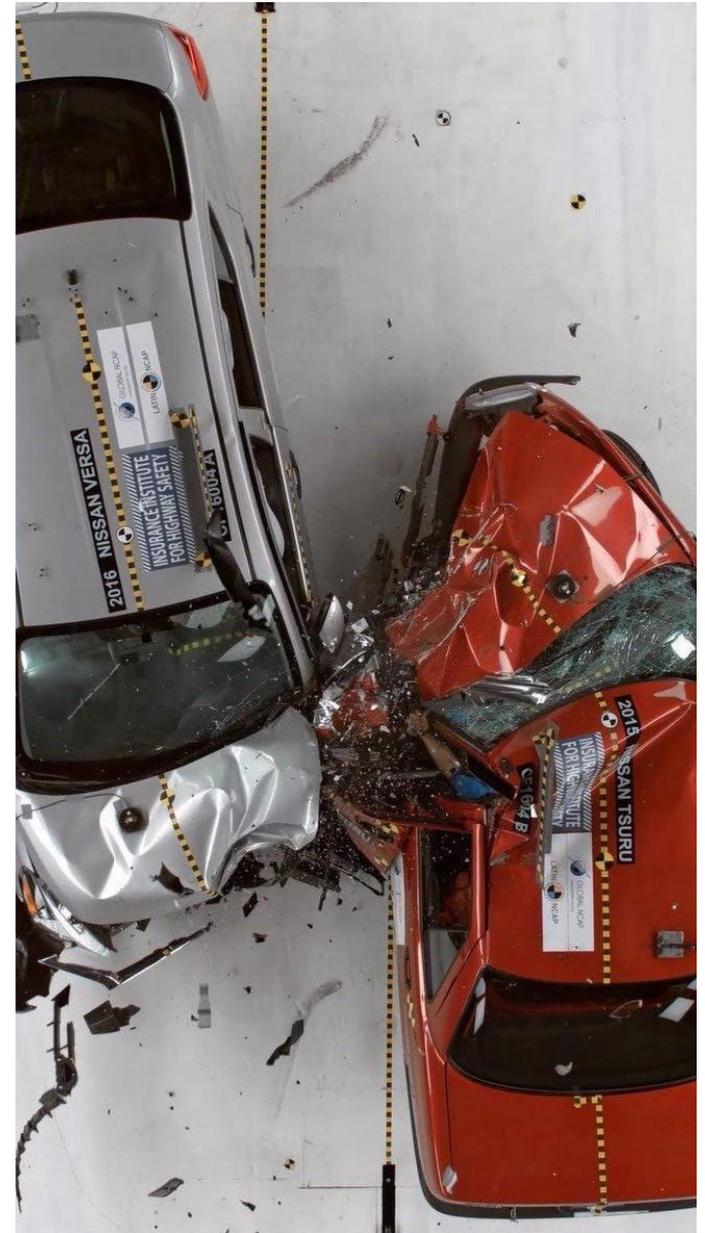


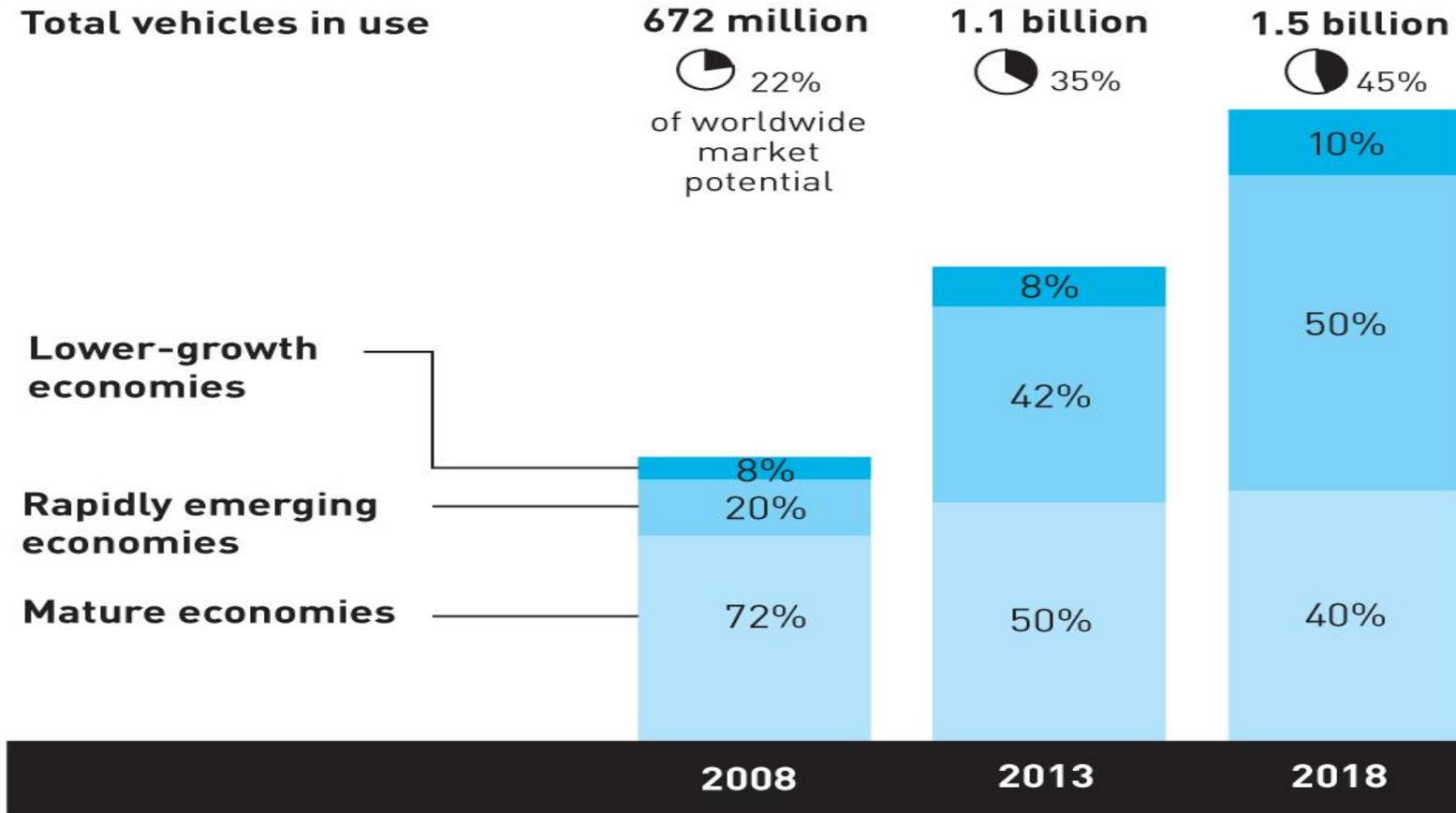
Road Map For Safer Vehicles & Fleet Safety

David Ward
Secretary General
Global New Car Assessment Programme

Global Fleet Conference
Miami 6-8 June 2017



Changing Geography of Vehicle Use



Source: Booz & Company

Global NCAP - Building a Market For Safer Cars...Worldwide

The first NCAP was launched in 1978 by the US National Highway Traffic Safety Administration.

NCAPs promote a 'market for safety' by raising awareness of the car buying public, and rewarding manufacturers that build the safest cars.

NCAPs award stars to car models using crash tests that score occupant protection. These are recorded by measuring the loadings on instrumented dummies.

NCAPs are usually more stringent than legislative tests.





20 Years of Five Star Progress

Since the launch of Euro NCAP in 1997 and adoption of European Union (EU) crash test standards in 1998 78,000 lives have been saved.

The occupant fatality rate across the EU has reduced by about 50%.

However, there are still many countries around the world that do not yet apply any crash test standards.



Global NCAP's 2020 Vision...

In 2016 from a total of 72 million new cars as many as 20% fail to meet UN minimum safety standards, lacking air bags, anti-lock brakes, or electronic stability control.



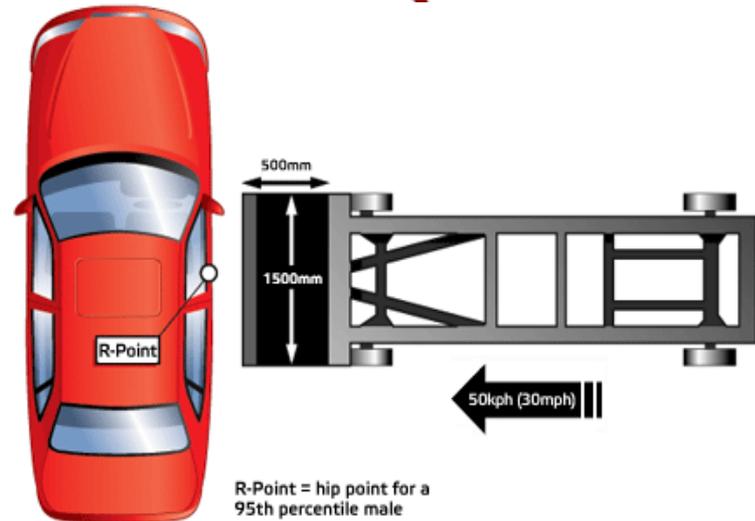
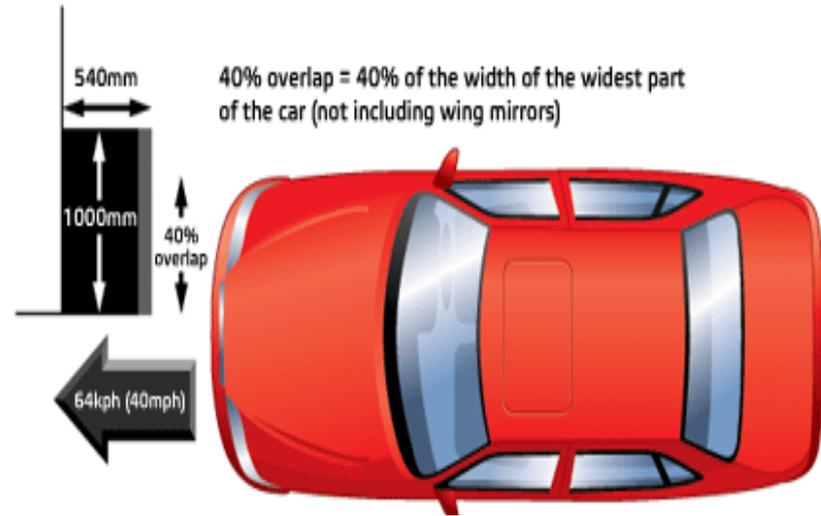
By 2020 at the latest Global NCAP wants all new cars to meet UN crash test standards with air bags, ABS and ESC fitted as standard.

This needs government action to apply UN vehicle safety standards more widely and greater effort to stimulate customer demand for safer motor vehicles.

	Road Map for Safer Vehicles 2020 UN Regulations* for:	All New Models Produced or Imported	All Vehicles Produced or Imported
	Frontal Impact (No.94) Side Impact (No.95)	2018	2020
	Seat Belt & Anchorages (No.16 & 14)	2018	2020
	Electronic Stability Control No.140 (GTR. 8)	2018	2020
	Pedestrian Protection No.127 (GTR. 9)	2018	2020
	Motorcycle Anti-Lock Brakes No.78 (GTR.3)	2018	2020
	Autonomous Emergency Braking Systems	Highly Recommended	Highly Recommended

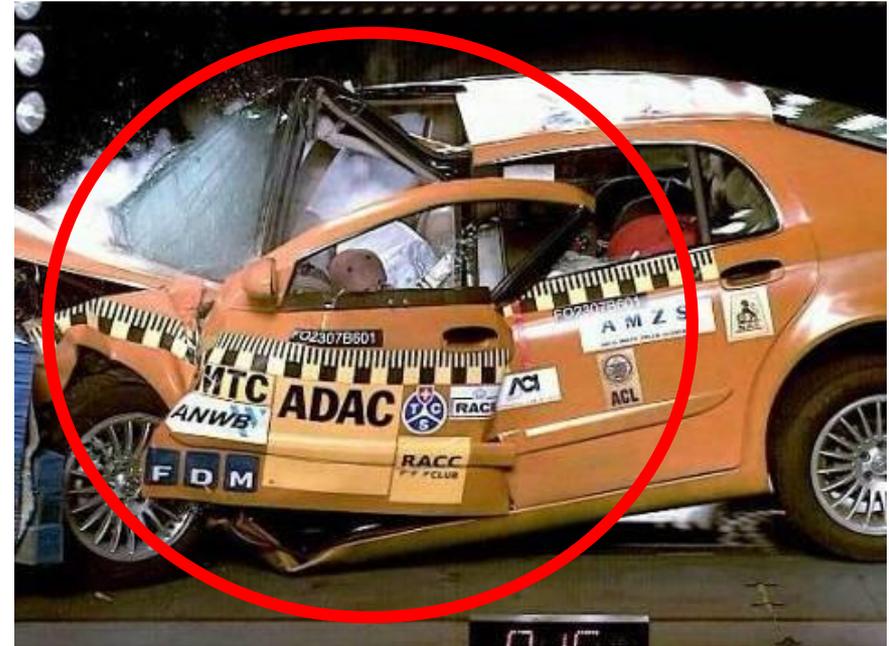
*or equivalent national performance requirements, with effective conformity of production

Crash Worthiness: Front & Side Occupant Protection





No airbag and poor body shell integrity gives zero stars. But just adding an airbag (see below) makes no difference...



The combination of good body shell integrity and an airbag results in a survivable crash.



Latin NCAP

Nissan Tsuru (Sentra B13) – No Airbags



1.00 max. 17.00 - Adult



0.00 max. 49.00 - Child



Volkswagen up! + 2 Airbags



15.86 max. 17.00 - Adult



39.54 max. 49.00 - Child



Front passenger



Driver



Front Passenger



Driver

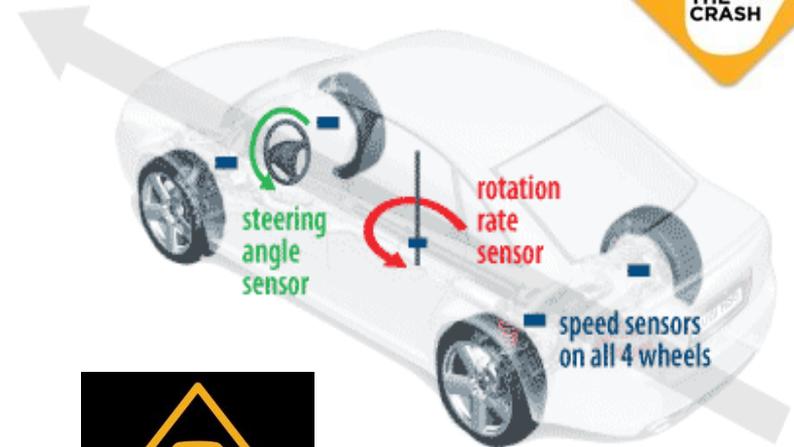


Crash Avoidance: Better to Stop the Crash than Have One!



Electronic Stability Control (ESC)

An anti-skid system with capacity to reduce up to 40% of run-off road crashes. Mandatory now across all high income countries.

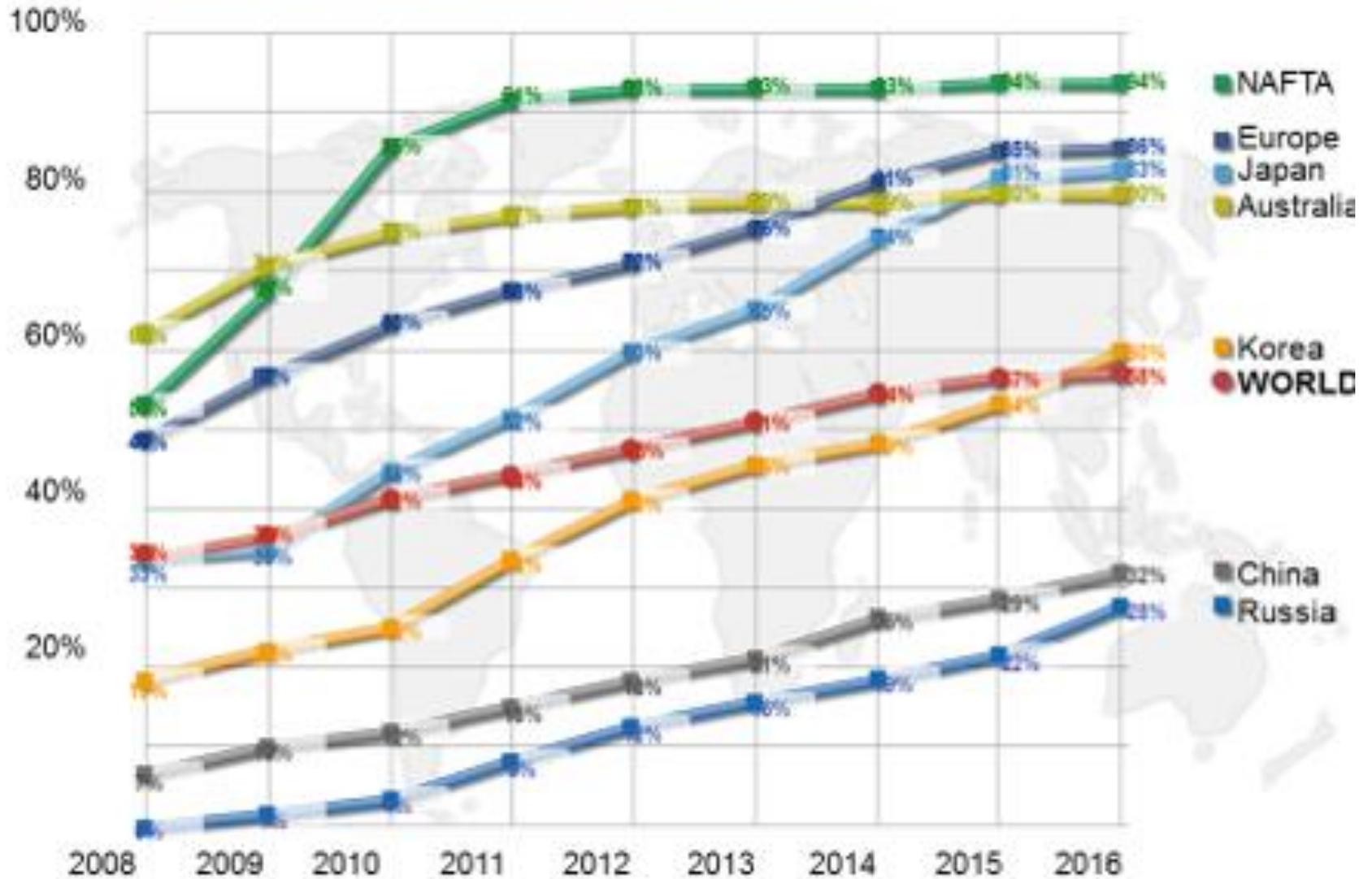


Autonomous Emergency Braking (AEB)

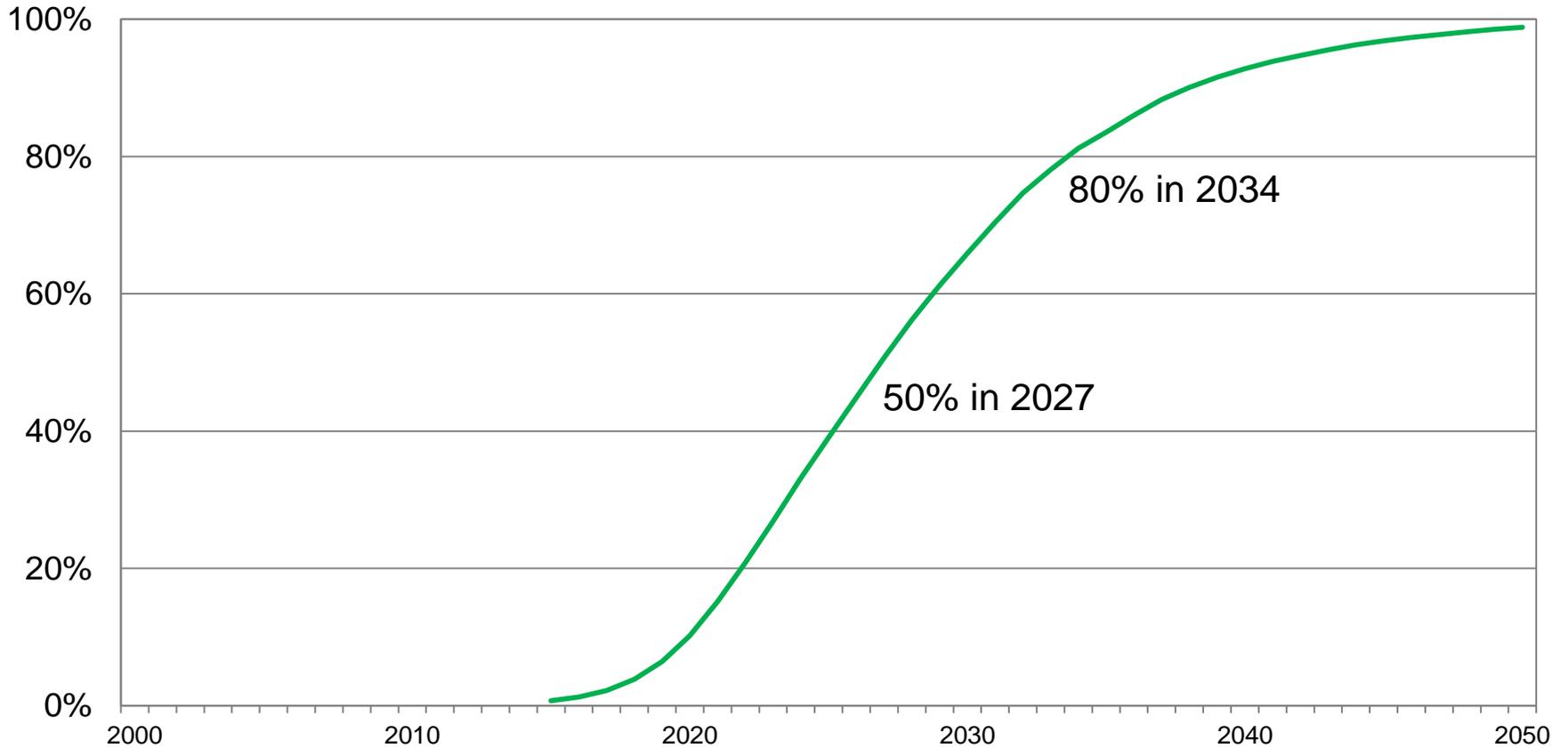
Automatically applies the brakes if the driver does not react. There are city, urban and pedestrian systems in use. Low speed AEB is estimated to cut real-world rear-end crashes by 38%. Not yet mandatory but under discussion in the European Union and becoming standard in the USA through a voluntary industry commitment.



ESC Global Installation Rates to 2016



Prediction of US Registered Vehicles with Autonomous Emergency Braking - 2022 Voluntary Commitment



Market Pull & Regulatory Push Makes Safety Affordable

- Meeting minimum crash standards can cost less than US \$200 per vehicle.
- Airbag costs have fallen by over 60% in 15 years to about US\$50 per unit.
- Car companies use global platforms to produce many different models with large costs reductions.
- Universal implementation of UN regulations bring economies of scale, and promote fair competition .
- Governments can promote safer cars by giving short term fiscal incentives for safety technologies.
- Fleet managers can choose ‘five star’ safety rated vehicles.



Corporate Social Responsibility: The SDGs and Road Safety



THE GLOBAL GOALS
For Sustainable Development

The UN Sustainable Development Goals (SDGs) were adopted by Heads of Government in September 2015. Road Safety is included:

In Goals 3 for Health with a target to halve the number of global deaths and injuries from road crashes By 2020.

In Goal 11 for Cities and is relevant to relevant to Goal 8 for Decent Work and Economic Growth as regards workplace safety.

The SDG's are the UN's strongest ever commitment to road injury prevention, which gives new impetus to the current UN Decade of Action for Road Safety (2011-2020).

These commitments have also been endorsed by the 2nd High Level Global Conference on Road Safety held in Brasilia in November 2015 and by the UN General Assembly in April 2016 (A/Res/70/260).

3 GOOD HEALTH
AND WELL-BEING



11 SUSTAINABLE CITIES
AND COMMUNITIES



8 DECENT WORK AND
ECONOMIC GROWTH



Corporate Social Responsibility: UN Mandate for Safer Cars 2020

In April 2016 the UN General Assembly adopted a road safety resolutions that encourages Member States to adopt:

Policies and measures to implement United Nations vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles, meet applicable minimum regulations for occupant and other road users protection, with seat belts, air bags and active safety systems as standard. (A/Res/70/260)

The World Health Organization has also just released the Save LIVES policy package that includes recommendations on vehicle safety that are similarly aligned with Global NCAP's Road Map. The WHO Ambassador for NCD's & Injury, Michael Bloomberg is calling on vehicle manufacturers to apply voluntarily the UN minimum crash test standards. The UN Special Envoy for Road Safety Jean Todt is also advocating an industry self commitment to safer vehicles.





39001 Road traffic safety (RTS) management systems

6.3 RTS performance factors

c) Intermediate safety outcome factors:

- safety of vehicles, especially considering occupant protection, protection of other road users (vulnerable as well as other vehicle occupants), road traffic crash avoidance and mitigation, roadworthiness, vehicle load capacity and securing of loads in and on the vehicle;

Guidance:

...improving the safety rating (for example New Car Assessment Program) level of the vehicle fleet.

Consumer programs test and publish safety ratings for many vehicle types and models which can be used by organizations to assist them in making informed decisions about the level of safety they seek in vehicle fleets.



Global NCAP's 'Choose Five Star' Fleet Purchase Guide

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

Choosing a **Five Star** car wherever possible (and never less than four stars) as rated by a recognised NCAP;

Where NCAP ratings are unavailable ensure compliance with the UN minimum vehicle safety regulations. 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)*

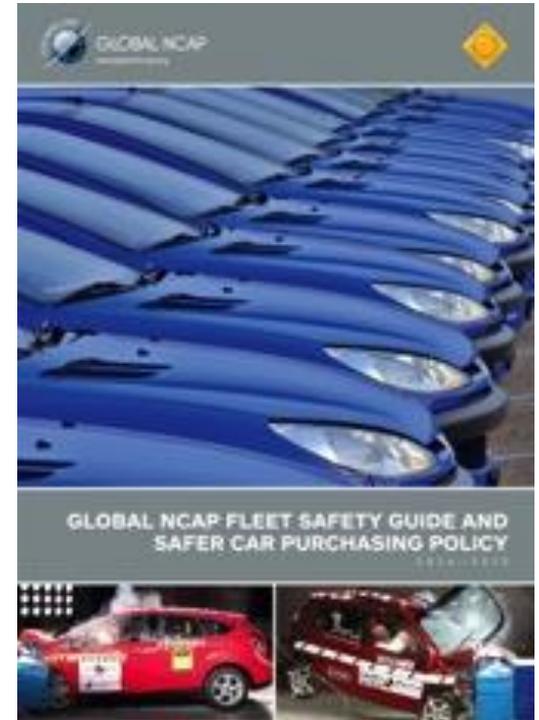
Pedestrian safety – UN Regulation 127/GTR 9

Autonomous emergency braking

Business Case for Choosing Five Star Vehicles

Road crashes at work represent a significant business cost and loss of efficiency. Safer vehicles are, therefore, a prudent and affordable option. The business case for choosing Five Star vehicles that offer good levels of both crash worthiness and crash avoidance is their contribution to:

- Meeting the duty of care to employees who may be injured while driving for work;
- Reducing the likelihood of crashes so avoiding all the related costs including injury, property damage, and loss of vehicle use;
- Demonstrating excellence in corporate social responsibility and supporting the aims of the UN Decade of Action for Road Safety and the SDGs.



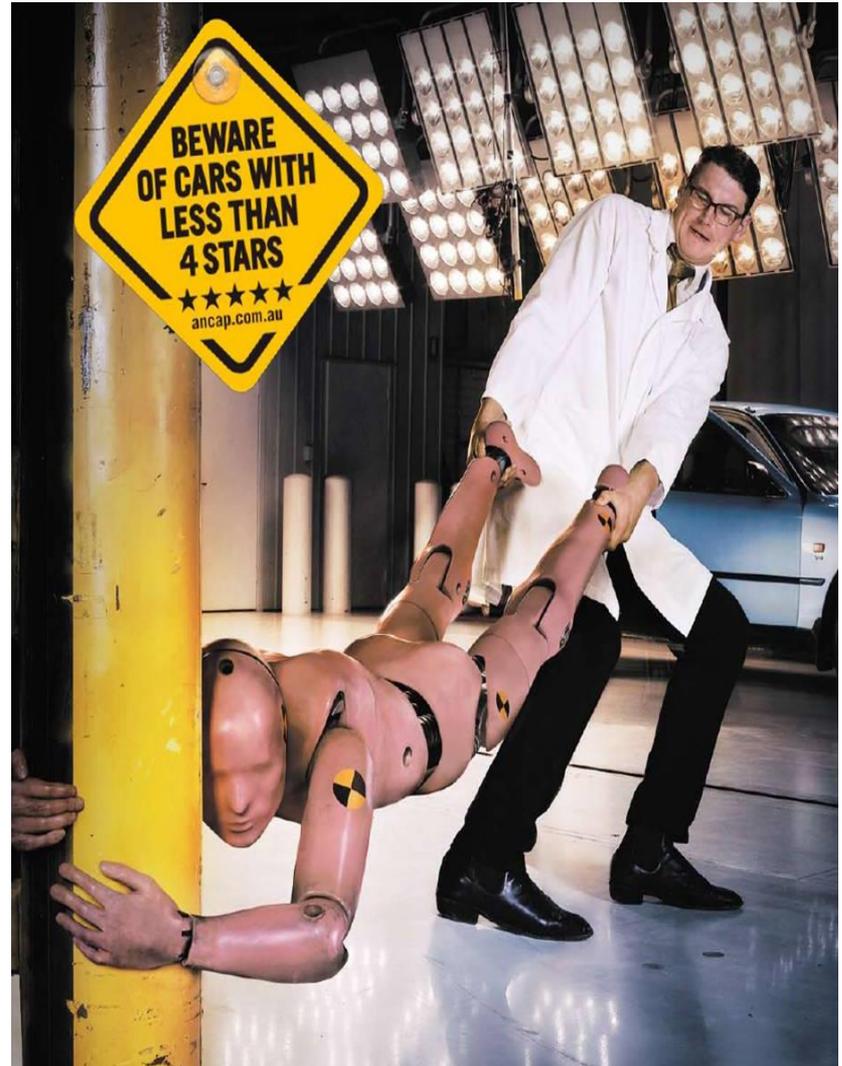
Thank You!

d.ward@globalncap.org

Global NCAP is pleased to
acknowledge support from:

**Bloomberg
Philanthropies**

 **FOUNDATION**



GLOBAL  NCAP