Road-Safety Management in Brazil, Russia, India, and China

Juha Luoma
(VTT, Finland)

Michael Sivak
(University of Michigan, USA)

Report No. UMTRI-2012-1
January 2012
Sustainable Worldwide Transportation

http://www.umich.edu/~umtriswt

- Vehicle manufacturers
  - China FAW Group
  - GM
  - Honda
  - Nissan
  - Renault
  - Toyota

- Suppliers
  - Autoliv
  - Meritor WABCO

- Tire manufacturer
  - Michelin

- Oil company
  - Saudi Aramco
Main topics

• Recent crash statistics
• Key governmental agencies & programs
• Other influential organizations
• Key research institutes
• Major barriers to improvement
Approach

• Brazil, India, and China: Local experts
• Russia: Independent reviews (ECMT, OECD/ITF, Marquez and Bliss)
<table>
<thead>
<tr>
<th>Item</th>
<th>Brazil</th>
<th>Russia</th>
<th>India</th>
<th>China</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety level (fatalities per 10^5 population)</td>
<td>18.3</td>
<td>23.4</td>
<td>9.0</td>
<td>6.7</td>
</tr>
<tr>
<td>Recent change in road safety (increase or decrease in road fatalities)</td>
<td>Increase</td>
<td>Decrease</td>
<td>Increase</td>
<td>Decrease</td>
</tr>
<tr>
<td>Governmental organization</td>
<td>No effective unit to promote road safety</td>
<td>Effective to some degree, but no single responsible unit</td>
<td>No effective unit to promote road safety; promising plans</td>
<td>No effective unit to promote road safety</td>
</tr>
<tr>
<td>Strategic safety plan</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Limited</td>
</tr>
<tr>
<td>Systems approach to road safety</td>
<td>Not applied</td>
<td>Not applied</td>
<td>Not applied</td>
<td>Not applied</td>
</tr>
<tr>
<td>Road-safety organizations outside of the government</td>
<td>Several; influence unknown</td>
<td>Some; influence unknown</td>
<td>Several; influence unknown</td>
<td>No</td>
</tr>
<tr>
<td>Road safety research</td>
<td>At many universities, but no dedicated road-safety research institutes</td>
<td>At many research institutes and universities</td>
<td>At many research institutes, but no dedicated road-safety research institutes</td>
<td>At a limited number of research institutes</td>
</tr>
<tr>
<td>Interventions</td>
<td>Limited; many opportunities not yet utilized</td>
<td>Several new measures implemented recently</td>
<td>Limited; many opportunities not yet utilized</td>
<td>Limited; many opportunities not yet utilized</td>
</tr>
<tr>
<td>Road safety targets and safety-performance indicators</td>
<td>No road safety target; insufficient set of indicators</td>
<td>Road safety target exists; insufficient set of indicators</td>
<td>No road safety target; insufficient set of indicators</td>
<td>Limited road safety target; insufficient set of indicators</td>
</tr>
</tbody>
</table>
Main findings

• None of these countries has a single lead governmental unit responsible for national road safety
• Russia and China have strategic road-safety plans; Brazil and India do not
• There are several non-governmental organizations involved in road-safety work in Brazil, Russia, and India, but not in China
• Road-safety research is conducted in each country
• The introduced interventions in each country are not based on a systems approach or they are not applied uniformly throughout the country
Additional information

• About the report: sivak@umich.edu

• About Sustainable Worldwide Transportation: http://www.umich.edu/~umtriswt