



NEWS RELEASE

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How EuroNCAP can keep improving car safety

Awarding an overall safety rating to cars incorporating all the different current EuroNCAP safety factors **would give manufacturers a genuine consumer focussed incentive to improve all aspects of car safety** – and not just for the adult occupants.

Today in Athens EuroNCAP (the European New Car Assessment Programme) announced the latest results of its testing programmeⁱ, including a new element in its rating system for child protection. Once again these results show safety improvements for those in the car,ⁱⁱ but a less rosy picture for those outsideⁱⁱⁱ. **EuroNCAP needs to continue to evolve to provide manufactures an incentive to improve all aspects of car safety.**

There is no doubt that EuroNCAP has dramatically improved car safety with a consumer focussed approach. But with more and more vehicles being awarded the coveted five star rating for occupant protection, EuroNCAP needs to continue to develop to ensure that it remains a force for future safety improvement. The addition of child protection to EuroNCAP in this respect is a welcome development^{iv}.

“ETSC is pleased that car makers have responded to the challenge of the EuroNCAP, but we share the disappointment of EuroNCAP and the UK minister of Transport that this improvement is largely restricted to adults in the car^v” said Jörg Beckmann, ETSC Executive Director. *“Car buyers are frequently parents and always pedestrians, if only from the car park to their destination. As consumers they need the EuroNCAP to continue to pose engineers a safety challenge. Awarding an overall rating that includes pedestrian safety would achieve this”* he added.

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Notes:

ⁱ Details of the latest EuroNCAP results are available from <http://www.euroncap.com/content/media/downloads.php?view=latest>

ⁱⁱ The Renault Scenic and the VW Touran were awarded the 5 star grade for occupant safety whilst all the remaining seven vehicles scored 4 stars.

ⁱⁱⁱ No vehicle was awarded the maximum 4 stars for pedestrian safety and only the VW Touran scored three stars. There were four vehicles given just two stars for pedestrian safety (Citröen C2, Mazda 2, Ford Focus C-MAX, and Renault Scenic) whilst five were only given one star (Mazda 6, Audi A3, Toyota Previa, Renault Kangoo, and Jeep Cherokee)

^{iv} The child protection scores were applicable to vehicles with a combination of the car and specific child seats recommended by the car manufacturer. The combination can now earn up to five stars for child protection. The rating depends on the fitting instructions for the child seats, the car's ability to accommodate them safely and their performance in front and side impact tests. As a result of these criteria the VW Touran received no child protection rating, despite being awarded five stars for (adult) occupant safety.

^v David Jamieson, UK Transport Minister is quoted by EuroNCAP as stating "I am pleased that scoring 4 stars for occupant protection is now commonplace. However, I am disappointed again with the results on pedestrian protection with several cars in this phase being awarded only 1 star. It is very important that pedestrian scores start to improve before new European standards begin to take effect in 2005"

Note to Editors:

The European Transport Safety Council - ETSC - is an independent non-profitmaking organisation dedicated to improving transport safety in Europe. It provides an impartial source of expert advice to the European Commission, the European Parliament, and Member States. ETSC has 25 members in 11 European countries.