



**Remarks of Susan Pikrallidas
Secretary General for Automobile Mobility and Tourism
Federation Internationale de L'Automobile (FIA)**

**Commemorating the 50th Anniversary of the
Agreement on Uniform Technical Prescriptions for Vehicles
Geneva
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“Perspectives from Users”

The FIA appreciates this opportunity to join such a distinguished panel in celebrating the 50th anniversary of the Agreement on Uniform Technical Prescriptions for Vehicles by providing a perspective from motorists on the importance of the work progressed under this agreement.

The FIA was founded in 1904, is based in Paris, and is a federation of the world's leading motoring organizations. The FIA is also the governing body for motor sport. Through its clubs, the Federation is dedicated to representing the rights of motorists throughout the world by means of advocating public policy and educational campaigns on such issues as traffic, road, and vehicle safety, on environmentally sustainable mobility, and on consumer issues.

The FIA Foundation is an independent United Kingdom registered charity which manages an international program of activities and research on road safety, environmental protection and sustainable mobility. The Foundation was established in 2001 with a donation from FIA.

Representing both the FIA and the FIA Foundation in monitoring the work of WP 29 is Frank van West, who is well-known to you all. Frank is the technical director for FIA.

Both FIA and the FIA Foundation are committed to furthering the interests of motorists around the world in all global bodies, particularly concerning all subjects which promote vehicle and road safety and which mitigate the environmental impact of vehicles. In short, FIA advocates on behalf of motorists for cars that are:

- ultra-safe
- ultra-clean
- ultra-fuel efficient, and
- that can be maintained easily, effectively and affordably.

WP 29 is the most important forum in which FIA can pursue these goals on behalf of motorists and consumers. Harmonized regulations on safety and environmental technology ensure that motorists all over the world will enjoy the benefits of safer and cleaner cars. We know from experience, however, that achieving harmonization can be a long, tedious, and often frustrating process for all stakeholders. For example: child restraint systems – an issue very important to FIA. I am relatively new to FIA, but Frank van West has shared some of the history of this regulation with me.

Toward the end of the 1970s, preparations were underway to establish a regulation on child restraint systems (or CRS). The Dutch and UK governments had done a lot of background work. The draft proposal contained an Annex that would require cooperation between vehicle manufacturers and CRS manufacturers.

There was great resistance to this Annex proposal from the BPICA (which is now OICA). In fact, during a coffee break, the representative from BPICA was reported to have said: As long as there is no commercial justification for us, we are not interested. The Annex was deleted.

But, as we all know – thanks to EuroNCAP – vehicle manufacturers and CRS manufacturers now do cooperate. And we all appreciate that cooperation and the improvements in child safety that cooperation has produced. But – it took more than 20 years.

As I mentioned earlier, CRS is a very important safety issue for FIA and is of great interest to our clubs' millions of members. Results of CRS tests are published in club magazines and are much appreciated by members. FIA welcomes the work to renew the CRS regulation now underway in an informal GRSP working group.

Speaking of amendments to regulations, CRS has already been amended. Frank shared with me a story about the toxicity requirements of that regulation. In the early 1980s, Frank and his family were traveling in the family car. Frank's wife noticed that their son was eating the polystyrene body block of his child restraint system. Frank's wife asked her technical expert husband whether the material could be poisonous. When the technical expert said he didn't know, she became rather annoyed.

Requirements for toxicity were eventually drafted, and the CRS regulation was amended. After the vote, the CLEPA representative at that time joked that the industry wasn't particularly happy that they had to adapt their products simply because Mr. van West wouldn't feed his son!

Motorists are, of course, also interested in good vehicle emission regulations that are effective, but fair. FIA regularly monitors the work of the GRPE, particularly on the issues of emissions, fuel consumption, and replacement catalytic converters. And we strongly support the recent addition of the subject of fuel quality to the GRPE's agenda.

FIA strongly supports the recent decision of WP 29 to address worldwide harmonization of onboard diagnostics and a worldwide harmonized test cycle for light duty vehicles. An important service provided by FIA clubs to their more than 100 million members is roadside assistance. Quickly getting vehicles back on the road not only helps *our* members, however. It also contributes to safer, less congested roadways for everyone. To effectively perform this service, club road patrols need to be able to perform light duty OBD and need access to onboard computers, harmonized connectors, harmonized fault codes, and access to repair information.

These are the issues FIA will closely monitor during the work on harmonized OBD and a harmonized light duty test cycle. These harmonized procedures will also contribute to cleaner, more fuel efficient vehicles. FIA was pleased that the key messages of the Transport Ministers published during the first International Transport Forum in Leipzig urged WP 29 to accelerate this work.

And, of course, FIA closely follows the safety work of WP 29. We congratulate WP 29 on its adoption this morning of a new global technical regulation on electronic stability control – or ESC. The FIA Foundation and FIA have been particularly active in advocating widespread deployment of ESC through the “Choose ESC” campaign of the eSafetyAware coalition. In fact, as many of you are probably aware, there is a major “Choose ESC” event in Brussels next Tuesday. This new GTR is a significant contribution to ensuring safer vehicles for motorists throughout the world. On behalf of FIA, its clubs, and motorists everywhere, let me thank WP 29 for pursuing and achieving the GTR on ESC.

As you can see, FIA and WP 29 have a mutually helpful relationship. You do important work, which FIA supports, in pursuing safety and environmental regulations. FIA will always ensure you have a motorist and consumer perspective as you work on these important issues.

Chairman Gauvin, thank you very much for providing FIA this opportunity to help commemorate such a vital and important agreement. We look forward to working with WP 29 now and in the future to produce effective, fair, useful harmonized regulations that enhance vehicle safety and environmental performance for motorists.