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

Geneva, 23-27 September 2024

Item 1 of the provisional agenda

**Adoption of the agenda****Annotated provisional agenda for the eighty-ninth session\*,\*\***

To be held in-person at the Palais des Nations, Geneva, starting on Monday at 9:30 am,  
23 September 2024, in Salle VII.

**I. Provisional Agenda**

1. Adoption of the Agenda.
2. Activities of interest to the Working Party.
3. Convention on Road Traffic 1968
  - (a) Driving permits;
  - (b) Remote activities related to driving.
4. Assessment of the safe deployment of automated vehicles: human factors.
5. Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (LIAV).
6. Convention on Road Signs and Signals (1968).
7. Contribution to Agenda 2030 – Goals 3 and 11, Targets 3.6 and 11.2:
  - (a) A Safe System Approach;
  - (b) Risky driving behaviours;
  - (c) Road Traffic: Future challenges and perspective.
8. Revision of the terms of reference and rules of procedure for WP.1.

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\* Delegates are requested to register online at: <https://indico.un.org/event/1007236/>.

\*\* 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>

9. Global dialogue and contribution to road safety capacity building: Focus on low- and middle-income countries.
10. Election of officers
11. Other Business.
12. Date of next session.
13. Adoption of the report of the eighty-ninth 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.1/188). Informal document No. 1 contains a tentative timetable for the session.

The Secretariat will inform WP.1 that the unauthorized use of images, or any other copyrighted material without prior and appropriate consent of the copyright owner is strictly forbidden and contrary to the rules and regulations of the United Nations. Given this, all presentations submitted to UNECE in any context must bear an appropriate copyright notice of the author, as follows: "Copyright [date] [author], all rights reserved. For reproduction permission and all other issues, please contact [author email]." In addition, WP.1 participants were informed that: "in submitting presentations or materials, they are representing that they own the rights to all content, text and images therein, that they have the permission of the owner, and/or that the content is licensed under a Creative Commons or public domain license. Any costs arising from unauthorized use of images, text, figures or other material shall be their full responsibility."

#### **Documentation**

ECE/TRANS/WP.1/188, Informal document No.1

### **2. Activities of interest to the Working Party**

At the last session, WP.1 adopted ECE/TRANS/WP.1/2022/2/Rev.2. Given the requirement to report on the implementation of the ITC strategy on a periodic basis, WP.1 may wish to re-visit the document and make changes, if it deems appropriate.

WP.1 has started analysing the revised "ECE Road Safety Action Plan, 2023-2030" (ECE/TRANS/2023/7). It also decided to create an informal group to prepare WP.1 contribution which was tasked with finalizing a draft document to be discussed at this session (Informal document No. 2). The document incorporates the issue of the long- term burden of "minor and moderate" road traffic injuries (in addition to severe and more life-threatening injuries) WP.1 will also continue to work on the subject, with the aim to finalizing it as additional contribution to the ECE Road Safety Action Plan, 2023-2030.

At the last session, the Chair of the Group of Experts on LIAV submitted Informal document No. 5 (March 2024) which partially merged Informal document No. 5 (September 2023) and Informal document No.11 (September 2023). Both documents - on the basis of ITC decision 23 taken in February 2023 – attempt to revise the terms of reference (TOR) of the Group of Experts on LIAV. WP.1 will be invited to continue working on Informal document No. 5 (March 2024) at the present session.

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/2023/7, ECE/TRANS/WP.1/2022/2/Rev.2, Informal document No. 2, Informal document No. 5 (March 2024), Informal document No. 5 (September 2023), Informal document No. 11 (September 2023)

### **3. Convention on Road Traffic (1968)**

#### **(a) Driving permits**

At the last session, WP.1 discussed Informal document No. 6 (March 2024) submitted by the informal group of experts on driving permits (Brazil, Canada, France, Sweden, UK, AAMVA, FIA and ISO). After discussion, the authors were invited to submit two working documents for the present session. The first working document should contain the proposal amendment, and the second should contain background and a summary of the amendments being proposed. It should specify the changes requested by WP.1 at its 81st session and the additional changes suggested by the informal group of experts. WP.1 will be invited to discuss these documents.

The Fédération Internationale de l'Automobile (FIA) will be invited to provide an updated list of agencies authorized to issue IDPs on the basis of Informal document No. 2 (March 2023) and ECE/TRANS/WP.1/2022/1/Rev.1.

The informal group of experts on mobile driving permits (European Driving Schools Association (EFA), American Association of Motor Vehicle Administrators (AAMVA) and FIA) – will be invited to provide an update on the “digital mobile permits” initiative, including on how to obtain the public key certificates required to authenticate an mDL, given that this is essential for implementation of mDLs.

#### **Documentation**

Informal document No. 6 (March 2024), ECE/TRANS/WP.1/2022/1/Rev.1, Informal document No. 2 (March 2023)

#### **(b) Remote activities related to driving**

At the last session, WP.1 began to discuss ECE/TRANS/WP.1/2024/3 (submitted by Finland, Germany, and the United Kingdom). At this session, WP.1 will continue the line by line review of the document.

#### **Documentation**

ECE/TRANS/WP.1/2024/3

### **4. Assessment of the safe deployment of automated vehicles in road traffic: human factors**

At the last session, Canada submitted and introduced Informal document No. 9/Rev.1/Corr.1 (September 2023). During discussions, WP.1 participants agreed human factors was an important topic and provided general comments. Canada was invited to revise the document taking into account the comments provided during the session as well as any other written comments to be provided to Canada by 15 July 2024. In order to facilitate better understanding of and approach to the human factors concept, WP.1 will be invited to focus its analysis on chapters 4.1, 4.2, and 4.3 in Informal document No.9/Rev.1/Corr.1(September 2023) or Informal document No. 9/Rev.2 (September 2023)).

At the last session, WP.1 continued discussing and elaborating the topic of automotive technology and social acceptance, including the debated question on optical and/or audible signals in DAS and ADS vehicles to indicate their status. WP.1 will be invited to continue exploring further perspectives on the topic aiming at the evaluation of needs and expectations of road users, in particular vulnerable ones.

#### **Documentation**

Informal document No. 9/Rev.2 (September 2023)

### **5. 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 WP.1 information on the on-going discussions, outcomes, Group's general progress to-date and whether or not the Group's mandate needs to be extended beyond mid-2025. WP.1 will be invited to consider a request (if any).

### **6. Convention on Road Signs and Signals (1968)**

At the last session, WP.1 agreed to amendment proposals to the 1968 Convention on Road Signs and Signals (ECE/TRANS/WP.1/2023/2/Rev.1), the European Agreement Supplementing the 1968 Convention (ECE/TRANS/WP.1/2023/3), and the Protocol on Road Markings (additional to the European Agreement) (ECE/TRANS/WP.1/2023/4).

It requested the secretariat to re-format the documents and to insert the transitional provisions informing Contracting Parties about a 15-year transitional period. The revised documents: ECE/TRANS/WP.1/2023/2/Rev.2, ECE/TRANS/WP.1/2023/3/Rev.1, and ECE/TRANS/WP.1/2023/4/Rev.1 will be tabled for formal adoption at the present session.

The Chair of the Informal Intergovernmental Group of Experts on Road Signs and Signals will update WP.1 about the work done by the Group, focusing on recommended 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.1/2023/2/Rev.2, ECE/TRANS/WP.1/2023/3/Rev.1,  
ECE/TRANS/WP.1/2023/4/Rev.1

### **7. Contribution to Agenda 2030 – Goals 3 and 11, Targets 3.6 and 11.2**

#### **(a) A Safe System Approach**

WP.1 participants will be invited to continue to share best practices and lessons learned with a view to developing a guide on Multi-Disciplinary Collision Investigation (MDCI). Canada will be invited to inform WP.1 about its work on developing an MDCI best practice exchange platform.

#### **(b) Risky driving behaviours**

Risky driving behaviours represents a significant factor in every road safety policy making. To this end, WP.1 is invited to further elaborate this topic, and a panel of experts will be organized to gather insights and suggestions, both on driving under the influence as well as on distracted driving and distracted engagement with road traffic.

#### **(c) Road Traffic: Future challenges and perspectives**

Lithuania has regularly provided updates on legislative information about personal mobility devices such as e-scooters. Should there be any further revisions, Lithuania will be invited to provide an update of Informal document No. 4/Rev.2 (March 2022).

WP1 will be invited to elaborate further the impact automotive technology advancements, new mobility options and shift in mode demand, demographic socio-economic factors in general, may have on the road traffic environment and policies for the next decades.

#### **Documentation**

Informal document No. 4/Rev.2 (March 2022)

### **8. Revision of the terms of reference and rules of procedure for WP.1**

WP.1 will be invited to resume its discussion on the proposed text for Rule 1 (a) to (h). The Working Party requested clarification by the secretariat on proposed paragraphs for Rule 1 (b), (c) and (d) for the next session. The secretariat will provide WP.1 participants with a copy of Informal document No.4 (September 2023) with the changes made at this session upon request.

#### **Documentation**

Informal document No. 4 (September 2023)

### **9. Global dialogue and contribution to road safety capacity building: Focus on low and middle-income countries**

The “Global Road Safety Initiative” was launched on 4-6 December 2024 in New Delhi, India in partnership with the Ministry of Road Transport & Highways, Government of India, and in association with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the United Nations Economic Commission for Europe (UNECE). At the last session, WP.1 decided to consider the outcomes and recommendations of the “Initiative” (Informal document No. 3 (March 2024)) at this session.

In this context, the Nepal Road Safety Authority will be invited to contribute to the Global dialogue by sharing its knowledge and expertise by updating the Global Forum on the national challenges and road safety plans, as well as its coordination with other institutions and international actors.

In its global outreach, WP.1 will be invited to discuss how best contribute to the need for road safety capacity building program in the regions where road traffic injuries are still very high. To this end, the Birmingham University (United Kingdom) and Cattolica University (Italy), will share their analysis and approach to policies focusing on road safety challenges in LMICs.

The EUROMED Transport Support Project participating countries will provide information on recent road safety policy actions and strategic priorities in their respective countries, in particular, about how to focus on improving the collection of quality road safety data.

#### **Documentation**

Informal document No. 3 (March 2024)

### **10. Election of officers**

The Working Party will be invited to elect its officers for the period March 2025 - September 2026. 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. K. Hofman from Belgium (Vice-Chair) and Mr. B. Viegas from the United Kingdom (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.”

UNECE member states are encouraged to send the names of their nominees for the position of Chair or Vice-Chair to Walter Nissler ([Walter.Nissler@un.org](mailto:Walter.Nissler@un.org)) at least 10 days before the session. After this deadline the secretariat will publish an informal document listing the nominated candidates.

#### **Documentation**

TRANS/WP.1/100/Add.1

## **11. Other Business**

The World Forum for the Harmonization of Vehicle Regulation (WP.29) secretariat and/or the Working Party on Automated/Autonomous and Connected Vehicles (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, the 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 the two working parties. WP.1 will be invited to discuss the Chair’s proposal.

In addition, the GRVA Chair will be invited to inform WP.1 about the status of “Proposal to WP.29 regarding the structuring of activities supporting the coordination between WP.1 and WP.29” (WP.29-190-07).

The Informal Group of Experts on Automated Driving (IGEAD) Chair will be invited to provide an update on the Group’s recent work. The WP.1 Chair will consider a possibility of organizing a panel on the topic related to road safety implications of new automotive technology at the next session.

WP.1 will be informed about a dedicated event, rescheduled for 19 November 2024, to be co-organized by the Azienda Nazionale Autonoma delle Strade Statali (ANAS), the Ministero Infrastrutture Trasporti of Italy, PIARC-Italy, and Euro-Med Transport Support Project. The event will aim to promote road safety best practices, including global principles embedded in the road safety legal instruments managed by WP.1 with special attention to the Mediterranean countries to promote safe, sustainable and inclusive mobility as tool for progress and growth.

At the last session, the Chair suggested WP.1 consider organizing a session in a location outside of Geneva in 2025. During discussion, WP.1 identified UNESCAP (Bangkok, Thailand) as a possible location. The Russian Federation also proposed to consider organizing a side event during the Global Ministerial Conference on Road Safety in Morocco, in February 2025. WP.1 will be invited to discuss how it wishes to proceed in organizing both events.

WP.1 may wish to discuss other issues.

#### **Documentation**

Informal document WP.29-190-07

## **12. Date of next session**

The next session of WP.1 is scheduled for 10-14 March 2025 in Geneva. The deadline for submitting working documents is 16 December 2025.

## **13. Adoption of the report of the eighty-ninth session**

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