



Economic and Social Council

Distr.: General
22 October 2015

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Road Traffic Safety

Seventy-first session
Geneva, 5-7 October 2015

Report of the Seventy-first session of the Working Party on Road Traffic Safety

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-3	3
II. Adoption of the Agenda (agenda item 1)	4	3
III. Activities of interest of the Working Party (agenda item 2).....	5-6	3
IV. Convention on Road Traffic (1968) (agenda item 3)	7-18	3
A. Consistency between the Convention on Road Traffic (1968) and Vehicle Technical Regulations	7-9	3
B. Driving permits	10-12	4
C. Autonomous driving	13-17	5
D. Loading of vehicles.....	18	5
V. European Agreement supplementing the 1968 Convention on Road Traffic (1971) (agenda item 4).....	19	5
VI. Convention on Road Traffic (1949) (agenda item 5)	20-21	6
A. Consistency between the Convention on Road Traffic (1949) and Vehicle Technical Regulations.....	20	6
B. Registration plates	21	6
VII. Convention on Road Signs and Signals (1968) (agenda item 6)	22-24	6
A. Group of Experts on Road Signs and Signals	22-23	6
B. Amendment Proposals on Variable Message Signs (VMS).....	24	7

VIII.	Consolidated Resolution on Road Traffic (R.E.1) (agenda item 7).....	25-29	7
	A. A Safe System Approach.....	25	7
	B. Multi-Disciplinary Crash Investigations (MDCI).....	26	7
	C. Amendment proposals on distracted driving	27	7
	D. Amendment proposals on Powered Two Wheelers (PTW) policies	28-29	7
IX.	Consolidated Resolution on Road Signs and Signals (R.E.2) (agenda item 8)	30	8
	Secure Parking Areas	30	8
X.	Group of Experts on Improving Safety at level Crossings (agenda item 9)	31	8
XI.	Programme of Work and Biennial Evaluation (agenda item 10).....	32-33	8
XII.	Decade of Action for Road Safety (agenda item 11).....	34-38	8
	A. Revision of the terms of reference and rules of procedure for WP.1.....	34-35	8
	B. WP.1 and the Decade of Action for Road Safety.....	36-37	9
	C. Decade of Action-Time for Results	38	9
XIII.	Other Business (agenda item 12).....	39-40	9
XIV.	Date of next session (agenda item 13).....	41	9
XV.	Adoption of the report of the seventy-first session (agenda item 14).....	42	10

I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its seventy-first session in Geneva from 5 to 7 October 2015, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belgium, Finland, France, Germany, Italy, Latvia, Luxembourg, Netherlands, Norway, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland and United States of America.
2. The representatives of non-ECE member States also participated: Japan and the Republic of Zambia.
3. The European Union (EU) and the following non-governmental organizations were also represented: Federation of International Motorcycling (FIM), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), International Organization for Standardization (ISO), International Touring Alliance & International Automobile Federation (AIT & FIA) and Laser Europe.

II. Adoption of the Agenda (agenda item 1)

4. WP.1 adopted the session's agenda (ECE/TRANS/WP.1/150). The WP.1 Chair welcomed all the delegations and in particular the delegation of Zambia who was attending a WP.1 session for the first time.

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

5. The United Nations Secretary-General's Special Envoy for Road Safety, Mr. Jean Todt, addressed WP.1 which he referred to as a strategic platform for road safety. The Special Envoy presented his Action Plan which is based on four pillars: (i) promoting global partnership for road safety including mobilization of funding to a future United Nations Global Fund for Road Safety, (ii) advocating with governments and other stakeholders for road safety at a high-level, (iii) participating in global and regional conferences and meetings on road safety, and (iv) advocating the accession to, and more effective implementation of, United Nations road safety legal instruments.
6. WP.1 warmly welcomed the appointment of the Special Envoy. It expressed its appreciation for Special Envoy's commitment to promoting the United Nations road safety legal instruments and Consolidated Resolutions on Road Traffic and on Road Signs and Signals. WP.1 also noted the important role the Special Envoy can play by advocating for road safety and expressed its readiness to work closely with him. WP.1 Bureau members praised the Special Envoy for his determined focus on WP.1 and its outputs, in particular, for the ongoing work on technological advancements as the basis for national legislators.

IV. Convention on Road Traffic (1968) (agenda item 3)

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

7. The secretariat informed WP.1 that the Office of Legal Affairs had issued a depositary notification dated 1 October 2015 informing all Contracting Parties of the acceptance of the amendments proposals to Articles 8 and 39. As per C.N. 529.2015.

TREATIES-XI.B.19, the amendments enter into force on 23 April 2016. (Note by the secretariat: Subsequent to the adoption of this report, the secretariat was informed by the Office of Legal Affairs that the date of entry into force had been revised to 23 March 2016 as per revised C.N.529.2015.TREATIES-XI.B.19 dated 6 October 2015)

8. WP.1 discussed ECE/TRANS/WP.1/2011/4/Rev.5 which included several proposals (contained in ECE/TRANS/WP.1/2015/1) made by the IMMA. WP.1 agreed to several changes and requested the secretariat to prepare ECE/TRANS/WP.1/2011/4/Rev.6 to reflect these changes.

9. ECE/TRANS/WP.1/2015/2/Rev.1 was not discussed at the current session due to technical considerations. WP.1 invited Italy, France and Laser Europe to re-submit ECE/TRANS/WP.1/2015/2/Rev.1 while taking into account the outcome of discussions on ECE/TRANS/WP.1/2011/4/Rev.5 (which will be available at the next session as ECE/TRANS/WP.1/2011/4/Rev.6).

B. Driving permits

10. The informal expert group comprised of representatives from France, Luxembourg, Fédération Internationale de Automobile (FIA) and International Organization for Standardization (ISO) did table its proposed format for the informative multi-language brochure for use by governments and issuing entities (based on ECE/TRANS/WP.1/2014/8/Rev.1). The secretariat informed WP.1 that it had requested the official translation of ECE/TRANS/WP.1/2014/8/Rev.1 into Arabic, Chinese and Spanish but this appeared not to be possible without the appropriate mandate from the Inland Transport Committee. The WP.1 Chair invited the informal group to continue its work on the brochure and decided to discuss the issues related to translation of documents under agenda item 12.

11. ECE/TRANS/WP.1/2015/7 had not been submitted by FIA and ISO. Instead, the representative of ISO informed WP.1 about the current status of work related to amending Article 41 and Annexes 6 and 7 of the 1968 Convention on Road Traffic (concerning domestic and international driving permits). The presentation highlighted the requirement that in terms of Article 41 of the 1968 Convention, an International Driving Permit (IDP) shall only be recognized by a Contracting Party when accompanied by the corresponding Domestic Driving Permit (DDP) on which the IDP was issued. This requirement places reliance on the validity of DDP and dependence on the features of DDP to counter alteration and fraudulent reproduction, thereby effectively rendering IDP as a translation of DDP. Noting that several countries still rely on handwritten paper based DDPs, Contracting Parties should be encouraged to improve the quality of their DDP which would be to the benefit of road safety domestically and could be used internationally together with a translation, instead of issuing two documents which identify the holder and the driving privileges afforded. WP.1 invited FIA and ISO to submit these proposals in a formal document for the next session.

12. The secretariat provided an update on the creation of the proposed image bank of model IDP booklets provided by Contracting Parties to the 1968 and 1949 Conventions using free software. The secretariat informed the Working Party about a need to continue exploring the possibility of creating the image data bank given that IDP specimens have been provided in different formats and from a relatively small number of Contracting Parties. The secretariat invited countries, which have not yet done it, to send the actual IDP specimen or good-quality electronic copies as soon as possible.

C. Autonomous driving

13. The representatives of Belgium and Sweden introduced ECE/TRANS/WP.1/2015/8 which describes and analyzes the role of the driver in a vehicle with a more advanced level of automation from a regulatory perspective. The document also proposed preliminary ideas on how to amend Article 8.

14. WP.1 held an extensive discussion on how to approach the amendments related to the more advanced level of automation from the perspective of the 1968 Conventions on Road Traffic. The Government of Japan requested that any future amendment proposals to the 1968 Convention on Road Traffic (in the area of autonomous driving) be synchronized with similar amendment proposals to the 1949 Convention on Road Traffic.

15. WP.1 agreed that the issue of more advanced vehicle automation vis-à-vis the driver's role requires very close cooperation between WP.1 and WP.29 in order to properly address the issues of the human and machine interaction. The representative of OICA informed WP.1 that the creation of a joint WP.1/WP.29 task force on this matter would duplicate the work of one of WP.29 subsidiary bodies (ITS/AD). Nevertheless, WP.1 continued to believe that a joint WP.1/WP.29 task force (as agreed by WP.1 at its last session) may be necessary on issues related to advancements in technology and human behaviour, but also to comply with the invitation of ITC to seek novel institutional approaches between both Working Parties (para. 42 (d), ECE/TRANS/248).

16. As a result of these discussions, WP.1 decided to establish an informal group of experts which will continue to explore possibilities for WP.1 to work closer with WP.29 on the human factors issues (especially human-machine interaction) in the context of technological advances; and will consider possible amendments to facilitate testing of autonomous vehicles on public roads. The representatives of Belgium, Finland, France, Germany, Japan, the Netherlands, Sweden and OICA volunteered to join the informal group of experts. The WP.1 further decided that information contained in ECE/TRANS/WP.1/2015/8 should serve as a basis of the informal group's terms of reference. WP.1 invited its Deputy Chair to report to the Road Safety High Level Group in Brussels on 13 October 2015 on the work done at WP.1 on autonomous driving.

17. The Government of Belgium informed WP.1 that, at the next session, it intends to table a proposal to amend the 1968 Convention on Road Traffic aiming to create clarity and thus a level playing field concerning any international legal basis for testing of autonomous vehicles on public roads.

D. Loading of vehicles

18. WP.1 did not consider ECE/TRANS/WP.1/2015/5/Rev.1 submitted by IRU and Laser Europe due to the unavailability of French and Russian versions. WP.1 postponed the discussion of this document until the next session and invited IRU and Laser Europe to continue searching for a Contracting Party to the 1968 Convention on Road Traffic to partner in this endeavour.

V. European Agreement supplementing the 1968 Convention on Road Traffic (1971) (agenda item 4)

19. The secretariat informed WP.1 that the questionnaire to be distributed to Contracting Parties on the level of implementation of provisions related to international technical inspection certificates (in particular, Annex, paragraph 5(c), point 26bis) is still being

developed due to a heavy workload and resource constraints. The secretariat will report on the possible progress at the next WP.1 session.

VI. Convention on Road Traffic (1949) (agenda item 5)

A. Consistency between the Convention on Road Traffic (1949) and Vehicle Technical Regulations

20. The secretariat informed WP.1 about the status of the amendment proposal adopted by WP.1 at the last session (Annex II of ECE/TRANS/WP.1/149) which proposes to amend Articles 8 and 22 of the Convention. The secretariat informed the Working Party that the amendment proposals, at the time of the meeting, were still being processed by the Documents Management Section of the United Nations Office at Geneva. The secretariat further stated that once the amendment proposals are translated and issued in all the required languages: French, Russian and Spanish, it would submit them without any undue delay to the United Nations Office of Legal Affairs for notification to all Contracting Parties.

B. Registration plates

21. The secretariat informed WP.1 about the status of the amendment proposal adopted by WP.1 at the last session (Annex III of ECE/TRANS/WP.1/149) which proposes to amend paragraph 1 of Annex 3 of the 1949 Convention on Road Traffic to allow the issuance of (personalized) registration plates containing only letters. The secretariat added that the amendment proposals, at the time of the meeting, were still being processed by the Documents Management Section of the United Nations Office at Geneva. Once the amendment proposals are translated and issued in all the required languages: French, Russian and Spanish, it would submit them without any undue delay to the United Nations Office of Legal Affairs for notification to all Contracting Parties.

VII. Convention on Road Signs and Signals (1968) (agenda item 6)

A. Group of Experts on Road Signs and Signals

22. The Chair of the Group of Experts provided an update on the fourth session of the Group of Experts on Road Signs and Signals which had met on 4 and 5 June 2015 and on the steady overall progress achieved to-date. He informed WP.1 that the Group of Experts intends to consider the cyclists and pedestrians related proposals to the 1968 Convention on Road Signs and Signals originating from the Paris Declaration (signed at the Fourth High-level Meeting on Transport, Health and Environment) as soon as the current and ongoing review of Convention's road signs has been concluded. The Group's Chair also noted that many Contracting Parties have not contributed to the internet road sign image database of UNECE and called for these countries to consider providing the images of domestic roads signs. The Chair of the Group of Experts requested an extension of the mandate for the Group to allow the continuation of its work until the end of 2016.

23. WP.1 appreciated the progress made by the Group of Experts on Road Signs and Signals. Given the considerable workload faced by this Group, it agreed to extend its mandate until the end of 2016. It also urged all Contracting Parties to 1968 Convention on

Road Signs and Signals, if they have not done so, to contribute to the UNECE road sign image database.

B. Amendment Proposals on Variable Message Signs (VMS)

24. The Chair of the Group of Experts on Road Signs and Signals provided a summary of the VMS analysis and presentation by the road sign expert from Spain. Accordingly, it appears that the Convention does not require amendment to use effectively Variable Message Signs. WP.1 took note of the information provided.

VIII. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 7)

A. A Safe System Approach

25. Due to the complex discussions on autonomous vehicles, WP.1 postponed consideration of ECE/TRANS/WP.1/2014/6 which incorporates Sweden's amendment proposals to include a safe system approach into the Consolidated Resolution on Road Traffic (R.E.1). The Government of Sweden expressed its regrets that the document was not discussed at this session. The WP.1 Chair informed the Working Party that ECE/TRANS/WP.1/2014/6 will be given the highest priority at the next session.

B. Multi-Disciplinary Crash Investigation (MDCI)

26. Due to the complex discussions on autonomous vehicles, WP.1 postponed consideration of ECE/TRANS/WP.1/2013/6/Rev.2 until the next session.

C. Amendment proposals on distracted driving

27. Although Informal document No. 1 was not submitted, the WP.1 Chair informed the Working Party of the intention to provide a proposal on the distracted and impaired driving policies which need to be considered as well as the relevant topic of attentive/inattentive driving and the cognitive process in the automated autonomous driving development and a new role of the driver.

D. Amendment proposals on Powered Two Wheelers (PTW) policies

28. The WP.1 Chair provided an update on the follow-up of the seventieth session Round Table's conclusions. The WP.1 Chair informed WP.1 about the initiatives taking place in South-East Asia (Informal document No. 2) which continued on studies and research in line with the conclusions endorsed by WP.1 at its March 2015 session. The representatives of IMMA and FIM advised WP.1 that the continued work on motorcycle safety should address in the first place a strategic, inclusive approach towards PTW mobility and safety taking into account variations and differences at the regional, national and local levels. PTWs are often simply forgotten in policy plans. IMMA and FIM referred to publications* addressing the strategic approach and soon to be published by the

* (available at www.immamotorcycles.org)

International Transport Forum. The WP.1 Chair also informed about the parallel session on PTW safety to be held at the Global High-level Conference on Road Safety in Brasilia as well as thematic workshops in South-East Asia.

29. WP.1 welcomed the information provided by the Chair.

IX. Consolidated Resolution on Road Signs and Signals (R.E.2) (agenda item 8)

Secure Parking Areas

30. Due to the complex discussions on autonomous vehicles, WP.1 postponed consideration of ECE/TRANS/WP.1/2012/9/Rev.1 until the next session.

X. Group of Experts on Improving Safety at Level Crossings (agenda item 9)

31. The secretariat provided an overview of the outcome of the fifth session of the Group of Experts on Improving Safety at Level Crossings which met on 15-16 June 2015, including a request to extend the Group of Experts mandate until the end of 2016 in order to complete the work programme. The WP.1 agreed to extend the mandate for the Group of Experts into 2016. It further invited the Chair of the Group of Experts to make a presentation to WP.1 at its next session summarising progress to-date.

XI. Programme of Work and Biennial Evaluation, 2016-2017 (agenda item 10)

32. WP.1 reviewed its programme of work for 2016–2017 as well as the relevant parameters allowing for its biennial evaluation as contained in ECE/TRANS/WP.1/2015/9. After discussion, WP.1 made changes to ECE/TRANS/WP.1/2015/9 and requested the secretariat to submit the revised ECE/TRANS/WP.1/2015/9 to Inland Transport Committee (ITC) for approval. The secretariat was requested to table the revised ECE/TRANS/WP.1/2015/9 for WP.1 “formal” approval at the next session.

33. WP.1 examined and revised its draft programme of work for 2016-2020 as contained in ECE/TRANS/WP.1/2015/10. WP.1 requested the secretariat to submit the revised ECE/TRANS/WP.1/2015/10 to ITC for approval. The secretariat was also requested to table the revised ECE/TRANS/WP.1/2015/10 for WP.1 “formal” approval at the next session.

XII. Decade of Action for Road Safety (agenda item 11)

A. Revision of the terms of reference and rules of procedure for WP.1

34. The Government of Japan presented Informal Document No. 4 and informed WP.1 of its interest in becoming a full WP.1 participant (as defined by Rule 1 (a) in TRANS/WP.1/100/Add.1) citing its eligibility as per the “Guidelines for the Establishment and Functioning of the Working Parties within UNECE” (paragraph 2, ECE/EX/1). To this end, Japan will submit an official request (through the secretariat) at the next ITC session in

2016. WP.1 unanimously endorsed the Japan's request to become a full WP.1 participant with voting rights and agreed to support Japan's request at the ITC.

35. WP.1 also recognized the need to revise its Terms of Reference and Rules of Procedure (TRANS/WP.1/100/Add.1). To that end, WP.1 decided to establish an informal group of experts to make proposals at future sessions. Austria, France and Laser Europe volunteered to become members of this group.

B. WP.1 and the Decade of Action for Road Safety

36. The Chair introduced Informal document No. 3 which outlines a more strategic way to address best practices such as round tables; explores the possibility to use the Consolidated Resolutions to a greater extent to drive the Working Party global engagement forward; and it also explores the possibility of holding a WP.1 session outside of Geneva.

37. After discussion, WP.1 agreed to continue having, every year, two regular sessions of four days each. WP.1 further agreed that a session held outside of Geneva should be organized in the next biennium to promote WP.1 work elsewhere. WP.1 requested the secretariat to inform ITC of its decision to hold two, four-day, regular sessions every year and to seek concurrence with ITC to organize an additional session outside of Geneva in 2016-2017.

C. Decade of Action –Time for Results

38. The WP.1 Chair and the secretariat informed WP.1 about all ongoing preparatory steps for the Second Global High-Level Conference on Road Safety which would be held in Brasilia, 18-19 November 2015. Of particular note, there will be a "parallel session" on PTWs which will feature involvement by WP.1 delegates and the UNECE secretariat. The secretariat informed that together with the Government of France, and with the enthusiastic support of WP.1 delegates, it is preparing a side-event to promote the United Nations road safety legal instruments. WP.1 took note of this information.

XIII. Other Business (agenda item 12)

39. The secretariat informed WP.1 about a number of issues related to translation of documents and the advice received from the Documents Management Section of the Division of Conference Management concerning the need for mandates. WP.1 requested the secretariat to seek support and decision from ITC (at the next ITC session in February 2016) to ensure that post-session documents (in particular, those containing amendment proposals) are assigned the same priority as pre-session documents. Furthermore, given the global role of WP.1, it requested that its documents (such as reports containing amendment proposals, occasional brochures), when necessary, are translated into the required number of languages (to the limit of the six official United Nations languages). Finally, the secretariat was also requested to seek the decision of ITC that these mandates are the prerogative of working parties (such as WP.1) and not the prerogative of ITC.

40. WP.1 did not discuss any other issues.

XIV. Date of next session (agenda item 13)

41. The secretariat informed WP.1 that the next sessions will be held from 29 March to 1 April 2016 and from 19 to 22 September 2016 in Geneva.

XV. Adoption of the report of the seventy-first session (agenda item 14)

42. The Working Party adopted the report of its seventy-first session.
-