Chair: Mme Ndèye Awa SARR, Président LASER International

Co chair: Dr. Stephanie PRATT, CDC/National Institute for Occupational Safety and Health (USA)

Attendees:

- Ndèye Awa SARR - LASER International, Alliance Francophone Sécurité Routière - Chair
- Stephanie PRATT - CDC/National Institute for Occupational Safety and Health (USA) Co-chair
- Kathleen BALLARD - National Highway Traffic Safety Administration (USA)
- Jerald BARNES - UPS
- Josh HARRIS - BRAKE
- Peter HARTZELL - Swedish Standards Institute
- Sandra LEE - Johnson & Johnson
- Emma McLENNAN - EASST
- Darren LINDSEY - Michelin
- Lixiao XIA - CATARC
- Jesus MONCLUS - Fundación MAPFRE
- Shane O’CONNOR - FedEx
- Chica SHAKASITA - Australasian College of Road Safety
- Cathy SILBERMAN - Association for Safe International Road Travel
- Rochelle SOBEL - Association for Safe International Road Travel
- Jessica TRUONG - Global NCAP

Minutes from previous meetings: The chair and co-chair expressed appreciation to Jessica Truong for chairing the WRRSG meeting in Bangkok in March 2017 in their absence. We reviewed and approved minutes from the meeting on March 17, 2017. In addition, because no one present at today's meeting had also been present in Bangkok and therefore had not had the opportunity to approve minutes of the previous meeting held in Geneva on November 18, 2016, we also reviewed and approved minutes from that meeting.

Regional focal points: At the November 18, 2016 meeting, several regional “focal points” were identified who would be responsible for gathering information and reporting back to the WRRSG: Stephanie PRATT for North America, Awa SARR for Africa, Jesus MONCLUS for Latin America, and Adrian WALSH for Europe. Adrian was not present at today's meeting, but several others in attendance indicated they would be willing to bring back information from Europe at future meetings (Darren LINDSEY, Emma MCLENNAN, and Jesus MONCLUS). The concept of regional focal points seems to be working out well, as it provides a structure for attendees to engage with others in their region and also helps us to plan well-balanced meeting agendas. Regional focal points are still needed for Asia and Australasia.

Linked In page for WRRSG: Awa and Lori MOOREN, past co-chair of the WRRSG, started a LinkedIn page for the group some time ago that was intended to be a platform for WRRSG members to share resources and developments. To boost this important tool, the group agreed to re-focus efforts to make the LinkedIn page more successful. Lori will be asked to help adding Stephanie to the group guidance. All new members of the WRRSG will be invited to join the LinkedIn group and Attendees were encouraged to become more active in making contributions to the page.
Review of current work plan: A review of the current work plan was made, explaining to new attendees that the plan was developed in two steps: (1) identifying activities under each of the 5 Pillars that were relevant to our mission and scope; and (2) developing objectives that reflected the most urgent needs and could realistically be addressed by the WRRSG. Since inception of the work plan, we have tracked accomplishments that contribute to each of our objectives. After this meeting, we will circulate the work plan to attendees and ask them to provide additional updates. We will then forward to updated work plan to Joëlle AUERT. We recognized the need to begin planning for activities of the WRRSG post-2018, but were had not enough time to address these issues during this meeting.

Regional updates:

Africa: Awa SARR reported that regional development banks and the World Bank are diligently promoting road safety capacity-building in Africa with several meeting with various stakeholders (Governments, private sector, NGO’s) helping in implementation of road safety autonomous national agencies. The new African Road Safety Observatory project is a positive development. In addition, work-related road safety issues are receiving more attention, particularly trucking safety (new mandatory regional standards regulations with bodies such as WAEMU –West African Economic and Monetary Union - and ECOWAS) and highway work zone safety. Government (under donors’ and funder’s pressure) are urging national and interregional trucking companies, and road construction companies to be more accountable for road safety (check points and enforcement). Large companies such as Total, who have experience and resources to manage fleet safety risks, partnering with NGO’s (such as LASER and others), are sharing their positive actions through the media.

Europe: Jesus MONCLUS presented information on the PRAISE project run by the European Transport Safety Council (ETSC). ETSC is a Brussels-based NGO with about 60 members, including his organization, Fundación MAPFRE. Jesus noted that the European Union directorates are not as active on work-related road safety as they once were, and that PRAISE is one of the few current initiatives that spans all of Europe. PRAISE has a number of products and activities: a comprehensive road safety handbook for employers; focused reports on topics such as taxi safety, driver training, grey fleet, and fatigue management; country seminars; and awards given to innovative fleet safety initiatives.

North America: Stephanie PRATT gave an update on recent developments on work-related road safety in the U.S., focusing on new standards and regulations. Stephanie reported that the national consensus standard for fleet safety, ANSI/ASSE Z15.1, was revised in 2017, with new material on fatigue management, journey management, seat belts, speed management, and risk assessment. In addition, a subcommittee of the ANSI Z15 committee is preparing a technical report on fleet safety issues that will arise from the introduction of partially- and fully-automated vehicles. The technical report may eventually lead to a standard, but the Subcommittee believes that there is too much uncertainty to support development of a full standard at this time. Stephanie also noted two new regulations will go into effect soon: (1) a requirement for electronic logging devices for recording hours of service for drivers of large trucks (will be phased in, becoming fully effective in December 2019); and (2) a requirement for entry-level training for drivers of large trucks.

Global NCAP report: Jessica TRUONG described differences in crash testing results around the world, pointing out that companies that wish to purchase highly-rated vehicles may have difficulty obtaining them in some regions of the world. New car assessment programs (NCAPs) in some regions are well-established and technically capable, while others are just getting started. Global NCAP first published fleet purchasing recommendations for 2014-2015, updated them in 2016, and will further update them in 2018. There are two levels of recommended vehicle safety features; some are mandatory, and others are highly recommended. Jessica also discussed recent developments in testing and standards for two types of vehicles that are especially relevant for work-related road safety. One is light trucks, which are used in many work settings. Jessica reported that these vehicles performed very poorly in recent crash tests conducted through ASEAN NCAP; considerable work is needed to bring them up to
the standard of passenger vehicles in the region. A more positive development is that India has now mandated ABS for motorcycles, which has significant potential to improve safety for workers.

Additional updates from members:

- Awa SARR reported that LASER International will again be producing the International Road Safety Film Festival, and asked WRRSG members to identify or submit fleet safety resources for the festival. The 2018 festival will be in September in Tunisia with “Les Ambassadeurs de la Sécurité Routière” NGO and Tunisian Minister of Transport; the local Cameroun Road Safety Film Festival in June with Cameroun Government and a Regional African Road Safety Film Festival in November in Morocco with CNPAC and Moroccan Transport Ministry, in the frame of the African Road Safety Forum.

- Awa also recommended that the WRRSG return to a topic she had suggested at a previous meeting: advocacy through formal letters by the Group, from WWRSG members to their governments to press them to give greater attention to work-related road safety.

- Jesus MONCLUS reported that Fundación MAPFRE has developed a new portal that provides road safety content that organizations can customize for their own use.

- Jesus also informed the group that Fundación MAPFRE is planning a new study with GRSP on a work-related road safety topic. The details are not yet worked out, but the aim of the study is to gather information on what the GRSP members are doing on work-related road safety. Jesus would like to know whether other members of the WRRSG or the UNRSC are interested in collaborating on this study.
ETSC and the PRAISE Project

April 2018
The **European Transport Safety Council** (ETSC) is a non-governmental organisation promoting independent science-based approach to road safety.

Supported in our work by **60 member** organisations across Europe.

Funded by our members, the European Commission and corporate sponsors.

Bringing together practitioners, researchers, policy-makers and parliamentarians from across the EU.
Monitoring EU transport safety policy

Road Safety Performance Index (PIN)

Ranking EU countries’ performances

PREVENTING ROAD ACCIDENTS AND INJURIES FOR THE SAFETY OF EMPLOYEES

SAFE & SOBER

DRUG DRIVING

SMART
SOBER MOBILITY ACROSS ROAD TRAVEL

PRAISE
Work-Related Road Safety

REVIVE
IMPROVING POST-COLLISION RESPONSE AND EMERGENCY CARE IN EUROPE
25,684 people died in road traffic in the EU in 2016
135,000 seriously injured in road traffic in the EU in 2014 according to MAIS3+ definition
A WIDENING GAP BETWEEN THE ACTUAL AND DESIRED PROGRESS

-50%
-40%
-30%
-20%
-10%
0%
-50%
-19%
Up to 40% of road deaths may be work-related
6 out of 10 work accidents resulting in death are road collisions
The PRAISE Project: Aims

• Advance knowledge on the need for work-related road safety management

• Provide employers with the know-how to do this

• Raise work-related road safety standards of the EU and Member States

• Promote the inclusion of driving:
  • at work
  • for work and
  • to/from work
PRAISE Outputs: Handbook for Employers

• 9 short guides on key topics
• Prepared by ETSC and our experts
• Topics include
  • Risk assessment
  • Fatigue
  • Speed
  • Work Zones
  • Commuting
  • Distraction
PRAISE Outputs: Reports

• Longer, more in-depth reports
• Looking at types of people driving for work and key issues
• Examples
  • Vans
  • Taxis
  • Young People
  • Procurement
  • Grey Fleet
PRAISE
Preventing Road Accidents and Injuries for the Safety of Employees

Case Study: BT

ETSC’s PRAISE project addresses the safety aspects of driving at work and driving to work. Its aim is to promote best practice in order to help employers secure high road safety standards for their employees.

This case study accompanies the PRAISE report on managing grey fleets, published in October 2016. In the interview below, David Wallding, Group Safety Advisor at BT, a communications provider based in the UK, discusses the organisation’s approach to applying road safety risk management in a large company.

BT is a UK-based multinational telecommunications services provider. It has operations in around 120 countries. It supplies telecom services to corporate and government customers worldwide. In the UK BT operates approximately 33,000 vehicles. This includes 27,800 commercial vehicles (mostly light vans), 5,200 cars and a significant grey fleet, as well as many rental vehicles. The company has 41,000 employees in total in the UK & Ireland, including approximately 55,000 who drive an BT business. Another 15,000 people work outside of the UK and Ireland, where the work-related road safety programme is also now being piloted and rolled out.

<table>
<thead>
<tr>
<th>FACTFILE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company</td>
</tr>
<tr>
<td>Sector</td>
</tr>
<tr>
<td>Fleet</td>
</tr>
</tbody>
</table>
PRAISE Outputs: Events

Country Seminars

- Held across Europe
- Focus on one country and its work-related road safety standard
- Local companies, experts and national decision makers attend and present

Annual Conference

- Held in Brussels in October each year
- EU and national experts attend and present
- PRAISE Awards given and winning companies present
Annual PRAISE Awards

• Awarded to employers who demonstrate excellence in WRRS

• Three categories:
  • Large Companies
  • SMEs
  • Public Authorities

• Winner have the chance to present their work at the annual conference

• Now in their 7th year
THANK YOU FOR YOUR ATTENTION

www.etsc.eu @etsc_eu
laurence.atchison@etsc.eu
(PRAISE Project Manager)
<table>
<thead>
<tr>
<th>Road Map for Safer Vehicles 2020 UN Regulations* for:</th>
<th>All New Models Produced or Imported</th>
<th>All Vehicles Produced or Imported</th>
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<tbody>
<tr>
<td><strong>CRASH TESTS</strong></td>
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<tr>
<td>Frontal Impact (No.94)</td>
<td>2018</td>
<td>2020</td>
</tr>
<tr>
<td>Side Impact (No.95)</td>
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<td></td>
</tr>
<tr>
<td><strong>SEAT BELTS</strong></td>
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<td></td>
</tr>
<tr>
<td>Seat Belt &amp; Anchorages (No.16 &amp; 14)</td>
<td>2018</td>
<td>2020</td>
</tr>
<tr>
<td><strong>ELECTRONIC STABILITY CONTROL</strong></td>
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<tr>
<td>Electronic Stability Control No.140 (GTR. 8)</td>
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<td>2020</td>
</tr>
<tr>
<td><strong>PEDESTRIAN SAFETY</strong></td>
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<tr>
<td>Pedestrian Protection No.127 (GTR. 9)</td>
<td>2018</td>
<td>2020</td>
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<tr>
<td><strong>ANTI-LOCK BRAKES</strong></td>
<td></td>
<td></td>
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<tr>
<td>Motorcycle Anti-Lock Brakes No.78 (GTR.3)</td>
<td>2018</td>
<td>2020</td>
</tr>
<tr>
<td><strong>AUTONOMOUS EMERGENCY BRAKING</strong></td>
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<tr>
<td>Autonomous Emergency Braking Systems</td>
<td>Highly Recommended</td>
<td>Highly Recommended</td>
</tr>
</tbody>
</table>

*or equivalent national performance requirements, with effective conformity of production
Emerging Market NCAPs

Global NCAP gives financial and technical support to emerging NCAPs in Latin America and South East Asia. Despite weak regulatory systems in these regions ASEAN and Latin NCAP have seen a rapid increase in the availability of four and five star cars.

In India we have created a ‘Safer Cars for India’ project and this has acted as a catalyst for action by industry and Government who have mandated crash test standards from October 2017. A ‘Safer Cars for Africa’ project was launched in Cape Town on November 22nd.

Global NCAP is also promoting its #nozerostarcars campaign to discourage manufacturers from selling cars that fail to meet minimum UN crash test standards and score zero stars in NCAP ratings.
<table>
<thead>
<tr>
<th>Marca</th>
<th>Puntuación</th>
<th>Estrellas</th>
<th>Año</th>
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</thead>
<tbody>
<tr>
<td>Seat ATECA*</td>
<td>7</td>
<td>5/5/5</td>
<td>2017</td>
</tr>
<tr>
<td>Toyota COROLLA*</td>
<td>7</td>
<td>5/5/5</td>
<td>2017</td>
</tr>
<tr>
<td>Volkswagen GOLF*</td>
<td>7</td>
<td>5/5/5</td>
<td>2017</td>
</tr>
<tr>
<td>Volkswagen POLO*</td>
<td>4</td>
<td>2/2/2</td>
<td>2017</td>
</tr>
<tr>
<td>Renault CAPTUR*</td>
<td>4</td>
<td>2/2/2</td>
<td>2017</td>
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<tr>
<td>Renault KWID*</td>
<td>4</td>
<td>2/2/2</td>
<td>2017</td>
</tr>
<tr>
<td>Kia NEW RIO SEDÁN*</td>
<td>1</td>
<td>1/1/1</td>
<td>2017</td>
</tr>
<tr>
<td>Fiat MOBI</td>
<td>2</td>
<td>2/2/2</td>
<td>2017</td>
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<tr>
<td>Chevrolet ONIX</td>
<td>2</td>
<td>2/2/2</td>
<td>2017</td>
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<tr>
<td>Ford KA</td>
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<td>2/2/2</td>
<td>2017</td>
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<tr>
<td>Chevrolet N300</td>
<td></td>
<td>2/2/2</td>
<td>2017</td>
</tr>
<tr>
<td>Kia RIO SEDÁN</td>
<td></td>
<td>2/2/2</td>
<td>2017</td>
</tr>
</tbody>
</table>

*Patrocinado por fabricantes*
ASEAN NCAP
# SAFERCARS FOR INDIA

## RESULTS 2014 - 2017

<table>
<thead>
<tr>
<th>Make</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volkswagen Polo</td>
<td>⚫2</td>
</tr>
<tr>
<td>Toyota Etios</td>
<td>⚫2</td>
</tr>
<tr>
<td>Tata Zest</td>
<td>⚫2</td>
</tr>
<tr>
<td>Ford Aspire</td>
<td>⚫2</td>
</tr>
<tr>
<td>Honda Mobilio</td>
<td>⚫2</td>
</tr>
<tr>
<td>Renault Duster</td>
<td>⚫1</td>
</tr>
<tr>
<td>Renault Kwid (IV)</td>
<td>⚫1</td>
</tr>
<tr>
<td>Volkswagen Polo</td>
<td></td>
</tr>
<tr>
<td>Ford Figo</td>
<td></td>
</tr>
<tr>
<td>Suzuki Maruti Eeco</td>
<td></td>
</tr>
<tr>
<td>Renault Kwid (I)</td>
<td></td>
</tr>
<tr>
<td>Hyundai Eon</td>
<td></td>
</tr>
<tr>
<td>Suzuki Maruti Alto</td>
<td></td>
</tr>
<tr>
<td>Renault Duster</td>
<td></td>
</tr>
<tr>
<td>Mahindra Scorpio</td>
<td></td>
</tr>
<tr>
<td>Renault Kwid (III)</td>
<td>⚫1</td>
</tr>
<tr>
<td>Datsun Go</td>
<td></td>
</tr>
<tr>
<td>Renault Kwid (III)</td>
<td></td>
</tr>
<tr>
<td>Chevrolet Enjoy</td>
<td></td>
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<tr>
<td>Tata Zest</td>
<td></td>
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<tr>
<td>Suzuki Maruti Celerio</td>
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</tr>
<tr>
<td>Honda Mobilio</td>
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</tr>
<tr>
<td>Suzuki Maruti SWIFT</td>
<td></td>
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<tr>
<td>Hyundai i10</td>
<td></td>
</tr>
<tr>
<td>Tata Nano</td>
<td></td>
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# SAFER CARS FOR AFRICA

RESULTS 2017

<table>
<thead>
<tr>
<th>Car Model</th>
<th>Rating</th>
<th>Side Impact</th>
<th>Roof Strength</th>
<th>Head Restraints</th>
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</thead>
<tbody>
<tr>
<td>Toyota ETIOS</td>
<td>✓ 2</td>
<td>★★★★★</td>
<td>★★★★★</td>
<td>★★★★★</td>
</tr>
<tr>
<td>Renault SANDERO</td>
<td>✓ 2</td>
<td>★★★★★</td>
<td>★★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>Volkswagen POLO VIVO</td>
<td>✓ 2</td>
<td>★★★★</td>
<td>★★★★</td>
<td>★★★★</td>
</tr>
<tr>
<td>Datsun GO+</td>
<td>✓ 1</td>
<td>★★</td>
<td>★★★★</td>
<td>★★★★</td>
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<tr>
<td>Chery QQ3</td>
<td>✗</td>
<td>★★</td>
<td>★★★★</td>
<td>★★★★</td>
</tr>
</tbody>
</table>

GLOBAL NCAP
Agenda 2030 – What Are Global NCAP’s Vehicle Safety Priorities?

• Accelerate full fleet penetration of vehicles that meet minimum UN crash test standards and have Electronic Stability Control with further incentive & regulatory actions required in emerging markets.

• Promote proven crash avoidance systems through a combination of incentive & regulatory action. Most important are:
  
  Autonomous Emergency Braking  
  Intelligent Speed Assistance  
  Motorcycle Anti-Lock Brakes

• Encourage Fleet managers to choose ‘five star’ safety rated vehicles and act as catalyst for fitment of best available technologies.
Stop the Crash Partnership: Update

Since the launch in Brasilia in November 2015 the schedule of global events has been/will be as follows:

2016

Santiago, Chile
Kuala Lumpur, Malaysia

2017

Bangkok, Thailand
Shanghai, China

2018

Buenos Aires, Argentina (G20)
Leipzig, Germany (ITF Forum)
Delhi, India (Global NCAP AGM)

The STC has generated important policy commitments (to ESC in Brazil, Malaysia & China). It has encouraged smaller events in a number of countries and acted as a catalyst to new research (TRL/Bloomberg ESC study due in 2018).
Global NCAP’s Fleet Purchase Guide

Global NCAP has prepared a Fleet Safety Guide to help managers make better choices in vehicle selection. We recommend:

Choose a **Five Star** car wherever possible - and never less than four stars - as rated by a recognised NCAP.

Where NCAP ratings are unavailable, we suggest using the following regulatory benchmarks:

**As Mandatory Requirements** *(For immediate application as the minimum safety requirements)*
- Frontal & Side collision protection – UN Regulation 94 & 95
- Seat belt anchorages belts and restraint systems – UN Regulation 14 & 16
- Electronic stability control – UN Regulation 140/GTR 8

**As Highly Recommended Requirements** *(Highly recommended for purchase or lease if available)*
- Pedestrian safety – UN Regulation 127/GTR 9
- Autonomous Emergency Braking
May 16 New EU Regulatory Action on Vehicle Safety

Intelligent Speed Assistance

Euro NCAP has been awarding safety points to carmakers for installation of Speed Assistance Systems since 2013.

Several car manufacturers now offer cars fitted with Intelligent Speed Assistance (ISA) systems.

ISA is predicted to save up to 33 per cent of RTIs on urban roads, and to reduce CO2 emissions by up to 5.8 per cent on 70 mph roads.

The European Commission is due to include a mandatory ISA requirement in the forthcoming revision of the General Safety Regulation.

The World Health Organization is also recommending ISA in its Save LIVES road safety technical policy package.

Any OEM that is serious about AVs must be serious about ISA!
Safety Gains from Autonomous Vehicles...Still Decades Away
Thank You!

GLOBAL NCAP

is pleased to acknowledge support from:

Bloomberg Philanthropies  FIA FOUNDATION