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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**

**Sixth session**

Geneva, 4-5 May 2023

Item 5(c) of the provisional agenda

**Activities and development of a workplan, based on  
the 2023 sessions of ITC and WP.1, and next steps:**

**Workplan content and next steps**

### **Proposal for a revised 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, Germany and  
Sweden**

The text below proposes a revised programme of work of the Group of Experts (GE.3) on drafting a new Legal Instrument on the use of Automated Vehicles in traffic (LIAV), in order to reflect point (a) of decision No. 23 adopted by the Inland Transport Committee at its eighty-fifth session (Informal document No. 6/Rev.5). The proposed changes are intended to update the timeframes and scope, to reflect the extension of the mandate until December 2024, and to incorporate the content of decision No. 23 (a) items (i) and (ii). The proposal is based on the document ECE/TRANS/WP.1/GE.3/2022/3. The modifications to the existing text are marked in bold for new and strikethrough for deleted characters.

## Programme of Work

The main milestones of the Group of Experts include the following:

(a) Conduct **collectively** an assessment of road safety challenges posed by the use of automated vehicles in traffic **including any gaps in the 1949 and 1968 Conventions on Road Traffic or resolutions under the auspices of the Global Forum for Road Traffic Safety (WP.1), and identify the issues** that an international legal instrument could adequately address., ~~which could later be used in an analysis of how the 1949 and 1968 Conventions on Road Traffic can be complemented.~~

Envisaged deadline: May ~~2022~~ **2024**<sup>1</sup>

(b) Identify the recommended instrument type, the scope of issues by drafting a table of contents etc.) and legal implications.

Envisaged deadline: December ~~2022~~ **2024**<sup>1</sup>

Note: this work would be conducted, keeping in mind the early stage of the technology development.

(c) Draft of an initial set of legal provisions for the safe deployment of automated vehicles in international traffic.

Envisaged deadline: ~~May 2023~~ **December 2024**<sup>1</sup>

(d) Reports to WP.1, not fewer than two per year (coinciding with the regular WP.1 sessions).

Envisaged milestones: March 2022, September 2022, March 2023, September 2023, **March 2024, September 2024.**

Note: Considering that the subject of automated vehicles in traffic is still rather recent and constantly evolving, the Group may find it relevant 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, amongst others, include informal meetings.

(e) At the end of **its second term** ~~the period for which it has been established,~~ the Group will submit a report (in line with the provisions contained in ECE/EX/2/Rev.1) on its timely accomplishments to WP.1.

Envisaged deadline: ~~May 2023~~ **December 2024**<sup>1</sup>

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<sup>1</sup> Subject to be changed or postponed **by decision in ITC, WP.1 or GE.3.**