



Economic Commission for Europe
Inland Transport Committee
Eighty-fourth session

Geneva, 7-11 March 2022

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

1. The Global Forum for Road Traffic Safety (WP.1) held its eighty-fourth session in Geneva from 7 to 11 March 2022, chaired by Ms. L. Iorio (Italy). Representatives of the following ECE member States participated: Austria, Belgium, Canada, Czechia, Denmark, Estonia, Finland, France, Germany, Israel, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Portugal, Russian Federation, 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: Australia, Brazil, Egypt, India, Japan and Nigeria.
3. The European Union and the following non-governmental organizations were also represented: Autonomous Drivers Alliance, American Association of Motor Vehicle Administrators, Boda Boda Safety Association of Kenya, Confederation of the European Bicycle Industry, Europäische Fahrlehrer Assoziation, European Garage Equipment Association (EGEA), European Transport Safety Council, Eye International, Fédération Internationale de l'Automobile (FIA), Federation of International Motorcycling (FIM), Institute of Road Traffic Education (IRTE), International Federation of Pedestrians (IFP), International Organization of Motor Vehicle Manufacturers (OICA), International Organization for Standardization (ISO), EuroMed Transport Project, Road Safety Institute (RSI) "Panos Mylonas" and World Bicycle Industry Association (WBIA).
4. Representatives from the academia also participated, Università Cattolica del Sacro Cuore, University of South Carolina and Johns Hopkins University.

II. Adoption of the Agenda (agenda item 1)

5. The Global Forum for Road Traffic Safety (WP.1) adopted the session's agenda (ECE/TRANS/WP.1/178; Informal document No. 5).
6. Fourteen countries have submitted verbal and/or written statements on the situation in Ukraine (reproduced as received in Annex).
7. The WP.1 Chair noted that this year's WP.1 coincides with International Women's Day (8 March). On this occasion, the Chair thanked all women participating and all those who are involved in relentless efforts for promoting and improving road safety across the world. The Chair pointed out that safe and inclusive mobility policies are key enablers which facilitate access to educational and work opportunities for all women. The Chair also invited all participants to attend a side event organized by the United Nations Road Safety Fund on the occasion of the International Women's Day focusing on "Investing in a better future for Africa through safe and sustainable mobility" (Informal document No. 11). Finally, the Chair warmly welcomed participants from the EuroMed Transport Support Project and expressed appreciation for their interest in attending.
8. In Memoriam: The Chair informed WP.1 that Mr. Dan Link, a former delegate from Israel and Vice Chair of WP.1 until 2010, passed away last month. He was actively engaged in promoting road safety principles at national and international levels. He was also the organizer of a special WP.1 session successfully held in Israel in 1988. His knowledge as well as his warm friendship will be very much missed. The Chair and WP.1 colleagues offer their sincere condolences to Mr. Link's family.

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

9. The Chair reported on the eighty-fourth Inland Transport Committee (ITC) session and Ministerial session on the seventy-five years of ITC held in February 2022 and on the issues and outcomes related to WP.1 and road safety. At the last ITC session, Brazil submitted ECE/TRANS/2022/30 requesting to become a full member with voting rights in WP.1 (para. 5). The ITC welcomed the interest of the Government of Brazil to become a full WP.1 member with voting rights (as per para 2, ECE/EX/1) and it agreed to its request.

10. The secretariat noted that the “ITC Strategy until 2030” was discussed and the Committee invited working parties to “seize the opportunities and address the risks” as identified in ECE/TRANS/2022/3. To that end, the secretariat will prepare a document for WP.1 consideration for the next session.

11. The secretariat provided an update on completion of the Plan of Action for the Decade of Action for Road Safety, 2021-2030 (<https://www.who.int/publications/m/item/global-plan-for-the-decade-of-action-for-road-safety-2021-2030>) as well as on a high-level United Nations global road safety meeting in 2022. The secretariat informed WP.1 that the General Assembly had decided that its high-level meeting on improving global road safety will be held in New York City on 30 June – 1 July 2022 back-to-back with the Economic and Social Council’s high-level political forum on sustainable development, under the theme of “The 2030 horizon for road safety: securing a decade of action and delivery”.

12. The secretariat of the United Nations Road Safety Fund (UNRSF) informed WP.1 about its work, in particular the impact of its projects, planned future strategy, and events to promote UNRSF. The Fund focuses on five key areas: capacity building, vehicle regulations, enforcement, safe roads, and post-crash response and, since September 2021, it has funded 10 new projects.

13. The secretariat of the United Nations Secretary-General’s Special Envoy for Road Safety gave a presentation on recent activities of the Special Envoy in promoting road safety and United Nations legal instruments. The EuroMed Transport Support Project representative thanked the United Nations Secretary-General’s Special Envoy for Road Safety for his invaluable contribution in promoting road safety and United Nations legal instruments across the globe and for his close cooperation and continued support. With regards to United Nations Secretary-General’s Special Envoy efforts in advocating accession to and effective implementation of the United Nations road safety legal instruments, he highlighted that the lack of Arabic translation of the Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and its regular updates is a major obstacle to 22 countries which official language is Arabic not only to accede to it but also to implement it through the development of appropriate national regulations and requested support of the United Nations Secretary-General’s Special Envoy in solving this problem, including through ensuring that the issue is brought to the attention, and is discussed at the Economic and Social Council and the General Assembly at their first opportunity. WP.1 noted that access to fundamental legal instruments such as ADR is part of road safety strategy at a global level to accomplish target 3.6 of the 2030 Agenda and, to this end, recommends any possible actions to make the translation possible.

14. No written information on national and international road safety activities and initiatives, including recent and forthcoming changes to their traffic legislation, was submitted.

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

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

15. WP.1 resumed its discussions of ECE/TRANS/WP.1/2017/1/Rev.1 using Informal document No. 1 (March 2021) from point 41. After discussion, WP.1 has completed its review and requested that the secretariat create a final, formal document for a possible adoption at the next session. The Russian Federation requested the Russian language version of the document be verified by Russian experts before the document is adopted. The Government of Italy has declared that it intends to be the contracting party proposing this amendment proposal at the next session. The Chair invited other Contracting Parties to join Italy in this endeavour.

B. Driving permits

1. Amendment proposal

16. At the September 2021 session, WP.1 had renewed its invitation to the informal Group of Experts on driving permits to prepare for this session a simplified amendment proposal containing options for minimum security features for the current system of domestic driving permits (DDPs) and international driving permits (IDPs) under the 1968 Convention as well as any improvements to the current system of permits. At this session, the informal Group of Experts indicated that the work on amendment proposal was on-going and it was expected that a document be submitted at the next session. The WP.1 Chair stressed that the amendment proposal should be universally applicable to all contracting parties of the 1968 Convention on Road Traffic.

17. The Fédération Internationale de l'Automobile (FIA) presented ECE/TRANS/WP.1/2022/1 which provides a list of agencies authorized to issue IDPs. ECE/TRANS/WP.1/2022/1 is available in English, French, and Russian and will be updated for the next WP.1 session. To this end, WP.1 delegates were invited to send their comments directly to FIA.

18. The European Driving Schools Association (EFA) and American Association of Motor Vehicle Administrators (AAMVA) gave presentations on “Evaluation of Directive 2006/126/EC” and on “Digital driving permits” respectively. In addition, as members of an informal group of experts on “digital mobile permits”, they informed WP.1 about the present work on an “educational white paper” and activities survey which will assess a digital driving permits “landscape” among the contracting parties (both to be presented at the next session). WP.1 appreciated the presentations and work updates given.

C. Automated driving

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

19. WP.1 completed discussing and agreed on the text of ECE/TRANS/WP.1/2021/2 (using Informal document No. 1). It requested the secretariat prepare ECE/TRANS/WP.1/2021/2/Rev.1 in three languages for a possible adoption at the next session.

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

20. At the last session, the United Kingdom tabled a discussion paper on remote driving (Informal document No.1 (September 2021)) and, after discussion, some members of WP.1 invited the author to revise it. The revision was not submitted at this session (as Informal document No. 2). The Chair invited the authors to re-submit and to include additional aspects such as the role of companies and the skills of those involved in remote operations in the context of remote tactical control. The United Kingdom is invited to revise the document for the next session.

3. Amendment proposal to Article 34 in the 1968 Convention on Road Traffic

21. The secretariat provided an update on amendment proposal to Article 34 (ECE/TRANS/WP.1/2020/1/Rev.1) referring to Depositary Notification (C.N.26.2022.TREATIES-XI.B.19) which was issued on 21 January 2022 notifying Contracting Parties that the amendment proposal was accepted (entry into force on 14 July 2022). WP.1 requested the secretariat to consolidate the 1968 Convention on Road Traffic.

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

22. The Chair of the LIAV Group of Experts provided information on the Group’s progress. The second session took place in December 2021 when the program of work was adopted. The Group has held two informal sessions and it also expects to hold another informal session (on 31 March 2022) before the next formal session in May 2022 in order to

accelerate its work. The LIAV Chair elaborated on the current activities aimed at preparing the Group for the drafting of a legal instrument on the use of automated vehicles in traffic. She stressed that the preparatory steps were aimed at increasing the relevance of the future legal instrument. The WP.1 Chair emphasized the need to start focusing at the same time on the planned structure of the new instrument based on the current work on assessing safety considerations. The LIAV Chair welcomed the feedback received from WP.1 and announced that she would convey WP.1 suggestions to the Group.

D. Human factors and automated driving as key issues for future road traffic

1. Human factors and automated driving

23. At the last session, Canada and the WP.1 Chair submitted Informal document No. 11 (September 2021) which proposes to develop a framework of key principles for automated vehicle safety and human centred needs. At this session, Informal document No. 11/Rev.1 (September 2021) was introduced proposing to develop a potential “Framework of Key Principles for Automated Vehicle Safety and Human Centered Needs” focusing on human centered design of the vehicle, the safe interaction between automated vehicles and other road users; and consumer awareness and understanding. After discussion, the Chair invited WP.1 to provide comments to Canada to revise the document with the support of delegates who have expressed interest in doing so. WP.1 welcomed the Chair’s proposal to hold, at the next session, a dedicated panel to discuss this specific topic in more detail.

24. WP.1 organized a panel of experts to continue the exchange of views on human factors and automated driving (Informal document no. 12).

2. Optical and/or audible signals in DAS and ADS vehicles

25. At the last session, WP.1 decided to continue discussing the topic of optical and/or audible signals in DAS and ADS vehicles. At this session, IFP submitted Informal document No. 6 and gave a presentation outlining its position on the safety requirements for automated vehicles to indicate their status and to communicate their intended actions. WP.1 appreciated the presentation and it expects the discussions on this subject to continue at the next session.

V. Convention on Road Signs and Signals (1968) Group of Experts on Road Signs and Signals (agenda item 4)

26. WP.1 took note of ECE/TRANS/WP.1/2019/4/Rev.1 (report of the Group of Experts) and ECE/TRANS/WP.1/2019/5/Rev.1 (amendment proposals) and invited contracting parties to the 1968 Convention on Road Signs and Signals to review these two documents with a view of adopting them in September 2022.

27. The Chair of Group of Experts updated WP.1 about the current work related to non-Convention signs, the priority signs questionnaire, and ongoing challenges to accomplish the Group’s mandate. The Chair informed WP.1 that the work on the non-Convention’s signs has accelerated and the Group’s recommendations are expected to be submitted to WP.1 at the next session.

28. The Chair of Group of Experts also updated WP.1 on the actions undertaken together with the Chair of WP.1 to effectively address participation of the private sector experts in the Group.

29. Given the complexity and interest in the subject, WP.1 recommended the work of the Group of Experts on Road Signs and Signals continue beyond 2022. To this end, WP.1 will consider a request for mandate extension at the next session.

30. The secretariat informed WP.1 about the current status of e-CORRS.

VI. Consolidated Resolution on Road Traffic (R.E.1) (agenda item 5)

A. A Safe System Approach

31. At the last session, WP.1 completed its revisions of R.E.1 by adopting a new Annex VIII (ECE/TRANS/WP.1/2020/5/Rev.1). At this session, WP.1 was expected to adopt the revised Consolidated Resolution on Road Traffic (RE.1), which includes Annex VIII (Policies for vulnerable road users (VRU): focus on road safety challenges in low- and middle-income countries). However, due to a recent request to update the new Chapter 17 on Multi Disciplinary Crash Investigation (Annexes in ECE/TRANS/WP.1/157 and ECE/TRANS/WP.1/159), WP.1 considered related amendment proposals made by Sweden in Informal document No. 7. WP.1 took note of the amendment proposals and invited Sweden to revise them with a view of submitting a formal document for the next session. Canada was invited to give a presentation outlining its approach to MDCI in September 2022.

B. Focus on road safety challenges in low- and middle-income countries (LMICs)

32. The Federation of International Motorcycling (FIM) presented its work and experience in the area of informal transport modes by giving a presentation on “ITF Motorcyclists Safety Workshop: Riding in a Safe System”. An academic from the Catholic University of Milan gave a presentation on the pros and cons of the use of powered two-wheelers (PWT) in low and middle income countries. The presentation described a study undertaken across Nigeria, Tanzania, Madagascar and Kenya on the driving behaviour of motorcycle drivers, which takes into account socio-cultural contexts. WP.1 appreciated both presentations.

33. At its eighty-second session, WP.1 held a webinar to discuss non-regulated transport modes commonly used in Asia and elsewhere. At this session, as a tangible follow up, WP.1 discussed Informal document No. 3 prepared by the informal Group of Experts (Chair, Johns Hopkins University, Institute of Road Traffic Education, University of Birmingham). The document recommends policies and guidance – on the basis of “harm reduction” – to consider when trying to address the road safety challenges related to non-regulated transport modes. WP.1 praised the initiative and agreed to continue discussing this subject. It invited the authors to (if necessary) revise the document and to continue their work on elaborating broad guiding road safety principles in the environment of non-regulated transport modes. Informal document No. 3 (or its revised version) will be tabled as a formal document at the next session.

C. Personal mobility devices and other devices facilitating sustainable and inclusive mobility

34. Lithuania provided an update (Informal document No. 4) on legislative information about personal mobility devices such as e-scooters (a revised version of Informal document No. 10 (September 2021)). The Chair invited WP.1 to continue contributing information to this document and thanked Lithuania for its work on it.

35. At its previous session, WP.1 discussed Informal document No. 5 (March 2021) tabled by the Chair and prepared with the New Zealand Ministry of Transport, Johns Hopkins University, and University of South Carolina. At this session, WP.1 organized a panel discussion on “Personal mobility devices and other devices facilitating sustainable and inclusive mobility” (Informal document No. 12). At the next session, WP.1 will be invited to continue discussing this agenda item to contribute to sustainable, safe, and inclusive mobility as per Agenda 2030.

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

36. WP.1 resumed its discussion of Informal document No. 4 (September 2021) (based on ECE/TRANS/WP.1/100/Add.1/Rev.4 with track changes) in the part of the document on the terms of reference. After discussion, it has completed discussing the terms of reference and agreed on the text. WP.1 continued to make changes in the rules of procedure section up to “Rule 4” and it will resume from that point at the next session.

VIII. Sustainable Development Goals: Potential contribution by WP.1 (agenda item 7)

37. The Imola Living Lab which is a cluster of academia, civil society, medical rehabilitation centers and local government provided updates concerning the ongoing and planned initiatives and activities related to safe, sustainable and inclusive mobility, and improved quality of life as per SDG targets 3.6 and 11.2. In particular, the Lab organized a dedicated event to meet targets 3.6 and 11.2 in November 2021 and it plans to organize a follow up in April 2022 (which will focus on automotive technology’s contribution to Agenda 2030).

38. These events have taken into account the work carried out by the United Nations Secretary-General’s Special Envoy for Road Safety and contribute to United Nations Road Safety Fund’s endeavours and visibility. WP.1 appreciated the initiative and welcomed the organization of a dedicated event which will focus on emergency care, golden hour, rehabilitation and inclusive culture in the Lab’s work program. The outcomes are expected to contribute to the work on the definition of a serious injury (that allows calculating a risk of permanent medical impairment, quality of life after rehabilitation and inclusiveness policy measures) as per Informal document No. 8 (September 2021). In that document Sweden proposed a potential contribution by WP.1 in relation to United Nations Sustainable Development Goals (SDGs) targets 3.6 and 11.2 as well as a definition of serious injury.

39. At the last session, upon the initiative of Canada and the United States, WP.1 decided to organize a panel of experts on “drug and alcohol impaired driving as a road safety factor” in the context of SDG target 3.6. To this end, at this session, WP.1 initiated a process to better understand and define the scope of the problem, focus on policy interventions, and to identify success stories on how regulators can learn from each other how best to address the current challenges (Informal document no. 10). WP.1 appreciated the panel, took note of the relevance and timeliness of the topic, and decided to continue to explore it at the next session.

IX. Other Business (agenda item 8)

40. The Working Party on Automated/Autonomous and Connected Vehicles (GRVA) Chair provided an update on matters of mutual interest between WP.1 and WP.29. First, in terms of global activities, two groups i.e., Informal Working Group on Functional Requirements for Automated Vehicles (FRAV) and Validation Method for Automated Driving (VMAD) have been working – respectively - on aligning terminology and definitions and on developing a new validation method. Second, Vehicle Regulation No. 157 Automated Lane Keeping System (ALKS) is expected to be amended in June 2022 to allow speeds up to 130km/h. Third, GRVA and the Working Party on Lighting and Light-Signalling (GRE) have been collaborating to determine if a dedicated light signal is needed for automated vehicles. Fourth, the World Forum for the harmonization of vehicle regulations (WP.29) and GRVA will continue to evaluate the WP.1 proposal to hold a joint event.

41. The Informal Group of Experts on Automated Driving (IGEAD) Chair provided an update on the informal Group’s work on the definition and role of the driver, driver education and training, as well as remote driving (Informal document No. 8). As a result, the WP.1 Chair invited IGEAD to continue to work following the mandate given by WP.1. In particular, to focus on the driver/user roles and driver education in the context of evolving

technical progress; on remote operations; and to continue to collaborate with the World Forum for the harmonization of vehicle regulations (WP.29) and GRVA.

42. The WP.1 Chair noted a possibility of holding a WP.1 session outside the Palais des Nations to promote WP.1 global role and the international legal instruments under its mandate. The EuroMed Transport Support Project volunteered to work with the Chair to explore a possibility of holding such session in one of the EuroMed participating countries in 2023.

43. The WP.1 Chair informed the delegates about the 2022 Global Road Safety Film Festival -organized in close cooperation with United Nations Road Safety Fund - which took place in February in Geneva. More than 100 films were submitted (the list of winners can be found in Informal document No. 9). The Chair also informed WP.1 that the International Road Safety Film Festival - Special Edition will take place soon complementing the Agenda 2030 with the following categories: Smarter Cities for Smarter Regions; Smarter Vehicles; Smarter and Trained Drivers; and Safer Traffic Environment. The screening of the winning entries and the awards ceremony will be held during the September session of the Global Forum for Road Traffic Safety (WP.1). More information about the event can be obtained at <https://filmfreeway.com/InternationalRoadSafetyFilmFestival>.

X. Date of next session (agenda item 9)

44. The next session of WP.1 is scheduled for 19 to 23 September 2022 in Geneva. The deadline for submitting formal documents is 24 June 2022.

XI. Adoption of the report of the eighty-fourth session (agenda item 10)

45. The Working Party adopted the report of its eighty-fourth session.

Annex

Countries' statements

Australia

Australia supports the United Kingdom's statement on Russia that was made to WP.1 on 7 March 2022.

Canada

Canada condemns in the strongest possible terms Russia's egregious attack on Ukraine. These unprovoked actions are a clear further violation of Ukraine's sovereignty and territorial integrity. They are also in violation of Russia's obligations under international law and the Charter of the United Nations.

Canada calls on Russia to immediately cease all hostile and provocative actions against Ukraine and withdraw all military and proxy forces from the country. Ukraine's sovereignty and territorial integrity must be respected and the Ukrainian people must be free to determine their own future.

We call on Russia to de-escalate and to provide transparency in its military activities. Dialogue is the only path forward, including that ongoing between Ukraine, the OSCE, and Russia, and via the NATO-Russia Council.

Canada remains a steadfast ally of the Ukrainian people and stands in full support of Ukraine's sovereignty, territorial integrity, and independence.

Canada reaffirms its unwavering commitment to Ukraine's sovereignty and territorial integrity, as well as the right of any sovereign state to determine its own future. We commend Ukraine's posture of restraint.

Finland

Finland supports the statements made by France and UK and condemns together with the European Union and its Member States, transatlantic and like-minded partners in the strongest possible terms the unprovoked invasion of Ukraine by armed forces of the Russian Federation.

France

We condemn Russia's military aggression against Ukraine, with the culpable complicity of Belarus, in the strongest terms.

The Russian attack on Ukraine is an exceptionally grave violation of the territorial integrity, sovereignty and independence of Ukraine and the fundamental principles of the Charter of the United Nations. It jeopardizes international peace and security.

We stand with the Ukrainian government and people in their efforts to resist the Russian invasion.

We deplore the loss of human life and the suffering caused. We call on Russia to bring an immediate end to hostilities, withdraw its troops from Ukrainian territory in its entirety, and comply with international humanitarian law.

Denmark

Denmark expresses its full solidarity with Ukraine and the Ukrainian people.

We condemn in the strongest possible terms Russia's acts of aggression against Ukraine; a grave violation of international law and the UN Charter. President Putin's unjustified and unprovoked attack undermines international peace and security.

We deplore the loss of human life and suffering caused and demand that Russia immediately ceases these acts of aggression in the entire territory of Ukraine and fully complies with international law.

Germany

Germany supports the statement by the EU Presidency France read out on Monday.

Japan

Russia's aggression against Ukraine seriously infringes upon the sovereignty and territorial integrity of Ukraine.

This unilateral attempt to change the status quo by force shakes the very foundation of the international order in Europe, and in every corner of the globe.

The series of decisions and acts of Russia are clear and flagrant violations of international law and the United Nations Charter.

Japan condemns in the strongest terms Russia's acts of aggression. Russia must immediately stop the aggression, withdraw its forces back to Russia, and come back to the path of diplomacy.

Latvia

Latvia condemns in the strongest possible terms Russia's unprovoked and unjustified military attack on Ukraine. Ukraine has Latvia's unwavering support to its sovereignty and territorial integrity within its internationally recognised borders.

In international organizations, in which Russia is represented as a member state, "business as usual" cannot go ahead. Russia's actions are contradictory to the very foundation of peaceful multilateral cooperation and values and principles which are at the core of organization. It makes honest and trusted cooperation impossible at this time.

Netherlands

The Netherlands supports France's statement, read out on Monday.

Portugal

Portugal supports and aligns itself with the statements delivered by the United Kingdom and France during the ongoing 84th session of the Global Forum for Road Traffic Safety on the unprovoked invasion of Ukraine by armed forces of the Russian Federation. Portugal vehemently condemns Russia's military action in Ukraine. Portugal manifest full solidarity towards the Ukrainian people and calls on Russia to fully respect international law, including international humanitarian law and international human rights law.

Representative of the Russian Federation

The representative of the Russian Federation considers it necessary to inform that he does not support the politicization of the activities of the Global Forum on Road Traffic Safety, as well as the use of regular sessions to disseminate unverified and one-sided information and political pressure on member countries. Obviously that the discussion of the political agenda during the sessions not only reduces the productivity of the work, diverting the attention of experts to issues that are not included in the WP.1 terms of reference, but also does not correspond to the principles of the UN activities. The experience of the past shows that even during the Cold War, our predecessors found the wisdom in themselves to "bracket" political differences and direct joint efforts to solve their main statutory task - saving the life and health of road users.

Sweden

Sweden strongly condemns the ongoing Russian invasion of Ukraine. It is unprovoked, illegal and indefensible. It threatens international peace and security and is a blatant violation of international law.

United Kingdom

Russia's assault on Ukraine is an unprovoked, premeditated attack against a sovereign democratic state. The UK and our international partners stand united in condemning the Russian government's reprehensible actions, which are an egregious violation of international law and the United Nations Charter.

As a Permanent Member of the United Nations Security Council, Russia has a particular responsibility to uphold international peace and security. Instead, it is violating the borders of another country and its actions are causing widespread suffering.

The Russian Government has shown that it was never serious about engaging in diplomacy it has deliberately worked to mislead the world, in order to mask its carefully planned aggression.

As the United Nations Secretary-General has said, such unilateral measures conflict directly with the United Nations Charter - the use of force by one country against another is the repudiation of the principles that every country has committed to uphold.

Russia must urgently de-escalate and withdraw its troops. It must be held accountable and stop undermining democracy, global stability, and international law.

United States

The United States stands with the people of Ukraine as they fight to defend their country from Russia's forces. Vladimir Putin has chosen to launch a premeditated, unprovoked war that is bringing catastrophic loss of life, human suffering, and destruction of critical infrastructure and institutions. In response to Russia's aggression and in coordination with partners around the globe, the United States has resolved to impose severe economic costs on Russia, and we urge member states who have not yet done so to join us or adopt similarly restrictive measures. The Inland Transport Committee was crucial to rebuilding Europe after WWII and Russia's aggression seeks to reverse much of that progress by destroying civilian transport infrastructure.
