

**Technical Report Documentation Page**

1. Report No. UMTRI-2012-1		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Road-Safety Management in Brazil, Russia, India, and China				5. Report Date January 2012	
				6. Performing Organization Code 383818	
7. Author(s) Juha Luoma and Michael Sivak				8. Performing Organization Report No. UMTRI-2012-1	
9. Performing Organization Name and Address The University of Michigan Transportation Research Institute 2901 Baxter Road Ann Arbor, Michigan 48109-2150 U.S.A.				10. Work Unit no. (TRAIS)	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address The University of Michigan Sustainable Worldwide Transportation				13. Type of Report and Period Covered	
				14. Sponsoring Agency Code	
15. Supplementary Notes The current members of Sustainable Worldwide Transportation include Autoliv Electronics, China FAW Group, FIA Foundation for the Automobile and Society, General Motors, Honda R&D Americas, Meritor WABCO, Michelin Americas Research, Nissan Technical Center North America, Renault, Saudi Aramco, and Toyota Motor Engineering and Manufacturing North America. Information about Sustainable Worldwide Transportation is available at <a href="http://www.umich.edu/~umtriswt">http://www.umich.edu/~umtriswt</a> .					
16. Abstract This study examined road-safety management in Brazil, Russia, India, and China (the BRIC countries). The main topics reviewed were recent crash statistics, key governmental agencies in charge of road safety, road-safety programs, influential organizations outside of the government, key research institutes, and major barriers to improvement. The main findings are as follows: (1) Each BRIC country has governmental organizations with responsibilities for road safety. However, none of these countries has a single lead governmental unit responsible for national road safety. (2) The Russian Federation has a strategic road-safety plan, including a specific target for reduction of road fatalities. The strategic safety plan of China is limited to certain types of roads, and it aims to reduce fatality rates per vehicle. In Brazil and India, there is not yet any road-safety plan or road-safety targets. (3) There are several non-governmental organizations involved in road-safety work in Brazil, the Russian Federation, and India, but not in China. (4) Road-safety research is conducted in each of the four countries. (5) All four countries have recently introduced several new road-safety interventions. However, the introduced interventions are not based on a systems approach that would involve comprehensive measures supporting each other, or they are not applied uniformly throughout the country.					
17. Key Words road safety, management, Brazil, Russia, India, China				18. Distribution Statement Unlimited	
19. Security Classification (of this report) None		20. Security Classification (of this page) None		21. No. of Pages 35	22. Price