



Actions of the inland transport sector to  
join the global fight against climate change

85<sup>th</sup> Session

**INLAND TRANSPORT COMMITTEE**



**UNECE**

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

Item 4

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



## ■ Approach and Main Principles

- Stems from elements and principles contained in the Global Plan for the Decade of Action for Road Safety 2021- 2030
- Aims to provide support to countries for the implementation of the Global Plan
- Supports implementation of the ITC Recommendations and the United Nations road safety legal instruments
- Provides a basis for an integrated safe system approach
- Designed as a living document that will be updated by regular input provided by ITC Working Parties
- Implementation will be reported to ITC at its annual sessions.

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- **Approach and Main Principles (cont.)**
- **ITC** as the United Nations inter- and intra-regional centre for inland transport and custodian of United Nations conventions and agreements for inland transport, which include the United Nations conventions for enhancing road safety recommended by GA Resolution 74/299 and the Global Plan, **will via its respective Working Parties enhance its international regulatory support** by further developing existing conventions and/or new legal instruments, as appropriate.
- **Activities** by respective Working Parties will cover a **screening of existing** legal instruments, **identifying of loopholes or missing elements** and **establishing necessary amendments** or new legal instruments for a better support in achieving the introduction of national road safety system.
- **ITC Capacity Development Action Plan**, ECE road safety **tools**, existing and new **training materials**, **standards and competency criteria**, and **training courses** developed under the auspices of the respective Working Parties will provide the **basis for assisting countries** in the implementation of the ITC Recommendations.

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- **Approach and Main Principles (cont.)**
- With the **development of indicators** for the different areas, ITC will provide a **monitoring tool** allowing countries to **benchmark their progress in implementing the ITC Recommendations** and the ITC Strategy until 2030 with its special priority for road safety as well as their **impact on the national road safety situation**. Conversely, this ECE Road Safety Action Plan 2023 – 2030 will provide an opportunity for ITC to **build a missing link between the international and national levels**, and **help countries**, in particular new contracting parties, **to further implement the legal instruments**.

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## ■ Approach and Main Principles (cont.)

- The five different **areas of actions** identified
  - (a) road safety management (or the bridging pillar),
  - (b) safe user,
  - (c) safe vehicle,
  - (d) safe roads and
  - (e) effective post-crash response)

provide an input to the programme of work of the different working parties / groups of experts of ECE with the **ultimate goal** to achieve a **comprehensive and efficient national road safety system** building on the **international regulatory framework, good practice and experience.**

- Sections provide for a structured approach; ITC Working Parties are encouraged to follow. They contain suggestions aiming to initiate substantive discussion at the different groups.

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## 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:

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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

New UN GTR on Brakes

New UN GTR on Steering

Working parties provide input here:

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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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**Thank you!**

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Chief of Section

**UNECE**

Date 23 | 02 | 2023, Geneva