



## Economic and Social Council

Distr.: General  
19 August 2011

Original: English

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### Economic Commission for Europe

#### Inland Transport Committee

#### World Forum for Harmonization of Vehicle Regulations

##### 155<sup>th</sup> session

Geneva, 15–18 November 2011

Item 8.8 of the provisional agenda

**Other business – Safer vehicles as the third pillar of the global plan  
for the decade of action for road safety**

### **Safer vehicles as the third pillar of the global plan for the decade of action for road safety**

#### **Note by the secretariat\***

The text reproduced below was prepared by the secretariat containing suggestions on which the World Forum for Harmonization of Vehicle Regulations (WP.29) should decide, concerning its role in the framework of the decade of action for road safety. It is based on a document without a symbol (WP.29-154-18) distributed during the 154<sup>th</sup> session of WP.29 (ECE/TRANS/WP.29/1091, para. 82). It is submitted to WP.29 for consideration.

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\* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. WP.29 and Pillar 3 of the plan of the decade of action

1. The World Forum for Harmonization of Vehicle Regulations (WP.29) resumed consideration on the Decade of Action for Road Safety 2011 - 2020, globally launched on 11 May 2011, on Pillar 3 of the action plan "Safer vehicles". WP.29 noted that its activities were included, particularly under Activity 1 (Encourage member States to apply motor vehicle safety regulations developed by WP.29), Activity 6 (Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users) and Activity 7 (Encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies). The latter activity was considered to be relevant by WP.29 for the 1997 Agreement (periodical technical inspections of wheeled vehicles), especially Rule No. 2 on roadworthiness adopted at the June 2011 session of the Administrative Committee for the 1997 Agreement. The secretariat has initiated the legal process to annex it to the 1997 Agreement.

2. The World Forum noted the statement of some Contracting Parties to the 1997 Agreement, underlining the importance of Rule No. 2 for road traffic safety<sup>1</sup> and their intention to enforce it expeditiously (ECE/TRANS/WP.29/1091, paras. 117 and 118).

3. WP.29 identified as relevant for its work tasks the following activities of Pillar 3 of the Global Plan for the decade of action:

(a) Activity 1: Encourage member States to apply and promulgate motor vehicle safety regulations as developed by WP.29.

(b) Activity 6: Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.

(c) Activity 7: Encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.

4. Accordingly, WP.29 agreed to address (i) Activity 1 to its representatives participating to the Association of Southeast Asian Nations (ASEAN), Asia-Pacific Economic Cooperation (APEC), Southern African Development Community (SADC) and Mercosur, (ii) Activity 6 to the Working Party of Lighting and Light-Signalling (GRE), Working Party on Passive Safety (GRSP), Working Party on Brakes and Running Gear (GRRF) and Working Party on General Safety Provisions (GRSG) as well as to the Working Party on Noise (GRB) on the development of a global technical regulation to equip silent vehicles (electric and hybrid vehicles) with an alert sound system and (iii) Activity 7 to the Administrative Committee of the 1997 Agreement (AC.4).

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<sup>1</sup> Rule No. 2 provides through the International Technical Inspection Certificate, following verification, compliance to minimum safety requirements of the obligatory equipment of the vehicle concerning:

- (a) Identification of the vehicle;
- (b) Braking equipment;
- (c) Steering;
- (d) Visibility;
- (e) Lighting equipment and parts of electric system;
- (f) Chassis and chassis attachments;
- (g) Other equipment;
- (h) Additional inspections of vehicles for the commercial carriage of passengers.

5. Moreover, WP.29 invited the secretariat to participate or inform the Evaluation Working Group, established within the framework of the Decade of Actions, about the outcome of the above-mentioned activities.

## **II. WP.29 activities in the field of new advanced in-vehicle technologies**

6. WP.29 has already adopted several Regulations on the performance of Advanced Driver Assistance Systems (ADAS), such as Electronic Stability Control Systems for all vehicle categories, or Lane Departure Warning Systems for heavier vehicle categories. Work is also progressing well in the field of Automatic Emergency Braking Systems for heavier vehicles – to mitigate the effects of collisions and ultimately avoid collisions, it is expected that the regulatory framework will be adopted in the course of 2012.

7. Some ADAS entail warning to the driver. WP.29 recognized that it could be useful to define some guidelines on the performance of such a warning in an effort to ensure that the correct warning is given to the driver at the right time, reducing to a minimum the risk of confusion and driver information overload.

8. The World Forum through an Informal Group finalized these guidelines for establishing requirements for high-priority warning signals linked to the present and future application of ADAS at its June 2011 session (ECE/TRANS/WP.29/1091, Add.1).

## **III. Intelligent Transport Systems as an expected key tool for the decade of action**

9. Intelligent Transport Systems (ITS) are expected to become a key tool, when fully implemented, in improving road transport efficiency, safety, and durability. ITS, when applied to road transport, is the environment in which vehicles and their operating infrastructure are networked by information and communication technologies to achieve maximum efficiency in people and freight mobility. Under the ITS concept, vehicles, when equipped to operate in this environment, communicate with each other and/or their operating infrastructure for sharing information, to enable ITS applications for improving road user safety, journey efficiency, environmental protection, and inter modal opportunity.

10. It should be noted, however, that ITS involves vehicles, technology of which WP.29 may be responsible for, and environment/infrastructure in which these vehicles operate. Infrastructures and interaction between vehicle and infrastructure are not part of the mandate of WP.29 but of the Working Party on Road Transport (SC.1).

11. The World Forum is also contributing to the development of a road map on the ITS deployment under the aegis of United Nations Economic Commission for Europe (UNECE). The UNECE road map on ITS should be endorsed by the Inland Transport Committee (ITC) – it includes actions on the deployment of ITS that will be carried out by United Nations Economic Commission for Europe (UNECE).

12. In the framework of the decade of action, Intelligent Transport Systems have been identified by many stakeholders as a key tool to reduce road fatalities. The expected outcome of ITS application is a high level of service performance, low accident risk, minimal traffic delays to freight and road users.