



Mr John Bozella
President
International Organisation of Motor Vehicle Manufacturers
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Dear Mr Bozella

Further to our discussions earlier this year I note that OICA has now revised its Manifesto for Global Road Safety. Unfortunately the document is deeply disappointing. It does address some of the glaring omissions of the original 2019 version but in a way that is embarrassingly unambitious. Sadly, the Manifesto is a case of one small step forward and at least two large steps backward. For example, pedestrian protection is now included in OICA's recommended list of regulatory priorities but without any indicative timetable and accompanied by qualifying text that is tendentious to say the least. Very large automotive markets have been applying the UN's pedestrian protection standard (Reg 127/GTR9) for more than a decade and the claim that there are "major technical challenges to be overcome" before recommending it more widely is just false. Of course, it is true that pedestrian protection is not yet applied in the United States of America but that unfortunate oversight in Federal regulation is no excuse to delay progress by other countries.

It is also very disappointing to see that OICA has left out electronic stability control for commercial vehicles. It is hard to understand why this is the case for a safety technology that is so effective, mature, and achieving passenger car fitment rates worldwide above 80%. The Manifesto also does not include autonomous emergency braking (AEB) for either passenger or commercial vehicles. This is an extraordinary omission given that there is now a UN regulation for AEB (Reg 152); that AEB is part of a US voluntary commitment that will soon be superseded by a Federal Standard; and that from tomorrow AEB will be a phased compulsory requirement for passenger and commercial vehicles in the European Union. Given these significant AEB developments why is OICA silent about this life-saving technology?

Last week the UN General Assembly held a High Level Meeting on Global Road Safety at which a Political Declaration was adopted that endorsed the Global Plan of UN Decade of Action for Road Safety 2021-2030. The Plan contains strong recommendations on vehicle safety, including both pedestrian protection and AEB. It is, therefore, all the more disappointing that OICA's revised Manifesto is so unambitious and limited. I also note that OICA did not make the effort to attend the UN High Level Meeting despite the fact that stakeholder engagement was actively encouraged and a feature of the event. I'm afraid that OICA's revised manifesto is another wasted opportunity to demonstrate automaker leadership on global road safety.

Yours sincerely

David Ward, Executive President