

I. Road Safety Targets and Indicators

1. The representative of the World Health Organization (WHO) presented during the March 2017 session of WP.29, the WHO Discussion Paper “Developing voluntary global performance targets for road safety risk factors and service delivery mechanisms”, to the World Forum. The document proposes a set of voluntary global performance targets for the prevention of road traffic injuries and fatalities, as well as the indicators to assess their achievement for UN member States consideration. She emphasized that the motivation for the activities under this initiative is to complement and support the achievement of Sustainable Development Goal (SDG) target 3.6.

II. Follow-up

2. During that session, WP.29 provided the following comments to the document of WHO:

(a) Accession to global technical regulations of the 1998 Agreement be considered as an indicator in addition to the eight UN Regulations already covered in the presented WHO discussion paper.

(b) Some formulations used in the discussion paper in proposing indicators and justifications for the target of reducing the proportion of "helmetless" motorcycle riders, developed under pillar 4 Safer Road Users, are vague.

(c) Referencing the application of specific motorcycle helmet standards as an indicator that motorcycle helmet legislation meets best practices, namely the standards defined in UN Regulation No. 22.

(d) WP.29 is an intergovernmental body and that designating the World Forum as "data source" for compilation of indicators towards countries achieving the objective of the target formulated as Safer Vehicles in the WHO Discussion Paper is inaccurate.

3. During the hearing meeting on voluntary global performance targets on road safety risk factors and service delivery mechanisms on 18 April 2017 at World Health Organization Headquarters in Geneva, Switzerland it was agreed to consolidate the comments from WP.29 in a follow-up document and request to WP.29 further comments on equivalent national standards and motorcycle braking.

III. Proposal

4. The annexed proposal represents the follow-up of the above mentioned discussions. WP.29 would provide a final review during the current June 2017 session. Finally, the document integrating possible comments of WP.29 would be sent by the secretariat to WHO secretariat for its integration in the version TWO of the WHO Discussion Paper.

Core area	Objective and target	Indicator	Data source	How data are collected	Justification
Safer vehicles	<p>Objective: Eliminate production (and importation) of substandard new vehicles not aligned to UN Regulations and UN GTRs under 1958 and 1998 Agreements.</p> <p>Target: 100% of new vehicles (defined as produced or sold) meeting 8 priority standards (based on UN regulations Annexed to the 1958 Agreements or UN GTRs under the 1998 Agreement or national standard aligned to the 8 UN Regulations or UN GTRs).</p>	<p>Implementation of UN Regulations Nos. 94 and 95 front and side impact protection⁸</p> <p>Implementation of UN Regulation No. 13H⁹ electronic stability control (note that as of Jan 2017 ESC will be covered by UN Regulation No. 140) or UN GTR No. 8.</p> <p>Implementation of UN Regulation No. 127 pedestrian protection Safety-belts: UN Regulation 16 or UN GTR No. 9.</p> <p>Safety-belts</p>	<p>1958 Agreement: ECE/TRANS/WP.29/34 3/Rev.xx¹⁰- Status of the Agreement, of the annexed Regulations and of the amendments thereto</p> <p>1998 Agreement: ECE/TRANS/WP.29/10 73/Rev.xx¹¹ - Status of the 1998 Agreement, of the Global Registry and of the Compendium of Candidates</p>	<p>UNECE document Collected and published as part of <i>Global status report on road Safety</i></p>	<p><input type="checkbox"/> Safe vehicles play an important role both in averting crashes and reducing the likelihood of serious injury in the event of a crash.</p> <p><input type="checkbox"/> The UN World Forum for Harmonization of Vehicle Regulations is the primary global body responsible for the development of passenger-car vehicle safety standards. The following UN regulations are considered priority standards that all vehicles should meet:</p> <p>Frontal impact protection and side impact protection (UN Regulations Nos. 94 and 95): these regulations ensure that cars withstand the impacts of a frontal and side impact crash when tested at certain speeds, and are thus critical to protecting occupants. These crash-worthiness regulations help to protect occupants withstand the impacts of front and side impact crashes. During simulated tests, the energy absorbed by the crash-test dummy must be below a certain threshold for the car to pass the tests.</p> <p><input type="checkbox"/> Electronic stability control (UN Regulation No. 140⁷ or UN GTR No. 8): this feature aims to prevent skidding and loss of control in cases of over-steering or understeering and is effective at reducing crashes and saving lives.</p> <p><input type="checkbox"/> Pedestrian front protection (Regulation No. 127): Softer bumpers and modifying the front ends of vehicles (e.g. removal of unnecessarily rigid structures)</p>

⁸ Or equivalent national standards: in the USA the corresponding standards are FMVSS 208 and 214, Canadian Motor Vehicle standards until a UN GTR will harmonize provisions on front and side impact.

⁹ Until January 2017 Electronic stability control was covered under UN regulation R13H which establishes requirements for braking systems of light duty vehicles. This is now covered by the new UN Regulation No. 140 on ESC.

¹⁰ <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29fdocstts.html>

¹¹ http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29glob_stts.html

		<p>anchorages: UN Regulation No. 14.</p> <p>Child restraints: UN Regulations Nos. 44 and 129.</p> <p>Implementation of UN Regulation No. 78 motorcycle braking or UN GTR No.3</p> <p>Note: Accession of countries to the 1958 and 1998 Agreements will be a further indicator altogether the transposition of the above-mentioned UN Regulations and UN GTRS in their national legislations</p>			<p>can reduce the severity of a pedestrian impact with a car.</p> <ul style="list-style-type: none"> <input type="checkbox"/> The safety-belt regulation that forms part of the UN's vehicle regulations ensures that safety-belts are fitted in vehicles when they are manufactured and assembled; the anchorage regulation ensures that the safety-belt anchor points can withstand the impact incurred during a crash, to minimize the risk of belt slippage and ensure that passengers can be safely removed from their seats if there is a crash. <input type="checkbox"/> The child restraint regulation means that instead of holding the child seat in place with the adult safety-belt, the vehicle is equipped with ISOFIX child restraint anchorage points to secure the restraint that are attached directly to the frame of the vehicle <input type="checkbox"/> Motorcycle braking (UN Regulation No. 78 or GTR 3) provides braking performance requirements and test methods including those for advanced braking systems such as Motorcycle antilock braking systems (ABS) (R78): These safety systems ABS help the rider maintain control of the motorcycle vehicle during an emergency braking situation. ABS systems can reduce the likelihood of a road traffic crash and subsequent injury.
Safer road users	<p>Objective: Reduce speeding</p> <p>Target: Reduce the proportion of vehicles travelling over the posted speed limit by at least 10% per year.</p>	<p>National legislation on urban speeds meets best practice ¹⁰</p>	<p>Ministries of Transport via National Data Coordinators of the <i>Global status report on road safety</i></p>	<p><i>Global status report on road safety</i></p>	<p>As average traffic speed increases, the likelihood of a crash and serious injury increases. In urban areas, national speeds should be no more than 50 km/h. It is important that local authorities not only have the legal authority to reduce national limits, but also to manage local speeds according to particular road situations and in conjunction with other traffic calming or speed management policies. Where motorized traffic mixes with high concentrations of pedestrians, cyclists, and moped riders, the speed limit must be under 30 km/h. This is due to the vulnerability of these road users at increasing speed: an</p>
		<p>% of vehicles driving over the speed limit in urban and rural areas</p>	<p>Country surveys ¹¹</p>		

					adult pedestrian has less than a 20% chance of dying if struck by a car at less than 50 km/h but almost a 60% risk of dying if hit at 80 km/h. There is considerable evidence that local authorities that have reduced urban speed limits to ≤ 30 km/h in conjunction with other traffic calming measures have decreased road traffic injuries.
	<p>Objective:</p> <p>Increase use of motorcycle helmets meeting a quality standard.</p>	Legislation on motorcycle helmet aligned to UN Regulation No. 22 use meets best practice ¹²	Ministries of Transport via NDCs of the <i>Global status report on road safety</i>	<i>Global status report on road safety</i>	Legislation on motorcycle helmet severe injury by over 70%. To meet best practice, helmet laws should apply to all drivers and passengers, all roads and engine types, requiring the helmet to be fastened, and making reference to a particular helmet standard ¹¹ . When motorcycle helmet laws are enforced, helmet-wearing rates can increase to over 90%.
	<p>Target:</p> <p>Reduce the proportion of unhelmeted motorcycle riders by at least 10% per year Or At least 90% helmet wearing</p>	% of motorcycle riders (drivers and passengers) wearing helmets type approved according to UN Regulation No. 22 or certified according to aligned national standards	Country surveys ¹¹	Collected as part of <i>Global status report on road safety</i>	
	<p>Objective:</p> <p>Increase use of safety-belts</p>	Legislation on safety-belt use meets best practice ¹³ Legislation on child restraint use meets best practice ¹⁴ Child restraint systems shall meet requirements of UN Regulations Nos.44 and 129 or national	Ministries of Transport via NDCs of the <i>Global status report on road safety</i>	<i>Global status report on road safety</i>	Wearing a safety-belt can reduce fatalities among front-seat occupants by up to 50% and among rear-seat car occupants by up to 75%. Child restraint system (CRS) use reduces the risk for death to infants (aged <1 year) by 71%; and to toddlers (aged 1–4 years) by 54% in passenger vehicles.

		legislations aligned to them			
	<p>Target: Reduce the proportion of unrestrained occupants by at least 10% per year Or At least 90% seat-belt wearing</p>	<p>% of all occupants wearing seat-belts (disaggregated by driver, front seat passenger and rear seat passenger rates)</p>	<p>Country surveys¹¹</p>	<p>Collected as part of <i>Global status report on road safety</i></p>	<p>Booster child restraint systems use reduces the risk for serious injury by 45% for children aged 4–8 years when compared with seat belt use alone. <input type="checkbox"/> For older children and adults, safety-belt use reduces the risk for death and serious injury by approximately half</p> <p>Safety-belt laws should cover rear-seat occupants as well as front seat occupants. Child restraint laws should take into consideration a child’s age/weight/height and the seating position in the vehicle. Mandatory safety-belt and child restraint laws and their enforcement are effective at increasing the use of these restraints.</p>