



The European consumer voice in standardisation

Supporting Road Safety Targets for the UN Decade of Action

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ANEC / Consumers International



Raising Standards for Consumers

Consumer Organisations



Umbrella's



History in advocating safe transport:

- Raise awareness
- Allow consumers to make informed choices
- Influence Regulations and Standards

Participations

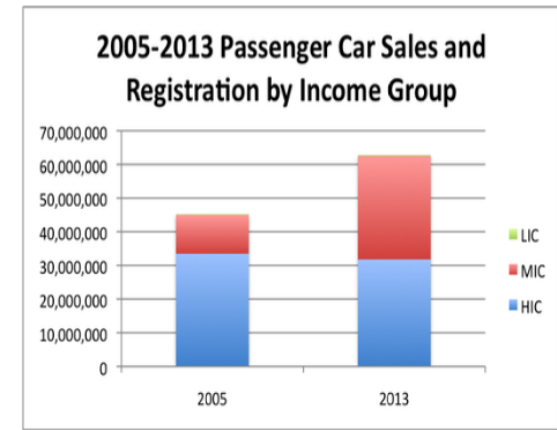


Raising Standards for Consumers

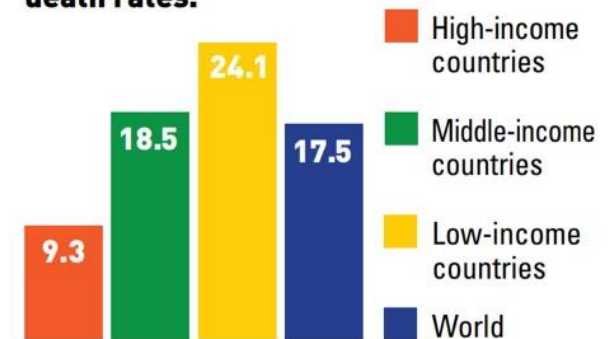
Global Road Safety – The Urgency of Now



- Over 3000 people are killed in road accidents every day. About 31% are car occupants.
- Road crashes are nr 1 cause of death of young people
- Low and middle income countries account for 90% of global road deaths
- Low and middle income countries account for nearly half of car sales world-wide
- Global vehicle fleet is expected to double in about a decade.



Low-income countries have the highest road traffic death rates.



Road traffic fatalities per 100 000 population

Raising Standards for Consumers

The Global Plan for the Decade of

Five pillars for a Safe Systems approach

Build Capacity



Safer Roads & Mobility



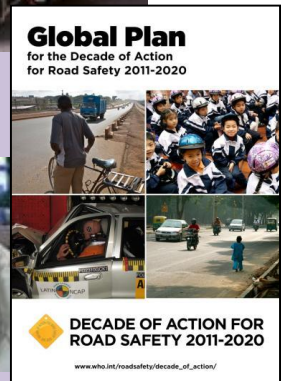
Safer Vehicles



Safer User behaviour



Post-crash response



www.who.int/roadsafety/decade_of_action/

Decade of Action: Pillar 3



Activity 1: Encourage Member States to apply motor vehicle safety standards as developed by the UN's WP 29.

Activity 2: Encourage implementation of new car assessment programs to increase the availability of consumer information

Activity 3: encourage all new motor vehicles minimally being equipped with seat belts and anchorages that meet regulatory requirements and pass applicable crash test standards.

Activity 4: Encourage global deployment of proven crash avoidance technologies such as Electronic Stability Control and Anti Lock Braking systems in motorcycles.

Activity 5: Encourage use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage export of new and used cars that have reduced safety standards.

Activity 6: Sustain investment in research and development of safety technologies that will improve vehicle safety and reduce risks to vulnerable road users.

Activity 7: Encourage managers of governments and private sector fleets to purchase and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.

Global Goals for Sustainable Development and Road Safety



THE GLOBAL GOALS
For Sustainable Development

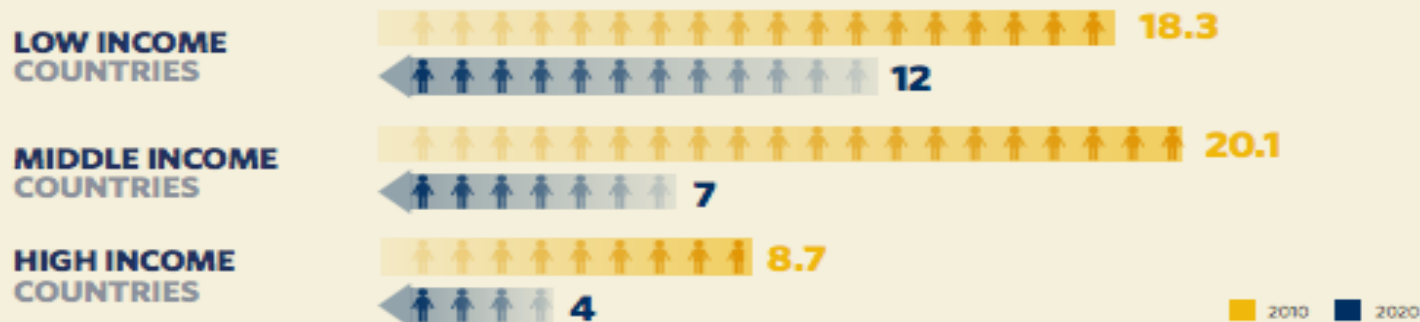
*Halve the number of global
deaths
and injuries from road crashes
by
2020.*



Halving Road Deaths by 2020



DEATHS PER 100,000 POPULATION: 2010 BASELINE AND PROPOSED 2020 TARGETS BY COUNTRY INCOME BAND



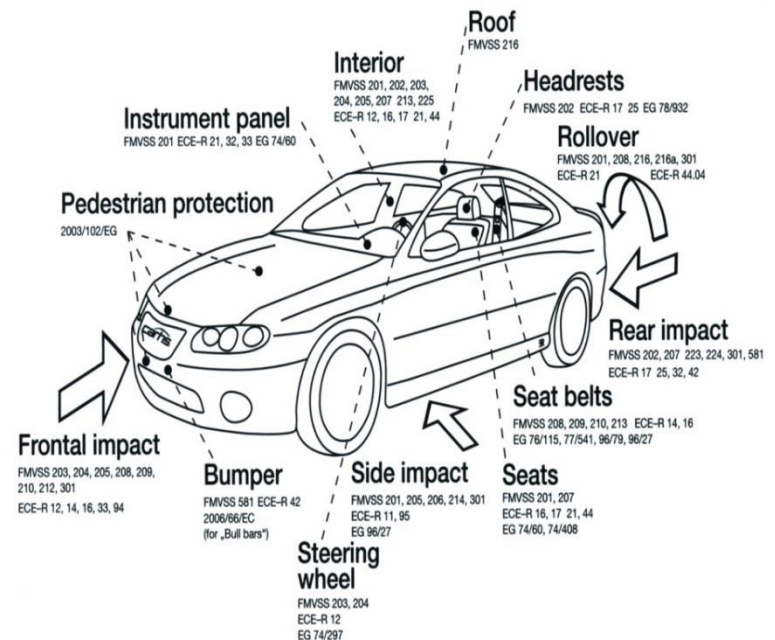
Raising Standards for Consumers

Vehicle Safety's Winning Formula: Regulatory Push & Demand Pull

- Combination of safety standards and consumer information have made passenger cars safer than ever before – in high income countries
- Challenge: extend to rapidly motorising low and middle income countries
- Today millions of new cars sold in low and middle income countries fail to meet minimum UN Regulations



Crash-Regulations in Europe and USA



UN Forum for Harmonization of Vehicle Regulations

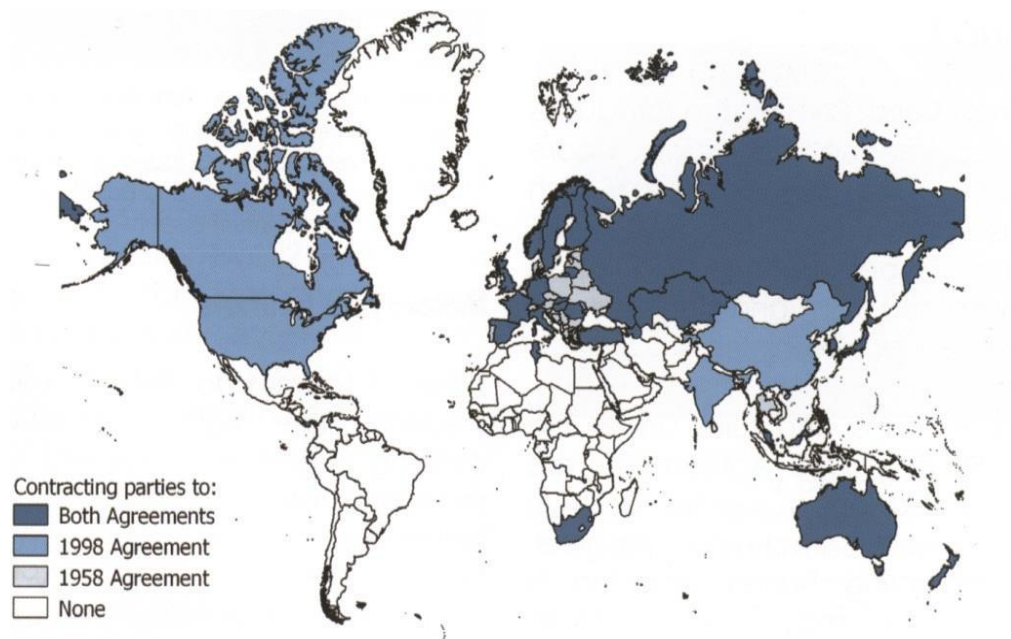


The Global Plan for the UN Decade supports application of the most important global standards available under the 1958 & 1998 agreements of the UN World Forum for Harmonisation of Vehicle Regulations (WP29).*

These are:

- Reg. 14 Seat belt anchorages
- Reg. 16 Safety belts & restraints
- Reg. 94 Frontal collision
- Reg. 95 Lateral collision
- Reg.13H (GTR 8)
Electronic stability control
- Reg.127 (GTR 9)
Pedestrian protection
- Reg. 44/129
Child restraints

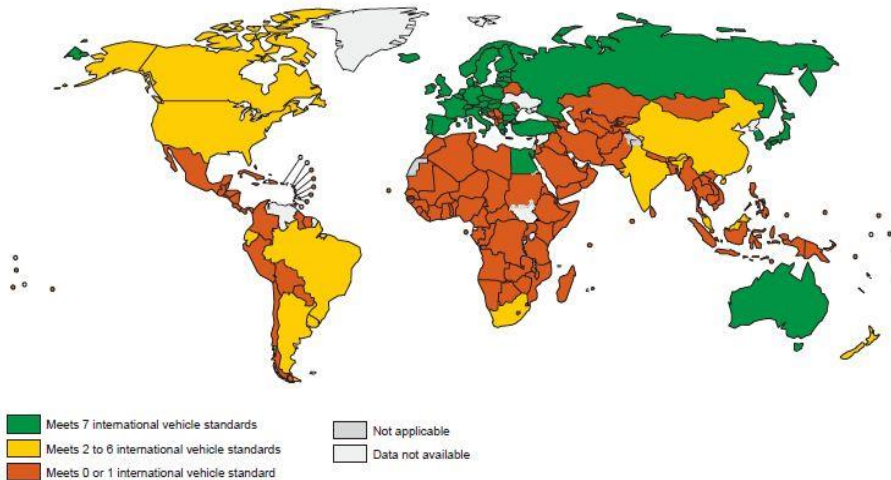
*or equivalent national standards (eg: FVMSSs)



WHO Global Road Safety Status Report 2015 - Vehicle Safety



Countries applying priority UN vehicle safety standards



Only 40 out of a total of 193 UN Member States fully apply the seven most important UN safety regulations.

- “there is an urgent need for these minimum vehicle standards to be implemented by every country”.
- “regulations helping to protect occupants withstand front and side impact crashes are poorly implemented globally”
- Calls for mandatory fitment of electronic stability control.

GLOBAL
STATUS
REPORT
ON ROAD
SAFETY
2015



Crash Worthiness: Front & Side Occupant Protection

Crash tests:

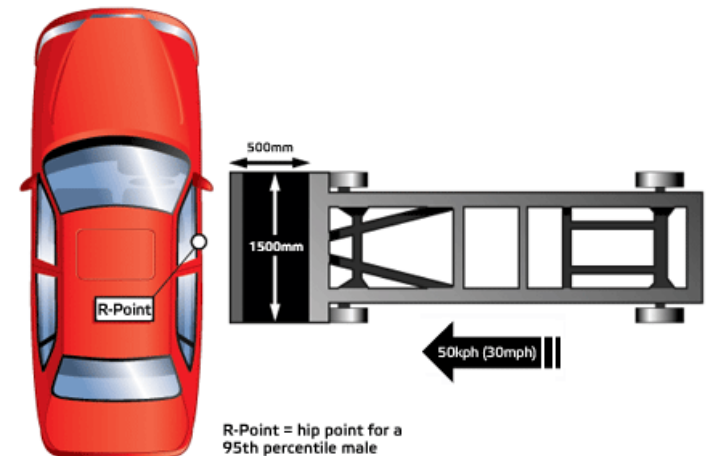
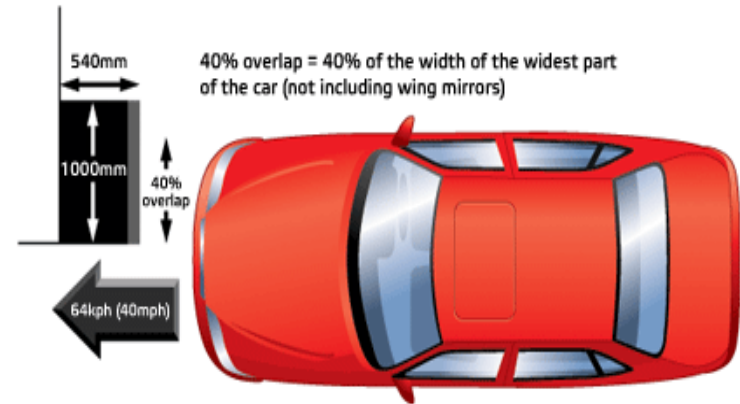
- Front and side impact are the most important assessment tools for occupant protection; and are used both in legislation and consumer information programmes.

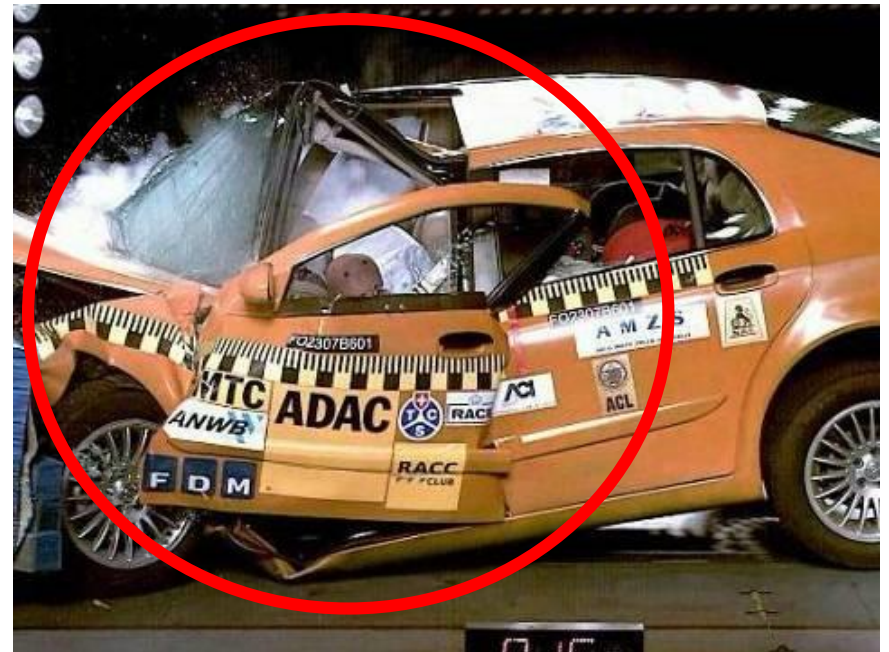
Frontal impact

- Simulates a car to car crash, test vehicle hits barrier that mimics front end of other vehicle. Overlap is 40% ("off-set").
- Test speed: 56 km/h (UN Reg 94) or 64 km/h (NCAP's)

Side impact:

- Trolley hits test vehicle just above the door sill area at 50 km/h (UN Reg 95).





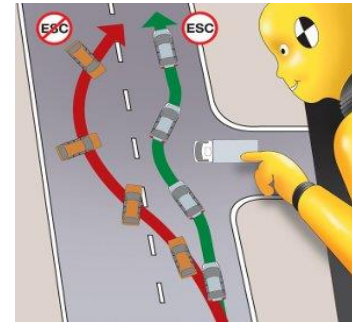
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Crash Avoidance: Better to Stop the Crash than Have One



Key crash avoidance systems:

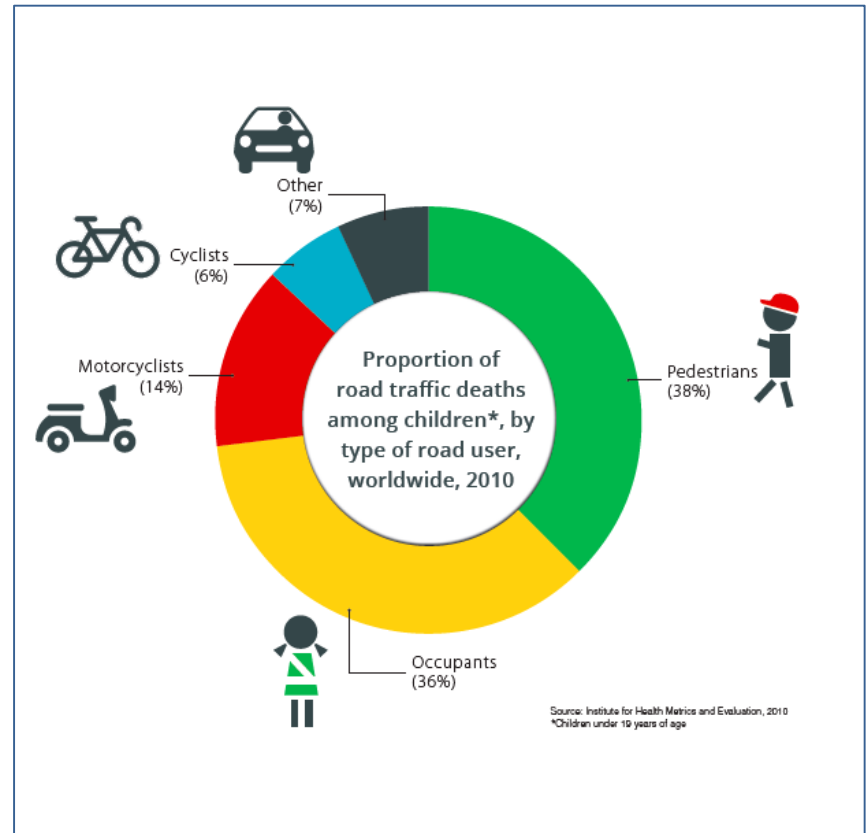
- **Electronic Stability Control (ESC)**
- **Autonomous Emergency Braking (AEB)**
- **Motorcycle Anti-lock Brakes (ABS)**



Child Restraint Systems

Child Restraint Systems (CRS):

- Designed to guarantee correct restraint of a child in a passenger vehicle.
- One of the most important and effective passive safety devices in the vehicle



More than 185000 children die each year. 36% as car occupant.

Global Status Report on Road Safety



Effectiveness of Child Restraint Systems (CRS) varies per category:



RWF infant carrier: 90% reduced fatality risk compared to unrestrained

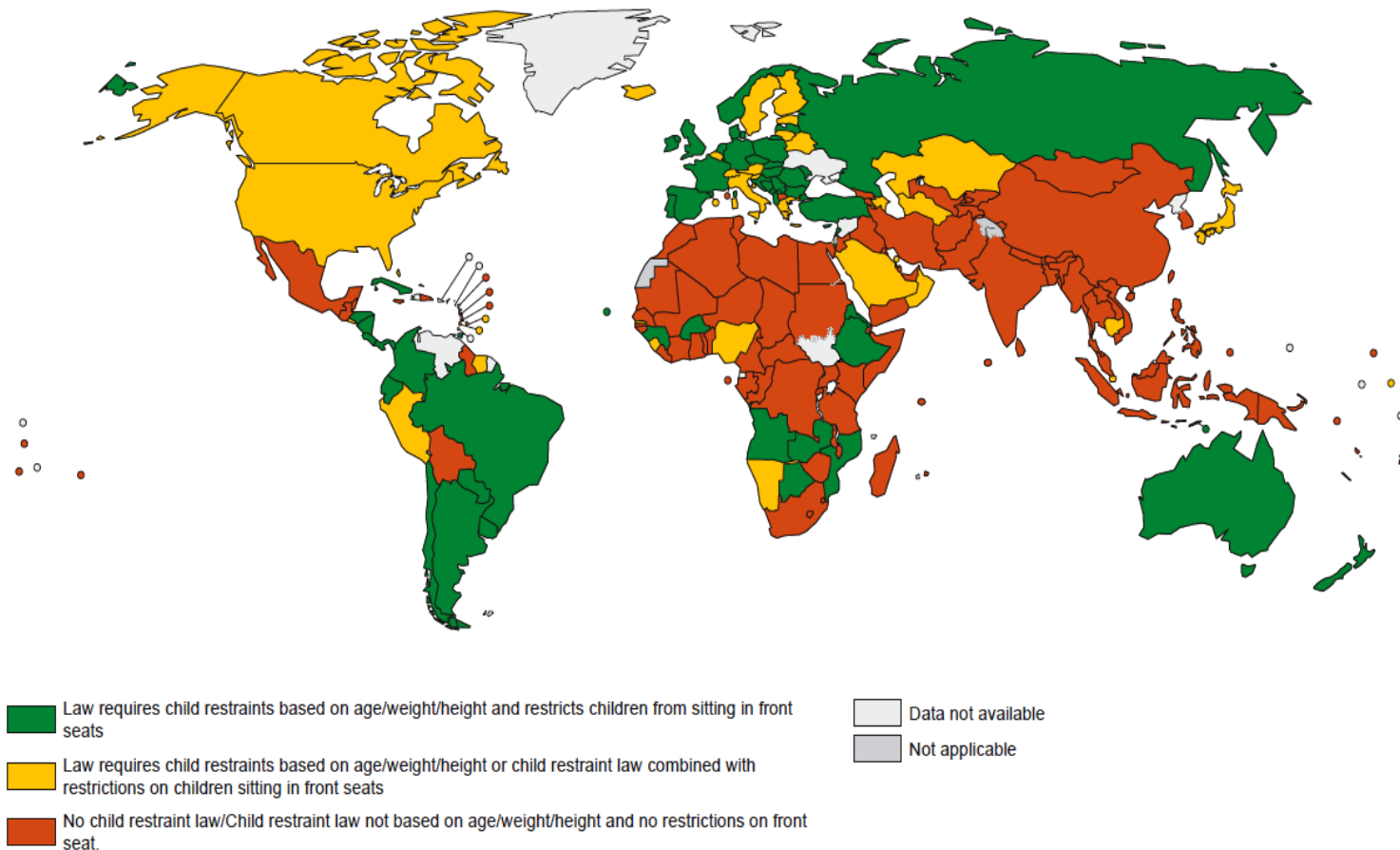
Booster seats: 77% reduced risk compared to unrestrained

Raising Standards for Consumers

- Standards of Approval
 - Set minimal level of protection (technical requirements etc)
 - Define car CRS interface (ideally 'plug and play')
- Laws regarding use of CRS
 - Mandatory use of CRS for children up to certain weight / length/age
 - Sanctions when violated

Global Status Report on Road Safety

Countries meeting best practice criteria on child restraint laws



TOOLKIT FOR CHILD SAFETY IN CARS



How to use this TOOLKIT

What is my COUNTRY situation

Basic knowledge ABOUT CRS







level 5	Consumer demand product information Consumer testing & information
level 4	Good child restraint usage, but frequent misuse Awareness & information
level 3	Child restraint law, but low usage Enforcement & awareness
level 2	Seat belt law, but no child restraint law Lobby for child restraint law
level 1	No seat belt law Lobby for seat belt law

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http://www.roadsafety.fia-grants.com/TOOLKIT_CONTENTS/index2.html

Global CRS Action: Campaigns



level 5	Consumer demand product information	Consumer testing & information
level 4	Good child restraint usage, but frequent misuse	Awareness & information
level 3	Child restraint law, but low usage	Enforcement & awareness
level 2	Seat belt law, but no child restraint law	Lobby for child restraint law
level 1	No seat belt law	Lobby for seat belt law
Country situation		Objectives

Raising Standards for Consumers



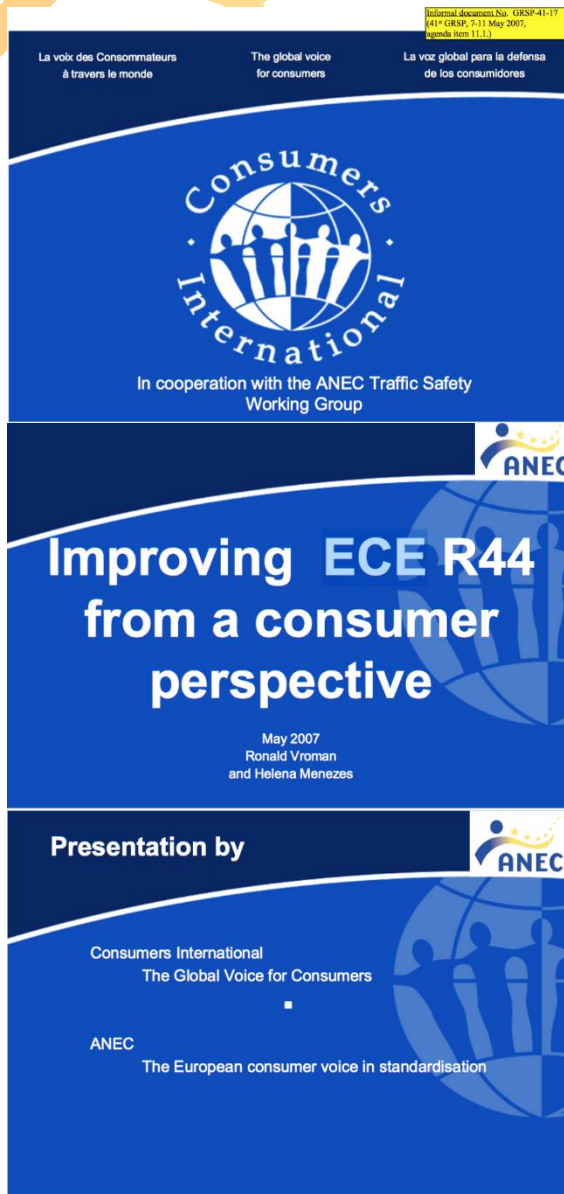
UN-ECE 1958 agreement: Regulation 44

Uniform provisions concerning the approval of restraining devices for child occupants of power-driven vehicles ("Child Restraint Systems")

- 43 contracting parties signed up
- A.o. front and rear impact / roll over test
- Definitions of envelopes, belt length, anchorages

Basis for standards in a.o. Australia, China, Brazil

A new Regulation on Child Seats



May 2007:
Consumer groups listed
shortcomings in R44 in Geneva
committee GRSP

Decision: no update, start new
Regulation from scratch

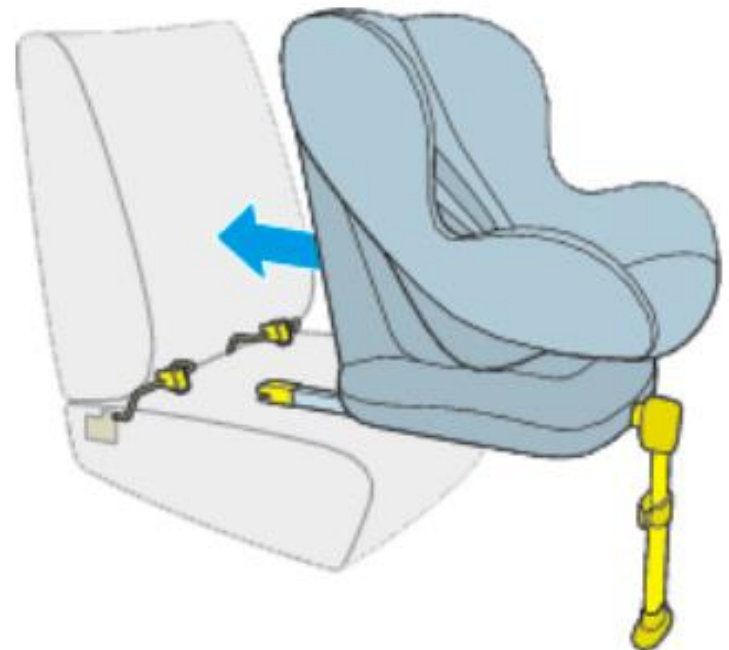
R129 on E(nhanced)CRS is
introduced in phases
phase 1 and 2 are implemented,
but phase 3 still has to be
completed.

Installation in car

Seatbelt



Isofix



From Reg 44 to Reg 129

Reg 44:

- Developed in the 1980s and since then many times amended / updated
- Concerns
 - Difficult to understand for consumers
 - Misuse risks (lower level of protection)
 - No encouragement to transport toddlers (>13kg) rearward facing
 - No side impact test procedure





R44 vs R129

Regulation 44: Child Restraint Systems (CRS)

- Mass based classification
- Fixed weight groups
- (semi)Universal / vehicle specific
- Forward facing >9kg
- P-dummies
- No side impact test

Regulation 129: Enhanced Child Restraint Systems (ECRS)

- Stature based classification
- Size ranges (not fixed)
- Universal / vehicle specific
- Rearward facing <15 m
- Q-dummies
- Side impact test

NCAPs Promoting 5 Star Ratings for COP



September | 2016



Chevrolet Spark GT - NO Airbags



0.00 max. 34.00 - Adult Occupant



8.78 max. 49.00 - Child Occupant


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CRS Consumer Information Programs



Comparative tests:

- Frontal impact
- Side impact
- Ease of use

Rear facing 0 - 6 mths		Single mode (4) ▶			
Joie Meet Muze Travel System T1035DAPOP600		★★★★	★★★★	93% (1)	\$699.00 rrp
Joie Gemm I0911DA		★★★★	★★★★		\$495.00 rrp
		Only operates in one mode			
Dimensions	H:465mm D:735mm W:440mm	User feedback: -			
Approx weight	9.1kg	Leave user feedback			
Other names	-	Share this child car seat			
Website	Joie	Facebook Twitter			
Added	Dec 2015	Google+			

Find a child car seat

Select an age range:

0 - 6 months



0 - 12 months



1 - 4 years



4+ years



Go

Select a type of child car seat:

Rear facing



Forward facing



Booster



Go

Find any brand or model:

Any brand

or

Any model (222)

Go

Raising Standards for Consumers

Challenges



- Low awareness in countries with young (or no) history of mandatory CRS use
- Availability of affordable products
- Weak market surveillance
- Weak enforcement

Way forward



- Adopt
 - Usage laws + enforcement
 - UN Regulations 44 / 129
- Raise awareness:
 - Consumer information and education campaigns
 - Local “car seat check” systems
- Encourage use:
 - incentive schemes (fiscal, insurance)
 - Loan clubs and subsidies

Thank you

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