

A market systems analysis of the U.S. Sport Utility Vehicle market considering frontal crash safety technology and policy

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ABSTRACT

Active safety features and adjustments to the New Car Assessment Program (NCAP) consumer information crash tests have the potential to decrease the number of serious traffic injuries each year, according to previous studies. However, literature suggests that risk reductions, particularly in the automotive market, are often accompanied by adjusted consumer risk tolerance, and so these potential safety benefits may not be fully realized due to changes in consumer purchasing or driving behavior. This article approaches safety in the new vehicle market, particularly in the Sport Utility Vehicle and Crossover Utility Vehicle segments, from a market systems perspective. Crash statistics and simulations are used to predict the effects of design and policy changes on occupant crash safety, and discrete choice experiments are conducted to estimate the values consumers place on vehicle attributes. These models are combined in a market simulation that forecasts how consumers respond to the available vehicle alternatives, resulting in predictions of the market share of each vehicle and how the change in fleet mixture influences societal outcomes including injuries, fuel consumption, and firm profits. The model is tested for a scenario where active safety features are implemented across the new vehicle fleet and a scenario where the U.S. frontal NCAP test speed is modified. While results exhibit evidence of consumer risk adjustment, they support adding active safety features and lowering the NCAP frontal test speed, as these changes are predicted to improve the welfare of both firms and society.

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1. Introduction

Automotive crash safety in developed nations has improved considerably in recent decades, due in large part to advanced vehicle structure and restraint system designs, innovative active safety features, and more stringent regulatory standards. These advances are often modeled computationally to estimate their impacts on occupant injuries, fatalities, and other vehicle-related outcomes that are of interest to society like fuel consumption, costs, and travel time. Actual safety improvements often fall short of model-based estimates due to the complex ways that vehicle users react to changes in designs, prices, and policies. Previous research suggests that when design improvements reduce a user's risk of injury, that user will make a behavioral adjustment in a way that typically increases his or her risk, thereby diminishing some of the expected safety improvement (Peltzman, 1975; Graham and Garber, 1984). Some researchers argue that this behavioral adjustment, known as "risk compensation," completely offsets any anticipated safety

benefit (Wilde, 1998), a widely contested phenomenon known as "risk homeostasis" (O'Neill and Williams, 1998).

This article discusses the development of a market systems modeling framework that incorporates safety considerations in both engineering attributes and consumer choice within the Sport Utility and Crossover Utility Vehicle (SUV/CUV) market in the United States. The paper links engineering analyses and estimation of consumer demand for vehicles. This approach lays a foundation for understanding how vehicle attributes, including safety, attract consumer demand and thereby influence the composition of the consumer vehicle fleet. Vehicle frontal crashworthiness modeling is used to link observed vehicle attributes with on-road injury probabilities. A discrete choice experiment (Louvière et al., 2000) is conducted to understand heterogeneous consumer preferences for new SUV and CUV models. The crashworthiness model and the consumer choice model are combined to project expected safety outcomes by simulating the behavior of utility-maximizing consumers as they choose new vehicles from the available options in the market. Results are examined for the business-as-usual case and compared with posited scenarios in which (1) implementation of new active safety measures changes the distribution of speeds at which crashes occur on the roadways, and (2) modifications to the U.S. NCAP consumer information frontal crash test speed influence

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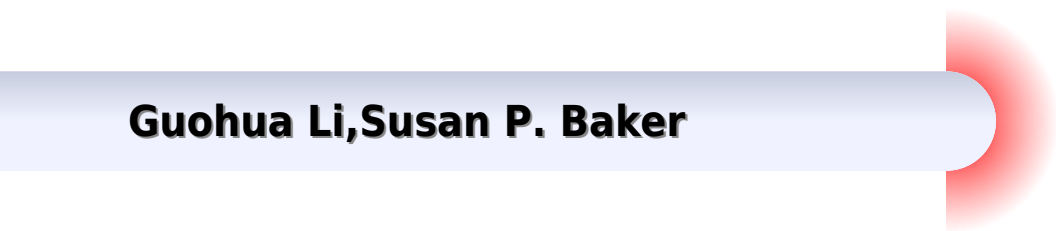
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Transportation Accident Analysis and Prevention Anton de Smet, 2008 This book is dedicated to research on transportation accidental injury and damage including the pre injury and immediate post injury phases It also includes studies of human environmental and vehicular factors influencing the occurrence type and severity of transportation accidents and injury the design implementation and evaluation of countermeasures biomechanics of impact and human tolerance limits to injury modelling and statistical analysis of accident data policy planning and decision making in safety and prevention of traffic accidents Accident: analysis and prevention , 1969 Transport Planning and Traffic Safety Geetam Tiwari, Dinesh Mohan, 2018-09-03 In recognition of the importance of road safety as a major health issue the World Health Organization has declared 2011 2021 the Decade of Safety Action Several countries in Europe North America and Asia have been successful in reducing fatalities and injuries due to road traffic crashes However many low income countries continue to experience high rates of traffic fatalities and injuries Transport Planning and Traffic Safety Making Cities Roads and Vehicles Safer offers a source book for road safety training courses as well as an introductory textbook for graduate level courses on road safety taught in engineering institutes It brings together the international experiences and lessons learned from countries which have been successful in reducing traffic crashes and their applicability in low income countries The content is based on lectures delivered during an international course on transportation planning and traffic safety sponsored annually by the Transportation Research and Injury Prevention Programme TRIPP at the Indian Institute of Technology Delhi The book is interdisciplinary and aimed at professionals traffic and road engineers vehicle designers law enforcers and transport planners The authors examine trends in performance of OECD countries and highlight the public health and systems approach of traffic safety with the vulnerable road user in focus Topics include land use transportation planning mobility and safety safety education and legislation accident analysis road safety research human tolerance to injury vehicle design safety in construction zones safety in urban areas traffic calming public transportation safety laws and policies and pre hospital care of the injured *The Transport System and Transport Policy* Bert van Wee, Jan A. Annema, David Banister, Baiba Pudāne, 2023-08-14 This extensively updated textbook introduces the transport system and its societal impacts in a holistic and multidisciplinary way A timely second edition it includes new analyses of travel behaviour and the transport system s impacts on health and well being **Journal of Transportation and Statistics** , Handbook of Traffic Psychology Bryan E. Porter, 2011-06-22 The Handbook of Traffic Psychology covers all key areas of research in this field including theory applications methodology and analyses variables that affect traffic driver problem behaviors and countermeasures to reduce risk on roadways Comprehensive in scope the methodology section includes case control studies self report instruments and methods field methods and naturalistic observational techniques instrumented vehicles and in car recording techniques modeling and simulation methods in vivo methods clinical assessment and crash datasets and analyses Experienced

researchers will better understand what methods are most useful for what kinds of studies and students can better understand the myriad of techniques used in this discipline Focuses specifically on traffic as opposed to transport Covers all key areas of research in traffic psychology including theory applications methodology and analyses variables that affect traffic driver problem behaviors and countermeasures to reduce the risk of variables and behavior Contents include how to conduct traffic research and how to analyze data Contributors come from more than 10 countries including US UK Japan Netherlands Ireland Switzerland Mexico Australia Canada Turkey France Finland Norway Israel and South Africa

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they deal with the intersection of the human and the system Moreover many of the chapter topics cross section boundaries for instance by focusing on function allocation in NextGen or on the safety benefits of a tower controller tool This is in keeping with the systemic nature of the problems facing human factors experts in rail and road aviation and maritime research it is becoming increasingly important to view problems not as isolated issues that can be extracted from the system environment but as embedded issues that can only be understood as a part of an overall system

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