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China Ushers in NCAP

Tsinghua University and CAA Sign a Cooperative Agreement to Introduce NCAP to China

News Release

For Immediate Release

Jan. 12th, 2005, Beijing –“CHINA’S OWN WORLD-CLASS VEHICLE SAFETY SYSTEM: NCAP IS BORN IN CHINA” ,Tsinghua University and China Automobile Association (CAA) today jointly announced a project to establish the New Car Assessment Program (NCAP) in China.

Under the NCAP CHINA partnership agreement, China Automobile Association (CAA), China’s first and largest Automobile club, will provide seed-funding of over RMB30 million to phase One of the project with Tsinghua University.

“NCAP China will give the Chinese automotive industry it’s own world-class vehicle safety standard, supporting the Chinese industry’s international aspirations” said Xie, Vice President of Tsinghua University and Mr Richard Harding, CEO of CAA, in a joint statement.

The NCAP program involves taking new cars as they enter the market and crashing them at high speed, allowing scientists to measure and report on safety performance and injuries to occupants. The public is then given fair and transparent information about the results of the tests.

NCAP programs have existed in developed auto markets around the world for 30 years. By raising consumer awareness of vehicle safety, as well as helping car manufacturers improve the safety design features of their vehicles, NCAP programs have made a significant positive contribution to improving vehicle safety around the world. International experts estimate that in countries where NCAP program are established, car safety improvements since the introduction of the NCAP programs have reduced the number of severe injuries resulting from road accidents have decreased by some 30%.

“This is not about creating a competing standard with the Chinese government’s minimum vehicle safety standard”, said Prof Zhang Jinhuan, Director of Tsinghua’s renowned Accident Crash Lab (ACL) “The NCAP standards are complementary to and support the existing standards.”



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“NCAP crash tests are conducted at higher speeds than required by market entry standards. That is because NCAP tests are specifically designed to assess occupant injuries in more severe crash conditions. The safety performance of the test vehicles are then rated by the degree of injury to the occupant, including the head, chest and legs. We want to know how different cars perform in the event of a really serious crash”, Profession Zhang said.

NCAP was first launched in the United States in 1978, and then in Australia, Europe. Japan in 1990s. EuroNCAP standards are the most influential and representative globally; therefore NCAPChina will develop its assessment protocol and testing methodology based on EuroNCAP model.

In his speech at the launch of NCAP China, CAA CEO Richard Harding said: “CAA is proud and excited to be a founding partner of NCAP China. This is part of our long-term commitment to the development of the auto industry in China.

“We will be contributing funding, expertise and a deep connection with and understanding of China’s drivers. Our expertise in NCAP comes from our parent company, IAG, being a founding member of NCAP in Australia 15 years ago.

“Combining our foreign experience and consumer understanding with the technical and research excellence of Tsinghua is really about bringing together the best of East and West”.

“The Chinese automobile industry is one of the great success stories of the past decade. But in 2006, as China enters its 5th year of WTO membership, the Chinese auto industry will turn towards a truly global market.

To succeed in that market, China needs a world-class consumer-based vehicle safety standard that builds confidence in the safety of cars sold and driven in China, as well as Chinese manufactured cars sold internationally. To enter the international market, China’s auto brands must break market entry barriers. That is one of the objectives of the NCAP China.

NCAP China is about confidence in China’s industry as well as the path for future development.” Mr Harding added.

“The crash tests and research conducted under NCAP China will provide rich, in-depth automobile



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safety data to car manufacturers so that they can improve their product designs. This not only improves the safety of cars being driven on China's roads, but also must be good for the export sale of Chinese manufactured cars abroad", said Professor Zhang Jinhuan, director of ACL, Tsinghua.

Mr Harding stressed the inclusive nature of the NCAP program in China. He said: "NCAP China must be a project that involves the entire Chinese auto industry in a spirit of co-operation. We therefore welcome the active participation of the vehicle manufacturing industry.

"NCAP China is about all parts of the industry – manufacturers, consumers, researchers, automobile associations, co-operating together to improve vehicle safety and to support the overall advancement of China's auto industry.

"However, it is also important that the NCAP program is independent, so it remains free of bias."

Mr Harding added that as an independent assessment system, NCAPCHINA will not simply issue "pass" or "fail" results to auto crash tests. Instead, it will give a comparative star rating assessment, so that auto consumers can access a more detailed and accurate picture of a car's safety features and standards.

To make NCAPCHINA open, fair and transparent, the car models for the crash tests to be performed by Tsinghua University and CAA will be chosen by consumers through an online poll. The 2006 NCAPCHINA crash tests will focus on mid-range models with a displacement ranging from 1.6L-2.0L. The on-line poll will start from the January 12th, 2006 at www.sina.com.cn or www.ncapchina.com.

In addition, independent witnesses will be invited to watch the project team purchase the car model, conduct the tests and analyze the results. Technicians employed by carmakers will also be invited to supervise the entire crash process.

The formation of NCAPChina is a sign of the prosperity of China's auto industry, and has been hailed by international NCAP communities. Major NCAP programs, including EuroNCAP, USNCAP and Australian NCAP, have sent out the letter of support. "To be credible and effective, it is essential that New Car Assessment Program are fair, transparent and demonstrably independent of the car industry and national political interests... welcomes the arrival of NCAPChina and will provide whatever assistance that it can to help ensure its success," said Adrian Hobbs, Secretary General of Euro NCAP.



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China Automobile Association (“CAA”)

Since its establishment in 1995, CAA has provided premium services for over 300,000 customers and has become a leading auto club in China. At the end of 2003, CAA became a wholly-owned subsidiary of Insurance Australia Group (IAG) and the only auto club wholly owned by foreign investors in Beijing.

With the extensive economic, technical and management support of IAG, CAA now has a staff of 150 professional vehicle rescue personnel in Beijing, a rescue fleet of over 50 vehicles and many more advanced equipment, ready to provide fast and efficient services for every one of its members.

CAA promises to respond to calls within 45 minutes, 365 days a year, 7 days a week, 24 hours a day. The average response time between a call and the arrival of the rescue team is around 18 minutes. In 86% of cases, our professional technicians will help customers fix their problems on site so that they can continue on their trip. In more serious situations, CAA can tow the vehicle to a designated maintenance station. CAA has strived to become and maintain its position of one of China’s most professional, trustworthy and efficient vehicle rescue and service organizations. “CAA Rescue” now enjoys a customer satisfaction rate of 96%.

Tsinghua University

Founded in 1911, Tsinghua University was originally named Tsinghua Academy. In 1912, it was renamed Tsinghua School. A university graduate department was established in 1925 offering four-year graduate programs, and, in the same year, an institution was founded for Chinese studies. In 1928, it was renamed National Tsinghua University and established its own graduate school.

Following the Anti-Japanese War in 1937, the University was moved to Changsha in the south, joining forces with Peking University and Nankai University under the umbrella name of National Changsha University. A year later, it moved further south to Kunming and was renamed National Southwest Joint University. In 1946, it returned to its original site in Beijing -- “Tsinghua Park”. By then it had five colleges -- the Literary School, the Law School, the Science School, the Industry School and the Agriculture School with a total of 26 Departments.



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In 1952, Tsinghua University became an industrial and polytechnic University with a mission to nurture engineering and technical personnel for the State. At that time it was called "the cradle of engineers".

After 1978, Tsinghua entered into a new development stage, introducing courses in science, economics, management and literary fields with a new graduate school and continuing education school. In 1999, the former Central College of Fine Art was incorporated into Tsinghua becoming the Art School of Tsinghua University. With the support of the State Government and the Ministry of Education and after the implementation of the "211 Project" and the "985 Program", Tsinghua University has made progress in terms of the development of academic programs, personnel, faculty, R&D as well as general infrastructure. Tsinghua University is now a comprehensive university incorporating a wide variety of programs and courses covering sciences, industry, literature, law, medicine, economics, management and art.

Tsinghua University's ACL is the first institute to perform automobile crash tests in China and it is a core part of the National Auto Safety and Energy Saving Laboratory. In 1997, ACL won the First-Class Science and Technology Advancement Award from the Ministry of Machinery and the China Association of Automobile Manufactures and the Second-Class National Science and Technology Advancement Award. ACL was awarded an Excellent Achievement Award for Key National Science and Technology Application Projects during the 9th Five-Year Plan in 2001. In 2003, ACL won a Second-Class Science and Technology Advancement Award from the China Association of Automobile Manufacturers. Presently, ACL has won a total of 7 Ministerial and Provincial level awards.

View optical disc for high quality pictures and images. If you have any questions, please contact:

URL of Tsinghua University: <http://www.tsinghua.edu.cn/chn/xxjs/xyyg.htm>

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