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Global Forum for Road Traffic Safety

Eighty-sixth session

Geneva, 13-17 March 2023

Report of the Global Forum for Road Traffic Safety on its eighty-sixth session

I. Attendance

1. The Global Forum for Road Traffic Safety (WP.1) held its eighty-sixth session in Geneva from 13 to 17 March 2023, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belgium, Canada, Czechia, Denmark, Finland, France, Germany, Israel, Italy, Latvia, Lithuania, Luxembourg, Netherlands (Kingdom of the), Norway, Poland, Portugal, Russian Federation, Slovakia, 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: Angola, Brazil, Egypt, India, Lebanon, Japan, Korea Republic of and Morocco.
3. The European Union) and the following non-governmental organizations were also represented: American Association of Motor Vehicle Administrators (AAMVA), European Driving Schools Association (EFA), European Federation of Road Traffic Victims (FEVR), Internationale de l'Automobile (FIA), International Federation of Pedestrians (IFP), International Organization of Motor Vehicle Manufacturers (OICA), Institute of Road Traffic Education (IRTE), Laser International Foundation, Law Commission of England and Wales, International Road Federation, International Road Transport Union (IRU), International Organization for Standardization (ISO), EuroMed Transport Project and "Panos Mylonas" Institute (Greece).
4. Representatives from the academia also participated: University of Bologna, (Italy), Par Ilan University (Israel) and University of South Carolina USA.

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.1/182). It took note of Informal documents No.1 and No.1/Rev.1 which contain a tentative timetable for the session as well as of Informal document No. 12 which lists the names of speakers participating in different panels taking place during the present session.

6. The WP.1 delegates complained about lack of orderly organization at the Villa Les Feuillantines and strongly objected to the need to queue for up to three hours in order to receive an entry badge into the Palais des Nations. WP.1 found this unacceptable and hoped that security procedures will improve as soon as possible to make the process of entering the United Nations premises in Geneva seamless.

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

7. At the last session, WP.1 discussed and revised ECE/TRANS/WP.1/2022/2 (which updates the ITC Strategy implementation status column in ECE/TRANS/2022/3). At this session, WP.1 formally adopted ECE/TRANS/WP.1/2022/2/Rev.1 as its input into the Strategy.

8. The WP.1 Chair and the secretariat briefed the Working Party on recent Inland Transport Committee (ITC) developments and activities related to road safety (Informal document No. 8). Concerning “ECE Road Safety Action Plan, 2023-2030” (ECE/TRANS/2023/7) and ITC decisions 14 (Informal document No.6/Rev.5), the secretariat gave a presentation (Informal document No.17). In the context of ECE/TRANS/2023/7, the Chair informed WP.1 that it would begin addressing the ITC invitation to submit “first inputs” to improve the document (“in the corresponding areas of the action plan that are relevant to their work”) at its September session.

9. The secretariat of the United Nations Road Safety Fund (UNRSF) informed 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 fundraising for the UNRSF. WP.1 took note of Canada’s suggestion for UNRSF to accept in-kind contributions. To this end, Canada expressed its willingness to provide expertise and capacity building as its UNRSF in-kind contributions.

10. The United Nations Secretary-General’s Special Envoy for Road Safety (via a video message) provided an update on his and his secretariat’s recent activities promoting road safety and United Nations legal instruments. Mr. Lee Joo Min, Chairman of Korea’s Road Traffic Authority, delivered an address highlighting the country’s work in the field of automated vehicles and praising WP.1 for its long-standing engagement in the same area.

11. National delegations and international organizations did not submit any information in writing 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.

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 adopted ECE/TRANS/WP.1/2017/1/Rev.3 which contains a set of amendment proposals – by Italy - to Article 25 bis, Article 32, Annex 1, and Annex 5 of the 1968 Convention on Road Traffic. The secretariat informed WP.1 about the amendment process and timeline as per article 49 of the Convention.

B. Driving permits

1. Amendment proposal

13. WP.1 began discussing ECE/TRANS/WP.1/2023/1 (a driving permit proposal submitted by ISO at WP.1 request made at the last session). Delegates exchanged views on the proposal, including on the relationship with the EU Driving Licence Directive. The Fédération Internationale de l'Automobile (FIA) expressed concerns about the costs of changing international driving permits and it informed WP.1 about its intention to table

alternative proposals related to IDPs at the next session. Denmark submitted Informal document No. 13 with its concerns on ECE/TRANS/WP.1/2023/1. The discussions will continue at the next session.

14. The European Driving Schools Association (EFA) gave a presentation on the recent proposal to revise the EU Driving Licence Directive, namely the European Commission's proposal for updated requirements for digital driving licences and better cross-border enforcement of road traffic rules within EU member States.

15. AAMVA – celebrating its 90th anniversary this year - gave a presentation updating WP.1 on the current status of its digital mobile permit initiative. WP.1 invited EFA and AAMVA to continue to provide regular updates.

16. FIA presented Informal document No. 2 (an update of ECE/TRANS/WP.1/2022/1/Rev.1 which provides a list of agencies authorized to issue IDPs). Denmark (Informal document No. 14) and other countries provided inputs to be incorporated into the next revision of this document.

C. Automated driving

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

17. In the area of remote driving, the United Kingdom presented Informal document No.1/Rev. 2 (September 2021) (submitted jointly with Finland and Germany) while Finland introduced Informal document No. 16 (submitted together with the United Kingdom) related to remote management. The United States of America stated that it was premature to have documents related to this topic. The topic generated interest and WP.1 decided to continue discussing the topic through further panels.

18. WP.1 held a dedicated panel on the topic of remote driving with invited speakers from Germany, Street Drone (United Kingdom), Law Commission (United Kingdom), Vay (Germany), and BAST (Germany) participating (Informal document No. 12). WP.1 appreciated the presentations and thanked the speakers for sharing their expertise and experience.

19. The Chair decided that for the next session the topics of “remote driving” and “remote management” will be dealt with under renamed agenda item 3(c)(i) “remote activities related to driving”.

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

20. One of the Vice-Chairs of the Group of Experts provided information on the ongoing discussions and on the Group's general progress to-date, focusing on the Group's session in December 2022. The WP.1 Chair recalled a February 2023 ITC decision (para.23, ITC eighty-fifth session List of Decisions, 24 February 2023, Informal document No.6/Rev.5). The decision relates to the endorsement of the extension of the mandate of the Group on drafting a new legal instrument on the use of automated vehicles in traffic until December 2024, with a focus to (i) undertake the assessment collectively of any gaps in the conventions and resolutions under the auspices of WP.1, and (ii) identify the issues to be addressed. After discussing the implications of the ITC decision on the LIAV program of work, WP.1 requested the secretariat of the LIAV Group of Experts to revise the agenda for the forthcoming session (4-5 May 2023) to address the ITC decision 23 points (a)(i) and (ii). WP.1 invited the LIAV Group of Experts to comprehensively and cohesively address that ITC decision by formulating a baseline and timeline workplan.

21. WP.1 Chair invited the secretariat of the Group of Experts to explore the possibility of extending the November 2023 meeting to two days.

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

4. Human factors and automated driving

22. WP.1 continued working on this topic in the framework of Informal document No. 11 (September 2021) i.e., by aiming to develop key principles on automated vehicle safety and human centered needs. To this end, WP.1 organized a panel discussion with Bar Ilan University (Israel), ANAS (Italy) and ITS Japan participating (Informal document No.12). The panel presentations were insightful and well received by WP.1. Given the importance of the topic, WP.1 decided to continue working on this topic, taking into account the inputs and views gathered in the panels in order to update the informal document. Informal document No. 11/Rev.1 (September 2021) was not submitted.

5. Optical and/or audible signals in DAS and ADS vehicles

23. WP.1 continued discussing the topic of optical and/or audible signals in DAS and ADS vehicles to indicate their status. The Netherlands introduced Informal document No. 3, on recognizability of ADS from the perspective of enforcement, which aims at promoting constructive discussions leading towards tangible results. An insightful discussion ensued and WP.1 decided that a dedicated panel should be organized at the next session to consider all the relevant issues in a greater detail. The Netherlands was invited to take into account the views expressed and to revise the document accordingly. The Netherlands invited WP.1 participants to coordinate with relevant colleagues on a national level to improve the informal paper.

6. Road traffic of the future: Challenges and perspectives in the cities

24. WP.1 considered global trends which would be shaping road traffic in the future during a dedicated panel on this subject. Speakers from the Ministry of Transport, SENATRAM (Brazil), Comune di Loano (Italy), and Transpolis (France) took active part (Informal document No. 12). WP.1 appreciated the contributions and hoped that the topic will remain on the agenda at future sessions.

V. Convention on Road Signs and Signals (1968) Group of Experts on Road Signs and Signals (agenda item 4)

25. The Chair of the Group of Experts informed WP.1 about the progress made in preparing three formal documents which consolidate amendment proposals to the 1968 Convention on Road Signs and Signals, to the European Agreement Supplementing the 1968 Convention, and to the Protocol on Road Markings additional to the European Agreement. While the documents will be submitted as formal documents at the September session, Contracting Parties are invited – in the meantime - to begin reviewing Informal documents Nos. 9, 10, and 11 (available in English only).

26. The Chair of Group of Experts on Road Signs and Signals also updated WP.1 about the work done by the Group, focusing on recommending new signs to be included in the 1968 Convention from five priorities areas: cyclists, electric vehicles, pedestrians, micro-mobility, and low emission zones. Belgium, Denmark (Informal documents 4, 4/Rev.1 and 5), Portugal, Sweden, and the European Union provided substantive comments. As a result, WP.1 requested the secretariat to prepare and hold an informal, intergovernmental session so Contracting Parties to the 1968 Convention on Road Signs and Signals have the opportunity to consider all outstanding issues related to recommendations in the five priority areas.

27. The secretariat informed WP.1 that once the amendment proposals are adopted by WP.1, e-CORRS will be updated with the relevant legal provisions.

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

A. A Safe System Approach

28. WP.1 discussed ECE/TRANS/WP.1/2022/5/Rev.1 focusing on the interpretations of the terms: accident, collision, and crash. As a result of discussion, WP.1 invited Sweden to revise the document using its preferred terminology and to re-submit it at the next session.

29. WP.1 invited its participants to continue to share best practices and lessons learned with a view to developing a guide on Multi-Disciplinary Collision Investigation (MDCI) for WP.1 review. In this context, WP.1 took note of Canada's intention to organize an on-line MDCI workshop in summer of 2023 as a first step.

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

30. WP.1 discussed and revised 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. The revised document (to become ECE/TRANS/WP.1/2022/6/Rev.1 at the next session) was endorsed as a foundation for future work in this area. IRTE, based in Delhi, delivered a presentation on its engagements to promote road safety principles as embedded in the traffic and road signs Conventions across India and South East Asia. Of particular importance is the concept of shared responsibility between road users and the identification of specific policies for those responsible for road infrastructure. WP.1 appreciated IRTE work on promoting United Nations road safety Conventions and on reducing the number of road injuries in the developing countries. IRTE informed WP.1 of the planned special global event (29 November to 1 December 2023, New Delhi at IRTE premises) to celebrate the tenth anniversary of the special WP.1 session that took place in New Delhi in 2013. The event will focus on road safety policies improving mobility in LMICs and further information will be provided at the next session. WP.1 welcomed the initiative.

31. Angola gave a presentation on the country's efforts to enhance road safety, in particular in the area of moto-taxis. WP.1 appreciated Angola's presence and contribution, and hoped that the country will become a regular WP.1 participant. WP.1 invited Angola to consider acceding to United Nations road safety conventions.

32. A panel discussion on "Policies focusing on Road Safety challenges in LMICs" took place with IRTE (India), Cattolica University (Italy), and ESEC /Polytechnic of Coimbra (Portugal) participating. WP.1 thanked the panellists and will continue the work on this topic. WP.1 took note of Canada's proposal to invite International Traffic Safety Data and Analysis Group (IRTAD) to attend WP.1 and contribute to this topic.

C. Personal mobility devices and other devices facilitating sustainable and inclusive Mobility

33. Lithuania provided an update of legislative information about personal mobility devices such as e-scooters (Informal document No. 4/Rev.1 (March 2022)). WP.1 delegates are invited to continue sending updated information to Lithuania for future revisions.

34. WP.1 participants exchanged views during a dedicated panel on the road safety potentialities, risks and challenges associated with personal mobility devices in a panel discussion with the IFP (Informal document No. 15), "Panos Myllonas" Institute (Greece), and Malopolska Road Safety Council (Poland) (Informal document No. 12) taking part.

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

35. WP.1 continued discussing its rules of procedure, in particular Rules 21, 22, 27 and 28 (Informal document No. 7). The Group made some changes and invited participants to consider the proposed changes to Rules 27 and 28. The WP.1 Chair invited all delegates to research the question of quorum in the context of decision making and voting.

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

36. At this session, WP.1 considered what perspective it should take towards the long-term burden of “minor and moderate” road traffic injuries (in addition to severe and more life-threatening injuries) as well as how to complement this approach with dedicated policies on the basis of Informal document No.6 (submitted by Italy and Sweden). The document represents a potential contribution by WP.1 in relation to meeting United Nations Sustainable Development Goals (SDGs) targets 3.6 and 11.2 as well as a potential input to the “ECE Road Safety Action Plan, 2023-2030” (ECE/TRANS/2023/7). The authors of the paper invite contributions from interested WP.1 participants.

37. In this context, the Chair informed WP.1 about the Imola Living Lab’s recent initiatives, in particular, about the December 2022 event dedicated to “Inclusiveness, post-rehabilitation, and abilitation policies” and on future initiatives based on WP.1 agenda.

38. 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. Speakers included Federal Highway Police (Brazil), DETRAN/PA, State of Pará (Brazil), and Ministry of the Interior, Traffic Police (Italy) and the Ministry of the Interior (Russian Federation). WP.1 thanked the participants for their efforts in preparing insightful and informative presentations, and decided that the item be retained on its agenda for future sessions.

IX. Other Business (agenda item 8)

39. The Working Party on Automated/Autonomous and Connected Vehicles (GRVA) Chair gave an update on the following activities related to automated driving from World Forum for Harmonization of Vehicle Regulations (WP.29)/GRVA: 1. United Nations Regulation No. 157, 2. ADAS and bridging technology toward automation 3. review of all regulations to account for technological advancements, 4. activities related to Functional Requirements for Automated Vehicles (FRAV) and Validation Method for Automated Driving (VMAD) areas of work, 5. The collaboration between WP.1 and WP.29, and 6. Vehicle to Vehicle (V2V) communication. In addition, he explained that industry expects a regulatory framework by 2025. The GRVA Chair also reported on the collaboration between WP.1 and WP.29 (as reiterated by the ITC at the last session). The GRVA Chair explained that WP.29 will consider the issue at its June 2023 session and intends to develop a proposal towards cooperation at the working party level i.e. between WP.1 and WP.29. The WP.1 Chair welcomed the initiative as it will provide clear guidance how to engage with the work of WP.29 effectively, including with interested parties.

40. The Informal Group of Experts on Automated Driving (IGEAD) Chair provided an update on the Group’s progress on company roles, human roles, remote driving and remote management. The Chair also reported on FRAV/IGEAD workshop that was held in November 2022 in The Hague. The workshop was well received.

41. WP.1 welcomed and appreciated presentations and statements from members of the EuroMed.

42. Transport Support Project (Egypt, Israel, Morocco). The working party was informed about the plans to organize a joint ANAS (Italy) - EuroMed Transport Support Project road

safety event scheduled (tentatively) for 21-22 November 2023, Rome. More details will be forthcoming when available.

43. Laser International provided information about its recent activities. It presented short road safety films and invited WP.1 to take part in the International Film Festival on Urban Mobility, scheduled for 18 October 2023 in, Carcassonne, France. More information can be found at <https://filmfreeway.com/InternationalRoadSafetyFilmFestival/>.

X. Date of next session (agenda item 9)

44. 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. There is no possibility of attending “remotely” via the Internet.

XI. Adoption of the report of the eighty-sixth session (agenda item 10)

45. The Working Party adopted the report of its eighty-sixth session.
