

NHTSA proposes new vehicle safety standard to better protect pedestrians

10-Sep-2024 11:24 GMT

IHS Markit

S&P Global

Supply Chain and Technology, Automotive

The new Federal Motor Vehicle Safety Standard aims to reduce severe injuries in pedestrian-vehicle collisions, targeting trucks, SUVs and more

According to a press release on Sept. 9, the US National Highway Traffic Safety Administration (NHTSA) is enhancing pedestrian safety with the introduction of a new rule aimed at minimizing fatalities and serious injuries caused by vehicle collisions.



Source: LightFieldStudios via Getty Images

The new rule suggests the establishment of a new Federal Motor Vehicle Safety Standard, mandating that new passenger vehicles be engineered to lower the risk of severe to fatal injuries in collisions involving children and adult pedestrians.

The regulation targets passenger vehicles with a gross vehicle weight (GVW) rating of up to 10,000 pounds, encompassing various types such as trucks, sport utility vehicles (SUVs), crossovers and vans. This decision is informed by 2022 data indicating that 88% of pedestrian fatalities occurred in single-vehicle incidents, with multipurpose passenger vehicles accounting for 49% of front-impact pedestrian deaths, followed by passenger cars at 37%.

Sophie Shulman, deputy administrator of the NHTSA, highlighted an alarming increase in pedestrian fatalities, which surged by 57% from 4,779 to 7,522 between 2013 and 2022. She stated that the proposed rule is part of a broader initiative to bolster road safety for all users, particularly the most vulnerable. To ensure effectiveness, the proposed standard includes test procedures that mimic a head-to-hood collision and sets performance criteria aimed at reducing the likelihood of head injuries. The agency plans to use humanlike headforms representing a broad spectrum of pedestrians, from small children to adults, in these tests. It is estimated that the implementation of this standard could save 67 lives annually.

Furthermore, the proposed rule is in line with the Bipartisan Infrastructure Law's directive to align US vehicle regulations with international standards, thereby enhancing global vehicle safety. The new standard would correspond with Global Technical Regulation No. 9, with additional adjustments to ensure vehicles popular in the US market, such as pickups and large SUVs, offer adequate pedestrian head protection. These vehicle categories made up nearly a quarter of US passenger vehicle sales in 2020, underscoring the importance of this regulation.

The initiative is a key component of the department's commitment to promoting the development of safer vehicles through a systematic approach. The NHTSA has opened a 60-day window for public commentary on the proposed rule, inviting stakeholders and citizens to contribute their insights.

CONTACTS

The Americas

+1 877 863 1306

Europe, Middle East & Africa

+44 20 7176 1234

Asia-Pacific

+852 2533 3565

www.spglobal.com/mobility

Copyright © 2024 S&P Global Inc. All rights reserved.

These materials, including any software, data, processing technology, index data, ratings, credit-related analysis, research, model, software or other application or output described herein, or any part thereof (collectively the “Property”) constitute the proprietary and confidential information of S&P Global Inc its affiliates (each and together “S&P Global”) and/or its third party provider licensors. S&P Global on behalf of itself and its third-party licensors reserves all rights in and to the Property. These materials have been prepared solely for information purposes based upon information generally available to the public and from sources believed to be reliable.

Any copying, reproduction, reverse-engineering, modification, distribution, transmission or disclosure of the Property, in any form or by any means, is strictly prohibited without the prior written consent of S&P Global. The Property shall not be used for any unauthorized or unlawful purposes. S&P Global’s opinions, statements, estimates, projections, quotes and credit-related and other analyses are statements of opinion as of the date they are expressed and not statements of fact or recommendations to purchase, hold, or sell any securities or to make any investment decisions, and do not address the suitability of any security, and there is no obligation on S&P Global to update the foregoing or any other element of the Property. S&P Global may provide index data. Direct investment in an index is not possible. Exposure to an asset class represented by an index is available through investable instruments based on that index. The Property and its composition and content are subject to change without notice.

THE PROPERTY IS PROVIDED ON AN “AS IS” BASIS. NEITHER S&P GLOBAL NOR ANY THIRD PARTY PROVIDERS (TOGETHER, “S&P GLOBAL PARTIES”) MAKE ANY WARRANTY, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, FREEDOM FROM BUGS, SOFTWARE ERRORS OR DEFECTS, THAT THE PROPERTY’S FUNCTIONING WILL BE UNINTERRUPTED OR THAT THE PROPERTY WILL OPERATE IN ANY SOFTWARE OR HARDWARE CONFIGURATION, NOR ANY WARRANTIES, EXPRESS OR IMPLIED, AS TO ITS ACCURACY, AVAILABILITY, COMPLETENESS OR TIMELINESS, OR TO THE RESULTS TO BE OBTAINED FROM THE USE OF THE PROPERTY. S&P GLOBAL PARTIES SHALL NOT IN ANY WAY BE LIABLE TO ANY RECIPIENT FOR ANY INACCURACIES, ERRORS OR OMISSIONS REGARDLESS OF THE CAUSE. Without limiting the foregoing, S&P Global Parties shall have no liability whatsoever to any recipient, whether in contract, in tort (including negligence), under warranty, under statute or otherwise, in respect of any loss or damage suffered by any recipient as a result of or in connection with the Property, or any course of action determined, by it or any third party, whether or not based on or relating to the Property. In no event shall S&P Global be liable to any party for any direct, indirect, incidental, exemplary, compensatory, punitive, special or consequential damages, costs, expenses, legal fees or losses (including without limitation lost income or lost profits and opportunity costs or losses caused by negligence) in connection with any use of the Property even if advised of the possibility of such damages. The Property should not be relied on and is not a substitute for the skill, judgment and experience of the user, its management, employees, advisors and/or clients when making investment and other business decisions.

The S&P Global logo is a registered trademark of S&P Global, and the trademarks of S&P Global used within this document or materials are protected by international laws. Any other names may be trademarks of their respective owners.

The inclusion of a link to an external website by S&P Global should not be understood to be an endorsement of that website or the website’s owners (or their products/services). S&P Global is not responsible for either the content or output of external websites. S&P Global keeps certain activities of its divisions separate from each other in order to preserve the independence and objectivity of their respective activities. As a result, certain divisions of S&P Global may have information that is not available to other S&P Global divisions. S&P Global has established policies and procedures to maintain the confidentiality of certain nonpublic information received in connection with each analytical process. S&P Global may receive compensation for its ratings and certain analyses, normally from issuers or underwriters of securities or from obligors. S&P Global reserves the right to disseminate its opinions and analyses. S&P Global Ratings’ public ratings and analyses are made available on its sites, www.spglobal.com/ratings (free of charge) and www.capitaliq.com (subscription), and may be distributed through other means, including via S&P Global publications and third party redistributors.