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

Geneva, 25-29 September 2023

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

1. The Global Forum for Road Traffic Safety (WP.1) held its eighty-seventh session in Geneva from 25 to 29 September 2023, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belgium, Canada, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Netherlands (Kingdom of the), Norway, Poland, Portugal, Russian Federation, 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: Bahrain, Brazil, Egypt, India, Lebanon, Japan, Korea Republic of, Morocco, Tunisia, United Arab Emirates and Zimbabwe. Observer: State of Palestine.
3. The United Nations agencies and the following non-governmental organizations were also represented: International Telecommunications Union (ITU), World Health Organization (WHO), American Automotive Policy Council, European Transport Safety Council, Internationale de l'Automobile (FIA), International Motorcycle Manufacturers' Association (IMMA), International Federation of Pedestrians (IFP), International Organization of Motor Vehicle Manufacturers (OICA), Institute of Road Traffic Education (IRTE), International Road Transport Union (IRU), International Organization for Standardization (ISO), EuroMed Transport Support Project and Politecnico de Milano.
4. Representatives from the academia and Private sector also participated: ADA/OXA, Adel Easa Alyousifi, ANAS-Gruppo, Automotive Coalition for Traffic Safety, British Standard Institution (BSI), ITS Japan, Massachusetts Institute of Technology (MIT), University of Birmingham, University of South Carolina (USA), University of Nottingham, University of Newcastle, University of Bologna, (Italy), Par Ilan University (Israel) and ZE-Drive.

**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.1/184). It took note of Informal documents No.1 and No.8 which contain, respectively, a tentative timetable for the session and a list of speakers giving presentations under various agenda items.

Mr. D. Crocco (Manager responsible for International Relations-Anas SpA, First Delegate and Secretary General National Committee PIARC Italy) delivered a keynote address highlighting many road safety recommendations from a recent position paper by PIARC World Road Association of which ANAS - Gruppo Ferrovie dello Stato is a member. The Chair congratulated Mr. Crocco on his informative speech.

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

6. The secretariat of the United Nations Road Safety Fund (UNRSF) informed WP.1 about its work and the impact of its projects. In 2023, the projects include “emergency care systems in the Americas”, “safe journeys for Cambodian factory workers” and the third edition of “moments 2Live4” campaign. The UNRSF secretariat asked contracting parties to contribute to this campaign.

7. The secretariat to the United Nations Secretary-General’s Special Envoy for Road Safety provided an update on the recent activities of the Special Envoy in promoting road safety and United Nations legal instruments. The priorities for 2023-2024 include: raising global visibility of road safety; strengthening partnership with regional integration bodies; promoting United Nations legal instruments including helmet standard; increasing the relevance of road safety by framing in green transition, digitalization, gender and cities; financing and partnerships for road safety; and increasing the alignment and priority within the United Nations system.

8. National delegations and international organizations did 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. No written submissions were received.

### **IV. Inland Transport Committee (ITC) recommendations and decisions (agenda item 3)**

#### **A. ITC Strategy**

9. Given the requirement to report on the implementation of the ITC strategy on a periodic basis, WP.1 reviewed ECE/TRANS/WP.1/2022/2/Rev.1, made changes, and requested the secretariat to share the revised document with the ITC secretariat. At the next session, the secretariat will table ECE/TRANS/WP.1/2022/2/Rev.1 for formal adoption.

#### **B. ECE Road Safety Action Plan, 2023-2030**

10. In February 2023, the ITC took note of the “ECE Road Safety Action Plan, 2023-2030” (ECE/TRANS/2023/7) and invited Working Parties to submit in the course of 2023 their first inputs to the ITC secretariat. As a result, at this session, WP.1 began addressing the ITC invitation by considering Informal document No.2. After discussion, given the complexity of the task, the working party decided to create an informal group to prepare WP.1 contribution. The group – open to all government delegates – is currently consisting of the Chair, Belgium, Canada, and the United Kingdom. It is tasked with preparing a draft document to be discussed at the next WP.1 session (March 2024). In the meantime, the Chair will report on this activity to the ITC session in February 2024.

#### **C. A strategy document for reducing greenhouse gas emissions in inland transport**

11. Following the 2023 ITC request to the secretariat to develop an ambitious strategy document for reducing greenhouse gas emissions in inland transport based on United Nations

legal instruments, WP.1 – at this session - recommended the strategy document to include road safety efforts as a contribution for reducing greenhouse gas emissions in inland transport. Personal mobility devices and technological advances in urban mobility should also be considered. WP.1 requested the Chair to provide more detailed information on this to the ITC secretariat.

#### **D. Harmonization of elements in the Terms of Reference of Working Parties**

12. For the working parties still working on their terms of reference and rules of procedure, the ITC, at its last session, recommended to take into consideration “Draft Recommendations for Harmonized Elements in the Terms of Reference of ITC Working Parties” (Annex II, ECE/TRANS/2023/4/Rev.1). WP.1 continued discussing how to incorporate these recommendations.

#### **E Reviews by the parent sectoral committee**

13. Upon the invitation of the ITC Chair and Director of Sustainable Transport Division, the Chair and the secretariat prepared a document on the basis of Annex II to the letter to the WP.1 Chair (Informal document No.3). After discussion, WP.1 prepared its input using the template in Annex II. WP.1 requested the Chair to submit that document to the ITC secretariat as the working party’s input.

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

14. At the last session, the ITC recommended that WP.1 re-visit the ToR of the LIAV Group of Experts. WP.1 discussed this recommendation on the basis of Informal document No.5 (submitted by Canada, Japan, and the United States) and Informal document No.11 (submitted by Finland, Germany, Sweden and the United Kingdom). After discussion, WP.1 requested that the LIAV Group of Experts - at its November 2023 session - work on merging these two documents aiming to submit a consolidated text to WP.1 in March 2024. In terms of participation of the automotive industry and other private sector stakeholders in the Group’s meetings, the Chair clarified that paragraphs 11 and 12 of the current terms of reference make it possible (upon the of invitation of the LIAV Chair).

### **V. Convention on Road Traffic (1968) (agenda item 4)**

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

15. At the last session, WP.1 adopted ECE/TRANS/WP.1/2017/1/Rev.3 which contained a set of amendment proposals 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 issuance of depositary notification C.N.138.2023 (dated 9 August 2023) communicating this amendment proposal to all contracting parties.

#### **B. Driving permits**

16. At this session, WP.1 continued discussing ECE/TRANS/WP.1/2023/1 (a driving permit proposal which had been submitted by ISO at WP.1 request) as well as its revised version (Informal document No. 14). WP.1 decided to continue discussing these two documents at the next session. WP.1 encouraged the informal group of experts on driving permits led by the United Kingdom to continue its work. The informal group was invited to

work on the two documents, taking into account feedback from WP.1 participants, and report at the next session. The informal group welcomes participation by delegates who may wish to join the group.

17. The Fédération Internationale de l'Automobile (FIA) gave a presentation proposing to establish a creation of an electronic registry of authorized bodies issuing IDPs (Informal document No. 12). WP.1 took note of the proposal. FIA did not 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 update is expected to be provided at the next session.

18. The International Commission for Driver Testing (CIECA) gave a presentation on the importance of effective driving training and testing systems. WP.1 thanked CIECA for its informative presentation.

19. The informal group of experts (European Driving Schools Association (EFA), American Association of Motor Vehicle Administrators (AAMVA) and FIA) will provide an update on the “digital mobile permits” initiative at the next session.

### **C. Remote activities related to driving**

20. WP.1 discussed Informal document No. 7 (submitted by Finland, Germany, and the United Kingdom) describing safety considerations for remote management of automated vehicles which do not require a human driver inside the vehicle. The document was presented and some preliminary comments were provided. WP.1 delegates were invited to send written comments to the authors.

21. The Chair and the secretariat were requested to explore the possibility of holding a special WP.1 session dedicated to the topic on the basis of Informal document No. 7. This special session, if it occurs, is to be combined with agenda item 4 (b) i.e. ECE/TRANS/WP.1/2023/1.

22. In addition, a remote management discussion panel was held. The invited speakers included representatives from the British Standards Institute, Würzburger Institut für Verkehrswissenschaften (Germany), University of Nottingham, University of Newcastle, and Remoted (Finland). WP.1 thanked the speakers for their valuable contributions and Finland, Germany and the United Kingdom for organizing the panel.

## **VI. Key issues for future road traffic (agenda item 5)**

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

23. WP.1 continued working on this topic in the framework of Informal document No. 11 (September 2021), aiming to develop key principles on automated vehicle safety and human centered needs. At this session, Informal document No. 9 (submitted by Canada) was introduced. WP.1 welcomed the suggestion made by Finland to further discuss Informal doc No. 9 through a virtual meeting in advance of the next session. WP.1 thanked the authors of Informal document No. 9. The WP.1 Chair invited participants to attend the virtual meeting and to provide written comments ahead of the next session.

24. ITS Japan and ANAS gave presentations respectively on “responsible social acceptance” and on an Italian private sector experience in developing autonomous driving technology.

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

25. The Massachusetts Institute of Technology Age Lab delivered a presentation on “considerations on the recognizability of automation state from the perspective of enforcement”. WP.1 appreciated the presentation as it contributes to 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. WP.1 will retain this topic on its agenda.

### **C. Road Traffic of the future: Urban challenges and perspectives**

26. WP.1 welcomed three presentations which touched upon trends which would be shaping road traffic in the future (given by OXA, ZeDrive, and Community of Loano).

## **VII. Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (LIAV) (agenda item 6)**

27. The two Vice-Chairs of the Group of Experts (currently acting as co-Chairs due the Chair's long-term absence) informed WP.1 about the on-going discussions, outcomes, and on the Group's general progress to date, focusing on the Group's last session in May 2023. ECE/TRANS/WP.1/GE.3/2023/2 (especially its Annex) contains a comprehensive report on the Group's activities to date. Recently, the Group's efforts concentrated on responding to WP.1 invitation to comprehensively and cohesively address the February 2023 ITC decision (para.23, Informal document No.6/Rev.5). The co-Chairs also informed WP.1 that the next LIAV session will take place on 30 November – 1 December. Finally, the co-Chairs expressed their appreciation to all LIAV participants for their cooperative and constructive work.

28. The two Vice-Chairs of the LIAV Group of Experts initially requested to extend the duration of the current Inland Transport Committee mandate for an additional two and a half years. While France, Finland, Germany, Luxembourg, Poland, Portugal, Sweden and the United Kingdom, expressed their support for the request, Canada, Japan and the United States of America asked for more information about why an extension was necessary and opposed this request for extension without further information.

29. In a compromise, the Vice-Chairs proposed to extend the duration of the mandate until June 2025. This extension allows the Group of Experts sufficient time: i) to complete its assessment as outlined in the February 2023 ITC decision (para. 23, Informal document No.6/Rev.5) and ii) to present its results to WP.1 before the expiry of the current mandate.

30. WP.1 supported this proposal to seek an extension of the duration of the mandate until June 2025 to complete and report on the tasks specified in the February 2023 ITC decision. WP.1 requested the Chair to report to the ITC in 2024 on this request.

## **VIII. Convention on Road Signs and Signals (1968) (agenda item 7)**

31. Belgium - as the Chair of the Informal Intergovernmental Group of Experts on Road Signs and Signals (IIGERSS) - informed WP.1 about the progress made in preparing three formal documents (ECE/TRANS/WP.1/2023/2, ECE/TRANS/WP.1/2023/3, ECE/TRANS/WP.1/2023/4) 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). As of today, all three documents have been translated and are available on the WP.1 webpage.

32. The IIGERSS Chair introduced Informal document No. 10 where the Group makes proposals regarding a possible inclusion of two new provisions into ECE/TRANS/WP.1/2023/2. After discussion of point "A", WP.1 endorsed the inclusion of a modified sentence which will say: "The end of compulsory cycle track (end of compulsory footpath, end of compulsory track for riders on horseback, end of compulsory path or track for two categories of road users, end of compulsory shared path or track for two categories of road users respectively) may be indicated." This sentence is to be inserted as second paragraphs in D-04.2, D-04.4, D-04.6, D-05.2, and D-05.4 descriptions. Point "B" in Informal document No. 10 was only supported by Finland, Norway and Sweden. As a result, WP.1 decided not to endorse it.

33. In addition, WP.1 agreed to include a provision in ECE/TRANS/WP.1/2023/2 dealing with a 15-year transitional period necessary to implement the changes to the 1968 Convention on Road Signs and Signals (along the lines of Article 3). WP.1 also agreed that IIGERSS may consider the work done by the Group of Experts on Cycling Infrastructure Module when preparing any recommendations to introduce new road signs into the 1968 Convention on Road Signs and Signals.

34. Informal document No.6 submitted by Denmark was not explicitly introduced due to the absence of the proponent. However, the relevant parts of this document were incorporated into Informal document No. 10.

35. Due to shortage of time, the Chair of IIGERSS did not inform WP.1 about the work done by the Group on the new signs to be included in the 1968 Convention. This information can be found in Informal document No.10.

36. 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.

37. The Chair of the ITU Collaboration of ITS Communications Standards gave a presentation on creating an electronic repository of the driving-related traffic rules that are not represented by physical road signs. WP.1 took note of the proposal.

## **IX. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 8)**

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

38. WP.1 discussed and endorsed ECE/TRANS/WP.1/2022/5/Rev.2 and ECE/TRANS/WP.1/2023/5 as Sweden's and Finland's respective contributions to RE.1. Following discussions at the last session on MDCl, WP.1 continued its examination of this topic. Canada informed WP.1 about the development of a platform dedicated to lessons learned and best practices in Multi-Disciplinary Collision Investigations. The initial meeting of the platform was attended by Japan, USA, Sweden and Germany with further meetings to take place in 2023/2024. Canada will report to WP.1 on the progress of this initiative. WP.1 appreciated the presentation and will continue discussing this item at the next session.

### **B. Contribution to Agenda 2030 - targets 3.6 and 11.2**

39. At the last 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 (March 2023). At this session, the Chair decided that this topic could be an element in the work of the informal group of experts tasked to prepare WP.1 inputs to the ECE Road Safety Action Plan, 2023-2030.

40. The Chair reported that the representatives of the Imola Living Lab provided a presentation on replicable, safe, sustainable, and inclusive mobility policies they are developing and implementing coherently with the WP.1 agenda.

41. WP.1 decided that the significant issue of "drug and alcohol impaired driving as a road safety factor" will remain on the agenda and be further elaborated at the next session.

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

42. Lithuania informed WP.1 about legislative changes in the area of personal mobility devices and invited the working party to continue providing new information in order to revise Informal document No. 4/Rev.1 (March 2022). In response to presentation given by

Politecnico de Milano, WP.1 participants exchanged views on the road safety opportunities, risks and challenges associated with personal mobility devices.

## **X. Revision of the terms of reference and rules of procedure for WP.1 (agenda item 9)**

43. WP.1 continued discussing its rules of procedure on the basis of Informal document No. 4. WP.1 will resume discussions at the next session.

## **XI. Global dialogue and contribution to road safety capacity building: Focus on low and middle-income countries (agenda item 10)**

44. WP.1 endorsed ECE/TRANS/WP.1/2022/6/Rev.1 which recommends policies and guidance to consider when trying to address the road safety challenges related to nonregulated transport modes. WP.1 hopes the document will be used as a foundation for future work in this area.

45. During series of presentations, WP.1 discussed how to address 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 its graduate program students as well as Cattolica University (Italy) shared their analysis and approaches focusing on road safety challenges in LMICs. The Bar-Ilan University gave a presentation on “social and demographic aspects of human road use in the context of technological vehicles advancements”.

46. The EuroMed Transport Support Project participating countries provided 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. Egypt, Lebanon, Morocco, Tunisia, and the State of Palestine were present. A EuroMed’s road safety data expert and WHO gave presentations on, respectively, “improving road crash data collection systems and data sharing in the EuroMed region” and on “supporting improvements in road traffic data systems”.

47. WP.1 appreciated this session’s presentations and especially the students’ articulated commitments to enhance road safety across the world.

48. The Institute of Road Traffic Education provided information on road safety challenges in South East Asia. In addition, IRTE provided information on the Global Road Safety Initiative launching event and working session which will take place in New Delhi, India, on 4-6 December at IRTE premises also in coincidence with the tenth anniversary of the special WP.1 session that took place in New Delhi in 2013. The event is organized by IRTE College, the Ministry of Road Transport and Highways of India, in association with UNECE and Economic and Social Commission for Asia and the Pacific (ESCAP). Invitations will be sent to the WP1 delegates by IRTE Board. The agenda will focus on main aspects of WP.1 agenda such as driver licensing, MDCl, and vulnerable road users. WP.1 is invited to participate and provide national best practices in order to offer different perspective to participants from the South East Asian region. WP.1 welcomed this initiative.

## **XII. Other Business (agenda item 11)**

49. The Chair of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) informed WP.1 about the matters of mutual interest. First, a new United Nations Regulation on Driver Controlled Assistance Systems (DCAS) is being drafted and is to be completed in June 2024. Second, there is an ongoing review (or “fitness check”) of all United Nations Global Technical Regulations and Vehicle Regulations with regards to their support of automated driving systems. Third, consolidation of two documents (by the Informal Working Group on Functional Requirements on Automated Vehicles (FRAV) and by the

Informal Working Group on Validation Methods on Automated Driving (VMAD)) is expected by June 2024. The consolidated document aims at creating the first set of guidelines on ADS technology. Fourth, the preparatory and planning work on the post-June 2024 regulatory activities on ADS will be discussed at the World Forum for Harmonization of Vehicle Regulations (WP.29) in November 2023.

50. Concerning the collaboration between WP.1 and WP.29, the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) Chair informed WP.1 that he tabled Informal document WP.29-190-07 which discusses proposals about the collaboration between WP.1 and WP.29 at the June 2023 session. WP.29 will continue discussing this document in November 2023. WP.1 Chair reiterated the importance of organizing a joint event and also exploring the possibility of a more flexible and agile form of meeting.

51. The Informal Group of Experts on Automated Driving (IGEAD) Chair provided an update on the Group's recent work such as remote driving, human factors, and driver education. On the latter, the IGEAD Chair tabled Informal document No.13. The IGEAD Chair also announced her departure from that function and encouraged WP.1 delegates to take over. The WP.1 Chair appreciated IGEAD work and expressed her expectation that the work on driver education will become a focus of IGEAD efforts.

52. The Chair informed WP.1 that the forthcoming International Film Festival on Urban Mobility has been re-scheduled for May 2024 in Carcassonne, France while the International Road Safety Film Festival, Alcobaca, Portugal, is scheduled for October 2024.

53. Zimbabwe recalled that it is a contracting party to the 1949 and 1968 Conventions on Road Traffic and it is currently working towards acceding to vehicle regulations agreements. The Traffic Safety Council of Zimbabwe is leading this initiative. Further, Zimbabwe has already undertaken a pioneering and successful effort to introduce a new driving permit regime in the country. The delegation requested WP.1 to consider Zimbabwe's full membership (as per para.2, ECE/EX/1). The Chair has invited Zimbabwe to submit a formal request at WP.1 at the next session. WP.1 thanked the Zimbabwe's delegation for its interest and hoped that the country will participate on a regular basis.

54. ANAS announced that on 21 November 2023, in Rome, a dedicated event will be hosted featuring an international road safety conference "The goal of zero victims: technology at the service of road safety". The event is co-organized by the Ministry of Infrastructure and Transport (Italy), ANAS, PIARC Italia, and EU-funded EuroMed Transport Support Project. The UN Secretary-General's Special Envoy for Road Safety has been invited to open the conference. The conference will have English and French interpretation. On 22 November, a technical visit to the ANAS Smart Road Centre is planned for the representatives of the countries involved in the EuroMed Transport Support Project. WP.1 participants are invited to attend.

### **XIII. Date of next session (agenda item 12)**

55. The next session of WP.1 is scheduled for 18-22 March 2024 in Geneva. The deadline for submitting working documents is 15 December 2023.

### **XIV. Adoption of the report of the eighty-seventh session (agenda item 13)**

56. The Working Party adopted the report of its eighty-seventh session.

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