

Date: 7th May 2018

Location: MIROS Hall

10:00am – 10:30am:
[Registration]

10:30am – 10:40am:
[Welcoming Remarks by Ir. Dr. Khairil Anwar Abu Kassim]

10:40am – 11:30am:
[ASEAN NCAP Labeling by Ir. Mohd Hafzi Md Isa]

11:30am – 11:00am:
[Q&A]



Welcoming Remarks

Ir. Dr. Khairil Anwar Abu Kassim
Secretary General, ASEAN NCAP



FIA Foundation
for the Automobile and Society



GLOBAL NCAP



AUTOMOBILE ASSOCIATION
OF SINGAPORE





ASEAN NCAP LABELING

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FIA Foundation
for the Automobile and Society



GLOBAL NCAP



- Background of ASEAN NCAP
- ASEAN NCAP Rating System
- ASEAN NCAP Labeling
 - Why?
 - Timeline
 - Recommended Implementation
 - ASEAN NCAP Labeling Guideline



What is NCAP?

- NCAP stands for “**New Car Assessment Program**”
- NCAP’s role is to provide consumer a **realistic** and **independent** assessment on the **safety performance** of vehicles **recently launched** in the markets.
- NCAP Family
 - IIHS
 - 5-Star Safety Ratings (NHTSA)
 - JNCAP
 - ANCAP
 - Euro NCAP
 - KNCAP
 - CNCAP
 - Latin NCAP
 - ASEAN NCAP

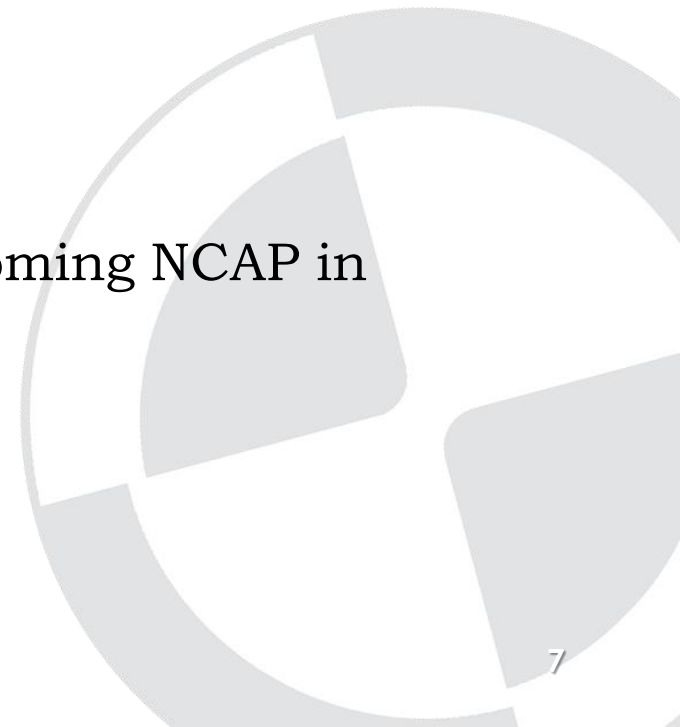


Difference between NCAP and Regulation

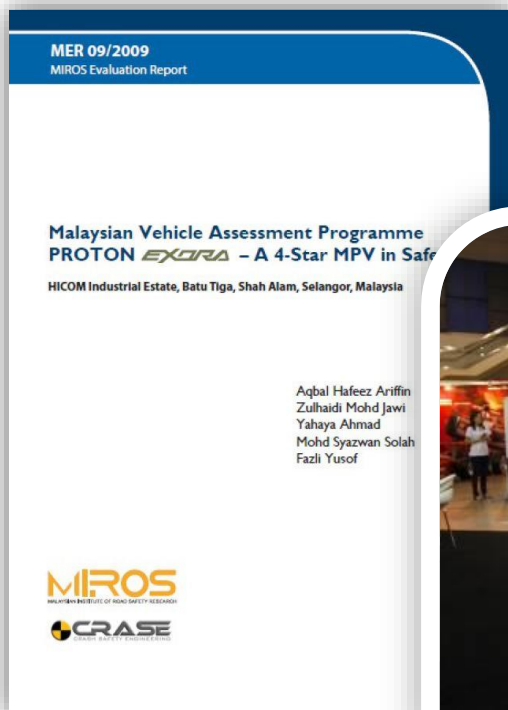
Regulation	NCAP
<ul style="list-style-type: none"> Mandatory requirement Minimum safety level for all vehicles on the road 	<ul style="list-style-type: none"> Consumer information Not all the models and versions sold in the market are assessed Always need to distinguish vehicles one from another in terms of safety performances, mainly on 2 aspects: crashworthiness and active safety <ul style="list-style-type: none"> ➤ Crashworthiness = how well the car protects its occupant in a crash ➤ Active safety = how the car avoids/mitigates the crash from occurring Requirement higher than regulation, for example: frontal impact test speed 56 km/h vs. 64 km/h

Background of ASEAN NCAP: 2009

- Formation of soft landing program – Malaysian Vehicle Assessment Programme (MyVAP).
- Non-destructive assessment of vehicle—use of secondary data from the OEMs to assess the safety level of vehicles.
- Focus: Malaysian manufacturers.
- Why soft landing?
 - As introduction to OEMs of the upcoming NCAP in Malaysian market.



PRECURSOR PROGRAM: MyVAP



PRECURSOR PROGRAM: MyVAP

ENSURING LOCAL OEM IS READY FOR NCAP ENVIRONMENT

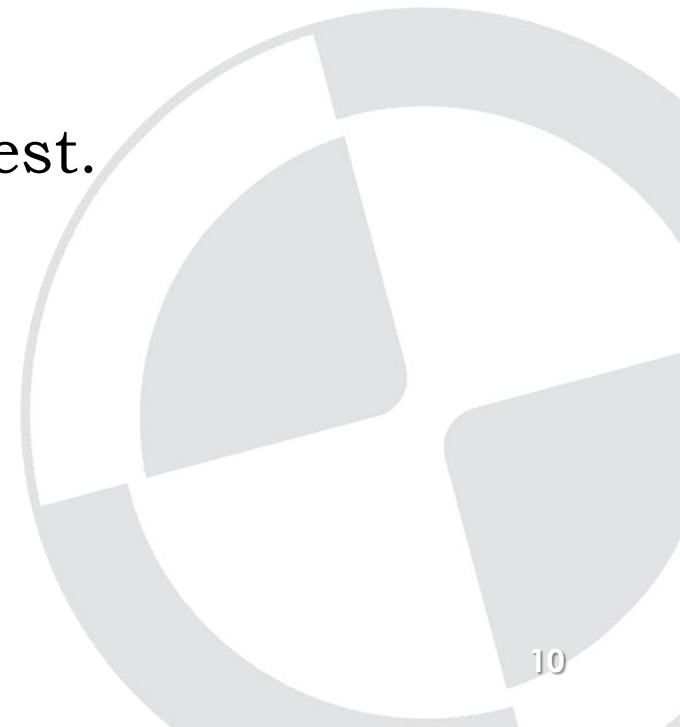


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Background of ASEAN NCAP: 2010

- Series of crash tests performed as a start-up to MyNCAP.
 - To increase our capacity and technical capability on performing full scale crash test.
- 2010: Motorcycle crash test.
 - Gravity propelled
- 2010: First passenger car crash test.
 - Car vs. Trailer (RUPD assessment)



Background of ASEAN NCAP: 2011

- 2011: Car-to-car outdoor crash test.
 - Aged vs. new
- 2011: Motorcycle Anthropomorphic Test Device (MATD) crash test.
 - Assessment on car airbag retrofitted into motorcycle
- June 2011: Proposal to Global NCAP during the NCAP Meeting in conjunction with 22nd Enhanced Safety of Vehicle (ESV) Conference in Washington, USA (June 2011).

Formation of ASEAN NCAP

December 2011: MoU Signing between Global NCAP and MIROS in New Delhi.



Support from Related Parties



Stakeholders



FOUNDATION

Bloomberg
Philanthropies



Financial Support



Technical Support



Program Advisory

NCAPs Around the World



#	Est. year	Countries	#	Est. year	Countries
1	1959	USA	6	1999	South Korea
2	1978	USA	7	2006	China
3	1991	Japan	8	2010	South America
4	1992	Australia & New Zealand	9	2011	Southeast Asia countries
5	1997	FRA, GER, ITA, ESP, SWE, NED, UK (EU)			

ASEAN NCAP Rating 2012-2016



Adult
Occupant
Protection
Rating

Child
Occupant
Protection
Rating



*Manufacturers are encouraged to propose any Advanced SATs subject to ASEAN NCAP approval

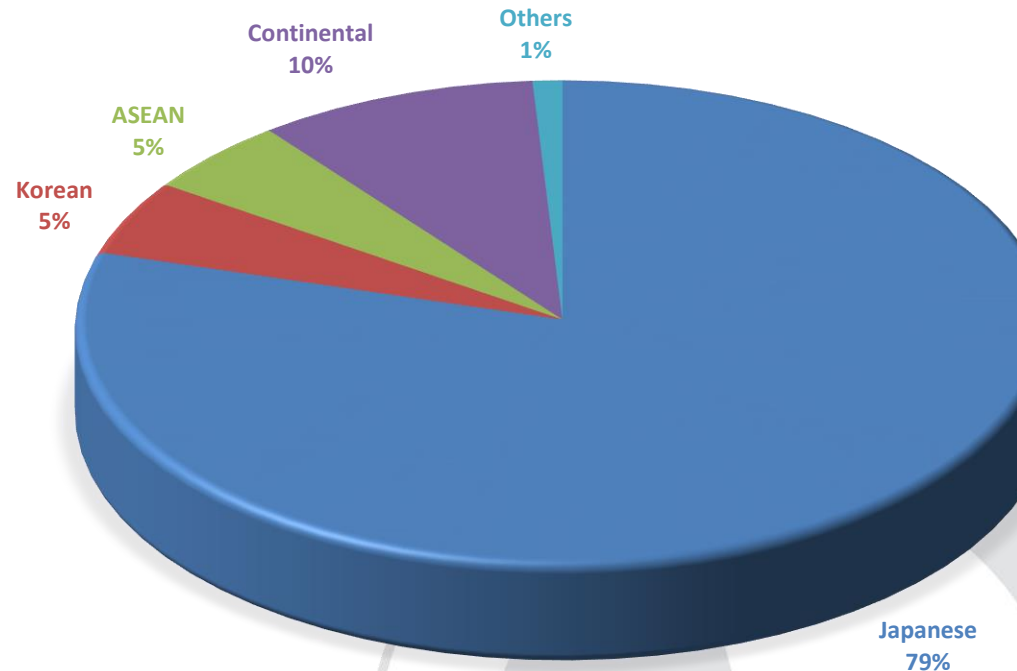
Rating Scheme: Evolution



Market Coverage

ASEAN MARKET

- Using 2015 Sales Database (passenger car only)
 - By End of 2016
 - **Completed Top 30 models**
 - **46 models from Top 60**
 - **90% market share**
 - 9 out of 10 cars sold in ASEAN Region are rated with ASEAN NCAP
 - **96% are 4-Star & above**



- It is estimated about 400 models are being sold in the region by all OEMs

Rank	Number of Units
1-3	Over 100,000 units
4-6	Below 100,000 units
7-11	Below 60,000 units
12-15	Below 50,000 units
16-19	Below 40,000 units
20-28	Below 30,000 units
29-60	Below 20,000 units
61-144	Below 10,000 units
145-400	Below 1,000 units

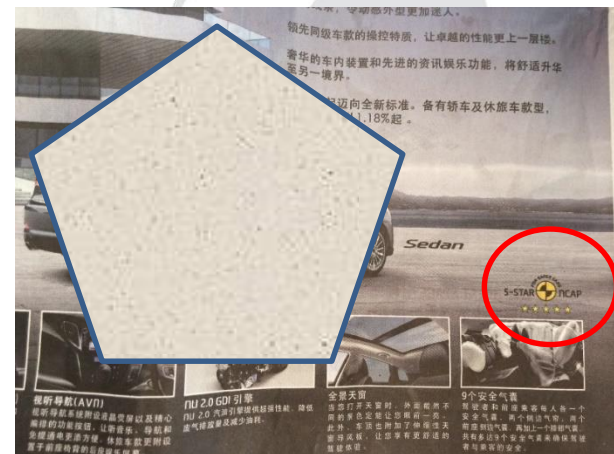


Table 2: Findings with regard to consumer awareness on ASEAN NCAP existence

Reference	Data Date	Sampling Method	Sampling Area	No. of Samples	Awareness (%)
(Md Isa et al., 2016)	Mac 2016	Purposive	Klang Valley	500	38.5
(Abu Kassim et al., 2016b)	July 2015 – Aug. 2015	Random	Klang Valley	103	32.0
(Mohd Jawi et al., 2014)	Aug. 2014	Random	Kajang & Bangi	180	18.0
(Md Isa et al., 2014)	Nov. 2013 – Jan 2014	Systematic	Klang Valley	660	15.5

Why ASEAN NCAP Labeling?

- The usage of ASEAN NCAP rating plates differed among manufacturers
- Few manufacturers actually altered the plate designs provided by ASEAN NCAP
- There were also cases whereby few manufacturers utilized other NCAP ratings such as Euro NCAP and Australian NCAP
- Consumers raised concerns on the reliability of the declared ratings – same specification?



- Reduce confusion among consumers on the information provided
- Encourage dissemination of safety information among consumers through standardized labeling
- e.g. Monroney Label >> mainly on fuel economy ratings

[illegible]

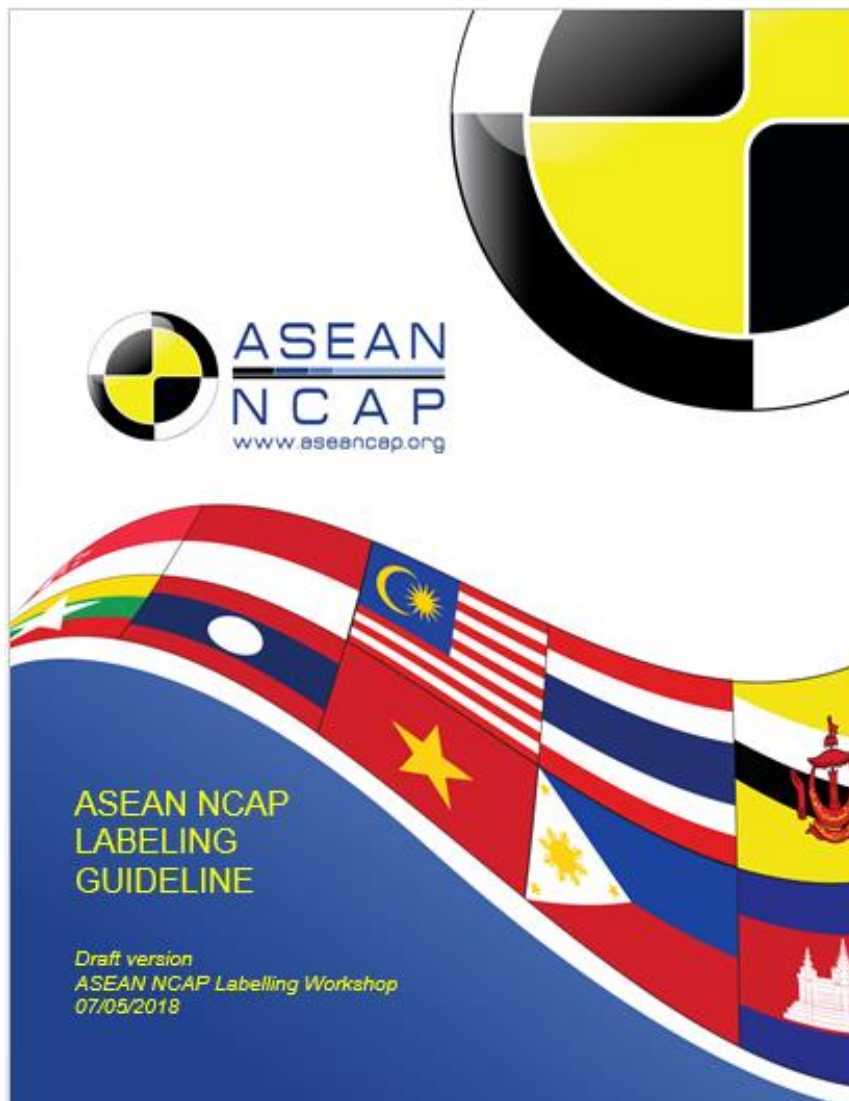
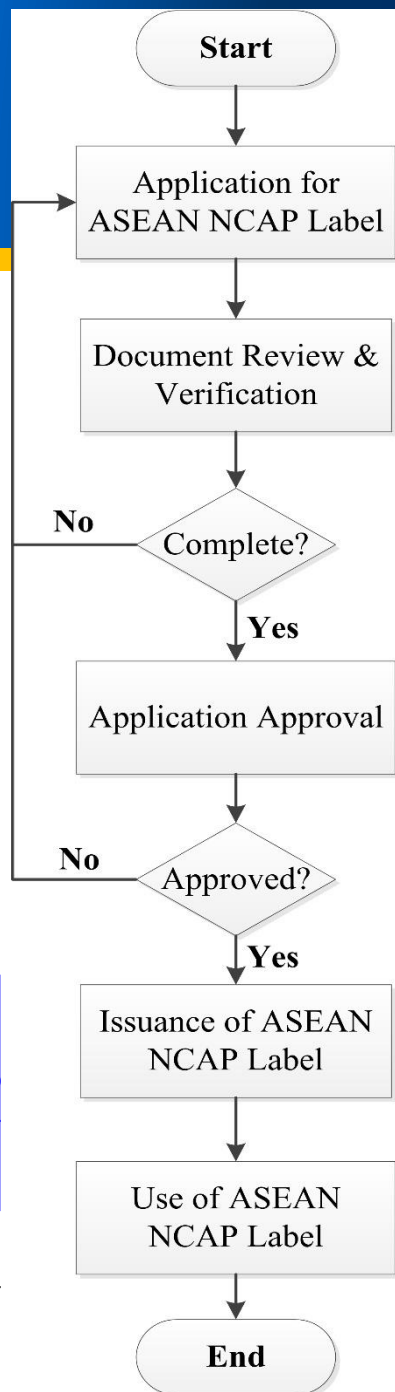
- Main milestones:
 - ASEAN NCAP Labeling Workshop with Ministry of Domestic Trade, Cooperatives and Consumerism (KPDNKK) [18-19/08/2016]
 - Presentation and Approval from JKDP Ministry of Transport (MOT) [22/05/2017]
 - Presentation to JKDP KPDNKK [02/04/2018]

Recommended Implementation

- Voluntary phase: June 2018 to Dec 2019
- Mandatory phase: Jan 2020
- Refer ASEAN NCAP Labeling Guideline



ASEAN NCAP Labeling Guideline



Scope:

1. All tested and non-tested models by ASEAN NCAP
2. All ASEAN countries

2 METHOD OF ASSESSMENT

2.1 Application for ASEAN NCAP Label

- 2.1.1 Manufacturer to fill up the application form and ensure that all details are sufficient. The application form is available in **Appendix A**.
- 2.1.2 Manufacturer is required to provide all related documents e.g. engineering drawings and technical specifications if manufacturer requests to include other NCAP rating. These documents shall be approved by Professional Engineer (PE) registered and certified by the Board of Engineers Malaysia (BEM).
- 2.1.3 Manufacturer to send the completed application form with supporting documents to ASEAN NCAP.

2.2 Document Review and Verification

- 2.2.1 ASEAN NCAP will review and verify the submitted applications within three (3) working days.
- 2.2.2 ASEAN NCAP will inform manufacturer to resubmit the applications if incomplete.

2.3 Application Approval

- 2.3.1 ASEAN NCAP Labelling Committee will assess the completed applications on the documents validity for approval. The frequency of committee meeting is once per month, subject to availability of majority committee members.
- 2.3.2 ASEAN NCAP will notify the manufacturer on the decision of the approval status. If not approved, manufacturer is encouraged to resubmit the whole application.

2.4 Issuance of ASEAN NCAP Label

- 2.4.1 ASEAN NCAP will issue the ASEAN NCAP label to the manufacturer in the form of soft copy within seven (7) working days. The content of the label includes detailed information on the vehicle model, safety features, safety ratings and QR code. Samples of the label are illustrated in **Appendix B**.
- 2.4.2 ASEAN NCAP will specify the specific font and size, background of the label and printing size.
- 2.4.3 ASEAN NCAP will upload the complete specification and label of the vehicle model into ASEAN NCAP website for QR code application. The QR code can be scanned by a smartphone to allow users access to additional online information.

MITSUBISHI Model : ECLIPSE CROSS 2017
 Varian : BASIC
 Capacity : 1.5 L
 Ref : xxx/xxx/xxx

SAFETY FEATURES

- ☒ No. of Airbags: 7
- ☒ Anti – lock Braking System (ABS)
- ☒ Electronic Stability Control (ESC)
- ☒ Blind Spot Detection
- ☐ Lane Keep Assist
- ☐ Lane Departure Warning
- ☒ Forward Collision Warning
- Seatbelt Reminder**
 - ☒ Driver
 - ☒ Front Passenger
 - ☒ Rear Passengers
- Autonomous Emergency Braking (AEB)**
 - ☒ AEB City
 - ☒ AEB Pedestrian
 - ☒ AEB Inter – urban
- Others**
 - ☒ Scan QR code for more info

SAFETY RATINGS

ASEAN NCAP

MITSUBISHI ECLIPSE CROSS
 TESTED NOVEMBER 2017

★★★★★

ASEAN NCAP

NCAP	RATING	TESTED DATE
EURO NCAP	5 - stars	November 2017
ANCAP	5 - stars	November 2017

Other NCAPs

KPDNKK MOT MIROS
 KPDNKK MOT MIROS
 KPDNKK MOT MIROS

VW Model : VW Polo 2017
 Varian : TSI Comfortline, LHD
 Capacity : 1.0 L
 Ref : xxx/xxx/xxx

SAFETY FEATURES

- ☒ No. of Airbags: 7
- ☒ Anti – lock Braking System (ABS)
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SAFETY RATINGS


ASEAN NCAP

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NCAP	RATING	TESTED DATE
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Other NCAPs

KPDNKK MOT MIROS
 KPDNKK MOT MIROS
 KPDNKK MOT MIROS



Model : ECLIPSE CROSS 2017
Varian : BASIC
Capacity : 1.5 L
Ref : xxx/xxx/xxx



SAFETY FEATURES

- ☒ No. of Airbags: 7
- ☒ Anti – lock Braking System (ABS)
- ☒ Electronic Stability Control (ESC)
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Seatbelt Reminder

- ☒ Driver
- ☒ Front Passenger
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Autonomous Emergency Braking


- ☒ AEB City
- ☒ AEB Pedestrian
- ☒ AEB Inter – urban

Others


- ☒ Scan QR code for more info

SAFETY RATINGS






www.aseancap.org/v2/?p=4002



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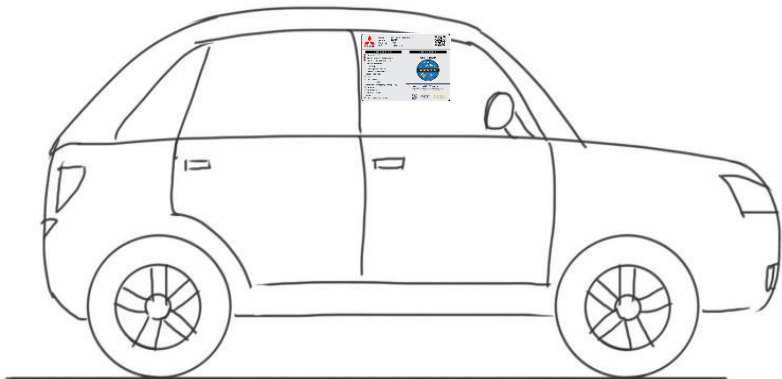
Latest News

New Date for the Opening of MIROS Gallery
 April 11, 2018

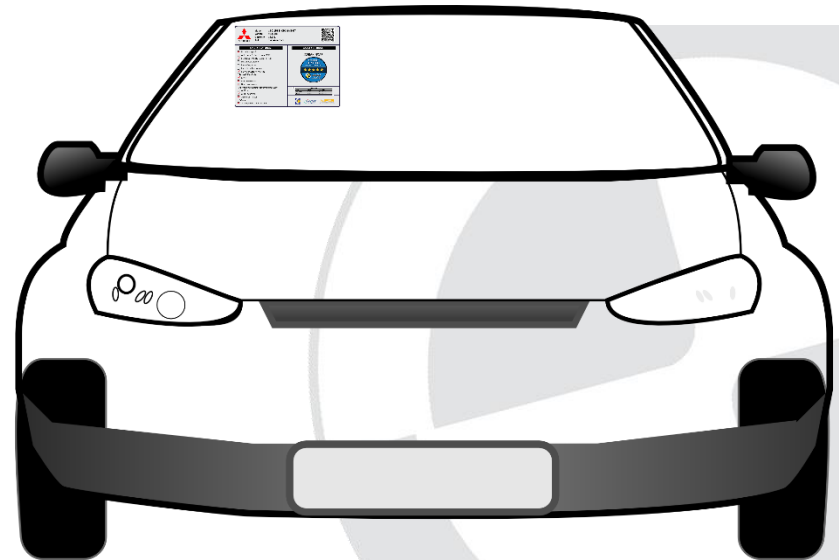
Invitation to the Opening of MIROS Gallery
 April 9, 2018

2.5 Use of ASEAN NCAP Label

- 2.5.1 Manufacturer shall print and affix the ASEAN NCAP label to the side window or windshield of every model and variant that is available in the showrooms. This also applies to printed and online advertisements.
- 2.5.2 ASEAN NCAP will assist to print the ASEAN NCAP label should manufacturer requests but with minimal charges.



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- Appreciate if you can email to ASEAN NCAP or 1-to-1 meeting for any feedback with regards to the recommended implementation and guideline by 31st May 2018.





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