



Safer Vehicles for Africa

OICA Manifesto on Global Road Safety

UNECE Side Event on "Used Cars for Africa" Geneva, 21 February 2022

International Organization of Motor Vehicle Manufacturers

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Road Safety is a global integrated challenge

Auto industry: **people** who design, build, sell and service vehicles for **other people** and are committed to road safety

Many factors are involved → **Integrated / holistic approach**

- Road users
- Road infrastructure
- Road traffic rules + enforcement
- Medical care
- Understanding accident causation
- Existing vehicles: age, composition, maintenance, renewal, PTI
- Design of new vehicles + affordability
- ...

(source WHO)

GLOBAL
STATUS
REPORT
ON ROAD
SAFETY
2018





Safety Innovation in modern vehicles ...

Active safety systems , Passive safety systems

But not all new vehicles are fully up to date !

→ Need to find approach that:

- Ensures adequate safety on ALL vehicles, for ALL manufacturers
- Is controllable
- Uses experience gained in many mature markets

And many used vehicles are VERY used ...

→ Sustainable mobility for all social classes



OICA solution to influence vehicle design

Minimum legal safety requirements in all markets

- Based on **international regulations** or other, **well established and recognised requirements as acceptable alternative**

Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles; and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

OICA manifesto - 2019: proposed list of requirements + timing:

- Useful tool to control quality of new vehicles
- Concept can be transposed to used vehicles as well!

Revision 3
(Including the amendments which entered into force on 14 September 2017)

This document is meant purely as a documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2016/2.



UNITED NATIONS

Concept enables level playing field:

- Legal requirements **equally apply to all**
- Legal requirements are the **minimum** to be met

* Former titles of the Agreement:
Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version);
Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).

Legislation on new vehicles - factors to be considered

Most efficient approach (feasibility, timing, ...)

Regional Harmonisation/Coordination: no specific national requirements

No cherry-picking among the various regulatory regimes

Possibly foresee gradual and incremental application:

- **Avoid slowing down fleet renewal because of affordability issues**
- **Some technologies are linked to infrastructure**
- **Build up servicing infrastructure for some technologies**



Used vehicles - factors to be considered

Existing parcs:

- Regular periodical controls
- Eliminate worst performers

Import of used vehicles:

- Legal requirements can be defined in the same way as for new vehicles
- Verification at import or at export?



Conclusion

Global Road Safety is a complex issue → Integrated Approach

Penetration of safer (and cleaner) vehicles can be promoted via legislation

Ensure affordability

Mobility means social well-being and economic progress but must be sustainable



Thank you for your kind attention

Visit our website on: [http:// www.oica.net](http://www.oica.net)

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[OICA manifesto on road safety:](#)