Our social responsibility includes increasing the safety of all road traffic participants and reducing environmental stress due to traffic. The Federal Ministry of Transport and Digital Infrastructure (BMVI) is responsible for the development of national and international regulations to prevent accidents (active safety) and to alleviate the consequences of accidents (passive safety).

The BMVI uses the expertise and knowledge of the Federal Highway Research Institute (BASl) in pursuing these goals. BASl participates in several working groups of relevant EU committees, UNECE expert groups (GRE, GRSP) as well as the European Enhanced Vehicle-Safety Committee (EEVC).

These committees develop regulations, such as those for child restraint systems, pedestrian protection and occupant protection in case of a frontal or lateral impact. BASl is an accredited institution that has been nominated by the EU Commission for various testing tasks in these areas.

The requirements for the active and passive safety of vehicles can only be handled on the basis of own scientific findings. BASl is using its full-scale test facility, the Vehicle Engineering Test Facility (FTVA), for this purpose. Most tests are conducted inside a hall. The outside area in front of the hall is used for special tests, for example rollover tests.

**Passive vehicle safety, biomechanics**

The research work of BASl in the field of passive vehicle safety provides important contributions to the improvement of safety standards for motor vehicles at a national and international level.

Undertakings for the introduction of new and the extension of existing EU directives and ECE regulations include, for example:

- Further development of EU directives concerning lateral and frontal impact test methods.
- Contribution to draft regulations for the protection of pedestrians.
- Continuous adaptation and amendment of the EU directives, ordinances and UNECE regulations, taking new technical developments into account. Regulations for airbags, vehicle seats/headrests, child restraint systems and validation of new dummy types are of particular importance.
The EU Commission financially supported specific investigations concerning these regulations in the past and is supporting them at present. In this way, BMVI receives the results early and in a cost-efficient manner. The transport ministry has also access to all findings resulting from research projects performed for third parties, since such orders are only taken if the BMVI and/or the BASt have a considerable interest in the results.

As the representative of BMVI, BASt participates in the Euro NCAP Consortium (European New Car Assessment Programme). BASt is an Euro NCAP accredited test laboratory. In 2006, BASt was also accredited by the Federal Motor Transport Authority (KBA) according to DIN EN ISO/IEC 17025.

All types of EURO NCAP crash tests (frontal, side and pole impact as well as whiplash) are performed at the FTVA. The experience gained during testing on behalf of German government institutions, at the request of Euro NCAP and on behalf of vehicle manufacturers enables BASt to play an important role in the ongoing improvement of the Euro NCAP.