

OICA Manifesto on Global Road Safety

**6th Forum for South East Asia
11th Public and Private Joint Forum in Asian Region**

26-27 January 2021



Content

- 1. What is OlCA?**
2. Motivation for the OlCA manifesto on road safety
3. The OlCA manifesto - general principles
4. The OlCA manifesto – design of new vehicles
5. Conclusion



What is OICA ?

- **Organisation Internationale des Constructeurs Automobiles -
International Organization of Motor Vehicle Manufacturers**
- **World Federation of the National Vehicle Manufacturer Associations**
- **Currently 36 members representing all continents**
- **All vehicle manufacturers (passenger cars, light and heavy trucks, buses and coaches) via their respective associations**
- **Manufacturers provide technical expertise**
- **National Associations provide political expertise and local context**
- **Global position-taking on global challenges and issues**
- **OICA is the voice speaking on automotive issues in world forums – officially UN accredited NGO (WP.1, WP.15, WP.29, ...)**



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Road Safety is a global challenge

- **1.3 million deaths every year**
- **Leading cause of mortality in low-income and middle-income countries**
- **Up to 50 million injuries every year**
- **Economically very costly: about 3% of the countries' GDP**



The United Nations responses to the global road safety challenge

- **United Nations 2030 Agenda for Sustainable Development:**
 - **17 Sustainable Development Goals, including road safety**
- **Decade of Action for Road Safety 2010-2020**
 - **Goal: reduce road traffic deaths and injuries by at least 50 % by 2020**
- **Decade of Action for Road Safety 2021-2030
(UN GA Resolution 74/299 of August 31,2020)**
 - **Goal: reduce road traffic deaths and injuries by at least 50 % by 2030**
- **...**



The United Nations and the integrated approach



- Increasing recognition that several factors determine road safety
- All pillars must be considered at the same time in order to find the most effective approach but the road user holds the master key:
 - What is best: a reckless driver in a "safe" car or a careful driver in a car with no fancy technology?
 - What is best: a reckless driver on a "safe" road or a careful driver on an unsafe road?



Aggressive NGO's / lobby groups: Focus on the vehicle !



Manufacturers should commit to voluntarily meet severe safety requirements on the basis of UN Regulations under the 1958 Agreement



3 March 2020: "...global automakers to make a voluntary commitment to implement the following UN Regulations, by end of 2020:

- ***R 94 - Front Impact***
- ***R 95 - Side Impact***
- ***R 127 - Pedestrian Protection***
- ***R 140 - Electronic Stability Control...***





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The OICA manifesto on road safety

- **Integrated / holistic approach** – no contradictions, no isolation of single factors:
 - Road user
 - Road infrastructure
 - Road traffic rules + enforcement
 - Medical care
 - Understanding accident causation
 - Existing vehicles: age, composition, maintenance, renewal
 - Design of new vehicles
 - Etc.
- **Vehicle manufacturers are directly responsible for the design of new vehicles**



Safety Innovation in modern vehicles ...

- Human error is main cause in
> 90% of all accidents
- Industry heavily invests in
INNOVATION to avoid/correct human
errors and make vehicles safer:
 - Active safety systems (ABS, ESC, ADAS, ...) to avoid accidents or mitigate their impact significantly
 - Passive safety systems (structure, intelligent restraints, ...) to protect when accident does happen





But not all vehicles in the world are fully up to date ...

- Manufacturers agree that
 - **Design** of new vehicles is **one** part of the solution to road safety
 - Some vehicle designs still sold in some countries may need to be **updated/improved** with regard to road safety
- But manufacturers also consider that a global voluntary commitment (pushed by some NGOs) is not the most efficient approach:
 - **No guarantee** that all manufacturers will play along
 - Risk of **competitive** chaos
 - Who will **control**?
 - Not based on **experience** gained in many mature markets where minimum needed performance is controlled by **authorities/legislation**



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OICA solution to positively influence vehicle design

- **Minimum legal safety requirements in all markets**
 - Based on **international** regulations (UN Regulations under the 58 Agreement or Global Technical Regulations under the 98 Agreement)
 - or
 - Other, well established and recognised requirements as acceptable **alternative**
- In depth **consultation** with all involved in order to determine:
 - Exact content
 - Timing
- OICA manifesto: **proposed** list of requirements and their introduction timing for further consideration, **based on manufacturers' suggestions**
 - ➔ **Local adaptations** possible or even needed



Benefits of vehicle legislation approach

- **Level playing field for all vehicle manufacturers:**
 - Legal requirements equally apply to all
 - Legal requirements are the minimum to be met: all manufacturers retain flexibility
 - Ensures free, open and fair competition
- **Control procedures based on international experience**
- **Legal certainty for all citizens to be better protected**
- **Competitiveness of local industry:**
 - Internationally recognised standards have the potential to facilitate export and trade



Factors to be considered when introducing vehicle legislation

- **Need to assess local situation first in a joint effort with local industry:**
 - Understanding the accident causation and its consequences
 - Technical feasibility and Cost/Benefit
 - Ensure fair and adequate treatment to all actors – no disruption of supply chain
 - Lead-time
 - Local logistics/administration
 - Etc.
- **Harmonisation/Coordination:** no specific national requirements
- **No cherry-picking** among the various sets of regulation
- **Possibly foresee gradual and incremental application:**
 - No need to go straight to most severe levels of latest international regulations
 - Avoid slowing down fleet renewal



Possible minimum vehicle safety requirements for national/regional consideration

Light Vehicles	Heavy Vehicles
Brakes incl. mandatory ABS installation	Brakes, incl. mandatory ABS installation
ESC mandatory installation	
Safety belt anchorages & safety belts	Safety belt anchorages & safety belts
Seat strength & Head Restraints	
Frontal & Lateral Collision	
Certified Tyres	Certified Tires
Safety Glazing	Safety Glazing
Installation of Lighting	Installation of Lighting
	Mirrors

- All based on UN Regulations or equivalent standards considered by manufacturers as technically feasible, including appropriate introduction timing
- For more details: see Manifesto
- Suggested starting point, for local adaptation and implementation



UN Resolution 74/299

31 August 2020

Improving global road safety

Encourages Member States ...

to consider becoming contracting parties to the UN legal instruments on road safety (e.g. 1958 and 1998 Agreements)

and ... implementing and promoting their provisions or safety regulations...

(Paragraphs 7-8)



Conclusion

- Global Road Safety is a **complex** issue, involving a combination of various factors and stakeholders, **interacting** with each other
- Only an **integrated** approach can provide an efficient solution
- **Design** of new vehicles is not the complete answer but is **part of the equation**
- Improvements to vehicle design, where needed, via **legislation**:
 - Level playing field for all actors
 - Free and open competition
- **58 & 98 Agreements** requirements (or **equivalent**) provide useful content for national/regional legislation – all countries should consider **accession**
- OICA Manifesto provides a **first basis for further discussions** at national/regional level (content and implementation timing)
- OICA experts happy to help local government and local associations with more info on the UN requirements



Thank you for your kind attention



Visit our website on: [http:// www.oica.net](http://www.oica.net)

For questions: yvanderstraaten@oica.net