

Informal Document No. 16

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Prepared by the expert from
Germany

The Informal document has been prepared by the expert from Germany and relates to document

- TRANS/WP.29/GRSP/2002/18 -,

PROPOSAL FOR DRAFT 03 SERIES OF AMENDMENTS TO REGULATION No. 29
(Cabs of commercial vehicles)

1. Introduction and Justification:

The British Delegation deserves our appreciation for having put together the different views in one paper.

However, the document needs to be studied very carefully.

The proposed modifications have very limited potential to reduce the number of injured drivers and co-drivers of vehicles of category N with cabs / chassis. This can be demonstrated by the interpretation of the existing accident data, see figures 1a, 1b, 2 and 3.

In our view this proposal leads to new cab design only but not to a noticeable reduction of the number of accidents and the number of injured people.

A short time success could be expected by enforcing EC Regulation No.16, that means recommendation of compulsory wearing of seat belts.

In addition, one should also focus on active safety, that means avoiding accidents instead of reducing accident consequences only. Key words in this respect are: lane control, automatic distance control and electronic stability control.

Germany proposes to study the UK-Proposal and to amend the existing ECE Regulation 29, Revision 1 Amendment 1 as follows:

2. Proposed modification of the existing text of the Regulation

2.1 Existing text (ECE-Regulation 29, Revision 1 Amendment 1)

1. SCOPE

This Regulation applies to commercial vehicles which are intended for carriages of goods. It does not apply to agricultural tractors and machinery.

2.2 Proposed text

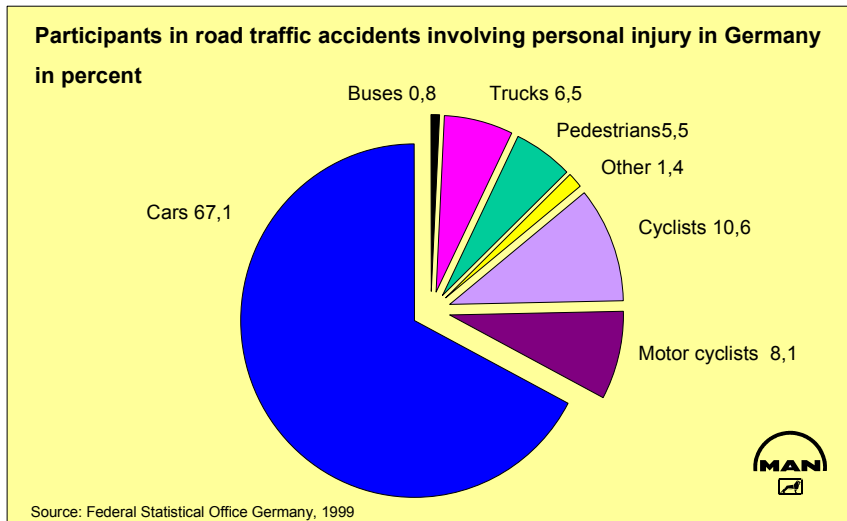
1 SCOPE

The Regulation applies to vehicles of category N with separate driver's cab and a technically permissible maximum mass exceeding 2000kg.

Vehicles meeting the requirements of Regulation 94 and its 01 series of amendments are exempted from the requirements of this Regulation. It does not apply to agricultural tractors and machinery

Figure 1a and 1b:

Traffic safety



Distribution by type of main impact

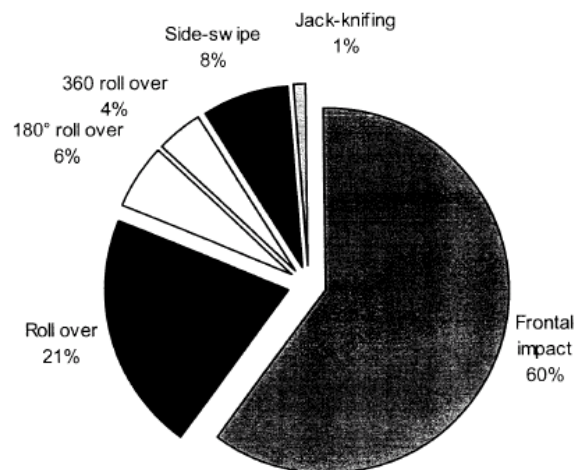


Figure 2:

Federal Statistical Office, Germany

Object	Unit	1999	2000	2001
Germany				
Road Accidents				
Casualties¹	Number	7 772	7 503	6 977
among them: age from to years				
- under 15	Number	317	240	231
-15 -18	Number	391	336	286
-18 -25	Number	1 694	1 736	1 606
-25 -65	Number	4 061	3 876	3 571
-65 and oldes	Number	1 306	1 311	1 283
age from to years				
Total	per 100 000 inhabitants	9,5	9,1	8,5
- under 15	per 100 000 inhabitants	2,5	1,9	1,8
-15 -18	per 100 000 inhabitants	14,2	12,2	10,5
-18 -25	per 100 000 inhabitants	26,6	27,1	24,6
-25 -65	per 100 000 inhabitants	8,7	8,3	7,7
-65 and oldes	per 100 000 inhabitants	9,9	9,8	9,4
Deadly injured users of:				
Bicycle	Number	662	659	635
small moped, moped	Number	147	157	138
Motor-Cycles	Number	981	945	964
Passenger Cars	Number	4 640	4 396	4 023
Busses	Number	20	9	11
Lorries	Number	269	279	230
Pedestrians	Number	983	993	900
¹ inclusive deadly injured within thirty days				
reviewed 13. Juni 2002				

Figure 3:

Federal Statistical Office, Germany

Object	Unit	1999	2000	2001
Germany				
Injured	Number	521 127	504 074	494 775
among them: age from to years				
- under 15	Number	48 867	45 141	42 574
-15 -18	Number	35 946	33 578	31 383
-18 -25	Number	114 526	111 210	108 851
-25 -65	Number	285 022	277 002	274 211
-65 and oldes	Number	35 441	36 327	37 066
among them: age from to years				
total	per 100 000 inhabitants	634,9	613,5	601,5
- under 15	per 100 000 inhabitants	377,7	350,0	333,2
-15 -18	per 100 000 inhabitants	1 305,1	1 223,2	1 152,5
-18 -25	per 100 000 inhabitants	1 800,0	1 733,7	1 666,0
-25 -65	per 100 000 inhabitants	608,7	592,4	589,3
-65 and oldes	per 100 000 inhabitants	268,4	272,1	270,7
Injured users of:				
Bicycle	Number	75 034	72 738	71 079
small moped, moped	Number	19 439	19 216	18 733
Motor-Cycles	Number	42 818	40 167	37 699
Passenger Cars	Number	319 994	309 496	306 427
Busses	Number	5 202	5 068	5 019
Lorries	Number	14 989	14 729	14 379
Pedestrians	Number	39 312	38 115	37 101
reviewed 14. Juni 2002				