

**GOVERNMENT OF INDIA
HEAVY INDUSTRIES AND PUBLIC ENTERPRISES
LOK SABHA**

UNSTARRED QUESTION NO:4332
ANSWERED ON:20.02.2014
SAFETY STANDARDS FOR SMALL CARS
Gowda Shri D.B. Chandre;Jeyadural Shri S. R.

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) whether according to the Global New Car Assessment Programme, some of the most popular small cars sold in India, including Maruti Alto 800, Tata Nano, Ford Figo, Hyundai i10 and Volkswagen Polo have failed crash tests showing high risk of life-threatening injuries in road accidents;
- (b) if so, the details thereof;
- (c) whether crash tests prescribed for car makers in India is much below the international standards;
- (d) if so, the details thereof;
- (e) whether the Global Plan for the United Nations Decade of Action for Road Safety has recommended safety standards for small cars;
- (f) if so, the details thereof;
- (g) whether these safety standards are not applied in India; and
- (h) if so, the reasons therefor and steps taken by the Government to adopt these safety standards?

Answer

MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI PRAFUL PATEL)

(a) & (b): As per Global New Car Assessment Programme (NCAP) crash testing report was carried out using some new speed parameters, which are different from the parameters provided under the Indian regulations. After the test, majority of cars showed structural collapse.

(c) & (d): No Madam, currently safety standards in the country are aligned in general with the UN regulations (ECE and Global Technical Regulations- GTRs). At present India does not have mandatory full vehicle crash regulatory norms. At present, one crash test is mandatory for small cars, which is equivalent to corresponding ECE test.

(e) & (f): Yes, Madam. United Nations Decade of Action for Road under its 'Pillar 3', titled "Safer Vehicles" has given following recommendations-

Activity 1: Encouraging Member states to apply and promulgate motor vehicle safety regulations as developed by the United Nation's World Forum for the Harmonization of Vehicle Regulations (WP.29).

Activity 2: Encourage implementations of new car assessment programmes in all regions of the world in order to increase availability of consumer information about safety performance of motor vehicles.

Activity 3: Encourage agreement to ensure that all new motor vehicles are equipped with seatbelts and anchorages that meet regulatory requirements and pass applicable crash test standards (as minimum safety features).

Activity 4: Encourage universal deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti-Lock Braking systems in motor vehicles.

Activity 5: Encourage use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage import and export of new or used cars that have reduced safety standards.

Activity 6: Encourage application of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.

Activity 7: Encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high level.

(g) & (h): Some of these safety standards are already applied in India under the Central Motor Vehicle Rules 1989. Further, India is taking steps towards harmonization of national regulations with UN-ECE regulations. Compliance to advanced crash/safety standards requires extensive test facility and expertise. These facilities for crash testing are being established under the National Automotive Testing and R&D Infrastructure Project (NATRiP).