

Safe System Implementation ITF working groups

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Transport Community, 11th technical committee on Road Safety



Intergovernmental Organisation

- 64 member countries on five continents (24 non-OECD),
Administratively integrated with OECD politically independent
- Only transport body with a mandate for all modes





Think Tank

- Policy-relevant research and analysis
- Modelling, data and statistics
- Collaborative projects with world experts

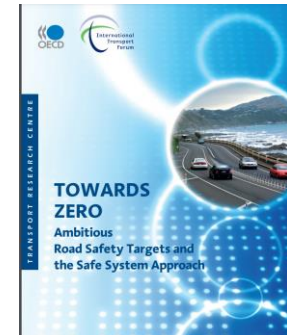
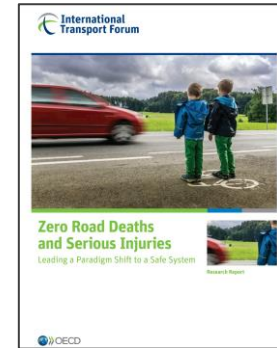


The Annual Summit

- Held every May in Leipzig (Germany) on a strategic theme
- Ministers are joined by business leaders, civil society, international organisations, research community
- Outputs help guide transport policy in member countries

What is the Safe System ?

- Theory from previous ITF reports (2008 and 2016).
- Based on the ethical perspective that no one should be killed or seriously injured in a road crash and on key principles:
 - People make mistakes that can lead to road crashes.
 - The human body has a limited physical ability to tolerate crash forces before harm occurs
 - A shared responsibility exists amongst those who design, build, manage and use roads and vehicles and provide post-crash care to prevent crashes resulting in serious injury or death
 - All parts of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected.



Comparing a Safe System approach to a more traditional approach

	Traditional road safety policy	Safe System
What is the problem?	Prevent all crashes	Prevent fatal and serious injury crashes
What is the appropriate goal?	Reduce the number of fatalities and serious injuries	Zero fatalities and serious injuries
What are the major planning approaches?	Reactive to incidents Incremental approach to reduce the problem	Proactively target and treat risk Systematic approach to build a safe road system
What causes the problem?	Non-compliant road users	Inconsistent guidance to users (e.g. varying quality of infrastructure, operating speeds).
Who is ultimately responsible?	Individual road users	Shared responsibility by individuals with system designers
How does the system work?	Isolated interventions	Combination of elements to produce a summary effect greater than the sum of the individual treatments



Safe System Implementaton

- Just released “the Safe System approach in action” prepared by a joint ITF/WB Working Group.
- New Working Group “Advancing the Safe System”, focusing on ongoing pilot projects.



**The Safe System
Approach in Action**




Research Report

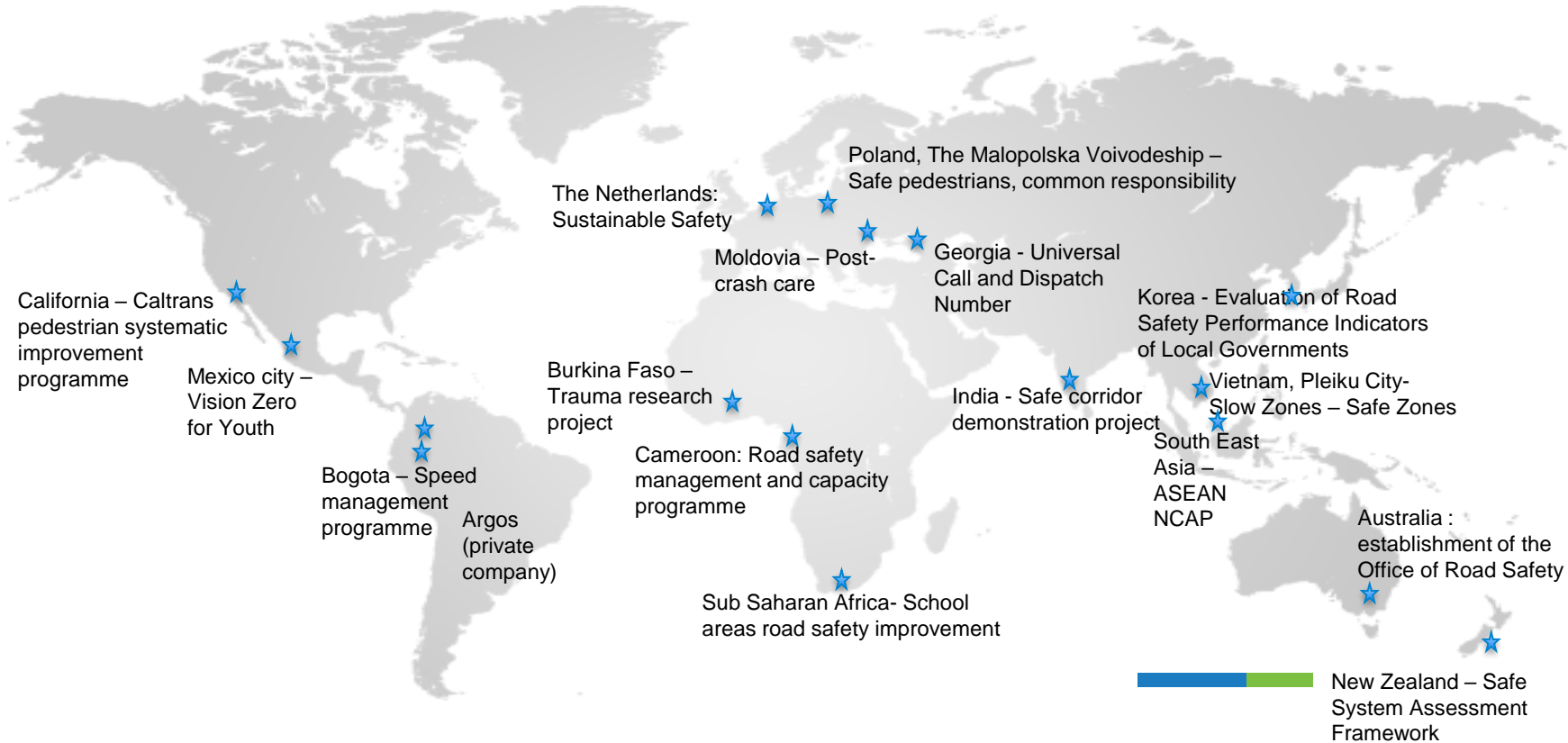
The Safe System Approach in action: An experience-based guide to enhance road safety

- The report provides experience-based guidance on the practical implementation of the Safe System approach.
- Based on 17 case studies: lessons of relevance for Safe System implementation
- Development of a framework to define Safe System components for projects, regions, countries or organisations, and map improvements.

<https://www.itf-oecd.org/safe-system-approach-action-experience-based-guide-enhanced-road-safety>



The 17 case studies



Ingredients for successful first steps from the case studies

- emergence of 'champions' that drive forward road safety activity
- focusing on key road user groups (e.g. children) and high risk locations
- engagement with NGOs, the media, local communities, and other stakeholder groups
- starting with small-scale pilots or demonstration projects
- identifying 'win-win' situations with other policy areas



The Safe System framework: Matrix with 3 dimensions



	Road-safety pillar					
Key component	Road-safety management	Safe roads	Safe vehicles	Safe speeds	Safe road-user behaviour	Post-crash care
1. Establish institutional governance						
2. Share responsibility						
3. Strengthen all pillars*						
4. Prevent exposure to large forces						
5. Support safe road-user behaviour						

For each cell:
three levels of implementation
:

- Emerging
- Advanced
- Mature

New Working Group: Advancing the Safe System

1. To enhance (improve, validate) the framework, by

1. checking how the framework can help enhance the pilots,
2. describing in what sense the framework fails to do so.

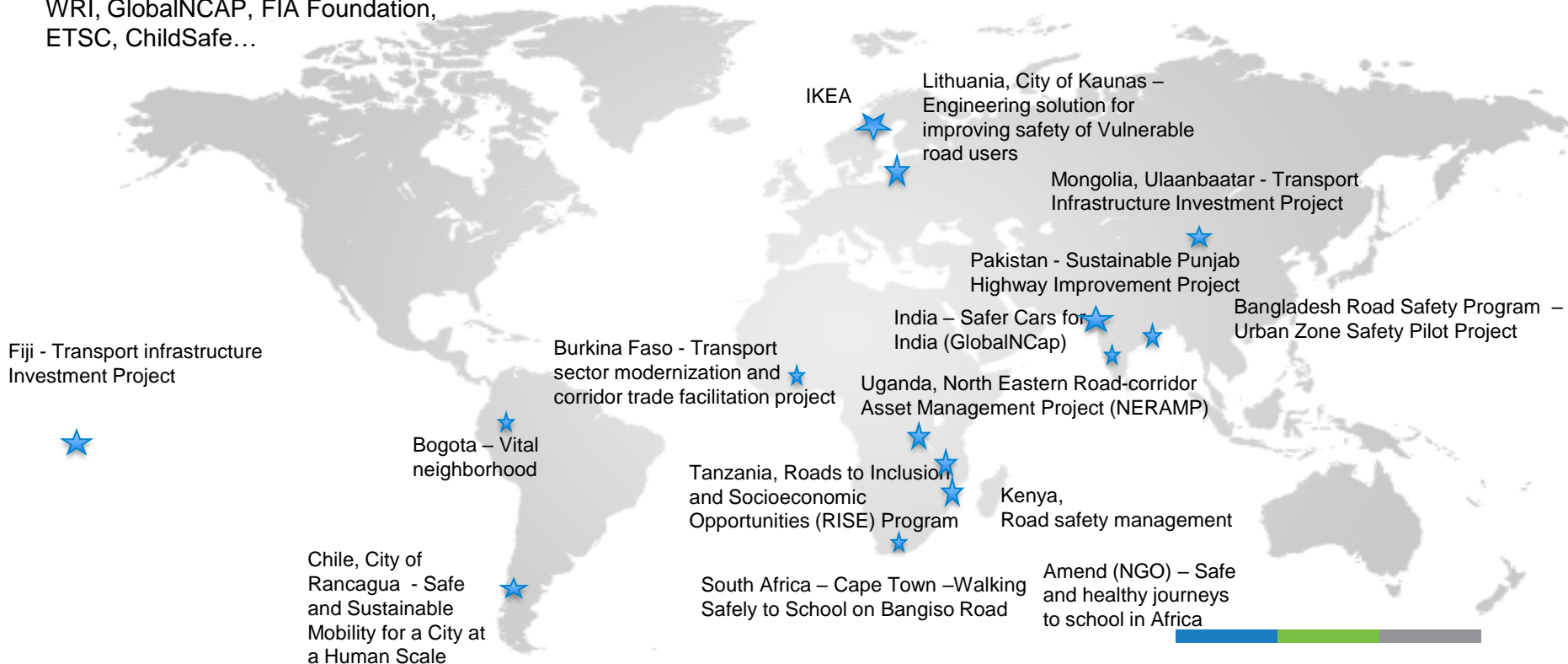
=> Produce a practical web-based tool.

2. To assist pilot project owners in integrating more safe system components in their projects and in monitoring progress



The 14 pilots

Co-operation with WB, ADB, IRAP,
WRI, GlobalNCAP, FIA Foundation,
ETSC, ChildSafe...



Thank you