



GLOBAL NCAP

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ANNUAL REPORT & FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2015

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WITH THANKS TO OUR SUPPORTERS:

 Bloomberg
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 **ICRT**

 **IDB**

 **ROAD SAFETY
FUND**
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FRONT COVER: Latin NCAP Zero Star
Chevrolet Aveo from Mexico.

LEGAL AND ADMINISTRATIVE DETAILS

COMPANY NUMBER
07513900

CHARITY NUMBER
1141798

REGISTERED OFFICE
60 Trafalgar Square
London
WC2N 5DS

TRUSTEES
Mr Max Mosley (Chairman)
Mr Guido Adriaenssens
Dr Verona Beckles
Mr Nirav Dumaswala (Treasurer)
Dr Anders Lie
Dr Adrian Lund
Mr Lauchlan McIntosh

SECRETARY GENERAL
Mr David Ward

ADMINISTRATOR & OPERATIONS MANAGER
Ms Shakireh Ispahani

FINANCE MANAGER
Mrs Katie Baker

TECHNICAL DIRECTOR
Mr Alejandro Furas

PROGRAMMES DIRECTOR & ASIA PACIFIC COORDINATOR
Ms Jessica Truong

DIRECTOR OF CAMPAIGNS AND COMMUNICATION
Mr Richard Woods

CAMPAIGNS MANAGER
Mr Gus Glover

DESIGN AND NEW MEDIA MANAGER
Ms Sue Fordham

ADVISORS: BANKERS
Barclays Bank Plc
Barclays Corporate
Wytham Court
11 West Way
Oxford
OX2 0JB

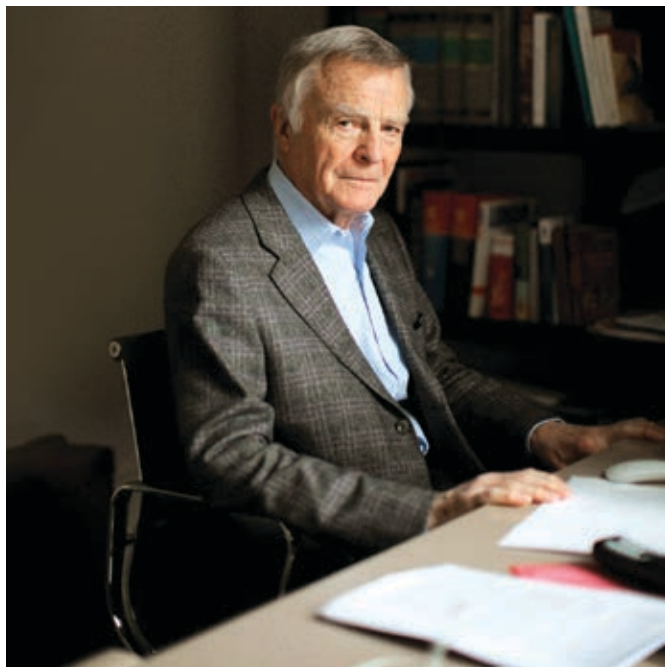
AUDITOR
Wilkins Kennedy LLP
Gladstone House
77-79 High Street
Egham
Surrey
TW20 9HY

WEBSITE
www.globalncap.org

TRUSTEES' ANNUAL REPORT

The Trustees present their report on the activities and results for the year ended 31 December 2015. This report describes the main highlights of the year including the progress made against objectives, the new challenges being undertaken and the goals being set for the future to achieve the aims of the Charity.

FOREWORD



In my capacity as Chairman of the Board of Trustees I am pleased to present the Annual Report and Financial Statement for the Global New Car Assessment Programme (Global NCAP) for the year ended 31st December 2015. The report highlights Global NCAP's main activities in 2015 which have seen significant achievements in support of our objective to promote safer motor vehicles worldwide.

In 2015 there have been three key developments which represent an important step forward for Global NCAP. We have joined the Bloomberg Initiative for Global Road Safety which has given us additional resources to support our key NCAP partners in the ASEAN and Latin American regions and our Safer Cars in India project. We have played a major role during the United Nations mid-term review of the Decade of Action for Road Safety through our advocacy campaign to democratise car safety and eliminate the production of zero star cars by 2020. And we have launched the Stop the Crash Partnership, a new multi-stakeholder global initiative to promote crash avoidance technologies.

This progress is fully consistent with the UN's newly adopted Sustainable Development Goals which, for the first time, include road safety with an ambitious target to halve road deaths and injuries by 2020. Global NCAP strongly welcomes and endorses the Global Goals which the UN recognises can only be achieved through strong and committed partnerships.

That is why we are pleased to acknowledge the strong support of our associated NCAPs; our technical partner, the ADAC; our major donors, the FIA Foundation and the Bloomberg Philanthropies; and our Stop the Crash partners. I would also like to thank also my fellow trustees and our own management team for their significant contribution to making 2015 such a productive and successful year for Global NCAP.

MAX MOSLEY
Chairman

INTRODUCTION



This year has been an exceptionally busy year for Global NCAP but with continued and rewarding progress. Our three main programme activities, Latin NCAP, ASEAN NCAP, and the Safer Cars for India project have all continued to sustain positive improvements in vehicle safety. This is evident from the increasing number of five star results achieved in both ASEAN and Latin NCAP. These performance levels far exceed minimum UN regulatory standards.

Our advocacy campaigns in combination with our crash testing programmes are also serving as a catalyst to regulatory action. For example, the Indian government has committed to apply the UN crash test standards from October 2017 and to develop their own NCAP initiative. We have also launched the #nozerostarcars campaign to sustain pressure on manufacturers to cease selling sub-standard vehicles and to encourage Governments to regulate to ban them.

As it is much better to prevent a crash than to have one, we have also established the 'Stop the Crash' partnership. This new multi-stakeholder initiative will encourage fitment of the most important crash avoidance technologies, electronic stability control, autonomous emergency braking and motorcycle anti-lock brakes, across the world's vehicle fleets.

In 2015 we have played an influential role in the mid-term review of the UN Decade of Action for Road Safety and during the 2nd Global High Level Conference on Road Safety held in Brazil in November. We have also obtained special consultative status with the UN Economic and Social Council which strengthens our representative role in various UN fora such as the World Forum for Harmonisation of Vehicle Regulations.

Finally, Global NCAP's participation in the Bloomberg Initiative for Global Road Safety 2015-2019 has enhanced our ability to assist our key NCAP partner projects and diversified our funding base. We continue to be very grateful to the FIA Foundation as our largest donor and also to International Consumer Testing and Research (ICRT) for their additional support.

A handwritten signature in black ink that reads "David Ward". The signature is written in a cursive style and is positioned above a horizontal line.

DAVID WARD
Secretary General

OUR AIMS AND OBJECTIVES



Global NCAP aims to promote public safety and public health, the protection and preservation of human life and the conservation, protection and improvement of the physical and natural environment.

We encourage consumers to demand and manufacturers to supply safer vehicles by supporting independent testing programmes that assess the comparative safety performance of automobiles.

We provide an international platform for cooperation among New Car Assessment Programmes (NCAPs) and similar organisations to share best practice, exchange information, and promote the use of consumer information to encourage a market for safer motor vehicles worldwide.

We promote the development of NCAPs in emerging markets where vehicle growth is strong but consumer safety information is frequently unavailable. We do this by providing financial support and technical assistance to newly established NCAPs.

We carry out research on innovations in vehicle safety technologies, their application in global markets, and the range of policies that will accelerate their use and then track progress of vehicle safety across the globe.

We have also developed a global awards scheme to recognize achievement in vehicle safety, innovation in safety-related technologies and products.

Global NCAP has consultative status with the United Nations (ECOSOC), is a member of the UN Road Safety Collaboration, and supports the UN Decade for Action for Road Safety 2011-2020 and the implementation of the Global Plan for the Decade, particularly its vehicle related recommendations which form part an overall strategy to achieve a world free from road fatalities.







ACHIEVEMENTS IN 2015

In 2015 Global NCAP has continued to support and develop motor vehicle safety programmes that are making a real and measurable impact. Progress on main activities and projects undertaken during the reporting period are detailed below. Further details are available from the Secretary General.



Road Map for Safer Vehicles 2020 UN Regulations* for:	
	Frontal Impact (No.94) Side Impact (No.95)
	Seat Belt & Anchorages (No.16 & 14)
	Electronic Stability Control (No. 140 / GTR. 8)
	Pedestrian Protection (No.127 / GTR. 9)
	Motorcycle Anti-Lock Brakes (No.78 / GTR. 3)
	Autonomous Emergency Braking Systems

*or equivalent national performance requirements, with effective co



(top left) Anna Johansson, Sweden's Minister for Infrastructure with David Ward, Global NCAP Secretary General; (bottom) Christian Friis Bach, UNECE Executive Secretary, opening the Global NCAP display at the Palais des Nations, Geneva

All New Models Produced or Imported	All Vehicles Produced or Imported
2018	2020
2018	2020
2018	2020
2018	2020
2018	2020
Highly Recommended	Highly Recommended

Uniformity of production



DEMOCRATISING CAR SAFETY: ROAD MAP FOR SAFER CARS 2020

In 2015 Global NCAP contributed significantly to the mid-term review of the UN Decade of Action for Road Safety. In March we published 'Democratising Road Safety - A Road Map for Safer Cars 2020' which contains ten recommendations including a proposed timetable for the phased introduction worldwide of the UN's minimum safety regulations covering occupant protection, crash avoidance, and pedestrian protection. Launched at a meeting of the UN World Forum for Harmonisation of Vehicle Regulations, the report aimed to encourage a strong commitment to vehicle safety at the 2nd Global High Level Conference on Road Safety held in Brasilia hosted by the Brazilian Government in November.

In April Global NCAP arranged a vehicle safety demonstration and presented the Road Map 2020 report to the 66th Biennial Session of the United Nations Economic Commission for Europe (UNECE). The UNECE, which has overall responsibility for UN vehicle safety regulations, also issued with Global NCAP a joint media statement in which the UNECE Executive Secretary, Christian Friis Bach stated that, "We cannot accept that cars sold in middle and low income countries be deliberately less safe than those sold in developed countries. I therefore call on the motor industry as a whole to ensure that well-established safety standards be applied to all vehicles sold worldwide."

In June Global NCAP participated in the 2015 Enhanced Safety of Vehicles Conference (ESV) in Gothenburg Sweden. Co-hosted by the Swedish Minister for Infrastructure, Anna Johansson and the Administrator of the US National Highway Traffic Safety Administration, Dr Mark Rosekind, the conference provided a further opportunity to promote the Road Map 2020 report. Global NCAP held a roundtable meeting for NCAPs, co-chaired the ESV session on Consumer Information, and shared an exhibition stand with

Euro NCAP featuring a five star car from Latin NCAP and pedestrian safety technologies.

In October the World Health Organization published the Global Road Safety Status Report 2015 which included a survey prepared with assistance from Global NCAP identifying which UN Member States apply the most important vehicle safety standards. The report showed that only 40 out of a total of 193 UN Member States are applying the UN's seven key safety regulations (for seat belts, seat belt anchorages, front and side impact, electronic stability control, pedestrian protection and child seats). In response the WHO recommended that "there is an urgent need for these minimum vehicle standards to be implemented by every country".

In November Global NCAP played a prominent role in the Brasilia Conference and our Secretary General served as moderator of the Parallel Session on Vehicle Safety. The High Level meeting, which was attended by 2200 delegates, including 70 ministers from 110 countries, adopted the 'Brasilia Declaration' which encouraged UN member States to: *Promote the adoption of policies and measures to implement United Nations vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles, meet applicable minimum regulations for occupant and other road users protection, with seat belts, air bags and active safety systems such as anti-lock braking system (ABS) and electronic stability control (ESC) fitted as standard.*

In the context of the UN's new Sustainable Development Goals and the target to halve road deaths and injuries by 2020, the Brasilia Declaration's recommendations are the strongest ever international commitment to safer vehicles and represent a very welcome endorsement of key recommendations from Global NCAP's Road Map 2020 report.



(top left) Khairil Anwar, Secretary General of ASEAN NCAP; (top right) Ridwan Kamil, Mayor of Bandung; (bottom) Five star Toyota Hilux.





ASEAN NEW CAR ASSESSMENT PROGRAMME

Launched in 2012, ASEAN NCAP completed its initial pilot phase in August 2015 having crash tested 43 models. Hosted by the Malaysian Institute for Road Safety Research, ASEAN NCAP tested a total of 16 models during the course of the year of which 4 have been funded through Global NCAP's participation in the Bloomberg Initiative for Global Road Safety.

In February, ASEAN NCAP ran an innovative Road Show and 'Selfie' contest featuring some crash tested cars touring communities across Malaysia. ASEAN NCAP also gave a presentation on its work to the UN World Forum for Harmonisation of Vehicle Regulations held in Geneva on 10-13 March.

In August, ASEAN NCAP announced that it had completed a significant investment in the development of a load cell wall at its MIROS PC3 crash laboratory in Melaka. This investment carried out with Kyowa Electrical Instruments will enhance the data acquisition potential at the laboratory.

In September, in Bandung, Indonesia, ASEAN NCAP co-hosted the ASEAN Automobile Safety Forum with the Institut Teknologi Bandung. The event was opened by Ridwan Kamil, the Mayor of Bandung who spoke on his city's role in the Bloomberg Initiative for Global Road Safety. During the Bandung meeting ASEAN NCAP held its Annual

Steering Committee and also presented its new road map for safety ratings for 2017-2020 which will increase the stringency of the test protocol to emphasise adult occupant protection, child occupant protection and crash avoidance technologies.

Also in September, ASEAN NCAP published a compilation of all the results of its initial three-year pilot stage which show that 90% of the cars tested have scored 4 stars and above. New results were also released for the Datsun GO, Daihatsu Ayla, Toyota Agya and Toyota Hilux. The Hilux achieved a five star rating. Interestingly the Datsun Go scored two stars and featured an air bag which is a much better score than the Indian version of the car.

In November, ASEAN NCAP also launched a Child Safety Day at which they highlighted the importance of child occupant protection (COP) and the test results included in their rating system. ASEAN NCAP has seen a steady improvement in COP scores as more manufacturers apply the ISOFIX child restraint system (which is similar to the Latch system in the USA).

ASEAN NCAP has also released a four-minute video Safe Car Buying Guide in four languages; Malay, Mandarin, Tamil and English.

For more information see the ASEAN NCAP website at: <http://www.aseancap.org>



(top left) Christian Friis Bach, UNECE Executive Secretary, at the Latin NCAP media day;
(top right) Four Star Renault Duster crash test;
(bottom) Latin NCAP Delegates at the Brasilia results launch and 5th Anniversary Roundtable.



LATIN NEW CAR ASSESSMENT PROGRAMME

Since the launch of Latin NCAP in 2010, the programme has tested over sixty models in six phases. In 2015, the programme tested a total of 21 models and Global NCAP, with support from the Bloomberg Global Road Safety Initiative, International Consumer Testing and Research, and the FIA Foundation, has continued to give both technical and financial assistance to the Programme.

In May, Latin NCAP held its Annual Assembly in Sao Paulo, Brazil, and confirmed its new status as an independent legal entity. At the meeting a new test protocol was adopted in which, from 2016, standard fitment of electronic stability control (ESC) will be an eligibility requirement to obtain either four or five stars. During the UN Global Road Safety Week also in May, Latin NCAP highlighted its test results for child occupant protection. A major concern is the absence of ISOFIX in most of the models tested, the lack of a regulation for mandatory ISOFIX anchorages in cars, and the high cost of ISOFIX child restraint systems.

In September, Latin NCAP, with support from Global NCAP, organised a two-week training programme in vehicle safety testing and regulation for a delegation from Brazil. The trainees consisted of officials from the Brazilian Government's DENATRAN agency (which is responsible for vehicle regulation) and the University of Brasilia. The course was held at the ADAC Technical Centre in Landsberg and also included a special briefing provided by the European Commission in Brussels of the European Union's approach to vehicle safety regulation.

Also in September, Latin NCAP organised its now annual media test day at which journalists from the region are able to witness a crash test from the programme. This event was also attended by the Executive Secretary of the UNECE, Christian Friis Bach.

In November, Latin NCAP held a special Roundtable to mark its fifth anniversary in Brasilia on the occasion of the 2nd High Level Global Road Safety Conference. At the Roundtable, Latin NCAP released new crash test results, and published a ranking of the comparative safety performance of car manufacturers in the Latin American market. The survey showed that six manufacturers average four stars or more in Latin NCAP's tests but revealed that GM's Chevrolet is the region's worst performing global brand.

Ahead of the Brasilia Conference Global NCAP also commissioned a study by the Transport Research Laboratory to estimate the likely improvements in casualty levels if Brazil fully applies the main UN vehicle safety regulations and car manufacturers continue to improve their star ratings in the Latin NCAP. The report estimates that with this policy approach nearly 380,000 deaths and serious injuries in Brazil could be prevented by 2030. This report shows the significant life-saving impact that improved vehicle standards and greater consumer awareness can make in rapidly motorising countries like Brazil.

For more information see the Latin NCAP website at: <http://www.latinncap.com/en>







SAFER CARS FOR INDIA

The first results of our Safer Cars for India project in association with our partner; the Institute for Road Traffic Education (IRTE), were released in January 2014. Five models were tested (Suzuki-Maruti Alto 800, Tata Nano, Ford Figo, Hyundai i10, & Volkswagen Polo) all scoring zero stars either through poor structural integrity or lack of airbags. Volkswagen decided to withdraw the non-airbag Polo and Global NCAP agreed to test the improved version which scored four-stars when fitted with two airbags as standard.

A second set of test results were released in November 2014 which featured the Datsun Go, a new design launched by Nissan, and the Maruti Suzuki Swift both with and without airbags. The Go scored zero stars as its body structure collapsed making it redundant to even fit an airbag. With no airbags, the Swift also scored zero stars. However, the version with airbags (sold in Latin America) scored three stars which clearly demonstrated the model's potential for improvement.

In 2015 Global NCAP has been very encouraged by the continuing positive impact being made by the Safer Cars for India project stimulating action by the government, manufacturers, and even in the Courts. The Transport Minister Nitin Gadkari has confirmed that India will apply UN equivalent crash test standards for front and side impact in two phases; for new models from 1 October 2017 and for all cars from 1 October 2019. A Bharat New Car Assessment Programme is also being developed and will begin testing once the necessary laboratory capacity is available.

In January 2015 Toyota confirmed that airbags will be standard in all its Indian passenger cars. Following the poor test result of the Go, Datsun (a brand of Nissan), reacted by modifying the model and offering a new variant; the Go plus. Both models were strengthened with a driver airbag as an option. This has also resulted in similar improvements to versions of the Go made in India but sold in Indonesia and South Africa. This demonstrates the important global leverage effect that better standards in India can have on other emerging middle income automotive markets.

The most surprising development has been an interim order issued by the State Court of Assam which temporarily banned from sale of small cars that fail to meet international crash test standards. This was subsequently reversed on appeal by the Society of Indian Automobile Manufacturers (SIAM). However, the case is now being transferred to the Supreme Court in Delhi and will be subject to further judicial processes in 2016.

With funding support from Bloomberg Philanthropies, a third phase of testing will be underway early next year with a results launch planned for May 2016. Clearly in India much is still work in progress, nevertheless from a very low starting point in terms both of legislation and market conditions, the vehicle safety environment is starting to change significantly. This experience serves to validate the effectiveness of NCAP style consumer information initiatives in an emerging market such as India.



(top left) Nitin Gadkari, India's Minister of Transport; (top right) Rohit Baluja, President of the Institute for Road Traffic Education; (bottom) Zero star Datsun Go tested in 2014.





Dr Mark Rosekind, the Administrator of the National Highway Traffic Safety, Michael McCormack MP, Australian Road Safety Minister, HRH Prince Michael of Kent, Gabriel Kassab, Brazilian Minister of Cities, and Max Mosley, Global NCAP's Chairman.



STOP THE CRASH PARTNERSHIP

In 2015 Global NCAP launched the Stop the Crash Partnership which is a three-year initiative to promote awareness of leading crash avoidance technologies in the major emerging automobile markets in support of the current UN Decade of Action for Road Safety and the Global Goals. The Stop the Crash partnership, under the patronage of HRH Prince Michael of Kent, will highlight three key technologies and also the importance of tyre safety particularly the importance of tyre pressure and adequate tread depth.

The three 'focus' technologies of STC are:

- **Electronic Stability Control (ESC)**
- **Autonomous Emergency Braking (AEB)**
- **Anti-Lock Brakes (ABS) for Motorcycles**

Founding global partners with Global NCAP include ADAC, Autoliv, Robert Bosch, Continental, Denso, Thatcham, ZF-TRW, the Towards Zero Foundation and Consumers International. The overall objective is to raise awareness of the potential benefits of these crash avoidance technologies to policy makers, the media, fleet managers, and the general public. The expected outcome is to increase customer demand for vehicles to be equipped with these safety features and also to encourage governments to adopt relevant UN global vehicle standards.

The launch event held during the 2nd High Level Global Conference on Road Safety in Brasilia in November, involved vehicle demonstrations of the three key crash avoidance technologies and related testing of tyre performance. HRH Prince Michael of Kent, the Brazilian Minister of Cities, Mr Gabriel Kassab, the Australian Road Safety Minister, Mr Michael McCormack MP, the Administrator of the National Highway Traffic Safety, Dr Mark Rosekind, and Global NCAP's Chairman, Mr Max Mosley all attended as the guests of honour and were joined by other VIP guests from the High Level conference. Over 500 delegates and 64 journalists participated in the demonstrations. Special sessions were also arranged for fleet managers, and representatives of consumer and motoring organisations.

Speaking at the launch HRH Prince Michael said, "Today's advanced vehicle safety technologies are preventing crashes altogether rather than just protecting people when one occurs. As the United Nations commits to the ambitious target of cutting road fatalities in half by 2020 we need to encourage widespread use of crash avoidance technologies which can help to cut the daily toll of more than 3,000 people killed every day in road crashes. A crucial first step is building consumer awareness and encouraging a market for safer vehicles. This is what the Stop the Crash Partnership aims to achieve".



Delegates to the Latin NCAP General Assembly.





CHILD RESTRAINTS PROJECT

In 2015 Global NCAP has continued with a third year of support for a child restraints project in Latin America carried out by ICRT in association with PROTESTE (the Brazilian consumer organisation) and the Gonzalo Rodriguez Foundation. The results of the latest tests were released at the Latin NCAP Roundtable event in Brasilia in November.

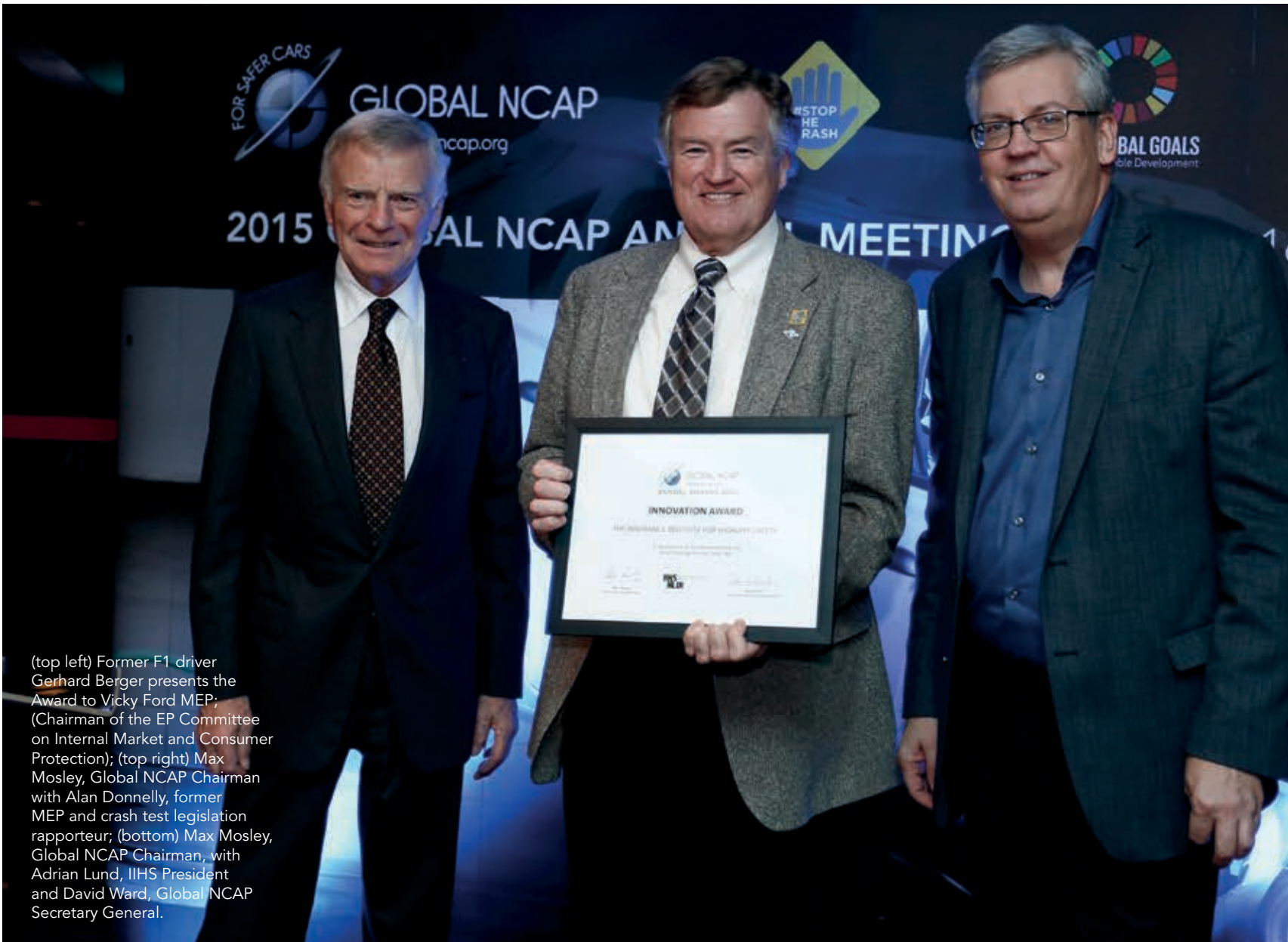
Thirteen products were tested in both front and side impacts. All the seats selected, sourced mainly from Brazil, were approved to either UN or national regulatory standards (UN-R44, UN-R129, NBR 14400 or FMVSS 213). The results showed significant differences in child restraint systems (CRS) with considerable scope for improvement.

Overall results are similar to the previous tests carried out in 2013 and 2014. They show that there is still plenty of room for improvement in levels of protection and ease of use. High dummy readings, undesirable dummy movements, and structural failures were recorded which resulted in low scores for half of the seats tested. Side impact performance is a significant area of concern with several seats offering inadequate protection. The project also included a comparison between a belted seat and the same model but equipped with the ISOFIX anchorage system. The latter performed significantly better which again demonstrates the positive benefits that ISOFIX offers to child occupant protection.

In May the UN held the 3rd Global Road Safety Week which was devoted to child safety issues and Latin NCAP issued a call for stronger action on child restraints using evidence from the 2013 and 2014 results. The project's 2015 results released in November reinforce this important message.

The lessons of this Latin American project are applicable worldwide. Global NCAP remains concerned that CRS use, especially in low and middle income countries, is far too low and inhibited by a combination of factors including:

- Lack of application of UN regulations requiring the ISOFIX anchorage system that secures the seat by fixed mountings rather than the adult seat belt;
- Counterfeit products and false labelling in which sub-standard seats are being sold that claim to meet the UN's basic CRS standard (UN Regulation 44);
- Lack of affordable child seats which can be overcome by growing the global CRS market with greater standardisation to reduce unit costs, and stimulating demand by sales tax reductions and elimination of tariffs that inhibit the international trade in child seats.
- Misuse by parents in choosing seats that are wrong for the child's age or weight and incorrect securing of the harness; problems that can be reduced by the ISOFIX system;



(top left) Former F1 driver Gerhard Berger presents the Award to Vicky Ford MEP; (Chairman of the EP Committee on Internal Market and Consumer Protection); (top right) Max Mosley, Global NCAP Chairman with Alan Donnelly, former MEP and crash test legislation rapporteur; (bottom) Max Mosley, Global NCAP Chairman, with Adrian Lund, IIHS President and David Ward, Global NCAP Secretary General.



GLOBAL NCAP ANNUAL AWARDS

Each year Global NCAP presents awards recognising three categories of achievement in consumer related automobile safety as follows:

CONSUMER CHAMPION AWARD

offered to an organisation promoting consumer rights and information relating to motor vehicle safety.

INDIVIDUAL ACHIEVEMENT AWARD

offered to an individual who has made an outstanding contribution to motor vehicle safety and protection of consumers.

INNOVATION AWARD

offered to an organisation that has made an outstanding contribution to innovation in motor vehicle safety, technology development, and design.

In 2015 the winners were:

CONSUMER CHAMPION

The European Parliament - which in July 1995 adopted amendments to the proposed European Commission regulations for front and side impact protection. This resulted in the eventual implementation across the European Union (EU) of the off-set deformable barrier (ODB) test from 1998 - the first legislative adoption of the ODB test in the world and a benchmark for consumer crash testing (at the higher speed of 64 km/h). They have contributed significantly to the 55% reduction in car occupant fatalities that has occurred in the EU from 2001 to 2012. These standards have also subsequently been adopted as UN Regulation 94 and 95 so that they now have global applicability.

INDIVIDUAL ACHIEVEMENT

Alan J Donnelly - the former Member of the European Parliament that served as the rapporteur for the EU front and side impact

legislation, tabled the amendments and secured their eventual adoption. Having obtained the approval of the European Parliament, the European Council and Commission the regulations were amended to require the more stringent ODB test and side impact requirements despite significant lobbying by the automotive industry to weaken the standards.

INNOVATION

The Insurance Institute for Highway Safety (IIHS) - for the development of their small overlap frontal impact test procedure. To help drive further improvements in frontal crash protection, the Institute in 2012 introduced a small overlap frontal crash test. The test is designed to replicate what happens when the front corner of a vehicle collides with another vehicle or an object like a tree or utility pole. This crash test is a challenge for some safety belt and airbag designs because occupants move both forward and toward the side of the vehicle. In the small overlap frontal test, a vehicle travels at 40 mph toward a 5-foot-tall rigid barrier. A Hybrid III dummy representing an average-size man is positioned in the driver seat. Twenty-five percent of the total width of the vehicle strikes the barrier on the driver side.

Most modern cars have safety cages encapsulating the occupant compartment and built to withstand head-on collisions and moderate overlap frontal crashes with little deformation. Small overlap frontal crashes primarily affect a vehicle's outer edges, which aren't well protected by the crush-zone structures. Following a gradual phase in, the IIHS now includes the small overlap test into its Top Safety Pick and Top Safety Pick+ awards. Manufacturers have responded to meet this new challenge so that by 2015 the number of winners of the two award categories has increased from 39 to 71.





(top left) Nani Rodriguez, Chairperson of Latin NCAP and David Ward, Global NCAP Secretary General; (top right) Dr Mark Rosekind, the Administrator of the US National Highway Traffic Safety participating in the Global NCAP Annual Meeting; (bottom) Zero star Chevrolet Aveo displayed at the entrance to the 2nd High Level Global Conference on Road Safety in Brasilia.



2015 ANNUAL MEETING

Global NCAP's 2015 Annual Meeting was held on 16-17 November, just prior to the 2nd Global High Level Conference hosted by the Brazilian Government in Brasilia. The meeting was co-hosted by Latin NCAP and was attended by representatives of ASEAN, Australasian, European, Japan, Korean, Latin and US NCAPs and the Insurance Institute for Highway Safety. Global NCAP's Annual Advisory Council meeting reviewed the organisation's progress in 2015 and plans for 2016. Also participating in the meeting was Dr Mark Rosekind, the Administrator of the National Highway Traffic Safety Administration, and the Hon. Michael McCormack MP Australian Road Safety Minister.

During the Annual Meeting the Board of Trustees adopted a Global Policy Update:

Road Map for Safer Vehicles. This document updated the 'Democratising Car Safety' report to include as legislative priorities anti-lock brakes in motorcycles and also autonomous emergency braking as a highly recommended crash avoidance system.

In Brasilia Global NCAP also launched the #nozerostarcars campaign which aims to discourage car companies from continuing to produce zero star cars which fail the minimum UN crash test standards. Using results from Global NCAP's three crash activities the campaign will 'name and shame' car companies that sell zero star cars. In the first such activity the zero star Chevrolet Aveo was displayed outside the main entrance during the 2nd High Level Conference in Brasilia.



Five star Seat Leon ST.



HOW OUR WORK BENEFITS THE PUBLIC

According to the World Health Organization (WHO) each year 1.3 million people are killed and up to 50 million injured in road crashes worldwide. The global vehicle fleet reached 1 billion in 2010 and is forecast to double in the next ten to fifteen years. This unprecedented increase is occurring in low and middle income countries which account for 90% of total road deaths. About 48% of all traffic fatalities are vehicle occupants; so to avoid a growing global burden of road injury, improvement in automobile safety, especially in rapidly motorising regions, is essential.

The winning formula for better car safety is the combination of 'regulatory push' and 'demand pull'. Government regulation supplemented with consumer information helps to build a market for safety and reduce death and serious injuries on the road.

This strategy applied over more than three decades by high income countries has improved road safety and saved the lives of hundreds of thousands of people. The challenge now is to achieve the same positive experience in the rapidly growing automotive markets of low and middle income countries where the risk of road injury is the highest in the world.

Global NCAP supports the UN Decade of Action for Road Safety (2011-2020), the full implementation of its Global Plan, and the

achievement of the road safety target included in the UN's Sustainable Development Goals. To meet these life-saving goals Global NCAP aims to improve the quality of new vehicles being sold, especially in the fast growing markets of middle income countries. This is the leverage point where the twin track 'regulatory push' and 'demand pull' action needs to be applied. The sooner all new vehicle models are required to meet acceptable safety standards, the quicker will be the overall improvement in passenger car safety worldwide. In contrast the continued sale of millions of new sub-standard cars in rapidly motorising countries will leave a worrying legacy for decades of avoidable fatality risk.

NCAPs use consumer information to promote the purchase of safer cars which, in turn, encourages automobile manufacturers to sell safer products. This influences both individual buyers, and also fleet managers in both the public and private sector. They are widely recognised as highly effective in promoting the supply and demand for safer vehicles. Global NCAP was established in 2011 to provide a platform for cooperation among NCAPs worldwide to share best practice, and to support the emergence of new testing programmes in rapidly motorising regions. In this way we aim to meet our public benefit obligations by contributing to the UN target to halve the number of road fatalities and serious injuries by 2020.



Unveiling zero star
Chevrolet Aveo in Brasilia.

HOW EFFECTIVE ARE WE?

Global NCAP uses a number of criteria to measure the effectiveness of both our own activities and that of our grant recipient partners. These include: resource mobilisation; partner mobilisation; innovation; sustainability and impact effects.

RESOURCE MOBILISATION

In 2015 our support to ASEAN and Latin NCAP and the Safer Cars for India project has succeeded in leveraging additional resources both from vehicles independently selected but tested at the manufacturers own expense, and from philanthropic sources. The volume of testing activity has, therefore, continued to increase.

PARTNER MOBILISATION

In 2015 we have continued to deepen our engagement with our NCAP partners both through our periodic roundtable events and the Annual General Meeting. We have also extended our cooperative activities with a range of key stakeholders, including regional development banks, donors and UN agencies.

INNOVATION

In 2015 we launched the Stop the Crash Partnership which is a multi-stakeholder collaboration involving both corporate, non-profit and civil society organisations to promote awareness among policy makers and the public of crash avoidance technologies with proven life- saving effectiveness.

SUSTAINABILITY

We have succeeded in obtaining support from a major new donor, Bloomberg Philanthropies, which helps diversify our funding source and enhance our capacity to assist both ASEAN and Latin NCAP. We hope to further increase our donor support base

and generate possible income sources from vehicle testing and training activities.

IMPACT EFFECTS

In 2015 we have continued to see increasing numbers of five star ratings being awarded to models in both ASEAN and Latin NCAP. Manufacturers are also responding by improving vehicle specification – such as making airbags a standard fit. This demonstrates the demand ‘pull’ of NCAP testing in action. Media coverage of our partner NCAPs and the Safer Cars for India Project also contributes to raising consumer awareness of the importance of choosing cars that at the least meet the minimum UN crash test standards. It is premature to claim significant injury reduction so early in Global NCAP’s life. However, over time these impact effects accelerate the penetration of safer vehicles and technologies and will reduce fatality levels. This contributes to the UN’s Sustainable Development Goals, the Decade of Action, and the implementation of its Global Plan.

SOCIAL MEDIA

Global NCAP utilises social media as a core part of its communications activities. Twitter and Facebook are the primary channels. They have enabled Global NCAP to communicate and engage with organisations and individuals in order to meet both advocacy and programmatic objectives. Through social media, Global NCAP has been able to target its communications effectively and also connect with a wider audience. Communications on social media are managed with appropriate diligence and care. They are controlled by the Secretary General to ensure that Global NCAP’s objectives are met and risks managed.

Links to our sites are:

Twitter: twitter.com/GlobalNCAP

Facebook: www.facebook.com/GlobalNCAP





(top) Rohit Baluja at the College of Traffic Management in New Dehli; (bottom left) David Ward, Global NCAP Secretary General, Jessica Truong, Programmes Director, and Alejandro Furas Technical Director at the UN Headquarters in New York; (bottom right) The Insurance Institute for Highway Safety's Vehicle Research Centre.





MOVING FORWARD IN 2016



In 2016 we will continue to support ASEAN NCAP, Latin NCAP and Safer Cars for India project. With our partner, IRTE, we will co-organise a conference in Delhi with the Indian Transport Ministry on vehicle safety at which a further set of test results will be released. We will also lead the first full year of activities of the Stop the Crash Partnership with demonstration events planned for Chile in June and Malaysia in November.

In April the UN General Assembly will debate the outcome of the 2nd High Level conference on Road Safety and this will be another opportunity for Global NCAP to highlight the #nozerostarcars campaign and our 'Democratising Car Safety – Road Map 2020' report. We will also be working with Consumers International to promote our advocacy messages on the need for universal application of minimum vehicle safety standards.

Our 2016 Annual Meeting will be held at the Insurance Institute for Highway Safety's Vehicle Research Centre (VRC)

near Charlottesville, Virginia from 26 to 28 October. The Meeting will feature a special Fleet Safety Open Day organised in association with the Network of Employers for Fleet Safety (NETS). This will include demonstrations of a range of key crash avoidance technologies (such as ESC, AEB and ABS for motorcycles) as well as a car to car crash test, a seminar on best practice in fleet safety and the launch of Global NCAP's updated Fleet Safety Guide and Safer Car Purchasing Policy 2016-2018.

In 2016 Global NCAP reaches its fifth anniversary and will use the occasion of our Annual Meeting to initiate a strategy review. This will reflect on the lessons learned from Global NCAP's first five years of operation, compare our initial mission statement with the outcomes we have achieved, and prepare a strategic plan for the next five-year period which will be adopted by the Board of Trustees in April 2017.

We look forward to working with our NCAP partners and key donors in what promises to be another busy year for Global NCAP.

FINANCIAL REVIEW AND POLICY

FINANCIAL REVIEW

RESULTS FOR THE YEAR ENDED 31 DECEMBER 2015

During the year ended 31 December 2015 Global NCAP'S incoming resources totalled €3.8m (2014: €1.6m) with total resources expended of €3.8m (2014: €2m). Included within total resources expended are grants totalling €412k (2014: €376k) paid to 2 NCAPs (2014: 3).

FINANCIAL SUPPORT

Global NCAP ("the Charity") benefits from the generous support of the FIA Foundation for the Automobile and Society ("The Foundation") and Bloomberg Philanthropies ("Bloomberg"). During the year to 31 December 2015 the charity received €1m (2014: €1m) of grant funding from the Foundation and €613k (USD \$750k) from Bloomberg Family Trust.

The Trustees recognise that the long term sustainability of Global NCAP will depend on diversifying its sources of income and securing multi-year grant funding.

RESERVES POLICY AND MANAGEMENT

The Trustees have established a Designated Reserve equivalent to one year's operating costs including core administration and annual meetings costs of approximately €850k. The Trustees continue to review the level of the Designated Fund as and when operating costs change. The level of free reserves (unrestricted reserves excluding tangible fixed assets) at the end of the year is €1.28m (2014: €1.43m). The Trustees, as set out in the Charity SORP, may apply unrestricted funds for the general purposes of the charity as set out in its governing document.

The level of free reserves is reviewed by the Trustees at least annually and when setting budgets in order to ensure that funds are adequate to meet the planned charitable activities while preserving the financial future of the Charity in the event that grant funding is reduced. Funds in excess of the Designated Fund are available for the Trustees to apply for further charitable activities, projects and grant funding for NCAPs.

INTERNAL CONTROL AND RISK MANAGEMENT

The Trustees are responsible for Global NCAP's systems of internal control and effectiveness. No system of internal control can provide absolute assurance against material misstatement or loss. However, Global NCAP's system is designed to provide the Trustees with reasonable assurance that there are proper procedures in place and that they are operating effectively.

The key elements of the internal control system are:

- **Delegation:** there is a clear organisational structure with documented lines of authority and responsibility for control.
- **Reporting:** the Board of Trustees approves and reviews annual

budgets and expenditure targets and monitors actual and forecast expenditure and investment reports on a regular basis.

- **Risk management:** the potential risks arising from Global NCAPs activities have been documented in a comprehensive risk register. This was reviewed and updated significantly to follow best practice and provision of the UK Bribery Act 2010.

Global NCAP's risk management assessment is divided into four major risk areas: financial; operational; reputational; and bribery and corruption, which are assessed annually.

Under the four major risk areas above the major risks comprise:

- **Financial:** Fraud/error, budgetary control, capacity/use of resources, and taxation
- **Operational;** loss of staff, loss of Trustees, health, safety and environment, disaster recovery and planning, suppliers, illegal activity
- **Reputational;** non-compliance with UK charity/company law, beneficiary relationships, and stakeholders' perceptions; and
- **Bribery and Corruption:** country risk, sector risk transaction risk, activity opportunity risk, activity partner risk, and internal risk.

The Board of Trustees review major risks to which the Charity is exposed on an annual basis and can confirm that all reasonable measures are being taken and systems have been established to control or mitigate the effect of those risks on the achievement of the Charity's objectives.

Principal risks assessed as medium or high level risks are as follows:

- **Financial – liquidity risk**
To ensure sufficient liquidity is available to meet foreseeable needs.
Measure in place to mitigate the risks
Aim to hold cash deposits in line with cash flow requirements, investing funds on treasury deposit for periods supported by budgets and cash flow requirements.
- **Bribery and corruption – country risk**
Measure in place to mitigate the risks
In all bribery and corruption risk areas (sector; transaction; activity opportunity; activity partner; and internal), the Charity has in place policies and procedures to ensure it is as well protected as it can be.

Such policies and procedures include a Compliance Officer; the need for all partners to acknowledge our anti-bribery and corruption and anti-fraud policies; training for all who may face demand for facilitation payments; gifts and hospitality rules.

CHANGES IN FIXED ASSETS

The movements in fixed assets are set out within the full annual accounts.

CHARITABLE DONATIONS

During the period no political contributions were made by the charity.

STRUCTURE, GOVERNANCE AND MANAGEMENT

CHARITY STATUS

Global NCAP is registered in England and Wales as a charity, number 1141798, and as a company limited by guarantee, number 07513900. The liability of the Trustees, as members, is limited to £1. Global NCAP is governed by its Articles of Association. The directors of Global NCAP are its Trustees for the purposes of charity law. The terms of the charity's Articles of Association exclude the power to raise funds by the means of taxable trading, where such trading falls outside its charitable objects.

TRUSTEES

The membership of the Board is set out below, all Trustees served throughout the year except as disclosed below. During the year ended 31 December 2015 the Board of Trustees met twice on 19 March and 16 November 2015.

- Mr Max Mosley (Chairman)
- Mr Guido Adriaenssens
- Dr Verona Beckles
Resigned: 16 November 2015
Reappointed: 16 November 2015
- Mr Nirav Dumaswala (Treasurer)
- Dr Anders Lie
- Dr Adrian Lund,
Resigned: 16 November 2015
Reappointed: 16 November 2015
- Mr Lauchlan McIntosh
- Mr Claes Tingvall
Resigned: 28 October 2014

At each annual meeting the nearest number to one third of the Directors (Trustees) are required to retire. On 16 November 2015 Dr Verona Beckles and Dr Adrian Lund resigned and were both reappointed to the Board.

When a vacancy on the Board of Trustees arises, areas of skill and experience amongst the Trustees that need to be enhanced or replaced are identified; new Trustees are then appointed, following a selection process carried out by the existing Trustees. New trustees are provided with a comprehensive pack of information about the Charity and its activities; this is backed up by a personal briefing by the Secretary General.

Global NCAP's Trustees play a critical role in ensuring that the charity meets its objectives. Their duties are set out in Global NCAP's Articles of Association and are reinforced by the Trustees' Code of Conduct. Global NCAP has also adopted an Anti-Bribery and Corruption policy. All the above documents are publically available on the Global NCAP website.

INDUCTION AND TRAINING OF NEW TRUSTEES

When a new Trustee is appointed, they receive the following key governance policies and documents as induction:

- the Charity's Articles of Association;
- the Charity's Internal Regulations;
- the Charity's Anti-Bribery and Corruption policy;

- the Charity's Anti-Fraud policy and Fraud Response Plan
- the Charity's Conflict of Interest policy;
- the Code of Conduct for Trustees;
- the Charity's travel and expenses policy for Trustees; and
- list of the members of the Board of Trustees and their contact details.

They are also sent a copy of the Trustees' Liability Insurance. Trustees also receive and are expected to have read the Charity Commission's publications: "CC3: The Essential Trustee: What you need to know", "A Guide to Conflicts of Interests" and "A Guide to Corporate Foundations" as well as the Ministry of Justice Guidance on the UK Bribery Act 2010.

All Trustees must sign a Trustee declaration, declaring themselves fit and eligible to serve as a Trustee of Global NCAP and complete and update, on an annual basis if necessary, a register of interests. Training is handled on an ad hoc basis and will be arranged for any Trustee if they request it.

The overall management of the Charity's affairs is carried out by the Secretary General, supported by professional and administrative staff, and by the relevant range of external advisors.

Decisions are made at the appropriate management level; day-to-day matters are decided by the managers, with reference as necessary to the Secretary General. More important decisions are taken by the Secretary General; matters requiring decision by the Trustees are referred to them either at one of their meetings or, in between such meetings, by correspondence (by letter or email) and telephone calls.

CONFLICTS OF INTEREST

Global NCAP has a policy on conflicts of interest which applies to Trustees, and its management team. If a Trustee has a material interest in any grant, or other matter being considered by Global NCAP, that Trustee does not participate in the decision on that grant or other matter. The same principle applies to staff should they be able to influence the charity's funding decisions. The Charity Commission issued new guidance on Conflicts of Interest (CC29 May 2014) and a copy of this was distributed to the Trustees.

REMUNERATION OF KEY MANAGEMENT PERSONNEL

The Trustees of the Charity review the level of pay and remuneration awarded to key management personnel at least annually by reference to the changing requirements of the respective roles of the individuals in light of any changes in operations or plans for the future of the Charity. Due regard, where available, is given to comparable pay and remuneration set in organisations in the same sector of expertise with the same level of expertise, drive and responsibility placed on the role. For the purposes of reporting under the requirements of the Charity SORP the Trustees consider the Secretary General and the Trustees to be the Charity's key management personnel. Further details are provided within the full annual accounts.

PUBLIC BENEFIT REPORTING

The Trustees confirm that they have referred to the guidance contained in the Charity Commission's general guidance on public benefit when reviewing the charity's aims and objectives and in planning future activities and setting the grant making policy.

ASSOCIATE MEMBERS

According to Article 8.1 of Global NCAP's Memorandum and Articles of Association the Trustees may establish different classes of membership. Accordingly, the Trustees at their meeting on the 27 May 2011 established a class of Associate Members with the following entitlements:

- serve as an Advisory Council annually reviewing the activities of Global NCAP;
- receive an annual report on Global NCAP activities;
- be invited to attend in Global NCAP annual meetings; and
- pay no subscription nor have any legal responsibilities or liabilities for the activities of Global NCAP.

Currently the following organisations are Associate members of Global NCAP:

- The Australasian New Car Assessment Program
- The ASEAN New Car Assessment Program
- The European New Car Assessment Programme
- The Latin New Car Assessment Programme
- The Insurance Institute for Highway Safety

Note: Other established NCAP's attend the Advisory Council and the Annual Meetings as Observers. Neither Associate Members nor Observer NCAPs have any role or responsibility in determining the decision making of Global NCAP's Trustees who act entirely in an independent capacity.

TRUSTEES' RESPONSIBILITIES FOR THE FINANCIAL STATEMENTS

The Trustees (who are also directors of the Global NCAP for the purposes of company law) are responsible for preparing the Trustees' Report and the financial statements in accordance with applicable law and regulations.

Company law requires the Trustees to prepare financial statements for each financial year. Under that law the Trustees have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the Trustees must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resources, including the income and expenditure, of the charitable company for that period.

In preparing these financial statements, the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgments and accounting estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charitable company will continue in business.

The Trustees are responsible for keeping adequate accounting records that are sufficient to show and explain the charitable company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the charitable company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

In so far as each of the Trustees is aware:

- there is no relevant audit information of which the charitable company's auditors are unaware; and
- the Trustees have taken all steps that they ought to have taken to make themselves aware of any relevant audit information and to establish that the auditors are aware of that information.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Other matters

RELATED PARTY TRANSACTIONS

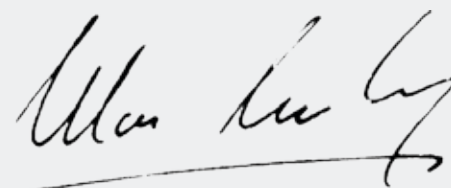
All related party transactions are disclosed within the full annual accounts.

AUDITOR APPOINTMENT

Following a tender process after the year end, Arram Berlyn Gardner LLP resigned as Auditor and Wilkins Kennedy LLP were appointed in their place. A resolution re-appointing Wilkins Kennedy LLP will be proposed at the AGM.

THE STRATEGIC REPORT

In preparing this report, the Trustees have taken advantage of the small companies exemptions provided by Section 415a of the Companies Act 2006. Preparing the accounts for a small company does not require the preparation of a Strategic Report, however much of the typical content of a Strategic Report is included within the Trustees Report.



On behalf of the Trustees

MR MAX MOSLEY
Chairman
21 September 2016



Christian Friis Bach,
UNECE Executive Secretary,
participating in the
Stop the Crash launch in Brasilia.

SUMMARY FINANCIAL INFORMATION

Statement of Financial Activities for the year ended 31 December 2015

	UNRESTRICTED FUNDS	RESTRICTED FUNDS	TOTAL	TOTAL
	2015	2015	2015	2014
Income				
Donations and legacies	€ 1,185,527	-	€ 1,185,527	€ 1,094,980
Charitable activities	€ 1,908,212	€ 783,451	€ 2,691,663	€ 514,151
Investment income	-	-	-	€ 1,318
Total income	€ 3,093,739	€ 783,451	€ 3,877,190	€ 1,610,449
Expenditure				
Cost of raising funds	€ 23,850	-	€ 23,850	€ 33,786
Charitable activities	€ 3,218,659	€ 654,146	€ 3,872,805	€ 2,003,443
Total expenditure	€ 3,242,509	€ 654,146	€ 3,896,655	€ 2,037,229
Net Income/(Expenditure)	(€ 148,770)	€ 129,305	(€ 19,465)	(€ 426,780)
Reconciliation of funds				
Total funds brought forward	€ 1,435,508	-	€ 1,435,508	€ 1,862,288
Total funds carried forward	€ 1,286,738	€ 129,305	€ 1,416,043	€ 1,435,508

The summary financial information, which are not the charitable company's statutory accounts, may not contain sufficient information to allow for a full understanding of the financial affairs of the charity. For further information, the full annual accounts, the independent auditors' report on those accounts and the Trustees' Annual Report should be consulted.

Copies of these accounts can be obtained, free of charge, from Global NCAP, 60 Trafalgar Square, London, WC2N 5DS, or from Global NCAP's website www.globalncap.org

Balance Sheet as at 31 December 2015

	TOTAL FUNDS 2015	TOTAL FUNDS 2014
Fixed assets		
Tangible assets	€ 5,109	€ 2,230
	€ 5,109	€ 2,230
Current assets		
Debtors	€ 1,370,590	€ 305,157
Cash at bank and in hand	€ 1,316,317	€ 2,201,705
	€ 2,686,907	€ 2,506,862
Liabilities		
Creditors: Amounts falling due within one year	€ 1,275,973	€ 1,073,584
Net current assets	€ 1,410,934	€ 1,433,278
Total assets less current liabilities	€ 1,416,043	€ 1,435,508
Funds		
Restricted income funds	€ 129,305	-
Unrestricted income funds	€ 1,286,738	€ 1,435,508
Total charity funds	€ 1,416,043	€ 1,435,508

Statement of cash flows for the year ended 31 December 2015

	TOTAL FUNDS 2015	TOTAL FUNDS 2014
Cash flows (used in)/from operating activities		
Net cash from operating activities	(€ 881,405)	€ 983,761
Cash flows from investing activities		
Purchase of tangible fixed assets	(€ 3,983)	(€ 1,138)
Net cash from investing activities	(€ 3,983)	(€ 1,138)
Increase in cash and cash equivalents	(€ 885,388)	€ 982,623
Cash and cash equivalents at the beginning of year	€ 2,201,705	€ 1,219,082
Cash and cash equivalents at the end of the year	€ 1,316,317	€ 2,201,705



GLOBAL NCAP

www.globalncap.org

