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Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

Eighty-seventh session

Geneva, 25-29 September 2023

Item 3 (e) of the provisional agenda

Inland Transport Committee recommendations and decisions

Reviews by the parent sectoral committee

Submitted by the secretariat

1. This document reproduces Annex II of the letter from the ITC Chair and Director of Sustainable Transport Division to chairs of ITC working parties inviting “all Working Parties to participate in this review process by submitting their inputs by either 29 September or 15 December 2023, depending on the schedule of their meetings”.
2. The WP.1 secretariat has added, highlighted in yellow, some potentially useful information that may be used by WP.1 during its discussions.

Annex II

Recommended information for the review of ITC Working Parties

This document is prepared in implementation of decision 8 of the Inland Transport Committee at its 85th session (ECE/TRANS/328, para 18). It covers the 5-year period 2018-2023¹.

[To be filled out by Chairs of ITC Working Parties on behalf of the respective bodies under their responsibility]

I. Subsidiary body mandates and governance framework

- A. General Assembly/ECOSOC
- B. UNECE
- C. ITC
- D. **Memo item: Alignment with ITC revised Terms of Reference and Rules of Procedure**
 - *Past and present, incl. renaming of Working Parties, changes geographical scope and membership structure*
 - *Planned*
 - *Identified needs and gaps (outline and provide documentation)*

As per paragraph 1 of TRANS/WP.1/100/Add.1 (Terms of reference of the Working Party on Road Traffic Safety (WP.1)):

“1. The Working Party on Road Traffic Safety (hereinafter referred to as WP.1), acting within the framework of the policies of the United Nations and the Economic Commission for Europe (hereinafter ECE) and subject to the general supervision of the Inland Transport Committee shall, provided such actions are in conformity with the Terms of Reference of the ECE (document E/ECE/778/Rev.3) and consistent with the legal instruments listed in the annex:”

TRANS/WP.1/100/Add.1 is currently being revised.

The Working Party’s current name is “Global Forum for Road Traffic Safety (WP.1).”

II. Working Party objective

[Please also specify source, e.g. Terms of Reference, other strategic documents etc]

“Initiate and pursue actions aimed at reinforcing and improving road safety, developing and harmonizing traffic regulations and rules for road signs and signals while also taking account notably of the environment, and strengthening relations between countries” as per TRANS/WP.1/100/Add.1 (Terms of reference of the Working Party on Road Traffic Safety (WP.1)).

TRANS/WP.1/100/Add.1 is currently being revised.

III. Work areas covered by the Working Party *[substance]*

A. Transport facilitation (including border-crossing facilitation) *[select one of the following]*

- Only work area
- Main work area
- Minor work area
- N/A

¹ If a Working Party considers it relevant, it may submit information for the period **2013-2023**, i.e. since the previous full review of working parties.

B. Safety (including Road safety) [select one of the following]

- Only work area
- Main work area
- Minor work area
- N/A

C. Environmental/climate performance [select one of the following]

- Only work area
- Main work area
- Minor work area
- N/A

D. Other (specify) [select one of the following]

- Only work area
- Main work area
- Minor work area
- N/A

IV. Work areas covered by the Working Party – efficiency and value added

A. Internal overlaps/duplication (other UNECE bodies performing similar/identical tasks) [expand as necessary, if more than one areas of overlap]

- Area of work 1:
 - Full overlap (explain)
 - Partial overlap (explain)
 - No overlap
- Area of work 2 (...)

B. External overlaps/duplication (other non-UNECE bodies performing similar/identical tasks) [expand as necessary, if more than one areas overlap]

- Area of work 1:
 - Full overlap (explain)
 - Partial overlap (explain)
 - No overlap
- Area of work 2 (...)

C. Internal synergies (with other UNECE bodies performing complementary tasks) [expand as necessary, if more than one areas of synergies]

- Area of work 1 (explain)
-

D. External synergies (with other non-UNECE bodies performing complementary tasks) [expand as necessary, if more than one areas of synergies]

- Area of work 1 (explain)
-

V. Work methods

[please outline, e.g. numbers of meetings and official documents, other types of meetings, number of subsidiary Working Parties, supervision of informal groups or Groups of Experts, communication methods, etc.]

The WP.1 deliverables such the number of meetings and official documents are indicated in the ITC programmes of work of the Transport subprogramme, programme plans and publication programmes, as follows:

2023 - ECE/TRANS/2023/11, ECE/TRANS/2023/12

2022 - ECE/TRANS/2022/8, ECE/TRANS/2022/9

2021 - ECE/TRANS/2021/8, ECE/TRANS/2021/9

2020 - ECE/TRANS/2020/21, ECE/TRANS/2020/22/Rev.1

2019 - ECE/TRANS/2019/24

2018 - ECE/TRANS/2018/21, Add.1 and Corr.1, ECE/TRANS/2018/22

Occasionally, where required, WP.1 would hold “special sessions” such in 2018, 2019, and 2021

The secretariat has serviced the following group of experts:

Group of Experts on Road Signs and Signals (GERSS), 2018-2022

Informal, Intergovernmental Group of Experts on Road Signs and Signals (IIGERSS), 2023–

GERSS would typically meet formally several times per year and would also hold informal sessions. For example, in 2022, GERSS held 3 formal meetings (4 days) and 7 informal sessions.

IIGERSS only holds informal sessions (in 2023, it will hold 5 or 6 sessions).

All other informal “groups of experts” are not formally recognized by UNECE and are not serviced by the secretariat.

VI. Main partners *[please outline]*

A. Government sector:

B. International/intergovernmental organizations:

C. Non-governmental sector:

D. Academia:

D. Other (please specify):

VII. Results achieved *(highlight major results since 2017)*

- Regulatory/Normative work and contracting parties (e.g., amendments to legal instruments, number of contracting parties, etc.)

Amendments (2018-2023):

1968 Convention on Road Traffic, Amendments to Article 1 and new Article 34 bis

1968 Convention on Road Traffic, Amendments to Articles 25 bis and 32, and to Annexes 1 and 5

Current amendment proposals to 1968 Convention on Road Signs and Signals, European Agreement supplementing the 1968 Convention on Road Signs and Signals, and 1973 Protocol on Road Markings to be adopted shortly.

Contracting Parties to three most important legal instruments:

1968 Convention on Road Traffic: 88

1968 Convention on Road Signs and Signals: 73

1949 Convention on Road Traffic: 102

Accessions (2018-2023):

1968 Convention on Road Traffic: UK, Cabo Verde, Nigeria, Myanmar, State of Palestine, Liechtenstein, Thailand, Oman, Ethiopia, Uganda, Benin, Saudi Arabia, Maldives,

1968 Convention on Road Signs and Signals: Armenia, Myanmar, Honduras, Liechtenstein, Uganda, Benin, Turkiye, Maldives,

1949 Convention on Road Traffic: Lithuania, Croatia, Liechtenstein, Estonia,

1949 Protocol on Road Signs and Signals: Liechtenstein, Brunei Darussalam,

European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals: Liechtenstein,

European Agreement supplementing the 1968 Convention on Road Traffic: Liechtenstein, Turkmenistan,

European Agreement supplementing the 1968 Convention on Road Signs and Signals: Liechtenstein, Turkmenistan, Turkiye,

1973 Protocol on Road Markings: Liechtenstein, Turkmenistan, Turkiye,

- Policy recommendations

In 2022, WP.1 adopted a resolution on safety considerations for activities other than driving undertaken by drivers when automated driving systems issuing transition demands exercise dynamic control (ECE/TRANS/WP.1/2021/2/Rev.1).

In 2021, the “Prevailing Convention for the issue/use of Domestic Driving Permits and International Driving Permits under the 1949 and 1968 Conventions on Road Traffic” document was issued.

In 2021, a “Charter of Road Traffic Victims’ Rights” which is a joint initiative of the WP.1 secretariat, the Institute for European Traffic Law and the Council of Bureaux was issued.

In 2019, the Resolution on the Deployment of Highly and Fully Automated Vehicles in Road Traffic was adopted by the Global Forum for Road Traffic Safety (WP.1).

Ongoing assessment and revision of Consolidated resolution on road traffic (R.E.1)

Consolidated resolution on road signs and signals (R.E.2)

- Capacity development and technical assistance (*e.g., seminars, webinars, other activities*)
 - Major outputs
- Analytical work
 - Major publications

VII. Results and changes expected in near future

- A. Possibilities for streamlining and synergizing activities within each of the expected results
.....
- B. Ways of improving efficiency and methods of work
.....
- C. Expected results and related activities that may need to be reoriented/refocused to better reflect priority demands of member States and contracting parties
.....
- D. Possible optimization of the structure of the programme of work
.....
- E. Areas identified for enhancement or abolishment, if any

.....

F. Ways of improving communication and public outreach

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G. Any other comments

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