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

Geneva, 17–20 September 2019

**Report of the Global Forum for Road Traffic Safety on its  
 seventy-ninth session**
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## **I. Attendance**

1. The Global Forum for Road Traffic Safety (WP.1) held its seventy-ninth session in Geneva from 17 to 20 September 2019, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belarus, Belgium, Canada, Czechia, Denmark, Finland, France, Germany, Ireland, Israel, Italy, Latvia, Lithuania, Luxembourg, Norway, Portugal, Russian Federation, Slovakia, 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: Australia, Brazil, India, Japan, Jordan, Lebanon, Morocco, Nigeria, Republic of Korea and Tunisia. The State of Palestine participated as an observer state.
3. The European Union and the following non-governmental organizations were also represented: Autonomous Drivers Alliance, American Association of Motor Vehicle Administrators, European Transport Safety Council, EuroMed Transport Project, European Fédération Internationale de l'Automobile (FIA), Federation of International Motorcycling (FIM), Institute of Road Traffic Education (IRTE), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Road Federation (IRF), International Road Transport Union (IRU), International Organization for Standardization (ISO), Laser Europe, Road Safety Institute (RSI) "Panos Mylonas", Towards Zero Foundation, Toyota Research Institute, and World Bicycle Industry Association (WBIA).
4. Representatives from the private sector and universities also participated, University of Birmingham, Johns Hopkins University, University of South Carolina and VIA Traffic Solutions Software.

## **II. Adoption of the Agenda (agenda item 1)**

5. WP.1 adopted the session's agenda (ECE/TRANS/WP.1/168).

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

6. The Road Safety Institute "Panos Mylonas" gave an update on its key activities including Project BRAAVO (Bringing Road Safety Awareness and Advocacy to Voluntary Organizations) and its ongoing partnership with the Scouts of Greece. The partnership includes the educational road safety programme - part of the World Scout Jamboree held in July in 2019 with over fifty thousand participants from 170 countries.
7. RSI "Panos Mylonas" also gave a presentation on the emergence of e-scooters and the associated road safety concerns. Given the interest of this topic to WP.1, the Chair decided that the topic of personal mobility devices including e-scooters will be added to the agenda of WP.1 for further consideration.
8. The Towards Zero Foundation made a presentation (Informal document No. 6) on the launch of its 2019 Annual Report which describes the organization's activities and plans for 2020 and beyond (including the Global New Car Assessment Programme, the Stop the Crash Partnership, the Commonwealth Road Safety Initiative, and the #50by30 Campaign to halve road deaths and serious injuries by 2030).
9. A representative of the Law Commission of England and Wales made a presentation about the Commission's three-year project on automated vehicles covering "safety and legal accountability" and "passenger services and public transport".
10. The founder of Autonomous Drivers Alliance made a presentation about the "Turing test" for autonomous driving as a global performance standard for artificial intelligence on the world's roads (e.g. in-vehicle continuous assessment programme meeting minimum public expectations, and artificial intelligence drivers always remaining aware, willing and able to avoid collisions). WP.1 appreciated all four presentations.

11. Due to time constraints, national delegations and international organizations had also 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, and information on the events prior to the next WP.1 session. No written submissions were received.

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

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

12. WP.1 extensively discussed this topic and decided to resume at the next session starting at points (i), (j), (r), (t), 34, 35 and 36 in ECE/TRANS/WP.1/2017/1/Rev.1 and taking into account Informal document No.8 (March 2019), ECE/TRANS/WP.1/2019/10 (submitted by Slovakia) and ECE/TRANS/WP.1/2019/11 (submitted by Laser Europe).

13. Despite documents being submitted in time for translation, WP.1 regretted not having a possibility to discuss effectively ECE/TRANS/WP.1/2017/1/Rev.1 due to ECE/TRANS/WP.1/2019/10 and ECE/TRANS/WP.1/2019/11 not being available in English, French and Russian.

### **B. Driving permits**

14. At the request of WP.1, the informal group of experts on driving permits submitted ECE/TRANS/WP.1/2018/1/Rev.2 which incorporated the information contained in Informal document No. 7 into ECE/TRANS/WP.1/2018/1/Rev.1, and proposed an amalgamated approach combining elements of the three options (a), (b) and (c) in ECE/TRANS/WP.1/2018/1/Rev.1.

15. To assist discussion, FIA and ISO made presentations on minimum security features and the proposal for a central database of International Driving Permits (IDPs). WP.1 also considered Informal document No. 1 submitted by Belarus in response to ECE/TRANS/WP.1/2018/1/Rev.1 which suggested the possibility of obtaining information on the validity of driving permits via the internet.

16. WP.1 indicated general support for the amalgamated approach and requested that the informal group of experts prepare an amendment proposal for the necessary changes in relation to the 1968 Convention. It also requested that the proposed minimum-security features be further elaborated in the proposal amendment.

17. The Chair requested that “mobile driving permits” and their associated databases be introduced on the agenda as a separate item for future discussion”.

### **C. Automated driving**

#### **1. Vehicles with automated driving systems: The concept of activities other than driving**

18. WP.1 considered ECE/TRANS/WP.1/2019/3 submitted by Canada, Finland, Germany, Japan, Luxembourg, and the United Kingdom (which is a revised version of Informal document No. 4 (March 2019)). After discussion, the Working Party made some changes and agreed to resume discussions on the document at the next session starting from paragraph 8.

#### **2. Situations when a driver operates a vehicle from the outside of the vehicle**

19. At the last session, WP.1 began discussing Informal document No. 5 (March 2019). While the authors requested WP.1 delegates to provide feedback to the secretary of the informal group of experts on automated driving, no revised version of this document has been submitted. Instead, the United Kingdom has submitted ECE/TRANS/WP.1/2019/2 - a

discussion document for a proposed draft resolution on remote driving which is based on information from Informal document No. 5 (March 2019). At this session, the Working Party began providing general comments, in particular on remote driving technology, and will resume its discussions on the document starting from the preamble at the next session. The Chair invited WP.1 to provide further comments to the authors.

### **3. Highly and fully automated vehicles**

20. At the last session, WP.1 took note of ECE/TRANS/WP.1/2018/4/Rev.3 and considered how it might promote the resolution on the deployment of highly and fully automated vehicles in road traffic. Upon the suggestion of WP.1, the secretariat contacted the ECE Information Unit to explore possibilities of a communications strategy to promote the resolution. At this session, the secretariat explained that the ECE Information Unit is prepared to promote the resolution further upon receipt of new information.

21. WP.1 reiterated that the resolution on highly and fully automated vehicles should be referred to in the 2020 General Assembly resolution “On improving road safety”. The draft will soon be initiated by the Russian Federation.

### **4. Amendment proposal to Article 8 in the 1968 Convention on Road Traffic**

22. At the last session, France tabled ECE/TRANS/WP.1/2019/1 which contains an amendment proposal to Article 8 of the 1968 Convention on Road Traffic. A more comprehensive set of amendment proposals for automated vehicles (including to Article 8) was submitted by the United Kingdom in Informal document No. 2 (March 2019). WP.1 discussed the two documents in the context of whether an amendment was necessary or a different approach was more suitable to accommodate automotive technological advances in harmonizing the legal frameworks established in the 1949 and 1968 Conventions on Road Traffic.

23. At this session, WP.1 considered the opportunity to resume its discussion referring to ECE/TRANS/WP.1/2019/1 submitted by France and ECE/TRANS/WP.1/2019/7 (updated version of Informal document No. 2 (March 2019)) submitted by the United Kingdom, but preference was given to start by considering the amendment proposals related to a new article 34bis.

### **5. Amendment proposal to Article 34 in the 1968 Convention on Road Traffic**

24. At the last session, WP.1 took note of interest expressed by some contracting parties to explore the possibility to amend Article 34 of the 1968 Convention on Road Traffic. To facilitate the resumption of WP.1 discussions on this topic, Belgium, Finland, Luxembourg, Sweden, Switzerland and the United Kingdom submitted ECE/TRANS/WP.1/2019/6, the United Kingdom submitted ECE/TRANS/WP.1/2019/8, and France submitted Informal document No. 7.

25. During discussions about amending Article 34, WP.1 explored the possibility of alternative means to support a common interpretation of Article 8 of the 1968 Convention by leveraging on the Convention of the Law of Treaties (1969). Based on its discussion and analysis of these alternative means, WP.1 expressed a strong preference to continue discussing an amendment, in particular the addition of article 34bis.

26. All documents submitted under this agenda item (ECE/TRANS/WP.1/2019/6, ECE/TRANS/WP.1/2019/8, and Informal document No. 7) were presented and discussed. After an extensive exchange of views, the proponents were asked to work together to consolidate their approaches and submit a joint proposal at the next session.

27. The Global Forum acknowledged the importance that contracting parties place on determining through their domestic legislation the extent to which the deployment of highly and fully automated vehicles in traffic (related to the driver role as per Article 8 of the 1968 Convention) should be allowed.

28. The Chair suggested developing a new convention to provide an international framework for vehicle automation. To this end, WP.1 requested the secretariat to begin procedures to set up a formal group of experts on preparing a new convention on the use of

automated vehicles in road traffic. The secretariat noted that the necessary element to initiate this process would be to prepare terms of reference for this group.

#### **6. Policy Statements in relation to the 1949 and 1968 Conventions on Road Traffic**

29. WP.1 took note of ECE/TRANS/WP.1/2019/9, submitted by the United Kingdom, which sets out its current domestic policy with respect to automated vehicles and the 1949 and 1968 Conventions.

30. WP.1 also took note of Informal document No. 9 which contains the position statement of Germany.

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

#### **Group of Experts on Road Signs and Signals**

31. The Chair of the Group of Experts on Road Signs and Signals introduced ECE/TRANS/WP.1/2019/4 which contains the Group's final report and ECE/TRANS/WP.1/2019/5 which contains proposals to amend Annexes 1 and 3 of the 1968 Convention on Road Signs and Signals. In his introduction, the Chair set out a way to assess the amendment proposals with a view of adopting them in 2020. As a result, WP.1 (in particular, the contracting parties to the 1968 Convention on Road Signs and Signals and to the 1971 Supplement) were requested to provide comments in track changes on both documents to the secretariat by 14 December 2019. The secretariat will consolidate them for WP.1 session in March 2020. The Chair of the Group of Experts and the secretariat also indicated that the group will meet again – following the required approvals by ITC and EXCOM in early 2020 – to work out the group's recommendations on the road signs to be proposed to be incorporated into the 1968 Convention.

32. The secretariat updated WP.1 on the progress in developing e-CoRSS (electronic version of the 1968 Convention on Road Signs and Signals). WP.1 requested the secretariat to incorporate the text from ECE/TRANS/WP.1/2019/5 into e-CORSS and agreed to making it publicly available (with a notice that this version of e-CORSS is not a newly revised convention).

33. The secretariat was requested to send a timely reminder to WP.1 regarding the importance of providing comments on ECE/TRANS/WP.1/2019/4 and ECE/TRANS/WP.1/2019/5.

34. WP.1 regretted not having a possibility to discuss effectively ECE/TRANS/WP.1/2019/4 due to the document not being available in English, French and Russian.

### **VI. Consolidated Resolution on Road Traffic (agenda item 5)**

#### **A. A Safe System Approach and amendment proposals on distracted driving**

35. WP.1 extensively discussed this topic and decided to resume its discussion on the changes proposed in ECE/TRANS/WP.1/2017/2/Rev.2, prepared by France, Italy and the Russian Federation at the next session. The authors of the document were asked to consider taking into account the comments made at this session and re-submit it.

#### **B. Policies for Vulnerable Road Users and Powered Two Wheelers: their impact in South-East Asia and other regions of the World**

36. At the last session, WP.1 discussed Informal document No. 5 (March 2019) containing consolidated comments on ECE/TRANS/WP.1/2018/6. WP.1 delegates were invited to

provide further comments directly to the authors. It was noted that Informal documents No. 2 and No. 5 were not submitted.

37. IRTE provided a comprehensive overview of its many recent road safety activities carried out in line with a previous WP.1 decision, including its VRU conferences and the April 2019 workshop dedicated to formulating a draft policy on the safe transportation of school children in all modes of transport and South-East Asia; its road safety awareness raising work with youth in India; the training offered by its College of Traffic Management in New Delhi; its curriculum targeted at school bus drivers and conductors; and information on the Road Safety Living Lab which IRTE has established in Pondicherry, India.

38. At the last session, WP.1 also agreed to create an informal group of experts (Canada, Italy, United Kingdom, International Motorcycle Manufacturers Association, Institute of Road Traffic Education, and Johns Hopkins University) to further investigate and assess VRUs as well as PTW policies and their impact in South-East Asia. The objective of this initiative was to develop a model to be replicated in other regions of the world. The informal group submitted Informal document No. 11 which outlined the agenda for their first meeting in September 2019.

39. The informal group shared the outcomes from their meeting which included the development of a research agenda including data collection and analysis that could inform officials who are developing safety policy in regions where two and three-wheelers are the most viable form of mobility for large segments of the population and safety improvements are advisable. Vehicle innovations that improve the safety of PTW for transporting children were also mentioned as part of the research agenda. The University of Birmingham joined the informal group, and other interested WP.1 delegates were invited to join the group.

## **VII. Revision of the terms of reference and rules of procedure for WP.1 (agenda item 6)**

40. WP.1 resumed its discussion of ECE/TRANS/WP.1/100/Add.1/Rev.4 and revised the Terms of Reference of the Global Forum for Road Traffic Safety in the preamble. The secretariat was requested to make ECE/TRANS/WP.1/100/Add.1/Rev.4 (with track changes to date) available as an informal document at the next session.

## **VIII. Sustainable Development Goals: Potential contribution by the Global Forum for Road Traffic Safety (agenda item 7)**

41. At the last session, WP.1 reaffirmed interest in enhancing its involvement in meeting the road-safety related Sustainable Development Goals and in so doing, have an impact on global strategies aiming at the sustainability and the inclusiveness of mobility policies.

42. Sweden submitted Informal document No. 4 and delivered a presentation to facilitate a discussion on potential WP.1 action. Sweden, together with Brazil, Italy, UK and Road Safety Institute (RSI) "Panos Mylonas", volunteered to prepare an informal document for the next session proposing a framework for an impact analysis of potential WP.1 contribution.

43. Several countries participating in the EUROMED Transport Support Project (Lebanon, Jordan, Israel, Morocco, State of Palestine, and Tunisia) made presentations on recent road safety policy initiatives and strategic priorities in their respective countries including the transportation of school children. The presentations are available on the WP.1 website. WP.1 expressed its appreciation for participation and engagement of EUROMED countries.

44. EUROMED Transport Support Project also submitted Informal document No. 8 which highlighted the disparity between WHO estimates and country-reported data on road traffic fatality and encouraged WP.1 to take up the task of encouraging countries to improve the quality of their national data and to reduce data discrepancies. Due to time constraints, WP.1 did not have the opportunity to consider this document.

## **IX. Definition of a serious injury (agenda item 8)**

45. At the last session, Sweden provided information about the use of Abbreviated Injury Scale (AIS) in combination with the “Risk of Permanent Medical Impairment” (RPMI) concept in Sweden and explained how the regulators have used this indicator. As a result of interest in this topic, the Chair invited WP.1 to partner with Sweden to further develop the WP.1 work in this area. Sweden undertook to provide an update at the next session.

## **X. Other Business (agenda item 9)**

46. WP.1 requested the secretariat to highlight to the UNOG Documents Management Section the importance of translating WP.1 formal documents and having them available prior to each session.

47. The Division Director informed WP.1 about Myanmar’s recent accession to the 1968 Conventions on Road Traffic, and Road Signs and Signals. He also informed the delegates about the recent developments in relation to the United Nations Road Safety Trust Fund. He introduced the new Chief of Road Safety Management and Dangerous Good Section, Mr. Romain Hubert.

48. The secretariat informed WP.1 about the adoption of the ITC strategy at the last ITC session in February (ECE/TRANS/288, para 15(a)) as well as the resulting implications to ITC subsidiary bodies, including WP.1. In particular, the secretariat informed WP.1 about the ITC request for “its subsidiary bodies to take follow-up actions to align their work with the strategy” (ECE/TRANS/288, para 15(c)). The “Inland Transport Committee Strategy until 2030” is in ECE/TRANS/288/Add.2 while Table 1 in Section V contains a “List of priorities until 2030”. The final deadline for contributions by all subsidiary bodies is 30 June 2020. WP.1 discussed its activities in the frameworks of Table 1 and requested the secretariat to prepare an informal document containing the comments provided for adoption at the next session.

49. The secretariat also informed WP.1 about the letter from the Chair of ITC and Division Director dated 24 April 2019 (ECE/2019/TRANS/53) to the Chairs of Working Parties asking for comments and suggestions on the draft ITC recommendations for Enhancing National Road Safety Systems by 15 November 2019. The secretariat also distributed copies of the “restricted distribution” document to government delegates. WP.1 was requested to provide comments on the “recommendations” to the Chair by the end of October 2019 who will compile and send a response to the ITC Secretary. The secretariat was requested to send a timely reminder to WP.1 on this task.

50. 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 at a global level covering the period through to August 2019. An update on the Ministerial lunch which the Special Envoy hosted at the upcoming Third Global Ministerial Conference on Road Safety was also provided.

51. The Chair informed WP.1 about the work of the United Nations Road Safety Trust Fund and to the forthcoming call for proposals for project funding.

52. Sweden provided information about the Third Global Ministerial Conference on Road Safety which is taking place on 19-20 February 2020 in Stockholm. More information is available at [www.roadsafetysweden.com](http://www.roadsafetysweden.com).

53. The WP.1 Bureau informed WP.1 about the opportunity of being involved in a dedicated pre-event at the Ministerial (to be held on 18 February 2020). The event is aimed at raising attention to the recent work of the Global Forum, including a legal framework to govern the international application of emerging automotive technologies for the benefit of road safety and Sustainable Development Goals (Informal document No. 10).

54. Sweden also shared that, as a part of the preparation of the third Global Ministerial Conference on Road Safety, it had assembled an Academic Expert Group (AEG) in collaboration with WHO. AEG is comprised of international experts in road traffic safety.

One of its tasks is to develop recommendations for strategies for the continued global road safety work. The recommendations are directed toward a second Decade of Action for Global Road Safety and are intended to build upon those previously established in the Moscow Declaration of 2009 and the Brasilia Declaration of 2015 as well as prior United Nations General Assembly and World Health Assembly resolutions. In October 2019, AEG will release its report with recommendations and rationale for achieving the goal of reducing global road traffic fatalities by half by 2030.

55. Finally, the WP.1 Chair provided an update on the meeting of the “WP.1/WP.29 Executive Task Force” that took place on 27 June 2019 in Geneva. WP.1 supported the idea of the Executive Task Force acting as a hub for information exchange and coordination on topics of common interest between WP.1 and WP.29. To facilitate WP.1 discussion on developing a common methodological approach on how WP.1 and WP.29 could cooperate, Canada (in partnership with the United States of America) submitted Informal document No.3 which proposed some working principles and current key priority activities. WP.1 reviewed and made changes to Informal document No. 3. It requested the secretariat to share the revised document with the secretariat for WP.29 so it can be placed on the agenda of the next WP.29 session. It also requested that Informal document No. 3 with WP.1 revisions be translated as a formal document (in English, French and Russian) for possible adoption at the next session.

56. WP.1 did not discuss other issues.

## **XI. Date of next session (agenda item 10)**

57. The next session of WP.1 is scheduled to take place from 9 to 13 March 2020 in Geneva. The deadline for the submission of formal documents is 16 December 2019.

## **XII. Adoption of the report of the seventy-ninth session (agenda item 11)**

58. The Working Party adopted the report of its seventy-ninth session.

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