
Pillar 3 Project Group - Safer Vehicles

Draft Minutes

In Attendance:

David Ward, Global NCAP (Chairman); Edwin Bastiaensen, IMMA; John Chatterton Ross, FIM; Eduard Fernandez, CITA; Anesh Sukhai, WHO; Pamela Thandi Moya, DoT RSA;

1) Minutes

The minutes of the previous meeting were approved.

2) UN General Assembly Debate & Resolution (A/Res/70/260), 15 April 2016

The outcome of UN General Assembly Debate & Resolution (A/Res/70/260), 15 April 2016 was discussed and it was noted with satisfaction that the text on vehicle safety was the strongest ever adopted by the UN. David Ward also commented that the resolution was aligned with the indicators to be presented by the WHO in their proposed voluntary road safety targets and in the forthcoming Save Lives policy package.

3) Consultation paper on UN Safety Fund

The PG discussed the proposed UN Safety Fund. The overall concept was warmly welcomed as additional resources were urgently needed given the scaling up of activities required to have any possibility of meeting the ambitious road safety target in the Sustainable Development Goals. David Ward described the difficulties in raising funding from traditional donor sources based on his previous experience as Chairman of the World Bank Global Road Safety Facility and at the FIA Foundation. John Chatterton Ross raised a question about the Vienna Convention as the proposed legal base for the Fund as it only signed by 68 countries, but recognised that it may be the only available anchor. Eduard Fernandez suggested that roadworthiness inspection should be included in the remit of the Fund and was concerned that these activities are not included in the recommended activities of the vehicle section of the Global Plan. Both David Ward and John Chatterton Ross were concerned about the eligibility criteria in the draft Fund proposal which appeared to relegate NGOs and civil society organisations to a second tier of possible funding. Both Global NCAP and the FIM would make submissions on this question during the consultation exercise.

4) Updates

a) Stop the Crash Partnership

The work of the STC Partnership was highlighted promoting the most important crash avoidance technologies. Major events in 2016 include Santiago, Chile in June and Kuala Lumpur, Malaysia in November. At the latter it is expected that the Minister of Transport will commit to making electronic stability control standard.

b) Global NCAP – ‘nozerostarcars’ campaign
The recent Global NCAP annual meeting was presented including a car-to-car crash test between the Nissan Versa (made in Mexico for the US market & meeting minimum crash test standards) and the Nissan Tsuru (made in Mexico but failing crash test standards). The Tsuru collapsed in the crash and the dummy readings indicated high risk of fatal injury. In contrast the Versa’s dummy recorded only a slight knee injury. Coinciding with the test Nissan announced that they will stop producing the Tsuru in May 2017.

David Ward explained that in 2017 Global NCAP would be discontinuing their Safer Cars for India project and replace this with some test work in Africa. A sample set of tests in South Africa were under consideration and this possibility would be further followed up with Pamela Thandi Moya.

c) World Forum of Harmonisation of Vehicle Regulations

At WP29 (meeting in the same week as the UNRSC) some important initiatives had been taken. Progress was made on the eventual phase out of the child restraint regulation 44 in favour of the new ‘i-size’ regulation 129. A consultation was launched by the WP29 Secretariat and the UN Special Envoy, Jean Todt on a possible self-commitment by manufacturers to apply minimum safety standards. Global NCAP had warmly welcomed this step and has been encouraging the major car makers to offer such a commitment before the end of the UN Decade.

d) Fleet Safety

At its Annual Meeting Global NCAP has adopted a new set of Fleet Safety Purchase guidelines. These are as follows:

- Wherever possible, choose a five star car (and never less than four stars) as rated by a recognised New Car Assessment Programme and,

- Obtain confirmation from the manufacturer that the vehicle passes the latest version of the following United Nations (UN) vehicle safety regulations (or equivalent United States Federal Motor Vehicle Safety Standards [FMVSS]).

A. Mandatory Requirements *(For immediate application as the minimum safety requirements)*

- Electronic stability control – UN Regulation 13-H/GTR 8 or FMVSS 126
- Seat belt anchorages – UN Regulation 14 or FMVSS 210
- Safety belts and restraint systems – UN Regulation 16 or FMVSS 209
- Frontal collision protection – UN Regulation 94 or FMVSS 208
- Side collision protection – UN Regulation 95 or FMVSS 214

B. Highly Recommended Requirements *(Highly recommended for purchase or lease if available)*

- Pedestrian safety – UN Regulation 127/GTR 9
- Autonomous emergency braking
e) Quadricycles

A presentation by EuroNCAP at WP29 combined with a display of crash tested vehicles highlighted the poor levels of safety of quadricycles. This class of vehicles are entering the market in Europe but have no minimum crash test standards. Euro NCAP (supported by Global NCAP) is calling for a global standard to be developed to ensure that appropriate standards are applied.

John Chatterton Ross also raised the issue of electrical pedi-cycles which have performance characteristics similar to mopeds but have no requirement for the user to wear helmets or have insurance.

f) Regulatory developments

It was noted that the Indian and Mexican governments have this year confirmed that they will be applying minimum crash standards from 2017 and 2018 (for new models).

There being no further business the PG was closed.