

ICORSI

Independent Council for
Road Safety International

International Symposium

Road Safety Around the World: Future Concerns

Paris, 19 March 2018



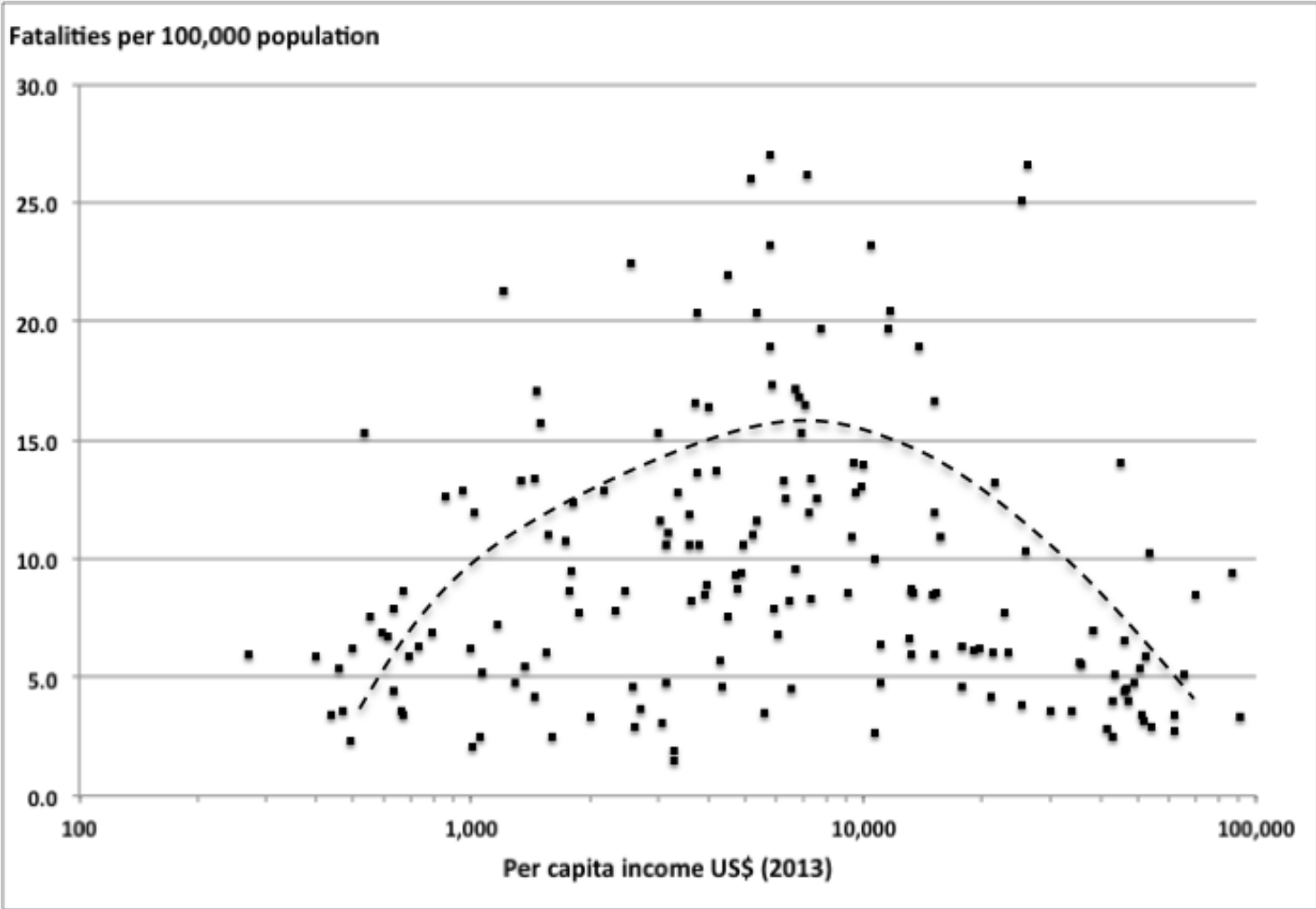
TATA TRUSTS

Dealing with existing theory: national fatality rates, vehicle standards and personal safety

Dinesh Mohan and Brian O'Neill

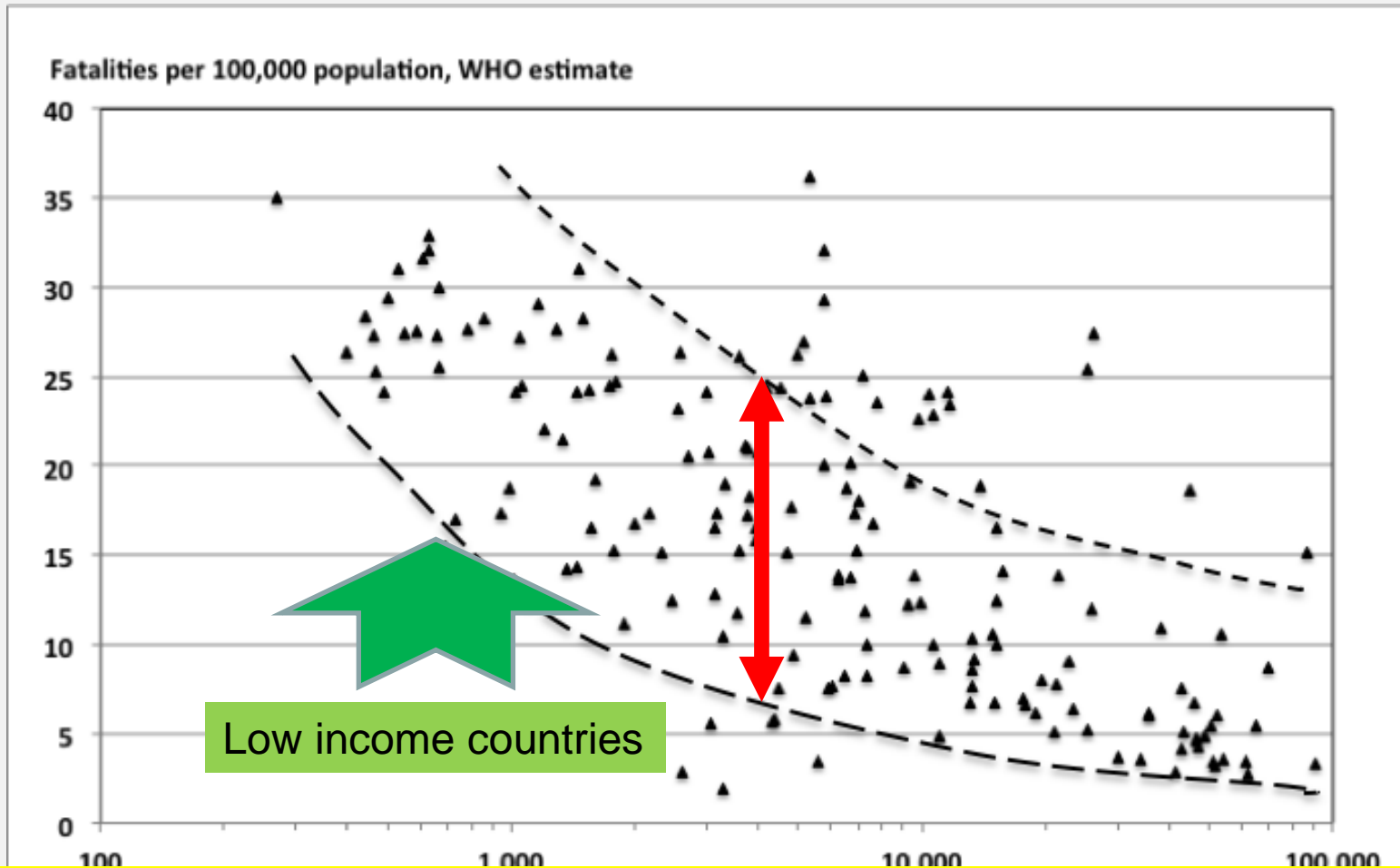
Income & fatality rates

Traditional knowledge



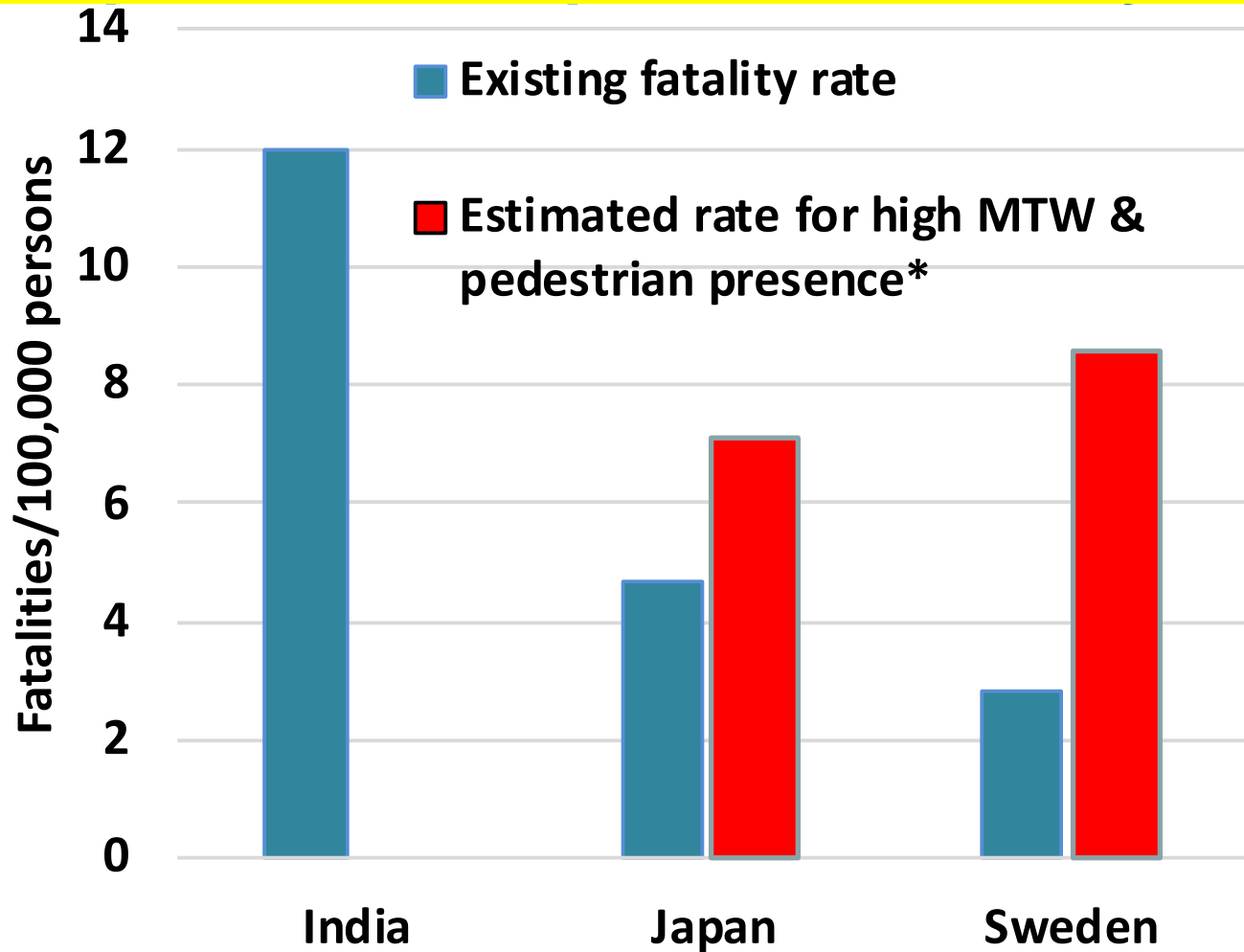
Income & fatality rates

New data



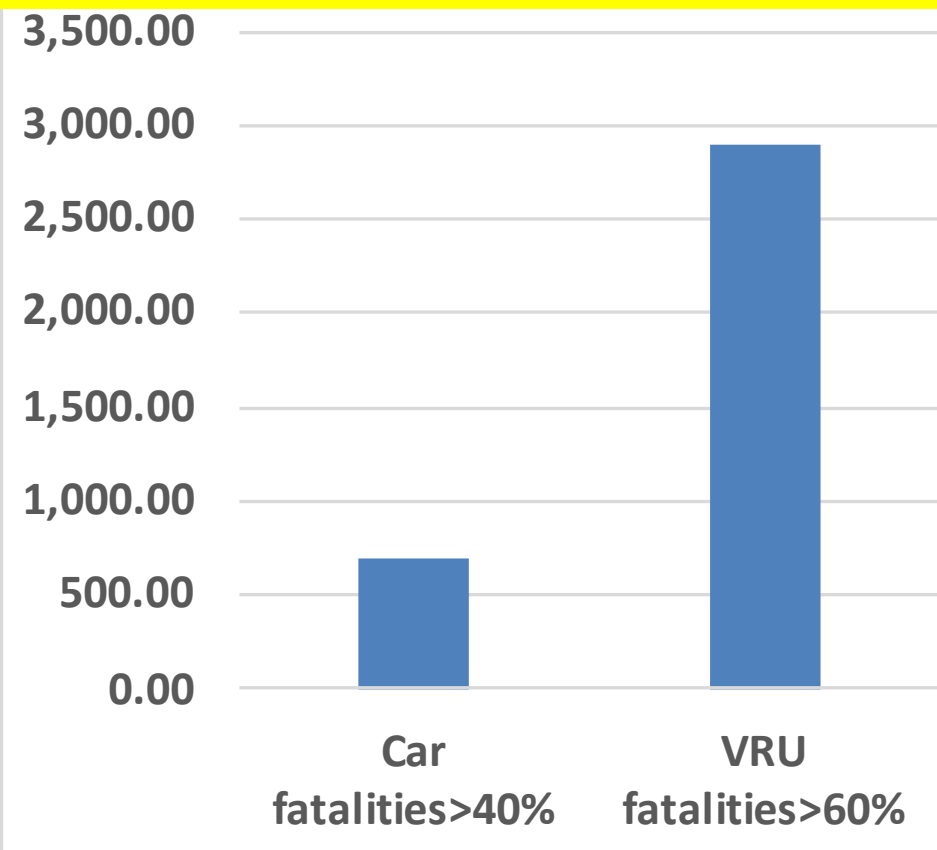
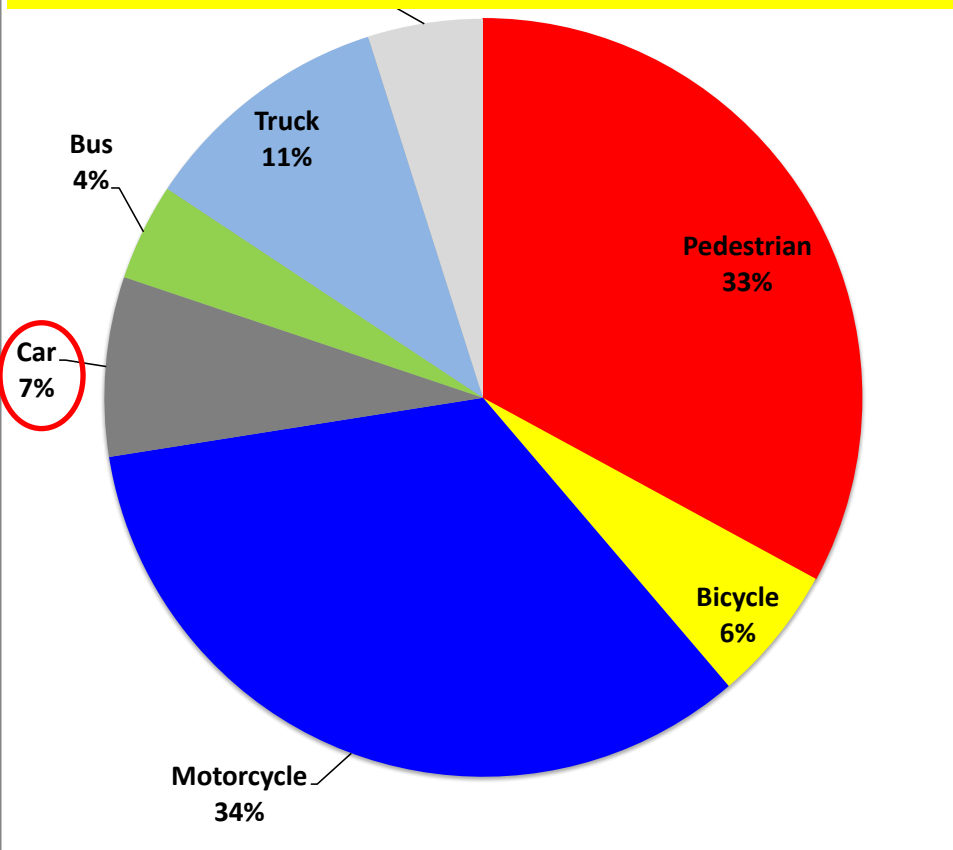
All past assumptions & models wrong
Possible for rates to decrease as incomes increase
Little research on why variation at similar incomes

MUCH OF SAFETY BENEFITS IN HIGHLY MOTORISED COUNTRIES ACHIEVED BY GETTING RID OF PEDESTRIANS AND MOTORCYCLISTS



* If Japan and Sweden had similar modal shares as India (motorcycles & pedestrians) at their existing risk rates

**While it is important to establish the latest vehicle safety standards worldwide, it should be noted that this alone will not reduce overall death rates dramatically
Focus on other vehicles & road design necessary**



If all cars in India satisfied latest NCAP norms today we would reduce deaths by about 5%



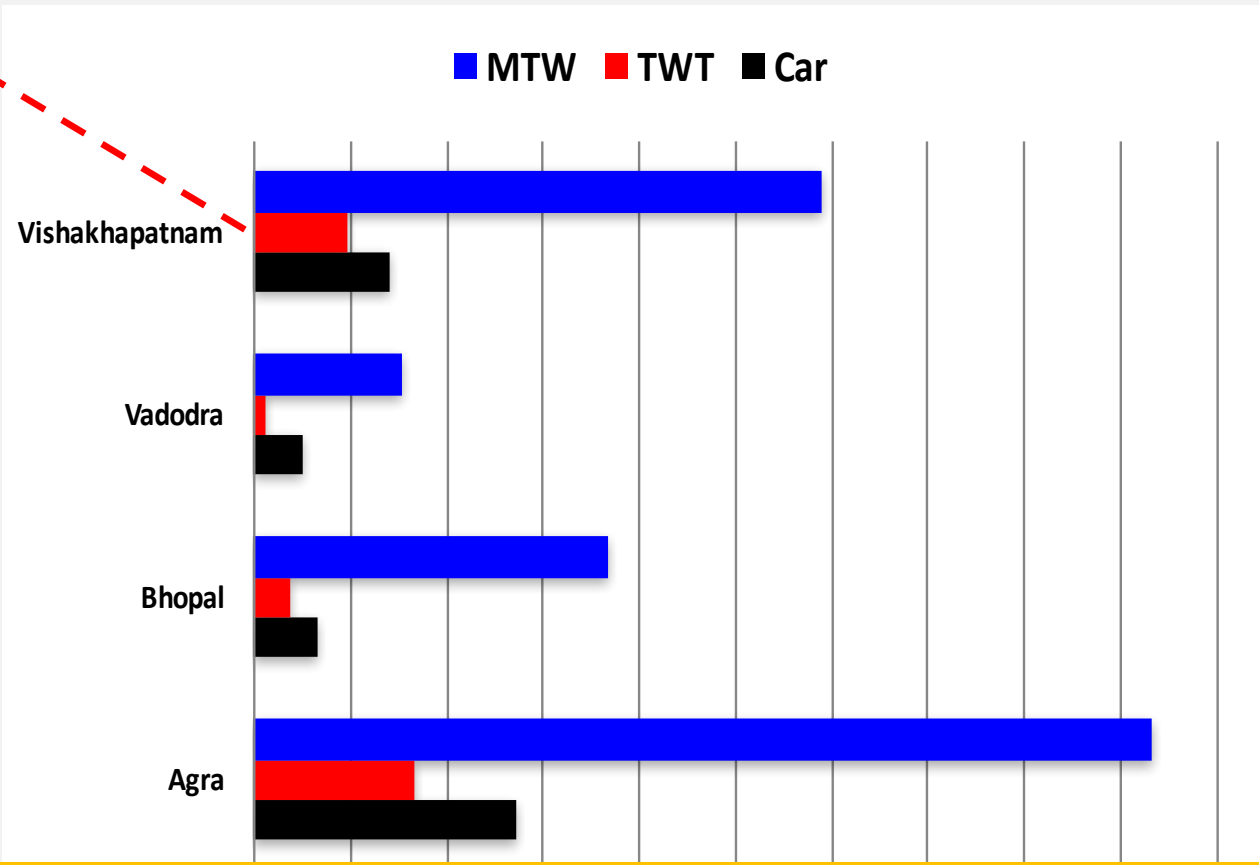
There are many kinds around the world transporting millions of people every day – we can learn from them

Small lightweight vehicles with limited speed capabilities on roads <50 km/h (urban)
-- much lower risk for occupants, pedestrians, bicyclists, and other road-users.



speed vehicles

TWT



Need for detailed research, safer front designs for all vehicles, and new crash standards for low speed vehicles (NCAP?)

Crash avoidance and electronics

For evaluation and further research in LMICs:

- **Speed adaptation/speed control**
- **Automatic Emergency Braking with pedestrian detection**
- **Efficient light systems**
- **Alcohol interlocks**