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ASEAN NCAP – SAFER CARS FOR ASEAN REGION

ASEAN NCAP Assessed Two of Honda's Latest 2022 Models

Kajang, Malaysia, 15 September 2022 – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) is proud to announce of its recent assessment on two of Honda's latest models; Honda HR-V and Honda BR-V. The models were first assessed by ASEAN NCAP in 2015 for HR-V whilst BR-V was assessed in 2016.

The newly released Honda HR-V and BR-V models made an incredible performance in the current ASEAN NCAP 2021-2025 assessment protocol by obtaining **5-Star** ASEAN NCAP ratings with each receiving an overall score of **81.38 points** and **77.02 points**, respectively. Both of these SUVs are equipped with 4 airbags as standard across all its variants with majority of their markets also offer variants fitted with 6 airbags.

Based on the new Honda HR-V's total score of 81.38 points, the 5-seater SUV achieved **35.00 points for the Adult Occupant Protection (AOP), 17.81 points for Child Occupant Protection (COP), 18.57 points for the Safety Assist (SA) category and 10.00 points Motorcyclist Safety (MS)**. The new HR-V is equipped with Electronic Stability Control (ESC), Anti-lock Braking System (ABS), Autonomous Emergency Braking (AEB) City, AEB Inter-Urban, AEB Pedestrian and AEB for Motorcycle as standard equipment across all its variants. In addition, the model also offers other advanced safety technologies as standard fitment namely Auto High Beam (AHB), Child Presence Detection (CPD), Seatbelt Reminder System (SBR) for frontal and rear occupants and Pedestrian Protection technology in all its variants. Other safety technologies that are also available in the new HR-V either as standard or optional are Forward Collision Warning (FCW), Lane Departure Warning (LDW), Lane Keep Assist (LKA) and Blind Spot Visualization (BSV) on the passenger side of the vehicle.

With regard to the new Honda BR-V, it also did an impressive performance under the current assessment protocol. With an accumulated score of 77.02 points, the BR-V had obtained **33.72 points for AOP, 17.46 points for COP assessment category, 15.71 points for SA and 10.13 points for MS**. The model comes with standard fitment of ESC, ABS, SBR for driver and front across all variants. The SUV offers equipment available either as standard or optional comprising AEB City, AEB Inter-Urban, AEB Pedestrian, AEB for Motorcycle, AHB, CPD, FCW, LDW, LKA and BSV on the front passenger side of the vehicle.

MIROS Director-General, Honorable Dato' Dr. Khairil Anwar Abu Kassim said:

"We are pleased that Honda is one the vehicle manufacturers that consistently ensuring their models to have both passive and active safety technologies. Apart from increasing the safety level for the vehicle occupants, Honda has also made the initiative to equip their SUVs with technologies that are

able to avoid collisions with vulnerable road users such as motorcyclists. One such technology is the Autonomous Emergency Braking for Motorcycle in which the technology is able to detect the presence of the preceding motorcycle and subsequently avoid collision with it. We have seen Honda equip similar technology in the Civic model and now consumers who favor SUV as their family vehicle will also benefit from this life-saving technology.

Dato' Khairil who is also ASEAN NCAP Secretary-General added that, "In addition to the importance of protecting occupants from injury due to collision, ASEAN NCAP has also placed special emphasis on the safety of children inside vehicles. We have read cases before where children were accidentally left inside vehicles, which is something that we can indeed avoid. Hence, we are proud that Honda has also installed Child Presence Detection technology in the HR-V model as a standard equipment whilst the technology is available in the BR-V either as standard or optional fitment. By having this special technology, we are able to prevent incidences where children were accidentally left in the vehicles and consequently avert such unavoidable death."

The current ASEAN NCAP 2021-2025 assessment protocol covers four assessment domains with AOP covers 40.00 points of the overall score, and COP, SA and MS make up 20.00 points each of the overall score.

The following is an overview of the results for both of Honda's SUVs.

- The new Honda HR-V made an impressive achievement with a total score of **81.38 points** in which the scoring was accumulated from the **35.00 points** of the AOP assessment category, **17.81 points** from COP, **18.57 points** from SA and **10.00 points** from MS category. The total score achieved has awarded the HR-V with **5-Star** ASEAN NCAP rating.

- The 7-seater Honda BR-V made a splendid performance in the 2021-2025 assessment with an overall score of **77.02 points**. The total score was made up from the AOP category with **33.72 points**, the COP at **17.46 points**, from the SA with **15.71 points** and **10.13 points** from the MS category. The accumulated score has made the SUV to be eligible to receive 5-Star ASEAN NCAP rating.

ASEAN NCAP

ASEAN NCAP is the latest addition to the NCAP organizations around the world, which is targeted to enhance safety standards, raise consumer awareness and thus encourage a market for safer vehicles in the Southeast Asia region (ASEAN community). This is a collaborative effort by MIROS and Global NCAP, in which the latter funded the pilot phase of the project. ASEAN NCAP is also supported by the membership of Automobile Associations from Malaysia (AAM), the Philippines (AAP), Singapore (AA Singapore), Cambodia (AAC) and Thailand (RAAT).

Currently, ASEAN NCAP Steering Committee (SC) is chaired by Director-General of MIROS and Acting Chairman of ASEAN NCAP, Dato' Dr. Khairil Anwar Abu Kassim in which he also chaired the ASEAN NCAP Technical Committee (TC).

Overview of ASEAN NCAP Roadmap 2021-2025

The first phase of ASEAN NCAP Roadmap 2021-2030 shall feature four pillars, namely Adult Occupant Protection (AOP), Child Occupant Protection (COP), Safety Assist (SA) and Motorcyclist Safety (MS). For each of these pillars, there shall be additional elements and improvements to the previous rating systems as we strive toward an increased car safety standard to suit the ASEAN context.

❖ ***Adult Occupant Protection***

AOP will maintain two crash assessments, namely the frontal and side impact tests. There shall be no changes as regards the use of the dummy. However, ASEAN NCAP has amended the score for side impact; in the sense that it wll be reduced by 50 percent whereas additional points will be rewarded for Head Protection Technology (HPT). Such a change will encourage fitment of more curtain airbags in the ASEAN region. Beginning in 2023, ASEAN NCAP will also include UN R135 as a prerequisite for HPT.

❖ ***Child Occupant Protection***

ASEAN NCAP shall introduce more local CRS in its vehicle based assessment compared with the previous rating system. This is to ensure that new cars sold in the region will follow the Southeast Asia CRS criteria. Another highlight of COP is the introduction of Child Presence Detection technology for a child left unattended in the car. Therefore, ASEAN NCAP shall be amongh the first NCAPs to encourage the use of such a technology aside from Euro NCAP which has already included it in their testing protocol.

❖ ***Safety Assist Technology***

In the new roadmap, ASEAN NCAP shall also focus on Auto Emergency Braking (AEB) Technology; which is a feature to alert drivers to an imminent crash and help them use the maximum braking capacity of the car. ASEAN NCAP believes that AEB is an important technology, which has been well-received by most car manufacturers. In North America, 22 automakers have agreed to voluntarily fit their cars with standard AEB starting in 2022. ASEAN NCAP shall, in addition, place greater attention on AEB City and Inter Urban. As for AEB Pedestrian, ASEAN NCAP plans to delay its introduction until sufficient data is available from various studies. Based on initial results, it is believed that AEB Pedestrian might not be able to reduce the number of pedestrian fatalities especially in lower-income countries such as Myanmar, Laos and Cambodia. Nevertheless, points will not be deducted if car manufacturers are to install thhis technology in their cars.

Also, in Safety Assist, ASEAN NCAP shall pay close attention to the rear occupant detection. Hence in the new roadmap, a total of 50 percent shall be rewarded for Seatbelt Reminder (SBR) Rear Occupant Detection. Such a decision also provides evidence that ASEAN NCAP will be focusing on the use of seatbelts as the primary protection for car occupants.

Finally, ASEAN NCAP shall be rewarding another 3 points under Safety Assist for Advance SAT with OEMs being able to select any technology that is suitable to reduce road causalties. In this area, car manufacturers are encouraged to introduce a technology that will benefit road users and help prevent a road crash.

❖ ***Motorcyclist Safety***

ASEAN NCAP remains totally committed to ensure the safety of motorcyclists in Southeast Asia. It is a known fact that motorcyclists make up the biggest group and represent 80 percent of the total number of road users in ASEAN countries. Unfortunately, the region has also witnessed a tremendous increment in terms of motorcyclist fatalities, hence the issue of powered two-wheelers safety must not be overlooked. As such, ASEAN NCAP will be putting motorcyclist safety at the forefront of its road safety agenda.

- Blind Spot Detection and Blind Spot Visualization

Among the main technology in this pillar is Blind Spot Detection (BSD) and Blind Spot Visualization (BSV). Both BSD and BSV will help in providing early detection/image to avoid collision with motorcycle. It is expected that 37 percent of the collision can be avoided if all cars are equipped with such a technology. Although BSD technology was first launched in the 1980s, its capability to detect small vehicle is yet to be fully optimized. In view of this situation, ASEAN NCAP plans to take the lead by implementing the use of BSD to increase car safety. Admittedly, BSD and BSV may have their strong and weak points. For instance, BSD will not able to detect the presence of another vehicle at certain

speed but this is where BSV comes into play. Yet, the use of BSV shall require the driver to assume a more active role.

- Advanced Rear Visualization

ASEAN NCAP is also of the opinion that collision with motorcyclists can be avoided if a car driver is more alert of his surroundings within a 30-meter radius. Hence, Advanced Rear Visualization will come in handy for the purpose of determining the presence of motorcycles and other small vehicles. Currently, with the increasing popularity of MPVs and SUVs in ASEAN countries, it has become a norm to see large families travelling together in a car with their luggage packed to the brim. In such a situation, use of the rear view mirror will not be helpful as the driver's view is blocked by the rear passengers. Such as scenario can be avoided with the use of Advance Rear Visualization which will aid and improve the driver's view, as a tiny camera is placed at the rear end (in addition to the rear mirror) of the car.

- Auto High Beam

Widespread popularity of the motorcycle presents a totally different problem compared to the car. It is found that in certain areas, the condition of motorcycles on the road is not up to the mark whereby some of their equipment are not in working order. For example, the headlight or the tail light might not work. Such an issue pertaining to conspicuousness of motorcyclists will definitely result in a dangerous situation; which could evetually lead to road creashes. This stems from the diffuculty faced by car drivers to notice the presence of nearby motorcyclists. Regardless, with the Auto High Beam function in a new car, this problem may reach a solution and in turn may result in a reduction of motorcyclist fatality in the ASEAN region.

- Pedestrian Protection

The issue of pedestrian safety may not be too worrying in ASEAN countries. Regardless, ASEAN NCAP believes it is still important to lend support to the existing initiatives introduced by several car manufacturers pertaining to pedestrian protection. Of late, new cars have been designed with the concept of protecting pedestrians. Taking cue from this, ASEAN NCAP wishes to also include Pedestrian Protection in this new roadmap. Because pedestrian falls under the Vulnerable Road User category, ASEAN NCAP feels that Pedestrian Protection must be regarded as part of the Motorcyclist Safety segment.

- Advanced Motorcyclist Safety Technology

All in all, current technologies fitted in a car that could increase motorcyclist safety have been few and far between. Thus, as a means to further encourage the use of such inventions, ASEAN NCAP wishes to reward an additional 2 points for any two technologies that could help reduce the possibility of a collision between the car and motorcycle. Regardless, the 2 points will not be added to the main pillar but rather acts as a bonus point, whereby it will not exceed the full score under Motorcyclist Safety.

ASEAN NCAP Rating Plate – Results Simplified for Public Consumption

The result of the test is primarily for public consumption i.e. for consumers to consider the quality of safety protection offered by the car model based on the NCAP assessment. As ASEAN NCAP has moved to a single rating scheme, consumers can simply refer to the safety star rating which comprises the accumulated score based on the four main assessment pillars under the new protocol for 2021-2025 that are AOP, COP, SAT and MS.

About MIROS – The Malaysian Institute of Road Safety Research (MIROS) was established in 2007 as an agency under the Ministry of Transport Malaysia to serve as a central repository of knowledge and information on road safety. The findings derived from research and evidence- based intervention programmes provide the basis for the formulation of new strategies, legislations, policies, and enforcement measures, governing road safety at the national level. Principally engaged in research, MIROS collaborates closely with local and international government agencies and private bodies to further the cause of road safety.

In 2014, the ASEAN Transport Ministers had appointed MIROS as the ASEAN Road Safety Centre. The aims of this centre are to promote and provide knowledge on road safety issues among ASEAN Member States which includes road traffic laws and regulations, data management, standards development, and road safety awareness and education.

About Global NCAP – Global NCAP is a non-profit organization registered in the United Kingdom which aims to encourage the worldwide availability of independent consumer information about the safety of motor vehicles.

President & CEO: Mr. David Ward (d.ward@globalncap.org) (www.globalncap.org)

Other Contacts:

ASEAN NCAP Secretary-General: Dato' Dr. Khairil Anwar Abu Kassim (khairilanwar@miros.gov.my) - (aseancap@gmail.com)

ASEAN NCAP Communications: Salina Mustaffa (salina@miros.gov.my)

MIROS Corporate & Media Relations: Nuur Sakinah Azman (nuursakinah@miros.gov.my)