

ITF/OECD Working Group Implementation of a Safe System

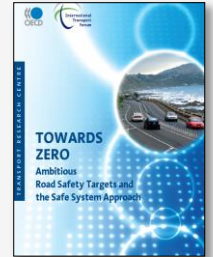


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ITF/OECD Working Group Implementation of a Safe System

- Follow up of the TOWARDS ZERO project
- Objectives :
 - to collect and analyse experiences of countries having adopted a safe system approach or principles of such a system
 - review and document the processes for implementing a safe system, at different levels of a jurisdiction;
 - identify barriers for implementation;
 - provide guidelines for policy makers in their efforts to implement a safe system.



Members of the Working Group

- **Chair:** Iain Cameron, Australia, Chair of Austroads Task Force on Road Safety
- Experts from **23 countries**
- Participation of IRAP, WHO, World Bank, GlobalNCAP, FIA foundation, FIA.
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Argentina	Denmark	Israel	New Zealand	Sweden
Australia	France	Italy	Poland	Switzerland
Belgium	Germany	Japan	Russia	United States
Canada	Greece	Mexico	Serbia	
Chile	Ireland	Netherlands	Spain	

4 Main Principles

1. Humans make mistakes that lead to road crashes;
 2. The human body, by nature, has a limited ability to sustain crash forces;
 3. All road users, road managers and vehicle manufacturers have a shared responsibility to take appropriate actions to ensure that road crashes do not lead to fatal or serious injuries; and
 4. All parts of the system need to be strengthened – roads and roadsides, speeds, vehicles and road use – so that if one part fails, other parts will still protect all people involved.
- There is no “unique” approach to Safe system, but rather a variety of approaches relying on these four common principles.

Main elements of the report

- Why a Safe System approach
- The four fundamental principles
- Journeys towards a Safe System
 - Experiences of NL, Sweden, W. Australia, NZ, Japn, DK, France
 - Commonalities, differences, lessons learnt
- Implementing a Safe System approach – from principles to practice
 - Required preconditions
 - Defining objectives and ambition
 - Selecting and implementing interventions
- Safe system in practice
 - Design principles
 - Safe road use principles
 - Vehicle design and operation
 - Infrastructure design and operation
 - Speed management
 - Post crash response
 - Capacity building ; Developing business case
- Safety Culture at national, regional, local and organisational levels

Next Steps

- **Seminar, Brasilia, 17 November 2015**
 - Joint ITF/IRAP/GLOBALNCAP Seminar « **Halving road deaths and injuries by 2020 and the journey towards Vision Zero**”
 - To discuss how the safe system approach can help achieve the UN’s 2020 target
- Publication of a final report, second Semester 2016

IRTAD Group on Traffic Safety Data and their Analysis

- 3 forthcoming reports
- Why road safety improves when economic times are hard :
 - Modelling by Rune Elvik
 - 2/3 of the fatality reduction in 2008-10 can be attributed to economic downturn
- Road infrastructure safety management
 - Description of available tools to assess road safety performance (safety audits, Road assessment programmes, etc)
- 2015 Annual report on Road Safety Performance
 - Detailed reports from 38 countries
 - Shift of priority : from fatalities on rural roads to KSI of vulnerable road users in urban areas
- IRTAD and the cities
 - Development of a network of safety expert and database at city level

Joint ITF/FIA project

Road safety benchmarking in Latin America

- 10 countries: Argentina, Brazil, Chile, Colombia, Costa Rica, Cuba, Equateur, Mexico, Paraguay, Uruguay
- Inspired from the European SUNFLOWER project
- Based on available data
 - Crash data
 - Safety performance indicators
 - Road user behaviours (speeding, drink driving, helmet, seatbelt)
 - Vehicle
 - Infrastructure (co-operation with IRAP)