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Global Forum for Road Traffic Safety

Ninetieth session

Geneva, 10-14 March 2025

Item 1 of the provisional agenda

Adoption of the agenda

Annotated provisional agenda for the ninetieth session*,**

To be held in-person at the Palais des Nations, Geneva, starting on Monday at 9:30 am,
10 March 2025, in Salle III

I. Provisional Agenda

1. Adoption of the Agenda.
2. Activities of interest to the Working Party.
3. Convention on Road Traffic (1968)
 - (a) Driving permits;
 - (b) Remote activities related to driving.
4. Assessment of the safe deployment of automated vehicles: human factors.
5. Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (LIAV).
6. Convention on Road Signs and Signals (1968).
7. Contribution to Agenda 2030 – Goals 3 and 11, Targets 3.6 and 11.2:
 - (a) A Safe System Approach;
 - (b) Risky driving behaviours;
 - (c) Road Traffic: Future challenges and perspective.
8. Revision of the terms of reference and rules of procedure for WP.1.
9. Global dialogue and contribution to road safety capacity building: Focus on low- and middle-income countries.

* Delegates are requested to register online at: <https://indico.un.org/event/1012058/>

** Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (ext.75716 or 75964). For a map of the Palais des Nations and other useful information, see website: <https://unece.org/practical-information-delegates>.



10. Other Business.
11. Date of next session.
12. Adoption of the report of the ninetieth session.

II. Annotations

1. Adoption of the Agenda

The Global Forum for Road Traffic Safety (WP.1) will be invited to adopt the session's agenda (ECE/TRANS/WP.1/190). Informal document No. 1 contains a tentative timetable for the session.

The Secretariat will inform WP.1 that the unauthorized use of images, or any other copyrighted material without prior and appropriate consent of the copyright owner is strictly forbidden and contrary to the rules and regulations of the United Nations. Given this, all presentations submitted to UNECE in any context must bear an appropriate copyright notice of the author, as follows: "Copyright [date] [author], all rights reserved. For reproduction permission and all other issues, please contact [author email]." In addition, WP.1 participants were informed that: "in submitting presentations or materials, they are representing that they own the rights to all content, text and images therein, that they have the permission of the owner, and/or that the content is licensed under a Creative Commons or public domain license. Any costs arising from unauthorized use of images, text, figures or other material shall be their full responsibility."

Documentation

ECE/TRANS/WP.1/190, Informal document No.1

2. Activities of interest to the Working Party

(a) At the last session, WP.1 adopted ECE/TRANS/WP.1/2022/2/Rev.2. Given the requirement to report on the implementation of the ITC strategy on a periodic basis, WP.1 may wish to re-visit the document and make changes, if it deems appropriate.

(b) The Chair will report on eighty-seventh session of ITC.

(c) The Chair will report on the 4th Global Ministerial Conference on Road Safety, held in Marrakech, Morocco, 18-20 February 2025.

(d) At last session, The WP.1 Chair introduced WP.1-89-02, as WP1 first draft contribution to "ECE Road Safety Action Plan, 2023-2030" (ECE/TRANS/2023/7) on activities of interest to the Working Party. Discussion ensued and WP1 took note of the comments raised. The informal group tasked with preparing a draft document will continue to improve the document, highlighting only the topics in the mandate of Global Forum, and will complement the draft with detailed explanations of the activities of WP.1. Furthermore, the issue of the long- term burden of "minor and moderate" road traffic injuries (in addition to severe and more life-threatening injuries) will also be taken into account. As living document, WP1 is invited to further elaborate its contribution to ECE Road Safety Action Plan at this session.

(e) The secretariat of the United Nations Road Safety Fund (UNRSF) will inform WP.1 about its work, the impact of its projects, a planned future strategy, and envisaged synergies with working parties, as well as dedicated future events to promote the UNRSF.

(f) The secretariat to the United Nations Secretary-General's Special Envoy for Road Safety will be invited to provide an update on the recent activities of the Special Envoy in promoting road safety and United Nations legal instruments.

(g) Due to time constraints, neither interventions nor presentations are foreseen for this agenda item. National delegations and international organizations will 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.

Documentation

ECE/TRANS/2023/7, ECE/TRANS/WP.1/2022/2/Rev.2, Informal document No. WP.1-89-02

3. Convention on Road Traffic (1968)

(a) Driving permits

At the last session, WP.1 discussed Informal document No. 6 (March 2024) submitted by the informal group of experts on driving permits (Brazil, Canada, France, Sweden, UK, AAMVA, FIA and ISO). After discussion, the authors were invited to submit two working documents for the present session. The first working document should contain the proposal amendment, and the second should contain background and a summary of the amendments being proposed. It should specify the changes requested by WP.1 at its 81st session and the additional changes suggested by the informal group of experts. WP.1 will be invited to discuss these documents. WP.1 is expected to finalize the discussion of the documents submitted by the informal group at this session (ECE/TRANS/WP.1/2025/1) for final adoption.

The Fédération Internationale de l'Automobile (FIA) will be invited to 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 informal group of experts on mobile driving permits (European Driving Schools Association (EFA), American Association of Motor Vehicle Administrators (AAMVA) and FIA) – will be invited to provide additional update on the "digital mobile permits" initiative

WP.1 may wish to consider the relevance of elaborating harmonized requirements for granting driving permits.

Documentation

ECE/TRANS/WP.1/2025/1, ECE/TRANS/WP.1/2022/1/Rev.1 and Informal document No. 2 (March 2023).

(b) Remote activities related to driving

At the last session, WP.1 began to discuss ECE/TRANS/WP.1/2024/3 (submitted by Finland, Germany, and the United Kingdom). While a number of delegations was appreciative of the content of the paper, on the other hand a number of delegations requested citations to provide scientific evidence to the paper. At this session, WP.1 will continue the first reading line by line of the document.

Documentation

ECE/TRANS/WP.1/2024/3

4. Assessment of the safe deployment of automated vehicles in road traffic: human factors

At last session, Canada introduced Informal document No. 9/Rev.1/Corr.1 (September 2023) submitted in March 2024, thanking those who had already contributed and inviting WP.1 delegates to provide further concrete comments by January 20, 2025. Canada also announced his intention to submit a revised version at this session., taking into account the suggestion of splitting the document into two parts pertaining the remit of WP.29 and WP.1 respectively. WP.1 is invited to further discuss the document and gather additional perspectives .

At the last session, WP.1 continued discussing and elaborating the topic of automotive technology and social acceptance, including the debated question on optical and/or audible signals in Advanced Driving Assistance System (ADAS) and Driving Automated System

(DAS) in vehicles to indicate their status. International Federation of Pedestrians (IFP) invited WP.1 to continue exploring further perspectives on the topic aiming at the evaluation of needs and expectations of road users, in particular vulnerable ones.

Documentation

Informal document No. 9/Rev.2 (September 2023)

5. Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (LIAV)

The Chair of the Group of Experts and/or the secretariat will be invited to provide WP.1 information on the on-going discussions, on the future roadmap.

The Chair of the Group of Experts on LIAV will be updating WP.1 on the considerations to continue elaborating the 2023 ITC recommendations.

Documentation

ECE/TRANS/WP.1/GE.3/2024/5, Annexes 1 (incl. Appendix) and 2

6. Convention on Road Signs and Signals (1968)

At the last session, WP.1 agreed to amendment proposals to the 1968 Convention on Road Signs and Signals (ECE/TRANS/WP.1/2023/2/Rev.1), the European Agreement Supplementing the 1968 Convention (ECE/TRANS/WP.1/2023/3), and the Protocol on Road Markings (additional to the European Agreement) (ECE/TRANS/WP.1/2023/4).

It requested the secretariat to re-format the documents and to insert the transitional provisions informing Contracting Parties about a 15-year transitional period. The revised documents: ECE/TRANS/WP.1/2023/2/Rev.2, ECE/TRANS/WP.1/2023/3/Rev.1, and ECE/TRANS/WP.1/2023/4/Rev.1 will be tabled for formal adoption at the present session.

The Chair of the Informal Intergovernmental Group of Experts on Road Signs and Signals will update WP.1 about the work done by the Group, focusing on recommended new signs to be included in the 1968 Convention.

The secretariat will inform WP.1 about the current status of e-CORRS.

Documentation

ECE/TRANS/WP.1/2023/2/Rev.2, ECE/TRANS/WP.1/2023/3/Rev.1, ECE/TRANS/WP.1/2023/4/Rev.1

7. Contribution to Agenda 2030 – Goals 3 and 11, Targets 3.6 and 11.2

(a) A Safe System Approach

WP.1 participants will be invited to continue to share best practices and lessons learned with a view to developing a guide on Multi-Disciplinary Collision Investigation (MDCI). In this context, Canada informed WP.1 about its work on developing an MDCI best practice exchange platform. In particular Canada informed WP.1 of discussions with UNRSF in relation to a project in Bosnia and Herzegovina and Serbia. WP.1 will be invited to take into account Canada updates, and decide how to further elaborate the item related to Multi-Disciplinary Collision Investigation (MDCI).

(b) Risky driving behaviours

Risky driving behaviours represents a significant factor in every road safety policy making.

A dedicated panel will address analysis and preventive educational policies in relation to driving under the influence, distracted driving and distracted engagement with road traffic, in addition, worldwide experts and colleagues, will be invited to share their views to further elaborate this topic with focus on enforcement policies.

WP1 is invited to consider how to expand this approach, with countries and regional case studies and eventual new elaboration of the related chapters in the Road Traffic Resolution guidelines.

(c) Road Traffic: Future challenges and perspectives

In the context of analysis of alternative mobility and shift in mode demand, WP1 would consider the updates provided by Lithuania on legislative framework addressing personal mobility devices such as e-scooters. Should there be any further revisions, Lithuania will be invited to provide an update of Informal document No. 4/Rev.2 (March 2022).

WP1 will be invited to elaborate further the impact automotive technology advancements in future traffic environment, the shift to new mobility options and shift in mode demand, together with demographic socio-economic factors in general. In addition, WP1 will be invited to elaborate further on corporate business involvement in road safety policing and the endeavours of delivery prominent actors in improving urban outskirts liveability, as well as reaching out disadvantaged communities, un-privileged, rural areas and, in general, the efforts of multi partnership in promoting each and every aspect of innovative safe mobility policies for the next decades.

Both these items would gather views and inputs for WP1 contribution to "Draft Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions".

Documentation

Informal document No. 4/Rev.2 (March 2022)

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

WP.1 will be invited to resume its discussion on the proposed text for Rule 1 (a) to (h). The Working Party requested clarification by the secretariat on proposed paragraphs for Rule 1 (b), (c) and (d) for the next session. The secretariat will provide WP.1 participants with a copy of Informal document No.4 (September 2023) with the changes made at this session upon request. On request of some delegations the Secretariat will prepare a glossary of terms serving as ancillary document to the ToR of WP.1. The secretariat will provide a document related to the establishment of the quorum to be discussed at this session.

Documentation

Informal document No. 4 (September 2023)

**9. Global dialogue and contribution to road safety capacity building:
Focus on low and middle-income countries**

In its global outreach, WP.1 will be invited to discuss how best contribute to the need for road safety capacity building program in the regions where road traffic injuries are still very high.

To this end, the outcomes and recommendations of the "Global Road Safety Initiative" (Informal document No. 3 (March 2024 launched on 4-6 December 2023 in New Delhi, India, will be taken as reference to address, in a dedicated panel, the challenges and expected contribution in knowledge sharing and capacity building from South East Asia. IRTE will present their studies, where "Road Safety

begins with the diagnosis of "Unsafety", which has different parameters in developing and emerging economies than in higher income countries". As well as the relevance of training Judicial Officers and Prosecutors on "Sustainable Mobility", which could be a resonant story that can be replicated in partner countries.

The follow up of such view exchange will also serve as agenda item in the Global Forum Special Session to be held in ESCAP Region as planned.

In the same context, and to complement the global outreach, Cattolica University (Italy), will share their studies on road safety challenges and in particular on powered two wheels driver education and training in several dedicated projects implemented both Africa and Central America region.

WP1 is invited to evaluate the relevance of this additional insight to broaden the global address in the Special Session.

At last session, WP.1 acknowledged the leading role of EUROMED as high valuable platform bridging dialogue and advocacy of road traffic best practices and UN Convention including the principles embedded in the road safety legal instruments managed by WP.1 in the Mediterranean area. As follow up, WP1 will be informed about the dedicated event, held in Rome on 19 and 20 November 2024 co- organized by the Azienda Nazionale Autonoma delle Strade Statali (ANAS), Ministero Infrastrutture Trasporti of Italy, PIARC-Italy, and Transport Support Project. The event aimed to promote road safety best practices exchanges, and how roads and infrastructure technology enhancements would significantly contribute to road safety goals.

WP.1 is invited to explore how to continue to support Mediterranean region in the promotion of road safety principles and in the capacity building of the necessary policing framework to implement safe, sustainable inclusive mobility as per Agenda 2030.

Documentation

Informal document No. 3 (March 2024)

10. Other Business

The World Forum for the Harmonization of Vehicle Regulation (WP.29) secretariat and/or the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) Chair will be invited to provide an update on matters of mutual interest to WP.1 and WP.29, including WP.29-190-07.

In the context of continuous knowledge and expertise exchange, the WP.1 Chair will continue to propose to explore a possibility of holding a joint WP.1-GRVA-WP.29 event aiming to showcase the accomplishments of the two working parties.

The Informal Group of Experts on Automated Driving (IGEAD) Chair will be invited to provide an update on the Group's recent work.

The representative ICADTS will provide further information on the twenty-fourth international conference on alcohol drugs and traffic safety (T2025- Time for change: Traffic Safety for a Sustainable World) which will be held in Alcobaça (Portugal) on 15,18 June 2025. WP1 delegates are invited to consider how best contribute to the event .

At March 2024 session, the Chair suggested WP.1 consider organizing a session in a location outside of Geneva in 2025. At September session, the Chair updated WP.1 of the achievements with Economic and Social Commission for Asia and the Pacific (ESCAP) and confirmed that the event is going to take place in the late springtime of 2025. As follow up of further exchanges with ESCAP, the timing of the Special Session has been identified as four full days falling in the first week of June 2025 (2-5 June 2025). Special session will focus on Global Road Safety Initiative acknowledgement and view exchange with ESCAP Road Safety Committee and day focusing on automotive technological advancement serving road safety. WP.1 is invited to discuss the draft preliminary agenda.

WP.1 may wish to discuss other issues.

Documentation

Informal document WP.29-190-07

11. Date of next session

The next session of WP.1 is scheduled for 15-19 September 2025 in Geneva. The deadline for submitting working documents is 23 June 2025.

12. Adoption of the report of the ninetieth session

The Working Party will be invited to adopt the report of its ninetieth session.
