



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### Global Forum for Road Traffic Safety

#### Special session

Geneva, 18 February 2019

## Report of the Special session

### I. Attendance

1. The Global Forum for Road Traffic Safety (WP.1) and World Forum for Harmonization of Vehicle Regulation (WP.29) held a special session in on 18 February 2019. Representatives of the following ECE member States participated: Austria, Belgium, Canada, Denmark, Finland, France, Germany, Ireland, Italy, Kyrgyzstan, Luxembourg, Malta, Netherlands, Norway, Poland, Russian Federation, Spain, Sweden, Switzerland and United Kingdom of Great Britain and Northern Ireland.
2. The representatives of non-ECE member States also participated: Japan, Nigeria, Republic of Korea and South Africa.
3. The European Union, Specialised United Nations also participated: United Nations Conference on Trade and Development (UNCTAD) World Intellectual Property Organization (WIPO) and the following non-governmental organizations were also represented: American Automotive Policy Council (AAPC), Africa Transport and Environment (ATEA), Arab Union of Land Transport, ClockTvet Foundation, Euro NCAP, European Association for Electro mobility (AVERE), European Transport Safety Council (ETSC), Organisation for Co-operation between Railways (OSJD), 'The International Automotive Lighting and Light Signalling Expert Group' (GTB), European Association for Automotive Suppliers (CLEPA), International Motorcycle Manufacturers Association (IMMA), International Motor Vehicle Inspection Committee (CITA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), World Blind Union (WBU), Fédération Internationale de l'Automobile (FIA), Federation of International Motorcycling (FIM), International Organization for Standardization (ISO), Les Routiers Suisses Road Safety institute (RSI) "Panos Mylonas" SAE International Towards Zero Foundation, World Bicycle Industry Association (WBIA), Università degli Studi di Genova and University of South Carolina.

4. On 18 February 2019, as part of the annual UNECE Inland Transport Committee session (as per Informal document ITC (2018) No. 13, paragraph 12), an event titled “Automation in Transport: Safe deployment of automated vehicles in traffic” was organized by the Global Forum for Road Traffic Safety (WP.1) and World Forum for the Harmonization of Vehicle Regulations (WP.29). The event was also a special WP.1 session (ECE/TRANS/WP.1/165, paragraph 43). Informal document No. 1 (February 2019) provides a detailed program.
5. At the beginning of the session, the WP.1 and WP.29 Chairs welcomed the participants, introduced the issues to be discussed, and invited speakers – Director, Sustainable Transport Division, UNECE, Deputy Director-General for Mobility and Transport, European Commission, and Deputy Minister of Industry and Trade of the Russian Federation – to deliver their keynote addresses.
6. The opening speeches were followed by four panels. The first panel, “Aiming at a common terminology in the area of automated driving vehicles”, was moderated by Canada’s WP.1 representative with panellists from the University of South Carolina, and Working Party on Automated/Autonomous and Connected Vehicles (WP.29 /GRVA) who described and discussed various aspects of terminology, pointing out that clarity in the “ language of automation” would facilitate regulatory action, and would benefit both the society and industry
7. The second panel, “Current technical capacity of vehicle automation systems. What should the role/s of WP.1 and WP.29 be?”, was moderated by United Kingdom’s WP.29 representative with panelists from the American Automotive Policy Council (AAPC), NUtonomy, and the European Automobile Manufacturers’ Association (ACEA) presenting various vehicle automation systems as well as discussing the scenarios of assessing safety of the systems, and the related technical and legal challenges.
8. The third panel, “Activities other than driving”, was moderated by France’s WP.1 representative and included speakers from the United Kingdom Independent Law Commission of England and Wales, MIT Ahead Project, and the Federal Ministry of Transport and Digital Infrastructure, Germany. The panelists focused on the driver’s challenges related to properly and safely engaging with automated vehicles systems, as well as on the human capability to undertake tasks other than driving while the vehicle is in motion.
9. The final panel, “The safe interaction between automated vehicle and driver, and automated vehicle and other road users in traffic”, was moderated by Netherland’s WP.1/WP.29 representative with speakers from Automated Driving Planning Office, National Police Agency, Japan; United States National Federation for the Blind, and the European Commission. The discussion mostly focused on how vehicle technology can be used to facilitate mobility of all road users, including those with special needs.
10. At the closing, the WP.1 and WP.29 Chairs thanked the speakers and participants for their active engagement, pointing out that the constructive comments and the outputs of the discussion would be taken into account in the agendas of their respective working parties. The Chairs committed to continuing the process of close cooperation between WP.1 and WP.29 on a regular basis in order to facilitate the introduction of a safe deployment of automated vehicles in traffic.