



Safer cars for ASEAN region

New Car Assessment Program for South East Asia Region

AAI Summit
25 November 2013
Grand Inna Kuta, Bali



FIA Foundation
for the Automobile and Society



GLOBAL NCAP



Malaysian Institute of Road Safety Research (MIROS)

Established on 3rd January 2007, MIROS functions as a one-stop centre for the generation and dissemination of road safety information through the print media and a concerted training programme.

MIROS carries out studies and evaluates current procedures on road safety to generate information that will form the core of its evidence-based intervention programmes to enhance road safety.

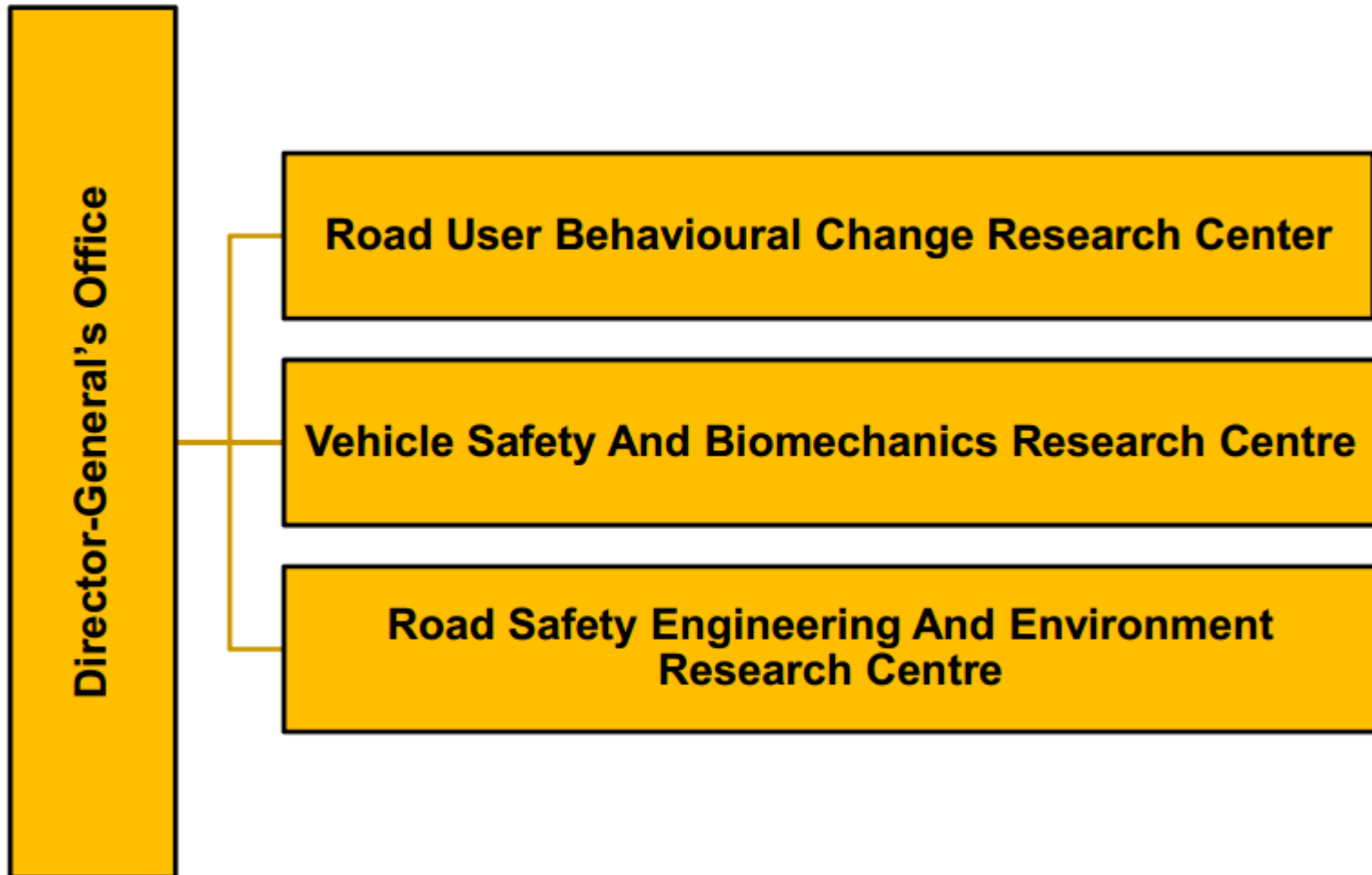
Vision

To emerge as a world leader in road safety research

Mission

To foster the science and art of road safety interventions

- Conduct high impact research that will be translated into road safety policies.
- Develop national objectives, policies, and priorities for the orderly development and administration of road safety research.
- Enhance and increase knowledge based on new developments in issues related to road safety.
- Serve as an audit and accreditation agency in curriculum design and standards on road safety.
- Propose evidenced based cost-effective interventions/ programmes.
- Serve as a repository of knowledge and linkage on road safety.
- Serve as a centre providing consultation and advice on road safety issues.



UN Decade of Action for Road Safety – May 11 2011

The Decade was approved by the Moscow Ministerial in 2009 and UN General Assembly in 2010. It was launched by a global relay of events on 11th May. A Plan for the Decade has been prepared based on five pillars:

1. Building Management Capacity
2. Encouraging Safer User Behaviour
3. Building Safer Roads
4. Building Safer Vehicles
5. Improving Post Crash Care

Each pillar includes indicative and interim targets to progress towards the Decade's overall goal which is to 'stabilize and then reduce the level of road fatalities'. This requires a 50% reduction in the forecast level of fatalities by 2020 which could avoid 5 million deaths, 50 million injuries and save \$3 trillion in social costs.



Decade Plan - Influencing Vehicle Design

Activity 1: Encourage Member States to apply and promulgate motor vehicle safety standards as developed by the UN's World Forum for the Harmonization of Vehicle Regulations (WP 29).



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

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

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

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

Activity 6: Sustain investment in research and development of safety technologies that will improve vehicle safety and reduce risks to vulnerable road users.

Activity 7: Encourage managers of governments and private sector fleets to purchase and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.

Progress of ASEAN NCAP

- 15th September 2011, Kuala Lumpur
 - ASEAN NCAP Kick Off Meeting.
 - Agreed to sign MOU between partners on 7th December 2011 in Delhi, India.
 - Technical review and discussion of protocols.



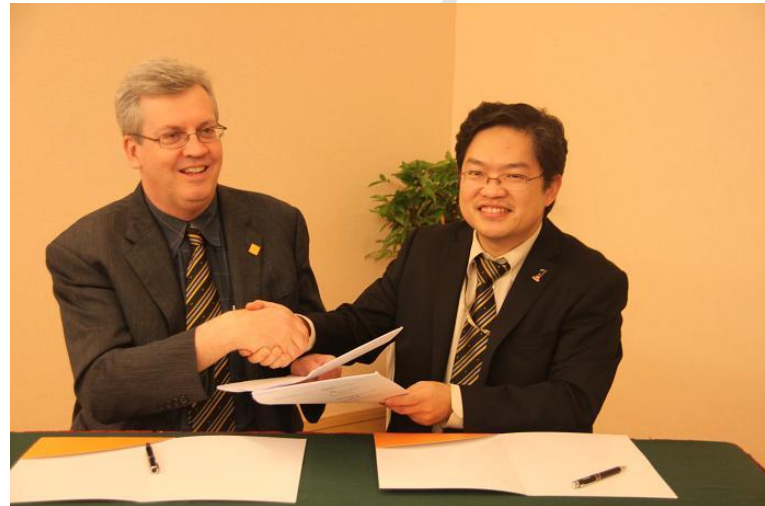
Progress of ASEAN NCAP

- 7th ~ 8th December 2011
 - MOU Signing between MIROS & GLOBAL NCAP on collaboration.
 - MOU Signing between partners; MIROS, AAM, AAS, AAP, ANCAP & GLOBAL NCAP for ASEAN NCAP establishment











Progress of ASEAN NCAP

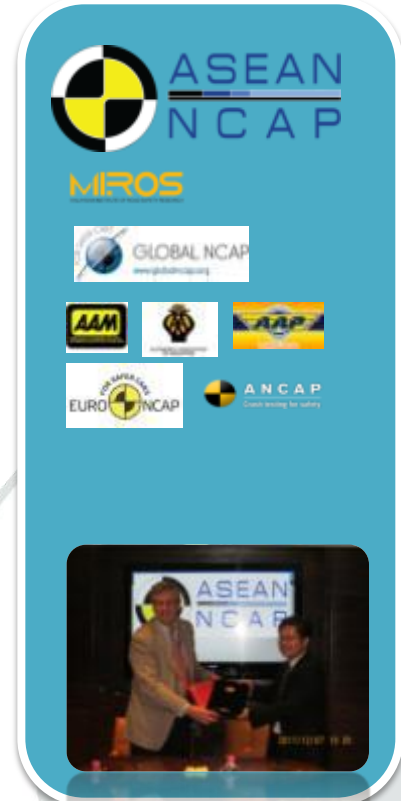
- 23rd March 2012, Malacca, Malaysia
 - 4th ASEAN NCAP Steering Committee
 - Endorsing all related protocols including vehicle selection.
 - First time attended by Indonesia (IMI), Thailand (TGGS) & Vietnam (VR).
 - Grant Agreement signing between Global NCAP & MIROS



NCAPs around the world

Continent	Program Name	Label	Countries
ASIA	China New Car Assessment Program <i>Acronym: C-NCAP</i>		• China
	Japan New Car Assessment Program <i>Acronym: JNCAP</i> <i>Established 1991</i>		• Japan
	Korean New Car Assessment Program <i>Acronym: KNCAP</i> <i>Established 1999</i>		• Korea
AUSTRALIA	Australasian New Car Assessment Program <i>Acronym: ANCAP</i> <i>Established 1992</i>		• Australia • New Zealand
EUROPE	European New Car Assessment Program <i>Acronym: Euro NCAP</i> <i>Established 1997</i>		• France • Germany • Italy • Spain (Catalonia) • Sweden • The Netherlands • UK • European region as a whole
NORTH AMERICA	Insurance Institute for Highway Safety – Vehicle Ratings <i>Acronym: US IIHS</i>		• USA
	New Car Assessment Program (NHTSA³) <i>Acronym: US NCAP</i> <i>Established 1978</i>		• USA
SOUTH AMERICA	Latin American & Caribbean New Car Assessment Program <i>Acronym: Latin NCAP</i>		• Latin America and Caribbean region as a whole

NEW



First Test – 24th May 2012

Support from Related Parties



Stake Holders



GLOBAL NCAP
www.globalncap.org



FIA Foundation
for the Automobile and Society

Financial Support



ANCAP
Crash testing for safety
AUSTRALASIAN
NEW CAR ASSESSMENT
PROGRAM



Technical Support



Program Advisory

ASEAN NCAP Organization Chart

Steering Committee

(MIROS, AAM, AAS, AAP & AAC) + (Global NCAP, Latin NCAP & Australasian NCAP – Advisory Panel)

Technical Committee

(MIROS, TGGs, UOP, Latin NCAP & ANCAP)

WG

Frontal Impact

WG

Side Impact

WG

Child Restraint

WG

Safety Assist

Vehicle involved in Phase 1



*Start Date: 15th November 2012

*Last test: 29th January 2013

Test Laboratory: MIROS PC3



PC3 Top View



Support from Related Parties



Financial Support



Technical Support



KYOWA









Product Support

Phase 1 Result

ADULT OCCUPANT PROTECTION

FORD Fiesta		ADULT OCCUPANT PROTECTION	★★★★★
HONDA City		ADULT OCCUPANT PROTECTION	★★★★★
TOYOTA Vios		ADULT OCCUPANT PROTECTION	★★★★
NISSAN March		ADULT OCCUPANT PROTECTION	★★★★
PROTON Saga FLX+		ADULT OCCUPANT PROTECTION	★★★
PERODUA Myvi		ADULT OCCUPANT PROTECTION	★★★
HYUNDAI i10		ADULT OCCUPANT PROTECTION	★★
PROTON Saga		ADULT OCCUPANT PROTECTION	★

CHILD OCCUPANT PROTECTION

HONDA City		CHILD OCCUPANT PROTECTION	81%
FORD Fiesta		CHILD OCCUPANT PROTECTION	66%
PROTON Saga FLX+		CHILD OCCUPANT PROTECTION	58%
PERODUA Myvi		CHILD OCCUPANT PROTECTION	54%
PROTON Saga		CHILD OCCUPANT PROTECTION	49%
HYUNDAI i10		CHILD OCCUPANT PROTECTION	48%
NISSAN March		CHILD OCCUPANT PROTECTION	48%
TOYOTA Vios		CHILD OCCUPANT PROTECTION	48%

FORD Fiesta

Variant: LX Ti-VCT Automatic

Year Built: 2012

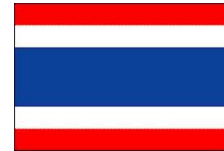
Model Year: 2011

Vehicle Category: 4-door Sedan

Engine Capacity: 1.6 Litre Petrol

Kerb Mass: 1147 kg

Test Laboratory: MIROS PC3



**Production
of Thailand**



Pre-requisite for 5-Star in ASEAN NCAP:

Electronic Stability Control – YES

Seatbelt Reminder – YES (Driver & Front Passenger)

This car is eligible for maximum 5-star.

All Ford Fiesta is produced in Thailand and Ford offers a variant with driver airbag only for ASEAN market except Malaysia. This model is not available for Singapore and Myanmar. Only vehicle with at least double airbags, ESC and Seat belt reminder for frontal occupant is eligible to claim for 5 stars ASEAN NCAP ratings.



ADULT
OCCUPANT
PROTECTION



GOOD
ADEQUATE
MARGINAL
WEAK
POOR

Modifier:
No Modifier

TOTAL SCORE

15.73 / 16.00



CHILD
OCCUPANT
PROTECTION

Dummy	P3	P1.5
Attachment	ISOFIX and Seat Belt	ISOFIX
Brand of CRS	Britax Duo Plus [FORD]	Britax Baby Safe Plus SHR II [FORD] Britax Baby-safe ISOFIX base

CRS Assessment	
Dynamic Test*	17.39 / 24
CRS Based Assessment	12 / 12
Vehicle Based Assessment	3/13
TOTAL	32.39/49
Compliance Percentage	66.10%

*For P3, the test was conducted using seat belt and ISOFIX attachment due to the unavailability of top tether anchorage point. Ford will introduce top tether to all ISOFIX applications in ASEAN Fiesta no later than 20th May 2013. Predicted calculation of CRS assessment using top tether would end up to minimum 10% increment from previous scoring.

Model year refers to the latest changes of safety package for each variant.

HONDA City

Variant: Grade S

Year Built: 2012

Model Year: 2012

Vehicle Category: 4-door Sedan

Engine Capacity: 1.6 Litre Petrol

Kerb Mass: 1142 kg

Test Laboratory: MIROS PC3



**Production
of Malaysia**



Pre-requisite for 5-Star in ASEAN NCAP:

Electronic Stability Control – YES*

Seatbelt Reminder – YES* (Driver & Front Passenger)

This car is eligible for maximum 5-star.

*Honda equipped City model with double airbags all over Southeast Asia region. From the changes started 30th January 2013 in all over Southeast Asian HONDA production, there will be two choices of Low and High grade of HONDA City. High End grade of Honda City is eligible for ASEAN NCAP 5 stars rating starting from the said date.



Modifier:
No Modifier

TOTAL SCORE

15.44 / 16.00

Dummy	P3	P1.5
Attachment	ISOFIX and Top Tether	ISOFIX
Brand of CRS	Britax Duo Plus [HONDA Genuine ISOFIX CRS]	Britax Baby Safe Plus SHR II [HONDA Genuine ISOFIX CRS] Britax Baby-safe ISOFIX base
CRS Assessment		
Dynamic Test	21.79 / 24	
CRS Based Assessment	12 / 12	
Vehicle Based Assessment	6/13	
TOTAL	39.79/49	
Compliance Percentage	81.20%	

Model year refers to the latest changes of safety package for each variant.

Vehicle involved in Phase 2



*Start Date: 18th April 2013

*Last test: 2nd August 2013

Phase I & II Results [Adult Occupant Protection]

PHASE I

FORD FIESTA 5★
HONDA CITY 5★

TOYOTA VIOS 4★

NISSAN MARCH 4★

PROTON SAGA SV 3★

PERODUA MYVI 3★

HYUNDAI i10 2★

PROTON SAGA FLX 1★

PHASE II

TOYOTA PRIUS 5★

HONDA CIVIC 5★

SUBARU XV 5★

SUZUKI SWIFT 4★

MAZDA 2 4★

MITSUBISHI MIRAGE 4★

TOYOTA AVANZA 4★

PERODUA ALZA 4★

NISSAN ALMERA 4★

DAIHATSU XENIA 4★

MITSUBISHI PAJERO SPORT 4★

Phase I & II Results [Child Occupant Protection]

PHASE I

HONDA CITY
81%

FORD FIESTA
66%

PERODUA
MYVI
54%

PROTON
SAGA SV
49%

HYUNDAI i10
48%

NISSAN
MARCH
48%

PHASE II

TOYOTA
PRIUS
86%

HONDA CIVIC
82%

MAZDA 2
78%

SUZUKI SWIFT
77%

SUBARU XV
67%

NISSAN
ALMERA
52%

PERODUA
ALZA
46%

MITSUBISHI
MIRAGE
43%

PAJERO
SPORT
40%

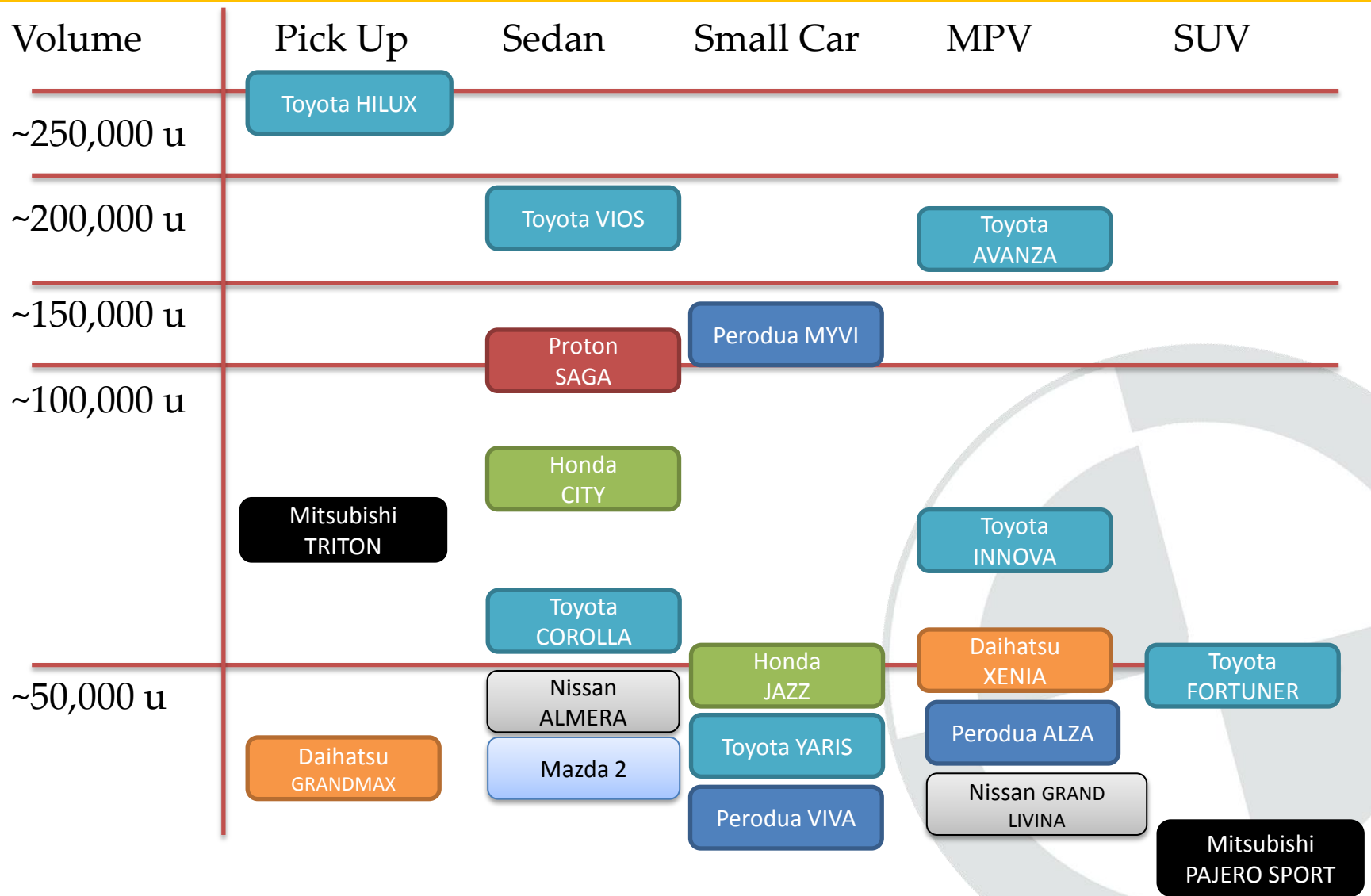
TOYOTA
AVANZA
38%

DAIHATSU
XENIA
33%

We moved the baseline

- **Toyota VIOS** – upgraded all variants to double airbags starting September 2012
- **Honda City** – New column pad cover, SBR for both front passenger; create ASEAN safety specification for low and high grade.
- **Nissan March** – New column pad cover for whole ASEAN region
- **Ford Fiesta** – Implementation of top tether for all ISOFIX application starting 20th May 2013.
- **Proton SAGA-** Production of variant with single airbag was stopped in February 2013. Lowest variant is now equipped with double airbags and top tether.
- **Daihatsu Xenia** – 1st to offer variant option of either airbag or radio.

Sales Data 2012 (ASEAN Top 20)



Dual Airbags + ABS



Car	Airbags	ABS
Perodua Myvi		
Proton Saga		
Perodua Viva		
Perodua Alza		
Proton Persona		

Top 5
Sales

Availability across variants



All variants



All except the lowest variant



Some of the variants













Only the highest variant









None at all

Dual Airbags + ABS



Car	Airbags	ABS
Toyota Avanza		
Daihatsu Xenia		
Toyota Innova		
Suzuki Ertiga		
Nissan Livina		



Car	Airbags	ABS
Toyota Hilux		
Isuzu D-Max		
Toyota Vios		
Honda City		
Mitsubishi Triton		

Top 5 Sales

Road Maps

Phase 1	Phase 2	Phase 3
May 2012 – Jan 2013	April 2013 – August 2013	Oct 2013 – 2014
ODB 64: 40% offset	ODB 64: 40% offset	ODB 64: 40% offset
5 star pre-requisite [ESC & SBR Frontal]	5 star pre-requisite [ESC & SBR Frontal]	5 star pre-requisite [ESC & SBR Frontal & Side Impact R95 (to be tested at ASEAN NCAP certified lab)]
		4 star pre-requisite – Side Impact R95 to be tested at ASEAN NCAP certified lab.

THANK YOU!

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