

Draft Economic Commission for Europe Road Safety Action Plan 2023 – 2030

A. Sections of ECE/TRANS/2023/7/Rev.1 related to safe vehicles

I. Background

1. The United Nations General Assembly declared with its Resolution 74/299 a Decade of Action for Road Safety 2021-2030, with a target to reduce the amount of road traffic death and injured persons by at least 50 per cent during that period and mandated WHO and the United Nations Regional Commissions in collaboration with the United Nations Road Safety Collaboration to prepare a plan of action. In October 2021, the Global Plan for the Decade of Action for Road Safety 2021-2030 (“the Global Plan”) was launched.

2. As stated by the Global Plan, United Nations road safety legal instruments provide a strong foundation for countries to build domestic legal frameworks and systems that contribute to road safety and facilitate international road traffic. They include the following core legal instruments: 1968 Convention on Road Traffic; 1949 Convention on Road Traffic; 1968 Convention on Road Signs and Signals; 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations; 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections; 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles; 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

3. Also included in the Global Plan is the ECE Inland Transport Committee (ITC) Recommendations for Enhancing National Road Safety Systems (ITC Recommendations) adopted at its eighty-second session in 2020 (ECE/TRANS/2020/9). These recommendations give a comprehensive picture of national road safety systems that includes all key elements at the national level with international support. They interconnect the five pillars of the global plan for the Decade of Action 2011-2020 (management, safe user, safe vehicle, safe road and effective post-crash response) and further elaborate with key action areas (legislation, enforcement, education, technology). Possible actions, ideal responsible authority, national coordination, international support and application of relevant United Nations road safety related legal instruments for each pillar are specified in the ITC Recommendations.

4. Road Safety is of global concern with 1.35 million persons killed and some 20 to 50 million injured a year as estimated by World Health Organization (WHO) in 2018¹. Road traffic injury is now the leading cause of death for children and young adults aged 5–29 years. In low- and middle-income countries 93 per cent of the road fatalities² occurred while only some 50 per cent of the global vehicle fleet³ are based in these countries.

5. At its seventy-fourth session in 2012, ITC adopted the ECE Action Plan for the United Nations Decade of Action for Road Safety (2011–2020) (ECE/TRANS/2012/4 and Corrs.1 and 2). The plan was directly aligned with the United Nations Global Plan for the Decade of Action for Road Safety (2011–2020) and aimed to achieve the overall road safety goals of ECE by addressing priority areas of work as well as implementing continuously for each goal

¹ WHO; Global status report on road safety 2018

² Journal of Road Safety – Volume 31, Issue 3, 2020

³ Based on OICA worldwide motorization

in its geographical area and beyond. It included actions, initiatives and measures for several ITC Working Parties.

6. At its eighty-fourth session in 2022, ITC requested the secretariat to develop a revised ECE Road Safety Action Plan for the Decade of Action for Road Safety 2021-2030 for consideration and possible adoption by ITC at its eighty-fifth session.

7. At its eighty-fifth session, the Committee invited its relevant Working Parties to submit in the course of 2023 their inputs to the secretariat in the corresponding areas of the action plan that are relevant to their work and contributions (ECE/TRANS/328, para. 26).

8. The current version of the ECE Road Safety Action Plan 2023 – 2030 includes input received from WP.15 related to transport of dangerous goods, SC.1 related to Road Infrastructure and AETR, and update from WP.29 on vehicle regulatory activities.

[...]

C. Safe Vehicles

Existing instruments:

- (a) United Nations conventions/agreements
 - 1968 Convention on Road Traffic – provisions regarding vehicle admission to traffic via system of registration
 - 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations (Revision 3)
 - 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections
 - 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles
 - 1957 Agreement concerning the International Carriage of Dangerous Goods by Road
- (b) Resolutions
 - R.E.3 Consolidated Resolutions on the Construction of Vehicles
 - R.E.5. Consolidated Resolution on the Common Specification of Light Source Categories
 - R.E.6. Consolidated Resolution on Test-equipment, Skills and Training of Inspectors, Supervision and
 - R.E.1. Consolidated Resolution on Road Traffic
 - Mutual Resolution No. 1 of the 1958 and the 1998 Agreements concerning the Description and Performance of Test Tools and Devices necessary for the Assessment of Compliance of Wheeled Vehicles, Equipment and Parts according to the Technical Prescriptions specified in United Nations Regulations and United Nations Global Technical Regulations
 - Mutual Resolution No. 2 of the 1958 and the 1998 Agreements Containing Vehicle Propulsion System Definition
 - Special Resolution No. 1 of the 1998 Agreement concerning the Common Definitions of Vehicle Categories, Masses and Dimensions
- (c) Recommendations

- Global New Car Assessment Programme

Screening result

Working parties provide input here:

Input by WP.15:

The provisions of ADR aim to ensure that the cargo is transported safely. Tank-vehicles and vehicles for the carriage of explosives should meet specific construction requirements (e.g. in relation to braking systems, electrical installations, stability) in line with UN Regulation No. 105. Furthermore, ADR vehicles in use undergo an annual inspection to certify that they are roadworthy and that they conform to the ADR prescriptions.

Vehicles used for the transport of dangerous goods must also carry specific safety equipment including fire extinguishers and protective equipment such as masks and gloves.

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The vehicles and presence of such equipment may be subject to roadside inspection by enforcement officers.
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- (a) Loopholes

Working parties provide input here:

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- (b) Missing elements

Suggestions by the secretariat:

1958 Agreement

~~New UN Regulation on intelligent speed adaptation systems~~

New UN Regulation on Safer Transport of Children in Buses and Coaches

1997 Agreement

Export / import inspections of used vehicles and exchange of data of vehicles transferred between countries/regions.

New Rule on provisions for testing Advanced Driver Assist Systems (ADAS) / Automated Driving System (ADS) at Periodic Technical Inspection (PTI)

New Rule on specific information needed for testing electronic controlled safety and environmental relevant vehicle systems

1998 Agreement:

~~[New UN GTR on Crashworthiness~~

~~New UN GTR on Child Restraint Systems]~~

New UN GTR on Safety-Helmets

Working parties provide input here:

Input by WP.29 (Nov. 2023):

1958 Agreement

New UN Regulation on Automated Driving Systems

New UN Regulation on Driver Control(led) Assistance Systems

1998 Agreement:

~~[New UN GTR on Crashworthiness~~

~~New UN GTR on Child Restraint Systems]~~

New UN GTR on Safety-Helmets

New UN GTR on Automated Driving Systems

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(c) Necessary amendments

Suggestions by the secretariat:

Corresponding elements in Agreements (Regulations), Conventions and Resolutions to be amended to provide consistency

Working parties provide input here:

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(d) New legal instruments

Suggestions by the secretariat:

On minimum requirements for safe and clean used and new vehicles for low- and middle-income countries

Working parties provide input here:

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Capacity development

Working parties provide input here:

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(a) Training materials

Working parties provide input here:

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(b) Competency criteria

Working parties provide input here:

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(c) Training courses

Suggestions by the secretariat:

e-course on 1958 Agreement

Working parties provide input here:

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Monitoring

Working parties provide input here:

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(a) Indicators:

Suggestions by the secretariat:

1997 Agreement on PTI

Number/percentage of vehicles inspected per category and year

Percentage of inspected vehicles with dangerous, major or minor defects at PTI and at Road Side Inspection (RSI) per year

1958 and 1998 Agreements

Number of low/middle income countries applying/transposing UN Regulation No. 22/UN GTR No. xx.

~~[Number of low/middle income countries applying/transposing UN Regulation No. 145 (ISOFIX anchorages)~~

~~Number of low/middle income countries applying/transposing UN Regulation No. 44 and 129/UN GTR No. xx.]~~

Working parties provide input here:

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B. Input received from GRSP (May 2024)

On the Second Decade of Action for Road Safety and the UNECE Road Safety Action Plan 2023 – 2030: GRSP recommended the development of a UN GTR on helmets.
