

Road Safety

***Management of
Traffic Safety***

Ylva Berg

**Swedish Transport
Administration**



TRAFIKVERKET



Sweden 2011

Inhabitants 9.4 million

Vehicles 4.8 million

Drivers licences 5.9 million

Killed in road traffic

~ 320 (345 incl. suicides)

Killed in rail traffic

~ 20 (100 inkl. suicides)

Vision Zero Safety philosophy

- Inspiration from other areas (i.e. occupational health and safety)
- Ethical approach to safety
- People make errors, mistakes and misjudgements
- There are biomechanical tolerance limits



Traditional approach	Vision Zero approach
Accidents	Injuries
Individual road user behavior	The system is not designed according to human capability and human tolerance against external violence – in other words what the human body can stand.
Road user has primary responsibility	System designer has primary responsibility
Change individual road user behavior	Change the environment (road environment, vehicles, social environment)
Risk reduction	Eliminate fatalities and serious injuries

The vision requires a "vision zero management" and new stakeholders are included...

- Politicians
 - Road network responsible
 - The Police
 - **Vehicle manufacturers**
 - **Private companies, public entities who buy transport services and vehicles**
 - **Health sector, Working environment sector**
 - **Insurance companies etc**
- 
- Traditional

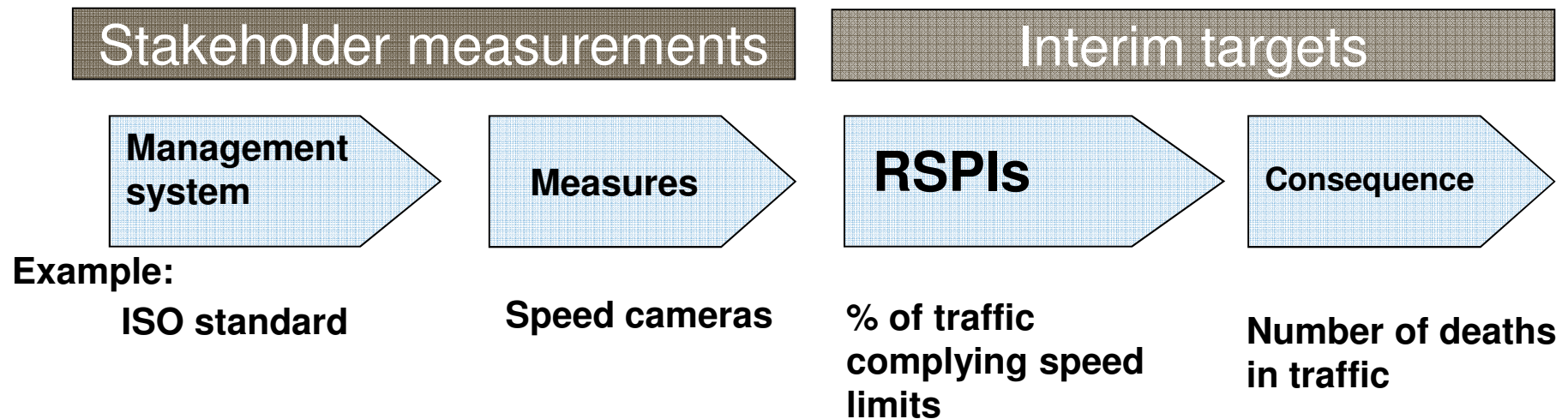
Management by objectives

- Collaboration between stakeholders – everybody shares the same goal
- Monitoring of road safety performance indicators for better evaluation
- Annual follow up of results

Cooperation at conception

- Swedish Road Administration
- National Police Board
- Sweden's municipalities and county councils
- Toyota Sweden AB
- Folksam (insurance company)
- National Society for Road Safety (NGO)
- Ministry of Enterprise, Energy & Communications
- Swedish Work Environment Authority
- Swedish Taxi Association
- Swedish Bus & Coach Federation
- Swedish Association of Road Haulage Companies

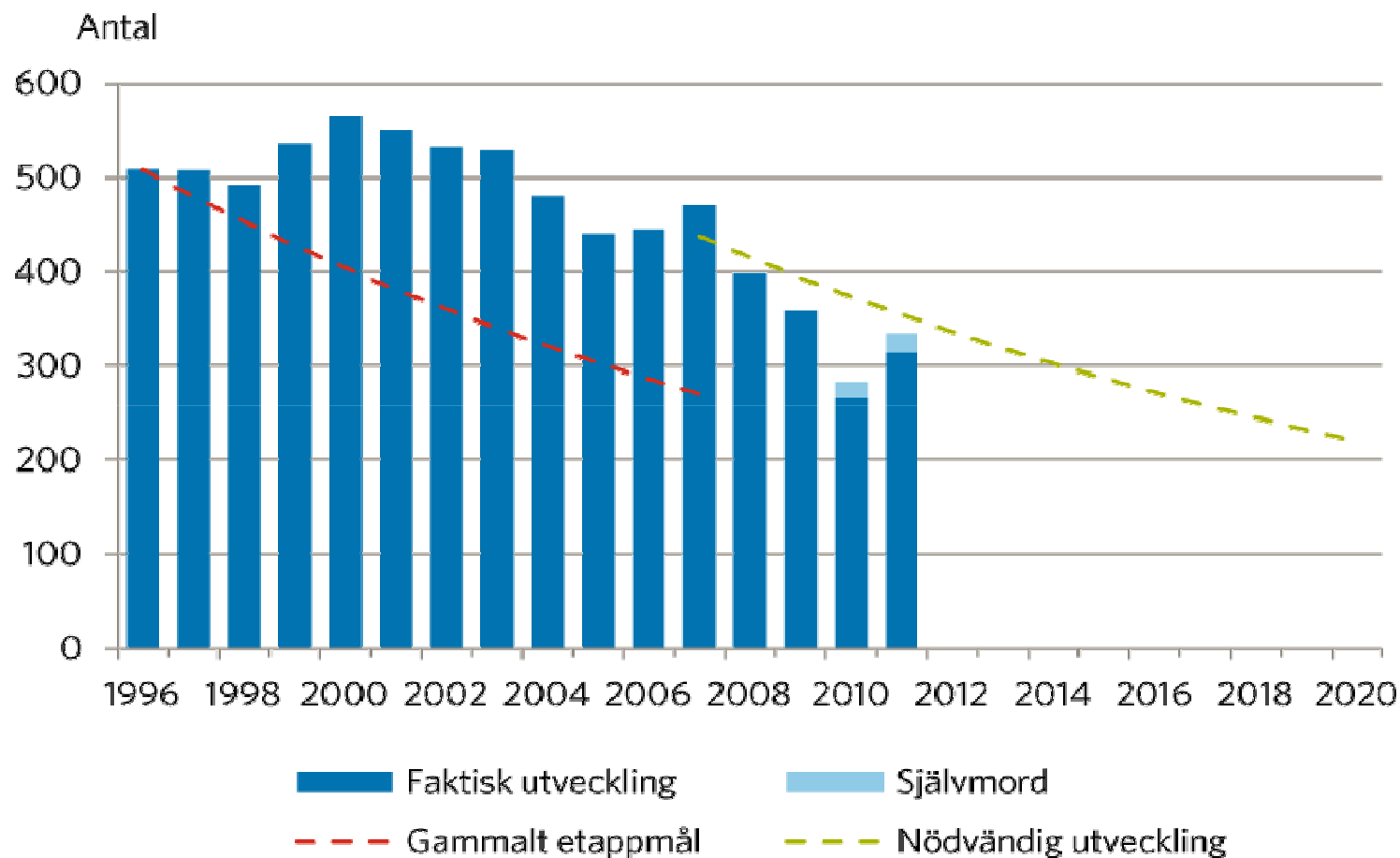
Monitoring road safety development



13 Road safety performance indicators

1. Speed compliance, rural roads
2. Speed compliance, urban roads
3. Sober traffic
4. Seat belt use
5. Helmet use
6. Safe vehicles (passenger cars, motorcycles, mopeds)
7. Safe heavy trucks
8. Safe state roads
9. Safe municipal streets: pedestrian passages across streets
10. Safe municipal streets: crossings
11. Quick and adequate care
12. Rested drivers
13. High valuation of road safety among people

Number of road fatalities, 1996-2011



Källa: STRADA, Transportstyrelsen

Annual Result conferences

- Presentation of analysis results – are we making progress fast enough to reach our target?
- Presentation of stakeholder activities
- Interim targets may be revised and adjusted

The road transport system is an open and complex system...

Infrastructure

Vehicles

Road

Transportation of goods and passengers

Road users during the execution of their duties

Corporations and organizations

Regulatory framework

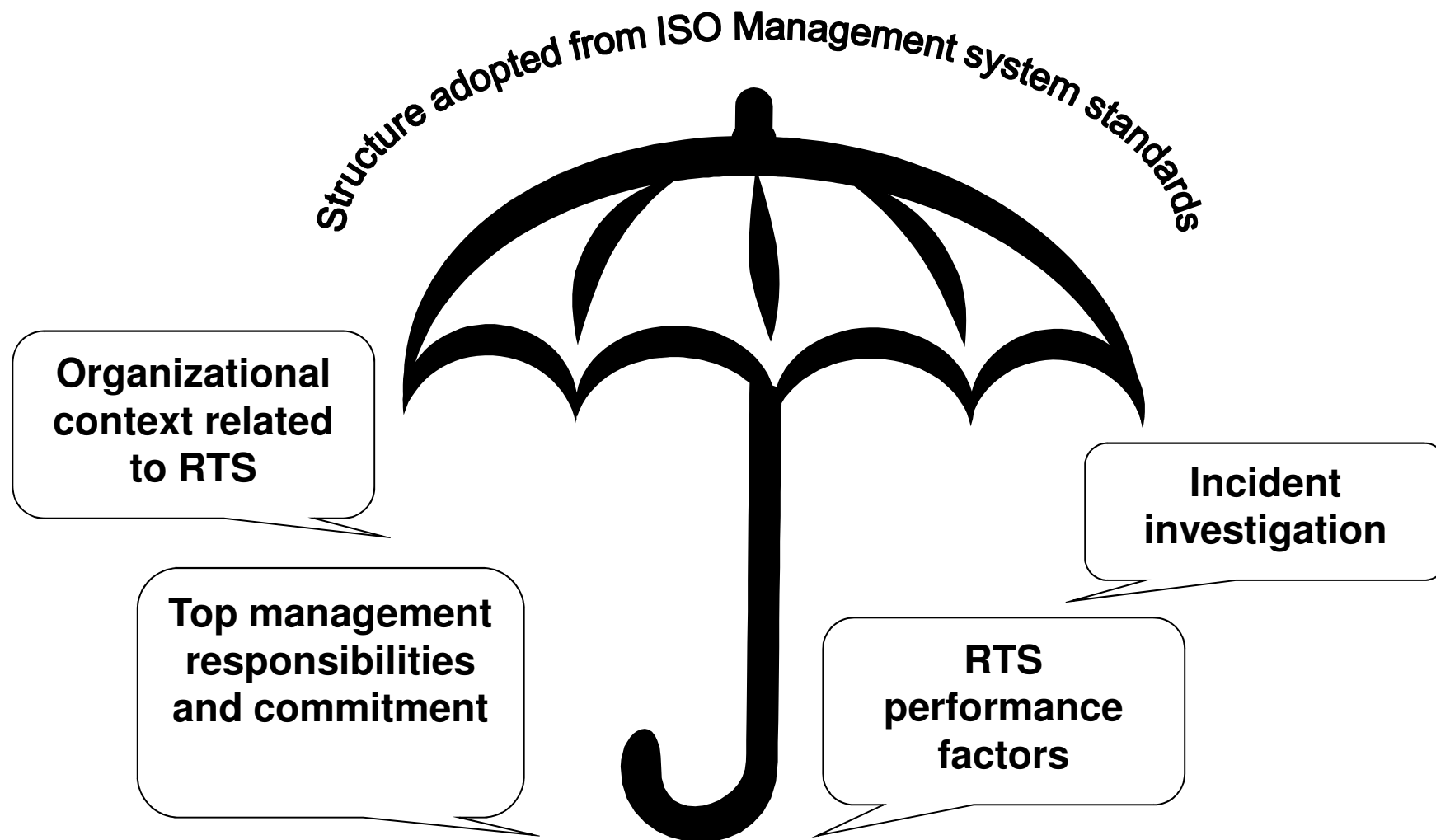
Monitoring

Etc..



...This is where ISO 39001 comes in!

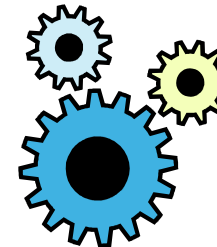
Overall structure and unique elements of ISO 39001 draft standard



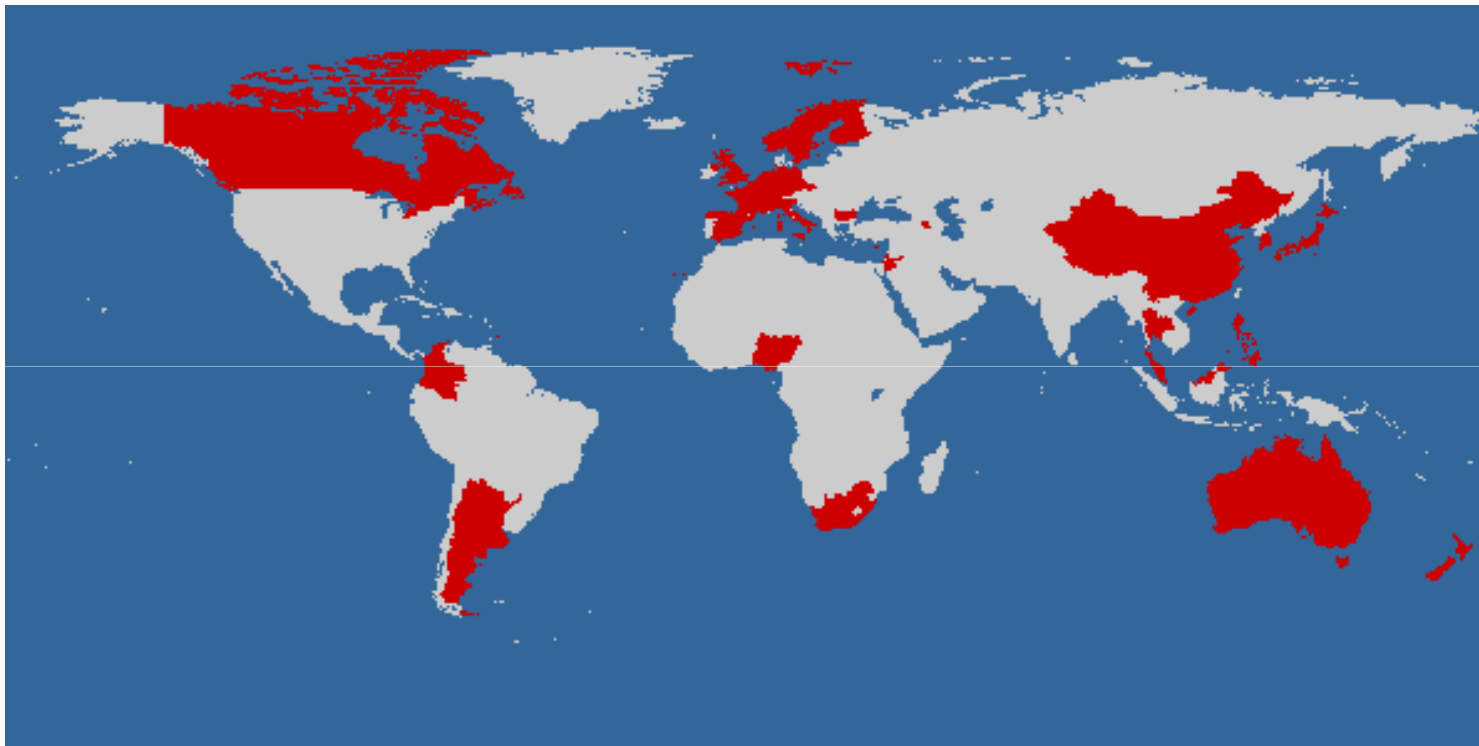
An ISO management system standard ...



- is a voluntary tool for organizations to work systematically with specific issues (Environment, Quality, Food safety, Road Traffic Safety etc.).
- is often based on the concept of *continual improvement* – PDCA cycle and *process approach*.
- does not specify any specific technical solution or minimum requirements and is flexible and adaptable to the needs and resources of each specific organization



Global participation
32 member countries = 14%





Thank you for your attention!

Ylva Berg

Ylva.berg@trafikverket.se

0046 (0) 10 123 58 37

0046 (0) 702 22 01 33