Safer vehicles of the global plan for the decade of action for road safety 2021-2030

Note by the secretariat

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| *Summary* |
| The ECE secretariat continued to make progress in our vehicle safety related mandate supported by the World Forum for Harmonization of Vehicle Regulations (WP.29). A cumulative update of our work from January 2021 to November 2021 is contained in the table in the annex. |
| The World Forum may wish to: |
| * **Express its support** for the activities of the Sustainable Transport Division in the area of vehicle safety, especially for those countries which have yet to fully benefit from it, particularly in Africa, Latin America and South-east Asia. |
| * **Provide guidance** on revising the ECE Road Map, in light of the ongoing road safety crisis, as the United Nations Decade of Action for Road Safety reaches its end. |
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Introduction

1. At its eighty-third session, the Inland Transport Committee (ITC) in 2021, the Inland Transport Committee (ITC) welcomed the adoption on 31 August 2020 of the United Nations General Assembly Resolution 74/299 on “Improving global road safety” including, among other key provisions: (i) the endorsement of the Stockholm Declaration, (ii) the proclamation of a Second Decade of Action for Road Safety 2021–2030, with a goal to reduce road fatalities and injuries by 50 per cent by 2030, (iii) the request for the World Health Organization (WHO) and the United Nations regional commissions in cooperation with the United Nations Road Safety Collaboration (UNRSC) partners and other stakeholders to prepare a plan of action of the Second Decade;

2. On 28 October 2021, UNRSC officially launched the Global Plan for the Decade of Action for Road Safety 2021-2030.

3. The World Forum at its 182nd session in 2021, took note the Inland Transport Committee and Road Safety Progress Report of the ECE Road Safety Action Plan 2011-2020. WP.29 took note of the document, extended its support to activities and achievements described and requested that a similar document would be performed by the secretariat for the next decade of action proclaimed by the General Assembly Resolution (A/74/L.86) for the period 2021-2030 (ECE/TRANS/WP.29/1155, para.124).

4. The table in the annex is a cumulative update of the ECE secretariat’s progress since 2021 in relation to each performance indicator in the plan. New developments compared to the previous progress report. will be marked in bold for new or strikethrough for deleted text.

Annex

**United Nations overall goal for the decade (2021-2030):**

To stabilize and reduce with a goal to reduce road fatalities and injuries by 50 per cent by 2030

**ECE goals for the decade (2021-2030):**

To ensure the widest possible geographical coverage of United Nations road safety legal instruments;

To assist countries in the ECE region and beyond in implementing the United Nations Decade of Action for Road Safety; and

To make progress in stabilizing and reducing road traffic fatalities in the ECE region and beyond

| *Areas* | *ECE actions since 2021*  *(Adoption/Date of entry into force)* | *ECE future actions* | *Responsible* | *Time frame* | *Performance indicators [[1]](#footnote-2)* | *Progress made since January 2021* |
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| **RECOMMENDED ACTIONS TO ENSURE VEHICLE SAFETY** | |  |  |  |  |  |
| **Require high-quality harmonized safety standards for new and used motor vehicles, safety belts, child-restraint systems and motorcycle helmets, including:** | | | **WP.29/** | **2021-2030** | **Number of CPs applying UN Regulations/ UN GTR** |  |
| **Standards on front (rear) and side impact to ensure that occupants are protected in a front and side-impact crash;** | Revised UN Reg. 94 (Frontal collision) (Sup.2, 03 & 04 series) – Enlargement of scope: M1 ≤ 3,500 kg and N1 ≤ 2,500 kg and EVS[[2]](#footnote-3) |  | GRSP | Jan-dec. 2021 |  |  |
|  | Revised UN Reg. 95 (Lateral collision) (04 & 05 series) - Enlargement of scope: M1 ≤ 3,500 kg and N1and EVS 2 |  | GRSP | Jan-dec. 2021 |  |  |
|  | Revised UN Reg. 17 (seat strength) (10 series) to cope whiplash injuries. |  | GRSP | Jan-dec. 2021 | 51 CPS to the 1958 Agreement |  |
|  | UN Reg. 153 (Fuel system integrity and electric power train safety at rear-end collision) |  | GRSP | Jan-dec. 2021 | 57 CPS to the 1958 Agreement |  |
|  | UN Reg. No. 160 (Event Data Recorder), storage of motor vehicle crash event data for analysis of safety equipment (e.g., advanced restraint systems). |  | GRSG | Jan-dec. 2021 | [57] CPS to the 1958 Agreement |  |
|  |  | UN GTR No. 13 (HFCV) – Phase 2 –material compatibility H2 embrittlement fuelling receptacle | GRSP | Jan-dec. 2021 |  |  |
|  |  | UN GTR No. 20 (EVS) – Phase 2-Thermal propagation | GRSP | Jan-dec. 2021 |  |  |
| **Safety-belts and safety-belt anchorage for all seats to ensure that safety-belts are fitted in vehicles when they are manufactured and assembled;** |  |  | GRSP |  |  |  |
| **ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse;** |  |  |  |  |  |  |
| **Electronic stability control to prevent skidding and loss of control in cases of oversteering or understeering;** |  |  |  |  |  |  |
| **Advanced emergency braking to reduce collisions;** | Revised UN Reg. No. 152 (02 series) - Advanced Emergency Braking Systems (AEBS) for M1 and N1 vehicles |  | GRVA | Jan-dec. 2021 | 57 CPS to the 1958 Agreement |  |
| **Pedestrian (cyclist) protection standards to reduce (and prevent) the severity of impact with a motor vehicle;** | UN Reg. No. 158 on reversing motion, improving drivers’ awareness of vulnerable road users behind vehicles when reversing). |  | GRSG | Jan-dec. 2021 | 57 CPS to the 1958 Agreement |  |
|  | UN Reg. No. 159 on moving off information systems (MOIS) for detection of pedestrians and cyclists |  | GRSG | Jan-dec. 2021 | 57 CPS to the 1958 Agreement |  |
| **Motorcycle helmets certified according to international harmonized standards;** | Revised UN Reg.22 (Protective helmet) (06 series of amendments) - Test method of measuring rotational acceleration | Testing requirements on aftermarket accessories | GRSP | Jan-dec. 2021 | 48 CPS to the 1958 Agreement |  |
| **Anti-lock braking system and daytime running lights for motorcycles;** |  |  |  |  |  |  |
| **Intelligent speed assistance systems to help drivers keep to speed limits;** |  |  |  |  |  |  |
| **eCall or Accident Emergency Call Systems (AECS) to trigger an emergency response by an in-vehicle sensor.** |  |  |  |  |  |  |
| **Ensure that high-quality, harmonized safety standards are kept throughout the full lifecycle of the vehicle, e.g. through:** | | | **WP.29** | **2021-2030** | **Number of CPs applying UN Rules** |  |
| **Mandatory certification and registration systems for new and used vehicles based on established safety requirements and combined with routine inspections** |  |  |  |  |  |  |
| **Regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles** |  |  |  |  |  |  |
| **REQUIREMENTS FOR IMPLEMENTATION: LEGAL FRAMEWORKS** | | | **WP.29** | **2021-2030** | **Number of CPs applying UN Regulations/ UN GTR** |  |
| **1958 Agreement, Reciprocal Recognition of Approvals for all types of wheeled vehicles related to safety and environmental aspects.** |  |  | WP.29/AC.1 | Jan-dec. 2021 |  | Number of new CPs to the 1958 Agreement: |
| **1998 Agreement, Global Technical Regulations for Wheeled Vehicles, Equipment on safety and environmental performance.** |  |  | WP.29/AC.3 | Jan-dec. 2021 |  | Number of new CPs to the 1998 Agreement:  **.** |
| **1997 Agreement**  **Periodical Technical Inspections of**  **Wheeled Vehicles and the Reciprocal Recognition of**  **Such Inspections** |  |  | WP.29/AC.4 | Jan-dec. 2021 |  | Number of new CPs to the 1997 Agreement: |

1. Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements. [↑](#footnote-ref-2)
2. Alignement to UN GTR No. 20 – Electric Vehicle Safety. [↑](#footnote-ref-3)