

Update on Global NCAP

Presentation by:

David Ward, Secretary General, Global NCAP

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Global NCAP For Safer Cars...Worldwide

The first NCAP was launched in 1978 by the US National Highway Traffic Safety Administration.

NCAPs help to create a ‘market for safety’ by raising awareness of the car buying public, and rewarding manufacturers that build the safest cars. There are now nine NCAPs or similar bodies active in Asia, Australia, Europe, Latin America and the USA.



In 2011 Global NCAP was launched as a UK registered charity which aims to:

- offer support to New Car Assessment Programmes in emerging economies and regions by offering technical support guidance and quality assurance.
- provide a platform for cooperation for NCAPs and like organisations around the world to share best practice, and exchange information.



Global NCAP Governance

Global NCAP is governed by a Board of Trustees and offers Associate Membership to recognised NCAPs. The Trustees are:

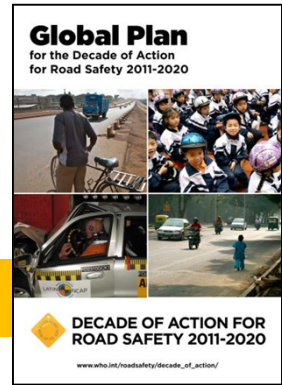
- **Guido Adriaenssens - Treasurer (Chief Executive, ICRT)**
- **Adrian Lund (President, IIHS)**
- **Lauchlan McIntosh, (Chairman, ANCAP)**
- **Max Mosley - Chairman (past Chairman, Euro NCAP)**
- **Claes Tingvall (past Chairman, Euro NCAP)**
- **David Ward - Secretary General (Director General, FIA Foundation)**



Associate Members are ANCAP, ASEAN NCAP, Euro NCAP, Latin NCAP and the IIHS. Government based NCAPs Global NCAP (which for legal reasons may not accept Associate Membership) are offered Recognised Observer status.

Global NCAP is pleased to acknowledge grant support from the FIA Foundation. In 2011 Global NCAP shared a ten year commitment to the UN Decade of Action for road safety made with the FIA Foundation at the Annual Meeting of the Clinton Global Initiative. Global NCAP is also a member of the UN Road Safety Collaboration.

The Global Plan for the Decade of Action



Five pillars for a Safe Systems approach

Build Capacity

The 'Build Capacity' pillar is represented by a blue background. It features the 'WORLD BANK GLOBAL ROAD SAFETY FACILITY' logo, which includes a globe icon, and a photograph of a modern, multi-story red brick building.

Safer Roads & Mobility

The 'Safer Roads & Mobility' pillar is represented by a pink background. It features two photographs: a long, straight road with a motorcycle in the distance, and an aerial view of a roundabout with a central green island.

Safer Vehicles

The 'Safer Vehicles' pillar is represented by a tan background. It features two photographs: a blue car undergoing a crash test in a laboratory setting, and a white car driving on a road.

Safer User behaviour

The 'Safer User behaviour' pillar is represented by a green background. It features two photographs: a group of children wearing colorful helmets, and a close-up of hands typing on a laptop keyboard.

Post-crash response

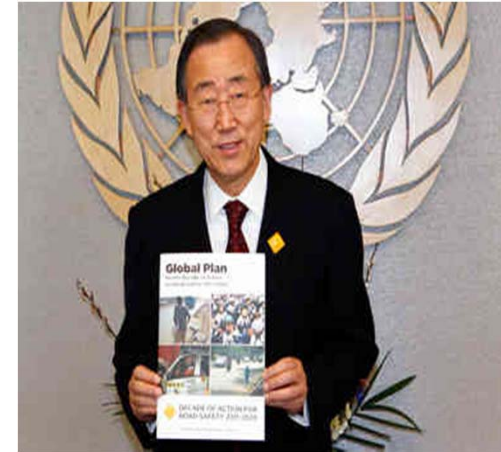
The 'Post-crash response' pillar is represented by a purple background. It features two photographs: an ambulance with emergency lights at a scene, and a medical professional in a white coat attending to a patient in a hospital bed.

www.who.int/roadsafety/decade_of_action/



Global NCAP and the Decade of Action

Global NCAP strongly supports the Decade of Action and the implementation of its Global Plan. The Plan encourages *“implementation of new car assessment programmes in all world regions to increase the availability of consumer information about the safety performance of motor vehicles”*.



UN Secretary General Ban Ki-Moon, in a report to the 66th session of the UN General Assembly (‘Improving Global Road Safety’ A/66/389) has highlighted Global NCAP as a platform for co-operation among NCAP’s worldwide and notes that they “have proved to be very effective in creating a market that encourages consumers to choose vehicles based on their safety ratings”.

In April 2012 the General Assembly adopted a resolution (A/66/L.43) which, inter alia, *“Further encourages the implementation of new car assessment programmes in all regions of the world in order to foster availability of consumer”*. This is an important endorsement of Global NCAP’s mission and the role of NCAPs by the international community.

Global NCAP 2012 Activities

- Held its inaugural Annual Meeting in Malaysia attended by all nine NCAPs and launched a global awards scheme.
- Supporting the pilot project of Latin NCAP funding their crash tests with Phase 3 to be launched in Argentina in November.
- Supporting the pilot project of ASEAN NCAP by funding their first phase of crash tests launched at MIROS in May.
- Preparing a 'Buyers Guide' to vehicle safety to give advice on the most important global standards that fleet managers and car buyers should consider.



Global NCAP Buyer's Guide

Global NCAP has selected its recommended 'most important' global standards from the 1958 and 1998 Agreements of the UN World Forum for Harmonisation of Vehicle Regulations (UNECE WP29). The 'top six' are:

ECE Reg. 14	Seat belt anchorages
ECE Reg. 16	Safety belts and restraint systems
ECE Reg. 94	Occupant protection in frontal collision
ECE Reg. 95	Occupant protection in lateral collision
GTR 8	Electronic stability control
GTR 9	Pedestrian protection



Global NCAP will periodically review the list which will be included in a 'Buyers Guide' for fleet managers and the public to be released later this year. It will also recommend choosing 'Five Star' vehicles from NCAPs worldwide.



Global Penetration of ECE 94

The EU has taken ten years to reach almost 100% penetration of ECE 94. This has contributed significantly to reducing road fatalities. In the UK it has been estimated that if a car registered in 2004–2007 (post ECE 94) is involved in a crash the expected number of drivers killed is 30% less than if a car registered in 1988–1991 (pre ECE 94) was involved (TRL – Broughton 2011).

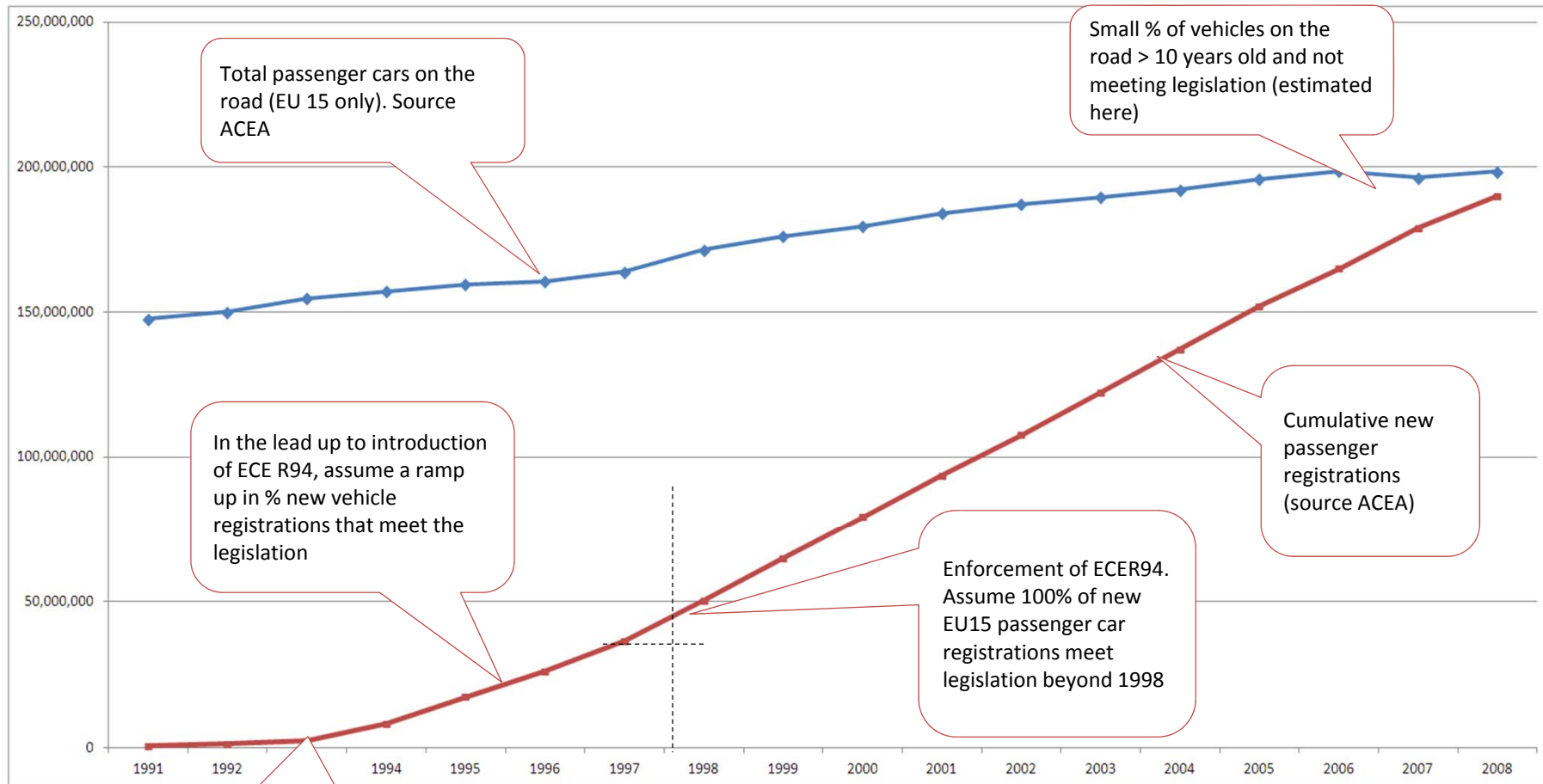


Last year 60 million new passenger vehicles were built and as many as 20 million of these probably fail to meet the ECE 94 standard. Global NCAP, therefore, recommends that:

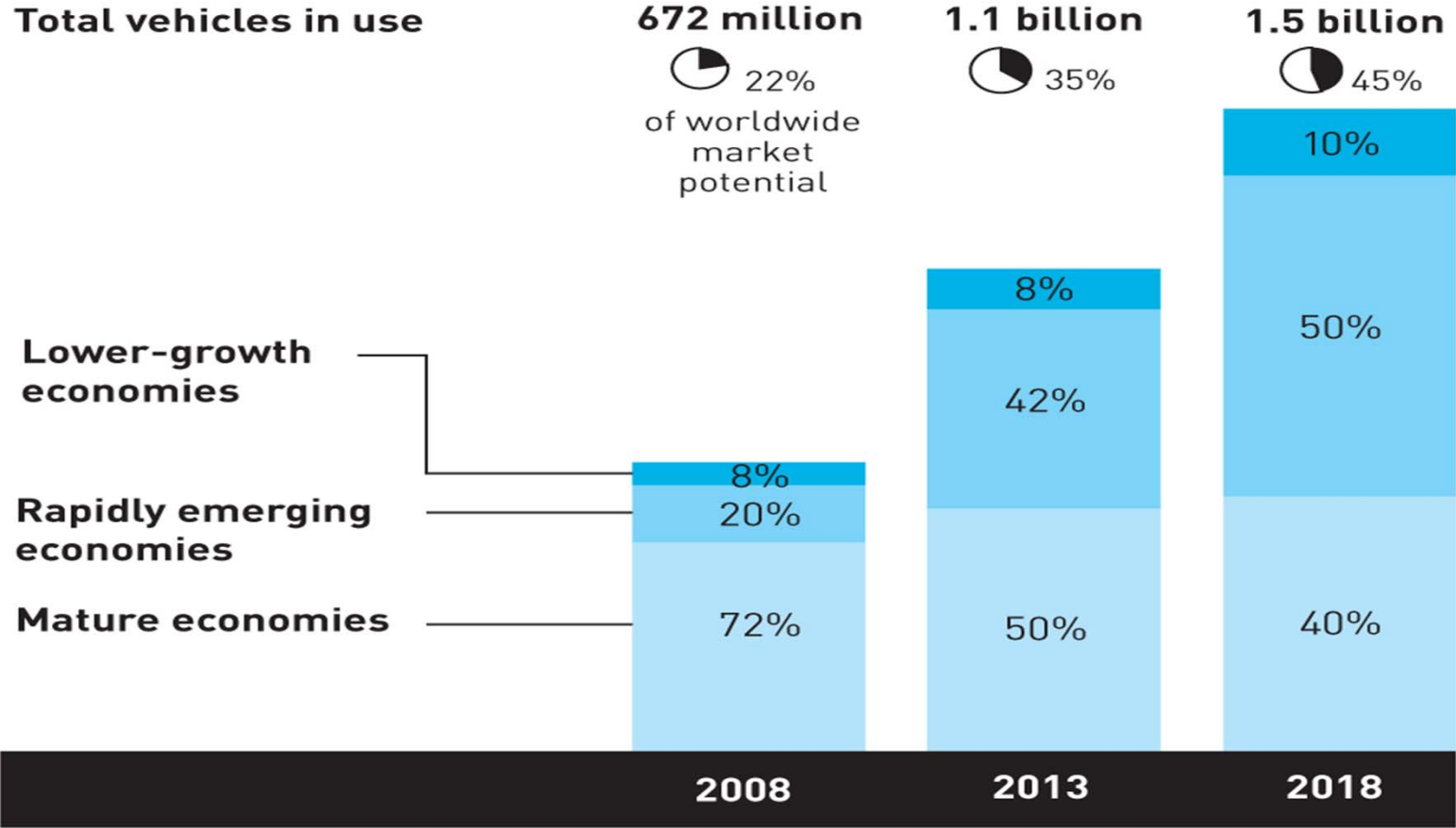
- No car buyer today should purchase a car that cannot pass ECE 94;
- All UN Member States should adopt ECE 94 (or its equivalent FMVSS) as a construction standard or import requirement;
- By 2020 all Global NCAP's top six regulations should be applied universally to all new passenger vehicles.



Penetration of ECE 94 Regulation in the EU Vehicle Fleet



Changing Geography of Vehicle Use...and potential for ECE Reg 94 (and others) to save lives.



Source: Booz & Company



Choose safety...
Thank You!



GLOBAL NCAP
www.globalncap.org



Together We can
Save millions
of lives.



DECADE OF ACTION FOR
ROAD SAFETY 2011-2020

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