

Ministry of Transportation and Communications

Taiwan New Car Assessment Program (TNCAP)

Second Version

1.1 Organizational Management Protocol

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1.1.1 Introduction

To ensure the efficient execution of the Taiwan New Car Assessment Program (TNCAP) and incorporate input from experts, academics, and industry stakeholders, the TNCAP Organizational Management Protocol is hereby formulated. This protocol customizes the TNCAP framework to local conditions by drawing on insights from international NCAP experiences.

1.1.2 TNCAP Organizational Structure

Within the TNCAP framework, the Ministry of Transportation and Communications (MOTC) holds supervisory authority. The MOTC may commission a domestic professional organization specializing in vehicle safety management to act as the Executive Agency of TNCAP (hereinafter the "Executive Agency"). This agency coordinates TNCAP operations, management, and star ratings in alignment with the program's operational guidelines and protocols. Additionally, the ministry may designate a professional organization with vehicle safety testing capabilities as the TNCAP technical service (hereinafter the "Technical Service") to conduct relevant tests in adherence to TNCAP operational guidelines and protocols. Balance criteria are applied to the individual box scores in order to assess all-round performance. The limits given in Table 2 is applied after the individual test scores have been rounded. To ensure that TNCAP operates under the principles of fairness, impartiality, openness, and transparency, and to expedite various preparatory tasks, the initial organizational structure of TNCAP adopts a flexible management model, as illustrated in Figure 1. This approach aims to complete the TNCAP systems and protocols and initiate new car safety assessments as scheduled. Moving forward, the necessity for adjustments to the organizational structure will be reviewed on a rolling basis as per the actual progress of TNCAP implementation.

The Executive Agency, appointed by the MOTC, has actively invited representatives from industry, government, academia, and research institutes to form the TNCAP Working Group (hereinafter the "Working Group"). Depending on the agenda of each meeting, relevant members of the Working Group are invited to deliberate on specific topics. Following these discussions, decisions are documented and forwarded to the transportation ministry for review, approval, and for future reference.

Furthermore, the MOTC may convene TNCAP consultation meetings (hereinafter "Consultation Meetings") to discuss and seek advice on significant matters, serving as references for subsequent policy initiatives by the ministry.

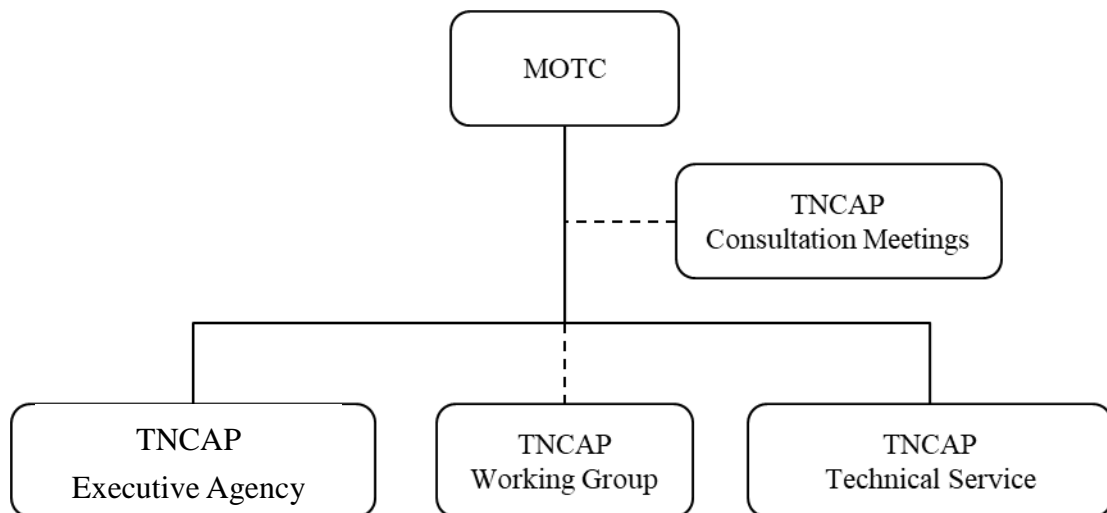


Figure 1 : Overall Organizational Structure of TNCAP

1.1.3 TNCAP Working Group

The purpose of establishing the Working Group is to facilitate discussions regarding the operation of the TNCAP system, technical protocols for active and passive safety, and to ensure the suitability of each stage of the TNCAP assessment process. Furthermore, the Working Group conducts ongoing reviews of domestic automotive manufacturers' technical capabilities, timely incorporates the latest international assessment items, develops localized rating criteria, and devises a grading procedure and mechanism that are clear and persuasive to the public.

1.1.3.1 Organizational Structure and Personnel composition

The Working Group is organized and established by the Executive Agency, which appoints a convener. The Technical Service designates a deputy convener, while the Executive Agency acts as the secretariat. Members of the Working Group are drawn from various sectors, including the automotive industry, experts, academics, and research institutions, as outlined below:

- (1) Automotive Industry: Domestic automotive manufacturing / importing / assembly industry associations, with relevant members invited by these associations.
- (2) Experts and Academics: The secretariat invites experts and academics based on their expertise in the TNCAP system operations and testing protocols, covering four main areas: adult occupant protection, child occupant protection, vulnerable road user protection, and safety assist.
- (3) Research Institutions: Domestic professional institutions specializing in new car safety testing/assessment system management/safety technical regulations, which send delegates to participate.
- (4) MOTC Representatives: Representatives from the transportation ministry are invited to each meeting to provide guidance.

1.1.3.2 Responsibilities and Duties

- (1) Reviewing the suitability and feasibility of TNCAP operations TNCAP operations, active and passive safety assessments, and draft testing protocols jointly developed by the Executive Agency and the Technical Service.
- (2) Discussing the list of vehicle models nominated for assessment by the Executive Agency based on government budget allocations, and confirming the cooperation of the vehicle manufacturers.
- (3) Discussing and confirm the list of child restraint systems (CRS) for use in TNCAP child occupant protection tests.
- (4) Handling disputes or uncertainties arising during the assessment process.
- (5) Conducting ongoing reviews of TNCAP assessment items and content, including technical bulletins released by Euro NCAP, and evaluate emerging international NCAP assessment projects and the technical capabilities of domestic automakers to develop localized TNCAP assessment items.
- (6) Evaluating the testing capacity of TNCAP Technical Service when introducing new TNCAP assessment items and modifying their content.
- (7) Deliberating on a roadmap for the development of TNCAP.
- (8) Discussing other relevant new car safety assessment matters involving entities, assigned by the MOTC to the Executive Agency or Technical Service.

1.1.3.3 Operational Mode

- (1) The Working Group meetings are planned and convened by the secretariat.
- (2) The secretariat is tasked with drafting meeting agendas and, ahead of each meeting, distributing meeting notifications and materials to the Working Group members and other relevant units.
- (3) The Working Group meetings are chaired and supervised by the convener. Should the convener be unable to attend, the deputy convener assumes the role of chairperson. If both are unavailable, a chairperson is selected from among the meeting attendees.
- (4) The meeting agenda includes monitoring the execution status of resolutions from the prior meeting, reviewing the progress of work items, and examining resolutions. Additionally, it involves discussions on protocols, amendments to assessment items, and other significant TNCAP matters or uncertainties resolved in concluded Working Group meetings. These decisions are reported to the MOTC for review, approval, and for future reference.
- (5) When experts, academics, or advisors are invited to attend meetings, they are eligible for travel reimbursement. All other working group members serve without compensation.

1.1.4 TNCAP Executive Agency

The TNCAP Executive Agency is entrusted by the MOTC with the operation and management of the Taiwan New Car Assessment Program (TNCAP), and related tasks. It discloses assessment results to the public for reference, and its responsibilities are outlined as follows:

- (1) Implementing the New Car Assessment Program according to TNCAP budgets and financial plans.
- (2) Compiling annual statistics on the number of licensed vehicle models and lists of models nominated for assessment, submitting the list to the TNCAP Working Group for discussion, and then to the MOTC for approval.
- (3) Acquiring test vehicles and their components, and notifying manufacturers to furnish relevant technical data for testing and assessment.
- (4) Conducting monitoring, review, inspection, auditing, investigation of uncertainties, star ratings, and result dissemination for TNCAP-related tests.
- (5) Managing post-testing vehicles, components, and data.
- (6) Organizing TNCAP Working Group meetings.
- (7) Assisting the MOTC in reviewing and revising TNCAP operation and management, testing and assessment protocols.
- (8) Evaluating emerging international NCAP assessment initiatives, domestic traffic conditions, and technical capabilities of manufacturers to develop localized TNCAP assessment and test projects and standards.
- (9) Proposing a list of child restraint systems (CRS) for TNCAP child occupant protection tests and submitting it to the MOTC for approval.
- (10) Assisting the MOTC in accrediting TNCAP Technical Service and managing tests.
- (11) Engaging in international NCAP development cooperation, exchanging testing technologies, and overseeing relevant external affairs.
- (12) Performing other relevant NCAP tasks as assigned by the MOTC.

1.1.5 TNCAP Technical Service

The TNCAP Technical Service is designated by the MOTC to perform relevant testing activities for TNCAP, offering testing data and issuing reports. It undergoes regular or ad-hoc supervision and evaluation by the Executive Agency. Its responsibilities are outlined below:

- (1) Assisting the MOTC and the Executive Agency in conducting new car safety testing tasks.
- (2) Collaborating with the Executive Agency to develop new localized TNCAP assessment and test items and standards.
- (3) Collaborating with the Executive Agency to manage the list of child restraint

- systems (CRS) for TNCAP child occupant protection tests.
- (4) Engaging in international NCAP testing technology exchanges.
 - (5) Managing test vehicles and storing post-test vehicles.
 - (6) Participating in and assisting the Executive Agency with TNCAP Working Group activities.