

平成26年6月

グローバル NCAP フォーラム会議及び交通安全フォーラムについて  
(平成26年5月5日～7日@メルボルン・豪州)

1. スケジュール

- 5日(月) グローバル NCAP フォーラム会合  
(アセアン NCAP フェーズ3の結果発表会)
- 6日(火) Decade of Action Policy & Donor Forum 2014
- 7日(水) Fatality Free Roads Forum

2. 出席者

国交省自動車局技術政策課 城戸係長、JARI 桜井研究主幹、  
事故対策機構 猪股部長、橋本アシスタントマネージャー

2. 概要

(1) フォーラムの主なイベント

①国連の表彰関係

NCAP を促進する国連から、NCAP に関する取組みについて特に優れた功績のあった豪州関係者に対して表彰が行われた。表彰の対象者は、オーストラリアン NCAP を実施している ANCAP 事務局、アセアン NCAP のテストプログラムを ANCAP の協力の下で確立させた MIROS (マレーシアの試験実施機関)。

国連の活動「交通安全のための10年」のパトロンである英国ケント公及び国連の交通安全大使を務めている国際女優ミッシェル・ヨーから「国際的な交通安全賞」が与えられた。その他に様々な政策を用いて交通事故死傷者数を減らすことに貢献した豪州ヴィクトリア州、交通安全システムについて学術的・実践的に世界貢献をしている Monash 大学の事故分析センターなども合わせて表彰された。

(背景)

本年4月、国連総会において交通安全のための新たな宣言(Resolution)が決議された。宣言文では、全世界で毎年120万人以上の方が亡くなり、1000万人以上が負傷している状況を踏まえて、様々な施策により、2030年までに死者数を5割減らすことを目標としており、2020年までの国連活動「UN Decade of Action for Road Safety」と同様に、全世界における NCAP の促進が記載されているところ。

②アセアン NCAP の結果発表関係

アセアン NCAP のフェーズ3となる11車種の結果発表会を、マレーシア本国の発表と合わせて同時に行った。合わせて成績のよかった車種については、MIROS 所長から各メーカーへ表彰状を手交するなどのセレモニーを行い、NCAP の認知度向上が図られた。

### ③GNCAPによる自動車の安全に係るメルボルン宣言の発表

GNCAPとして、国連の交通安全の宣言にある「全世界におけるNCAPの促進」を確認し、自動車の安全性向上が、「UN Decade of Action for Road Safety」の目標達成に多大な効果があるとして、自動車を運用する者は、GNCAPの「Global NCAP FLEET SAFETY GUIDE AND SAFER CAR PURCHASING POLICY」に基づき、各地域のNCAP 5スターを選ぶことを推奨するとともに、自動車メーカー、規制当局、アセスメント実施機関などが、死傷者を防ぐ新たな安全技術の開発と促進を引き続き行うことを求めるなどのメルボルン宣言を発表した。

## (2) 関係機関との情報交換等

### ①JNCAPに係る情報提供

EuroNCAP、ANCAP、アセアンNCAPに対して、平成25年度のアセスメント結果（5スター賞の受賞車両の発表）、新たな取り組みとなる予防安全技術のアセスメントの概要に関する英文資料を提供した。

### ②予防安全アセスに係るANCAP等との情報交換

車両周辺視界支援技術アセスメントについて、ANCAPと情報交換を行った。また豪州において、車両後方視界に関するアセスメントを行っている機関の発案・担当者（IAG（Insurance Australia Group）リサーチセンターのMcDonaldシニアマネジャー）を紹介してもらい、今後、必要に応じて情報交換を行うこととなった。

### ③アセスメント結果の自動車保険への反映に関する調査

欧州については、英国Thatham(Matthew氏)、豪州についてはANCAP(Michael Paine氏)、北米についてはIIHS(Zubby氏)に以下の点について調べてもらうことに承諾してもらい、現在調査中。

- ・アセスメント結果が、自動車保険に反映する仕組みはあるか。（各社独自で反映する仕組みがあるか。）
- ・反映された車両保険の具体例（予防安全技術装置に関する車両保険も含めて）
- ・車両保険以外で、アセスメントの結果が反映される仕組み（インセンティブ）  
等

以上



# General Assembly

Distr.: General  
29 April 2014

Sixty-eighth session  
Agenda item 12

## Resolution adopted by the General Assembly on 10 April 2014

[without reference to a Main Committee (A/68/L.40 and Add.1)]

### 68/269. Improving global road safety

*The General Assembly,*

*Recalling* its resolutions [57/309](#) of 22 May 2003, [58/9](#) of 5 November 2003, [58/289](#) of 14 April 2004, [60/5](#) of 26 October 2005, [62/244](#) of 31 March 2008, [64/255](#) of 2 March 2010 and [66/260](#) of 19 April 2012 on improving global road safety,

*Recalling also* the United Nations Conference on Sustainable Development, held in Rio de Janeiro, Brazil, from 20 to 22 June 2012, and its outcome document, entitled “The future we want”,<sup>1</sup> in which Member States took into account road safety as part of their efforts to achieve sustainable development,

*Recalling further* the special event to follow up efforts made towards achieving the Millennium Development Goals, convened by the President of the General Assembly on 25 September 2013, and its outcome document,<sup>2</sup>

*Having considered* the note by the Secretary-General transmitting the report on improving global road safety<sup>3</sup> and the recommendations contained therein,

*Noting* that road traffic injuries are a major public health and development problem that has a broad range of social and economic consequences which, if unaddressed, may affect the sustainable development of countries and hinder progress towards the Millennium Development Goals,

*Expressing its concern* that the number of road traffic deaths still remains unacceptably high, with an estimated 1.24 million lives lost in 2010, and that only 7 per cent of the world’s population is covered by adequate laws that address all behavioural risk factors, including the non-use of helmets, safety belts and child restraints, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the inappropriate use of cellular telephones, including texting, while driving,

<sup>1</sup> Resolution 66/288, annex.

<sup>2</sup> Resolution 68/6.

<sup>3</sup> A/68/368.



*Expressing its concern also* that half of all road traffic deaths worldwide involve pedestrians, motorcyclists and cyclists and that some developing countries have inadequate infrastructure and insufficient policies in place to protect these vulnerable road users,

*Recognizing* the role of the first Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009, which culminated in a declaration inviting the General Assembly to declare a decade of action for road safety,<sup>4</sup>

*Noting with satisfaction* that targeted steps to reduce road traffic injuries undertaken by the United Nations, including in the framework of the Decade of Action for Road Safety, have yielded positive results, and recognizing in this regard that more than 100 Member States, United Nations organizations, non-governmental organizations and civil society representatives organized pedestrian safety activities during the second United Nations Global Road Safety Week, held from 6 to 12 May 2013,

*Commending* the Governments of Brazil, Mozambique, Romania and Thailand and the World Health Organization for the successful launch, in May 2013, in the context of the sixty-sixth World Health Assembly, of the Global Alliance for Care of the Injured,

*Acknowledging* the role of Oman in drawing the attention of the international community to global road safety and in preparing the first United Nations Global Road Safety Week, held from 23 to 29 April 2007, during the sixth meeting of the United Nations Road Safety Collaboration, held in Muscat on 27 and 28 February 2007,

*Commending* the World Health Organization for its role in implementing the mandate conferred upon it by the General Assembly to coordinate road safety issues within the United Nations system, in close cooperation with the United Nations regional commissions, in providing support for the implementation of the Decade of Action and in preparing the Global Status Report on Road Safety 2013 and publishing a pedestrian safety manual, which provides information for use in developing and implementing comprehensive measures to improve pedestrian safety, and commending also the progress of the United Nations Road Safety Collaboration,<sup>5</sup>

*Recognizing* the work of the United Nations regional commissions in increasing road safety activities and advocating increased political commitment to road safety, in elaborating global road safety-related legal instruments, including international conventions and agreements, technical standards, resolutions and recommendations, and in working towards setting regional and national road traffic casualty reduction targets,

*Commending* the Economic Commission for Europe for its plan to implement the Decade of Action, which includes actions, initiatives and measures for the Working Parties of the Commission in the areas of road infrastructure, traffic rules, dangerous goods and vehicle regulations, noting with satisfaction the establishment by the Commission of the two new groups of experts, namely on road signs and

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<sup>4</sup> A/64/540, annex.

<sup>5</sup> A consultative mechanism to coordinate the road safety activities implemented by its members and to provide Governments and civil society with good-practice guidelines to support action to tackle the major road safety risk factors and support their implementation.

signals and on improving safety at level crossings, recognizing the continuous work of the World Forum for Harmonization of Vehicle Regulations to modify vehicle regulations to increase safety performance, and further commending the Commission for organizing special events in May 2013 in the framework of the second United Nations Global Road Safety Week, as well as for servicing 57 legal instruments that provide a commonly accepted legal and technical framework for the development of international road, rail, inland water and combined transport,

*Acknowledging* the important interregional efforts of the Economic Commission for Europe and the Economic and Social Commission for Asia and the Pacific in organizing the Europe-Asia Road Safety Forum to promote the implementation of United Nations road safety conventions and to facilitate the exchange of experiences in this field among European and Asian countries,

*Commending* the road safety initiatives of the Economic and Social Commission for Asia and the Pacific, including the organization of the regional Expert Group Meeting on Progress in Road Safety Improvement in Asia and the Pacific, which was held in Seoul from 8 to 10 May 2013, during the second United Nations Global Road Safety Week, and which adopted a joint statement on improving road safety in Asia and the Pacific, and the technical assistance provided to member countries to develop and refine national road safety goals, targets and indicators in support of the Decade of Action,

*Commending also* the efforts of the Economic Commission for Africa in strengthening the road safety initiative in Africa, including the adoption of the African Action Plan for the Decade of Action for Road Safety as a guiding document that addressed the continent's specificities and targeted a reduction in road traffic crashes by 50 per cent by 2020,

*Commending further* the efforts of the Economic Commission for Latin America and the Caribbean to advocate and improve road safety in the Latin American and Caribbean region through studies and the dissemination of best practices among national Governments, the private sector, academia and multilateral regional institutions and to include road safety in comprehensive and regionally coordinated transport policies, including the efforts to establish the Mesoamerican Road Safety Plan, and strengthening the capacity of the road safety agency of Chile by enhancing its road safety data collection system as a tool for designing and monitoring effective policies,

*Commending* the efforts of the Economic and Social Commission for Western Asia on enhancing road safety in the Arab region, including the organization of regional training workshops to accelerate the implementation of the Decade of Action and related recommendations included in the conclusions of the yearly intergovernmental meetings on transport, such as the fourteenth session of the intergovernmental Committee on Transport,

*Acknowledging* a number of other important international efforts on road safety, including the development by the International Road Transport Union of harmonized and internationally recognized standards for the vocational training of road transport professionals,

*Taking note* of the report of the Commission for Global Road Safety on safe roads for all as part of a post-2015 agenda for health and development,

*Acknowledging* the continued efforts of the Road Safety Initiative of the multilateral development banks, coordinated by the Global Road Safety Facility of the World Bank, and their collective actions to scale up road safety management

capacity and infrastructure safety, improve safety performance measures and scale up resources through the development of systematic country projects in low- and middle-income countries,

*Commending* Member States that have acceded to the United Nations international legal instruments on road safety and that have adopted comprehensive legislation on major risk factors, including disregard for road signs and signals, the non-use of helmets, safety belts and child restraints, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the inappropriate use of cellular telephones, including texting, while driving,

*Recognizing* Member States and civil society for their continued commitment to road safety by observing the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year,

*Recognizing also* the efforts made by some countries to implement best practices, to set ambitious targets and to monitor road traffic fatalities and serious injuries,

*Taking into account* the importance of strengthening capacity and continuing international cooperation to further support efforts to improve road safety, particularly in developing countries, including least developed countries and middle-income countries, and providing, as appropriate, financial and technical support and knowledge to meet the goals of the Decade of Action,

*Recognizing* that a solution to the global road safety crisis can be achieved only through multisectoral collaboration, private and public funding mechanisms and partnerships involving the public and private sectors, as well as civil society, including national Red Cross and Red Crescent Societies, academia, professional associations, non-governmental organizations, victims' organizations, youth organizations and the media,

1. *Recognizes* the importance of the efficient movement of people and goods and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, the resilience of cities, urban-rural linkages and the productivity of rural areas, and in this regard takes into account road safety as part of the effort to achieve sustainable development;

2. *Commends* Member States that have developed national plans that are in line with the Global Plan for the Decade of Action for Road Safety 2011–2020, and encourages Member States that have not yet developed such plans to do so, paying special attention to the needs of all road users, in particular pedestrians, cyclists and other vulnerable road users, as well as issues related to sustainable mobility;

3. *Invites* Member States that have not yet done so to nominate, as appropriate, national focal points for the Decade of Action for Road Safety to coordinate and facilitate national activities for the Decade;

4. *Also invites* Member States that have not yet done so to address road safety holistically, starting with the implementation or continuation of a road safety management system, including, as appropriate, interdepartmental cooperation, the development of national road safety plans in line with the Global Plan for the Decade of Action, improvement of the quality of road safety statistics and data disaggregated by sex and age, collected through the standardization of definitions and reporting practices, and investments in multisectoral road traffic crash surveillance and analysis;

5. *Encourages* Member States that have not yet done so to consider enacting comprehensive legislation on key risk factors for road traffic injuries, including disregard for road signs and signals, the non-use of helmets, safety belts and child restraints, driving under the influence of alcohol and drugs, inappropriate and excessive speed and the inappropriate use of cellular telephones, including texting, while driving, in order to increase the proportion of countries with comprehensive legislation to 50 per cent by the end of the Decade of Action, and encourages Member States to strengthen their enforcement of existing road safety legislation on the risk factors;

6. *Encourages* the implementation of new car assessment programmes in all regions of the world in order to improve the availability of consumer information about the safety performance of motor vehicles;

7. *Invites* Member States to continue to improve, where appropriate, their road management systems and to introduce both road safety audits for new construction projects and road safety assessment programmes for the existing networks;

8. *Also invites* Member States to develop and implement comprehensive policies on post-crash care and to consider enacting legislation to legally protect bystanders who in good faith provide care to those injured in a crash;

9. *Further invites* Member States to raise awareness of serious road traffic injuries, in particular brain and spinal cord injuries, and to encourage investment in scientific research aimed at effectively treating such injuries;

10. *Encourages* Member States to continue to improve and strengthen pre-hospital, trauma and rehabilitation care through the adoption of a national emergency medical system telephone number, capacity-building and the provision of adequate and appropriate equipment;

11. *Reaffirms* the importance of addressing global road safety issues through international cooperation and by strengthening collaboration between Member States and civil society to build capacity and raise awareness in the field of road safety and to continue to raise awareness through the World Day of Remembrance for Road Traffic Victims on the third Sunday of November every year;

12. *Also reaffirms* the role and importance of the United Nations legal instruments on road safety, such as the 1949 Convention on Road Traffic,<sup>6</sup> the 1968 Convention on Road Traffic,<sup>7</sup> the 1968 Convention on Road Signs and Signals<sup>8</sup> and the 1958 and 1998 agreements of the World Forum for Harmonization of Vehicle Regulations, in facilitating road safety at the global, regional and national levels, and encourages Member States that have not yet done so to consider becoming contracting parties and, beyond accession, applying, implementing and promoting their provisions or safety regulations, as well as adhering to the Convention on the Rights of Persons with Disabilities;<sup>9</sup>

13. *Requests* the World Health Organization and the United Nations regional commissions, in cooperation with other partners in the United Nations Road Safety Collaboration and other stakeholders, to continue the activities aimed at supporting the implementation of the objectives of the Decade of Action;

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<sup>6</sup> United Nations, *Treaty Series*, vol. 125, No. 1671.

<sup>7</sup> *Ibid.*, vol. 1042, No. 15705.

<sup>8</sup> *Ibid.*, vol. 1091, No. 16743.

<sup>9</sup> *Ibid.*, vol. 2515, No. 44910.

14. *Also requests* the World Health Organization and the United Nations regional commissions to facilitate the organization of activities during 2015 for the third United Nations Global Road Safety Week, with a focus on improving the safety of children in traffic;

15. *Invites* the World Health Organization to continue to monitor, through its global status reports, progress towards the attainment of the goal of the Decade of Action to stabilize and reduce road traffic deaths by 2020, and in this regard notes the importance of targets and indicators against which progress can be systematically measured;

16. *Invites* the Secretary-General to continue to promote effective international cooperation on road safety issues, including in the broader context of sustainable transport, and in this regard encourages further efforts, as appropriate, to strengthen the coordination of the work of the United Nations system on sustainable transport, while taking into account the need to adequately address road safety issues;

17. *Reiterates its invitation* to Governments to take a leading role in implementing the activities of the Decade of Action, while fostering multisectoral collaboration that includes the efforts of academia, the private sector, professional associations, non-governmental organizations, civil society, including national Red Cross and Red Crescent Societies, victims' organizations, youth organizations and the media;

18. *Invites* Member States, international organizations, development banks and funding agencies, foundations, professional associations and private sector companies to consider providing adequate and additional funding to activities relating to the Decade of Action, including through contributions to the Road Safety Fund established by the World Health Organization and the FIA Foundation for the Automobile and Society;

19. *Invites* all interested relevant stakeholders to explore new and innovative funding modalities to support and collaborate in national efforts to implement the Global Plan for the Decade of Action, particularly in developing countries, including least developed countries and middle-income countries;

20. *Encourages* Member States and the international community to take road safety into due consideration in the elaboration of the post-2015 development agenda, while recognizing the importance of a holistic and integrated approach to sustainable transport;

21. *Welcomes* the offer by the Government of Brazil to host the second high-level global conference on road safety, to be held in 2015, to bring together delegations of ministers and representatives dealing with transport, health, education, safety and related traffic law enforcement issues, to review progress in implementing the Global Plan for the Decade of Action and in meeting the goal of the Decade of Action and to provide an opportunity for Member States to exchange information and best practices;

22. *Decides* to include in the provisional agenda of its seventieth session an item entitled "Improving global road safety", and requests the Secretary-General to report to the General Assembly at that session on the progress made in the attainment of the objectives of the Decade of Action.

*82nd plenary meeting  
10 April 2014*





GLOBAL NCAP  
www.globalncap.org

## The MELBOURNE DECLARATION on FLEET SAFETY

Adopted by the GLOBAL NEW CAR ASSESSMENT PROGRAMME at its Annual Forum Meeting in Melbourne, Australia, 5<sup>th</sup> May 2014

**Welcomes** the United Nation's General Assembly adoption of the resolution 'Improving Road Safety' (April 10<sup>th</sup> 2014) and its support for "the implementation of new car assessment programmes in all regions of the world in order to improve availability of consumer information about the safety performance of motor vehicles".

**Recognises** the significant potential that improved fleet safety can contribute towards the goal of the United Nations Decade of Action to reduce by 50% the forecast level of road fatalities by 2020.

**Recalls** the Global Plan for the UN Decade of Action and, in particular, its recommendation that "managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection".

**Recommends** that fleet managers adopt the Global NCAP 'Fleet Safety and Safer Car Purchasing Policy' by choosing 'five star' or "Top Safety Pick" vehicles as rated by NCAPs wherever possible; and always ensure that that the vehicles they purchase, lease, or rent, pass the minimum United Nations safety regulations<sup>1</sup> (or equivalent US FMVSSs) concerning seat belts, and front and side crash tests.

**Further Recommends** that fleet managers make their best endeavours to purchase vehicles that also meet UN regulations<sup>2</sup> for pedestrian protection, electronic stability control, and where possible autonomous emergency braking (AEB) and encourage manufacturers, regulators and assessment bodies to continue to develop and promote new safety technologies to save lives and injuries.

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<sup>1</sup> Seat belt anchorages - Reg. 14 (or FMVSS 210), Safety belts and restraint systems - Reg. 16 (or FMVSS 209), Occupant protection in frontal collision - Reg. 94 (or FMVSS 208), Occupant protection in lateral collision - Reg. 95 (or FMVSS 214)

<sup>2</sup> Electronic stability control - Reg. 13-H/GTR 8 (or FMVSS 126), Pedestrian protection - Reg. 127/GTR 9

## *JNCAP 5 Star Winner announced!*

National Agency for Automotive Safety & Victims' Aid (NASVA), awards the "JNCAP 5 Star prize" to the car which obtained 5 Star in assessment.

5 models were tested in the first half, and 2 models won.

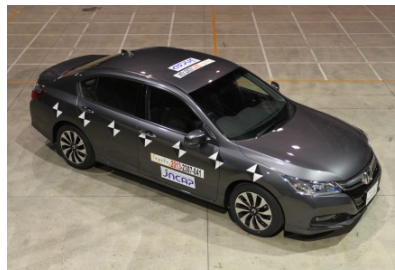
The "JNCAP 5 Star prize" in FY2013 and 5 models won the prize for second half among the total of 9 models tested. Prize winner is as follows;

"Outlander PHEV" of MITSUBISHI MOTORS CORP., "Accord hybrid", "Fit", and "N-WGN" of Honda Motor Co., Ltd., and "Golf" of Volkswagen Group. Thus 7 models have got "JNCAP 5 Star prize" in 2013.

### *Winners of JNCAP 5 Star Award (second half)*



Outlander PHEV  
MITSUBISHI



Accord hybrid  
HONDA



Fit  
HONDA



N-WGN  
HONDA



Golf  
Volkswagen

*Winners of JNCAP 5 Star Award (first half)*



Crown athlete /Crown royal  
TOYOTA

Atenza  
MAZDA

**【Design for JNCAP 5 Star Award】**



**【First prize of JNCAP 5 Star Award】**

“Crown athlete /Crown royal” of Toyota Motor obtaining **189.7 pts., highest score** ever got this prize

**[ Minicar (Kei car) sector JNCAP Award]**

“Honda N-WGN” won a 5 Star obtaining 178.8 pts. for **the first time as Minicar**

(reference) **【Standards for 5 Star Award】**

Overall evaluation points is to be over 170 points, and are not less than two or more rank from the highest evaluation at each full frontal, side, rear collision test, and pedestrian test.