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Senator Tim Storer  
Chair - Senate Select Committee on Electric Vehicles  
Department of the Senate  
PO Box 6100  
Parliament House  
CANBERRA ACT 2600  
[electricvehicles.sen@aph.gov.au](mailto:electricvehicles.sen@aph.gov.au)

Dear Senator Storer,

### ***Senate Select Committee Inquiry on Electric Vehicles***

On behalf of the Australasian New Car Assessment Program (ANCAP Safety), I welcome the opportunity to provide input into the *Senate Select Committee Inquiry on Electric Vehicles*.

As Australasia's independent vehicle safety authority, ANCAP plays a significant role in influencing the design, specification and availability of new vehicle models offered in Australia and New Zealand through safety testing. This is achieved through direct and ongoing consultation with the automotive industry and national consumer engagement activities.

For 25 years, ANCAP has been independently assessing vehicle crashworthiness and publishing information on the level of protection provided to vehicle occupants and vulnerable road users through a program which complements the Australian Design Rules (ADRs).

As a consumer information and advocacy organisation, we aim to produce ANCAP safety ratings for the greatest portion of the new vehicle marketplace with 95 per cent of new vehicle sold now covered by an ANCAP safety rating. Our assessment approach therefore targets high-volume selling models as well as lower-volume sellers - or niche vehicles - which may offer superior or inferior safety performance.

In recent years, ANCAP has undertaken safety performance testing and assessment on a range of electric, PHEV and hybrid-powered light vehicles including but not limited to:

- Mitsubishi Outlander PHEV
- Tesla Model S
- Toyota Corolla Hybrid
- Hyundai Ioniq EV
- Kia Niro EV

The testing conducted and calculation methods applied to determine ANCAP safety ratings for these models is identical to that of traditional internal combustion powered vehicles, with equivalent safety results achieved. All, with the exception of one of these models tested, has achieved the maximum 5 star ANCAP safety rating.

In acknowledging the globally-projected uptake of electric vehicles and the fast-developing and innovative area of automated technologies, regulators and vehicle manufacturers must ensure safety and physical crashworthiness remain a key consideration.

This applies to all vehicle types – passenger, light commercial and medium to heavy commercial vehicles – including alternate mobility options, such as quadricycles. The safety of vehicle occupants or vulnerable road users should not be compromised to achieve environmental objectives.

Fleet and business sales account for close to 50 per cent of the new vehicle marketplace (approximately 595,000 vehicles each year) and most organisations have a vehicle procurement policy requiring 5 star ANCAP rated vehicles to ensure employees are afforded the best protection in, and ability to avoid, a crash. ANCAP could not support any lowering of safety requirements in order to promote the uptake of electric vehicles.

ANCAP is prioritising the assessment of electric and hybrid light vehicles, establishing a focus on an EV test program within its *Strategic Objectives 2018-2023*. This will come at a substantial cost to the ANCAP program.

ANCAP welcomes the Select Committee's consideration of the above-mentioned aspects, and is available to discuss these in further detail as required.

Yours faithfully,

James Goodwin  
Chief Executive

26 July 2018