# A Comparison of the Pedestrian Passive Safety Performance of the New Vehicle Fleet in Australia, France and the United Kingdom

Giulio Ponte
Robert Anderson
Daniel Searson

Centre for Automotive Safety Research

THE UNIVERSITY OF ADELAIDE AUSTRALIA

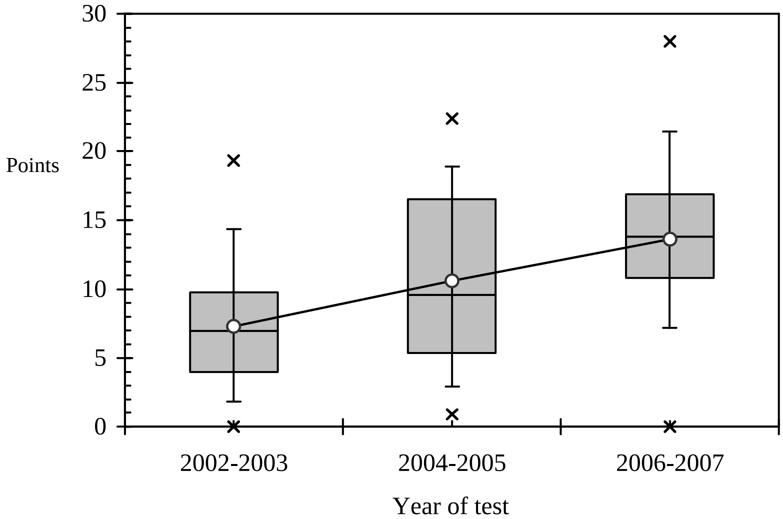
## Current Regulations

- Japan - since September 2005
- Europe - since October 2005
- Australia - ?

# New Car Assessment Programs

| Points | 0 - 1 | 1 - 9 | 10 - 18 | 19 - 27 | 28 - 36 |
|---|---|---|---|---|---|
| Stars | 0 | 1 | 2 | 3 | 4 |

# Euro NCAP/ANCAP results by year



# Important questions

- How is Australia currently benefiting from overseas developments in pedestrian protection?
- How does this benefit compare with countries who are adopting new regulations?
- How can the safety of the new car fleet for pedestrians be expected to change if a regulation is introduced in Australia?

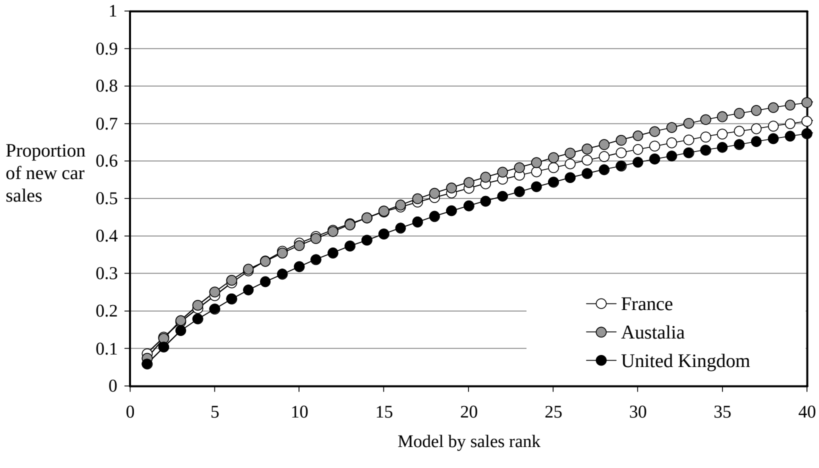
# Method for comparison

- Used Euro NCAP/ANCAP results to gauge performance and as a guide for regulatory compliance
- Combined Euro NCAP/ANCAP results with sales data for every tested vehicle
- Looked at composition of the new vehicle fleet in different countries
- Broke down fleet by vehicle test year to examine trends and any improvements

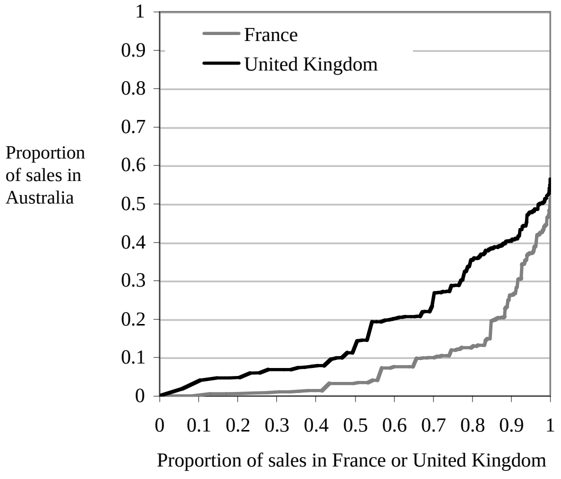
# Sales Data

- Australia: 82% known of ~970,000 cars sold
- France: 93% known of ~1.7 million sold
- UK: 80% known of ~1.9 million sold

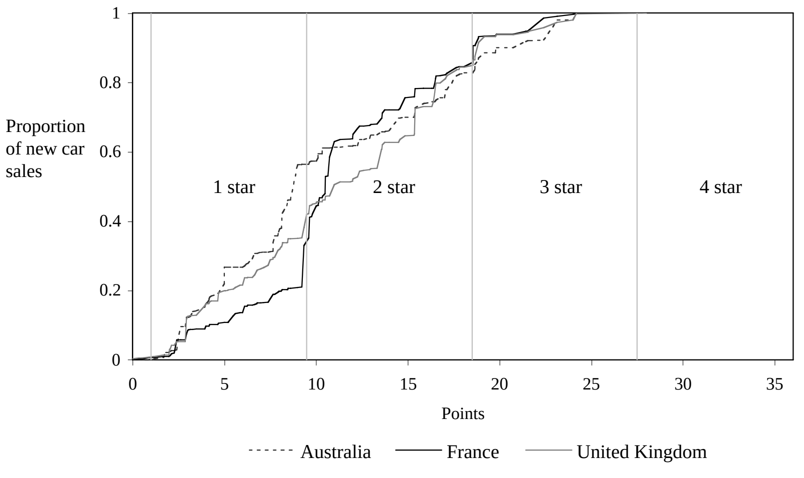
# Top selling vehicles and their share of the market



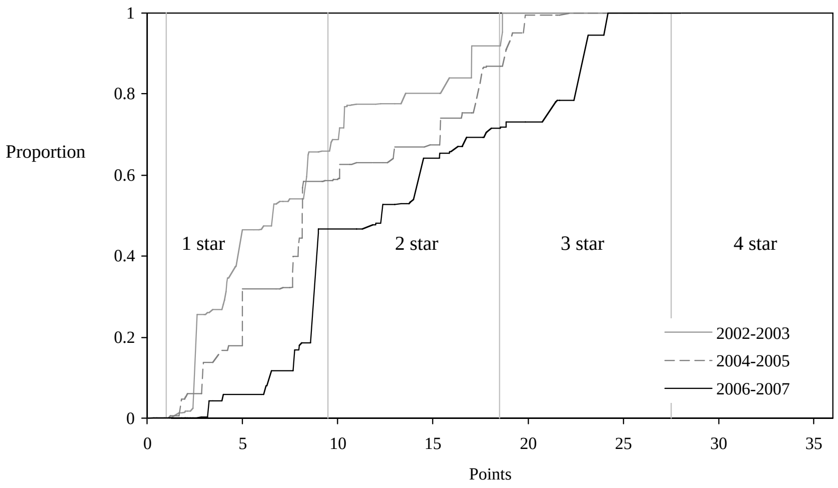
# Top selling vehicles in Australia compared with those in France/UK



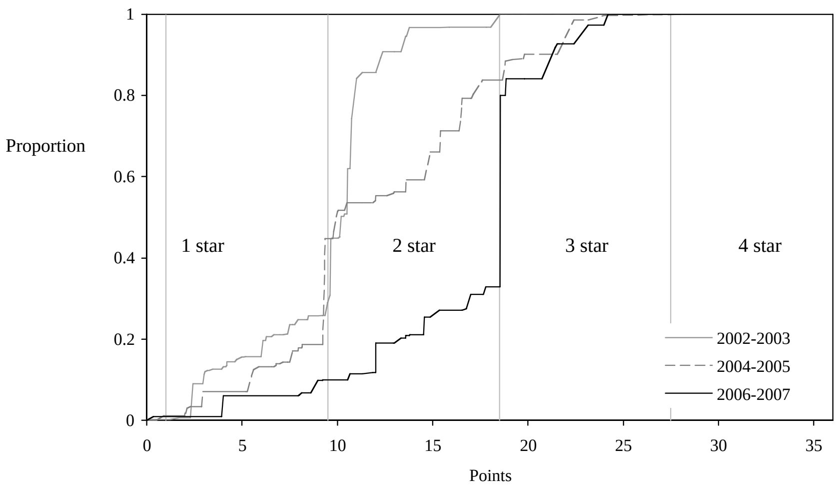

# Performance of the new vehicle fleets in Australia, France and the UK



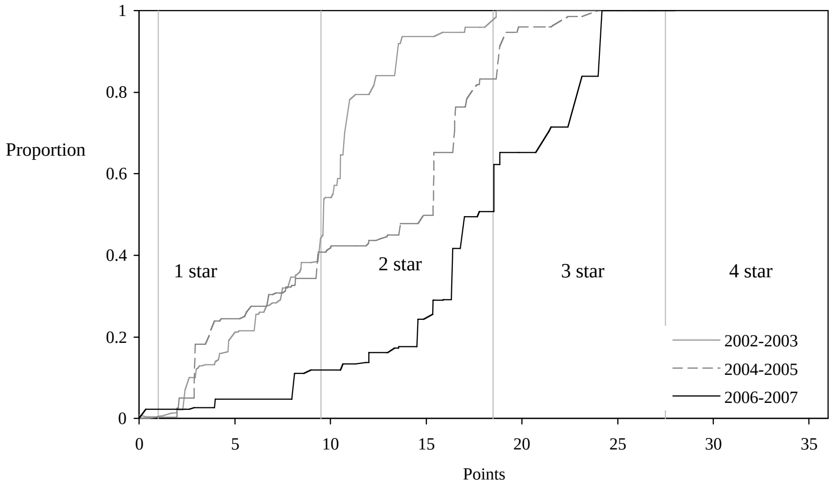
# Australian fleet performance by test year



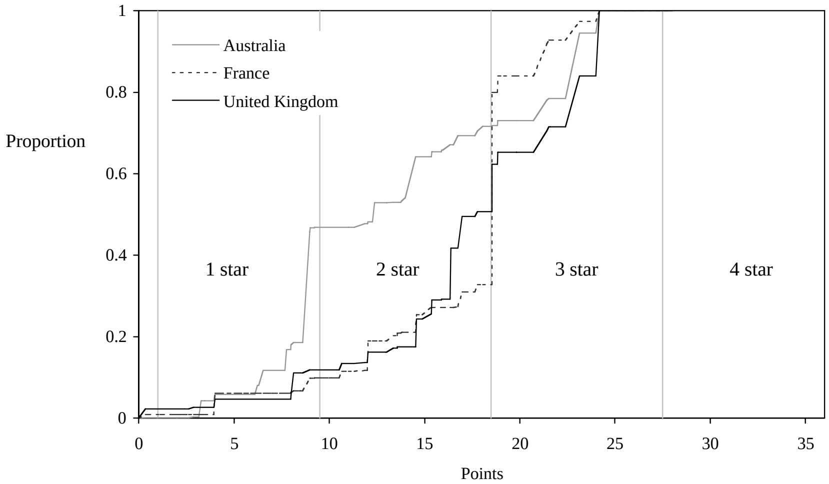

# French fleet performance by test year



## UK fleet performance by test year




## Comparison of vehicles tested in 2006/2007 only



## Conclusions

- There is a gap in pedestrian safety performance between the new car fleet in Australia and that in France and the UK
- The gap is much wider for recently tested models, which are affected by the new European regulations
- This suggests that regulation has sped the introduction of vehicle countermeasures related to pedestrian protection into the European fleet
- Similar regulations in Australia might have a similar effect

## Acknowledgments


- The authors thank Michael Paine for providing detailed Euro NCAP data.
- The authors also wish to declare that the Centre for Automotive Safety Research is contracted to ANCAP to provide testing services for the pedestrian assessment of new vehicles sold in Australia.
- The Centre for Automotive Safety Research receives core funding from the Motor Accident Commission (South Australia) and DTEI. The views expressed in this report are those of the authors and do not necessarily represent those of the University of Adelaide, ANCAP or CASR’s sponsors.