



## **PARALLEL SESSION: ENSURING SAFE VEHICLES AND VEHICLE FLEETS**

### **Session Conclusions**

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#### **1. KEYWORDS**

Vehicle safety  
Active Safety  
Passive Safety  
NCAP – New Car Assessment Program  
Mandatory vehicle standards  
Voluntary industry agreements  
Electronic Stability Control

#### **2. TITLE OF THE SESSION**

ENSURING SAFE VEHICLES AND VEHICLE FLEETS

#### **3. TOPIC OF THE SESSION**

The main topics of the session were

1. the industry perspective on vehicle safety;
2. the apparent double standards in the passenger vehicle manufacturing industry across markets;
3. and the need for mechanisms to overcome the current differences in vehicles safety standards allowed for markets in low and middle income countries compared to high income countries

#### **4. SHORT SUMMARY OF SESSION**

Alejandro Furas (Latin NCAP) presented the impact of the global crash testing programs and how the marketing and advocacy of this information has led to change in mandatory government regulation as well as voluntary agreements by some manufacturers in some markets.

Graziella Jost (ETSC) and Erik Jonnaert (OICA) outlined very different perspectives of the leadership that the manufacturing industry is taking in ensuring vehicle safety, with OICA outlining the commitments of their “Global Road Safety Manifesto” adopted in October 2019 whilst ETSC citing the active obstruction and anti-safety position that OICA lobbied MEP’s on during the recent negotiations for the General Vehicle Safety Regulations in the EU.

UNECE highlighted the hard work involved in the WPs and their hope to have emerging markets becoming active members of the WPs at the time that they adopt the regulations available from the WPs which are public and available for free.

3M indicated the relevance and need for safe fleets in large global companies in every place where they have operations. It was mentioned that they are facing challenges such as the availability of safer vehicles and the lack of local regulations and /or local NCAPs for use as guidelines in certain market.

#### **5. OVERALL MESSAGES**

#### **6. OVERALL RECOMMENDATIONS**

A clear result from the discussion is the immediate need for an active, agile and constructive dialog with the industry to raise the safety levels on a voluntary basis.

#### **7. IMPORTANT FINDINGS (EX. TECHNICAL OR OTHERS)**

#### **8. SPECIFIC RECOMMENDATIONS FOR DIFFERENT STAKEHOLDERS INCLUDING GOVERNMENTS AND THE PRIVATE SECTOR**

- The topic of voluntary commitment by industry was raised and both Global NCAP and ETSC encouraged OICA to raise the bar on vehicle safety as outlined in its Manifesto launched in late 2019.
  - for example, for manufacturers to developing voluntary agreements to offer ESC, front and side impact protection and pedestrian protection as standard ahead of any local regulations
  - bringing forward the proposed timeline for implementation in the Manifesto (currently up to 60 months from end 2019).
  - OICA described its Manifesto as a starting point and they are open to begin a constructive dialog to take further steps to raise the safety levels proposed in the Manifesto.

## **9. PREPARATION OF THE SESSION**

Jessica Truong (Towards Zero Foundation)  
Alejandro Furas (Latin NCAP)  
David Ward (Global NCAP)  
Nhan Tran (WHO)  
Anders Lie (Swedish Ministry of Infrastructure)

## **10. SESSION PROGRAM**

Moderator: Jessica Truong (Towards Zero Foundation)  
Expert: Alejandro Furas (Latin NCAP)

Panellists:

1. Yuwei Li  
Director, Sustainable Transport Division  
UNECE
2. Erik JONNAERT  
Special Envoy, Road Safety  
International Association of Automotive Manufacturers (OICA)
3. Dan Chen  
Vice President/General Manager  
Transportation Safety Division  
3M
4. Graziella Jost  
Programmes Director  
European Transport Safety Council

## **11. QUESTIONS/COMMENTS RAISED**

Gabriel Kardos (Johnson & Johnson) – outlined the importance private sector leadership in ensuring the highest standards of vehicle safety in their vehicle procurement practices and that the same practices be applied in all markets.

David Ward (Global NCAP) warned against adopting an adversarial position that label “automakers as the enemy”. Mechanisms must be found for constructive dialogue with all stakeholders for a common solution.

A passionate plea came from an unnamed delegate from Nigeria. that as a country that is the “recipient of killer vehicles” he urged action on all sides to make vehicles for the African market safer for occupants and vulnerable road users.

Lachlan Macintosh (Global NCAP) raised the example of the single international standard that exist for other transport modes, such as aircraft, and that such a protocol should also exist for road vehicles.