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Executive Secretary  
UN Economic Commission for Africa  
Menelik II Ave, PO Box 3001, Addis Ababa, Ethiopia

14<sup>th</sup> November 2018

Dear President, Dear Chairperson, Dear Executive Secretary,

**Re: Safer Cars for Africa**


Last year the Automobile Association of South Africa (AASA) and the Global New Car Assessment Programme (Global NCAP) launched the first ever programme of independent motor vehicle safety rating for Africa. Our Safer Cars for Africa project has now completed two initial rounds of testing of popular cars sold in South Africa. We are pleased to share these results with you, which we believe highlight the need for decisive policy action to improve vehicle safety in Africa.

The good news is that most of the models tested so far performed adequately and would pass the benchmark United Nations regulation for frontal impact, which is not yet applied by any country in sub-Saharan Africa. However, two models, the Chery QQ3 and the Nissan NP300 Hardbody performed very badly in our frontal impact crash carried out at 64 km/h. They scored zero stars and revealed a high risk of fatal or serious injury. It would not be legally permissible to sell either car in regulated markets such as the European Union or Japan.

The zero-star result of the NP300 is particularly troubling as the car is fitted with dual airbags and this might encourage consumers to believe that the car has a good level of safety. Indeed, Nissan misleadingly claims that the car occupants are protected by a so-called 'Safety Shield' and its 'Hardbody' label also conveys an image of strength. However, in our crash test, the car's bodyshell collapsed and neither the steering column nor the airbags acted as they should to minimise risk of injury.

**#SAFERCARSFORAFRICA**

# #SAFERCARSFORAFRICA

RESULTS 2017-2018				
 Toyota ETIOS	✓2			
 Renault SANDERO	✓2			
 Volkswagen POLO VIVO	✓2			
 Toyota YARIS	✓2			
 Kia PICANTO	✓1			
 Hyundai i20	✓2			
 Datsun GO+	✓1			
 Nissan NP300 HARDBODY	✓2			
 Chery QQ3	✗			



In our view remedial action to strengthen the NP300's bodyshell is now urgently needed. This is a concern not just in South Africa but elsewhere as Nissan has plans to increase exports of this vehicle across Africa<sup>1</sup>.

We believe action should be taken now to prevent the sale of zero-star cars like the Chery QQ3 and Nissan NP300 anywhere in Africa. This would be consistent with the call made last year by UN Secretary General Antonio Guterres "to support the elimination of the production of unsafe cars"<sup>2</sup> and the recommendations of the UN General Assembly which adopted a resolution<sup>3</sup> on 12 April this year which at OP9:

*Invites Member States that have not already done so to consider adopting 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 the protection of occupants and other road users, with seat belts, airbags and active safety systems fitted as standard equipment;*

This strong encouragement of regulatory action on vehicle safety is also reinforced by the General Assembly's approval of global road safety performance targets including one for vehicles that supports active application by Member States of the most important UN vehicle regulations<sup>4</sup> which include standards for front and side impact, pedestrian protection, and electronic stability control<sup>5</sup>.

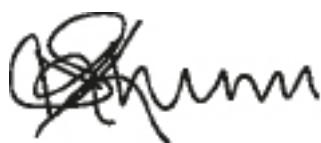
Given the UN's clear policy framework, and the results of our Safer Cars for Africa project, we would like to encourage the African Union, the African Development Bank, and the United Nation's Economic Commission for Africa to support a new joint initiative to promote improved motor vehicle safety in Africa. We would like to recommend the following three steps:

1. Encourage African governments to apply the most important UN vehicle safety regulations and engage with the UN World Forum for Harmonization of Vehicle Regulations.
2. Promote consumer awareness of vehicle safety by encouraging African governments to require display of star rating labels based on independent crash testing of all new models sold in the African automotive market.
3. Encourage public and private motor vehicle fleet operators in Africa, including the UN's own fleet managers, to adopt Global NCAP fleet safety guidelines<sup>6</sup> which recommend the purchase of vehicles that exceed a crash test rating minimum of four stars and pass the most important UN vehicle regulations.

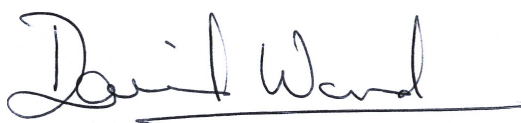
Through our Safer Cars for Africa project we are ready to assist the AU, the AfDB and the ECA in a joint initiative to improve motor vehicle safety in Africa. We are grateful to the FIA Foundation and the Bloomberg Philanthropies for their support for our work which has enabled us to launch Africa's first ever independent crash test programme. As resources allow we would like to extend the scope of our consumer crash testing beyond South Africa so that it may benefit the whole continent. Our aim is threefold: to stop the sale of zero-star cars in Africa; to ensure that consumers can be sure that the vehicles they purchase at least meet minimum UN standards, and to contribute to at least halving road deaths and serious injuries in Africa by 2030.

We hope that you share these aims and we look forward to future co-operation on this important aspect of African road safety.

Yours sincerely



Collins Khumalo  
Chief Executive Officer, AA of South Africa



David Ward  
Secretary General, Global NCAP

1 Times Live article: Just how safe is the car you're driving? New Global NCAP test reveals some scary truths - <https://gncap.org/2zM88fo>

2 See para (d) p19 - [http://www.who.int/roadsafety/about/resolutions/download/UNSG\\_Report\\_72\\_359\\_EN.pdf](http://www.who.int/roadsafety/about/resolutions/download/UNSG_Report_72_359_EN.pdf)

3 [http://www.who.int/violence\\_injury\\_prevention/media/news/2018/road-safety-unga/en/](http://www.who.int/violence_injury_prevention/media/news/2018/road-safety-unga/en/)

4 [http://www.who.int/violence\\_injury\\_prevention/road\\_traffic/road-safety-targets-indicators/en/](http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets-indicators/en/)

5 UN Regulations 94, 95, 127 & 140 (promulgated under the UNECE 1958 Agreement)

6 Fleet Safety Guidelines and Safer Car Purchasing Policy 2018-2019 - <https://gncap.org/2zKmNYA>