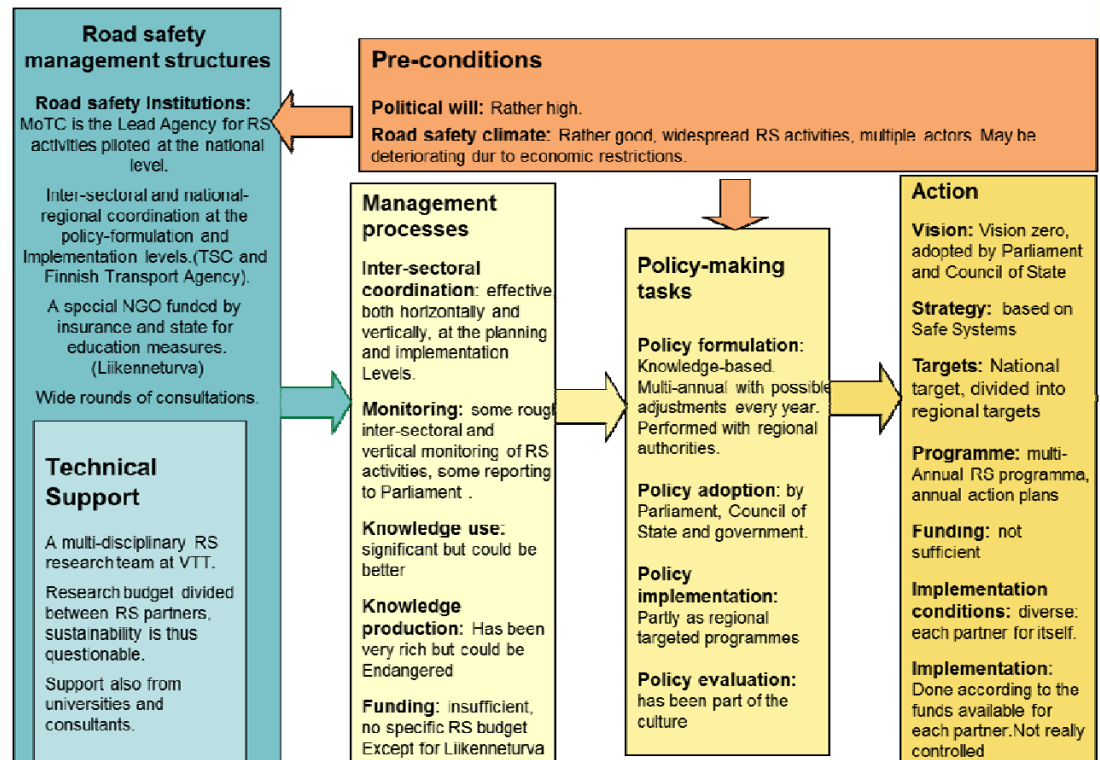


# Road Safety Management Profile

## Finland

### Overview

Figure 1 summarises “good practice” elements, lack of such elements and peculiarities concerning structures, processes, policy-making tasks and outputs. These are based upon the investigation model developed within the DaCoTA research project, and the related questionnaire responses of at least one governmental representative and one independent expert in each country.



**Figure 1.** Overview of road safety management good practice elements in Finland - 2010 (Sources: [1],[2])



# Road Safety Management Profile - Finland

## Structures, processes and outputs

In Figure 2, road safety management structures, work processes and outputs in Finland are described according to the policy-making cycle (agenda setting, policy formulation, adoption, implementation and evaluation). Focus is on the national organization and the relations between national and regional/local structures.

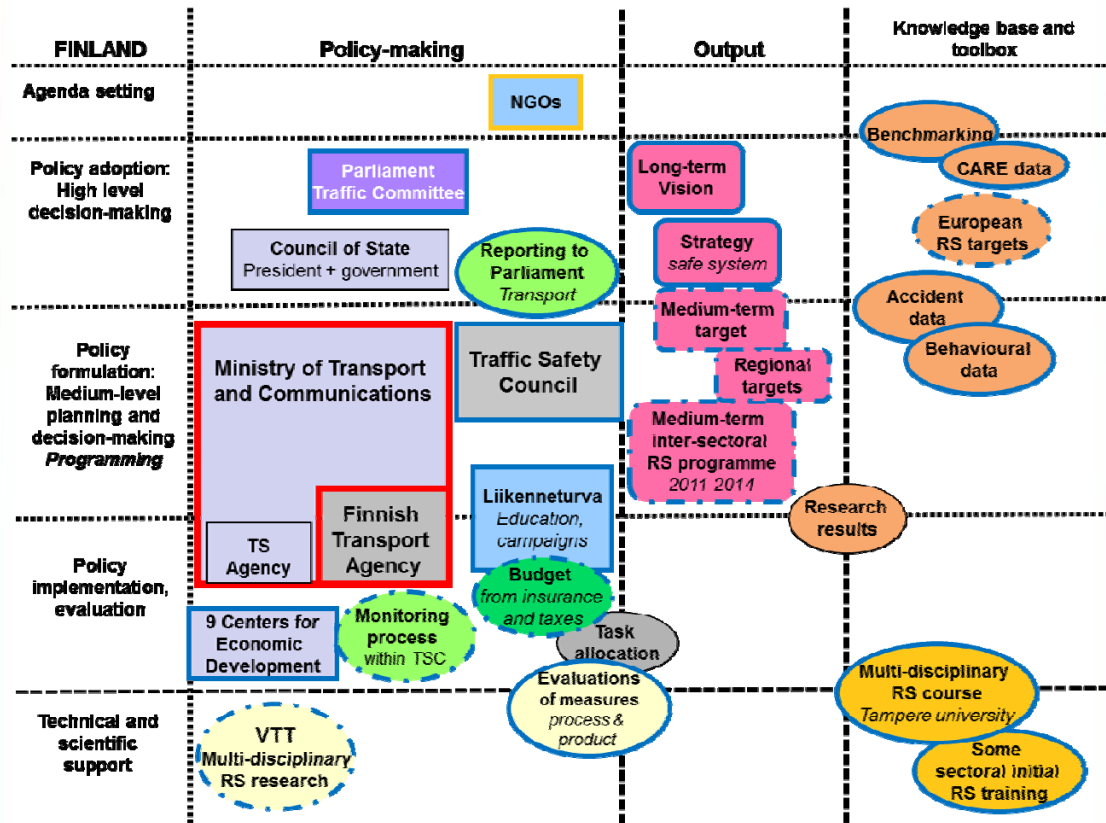
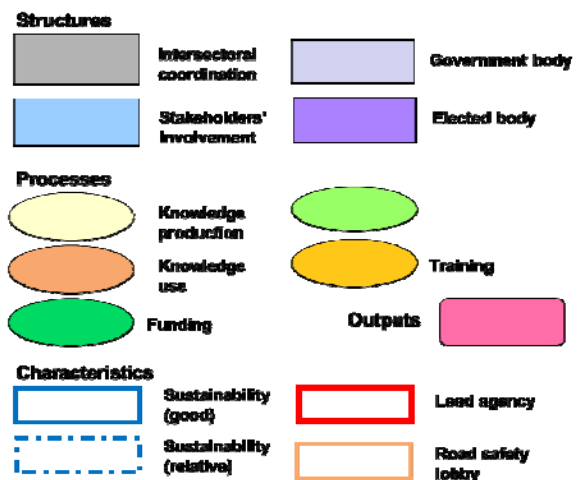


Figure 2. Structures, processes and outputs in Finland - 2010 (Sources: [1],[2])

### Legend



# Road Safety Management Profile - Finland

## Good practice “diagnosis”

The existing RS management structures and processes in Finland were set against the “most complete RS management system” which would be obtained for a country fulfilling all the “good practice” criteria [1] (see Appendix).

Diagnosis: Finland	
“Good practice” elements	<ul style="list-style-type: none"> <li>✓ Determining role of Parliament in stimulating Road Safety management and adopting policy orientations.</li> <li>✓ Road safety policy is integrated into transport policy.</li> <li>✓ Emphasis on national/regional cooperation.</li> <li>✓ A consultative inter-sectoral structure for policy-formulation, including regional/local authorities and one NGO in charge of education and campaigns (Liikenneturva).</li> <li>✓ Broad consultation of stakeholders before major decisions.</li> <li>✓ The Finnish Transport Agency performs inter-sectoral coordination as well as “vertical” coordination (between the national and regional levels) for operational road safety activities.</li> <li>✓ Liikenneturva is individually funded from government budget and the insurance sector.</li> <li>✓ Mostly knowledge-based policy-making.</li> <li>✓ A long-term “vision” voted in Parliament.</li> <li>✓ A long term strategy and a medium term road safety programme adopted by the government.</li> <li>✓ Evaluation of safety measures is current practice.</li> <li>✓ Availability of multi-disciplinary research teams.</li> <li>✓ Large opportunities for multi-disciplinary and disciplinary training from universities.</li> </ul>
Elements needing improvement	<ul style="list-style-type: none"> <li>✓ The main coordinating structure for policy formulation and implementation is only consultative and reports to the Ministry of Transport (not to the higher decision-making level).</li> <li>✓ Consultation of non-governmental stakeholders does take place but is informal.</li> <li>✓ No integrated road safety observatory.</li> <li>✓ No budget estimate for the action programme.</li> <li>✓ No global identifiable road safety budget, funding for road safety measures is insufficient in all areas.</li> <li>✓ Some monitoring and reporting to Parliament, but insufficient to ensure control of implementation activities.</li> <li>✓ The relationship between research and practice is not as good as it used to be.</li> <li>✓ No coordinated research budget, sustainability of research funding questionable.</li> <li>✓ No training plan for road safety actors.</li> </ul>



# Road Safety Management Profile - Finland

## Appendix

The most complete RS management system which would be obtained for a country fulfilling all the "good practice" criteria identified, were used as a reference (Figure 3).

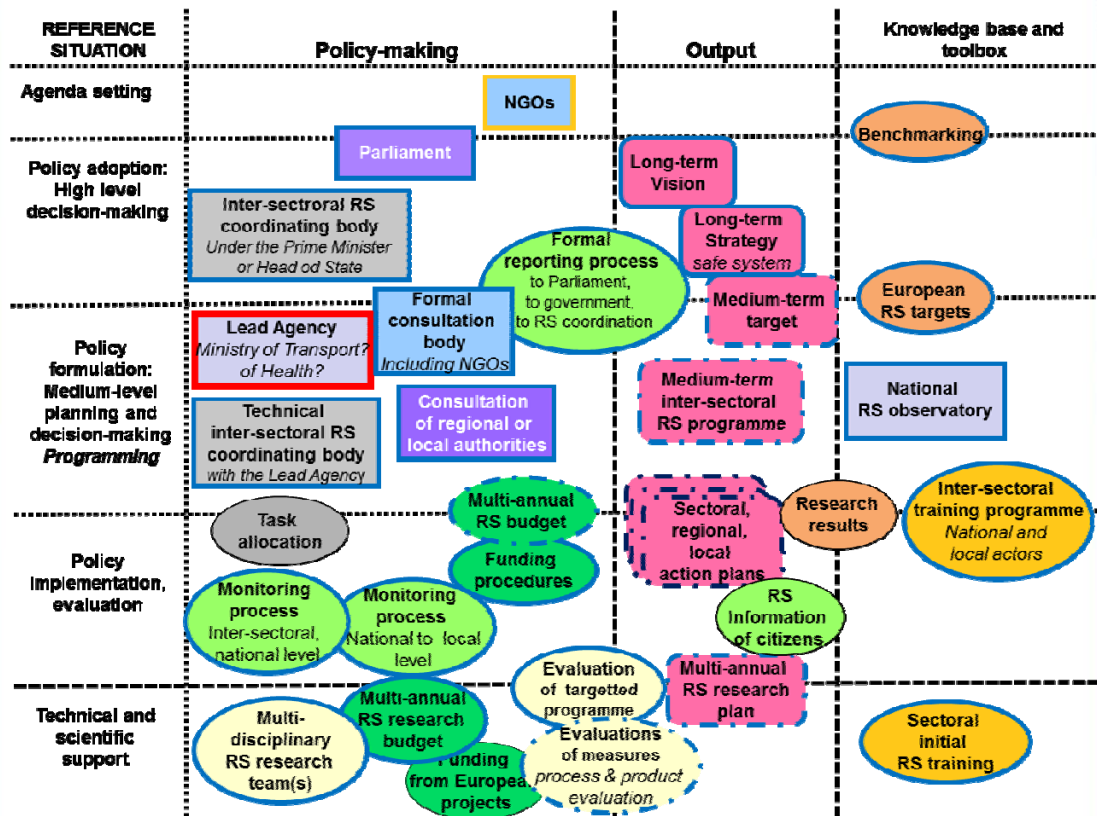
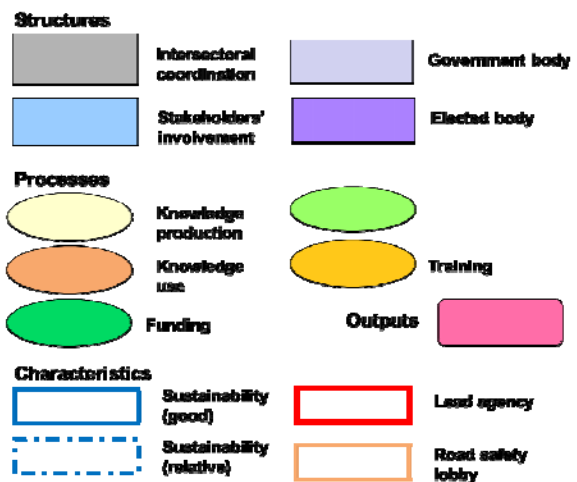


Figure 3. Reference country profile (Sources: [1],[2])

### Legend



# Road Safety Management Profile - Finland

## References

- [1] Muhlrad, N, Gitelman V, Buttler I. (Eds) et al. (2011) Road safety management investigation model and questionnaire, Deliverable 1.2 of the EC FP7 project DaCoTA.
- [2] Papadimitriou, E, Yannis G., Dupont E., Muhlrad N., Gitelman V., Butler I. et al. (2012) Analysis of road safety management in the European countries, Deliverable 1.5 Vol.II of the EC FP7 project DaCoTA.

### **Disclaimer**

- This profile concerns a ‘snapshot’ of the road safety management system. As some countries are already undergoing an evolution process, the current situation may already be different for an observer from what was described by the experts interviewed in the first quarter of 2010.
- The results are based on both the coded answers to the questionnaire and the comments from the experts interviewed. A thorough cross-analysing of the comments from both the governmental and the independent experts proved to clarify the final picture of a country’s situation.
- As English had to be used as the common language for the analyses, the comments and observations provided by the persons interviewed had to be translated from their home language; particular care was taken so that the names or titles of the national structures described are entirely accurate

