Minimum Safety Requirements for Used Vehicles

INLAND TRANSPORT COMMITTEE

Walter Nissler
Chief of Section
UNECE is:
- United Nations agency
- Part of the UN Secretariat
- One of the five regional economic commissions of the United Nations established under UN ECOSOC
- Host of UN Inland Transport Committee
- Custodian of 60 Conventions for inland transport
GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021–2030

UN General Assembly Resolution 74/299 declared a Decade of Action for Road Safety 2021-2030, with the target to reduce road deaths & injuries by at least 50% during that period.

The Global Plan describes what is needed to achieve that target, and calls on governments & partners to implement an integrated Safe System Approach.

For further information, visit:
DECADE OF ACTION FOR ROAD SAFETY 2021-2030
Recommended actions to ensure vehicle safety

Ensure that high-quality, harmonized safety standards are kept throughout the full lifecycle of the vehicle.

This can be done, for example, through:

• mandatory certification and registration systems for new and used vehicles based on established safety requirements and combined with routine inspections;

• regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles; and

• building demand for safer vehicles by encouraging independent new car assessment programs.
World Forum For Harmonization of Vehicle Regulations, WP.29

- UNECE Sustainable Transport Division: secretariat to WP.29 for more than 50 years
- WP.29 is:
  - the unique worldwide regulatory forum for the automotive sector
  - administering three Multilateral UN Agreements

**Construction regulations**
- 1958 Agreement – Type Approval Regulations with mutual recognition of the type approvals
- 1996 Agreement – Global Technical Regulations

**In Use PTI regulations**
- 1997 Agreement – Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspection

**What is WP.29 doing?**
- Emissions of pollutants and CO₂
- General safety
- Pressure safety
- Noise and tines
- Automated/autonomous and connected vehicles
- Lighting and light signalling

WP.29 and SDGs
Vehicle Approval
1958 Agreement

Vehicle Certification
1998 Agreement
Why does it matter?

Why vehicle regulations?

Several versions of a given model, because:
• Left Hand Drive
• Right Hand Drive
• The US/Canada version
• The Rest of the World…

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…)

Global NCAP
UNECE

Not UN Regulation 94 compliant
Principal Elements of the 1958 Agreement

Eligible Contracting Parties to the 1958 Agreement:
- Members of UN

The 1958 Agreement provides:
- Legal framework for the adoption of uniform UN Regulations on vehicle approval (performance and test requirements, conformity of production and administrative provisions)
- Reciprocal recognition of Type Approval Approved once and accepted everywhere (CPs)
Principal Elements of the 1958 Agreement

- All vehicle parts and systems approved according to UN Regulations under the 1958 Agreement bear the unique $E$ -marking

$E$ stands for Excellence Effective Economic Efficient...

- The Type-Approval with an approval number and the approval date + test reports
Principal Elements of the 1958 Agreement

- 1958 Agreement provides the legal framework for the establishment and amendment of harmonized technical United Nations Regulations for wheeled vehicle, equipment and parts,
- Conditions for reciprocal recognition of approvals granted on basis of these UN Regulations.
- Construction of Safer and more Environmentally friendly vehicles
- Protect your country from unsafe vehicles by applying UN Regulations
- Today 167 UN Regulations annexed to the 1958 Agreement
- 60 Contracting Parties
- At time of accession country may decide if it wishes to apply all, several or none of the UN Regulations as well as their versions.
- At any time, a Contracting party can notify application or ceasing of applying a UN Regulation
Eligible Contracting Parties to the 1998 Agreement:

Members of UN

The 1998 Agreement provides:

Legal framework for the adoption of uniform Global Technical Regulations - UN GTRs -

Performance and test requirements no administrative provisions (for self certification and homologation)
Principal Elements of the 1998 Agreement

Contracting Parties to the 1998 Agreement

Commit themselves to implement a GTR into national legislation, when voting in favour

Need a system/agency for market surveillance and enforcement of production compliance

The 1998 Agreement requests

Regular reporting by Contracting Parties on the implementation of GTRs in their national law
Principal Elements of the **1998 Agreement**

- 1998 Agreement provides the legal framework for the establishment and amendment of *United Nations Global Technical Regulations (UN GTR)* for wheeled vehicle, equipment and parts,
- Construction of **Safer** and more **Environmentally friendly** vehicles
- Towards global harmonization
- Today 24 UN GTRs annexed to the 1998 Agreement
- 39 Contracting Parties
- **At any time**, a Contracting party can notify application (by adopting it into its national law) or ceasing of applying a UN GTR
- A country **voting in favor** for establishing a UNGTR is obliged to start process for adopting it into its national law, and shall annually report on the status
The most important UN Vehicle Regulations to make a change to road safety

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Lighting and light installation

| Installation of lighting      | R 48           | R 53, R 74 | R 48 |

Emission Requirements

| Pollutant emission            | R83.05 level B (Euro 4) | GTR 2 | R49.03 level B1 (Euro IV) |

Supported by technical inspections at export and import
Outcome of Phase I (Exporter/Importer group)

Principles For Minimum Used Vehicles Standards for Africa

- **Main Principle:**
  - Vehicles should be safe for passengers in the vehicle and to road users
  - Vehicles should not unnecessarily harm environment and climate

- **Shared Responsibility:**
  - All stakeholders involved (exporters, carriers, and importers) should take responsibility of vehicles in their jurisdiction
  - Regulators and governments shall set the necessary legal framework
  - Implementation of legal framework in the form of Regulations will be done at national level
  - Private sector and vehicle operators shall comply with established legal framework

- **Necessary Inspection Criteria:**
  - At the export before shipping
  - At the point of destination

- **Minimum Safety and Environmental Criteria to be Defined**
  - Based on international vehicle regulatory framework or equivalent national/regional standards.
  - Regulatory framework to cover active, passive, and general safety as well as emission requirements.

- **Information Exchange and Vehicle Compliance to be Put In Place**
  - Sharing of technical vehicle data between exporting and importing side
  - Vehicle compliance regime (e.g., PTI) to safeguard the safety and environmental performance imported and in-use vehicles for further use.
Periodic Technical Inspection

PTI

1997 Agreement
Why Periodic Technical Inspections

- So called “low hanging fruit”

- Immediate effect on road safety

- Covers existing fleet
Why does it matter?

Why PTI?

• Evidence base:
  • Technical defects related to fatal accidents (based on in-depth accident analysis)
    • 8 to 15% in high income countries (EU)
    • 15 to 25% in middle income countries
Principal Elements of the 1997 Agreement

Eligible Contracting Parties to the 1997 Agreement:
- Members of UN

The 1997 Agreement provides:
- Legal framework for the adoption of uniform UN Rules for PTI of vehicles in use - cars, vans, trucks, buses and heavy trailers
  (Test frequency, test items, test methods, examples of main defects, assessment of defects according to risk)
- Reciprocal recognition of certificates of such inspections for cross-border use of vehicles
Principal Elements of the 1997 Agreement

Resolution R.E.6 test-equipment, skills & training of inspectors, supervision of test centers

At time of accession country may decide if it wishes to apply all, several or none of the UN Rules. At any time, a Contracting party can notify application or ceasing of applying a UN Regulation.
Informal Working Group on Safer and Cleaner Used and New Vehicles for low- and middle-income countries
IWG SCUNV

- Established by WP.29 at its 185 session in 2021

Tasks:
- Establishing minimum requirements for Export- and Import-Inspections
- Information sharing between exporting and importing countries
- Minimum safety and environmental requirements when vehicle was new and for new vehicles

Members: interested countries / stakeholders from exporting and importing countries
Thank you!

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https://unece.org/transport/vehicle-regulations