

Informal document GRSP-71-23  
(71st GRSP, 9 – 13 May 2022,  
agenda item 17)

# Report från DEOP 71st meeting GRSP 9-13 May

Chair: Pernilla Bremer, Sweden

Secretary: Torbjörn Andersson, CLEPA

# Ad hoc group, DEOP

Last meeting

2nd meeting

Date 31st March

Location: Online

Next meeting

3rd meeting

9th june

Location: Online

# DEOP 1st meeting, study of all crash types

- Clear risk reduction in cars launched 2010-2019 compared to 1980-1989, equal for male and female occupants.
- The risk for any injury as well as medical impairment remains significantly higher for female occupants compared to male occupants.
  - Young females were found to be at higher risk for cervical injuries compared to both males and older females.

# Review of studies up til 2021

- Generally the fatality rate has not changed for female occupants over time, but it has decreased for male occupants.
- The risk is generally higher for female occupants for all injury severities.
  - The greatest difference between male and female fatalaty risk is in the age of 18-35.

# Study of severe frontal impact accidents

- The data indicate no higher risk but different injury patterns for male and female occupants.

# DEOP 2nd meeting, Differences in injury risks between male and female occupants

- Males and females have similar risks of serious non-extremity injuries in front,
- Females have higher risk of less severe injuries and especially extremity injuries.
  - Females are more likely to be in the struck vehicle in side-impact and front-into-rear crashes.

# Can a male size dummy represent the female population?

- Differences were discovered in similar looking seats, when a female size prototyp dummy were developed and used.
  - Both seats protected male occupants well, but in one of the seats the risk was significantly higher for female occupants.

# UNECE WP6 – Regulatory Cooperation and standardization policies

- Until now has standards failed to account for females.
  - The starting point should be that there are differences between the female and male population regarding physiological aspects.
- Guidelines on Developing Gender- Responsive Standards has been developed because



# Questions for upcoming meetings

- Do the regulatory crash tests take into account that:
  - Male and female occupants show different injury patterns?
  - There is a higher risk for (young) females for cervical spine injuries?

*The starting point should be that there are differences between the female and male population regarding physiological aspects.*

**Thank you for your attention!**