

11th Public and Private joint Forum in Asian Region
27 January 2021

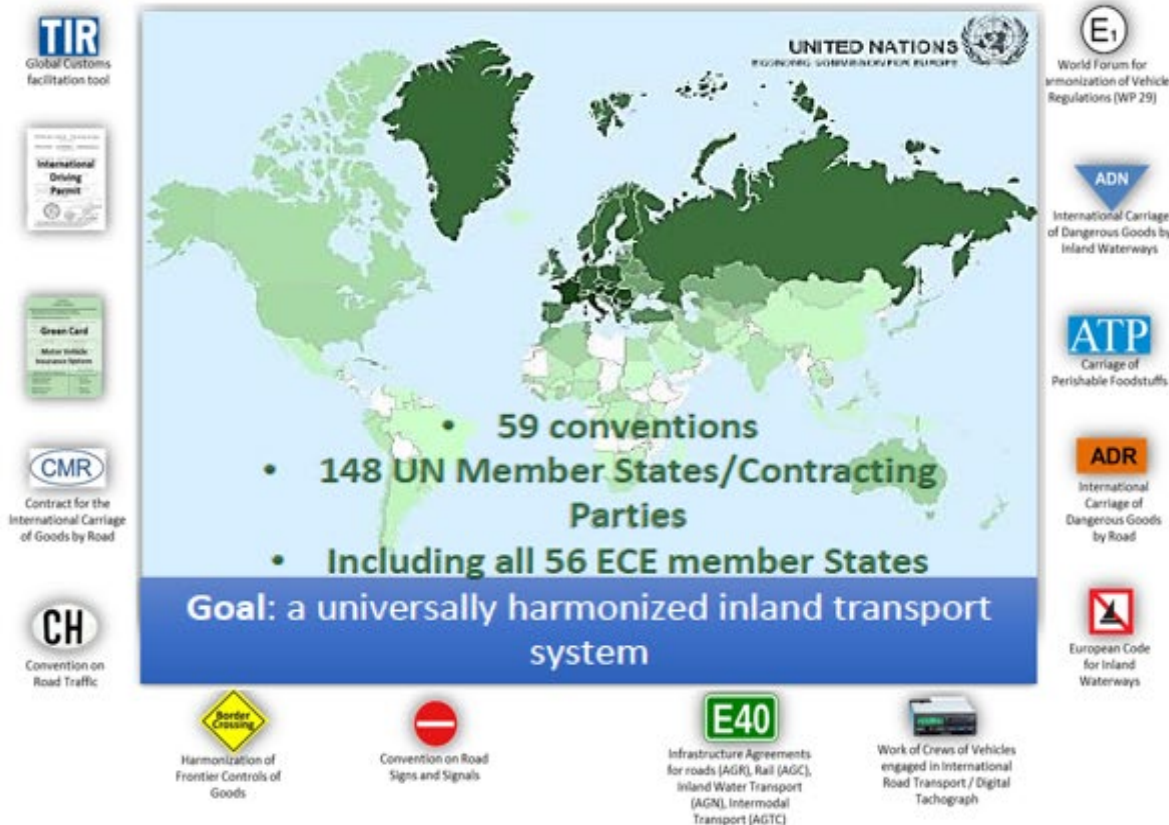
*World Forum for Harmonization of Vehicle Regulations,
WP.29*

Road Safety and UNECE

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UNECE/ITC and Road Safety



The Agenda 2030 and Road Safety

The Sustainable Development Goals (SDGs)

Two targets are directly relevant for road safety



3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents.



11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

WP.29 and SDGs



Road Safety and UNECE



UN and Road Safety

UN decade of action for road safety 2011-2020

Member: 

Partners: 

UN Road Safety Trust Fund

UN Secretary General's Special Envoy on Road Safety

- United Nations Secretary-General Ban Ki-moon announced on 20 April 2011 the appointment of Janis [?] as his Special Envoy for Road Safety
- To have member countries endorse commitment after global week towards making road safety a priority worldwide
- UNECE, which is the custodian of the UN road safety legal instruments, acted as the secretariat for the Special Envoy



Global Framework Plan of Action for Road Safety

Area	Legislation	Enforcement	Education	Technology	International Regulatory Support
Road safety management	Legal framework	Enforcement measures	Education and training	Research and development	International standards and guidelines
Safe user	Legal framework	Enforcement measures	Education and training	Research and development	International standards and guidelines
Safe vehicle	Legal framework	Enforcement measures	Education and training	Research and development	International standards and guidelines
Safe road	Legal framework	Enforcement measures	Education and training	Research and development	International standards and guidelines
Effective post-crash response	Legal framework	Enforcement measures	Education and training	Research and development	International standards and guidelines

- Evolves from the Global Plan for the Decade of Action for Road Safety:
 - five pillars for road safety as the essential blocks for creating sound national road safety systems
 - safe system approach
- Is specific on (interconnected) actions across areas to be taken by different actors
- Covers any action necessary for attaining the 12 road safety performance targets

Resolution adopted by the General Assembly on 31 August 2020

[without reference to a Main Committee (A/74/L.86 and A/74/L.86/Add.1)]

74/299. Improving global road safety

3. Proclaims the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030, and in this regard calls upon Member States to continue action through 2030 on all the road safety-related targets of the Sustainable Development Goals, including target 3.6, in line with the pledge of the 2019 high-level political forum on sustainable development convened under the auspices of the General Assembly, especially taking into account the remaining decade of action to deliver the Sustainable Development Goals by 2030 in their entirety;

4. Requests the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to prepare a plan of action of the Second Decade as a guiding document to support the implementation of its objectives;

10. Invites Member States that have not already done so to consider adopting policies and measures to implement United Nations vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles meet applicable minimum regulations for the protection of occupants and other road users, with seat belts, airbags and active safety systems fitted as standard equipment;

15. Invites Member States to consider establishing mechanisms for the periodic assessment of vehicles in order to ensure that all new and in-use vehicles comply with basic vehicle safety regulations;



UNRSTF Global Framework Plan of Action for Road Safety



- Adopted under the United Nations Road Safety Trust Fund
- Will guide project financing and coordination under the Trust Fund

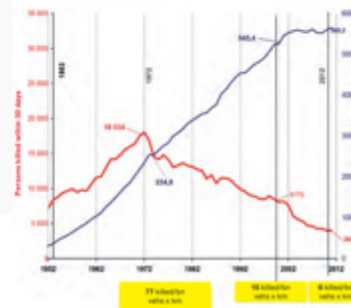


Foundation

- Holistic approach with the Safe System principles
(Consultation paper for the establishment of UNRSTF, 2017, p. 10)
- Holistic and integrated approach recognizing the Safe System principles and promoting costs-efficient approaches
(Terms of Reference for UNRSTF, p. 4)
- Performance of a fund greatly depends on the quality of its allocation decisions, the fund results framework and its underlying theory of change
(UNDG Guidance on Establishing, Managing and Closing Multi-donor Trust Fund, p. 14)
- Build on the experience of best performers



National Road Safety Systems



Where to start?

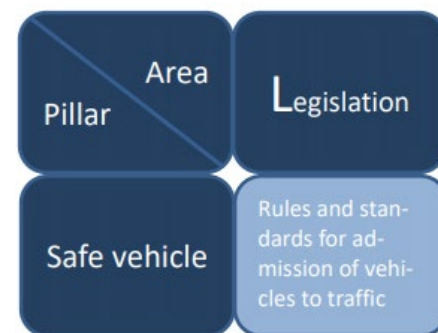
Global Framework Plan of Action for Road Safety

Area Pillar	L egislation	E nforcement	E ducation	T echnology	I nternational R egulatory S upport
Road safety management					
Safe user	Traffic rules drivers pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolutions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolutions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit and inspection by qualified inspectors	Awareness raising for users, training for inspectors	Forgiving road design, intelligent road systems	UN RS legal instruments and resolutions, int. standards WP.1, SC.1
Effective post-crash response	Standards for post-crash response and for crash investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, SC.1

- Evolves from the Global Plan for the Decade of Action for Road Safety:
 - five pillars for road safety as the essential blocks for creating sound national road safety systems
 - safe system approach
- Is specific on (interconnected) actions across areas to be taken by different actors
- Covers any action necessary for attaining the 12 road safety performance targets

Area Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
Road safety management					
Safe user	Traffic rules drivers pedestrians	Learn behaviour expected by police and inspectors	Awareness raising, training and education	Supportive technology and equipment, rules reminders	UNHS legal instruments and recommendations, WPT, SC.1, WPT.2
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspection by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UNHS legal instruments and recommendations, WPT, SC.1, WPT.2
Safe road	Standards for design, construction, maintenance and signage	Audit and inspection by qualified inspectors	Awareness raising for users, training for inspectors	Forging road design, intelligent road systems	UNHS legal instruments and recommendations, WPT, SC.1
Effective post-crash response	Standards for passive safety and crash investigation	Thorough investigation of crash incidents	First aid and emergency services training, investigation training	Supportive technology and equipment	Considered recommendations, WPT, SC.1

Global Framework Plan of Action for Road Safety



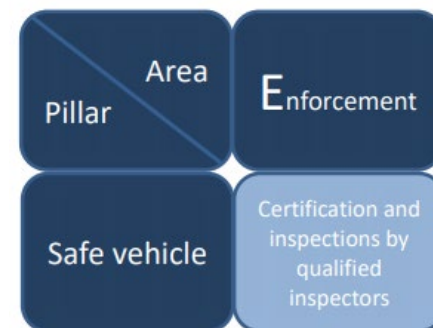
Actions - Legislation

This area focused on rules and standards for admission of vehicles to traffic should comprise the following action:

- 1) Adopt rules for registration of vehicles that include strict vehicle inspection schemes
- 2) Adopt rules on vehicle's identification marks
- 3) Establish vehicle's minimum safety requirements for admission to traffic, both for new and/or imported second hand vehicles (braking, electronic stability control, steering, tires, lighting and lighting devices, safety belts, child restraint anchorages (ISOfix), crash protection against front-, lateral- and pole-side- impact, pedestrian protection, child restraint systems and helmets, front and rear underrun protection, safety glazing)
- 4) Put in place a regime for vehicle certification for both new and/or imported second hand vehicles with requirements for the certification processes, designation of technical services and/or inspectors, their facilities and knowledge, quality control and conformity of production and/or market surveillance.
- 5) Put in place a regime for periodic technical inspection of vehicles in use (registered) with requirements of scope, frequency of inspections, inspection items, test methods

Area Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
Road safety management					
Safe user	Basic rules drivers pedestrians	Learn behaviour expected by police and inspectors	Awareness raising, training and education	Supportive technology and equipment, rules reminders	UNHS legal instruments and regulations, WPL, SC.1, WPL2, SC.1, WPL2
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising, training for inspectors	Supportive technology and equipment, compliance reminders	UNHS legal instruments and regulations, WPL, SC.1, WPL2
Safe road	Standards for design, construction, maintenance and signage	Audit and inspection by qualified inspectors	Awareness raising for users, training for inspectors	Forging road design, intelligent road systems	UNHS legal instruments and regulations, WPL, SC.1
Effective post-crash response	Standards for passive safety and post-crash response	Thorough of rescue services, investigations, accident analysis	First aid and rescue services training, investigations training	Supportive technology and equipment	Considered regulations, WPL, SC.1

Global Framework Plan of Action for Road Safety



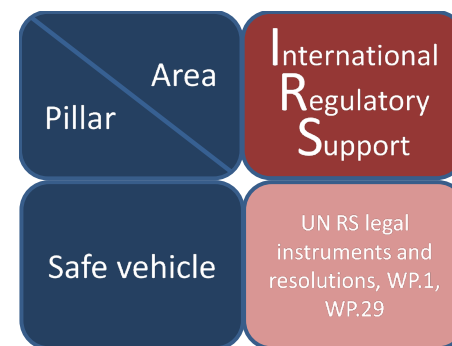
Actions - Enforcement

This area focused on certification and inspections by qualified inspectors should comprise the following action:

- 1) Authorize inspection centers, which may include privately operated workshops, for technical inspections and supervise and audit inspection centers
- 2) Carry out road side technical checks including load securing (police and technical inspectors, enforcement technology e.g. mobile testing stations, portable inspection tools)
- 3) Establish and interlink databases for vehicle registration, periodic technical inspection and technical roadside inspections
- 4) Undertake import/export control on new and used vehicles
- 5) Apply effectively penalties for use of vehicles with expired certificates
- 6) Apply effectively penalties to inspection centers and use anti-corruption mechanism
- 7) Assess effectiveness of vehicle enforcement activities by use of appropriate indicators
- 8) Ensure sufficient budget for inspection, supervision and audit

Area Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
Road safety management					
Safe user	Traffic rules drivers, pedestrians	Legal behaviour expected by police and inspectors	Awareness, training, testing and examination	Supportive technology and equipment, rules, standards	UN RS legal instruments and resolutions, WP.1, SC.1, WP.29
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspection by qualified inspectors	Awareness, training, testing for inspectors	Supportive technology and equipment, compliance requirements	UN RS legal instruments and resolutions, WP.1, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit and inspection by qualified inspectors	Awareness, training, testing for inspectors	Forging road design, development series	UN RS legal instruments and resolutions, WP.1, SC.1
Effective post-crash response	Standards for passenger protection and rescue services	Therapies of rescue services, investigative crashes	First aid and rescue service training, investigative training	Supportive technology and equipment	Considered resolutions, WP.1, SC.1

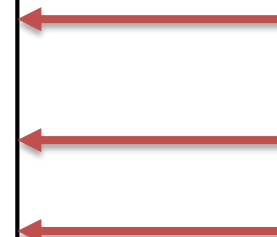
Global Framework Plan of Action for Road Safety



**Actions - International
regulatory support**

Core United Nations conventions on road safety

- 1949 Convention on Road Traffic
- 1968 Convention on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport
- **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 European Agreement concerning the International Carriage of Dangerous Goods by Road



Why does it matter?

Why vehicle regulations (new vehicles) ?

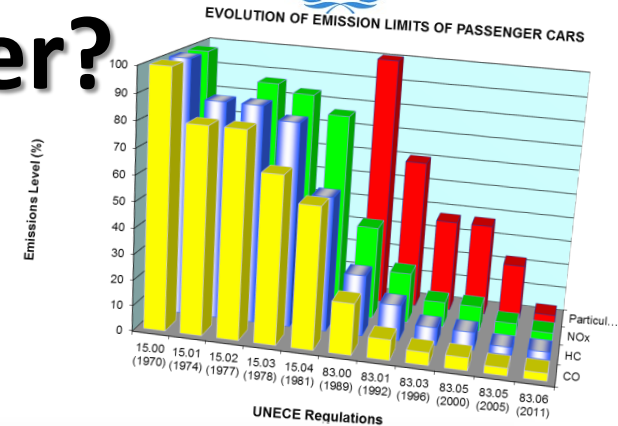
Several versions of a given model are built, because:

- Left Hand Drive
- Right Hand Drive
- The US/Canada version
- The Rest of the World (e.g. for countries with low fuel quality)...



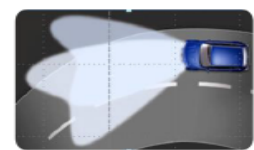
Same type
Same model
Same brut price

Different safety
depending on
national legal
requirements
(no airbags,
lower quality
material, less
welding points,
fewer structure
components,
etc...)

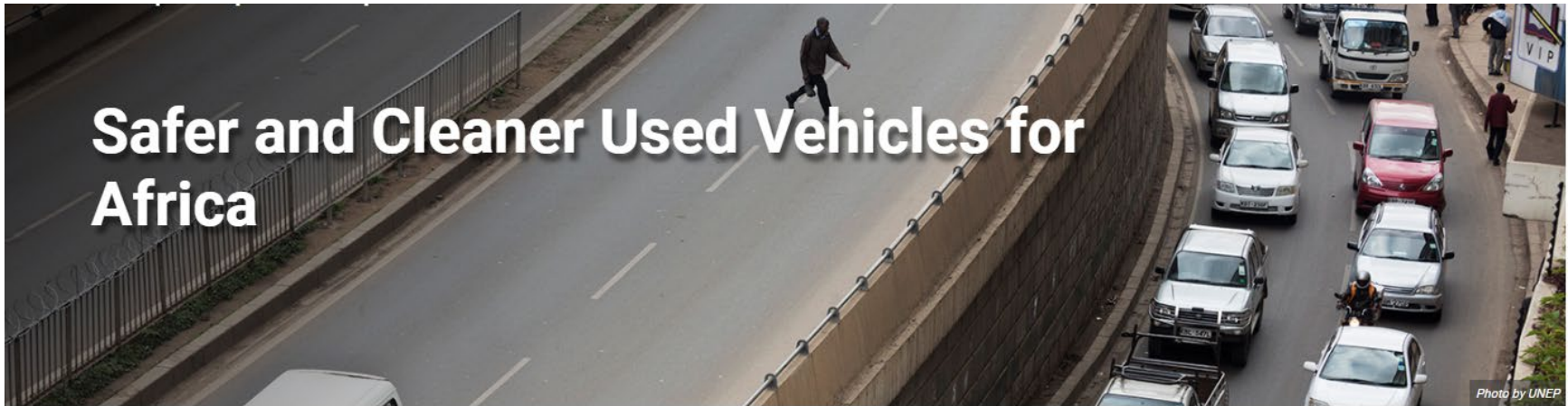


The most important UN Vehicle Regulations to make a change to road safety

Topic	Passenger cars UN Regulation	PTWs UN Regulation	Commercial vehicles UN Regulation
Active safety			
Brakes	R13 H (incl. ABS)	R 78 (incl. ABS) GTR 3	R 13 (incl. EVSC)
Electronic Stability Control	R 140 GTR 8		
Steering	R 79		R 79
Tyres	R 30/ GTR 16	R75	R 54
Mechanical couplings			R 55
Passive safety			
Helmets		R22	
Safety belts anchorages	R 14		R 14
Safety belts	R 16		R 16
Seats/ head restraints	R 17, R 25/ GTR 7		
Frontal collision	R 94		
Lateral collision/ pole side impact	R 95, R 135/ GTR 14		
Pedestrian safety	R 127/ GTR 9		
Child restraints	R 44		
Electric PTW safety		R 136	
Cabs strength			R 29
General safety			
Buses and coaches			R 107
Safety glazing	R 43/ GTR 6		R 43
Devices for indirect vision			R 46
Underrun protection			R 58 R 93
Lighting and light installation			
Installation of lighting	R 48	R 53, R 74	R 48



Latest activities



The “**Safer and Cleaner Used Vehicles for Africa**” project, funded by the United Nations Road Safety Fund (UNRSF) is co-led by UNEP and UNECE

- Minimum set of requirements for new and used vehicles for Africa.
- Policies and regulation systems to ensure compliance with the agreed requirements
- Inspection and monitoring framework establishment
- Training, information and communication to support national/regional capacity building

Thank you

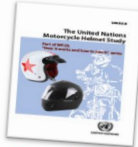
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Leaflets and Publications

- Child restraint systems



- Motorcycle helmets



- World Forum for Harmonization of Vehicle Regulations (WP.29) – How It Works, How to Join It



TRANSPORT



