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Working Party on Road Traffic Safety

Seventy-third session

Geneva, 19-22 September 2016

Report of the seventy-third session of the Working Party on Road Traffic Safety

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I. Attendance

1. The Working Party on Road Traffic Safety (WP.1) held its seventy-third session in Geneva from 19 September to 22 September 2016, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belgium, Denmark, Finland, France, Germany, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, and United Kingdom of Great Britain and Northern Ireland.

2. The representatives of non-ECE member States also participated: Brazil, India, Japan, Republic of Korea and United Arab Emirates.

3. The European Commission and the following non-governmental organizations were also represented: Federation of Alliance Internationale de Tourism, Fédération Internationale de l'Automobile (FIA), Federation of International Motorcycling (FIM), Institute of Road Traffic Education India, International Motorcycle Manufacturers Association (IMMA), International Organization for Standardization (ISO), Laser Europe, Road Safety Institute (RSI) "Panos Mylonas" and University of Birmingham.

II. Adoption of the Agenda (agenda item 1)

4. The Working Party on Road Traffic Safety adopted the session's agenda as contained in ECE/TRANS/WP.1/154.

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

5. The Inland Transport Committee (ITC) secretariat informed WP.1, as per decisions taken at its seventy-eighth session (Geneva, 23-26 February 2016), that it was consulting and preparing with the ITC Bureau, the Chairs of the ITC subsidiary bodies and Administrative Committees, a draft ITC strategy paper to be tabled at the next ITC session in February 2017. The ITC secretariat encouraged WP.1 delegates to respond to a questionnaire on the priorities and main directions to assist in preparing the ITC strategy. The ITC secretariat also informed WP.1 that a draft ITC ministerial resolution was being prepared to recognize the achievements of past 70 years of ITC work.

6. The secretary to ITC informed WP.1 about the ongoing work "to provide detailed information on the rules that apply to the submission, processing and issuance of pre-session and post-session documentation relating to sessions of intergovernmental bodies serviced by the Sustainable Transport Division, and on their legislative origins" as well as on the ongoing work "to compile all relevant administrative rules in force that govern translation and other relevant administrative procedures and make this available to the Working Party Chairs and Vice-Chairs, as well as to the Bureau members." (paras. 169-170, ECE/TRANS/254).

7. WP.1 took note of the information provided. It requested the ITC secretariat to deliver the above-noted information on the documents and translation as soon as possible so WP.1 (or its Chair and Vice-Chairs on behalf of WP.1) can "prepare a strategic assessment of the issues and challenges with regard to" WP.1 regional and global functions to be presented at the next session of ITC as requested in para. 170, ECE/TRANS/254.

8. The 2017 Global Road Safety Film Festival, co-organized by the UNECE Sustainable Transport Division and Laser International Foundation Europe will take place on 20-21 February 2017 at the Palais des Nations in Geneva. The Festival will be held in conjunction with the seventieth anniversary of ITC. The Festival's jury will be chaired by

Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety. More information is available on the film festival's website at www.roadsafetyfilmfestival.org.

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

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

9. WP.1 began discussing ECE/TRANS/WP.1/2015/2/Rev.3 prepared by France, Italy and Laser Europe (and reviewed it up to paragraph 25.2). This document reflects decisions taken at the previous session and is based on ECE/TRANS/WP.1/2015/2/Rev.2. At the next session, WP.1 will continue discussing ECE/TRANS/WP.1/2015/2/Rev.3. WP.1 requested France, Italy and Laser Europe to prepare for the next session a document presenting the complete, consolidated text of the relevant parts of the Convention which contain the already adopted and still to be adopted amendment proposals.

B. Driving permits

10. The secretariat informed WP.1 about the refusal of the United Nations Office in Geneva to translate ECE/TRANS/WP.1/2014/8/Rev.1 into Arabic, Chinese and Spanish on the basis of the mandate of both WP.1 and ITC. WP.1 expressed its dissatisfaction with this situation and urged the secretariat at the level of senior management of the UNECE Sustainable Transport Division to ensure that the mandated translation is delivered without any further delay. WP.1 emphasized that requests for translation of its official documents into all six United Nations languages are only made when they address global matters of key importance to management and implementation of United Nations legal instruments, such as the case with the international driving permits. These documents, if not translated into six official United Nations languages, do not serve their purpose effectively. WP.1 reiterated its request – already fully supported by the ITC - that its documents, when deemed to be of global scope and key importance by the governments, members of WP.1, be translated into all six official United Nations languages.

11. WP.1 considered ECE/TRANS/WP.1/2016/2, prepared by France, Luxembourg and ISO, containing amendment proposals related to domestic and international driving permits and specifying relevant changes to Article 41 and Annex 7 of the Convention. It further considered ECE/TRANS/WP.1/2016/3, prepared by FIA and containing the amendment proposals of FIA to Annexes 6 and 7 of the 1968 Convention and suggesting changes to the International Driving Permit to be modelled on the International Civil Aviation Organization (ICAO) specifications for passports.

12. WP.1 decided to continue working on the proposal made by France, Luxembourg and ISO. It requested the proponents to offer two options for consideration at the next session:

(a) an amendment proposal to the 1949 and 1968 Conventions to introduce a standard for the Domestic Driving Permit that would be accepted for international travel with support of a translation booklet in the six United Nations languages and thus removing the International Driving Permit provisions from both Conventions; and

(b) an amendment proposal to the 1949 and 1968 Conventions stipulating the standard of the Domestic Driving Permit for both domestic and international travel supported with a translation booklet, while giving an option to Contracting Parties to

choose to use a simplified standard for the Domestic Driving Permit intended for domestic use only (e.g. no transliteration into Latin characters, no numbering of entries).

13. WP.1 invited FIA and the United Arab Emirates to keep WP.1 abreast of new developments in a pilot project to introduce security features into International Driving Permit issued in the United Arab Emirates.

14. WP.1 further agreed, in view of its decision above, to terminate the project aimed at developing an image bank of International Driving Permits.

C. Automated driving

15. On 20 September 2016, WP.1 delegates attended a joint meeting between WP.1 and Working Party on Brakes and Running Gear (GRRF) (a WP.29 subsidiary body). During the meeting, the WP.1 Chair and Chair of the Informal Group of Experts on Automated Driving made presentations and answered questions related to WP.1 work in this area. The GRRF Chair and Chair of Automatically Commanded Steering Function (ACSF) Group of Experts provided similar updates on the progress in the vehicle regulations area.

16. At WP.1, the Chair of Informal Group of Experts on Automated Driving provided information on the Group's progress (Informal document No. 4) while the WP.1 Chair offered a forward looking vision on future mobility and called upon WP.1 to move the focus to consider the driverless vehicles (Informal document no. 2).

17. The subsequent discussion showed that further analysis is needed as to whether the "remote parking function" is consistent with the Convention, i.e. can a driver exercise the control over the vehicle from outside of it, and whether a driver could engage in other activities when vehicle is driven by systems (as per paragraph 5bis of Article 8).

18. Further analysis is also needed on how regulation of driverless/fully autonomous vehicles should be addressed. Reservations were expressed as to the elaboration of a new protocol/agreement on driverless/fully autonomous vehicles. There were also interventions in favour of creating a new regulatory framework for driverless/fully autonomous vehicles to provide clarity to automobile and technology industries on road safety requirements for driverless/fully autonomous vehicles.

19. WP.1 requested the Informal Group of Experts on Automated Driving to prepare a draft common interpretation on what is and what is not allowed by the Convention (i.e. Article 8) for consideration at the next session.

20. WP.1 agreed to refocus its discussion on this agenda item to road traffic safety requirements for driverless/fully autonomous vehicles, so that WP.1 can offer regulatory solutions.

D. Loading of vehicles

21. WP.1 postponed its discussion of this subject at the request of the International Road Transport Union (IRU) and Laser Europe. WP.1 invited IRU and Laser Europe to submit ECE/TRANS/WP.1/2015/5/Rev.2 at the next session.

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

Group of Experts on Road Signs and Signals

22. The Chair of the Group of Experts on Road Signs and Signals and the secretariat provided an update on the progress of the Group. The Group reviewed about 160 Convention's signs *via-a-vis* corresponding national signs provided to the UNECE Road Signs Management System by the Contracting Parties (about 4,000 signs reviewed in total); made a preliminary assessment of the secretariat's review of 1,400 signs categorized as non-Convention signs; formulated more than 100 recommendations aimed at improving the Convention and enhancing its implementation; and made a proposal to develop e-CoRRS (electronic Convention on Road Signs and Signals).

23. The Chair and the secretariat informed WP.1 that the Group of Experts would not be able to complete its work by the end of 2016 and requested that its mandate be extended until 31 December 2017.

24. The secretariat also transmitted the Group's invitation to WP.1 to assist the Group in ensuring necessary funding for the development of e-CoRSS. The electronic version of the Convention is expected not only to improve the usability of the Convention but also help consider amendments proposals by minimizing possibilities of creating internal inconsistencies.

25. In the context of funding for e-CoRSS, the secretariat invited WP.1 to consider a proposal on initiating the process of establishing a road signs and signals trust fund to attract donations to develop e-CoRSS. The secretariat also informed WP.1 about an offer of an in-kind contribution by an expert from Kuwait to initiate the development of e-CoRSS by preparing high-quality images of all Convention's signs and designing a web portal displaying signs with their relevant definitions.

26. WP.1 welcomed the progress of the Group of Experts in reviewing the Convention as well as its implementation in Contracting Parties. It endorsed the request for extending the Group's mandate until the end of 2017. It further expressed its support to the project of the development of e-CoRSS and welcomed the in-kind contribution proposed by the Kuwaiti expert to initiate the e-CoRSS development. Finally, WP.1 requested the secretariat to explore the modalities for the establishment of a trust fund to facilitate a full e-CoRSS development.

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

A. A Safe System Approach

27. WP.1 continued to discuss 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). WP.1 reviewed the amendment proposals up to section 2.2.1 (Context) of 2.2 (Awareness-raising and communication).

B. Multi-Disciplinary Crash Investigation (MDCI)

28. WP.1 considered ECE/TRANS/WP.1/2013/6/Rev.3 submitted by Finland and Sweden. WP.1 reviewed the amendment proposals up to section Annex VIII and intends to continue at the next session.

C. Amendment proposals on distracted driving

29. WP.1 discussed distracted driving in the context of ECE/TRANS/WP.1/2016/1 which was submitted and introduced by the WP.1 Chair. WP.1 agreed that regulatory actions as well as education and training should be complemented by technological solutions that keep the driver focused on driving or technically limit the use of mobile phones and/or infotainment devices in vehicles. To this end, WP.1 agreed to explore the availability of technological solutions at the next session.

30. WP.1 further agreed that the Consolidated Resolution on Road Traffic be amended to cover areas other than the use of mobile phones by drivers. WP.1 invited France, Italy and the Russian Federation to re-write the text of section 1.5 (Use of mobile phones) of R.E.1 and submit it at the next session.

31. WP.1 also agreed that road safety is negatively affected by distraction not only of drivers but also of other road users such as cyclists, motorcyclists and pedestrians. To this end, suggestions were made to consider elaboration of provisions in the 1968 Convention on Road Traffic to recommend proper behaviour of pedestrians, cyclists and motorcyclists in road traffic. WP.1 agreed to re-visit the issue in the future.

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

32. As the follow-up to the seventieth session round table's conclusions (Annex I, ECE/TRANS/WP.1/149) on the role of WP.1 in promoting road safety policies and international legal instruments globally, the WP.1 Chair introduced Informal document No. 1, which notes the partnership between WP.1, the United States National Highway Traffic Safety Administration (NHTSA) and Institute of Road Traffic Education (IRTE) to create an opportunity of using research cluster and academic networking to investigate and address the most critical aspects of road safety in South-East Asia. To this end, IRTE will act as a centre of excellence.

33. The representatives of IRTE and of University of Birmingham informed WP.1 about the most recent initiatives in the area aimed at collecting data and administrative support for improving PTW safety in South-East Asia. The representative of IRTE invited WP.1 delegates to attend the next PTW Conference (to be held in partnership with NHTSA, support of Government of India, Ministry of Transport and Highways, and in consultation with WP.1) on 28-30 November 2016 in New Delhi, India. One of the objectives of conference is to prepare recommendations for improving PTW safety (in the context of safe system approach) to be annexed to the Consolidated Resolution (R.E.1).

34. WP.1 welcomed the invitation and reiterated its support for the PTW Conference in New Delhi. It underlined the importance of participation of international experts, among them the representatives of the United Nations Regional Commissions in the conferences for the South-East Asian region. WP.1 thanked IRTE and the sponsors for their active engagement towards improving PTW safety in South-East Asia.

VII. Consolidated Resolution on Road Signs and Signals (R.E.2) (agenda item 6)

Secure Parking Areas

35. WP.1 considered and adopted ECE/TRANS/WP.1/2012/9/Rev.2 prepared by Austria and Spain in cooperation with the Chair, which provides a new RE.2 recommendation on indicating secure parking areas. The adopted text is attached (Annex I).

VIII. Group of Experts on Improving Safety at Level Crossings (agenda item 7)

36. The secretariat informed WP.1 about the Group of Experts' progress and provided preliminary information about the Group's draft final report. The draft report consists of two parts. The first part describes the knowledge and practices available in UNECE member States and other countries as well as the gaps and challenges identified in the areas such as: level crossing safety performance data, accidents costs, infrastructure, education, training, legislation, enforcement, institutional framework, human factors and risk management. The first part provides number of recommendations for each of these areas. The second part provides information about a level crossing safe system approach and ways for its effective implementation, including plans of actions. The secretariat also informed that the Group of Experts is considering whether or not safety at level crossings could be improved by establishing a working party for level crossings at UNECE.

37. WP.1 took note of the progress made. It appreciated the information on the final report and expressed its eagerness to review the report and in particular the recommendations at its next session upon the report's formal submission to WP.1.

IX. Revision of the terms of reference and rules of procedure for WP.1 (agenda item 8)

38. WP.1 began discussing TRANS/WP.1/100/Add.1/Rev.2 submitted by an informal group of experts established to make proposals on how to revise WP.1 Terms of Reference and Rules of Procedure (TRANS/WP.1/100/Add.1). After discussion, the informal group of experts was invited to make a proposal on WP.1 status participation options (i.e. full versus consultative status) for consideration at the next session. Italy and Japan joined the informal group of experts to draft this proposal.

X. Change of WP.1 name (agenda item 9)

39. WP.1 agreed to propose to ITC to change its name from Working Party on Road Traffic Safety to Global Forum for Road Traffic Safety.

XI. Other Business (agenda item 10)

40. The Chair and secretariat reminded WP.1 that ITC had endorsed the request to organize an additional session in 2017. The Chair and secretariat called for volunteers from countries outside of the UNECE region to consider hosting the additional session, which has already been scheduled for mid-June 2017. Further possibilities are being explored.

41. The Chair and secretariat informed WP.1 about the upcoming workshop on “Governance of autonomous vehicles” to be held on 20 October 2016 at Stanford University, (California). The general objective of this event, organized by National Highway Traffic Safety Administration, Stanford University and WP.1 is to exchange information and explore potential governance strategies in view of the undergoing technology progress. In addition, WP.1 members attending the workshop will have the opportunity to take part in an in-car demonstration of Google autonomous vehicle to take place on 21 October 2016 at Google X facilities in Mountain View, California.

42. A representative of “Safe Product” company made a presentation on the road side hazards and drew WP.1 attention to commercial solutions available.

43. With reference to the road side hazards, it was recalled that the European Union Directive on Road Infrastructure Safety Management (EC/96/2008) serves already as the basic legal basis and assigns more responsibilities to road managers for road safety.

44. The Governments of Brazil and the Republic of Korea informed WP.1 of their interest in becoming full WP.1 participants (as defined by Rule 1 (a) in TRANS/WP.1/100/Add.1) (Annex II). Both Governments will submit an official request (through the secretariat) at the next ITC session in 2017. WP.1 unanimously endorsed both Governments request to become full WP.1 participants with voting rights and agreed to support their request at ITC.

45. WP.1 discussed a draft WP.1 resolution prepared by the WP.1 Chair, made changes and adopted it (Annex III). It requested the secretariat to submit it to the next ITC session (ECE/TRANS/254 para .147).

XII. Election of officers (agenda item 11)

46. WP.1 elected its officers for the period March 2017 – September 2018 in accordance with the Terms of Reference and Rules of Procedure of WP.1 (Chapter V, Rule 12, TRANS/WP.1/100/Add.1). WP.1 re-elected Ms. L. Iorio from Italy as its Chair, and Mr. D. Mitroshin from the Russian Federation and Mr. J. Valmain from France as its Vice-Chairs.

XIII. Date of next session (agenda item 12)

47. The next session of WP.1 is scheduled for 21-24 March 2017 in Geneva.

XIV. Adoption of the report of the seventy-third session (agenda item 13)

48. The Working Party adopted the report of its seventy-third session.

Annex I

Amendment to Consolidated Resolution on Road Signs and Signals (R.E.2)

This annex amends the Consolidated Resolution on Road Signs and Signals (R.E.2) by appending section 1.15 to “Chapter 1. Road signs”.

1.15 Signing of secure parking areas for trucks and commercial vehicles

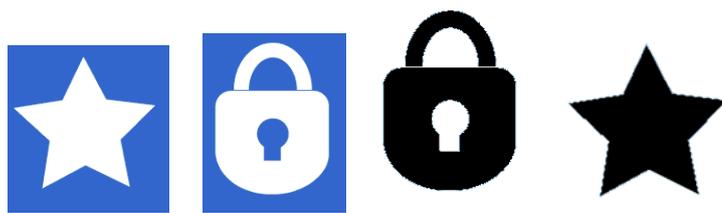
1.15.1 Context

1. Different road signs are emerging all over the globe to indicate where a secured truck parking area is located, and which level of security and comfort this parking offers. It is of utmost importance that the driver, certainly long haulage, is not confronted with a multiple number of different road signs that all represent, in the end, the same.
2. Comfort and security are important in regard to road safety. A good night rest without having to worry about personal security or the integrity of the cargo, as well as a certain level of comfort in regard to food, beverages and overall hygiene, are crucial towards the drivers alertness and hence road safety in general.

1.15.2 Recommendations

1.15.2.1 Identification

3. If there is a dedicated secure parking area for trucks and commercial vehicles, two new symbols could be used: locks and stars indicating respectively the security level and the comfort level.
4. The symbol of a lock indicates the security level of a certain parking area, and the symbol of a star indicates the comfort level of a certain parking area.



5. The enumeration of the measures for each of both categories ‘security’ and ‘comfort’ are out of scope within this recommendation. This recommendation solely aims to identify which symbols are to be used to indicate the level of security and comfort with regards to secure parking areas¹.

¹ Governments that wish to comply with the set of standards proposed by the International Road Transport Union can find more information at www.iru.org.

1.15.2.2 Symbols and placement

6. The symbols can be used within a road sign or on an additional panel
7. These symbols can be also used on an information board placed at the entrance of the parking area.
8. The symbols can be combined with the letter or ideogram used in the state concerned to denote “Parking” (more specifically, indication of a parking area for trucks and commercial vehicles) to indicate the level of security and comfort.
9. The number of stars and locks on the road sign varies from one to five. The more locks, the higher the security level. The more stars, the higher the comfort level.
10. If the symbols are used within a road sign itself or if they are put on an additional panel, then the appropriate colour combination is – as set out in 1.15.2.1- the following: a blue background with white symbols or a white background with black symbols.

Annex II

Statement made by Brazil

WP.1 is recognized for the important role that it has been playing in the global scenario and this is the reason that we have been participating since the 72nd session. This is our second session. In the first session, even though as a partial member, we got back to Brazil with one mission: to provoke the government to ratify the 1968 Vienna Convention on Road Signs and Signals. In order to achieve this goal, we've attended some meetings with the Foreign Affairs Ministry officials to show them the importance of this procedure.

The participation in the WP.1 meetings is important because we can see if we are doing the right things or if we are missing something. In the beginning of this week we have been told that our driving permit (DDP) isn't compliant with the Vienna Convention. Immediately, we made contact with the responsible people in our country and asked them to find the best way to solve this issue.

Not only because Brazil is a contracting party to the Vienna Convention on Road Traffic and has signed the 1968 Vienna Convention on Road Signs and Signals, but also because Brazil has showed great effort and intention to contribute to road traffic safety improvements, we are interested in sharing our knowledge and learn with your best practices. It is essential for us to join this discussion at WP1 as a full participant.

In addition to this, WP.1 has other important subjects on road traffic safety and as a full member, we firmly believe that we will be able to contribute to WP.1 by sharing our knowledge, and experience in road traffic safety, including the area of accident investigation, intelligent road traffic systems and our successful projects to reduce the rate of accidents on federal roads.

We would like to count on the valuable support and cooperation of the UNECE member states and WP.1 secretariat regarding the above mentioned points concerning Brazil's position on its participation status in WP1.

Statement made by the Republic of Korea

Since Monday, I have observed WP.1's energetic discussions and presentations.

And I was deeply impressed by your passion for improving global road safety, not to mention your expertise. Also, I thought that there will be a lot to collaborate between WP.1 and us, in areas such as automated cars, road signs, and all the other issues across the road safety field. So, with your delegates support, Korean Police Agency desires to be a full-participant of WP.1 like Japan.

Note by the secretariat:

Police authorities cannot be WP.1 members. The secretariat will contact the Korean Police Agency to clarify the request.

Annex III

WP.1 Resolution

1. The UNECE Working Party on Road Traffic Safety (WP.1):
2. Recalling the last United Nations General Assembly Resolution on Improving Global Road Safety of 2016 (A/70/260);
3. Having considered the report of the United Nations Secretary-General on the global road safety crisis,
4. Noting that road safety targets remain as a high priority on the agenda of all the United Nations Regional Commissions;
5. Commending the work undertaken by the United Nations Secretary-General's Special Envoy for Road Safety in promoting the United Nations road safety international legal instruments,
6. Acknowledging the importance of encouraging countries to accede to the United Nations road safety international legal instruments;
7. Recognizing that some low and middle income countries which are experiencing a fast growing volume of traffic as well as peak rate of urbanization may have limited capacity to address these challenges;
8. Acknowledging that dedicated capacity building could assist national governments to improve road safety performance;
9. Reiterating the relevance of the 1949 Convention on Road Traffic and of the 1968 Conventions on Road Traffic and on Road Signs and Signals and necessity of keeping them regularly updated in a technologically fast changing world;
10. Noting the significant impact that shared binding principles and harmonized guidelines for road user behavior and advanced vehicle technology would have for safe future mobility in relation to the global strive to reduce road traffic injuries and fatalities, and to achieve the sustainable development goals of the Agenda 2030;
 - (a) Confirms its interest and commitment in honoring its mandate to update and improve the legal instruments falling within its competence;
 - (b) Reaffirms its role in providing best practice recommendations through the consolidated resolutions on road traffic and on road signs and signals, in particular by promoting the application of the safe system approach;
 - (c) Confirms its interest in promoting the road safety targets as stated in the Agenda 2030, and with particular attention being given to the special needs and demands of regions with road safety challenges;
 - (d) Renews its commitment to cooperate with other ITC subsidiaries bodies to encourage Contracting Parties and other road safety stakeholders to work towards safe and sustainable mobility;
 - (e) Reaffirms its role in enhancing and promoting road safety at the regional and global level;
 - (f) Commits to providing dedicated and expert capacity building to assist national governments to improve road safety policies;

(g) Confirms its ambition to further strengthen the international cooperation on road safety, taking into account both the challenges of the advances of technology, as well as the desirability of low and middle income countries to attain a better quality of life and sustainable development, through road safety policies;

(h) Invites the ITC to facilitate cross regional strategic networking so that WP.1 could effectively share its expertise and experiences of the United Nations international road safety legal instruments at the global level;

(i) Invites ITC to endorse the new WP.1 name: Global Forum for Road Traffic Safety (WP.1).
