

**UNECE WORLD FORUM
FOR HARMONIZATION
OF VEHICLE REGULATIONS
(WP.29)
AND ITS CONTRIBUTION
TO ROAD SAFETY
IMPROVEMENT**



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OUTLINE

- Formation of requirements to vehicle safety
- WP.29 structure and activity
- Strategy of vehicle safety improvement



ROAD TRAFFIC SAFETY: KEY FACTORS



Driver

Increase of traffic safety depends on efficiency of actions undertaken with regard to each of three factors



Road Environment

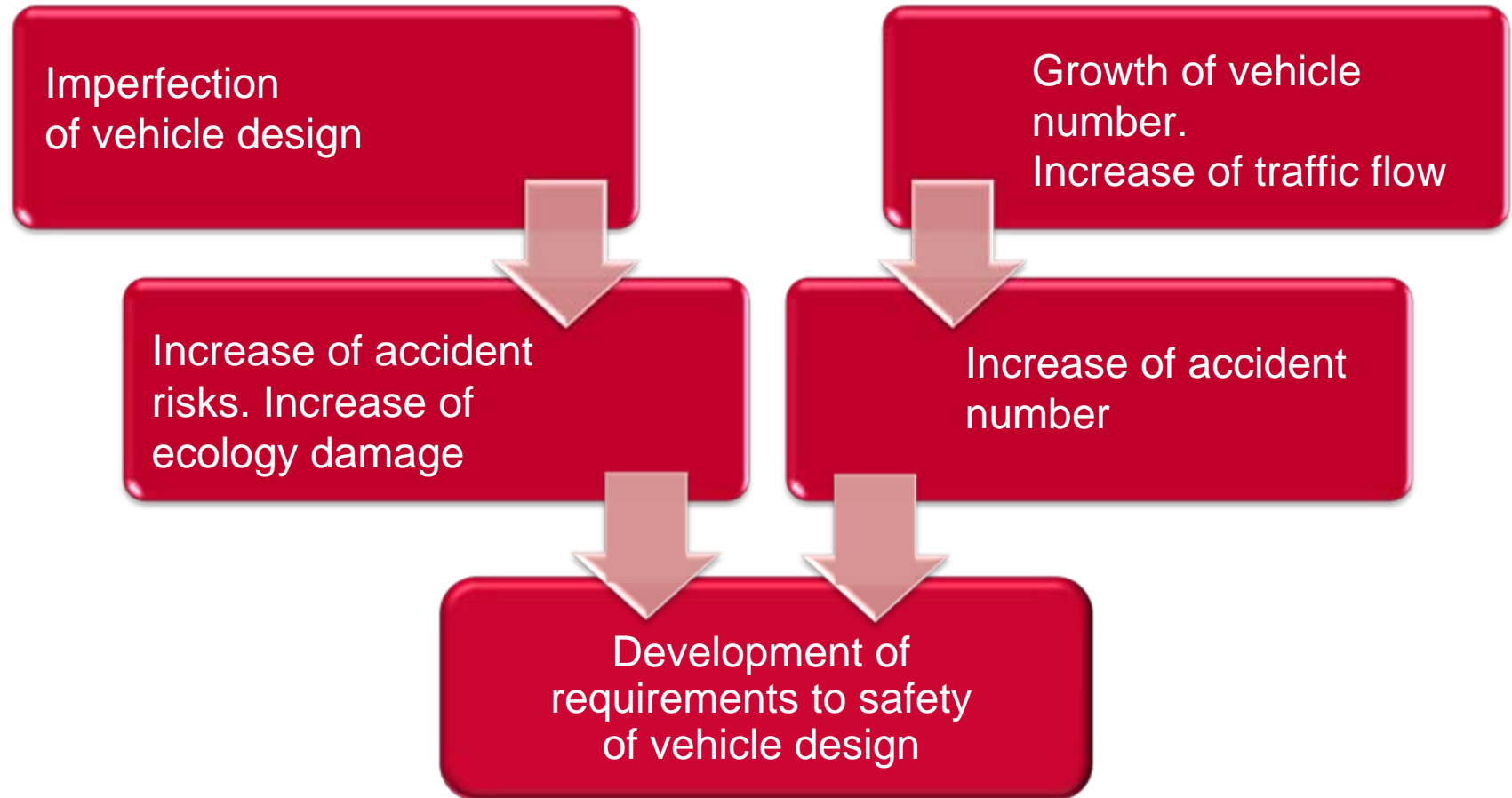


Vehicle

WP.29 activity covers issues of vehicle safety



PRECONDITIONS OF DEVELOPMENT OF REQUIREMENTS TO VEHICLE SAFETY



THE HISTORICAL NOTE

The World War II led to destruction of means of production, opening of the markets and expansion of the international trade

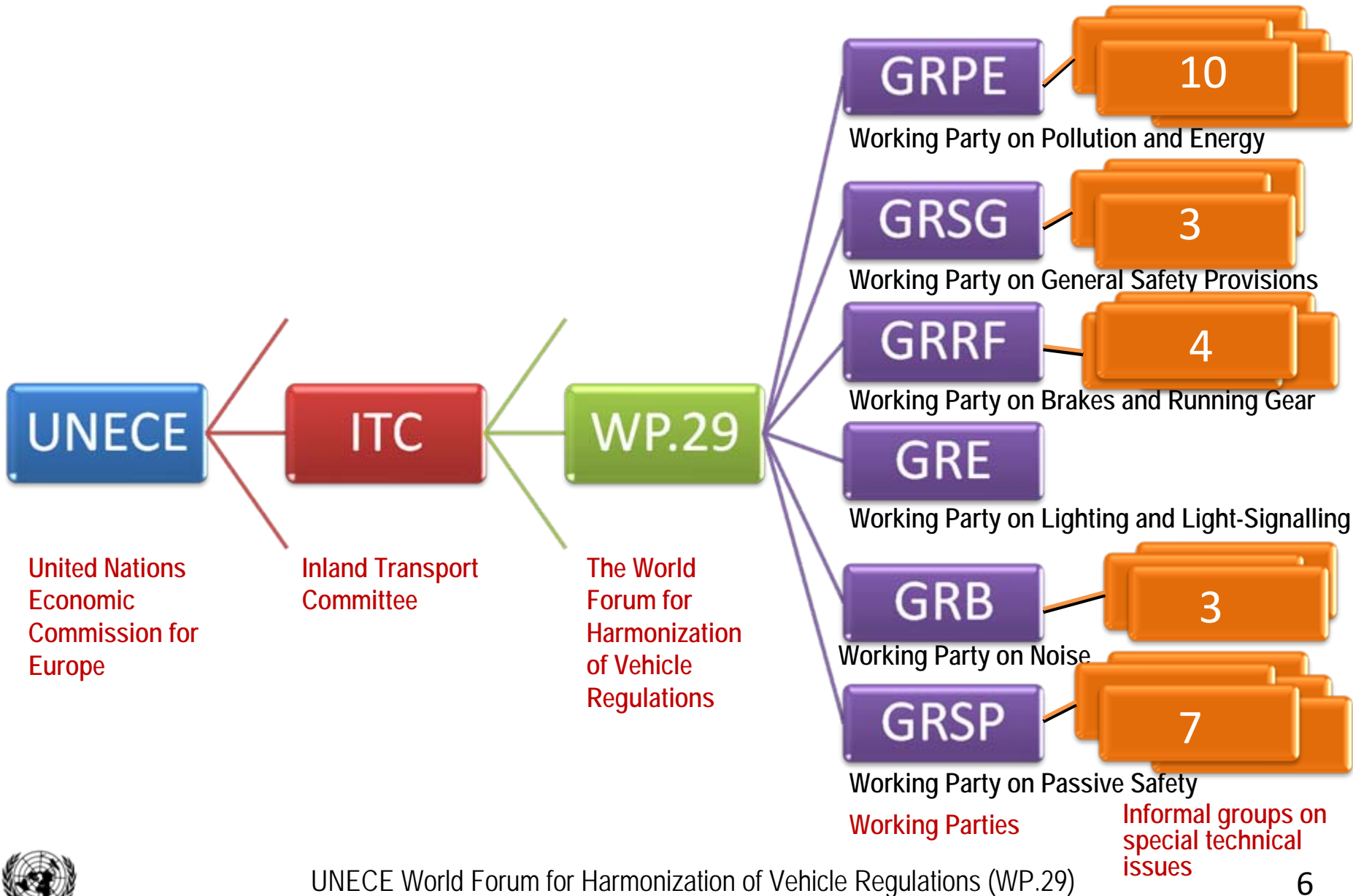
Absence of harmonization in technical requirements caused occurrence of technical barriers, repeated confirmation of compliance and increase of costs

Necessity of unification of requirements to vehicles and development of a mechanism of a mutual recognition of compliance evaluation results

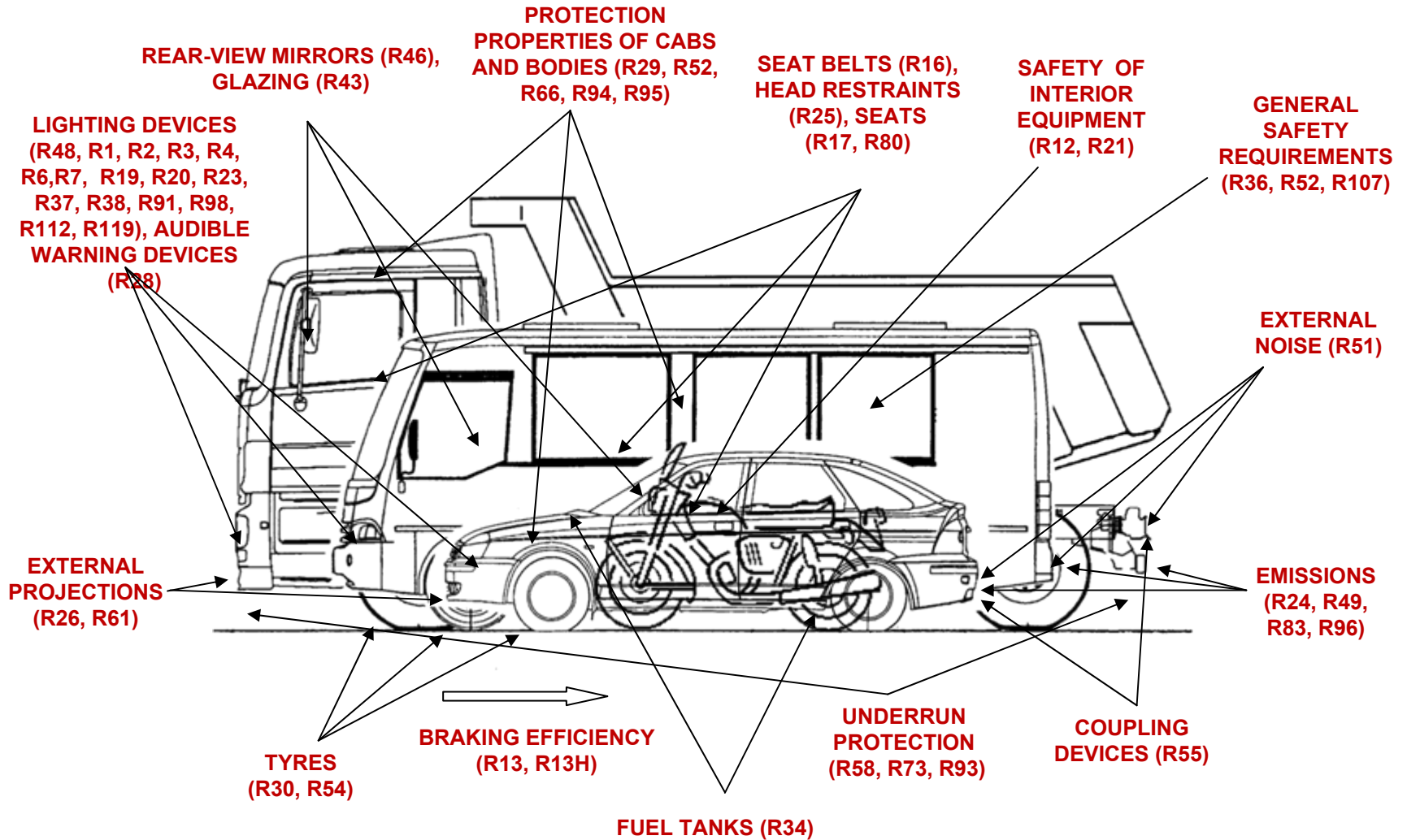
- **1949** Adoption of the Convention on Road Traffic
- **1952** Establishment of the WP.29 Working Group with a view of realization of the technical provisions stipulated in the 1949 Convention
- **1956** Conclusion of the Rome 4-party agreement on adoption of the first agreed provisions to headlights
- **1958** Conclusion of the Geneva Agreement and appointment of WP.29 as the administrative body of the Agreement
- **1997** Conclusion of the Vienna Agreement (technical inspections) under the WP.29 aegis
- **1998** Conclusion of the Global Agreement under the WP.29 aegis
- **2000** WP.29 transformation into the “World Forum for Harmonization of Vehicle Regulations (WP.29)”



WP.29 ORGANIZATIONAL CHART



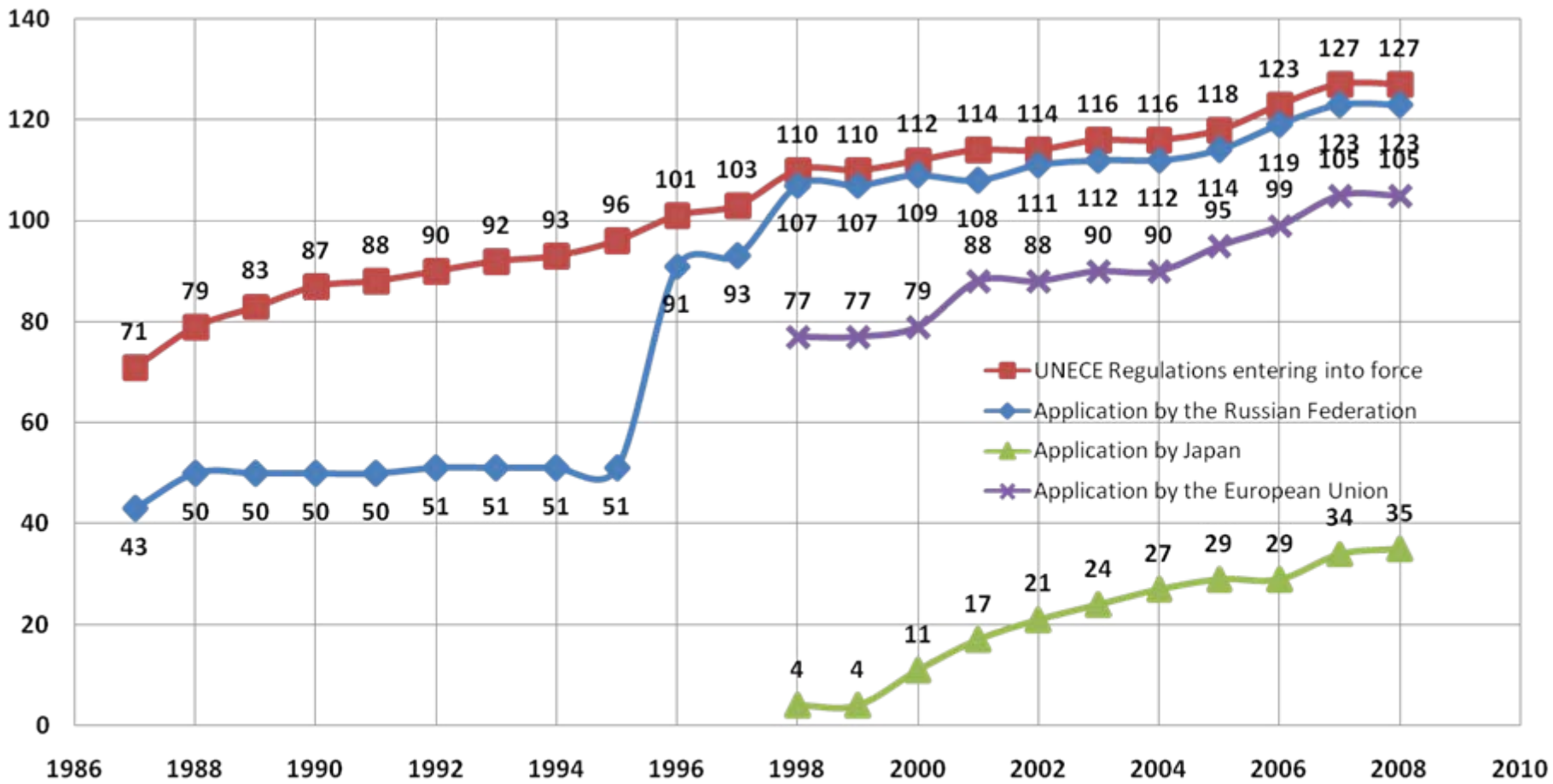
SUBJECTS OF THE TECHNICAL PROVISIONS



UNECE Regulation numbers are in brackets



ADOPTION OF THE UNECE REGULATIONS AND APPLICATION OF THOSE BY THE SEVERAL CONTRACTING PARTIES TO THE 1958 AGREEMENT



WP.29 PARTICIPANTS

Countries – UN members

- European countries
- American countries (the U.S.A., Canada, Brazil, Argentina)
- Asian countries (Japan, Korea, the People Republic of China, India, Thailand)
- South Africa
- Australia, New Zealand

Regional organizations of the economic integration

- European Union

Non-governmental organizations

- Manufacturers' organizations (OICA, CLEPA, IMMA, etc.)
- Standardization organizations (ISO, IEC, SAE, etc.)
- Consumer and environment protection organizations (CI, CONCAVE, etc.)
- Organizations related to vehicle utilization (AIT/FIA, CITA, UNATAC, etc.)
- Other organizations



INTERNATIONAL AGREEMENTS ADMINISTERED BY THE WP.29



1958 Geneva Agreement

1998 Global Agreement

1997 Vienna Agreement

«Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts... and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of These Prescriptions...»
(UNECE Regulations)

48 contr. parties

«Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts ...»
(GTR)

31 contr. parties

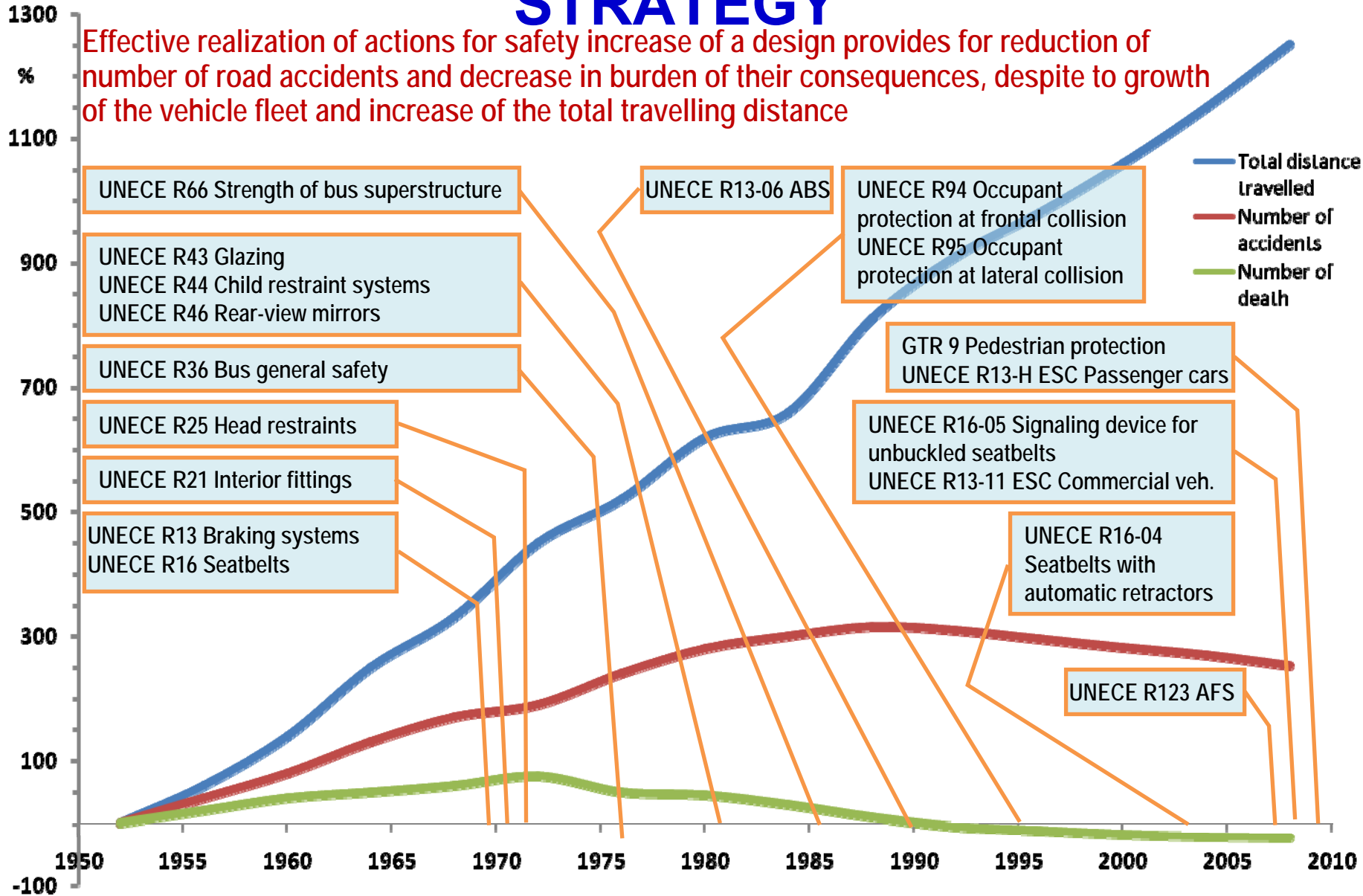
«Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections»
(Rules)

11 contr. parties



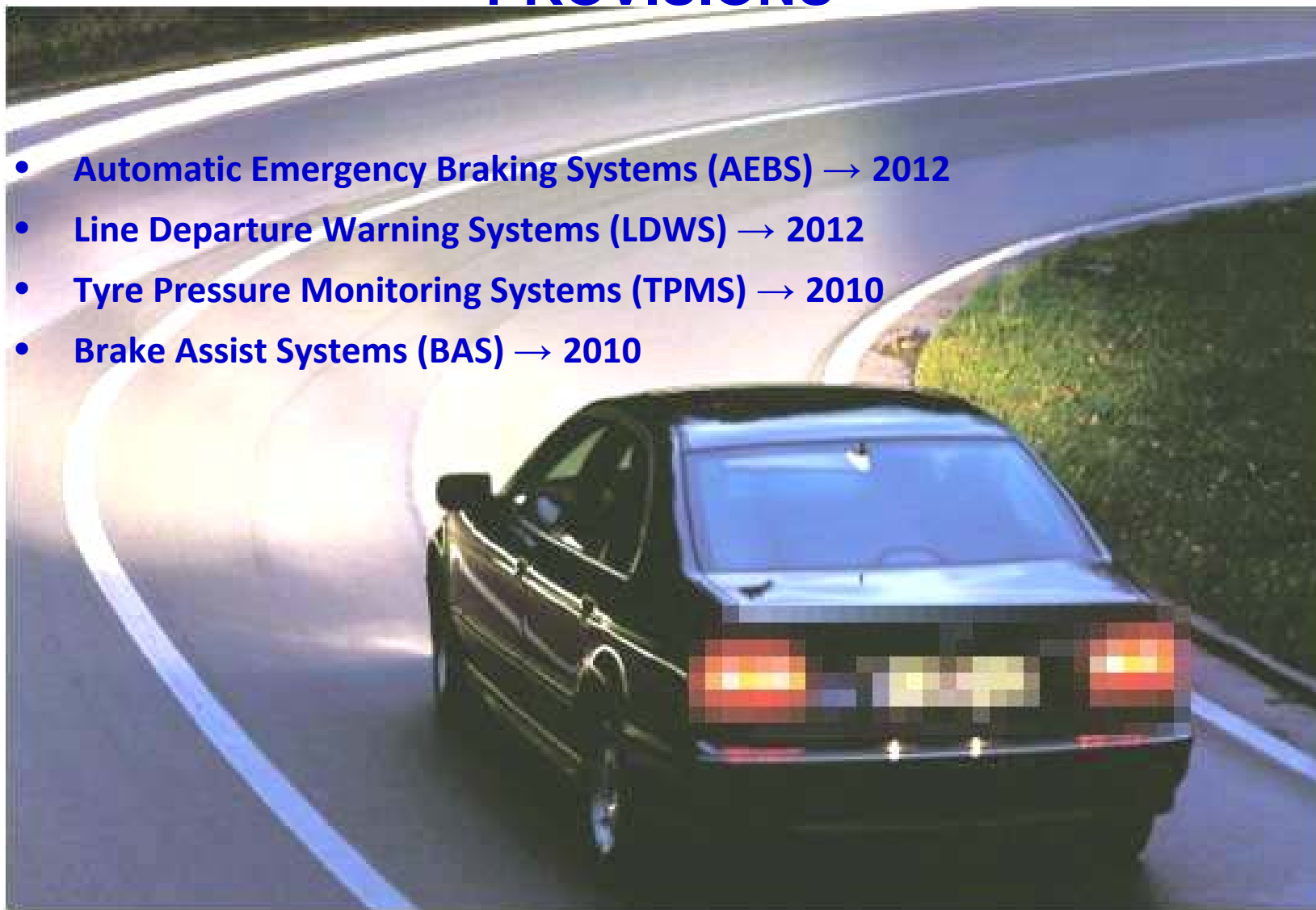
SAFETY REQUIREMENT DEVELOPMENT STRATEGY

Effective realization of actions for safety increase of a design provides for reduction of number of road accidents and decrease in burden of their consequences, despite to growth of the vehicle fleet and increase of the total travelling distance



THE LATEST DEVELOPMENT OF THE TECHNICAL PROVISIONS

- **Automatic Emergency Braking Systems (AEBS) → 2012**
- **Line Departure Warning Systems (LDWS) → 2012**
- **Tyre Pressure Monitoring Systems (TPMS) → 2010**
- **Brake Assist Systems (BAS) → 2010**



THANK YOU FOR ATTENTION!

WP.29 documents are available in the Internet:

<http://www.unece.org/trans/main/welcwp29.htm>

