

Distr.: General  
27 August 2021

Original: English

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**Economic Commission for Europe**

Inland Transport Committee

**Global Forum for Road Traffic Safety**

**Group of Experts on drafting a new legal instrument  
on the use of automated vehicles in traffic**

**First session**

Geneva, 1 September 2021

Item 4 of the provisional agenda

**Programme of Work**

**Joint position statement regarding the programme of work of  
the Group of Experts on drafting a new legal instrument on  
the use of automated vehicles in traffic**

**Submitted by the representatives of France and Germany**

This document proposes discussion elements for the programme of work of the Group of Experts (GoE) on drafting a new Legal Instrument on the use of Automated Vehicles in traffic (LIAV), hereunder “the Group”.

1. Following the invitation to the first session of the GoE on LIAV by the secretariat, supported by documents ECE/TRANS/WP.1/GE.3/2021/1 (annotated provisional agenda), Annex III to ECE/TRANS/2021/6 (Terms of Reference (ToR) of the GoE on LIAV), ECE/EX/2/Rev.1 (Guidelines for the establishment and functioning of teams of specialists within UNECE) and ECE/TRANS/WP.1/100/Add. 1 (ToR of the Global Forum for Road Traffic Safety (WP.1)), France and Germany, with the present document, would like to share their views and, by doing so, open discussions of the above-mentioned agenda item 4 during this session.

2. Germany and France support the points listed hereafter:

- As established by the ToR, the main objective to be achieved is the drafting of a new legal instrument which is expected to complement the 1949 and 1968 Conventions on Road Traffic. In addition to the typical sections on definitions and final clauses, it will include a set of legal provisions for the safe deployment of automated vehicles in international traffic.

- In full compliance with the objectives of the Global Forum for Road Traffic Safety (WP.1), the Group should seek to promote road safety, in the context of the growing development of automated vehicles. In this matter, particular attention shall be paid to the safety of vulnerable road users.

- Developing and harmonizing international traffic regulations is crucial in order to support the safe, homogeneous, and consistent development of automated and autonomous vehicles in road traffic.

- The Group may usefully consider previous achievements of WP.1 as a basis of reference, including the Resolution on the deployment of highly and fully automated vehicles in road traffic (adopted at the seventy-seventh session of the WP.1 in September 2018).

- The Group will hold at least two formal plenary meetings per year at the UNECE premises in Geneva. The first meeting of the Group will include an initial section on official matters (Election of officers; Eventual complementary addition with reference to the Rules of procedure; etc.) but should then start working towards its main output.

- Considering that the subject of automated vehicles in traffic is still rather recent and constantly evolving, the Group may find it necessary to invite and listen to a wide range of qualified experts. The expertise of the colleagues at the World Forum for harmonization of vehicle regulations (WP.29), and in particular those at the Working Party on Automated/Autonomous and Connected Vehicles (GRVA), could notably help the Group with its tasks. Activities of the Group could include undertaking studies and advisory sessions; organizing seminars and workshops; collecting data; and providing information.

- The time schedule for the implementation of the Group's objectives and activities shall initially include the full period for which it has been established. At the end of this period, the Group submits a full report on its accomplishments to its supervising body (i.e., the Global Forum for Road Traffic Safety), possibly including a request for extension of the duration of the Group.

- The baseline identified for the Group is a thorough analysis of the 1949 and 1968 Conventions on Road Traffic, aimed at identifying how the new legal instrument can complement in the best possible way the aforementioned Conventions without restricting the current margin of manoeuvre of Contracting Parties.

- The milestones of the Group should include, amongst others, the following:

(a) The successful completion of its establishment by electing its officers, and by eventually complementing documents ECE/EX/2/Rev.1 and TRANS/WP1/100/Add.1 by a further set of rules of procedures;

(b) The successful completion of the aforementioned analysis of the 1949 and 1968 Conventions on Road Traffic;

(c) The drafting of an initial set of necessary legal provisions for the safe deployment of automated vehicles in international traffic;

(d) Periodical consultations with the Global Forum for Road Traffic Safety (WP.1), not fewer than two per year (coinciding with the regular WP.1 sessions);

(e) At the end of the period for which it has been established, the submission of a full report on its accomplishments to the supervising body.

3. France and Germany conclude that a legal instrument on the use of automated vehicles in traffic shall complement in the best possible way the 1949 and 1968 Conventions on Road Traffic, in order to support the safe, homogeneous, and consistent development of automated vehicles in road traffic, without restricting the current margin of manoeuvre of Contracting Parties.

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