

## **WP.29 actions in the framework of the global plan for the decade of action for road safety 2021-2030**

### **Note by the secretariat**

#### *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.

### **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 182<sup>nd</sup> 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			Time frame	Performance indicators <sup>1</sup>	Progress made since January 2021
	(Adoption/Date of entry into force)	ECE future actions	Responsible			
<b>RECOMMENDED ACTIONS TO ENSURE VEHICLE SAFETY</b>						
<b>Require high-quality harmonized safety standards for new and used motor vehicles, safety belts, child-restraint systems and motorcycle helmets, including:</b>						
<b>Standards on front (rear) and side impact to ensure that occupants are protected in a front and side-impact crash;</b>	Revised UN Reg. 94 (Frontal collision) (Sup.2, 03 & 04 series) – Enlargement of scope: $M_1 \leq 3,500$ kg and $N_1 \leq 2,500$ kg and EVS <sup>2</sup>		GRSP	2021-2030	Number of CPs applying UN Regulations/ UN GTR	
	Revised UN Reg. 95 (Lateral collision) (04 & 05 series) - Enlargement of		GRSP	Jan-dec. 2021		

<sup>1</sup> 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.

<sup>2</sup> Alignment to UN GTR No. 20 – Electric Vehicle Safety.

<i>Areas</i>	<i>ECE actions since 2021</i>			<i>Time frame</i>	<i>Performance indicators <sup>1</sup></i>	<i>Progress made since January 2021</i>
	<i>(Adoption/Date of entry into force)</i>	<i>ECE future actions</i>	<i>Responsible</i>			
	scope: M <sub>1</sub> ≤ 3,500 kg and N <sub>1</sub> and EVS <sup>2</sup>					
	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 H <sub>2</sub> embrittlement fuelling receptacle	GRSP	Jan-dec. <b>2023</b>		
		UN GTR No. 20 (EVS) – Phase 2- Thermal propagation	GRSP	Jan-dec. <b>2023</b>		
			GRSP			
<b>Safety-belts and safety-belt</b>						

<i>Areas</i>	<i>ECE actions since 2021</i>		<i>Progress made since January 2021</i>		
	<i>(Adoption/Date of entry into force)</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators<sup>1</sup></i>
<b>anchorage for all seats to ensure that safety-belts are fitted in vehicles when they are manufactured and assembled;</b>					
<b>ISOFIX child-restraint anchor points to secure the child-restraint systems attached directly to the frame of the vehicle to prevent misuse;</b>		<b>Securing Children in Buses and Coaches</b>	<b>GRSP</b>	<b>2023</b>	
<b>Electronic stability control to prevent skidding and loss of control in cases of oversteering or understeering;</b>	UN Reg. No. 140 (ESC)		GRVA		
<b>Advanced emergency braking to reduce collisions;</b>	UN GTR No. 8 (ESC)				
<b>Advanced emergency braking to reduce collisions;</b>	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
	UN Reg. No. 131 (AEBS for heavy vehicles)	[Potential new UN Regulation on Urban Emergency Braking System	GRVA		

Areas	ECE actions since 2021		Progress made since January 2021		
	(Adoption/Date of entry into force)	ECE future actions	Responsible	Time frame	Performance indicators <sup>1</sup>
		for Heavy vehicles]			
		[Potential new UN Regulation on Acceleration Control Pedal Error]			
<b>Pedestrian (cyclist) protection standards to reduce (and prevent) the severity of impact with a motor vehicle;</b>	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
	<b>UN Regulation No. 166 (Driver's Awareness of Vulnerable Road Users in Close-Proximity to the Front and Lateral Sides of Vehicles)</b>		<b>GRSG</b>	<b>November 2022</b>	
	<b>UN Regulation No. 167 (Vulnerable Road Users Direct Vision).</b>		<b>GRSG</b>	<b>November 2022</b>	

Areas	ECE actions since 2021			Progress made since January 2021	
	(Adoption/Date of entry into force)	ECE future actions	Responsible	Time frame	Performance indicators <sup>1</sup>
	Amendment 3 to UN GTR No. 9 (Pedestrian safety) <b>Deployable Pedestrian Protection Systems</b>		<b>GRSP</b>	<b>June 2024</b>	
<b>Motorcycle helmets certified according to international harmonized standards;</b>	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
<b>Anti-lock braking system and daytime running lights for motorcycles;</b>	UN Reg. No. 78 (Motorcycle braking) UN GTR No. 3 (Motorcycle brakes)				
<b>Intelligent speed assistance systems to help drivers keep to speed limits;</b>					
<b>eCall or Accident Emergency Call Systems (AECS) to trigger an emergency response by an in-vehicle sensor.</b>					

<i>Areas</i>	<i>ECE actions since 2021</i>			<i>Progress made since January 2021</i>	
	<i>(Adoption/Date of entry into force)</i>	<i>ECE future actions</i>	<i>Responsible</i>	<i>Time frame</i>	<i>Performance indicators <sup>1</sup></i>
<p><b>Ensure that high-quality, harmonized safety standards are kept throughout the full lifecycle of the vehicle, e.g. through:</b></p> <p><b>Mandatory certification and registration systems for new and used vehicles based on established safety requirements and combined with routine inspections</b></p> <p><b>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</b></p>			<b>WP.29</b>	<b>2021-2030</b>	<b>Number of CPs applying UN Rules</b>

<i>Areas</i>	<i>ECE actions since 2021</i>			<i>Performance indicators<sup>1</sup></i>	<i>Progress made since January 2021</i>
	<i>(Adoption/Date of entry into force)</i>	<i>ECE future actions</i>	<i>Responsible</i>		
<b>REQUIREMENTS FOR IMPLEMENTATION: LEGAL FRAMEWORKS</b>			<b>WP.29</b>	<b>2021-2030</b>	<b>Number of CPs applying UN Regulations/ UN GTR</b>
<b>1958 Agreement, Reciprocal Recognition of Approvals for all types of wheeled vehicles related to safety and environmental aspects.</b>			WP.29/AC.1	Jan-dec. 2021	Number of new CPs to the 1958 Agreement: <b>1</b>
<b>1998 Agreement, Global Technical Regulations for Wheeled Vehicles, Equipment on safety and environmental performance.</b>			WP.29/AC.3	Jan-dec. 2021	Number of new CPs to the 1998 Agreement: <b>1</b>
<b>1997 Agreement Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections</b>			WP.29/AC.4	Jan-dec. 2021	Number of new CPs to the 1997 Agreement: <b>1</b>