepared ECE/TRANS/WP.1/2017/1/Rev.3 for final consideration and a possible adoption.

Documentation

ECE/TRANS/WP.1/2017/1/Rev.2, ECE/TRANS/WP.1/2017/1/Rev.3

(b) Driving permits

(i) Amendment proposal

At the last session, WP.1 discussed Informal document No. 6 (September 2022) and requested that it be available in three official languages at the next session with a view of reviewing it paragraph by paragraph (ECE/TRANS/WP.1/2023/1).

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.

The Fédération Internationale de l'Automobile (FIA) will be invited to present Informal document No. 2 (an update of ECE/TRANS/WP.1/2022/1/Rev.1 which provides an updated list of agencies authorized to issue IDPs).

Documentation

Informal document No. 6 (September 2022), ECE/TRANS/WP.1/2023/1, ECE/TRANS/WP.1/2022/1/Rev.1, Informal document No. 2

(c) Automated driving

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

At the last session, WP.1 discussed Informal document No.1/Rev.1 (September 2021), prepared by the United Kingdom, on the topic of remote driving. At this session, WP.1 will be invited to discuss Informal document No.1/Rev. 2 (September 2021) as well as to take part in a dedicated panel on the same topic.

Documentation

Informal document No.1/Rev.1 (September 2021), Informal document No.1/Rev. 2 (September 2021)

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

The Chair of the Group of Experts and/or the secretariat will be invited to provide information on the on-going discussions, outcomes, and on the Group’s general progress to-date. As per invitation by the WP.1 Chair of the last session, the briefing should include description of a “two-track” approach (i.e. to draft a legal text and to conduct preliminary assessments as proposed by Canada, Sweden, and the United States).

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

(i) Human factors and automated driving

At the last session, WP.1 decided to continue working on this topic based on the proposal, prepared by Canada, to develop key principles on automated vehicle safety and human-centered needs (Informal document No. 11/Rev.1 (September 2021)). To this end, WP.1 will continue discussing the topic on the basis of knowledge and expertise gathered at the last session.

Documentation

Informal document No. 11/Rev.1 (September 2021)

(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 (Informal document No. 11 (September 2022)). To this end, the Netherlands will prepare an informal document, to further promote the discussion and to work toward concrete results (Informal document No. 3).

Documentation

Informal document No. 11 (September 2022), Informal document No. 3

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

At the last session, WP.1 considered global trends which would be shaping road traffic in the future. At this session, the WP.1 Chair will organize a dedicated panel to continue discussing this subject.

4. Convention on Road Signs and Signals (1968)

Group of Experts on Road Signs and Signals

At the last session, WP.1 agreed that further work on ECE/TRANS/WP.1/2019/4/Rev.1 and ECE/TRANS/WP.1/2019/5/Rev.1 is needed (mostly to ensure internal consistency and to switch to a new sign code). To this end, Belgium (as Chair of the Group of Experts) will inform WP.1 about the progress made in preparing three formal documents which consolidate amendment proposals 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).

The Chair of Group of Experts on Road Signs and Signals will update WP.1 about the work done by the Group, focusing on recommending new signs to be included in the 1968 Convention.

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

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

(a) A Safe System Approach

At the last session, WP.1 discussed ECE/TRANS/WP.1/2022/5 and requested Sweden to table the revised document (ECE/TRANS/WP.1/2022/5/Rev.1) at the present session.

Following Canada's presentation at the last session, WP.1 delegates will be invited to share best practices and lessons learned with a view to developing a guide on Multi-Disciplinary Collision Investigation (MDCI) for WP.1 review.

Documentation

ECE/TRANS/WP.1/2022/5, ECE/TRANS/WP.1/2022/5/Rev.1

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

At the last session, 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 nonregulated transport modes. At this session, WP.1 will be invited to continue discussing the document.

WP.1 will also be invited to discuss how best contribute to the need of road safety capacity building program in regions of the world where fatalities toll is still very high. To this end, IRTE (Institute of Road traffic Education), based in Delhi, will provide information on its last engagement to promote road safety principles as embedded in the traffic and road signs conventions, in the State of Uttar Pradesh, India.

Documentation

ECE/TRANS/WP.1/2022/6

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

Lithuania has provided regular updates of legislative information about personal mobility devices such as e-scooters. Should there be any further revisions, Lithuania will be invited to provide an update at this session of Informal document No. 4 (March 2022).

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 delegates will be invited to exchange their views, with special focus on the road safety risks and challenges associated with personal mobility devices.

Documentation

Informal document No. 4 (March 2022), 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 continued discussing the rules of procedure (Informal document No. 13 (September 2022)). While it completed its revision until Rule 26, it may review Rules 4 and 9 when it resumes at the next session.

Documentation

ECE/TRANS/WP.1/100/Add.1/Rev.4, Informal document No. 4 (September 2021), Informal document No. 13 (September 2022)

7. Sustainable Development Goals: Potential contribution by WP.1

At the last session, Sweden and Italy presented Informal document No. 12 (September 2022) as a potential contribution by WP.1 in relation to meeting United Nations Sustainable Development Goals (SDGs) targets 3.6 and 11.2. At this session, WP.1 will be invited to consider what perspective it should take towards the long-term burden of “minor” road traffic injuries (in addition to severe and life-changing injuries) as well as how to complement this approach with alternative measures and policies.

The Imola Living Lab which offers replicable examples of safe, sustainable, and inclusive policies will be invited to inform WP.1 about its recent initiatives, in particular, about the December 2022 event dedicated to “Inclusiveness, post-rehabilitation, and abilitation policies”.

At the last session, 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. At this session, given the increase of fatalities around the world, WP.1 will be invited to continue this subject.

8. 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 continue to propose to explore a possibility of holding a joint WP.1- GRVA-WP.29 event aiming to showcase the accomplishments of two working parties. 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.

At the last session, the WP.1 Chair noted a possibility of holding a dedicated event to promote WP.1 global role and the international legal instruments under its mandate. The EuroMed Transport Support Project as well as Imola Living Lab volunteered to work with the Chair to explore a possibility of holding such event in 2023. At this session, the Chair will brief WP.1 about the results of this joint exploration.

WP.1 may wish to discuss other issues.

9. Date of next session

The next session of WP.1 is scheduled for 25 to 29 September 2023 in Geneva. The deadline for submitting formal documents is 3 July 2023.

10. Adoption of the report of the eighty-sixth session

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