



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

Geneva, 23-27 September 2024

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

1. The Global Forum for Road Traffic Safety (WP.1) held its eighty-ninth session in Geneva from 23 to 27 September 2024, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belarus, Belgium, Canada, Czech Republic, Denmark, Finland, France, Germany, Greece, Italy, Latvia, Lithuania, Luxembourg, Netherlands (Kingdom of the), Norway, Poland, Portugal, Russian Federation, Slovakia, Spain, 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: Algeria, Brazil, Cameroun, Egypt, Japan, Kingdom of Jordan, Lebanon, Korea Republic of, Morocco, State of Palestine, Thailand, and Zimbabwe.
3. The European Union, United Nations agencies and the following non-governmental organizations were also represented: European Union, International Telecommunications Union (ITU), World Bank Group, American Association of Motor Vehicle Administrators (AAMVA), European Federation of Road Traffic Crash Victims, Internationale de l'Automobile (FIA), International, International Federation of Pedestrians (IFP), International Organization of Motor Vehicle Manufacturers (OICA), International Road Transport Union (IRU), Laser Europe International, International Organization for Standardization (ISO), ITS Japan, EuroMed Transport Support Project, SINA-ASTM Group, SOS Estradas and Transaid.
4. Representatives from the Private sector and academia also participated: Amazon.com, Eurofins Forensic Services, Freed Engineering, University of Birmingham (UK), University of South Carolina (USA), University of Geneva (Geneva), University of Bologna (Italy), Bar Ilan University (Israel) and Polytechnique University of Coimbra (Portugal).
5. The eighty-ninth session of WP.1 was opened by the Deputy Executive Secretary and acting director of the Transport Division, Mr. D. Mariyasin. In his opening remarks he highlighted the important role of the Global Forum for Road Traffic Safety related to the work on global regulation for the behavior in road traffic and also in global harmonization of road signs and signals, which has a positive impact for citizens' daily lives. He further commended WP.1 to its global reach-out with one of the highest numbers of contracting parties to the Conventions under its purview, which was also important in the context of the

global repositioning of ECE/ITC as the United Nations center for inland transport. He further called for a closer cooperation between WP.1 and WP.29 when it comes to the use of automated vehicles in road traffic.

6. In closing he informed WP.1 on changes in the secretariat due to the retirement of former WP.1 Secretary, Mr. Robert Nowak. WP.1 would currently be serviced by the Chief of the Vehicle Regulations, Road Traffic Safety and Transport Innovations Section Mr. Walter Nissler and his colleague Mr Edoardo Gianotti.

7. The Chair thanked the Deputy Executive Secretary for his encouraging words and opened the eighty ninth session of the Global Forum for Road Traffic Safety.

8. The representative of the Republic of Zimbabwe in his statement (Annex X) expressed his countries endeavor to become full participant of WP.1.

II. Adoption of the Agenda (agenda item 1)

9. The Global Forum for Road Traffic Safety (WP.1) adopted the session's agenda (ECE/TRANS/WP.1/188) complemented by WP.1-89-09 (consolidated provisional agenda) and took note of Informal documents WP.1-89-01, WP.1-89-06 which contain a tentative timetable for the session, and a list of panellists respectively.

10. The Secretariat informed 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 authors of presentations or materials submitted to UNECE in any context must sign a disclaimer template to hold UNECE harmless of any copyright and intellectual property infringement. The template would provide the following statements: " I am exclusively responsible for the materials to be distributed / used by myself or other participants and that those materials do not violate any copyright or other intellectual property rights. I hereby also confirm that the above materials, including the purpose for which UNECE may use these materials and the manner in which these materials may be used by UNECE, do not violate any copyright or other intellectual property right. In addition, I agree to hold UNECE harmless of any intellectual property infringement claims concerning the above. In submitting presentations or materials, I am representing, I confirm that I own the rights to all content, text and images therein, that I 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 my full responsibility." The above mentioned template would be provided by the secretariat to the authors of presentations during the session. WP.1 took note of this information.

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

11. At the eighty-eight session, WP.1 reviewed and made changes to ECE/TRANS/WP.1/2022/2/Rev.1. At that session, ECE/TRANS/WP.1/2022/2/Rev.2 was tabled for information and formal adoption only and WP.1 adopted the document. No further comments were provided by WP.1 to this document at that session.

12. The WP.1 Chair briefed the working party about the February 2024 Inland Transport Committee session (ITC Informal document No.6/Rev.4) and focused on the decisions related to road safety.

13. At the eighty seventh session, WP.1 started analysing the revised "ECE Road Safety Action Plan, 2023-2030" (ECE/TRANS/2023/7) and decided to create an informal group to prepare WP.1 contribution. The informal group was tasked with preparing a draft document to be discussed at this session. The WP.1 Chair introduced WP.1-89-02 , draft WP.1 contribution to "ECE Road Safety Action Plan, 2023-2030" (ECE/TRANS/2023/7) on activities of interest to the Working Party. The representative of the United States of America recommended to highlight the activities of WP.1 specifically and remove those related to WP.29. She also suggested to highlight the successes achieved and elaborate explanations of the activities of WP.1. The Secretariat clarified that the document had living contents which

could be elaborated further. WP.1 Chair clarified that the document would be intended as a basis for further discussion reproducing the matters related to WP.1 only and a similar one would be submitted to ITC as an ancillary document. The informal group is expected to continue working on it and present it at the next session. In particular, the informal group will endeavor to incorporate the issue of the long-term burden of “minor and moderate” road traffic injuries (in addition to severe and more life-threatening injuries) into the ECE Road Safety Action Plan.

14. WP.1 Chair introduced the "Draft Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport" document (ECE/TRANS/2024/3) endorsed at the February 2024 session of the Inland Transport Committee. WP.1 noted that the strategy was a living document and that the group would have the opportunity to express its vision at its next sessions. WP.1 decided to keep this element as a standing item on its future agendas. The representative of Germany recalled WP.1 that road safety itself and reduction of crashes would be seen as an improvement of safe mobility and ends as a contribution of reduction of greenhouse gas emissions. The WP.1 Chair suggested to refurbish agenda item 7(c) to add this contribution.

15. WP.1 noted that the presentation from WP.5 Group of Experts on Cycling Infrastructure Module was not available at this session. WP.1 was expected to receive it at its next session.

16. At the last session, on the basis of ITC decision 23 taken in February 2023, WP.1, in relation to the Terms of Reference, requested that the Group of Experts on Drafting a new legal instrument on automated vehicles in traffic (LIAV) work on merging Informal document No. 5 (September 2023) and Informal document No.11 (September 2023) as both documents represented different approaches. To this end, the Chair of the Group of Experts on LIAV submitted Informal document No.5 (March 2024). WP.1 decided to continue to work on the terms of reference (TOR) of the Group of Experts on LIAV per Informal document No. 5 (March 2024). At this session due to time constraint and lengthy discussion on agenda item 5 WP.1 did not discuss this subject. WP.1 agreed to discuss this subject at the next session.

17. The secretariat of the United Nations Road Safety Fund (UNRSF) and the secretariat of the United Nations Secretary-General’s Special Envoy for Road Safety informed WP.1 about its present and future work “Adoption and implementation of laws and standards aligned with United Nations legal instruments and best practice” and “Unlocking sustainable domestic financing for road safety”. The Special Envoy continues to advocate for Member States adherence to United Nations legal instruments and promotes safe road user behaviour through the #makeasafetystatement global celebrity campaign and the safe and affordable helmet initiative based on the United Nations Regulation No. 22. The representative of Canada would share more information on collaboration with UNSRF at the next session.

18. National delegations and international organizations did not submit any other information in writing on national and international road safety activities and initiatives or on changes to their traffic legislation.

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

A. Driving permits

19. At the March 2024 session the informal group of experts on driving permits submitted Informal document No.6 which takes into account ECE/TRANS/WP.1/2023/1 (submitted by ISO at WP.1 request), Informal document No.14 (September 2023) and WP.1 discussion at its last session. Based on informal document WP.1-89-03, WP.1 continued elaboration on driving permits and mobile driving permits.

20. WP.1 requested that the informal group would submit for the March 2025 session an official document extracting the amendments to the 1968 Vienna Convention from Informal document WP.1-89-03 (pages 11 to 24, Article 41, Annex 6 and 7 only) by 16 of December (deadline of official documents) ready to be adopted at the March 2025 session. The representative of Belgium stated that an explanatory memorandum would complement the

official document related to the amendment. The remaining part of the document would be reproduced by the informal group as ancillary information in an informal document. The secretariat offered to organize a special session (April-June 2025 as a possible schedule) dedicated to this agenda item, if needed, to provide a final document for the September 2025 session. WP.1 invited all interested parties to participate to the IWG addressing the United Kingdom and Northern Ireland representative with the caveat that no further changes would be introduced to finalize as quickest possible the document.

21. The Fédération Internationale de l'Automobile (FIA) informed WP.1 that will provide an updated list of agencies authorized to issue International Driving Permits (IDPs) on the basis of Informal document No. 2 (March 2023) and ECE/TRANS/WP.1/2022/1/Rev.1 at the next session. WP.1 reflected on the merit of a public accessible repository of the different agencies authorized to issue IDPs. WP.1 noted the presentation provided by AAMVA related to the Mobile Driving Licenses (MDL) and its deployment across North America.

B. Remote activities related to driving

22. A representative of the United Kingdom of Great Britain and Northern Ireland gave a presentation on Automated Vehicles Act 2024 related automated vehicles, licensing of operators, legal position of the “user in charge” amongst others. The representative of the United Kingdom of Great Britain and Northern Ireland introduced ECE/TRANS/WP.1/2024/3 (submitted by Finland, Germany, and the United Kingdom). WP.1 discussed the document and provided general comments during the line by line reading (paragraphs 1-7). During the discussion, countries were also encouraged to share domestic efforts (safety challenges, legislation, testing) at future sessions. 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. It was understood that the document was designed to facilitate discussion. WP.1 would continue the line by line review at the next session.

V. Assessment of the safe deployment of automated vehicles in road traffic: human factors (agenda item 4)

23. At the last session, Canada introduced Informal document No. 9/Rev.1/Corr.1 (September 2023) submitted in March 2024, invited WP.1 delegates to provide further comments. At this session the representative of Canada thanked the several contracting parties and OICA that provided comments to the paper. The representative of Canada further encouraged more concrete comments by January 20, 2025 and announced his intention to submit a revised version for the March 2025 session. Several interventions requested to split the document into two parts pertaining the remit of WP.29 and WP.1 respectively, while recognizing the importance of the topic of human factor relevant for the WP.1 agenda.

24. The representative of Bar Ilan University, Israel, spoke on “Vulnerable Road Users: Future Challenges” underlying that beside the contribution of technology to safety there is also a potential damage of using it (e.g.: distraction) all depending on timing and context. The representative of University of Bologna, Italy, spoke about “Nudging a human-centred design of the law in the automotive sector” proposing Human Factors principles and procedures for automated vehicle safety. The representative of the University of Geneva, Switzerland, introduced a presentation on “Safe deployment of automated vehicles: human factors” focusing on the human factor for an ethical safe deployment of Artificial Intelligence in autonomous driving. Extensive discussions and engagement with the speakers followed. WP.1 warmly appreciated all the presentations.

25. In relation to the topic of optical and/or audible signals in driving assistance systems (DAS) and Automated driving system (ADS) vehicles to indicate their status, and to communicate their intended actions on the roads, International Federation of Pedestrians (IFP) reiterated the importance of keeping this item in the agenda of future meetings of WP.1. IFP would like to resume discussion on the paper submitted at the March 2024 of WP.1.

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

26. The Chair of the Group of Experts on the drafting of a new legal instrument on automated vehicles in traffic (LIAV) reported on the activities of the Group since March 2024. WP.1 noted the collective assessment undertaken to date. The Chair of G.E.3 asked for the extension of the mandate until June 2027 in order to complete the assessment to facilitate the drafting of the legal instrument, and have time together with the parent body to further elaborate the revision of the ToR as recommended by ITC at its 2023 session.

27. Different views among its participants were debated extensively and thus no decision by consensus could be taken on the extension of the group until June 2027. After having gathered the views and comments of delegates, no consensus was reached on the extension length and therefore a vote was taken to decide the requested extension. The secretariat verified the quorum according to the rules of procedure of WP.1 and the voting procedure was implemented by roll-call as requested by the representative of the USA. Verified quorum of ECE Member States present and voting was 27, voting in favor 24, 1 abstained and 2 were not in favor. The result of the roll call with the identification of the countries is covered in the annex I to this report.

28. Statements from Australia, Canada, France, Germany, Japan, the Netherlands, Poland, Sweden and USA are attached as an annex II to this report.

29. The Chair of WP.1 will present the request of the extension to the next ITC in February 2025.

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

30. The working party deferred adoption of the amendment proposals to the 1968 Convention on Road Signs and Signals, due to the lack of availability of translations: ECE/TRANS/WP.1/2023/2/Rev.2, ECE/TRANS/WP.1/2023/3/Rev.1, ECE/TRANS/WP.1/2023/4/Rev.1. The Chair recommended to adjourn the adoption of the above-mentioned amendments at the March 2025 session to leave time to Contracting Parties to check the texts of translated versions. The representatives of France, the Netherlands, Switzerland agreed to defer final adoption of the documents.

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

32. The Chair the Informal Intergovernmental Group of Experts on Road Signs and Signals informed WP.1 about the current status of Electronic Convention on Road Signs and signals (e-CORSS).

VIII. Contribution to Agenda 2030 – Goals 3 and 11, Targets 3.6 and 11.2 (agenda item 7)

A. Safe System Approach

33. WP.1 participants were invited to continue sharing 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. In this context the representative of Canada informed WP.1 that a dedicated event would be organized by UNRSF. WP.1 representatives were invited to participate.

34. The representative of ITU presented the excerpt of the International Transport Forum (ITF) publication “Communicating for Safe Automated Vehicle Interactions in Cities” concerning translate regulations into machine-readable format.

B. Risky driving behaviours

35. Presentations were received from the Eurofins Forensic Services UK, Governments of Brazil, the Polytechnic University of Coimbra, NGO Transito Amigo (Brazil), European Roads Policing Network and SINA (Italy), President of the European Workplace Drug Testing Society (EWDTs) sharing studies and research under the influence. The president of EWDTs provided an overview on drastic increase of drugs in Europe (especially cannabis and cocaine), their negative influence on driving and the difficulty to legally demonstrate impairment beyond any doubt in the use of drugs and medicaments. The representative from NGO Transito Amigo provided information on the functionality and the relevant legislation enforcement to prevent driving under the effect of drugs, including different methodologies related to drugs detection and some policy examples from Brazil. The representative from Italy provided highlights on the first range of achievements for a massive action to diffuse the culture of road safety in her country. Moreover, the representative from Brazil, Italy and the Polytechnic University of Coimbra through their presentation showed the role and importance of the United Nations legal instruments on road safety in the Second Decade of Action 2021-2030 as referred to in United Nations General Assembly Resolution A/RES/74/299/2020, with the following recommendations: (i) possibility of an amendment to Article 8 of the 1968 Convention on Road Traffic, related to alcohol and drug driving, given that this topic is included in the European Agreement supplementing the 1968 Convention on Road Traffic; (ii) informal document for the next session on this topic which include an amendment to Article 8; (iii) a proposal to revise the Consolidated Resolution on Road Traffic (R.E.1). The representative of Polytechnic University of Coimbra and ICADTS recalled the emerging technologies to prevent driving under the effect of alcohol, drugs, medications and introduced the aim of 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 Alcobaca (Portugal) on 15,18 June 2025, and invited all WP.1 members to attend.

C. Road Traffic: Future challenges and perspective

36. The representative of Lithuania provided an update of legislative information about personal mobility devices (Informal document No. 4/Rev.3 (March 2022)). He invited all interested parties to send update, if any, to the table he presented in the document.

37. During a previous session, WP.1 participants exchanged views during a dedicated panel on the road safety potentialities, risks and challenges associated with personal mobility devices. As a follow up, at this session WP.1 participants exchanged views, with a special focus on the relevant role of delivery agents in today's traffic. In this context, Amazon.com Inc., gave presentation on its approach to enhancing road safety and expressed its appreciation for WP.1 work in promoting road safety globally. The representatives of Amazon gave an overview on the role of their company in promoting road safety, cooperating with legislators and leveraging innovation. They also underlined the complexity of road safety and how solutions could have a different impact across the globe. The Korea Road Traffic Authority, Traffic Science Institute, gave a presentation on "Legal challenges and improvement directions in preparation for the era of autonomous driving" giving status of technology and its prospectives and autonomous driving regulations in his country. The representative of ITS Japan gave a presentation on "Road Traffic: Urban challenges and perspectives" focusing on social acceptance of vehicle automation with AI.

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

38. WP.1 resumed 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) at this session. WP.1 noted Informal document WP.1-89-05 and Informal document WP.1-89-04 (with strikethrough for deleted characters and bold for new ones), based on Informal document No.4 (September 2023) as amended at the eighty-eighth session. The

representative of the United States of America asked for clarification on the terms “full member” and “full participants”. WP.1 Chair suggested to provide a glossary of terms to the ToR of WP.1. Secretariat offered support to provide an additional document with a draft glossary at the March 2025 session of WP.1. Following the discussion, the secretariat was requested to distribute WP.1-89-04-Rev.1 (consolidating the changes) at its March 2025 session.

X. Global dialogue and contribution to road safety capacity building: Focus on low and middle-income countries (agenda item 9)

39. At the last session The Institute of Road Traffic Education (IRTE) provided information on the launching event and working session of the “Global Road Safety Initiative”, organized in partnership with the Ministry of Road Transport & Highways, India, and in association with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the United Nations Economic Commission for Europe (UNECE). The event addressed the criticalities and needs of some regions to implement the appropriate road safety policies to save lives. It was held on 4-6 December 2023 in New Delhi and gathered government representatives from India and South-East Asian countries, the industry, academia, as well as many delegates from the Global Forum for Road Traffic Safety. WP.1 appreciated the initiative, took note of the outcomes and recommendations of the “Initiative” (Informal document No.3 (March 2024 session)) and agreed to consider these recommendations at the next sessions.

40. At this session WP.1 Chair conveyed Dr. Baluja’s interest in flagging that Road Safety begins with the Diagnosis of “Unsafety”, which has different parameters in developing and emerging economies than in higher income countries. WP.1 would be looking forward at the next session for further information.

41. WP.1 Chair conveyed Dr. Baluja’s plan to hold training Judicial Officers and Prosecutors on “Sustainable Mobility”, which could be a resonant story that can be replicated in partner countries.

42. In its global outreach, WP.1 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 Birmingham University (United Kingdom) professor H. Evdorides and his PhD students (Buwei He, Shengqi Liu, Bosong Jiao, Joel Mobiru and Charity Nankunda) introduced results of their studies. University of Birmingham confirmed its interest to continue support and cooperation with the Global Forum for Road Traffic Safety in the context of global dialogue across United Nations Regions. Cattolica University (Italy) and FRED Engineering (Italy), World Bank group SSATP program shared their analysis and approach to policies focusing on road safety challenges in LMICs.

43. The EuroMED Transport Support Project participating countries provided information on recent road safety policy actions and strategic priorities in their respective countries, in particular, about how to focus on improving the collection of quality road safety data. WP.1 Chair noted the relevance of the national initiative at the level of the education of professional drivers, vehicle technical inspection and training of trainers. Aiming at road safety education on the road traffic agenda. EuroMED transport support project (TSP) leader introduced a presentation on “Road Safety Related Contribution and Achievements 2017 - 2024”. WP.1 acknowledged the leading role of EuroMED in bridging dialogue and advocacy of road traffic best practices and UN Convention in the mediterranean area. The secretariat raised the attention on the importance of raising awareness on the importance of the UN Agreements concerning Vehicle Certification should include both the 1958 Agreement on Reciprocal Recognition of Type Approvals according to United Nations Regulations, and the 1998 Agreement on United Nations Global Technical Regulations.

XI. Election of officer (agenda item 10)

44. The Working Party elected its officers for the years 2025 to 2026. WP.1 noted Informal document WP.1-89-08 showing the Nomination/Voting of Chair/Vice-Chairs under current situation. WP.1 noted that the current officers were eligible for re-election. The current WP.1 officers were Ms. L. Iorio from Italy (Chair), Mr. K. Hofman from Belgium (Vice-Chair) and Mr. B. Viegas from the United Kingdom of Great Britain and Northern Ireland (Vice-Chair).

45. Nominations were received by the Secretariat within the time-limit for Ms. L. Iorio from Italy (Chair), Mr. K. Hofman from Belgium (Vice-Chair) and Mr. B. Viegas from the United Kingdom of Great Britain and Northern Ireland (Vice-Chair) (Informal document WP.1-89-07).

46. Finally, WP.1 elected by acclamation Ms. L. Iorio from Italy as Chair, Mr. K. Hofman from Belgium and Mr. B. Viegas from the United Kingdom of Great Britain and Northern Ireland as Vice-Chairs.

XII. Other Business (agenda item 11)

47. The Working Party on Automated/Autonomous and Connected Vehicles (GRVA) Chair provided an update on matters of mutual interest to both WP.1 and WP.29 (Informal document No.8). Of particular note was the new United Nations Regulation No. 171 on driver control assistance systems (DCAS) entering into force in September this year. He informed about the draft new United Nations Regulation on Acceleration Control for Pedal Error (ACPE), to prevent that no-sudden acceleration might happen if not intended. This to prevent misapplication of accelerator pedal, which was expected to be adopted by WP.29 in November this year.

48. He informed that new activities included: (a) drafting phase 2 on United Nations Regulation No. 171, (b) the development of a United Nations Global Technical Regulations on ACPE (c) the ADS regulations (UNGTR and UNR) by 2026.

49. GRVA Chair informed WP.1 about the outcome of the informal meeting session of GRVA in the United States of America. He also informed WP.1 about the planned meeting session of GRVA organized at ESCAP premises next year. He envisaged that a joint event activity of GRVA and WP.1 and WP.29 including GRVA to promote the work of the UNECE on road safety and technology could be coordinated.

50. The WP.1 Chair reiterated the importance of organizing a joint event, and that arrangements for organizing a special WP.1 meeting hosted by ESCAP were advancing.

51. OICA supported the initiative to have a joint activity and highlighted their manifesto on global road safety from 2022 in this context.

52. The Informal Group of Experts on Automated Driving (IGEAD) Vice Chair provided an update on the Group's recent work. During the May session of the group national legal frameworks on functionality were discussed. This included again the work on analysis of the differences between ADS and ADAS, remote driving and remote management as well as on driver education. Again during the September meeting the differences between ADS and ADAS, topic were debated. The WP.1 Chair thanked the Group for its efforts. The WP.1 Chair will consider a possibility of organizing a panel on the topic related to road safety implications of new automotive technology at the next session.

53. The WP.1 Chair suggested to the Vice-Chair of IGEAD that her group would draft a glossary of terminology used in the focus of the topics of her group. She underlined that this task would be appreciated in the focus of future driving education programmes.

54. The President of Laser international organizing the Global Road Safety Film Festival informed WP.1 that the event will take place during the global ministerial in Marrakesh in 2025. He invited WP.1 to convey information on the festival organization. Deadlines for the presentation of movies to the secretariat of Laser International is 15 January 2025. He also

informed that applications could be sent via the website of the Global Road Safety Film Festival.

55. The president of the European Federation of Road Victims recalled WP.1 that the third Sunday of November (this year on 17 November) is celebrated as the international day of road victims. She also recalled that her association provide support to family of victims and would also participate to Global Ministerial Conference.

56. ANAS and Euro-Med Transport Support Project as co-organizer invited WP.1 to participate in an event which aims at promoting road safety best practices, including global principles embedded in the road safety legal instruments with special attention to the Mediterranean countries. The event is planned for 19 and 20 November 2024 in Rome, Italy.

57. During the last session the Chair suggested WP.1 consider organizing a session in a location outside of Geneva in 2025. During discussion, WP.1 identified UNESCAP (Bangkok, Thailand) as a possible location. The Chair updated WP.1 of the achievements with ESCAP and confirmed that the event is going to take place in the late springtime of 2025.

58. As WP.29/GRVA is planning to hold a session at the same time in ESCAP, WP.1 Chair is exploring the possibility of synergy with WP.29/GRVA to optimize knowledge sharing and expertise exchange across ESCAP region.

59. The Chair of WP.1 informed the Global Forum that ECE was planning to organize a side event for the Global Ministerial Conference on Road Safety in Morocco in February 2025.

XIII. Date of next session (agenda item 12)

60. The next session of WP.1 is scheduled for 10-14 March 2025 in Geneva. The deadline for submitting working documents is 16 December 2024.

XIV. Adoption of the report of the eighty-ninth session (agenda item 13)

61. The Working Party adopted the report of its eighty-ninth session

Annex I**Roll of call on the vote on: “Extension of G.E.3 mandate¹ as requested by the Chair of Group of Experts until June 2027.”**

		<i>In Favor: F</i>	
		<i>Not in Favor: NF</i>	
		<i>Present</i>	<i>Abstained: A</i>
1	Albania	No	-
2	Andorra	No	-
3	Armenia	No	-
4	Austria	Yes	F
5	Azerbaijan	No	-
6	Belarus	Yes	F
7	Belgium	Yes	F
8	Bosnia and Herzegovina	No	-
9	Bulgaria	No	-
10	Canada	Yes	NF
11	Croatia	Yes	F
12	Cyprus	Yes	F
13	Czech Republic	Yes	F
14	Denmark	No	-
15	Estonia	No	-
16	Finland	Yes	F
17	France	Yes	F
18	Georgia	No	-
19	Germany	Yes	F
20	Greece	Yes	F
21	Hungary	Yes	F
22	Iceland	No	-
23	Ireland	Yes	F
24	Israel	No	-
25	Italy	Yes	F
26	Kazakhstan	No	-
27	Kyrgyzstan	No	-
28	Latvia	Yes	F

¹ Adopted at 2021 February session of ITC (Decision 12, Informal Document No. 8/Rev.5)

		<i>In Favor: F</i>	<i>Not in Favor: NF</i>
		<i>Present</i>	<i>Abstained: A</i>
29	Liechtenstein	No	-
30	Lithuania	Yes	F
31	Luxembourg	Yes	F
32	Malta	No	-
33	Monaco	No	-
34	Montenegro	No	-
35	Netherlands	Yes	F
36	Norway	No	-
37	Poland	Yes	F
38	Portugal	Yes	F
39	Republic of Moldova	No	-
40	North Macedonia	No	-
41	Romania	No	-
42	Russian Federation	Yes	F
43	San Marino	No	-
44	Serbia	No	-
45	Slovakia	No	-
46	Slovenia	Yes	F
47	Spain	Yes	A
48	Sweden	Yes	F
49	Switzerland	Yes	F
50	Tajikistan	No	-
51	Türkiye	No	-
52	Turkmenistan	No	-
53	Ukraine	No	-
54	United Kingdom of Great Britain and Northern Ireland	Yes	F
55	United States of America	Yes	NF
56	Uzbekistan	No	-
			-
	Quorum (1/3 of ECE Member States =19) Countries in attendance	27	
	Votes necessary for majority	14	

Result of the vote: in favor 24, abstentions 1, not in favor 2.

Annex II

Statements

Australia

Australia supports the continuation of the Group of Experts on Drafting a new Legal Instrument on the use of Automated Vehicles in Traffic (GE.3). The group's ongoing work on assessment of gaps in the conventions and resolutions under the auspices of WP.1 is necessary for determining whether these instruments remain fit-for-purpose when it comes to automated vehicles. The forum has facilitated valuable discussions on harmonising the approach to regulating automated vehicles, where possible.

Canada

Madam chair, Secretary and esteemed members of WP.1,

I would like to start by expressing my gratitude to the Chair of WP.1 for her incredible efforts to try to resolve a difficult discussion.

At the same time, I wish to also express its profound concern with WP.1's proceedings in relation to the Group of Experts responsible for Drafting a new legal Instrument for Autonomous Vehicles in Road Traffic (GE.3) agenda item. Since the Group's inception four years ago, Canada, alongside other key members, has been actively involved in this Group, dedicating countless hours, resources, drafting surveys with our colleagues from Sweden, leading tasks with Netherlands and offering multiple suggestions and proposals to advance the Group's mandate in line with the direction of the Inland Transport Committee (ITC).

I would like to remind all WP.1 members that in 2020, the forum, following long discussions, had undertaken the successful task of endorsing amendments to the 1968 Convention on Road Traffic to address Automated Driving (amending Article 1 and adding a new article 34bis). Following this, while I questioned the rationale and justification of the establishment of a new Group, Canada has worked tirelessly at the Forum and at GE.3 from the start with an open mind and no prejudice to a particular outcome with the intent to follow a rigorous, evidence-based approach in assessing the needs of any instrument.

At the February 2023 meeting of ITC, Canada supported a first extension of the mandate of GE.3 until December 2024. It is important to recall that the ITC decision was necessary because several European contracting parties at WP.1 were prepared to move forward unilaterally with the drafting of a legal instrument, without any assessment of the needs, assessment of the road safety risks and evidence and with little to no collaborative work with the rest of the Global Forum. For that reason, ITC specifically requested the group to focus on undertaking the assessment collectively of any gaps in the conventions and resolutions under the auspices of WP.1. Taking action on the ITC decision, Canada continued its strong engagement at GE.3.

At the February 2024 meeting of ITC, Canada supported a second extension of the mandate of GE.3 until June 2025, to enable the group to complete the assessment as indicated by the February 2023 ITC decision. To date, despite best efforts, GE.3 has yet to identify a direct and clear need for a new legal instrument for automated vehicles in road traffic. The only clear need and rationale in relation to road traffic safety presented to date has been explain by Belgium, not in relation to any potential road safety risks for road traffic but as a matter of seeking consistency and opportunity for deployment in Belgium – as was explained earlier during the session by Belgium. This identified need is directly related to the interpretation Belgium has established on the 1968 convention on Road Traffic and in particular the word “driver”.

In that context, it is really difficult to understand that the Chair of the GE.3 would proceed to request a third extension of the mandate of GE.3 until June 2027 (2 additional years) to be presented to ITC at their February 2025 meeting, without any workplan, without any milestones, without any justifiable documented evidence. Instead, Canada and WP.1 members are asked to agree to grant a third extension solely based on the verbal report presented by the Chair of GE.3. As an active member of GE.3 from the start, and an active

member of the forum, Canada has expressed multiple times, before and today, the need to stay within the ITC granted second extension and I requested during the discussions that the GE.3 provides the report of the assessment which would subsequently permit to decide on next steps. However, European members, insisted on the need for an extension. Faced with this very challenging situation, Canada proposed a compromise by suggesting a third extension of the GE.3 mandate for 6-month until December 2025 instead. This proposal would have provided the Group with a total of 15 months to complete the ITC-specific tasks. Unfortunately, this proposal was simply rejected by European contracting parties and no consensus was reached.

While recognizing WP.1's nature of proceedings, I am discouraged that European members forced the Global Forum to put the Group's mandate extension to a vote rather than trying to work together on a consensus. As a result, only European members voted in favour of the extension of the GE.3 mandate until June 2027, demonstrating the significant regional divide and undermining WP.1 as a global forum which must consider all other views and not only those from European ECE members.

Canada commends Japan and the United States for their interventions throughout the discussions regarding the Group's proceedings and is grateful for the perspective both contracting parties shared on this topic. Similar to the views both contracting parties expressed, in order to consider a mandate extension of GE.3 - having already granted two previous extensions to GE.3 – it is our view that a clear report outlining the Group's progress, the additional work needed, and how/when such report will be completed must first be submitted to WP.1 as the parent body as I indicated earlier. Further, as there continues to be confusion about the intentions and the decisions of the ITC from their February 2023 meeting, Canada wishes to underscore that the scope of the Group's mandate should be clarified.

We urge WP.1 to consider these points seriously and to ensure that any future actions are aligned with the overarching goal of strengthening road traffic safety globally.

Thank you Madam Chair.

France

All Parties represented agree to work on a consensual solution, in order to ensure that GE.3 finalizes its assessment before June 2025, and to request the extension of its mandate, as soon as the ITC confirms it is relevant.

Germany

Thank you very much, Madam Chairwoman,

dear colleagues, dear translators,

Thank you, Madame Chair, for giving us more time to talk about GE.3 in a goal-oriented manner.

What can we say? The work of GE.3 continues. On the one hand, this expresses the current, valid mandate of the group to work on a legal instrument for autonomous vehicles in road traffic.

In addition, as we have heard from the USA, CAN and JAP, the assessment, which also has to be completed in accordance with the ITC, has not yet been concluded.

An extension of the mandate is therefore evident. And GE.3 is and remains the right group for this. It is the place where work on these issues can be carried out globally within an orderly framework, with rules, a secretariat and translators.

It also gives WP.1 the necessary flexibility not to overload WP.1 with topics, but to think them through in advance, present them at the appropriate time and then discuss them in WP.1.

This global approach is important to us. It can provide a global understanding of the operation of autonomous vehicles that can be relevant not only to Contracting Parties but also to other stakeholders. Regulations can be devised here that can be helpful for road safety worldwide.

It is therefore a pity that our esteemed colleagues do not see yet the added value of the group, the efforts that have already been made. But of course we are always ready to continue working together constructively.

After all, this work is not an end in itself or based on personal interests. Representatives are sitting here on behalf of contracting states in order to fulfil a task together. The creation of such a legal instrument is part of the ITC Strategy 2030, and the GE.3 thus fulfils tasks that arise from this strategy.

This also underlines the importance and value of the group.

It is therefore very regrettable when, contrary to the UNECE spirit, a group of motivated Cps is prevented from working on a topic that is in line with WP.1, the ITC and current technological developments.

It is all the more contradictory when new tasks are devised from those who oppose that prevent the actual task of the group in accordance with its mandate. If it is then criticized that Assessment is not ready and yet no extension of the mandate is desired, this lacks any logic.

If it is criticized that the group's report is not complete, the following should be noted.

At the May session of GE.3, as per the usual practice, the GE.3 Secretary tabled a draft annex to the session report. The annex's intention is to serve as a draft report to WP.1, fulfilling the reporting requirement of GE3 to its parent body, WP.1.

Contracting Party were happy with the draft, except for one Contracting Party.

Contracting Party claimed they were neither happy with the content nor the format.

Experts could not agree on a way forward. The Chair, after consulting with the Contracting Party and Germany, proposed to both Contracting Parties to work on the issue over the summer with the aim to resolve it. It is noted in the May session report of GE.3.

No resolution could be found prior to the August hybrid meetings of GE.3. In order to continue the good discussions on the substance (the notion driver, ADS, DDT, rules of the road), the issue was not pursued further during the August meeting.

The issue is still pending and probably will be tabled again in December at the next GE.3 session. The reason the report on the status quo of the group's work could not be presented at the present meeting is this due to the lack of the US to work towards a compromise.

A draft report - the said annex - is ready to be presented to WP.1 at any time.

The report is still valid as the May meeting was the last formal meeting of the group. Additional information on what happens since May has been presented by the Chair earlier this week.

After all this, we ask that the mandate of the group be extended so that it can fulfil its tasks and WP.1 is not deprived of a valuable vehicle. I ask that this statement be noted accordingly in the meeting report.

Thank you very much.

Thank you, Madam Chair, for kindly allowing us to submit an addition to our earlier written statement, in order to save time, and instead of making another oral intervention at the end of agenda item 5.

Following additional discussions this morning and the respective vote we would like to stress once again, the following:

Taking into account the special role Germany plays in this Group [the DEU delegate Ms. Rudolph is the current elected Chair of the Group], it remains our primary goal for this Group to bring everybody to the table, and to work collectively, as requested by ITC and in line with the mandate given to the Group in the Group's ToR, including the additional request made by ITC in 2023 to collectively assess any gaps in the conventions and resolutions under the auspices of WP.1, and to identify the issues to be addressed. We remain positive and optimistic that the Group will truly work in a collaborative, inclusive and fruitful manner in

the coming years, and we are looking forward to the active engagement of all delegations in the work of the Group.

Japan

Thank you, Madam Chair, thanks to all the colleagues.

As one of the Contracting Parties to the Geneva Conventions of 1949, we Japan would like to participate in this vote. However, as a non-member of the ECE, Japan is unfortunately not eligible, not entitled to vote in this Global Forum, WP1.

So, Madam Chair, it would be grateful if you could note this remark on the report of WP1.

Anyway, we totally understand the rule is the rule, and we respect the current rule of voting in WP1.

On the other hand, as the representative of Japan, we have a duty to report back to our government, based on the official report of this session, to explain what happened here and how we reached a conclusion, in particular, in this decision-making process, "Are we Japan counted in the vote or not?"

So, it would be truly appreciated if you, Madam Chair, could take this point into account. Thank you.

Netherlands (Kingdom of the)

The Netherlands underscores the importance of international cooperation on automated vehicles to ensure smooth and safe cross-border traffic and notes that the work of this group should be continued in the spirit of constructive collaboration. While progress has been made, it is recognized that there is still much to be done, and therefore emphasizes the importance of progress the upcoming period to achieve our shared goals.

Poland

Poland expresses its gratitude to all parties involved in the work on GE.3, as well as to those who presented their positions during the discussions of the current session.

The scope of work of Group indicated in its mandate concerns issues of trans-regional importance. We are aware of this, as a border country of the EU, and country which serves transport routes reaching far beyond Europe.

During so far conducted works of GE.3, it appeared that these tasks need more time.

Drawing from that, Poland stands on the position that the mandate of the Group should be prolonged by ITC reflecting the necessity of comfortable time to complete tasks of the Group.

And just as important: In Poland's view the decision of WP.1 has a technical no political nature meaning that it serves to nothing but facilitating further work on the solutions identified by the Group.

And just as importantly: in Poland's view, WP.1 decision is technical, not political, which means that it will serve no other purpose than to facilitate solutions to the issues identified by the Group as important.

Sweden

This is an issue that Sweden, within ITC, WP.1 and especially LIAV, have been heavily involved in over the last years. In our view, it is an issue with a definite global relevance, especially in a cross border context. ITC has also recognised the importance that these issues are discussed when establishing a dedicated group of experts.

We are a small country with limited resources. Even though this is the case we have, via our vice Chair Mr. Berg, invested a lot of work in this group. We have showed a good spirit of cooperation and compromise, working together with all parties that has shown an interest in participating in these discussions, such as the work done with Canada in the beginning of this group.

As part of our engagement in the group Sweden have also submitted a formal document for the December meeting with the aim to find a way forward with the work of the group. We

have talked to, and listened to, many different views and tried our best to find a way to advance the work in this group. All this to say that there is a lot of work still to be done for the group in order to fulfil the work they are tasked with.

I ask that these Points are noted accordingly in the report.

United States of America

The United States wishes to thank the previous speakers for their interventions. Like many of the preceding speakers, the United States has spent significant time on the GE3 project. From the beginning, we have been asking why a new legal instrument is needed. When we could not get an answer from the group and WP.1, the United States and Canada pressed the ITC on the need for an assessment.

Today, we're hearing from some countries that the assessment is not needed. We should start drafting the new convention as soon as possible. Other countries are saying that the assessment is not complete, and more time is needed. Our country agrees that the assessment is not done. And to go a step further, to date no work on the assessment has justified the need for a new instrument. After four years of work, we heard that the discussion of the role of the driver is an interesting topic that needs to be pursued. That may be of interest to some, but it is not sufficient reason for drafting a new binding legal instrument.

Further, the United States wishes to thank Japan for its suggestion that it needs a written report prepared by GE3 documenting what work has been done and what additional work is needed to meet the June 2025 mandate. We think Japan has offered us a solid olive branch to find consensus. If a decision is to be taken as the European countries have asked before June 2025 to extend the mandate of the group, then GE3 should prepare a clear report that outlines its progress, what additional work needs to be done and how it will be completed. The report should also be very clear on the scope of the mandate of the group since there continues to be confusion about the intentions of the ITC.

Like Japan and Canada, the United States feels it is very important for the whole group – including the US, Canada and Japan – to prepare the report at GE3's December meeting. If the Group's report clearly identifies what is needed and how it will be achieved, the group may very well be able to achieve its mandate.

Annex III

Statement by the representative of Zimbabwe:

Seeking Full Membership Of The 89th Session Of The Global Forum For Road Safety (WP.1)

I wish to reiterate that Zimbabwe is committed to cooperation under the United Nations System, within the framework of this Forum, and to the adoption of international good practices and standards on Road Safety.

Zimbabwe joins the WP.1 family as one of the many developing countries that have missed the Sustainable Development Goals target to halve the number of deaths and injuries from road traffic accidents by the year 2020. The road safety situation is, indeed, more acute in developing countries, and the reasons are manifold. As you are aware, the race for economic development, compounded by a disproportionate vehicle population growth, has created this untenable situation resulting in increased crashes and fatalities.

Zimbabwe is a contracting party to the 1949 Geneva and 1968 Conventions on Road Traffic. We also attend the annual sessions of the Inland Transport Committee. Our engagements have thus far resulted in our participation in the following platforms: The annual February Sessions of the Inland Transport Committee; the Global Forum for Road Traffic Safety (WP.1), the World Forum for Harmonization of Vehicle Regulations (WP.29), the Working Party on the Transportation of Dangerous Goods; and the Working Party on Automated/Autonomous and Connected Vehicles (GRVA).

Noting our commitment in cooperating on Road Traffic Safety issues so far, we are convinced that it is time Zimbabwe is accorded the opportunity to be a full member of the Global Forum for Road Traffic Safety. As you may be aware, Zimbabwe was subjected to a Road Safety Performance Review from 2020 to 2021, through the assistance of the UN Secretary General Special Envoy for Road Safety, Mr. Jean Todt, whose report was launched in January 2022.

Further, Zimbabwe has been interacting with the office of the UN Secretary General Special Envoy for Road Safety, Mr. Jean Todt, who has so far visited Zimbabwe twice in 2023 and 2024 for high-level road safety missions, including meeting our President.

In our National Development Strategy, we envisage that by 2025, Zimbabwe should achieve high quality and efficient public transport service, leveraged by a safer, efficient, affordable, accessible and smart multimodal transportation system, covering both the rural and urban areas, with a view to reduce road accidents and fatalities by a 25% margin per annum. This Forum's deliberations are therefore timely for Zimbabwe as we endeavour to meet the above targets.

We join the WP.1 today with a clear conscience that road traffic crashes are preventable and the time has come for us to stand up and act decisively to halt this forgotten pandemic. This is precisely the reason why we have decided to be part of this United Nations initiative.

As we move in to confront the challenges faced in combating our road traffic deficiencies, we are upbeat that full membership of the WP.1 will assist us to propel structural, institutional and administrative transformations, leveraged by robust legislative frameworks. Further, noting that the Southern Africa region is not fully participating, it is our hope that Zimbabwe's full membership will galvanise the interest of other Southern African States to participate in the Forum.

In the spirit of adoption of good standards, we have rolled out a new driver's license regime that is internationally recognised. We are currently reviewing our policies and laws with the view to strengthen the Traffic Safety Council of Zimbabwe into a lead Road Traffic Management Agency, with the powers to regulate and coordinate and actors, in road traffic safety management, anchored on all five pillars of road safety.

The legislative reform is also covering issues related to registration and monitoring of driving schools, introduction of the penalty point system for drivers who flout road rules. We have so far enacted legislation on compulsory installation of speed monitoring and limiting devices on public service vehicles.

We have also commenced an internal process, which is at an advanced stage, to accede to some UN Road Traffic Conventions including the 1957, 1958, 1997 and 1998 Agreements. They will soon be tabled before Parliament.

Once again, allow me to express the willingness of Zimbabwe to fully participate in the WP.1 Forum as a full member. If it pleases you Madam Chair, allow me to use this platform to request the Forum to upgrade Zimbabwe's observer participation to that of full membership, if agreed by the Sectoral Committee in terms of paragraph 2 of Guidelines for the establishment and functioning of Working Parties within UNECE.

It is our firm belief that by fully participating and deliberating in the business of the Forum, Zimbabwe will enhance its capacities to make good its obligations arising from Road Traffic Conventions.

Madam Chair, Ladies and Gentlemen;

As I conclude, I want to assure this august gathering that Zimbabwe embraces smart, win-win partnerships and sustainable cooperation with multilateral stakeholders within the United Nations system and is fully committed towards the Decade of Action for Road Safety 2021-2030.
