

OICA / Erik Jonnaert

Statement for the Geneva Motor Show:

Dear members of the press

In follow up to the 3rd international interministerial UN conference on Road Safety which took place two weeks ago, we want to take this opportunity to update you on the commitment and efforts underway by the automotive manufacturers to improve road safety and vehicle safety globally.

According to WHO, deaths from road traffic crashes have increased in 2018 to 1.35 million a year; that is nearly 3700 people dying on the world's road every day which is not acceptable.

Looking back at what has been achieved during the past decades, we should recognize the progress made in improving vehicle safety , especially through wider adoption of **passive safety systems** globally which protect the users of a vehicle and other road users if a crash occurs and mitigate the consequences of an accident during and after impact . We talk here about seatbelts, air bags, frontal and side impact protection. The most important step forward in the last decade has probably been the progress in adopting **active safety systems** like advanced driver assistance systems, especially in the high income countries of the world, like in Europe , Japan and the US. The latest systems do constantly monitor the performance and surroundings of a vehicle and can prevent accidents from happening altogether: think of Electronic Stability control systems or ESP, or the new advanced driver assistance systems like lane departure warnings and autonomous emergency braking systems (AEB).

We also have seen the positive results in the figures: for example , while in the EU the number of cars increased by 60 million since 2001 till 2017 , the annual road fatalities have been reduced with more than half from 54.900 in 2001 to 25. 300 in 2017 and a decrease of 21% compared to 2010.

Despite this progress, we still see too many road accidents causing injuries or fatalities also in the high income countries. More than 25,000 people still lose their lives on European roads today which is not OK.

Between 2013 and 2016, no reductions in the number of road traffic deaths were observed by WHO in any low income country while some reductions were observed in 48 of the middle and high income countries. On the other hand, it should also be recognised that the number of vehicles on the road sharply increased, thereby logically also increasing the accident risk. The rates of road traffic death are highest in Africa (26,6 per 100.000 people) and in SE Asia (20,7 per 100.000 people): the rate of road traffic deaths generally decreases as income increases.

That is why all manufacturers represented through OICA have agreed on the need to advocate for minimum vehicle safety requirements to be incorporated in legislation everywhere in the world, and especially there where we still see a lack of minimum legal requirements in place: in SE Asia, in Latin America and in Africa.

That is the core of the OICA Manifesto for Global Road Safety , which was launched in October last year . Our industry is in favour of a globally consistent regulatory framework in all markets across the globe , based on well-established requirements such as those developed under the 58

and 98 agreements at UNECE-level recognizing that other alternatives are possible such as the US, the Japanese and the Chinese regulations which are all very advanced. OICA has aligned its members to advocate for stronger safety standards globally consistent with what is already in place: that what OICA's Manifesto for Road safety is all about.

We see major opportunities to step up progress in most of the low and middle income countries where the level of fatalities and accidents remain still too high.

- As highlighted in the recommendations of the Academic Expert Group to UN conference in Stockholm, there are stark disparities around the globe in the adoption of mandatory vehicle standards covering the most critical safety technologies.
- As confirmed by the WHO, enacting and enforcing legislation on key risk factors are critical components of an integrated strategy to prevent road traffic accidents and injuries

Strengthening legislation to mitigate key risk factors is recognized by the majority of governments as an important strategy to improve road safety as evidenced by the 149 countries that have designated lead agencies and with responsibilities that include enacting and assessing traffic laws.

OICA calls upon all governments around the world to place all players in the automotive sector on an equal footing by setting mandatory minimum vehicle safety requirements for all new vehicles sold on their territory, in line with established UN requirements or other standards in use in well developed markets. OICA's Manifesto on Road Safety has listed the requirements that should be part of the minimum legal framework for more vehicle safety in all countries worldwide ; this list includes requirements regarding braking including ABS, electronic stability control systems , safety belt requirements, seat and head restraints, requirements against frontal and lateral collision, safe glazing, installation of lighting as well as requirements for the safety of tyres being used on vehicles.

For all these requirements, international regulations have been developed under the UNECE framework of WP29 (the World Forum on Harmonisation of Vehicle requirements) and its 1958 and 1998 agreements or their equivalent such as the requirements existing in the US, Japan, China;

OICA is calling upon all national governments worldwide to start planning for a phased implementation of these requirements in order to strengthen vehicle and road safety in close consultation with industry, taking into account the local market needs regarding improving safety on the road.

OICA and its members will put its expertise at the service of the States and is committed to convincing and assisting various countries to implement in their legislation the minimum safety requirements defined. At the same time, OICA is ready to further engage with all other relevant stakeholders advocating higher levels of road safety including FIA and Global NCAP to identify further opportunities to address in order to accelerate progress on road safety in an integrated way.

It will be my role as Special Envoy Road safety for the industry to work in close collaboration with all stakeholders to help us making progress in putting this Manifesto into reality.

That is why we already started work with the ASEAN and MERCOSUR countries to work actively on strengthening local vehicle safety requirements: will keep you posted as we are making progress.

Thanks for your attention.

Erik JONNAERT

Special Envoy Road Safety OICA