



Road Safety Management Summary

2018



Why do we need road safety management?

- Motorised mobility represents a high, unacceptable cost to society and public health: each year at least 1,25 million people are killed and around 50 million injured on roads around the world. In the EU, the socio-economic cost serious health loss in road accidents is estimated at around 2% of GDP – around €172 billion annually over the last decade - and twice the EU's annual budget.
- Everyone has the right to use roads and streets without threat to life or health.
- Fatal and long-term injury in road crashes is a largely predictable and avoidable problem which is amenable to rational analysis and remedy.
- Policymakers call for more road safety management. The importance of road safety management is emphasised by the UN in its resolution on improving global road safety (25.4.8) in which it proclaimed the period 2011-2020 as the Decade of Action for Road Safety. In November 2015, the 'Brasilia Declaration' affirmed road safety as a global development priority. In December 2010, the EU Council of Ministers called for the development and use of road safety management systems and for targeted action towards achieving the eventual elimination of death and long-term injury on Europe's roads.
- Road safety management is essential in achieving ambitious road safety results. Countries have become progressively more ambitious in the results they want to achieve culminating in the Safe System goal to eliminate all road user deaths and long-term injuries.

Leadership, ownership, and accountability

Achieving road safety results requires long-term ownership, leadership and political will by governments and the top management of organisations in business and civil society. The OECD and World Bank recommend that governments of all countries commit to ensuring an effective jurisdictional road safety management system, commit to a strong results focus through their institutional management arrangements and resolve any capacity weaknesses, which will inhibit implementation of effective action. This focus requires clear identification of: a lead agency/department; the accountable involvement of a core group of government agencies with defined roles and responsibilities; high-level strategic performance review; adoption of the Safe System goal; definition of step-wise targets towards this and transparent reporting of results. A new, widely supported ISO standard (39001) has been produced which promotes similar objectives for organisations and their top management.

Road safety management needs a systematic, planned response

The World Report on Road Traffic Injury Prevention provides a blueprint for action to address the growing public health crisis on the world's roads. Its recommendations have been endorsed and promoted by successive UN General Assembly and World Health Assembly Resolutions. Recent global guidance from international organisations (jurisdictional) and a new global standard (organisational) set out the state of the art in road safety management and its assessment. They provide guidance to decision-makers and practitioners at country and organisational levels on systematic road safety management system frameworks and steps to achieve ambitious results and implement the World Report's recommendations. Both emphasise road safety management as a production process based on the effective delivery of specific institutional arrangements which allow the production of a set of Safe System interventions to produce road safety results for the interim and long-term.

Jurisdictional level road safety management framework – good practice guidelines

Good practices on road safety management assessment framework and checklists have been developed by the World Bank, adopted by the OECD, and are in use in low, middle and high-income countries. These draw on a comprehensive review of global country level road safety management practice to identify those elements of road safety management that are crucial to improving road safety performance. The production process in this framework is viewed as a management system with three levels: institutional management functions produce interventions, which in turn produce results. Consideration of all three system elements and the linkages between them becomes critical for any country seeking to identify and improve its current performance level. Adoption of Safe System goals, interim targets, intervention strategies and associated institutional leadership and strengthening initiatives, that are properly sequenced and adjusted to the absorptive and learning capacity of the country concerned are recommended for all countries.

Organisational road safety management – a new ISO standard

Aligned in key aspects with and complementary to the jurisdictional level framework mentioned above, a new road safety management standard – directed at organisations of all types and sizes was published in October 2012. The new standard is one of a family of ISO management system standards and uses a Plan, Check, Do and Act process framework. Unique elements include the requirements for an organisation to a) adopt the Safe System goal and decide on targets and objectives for the interim and b) consider for use a range of measurable safety performance factors covering areas within the organisation's sphere of influence that are known to reduce the risk of fatal and serious injury. The aim is both to guide organisations through a process of continual improvement in road safety performance towards zero death and long-term injury and support the transfer of knowledge about successful activity.

Evaluation of the road safety management system

The effectiveness of road safety management requires systematic evaluation not only in terms of the results achieved, but also in terms of the intervention package and institutional delivery.

Notes

1. Country abbreviations

| | | | | | | | | |
|---|----------------|----|---|-------------|----|--|----------------|----|
|  | Belgium | BE |  | Italy | IT |  | Romania | RO |
|  | Bulgaria | BG |  | Cyprus | CY |  | Slovenia | SI |
|  | Czech Republic | CZ |  | Latvia | LV |  | Slovakia | SK |
|  | Denmark | DK |  | Lithuania | LT |  | Finland | FI |
|  | Germany | DE |  | Luxembourg | LU |  | Sweden | SE |
|  | Estonia | EE |  | Hungary | HU |  | United Kingdom | UK |
|  | Ireland | IE |  | Malta | MT | | | |
|  | Greece | EL |  | Netherlands | NL |  | Iceland | IS |
|  | Spain | ES |  | Austria | AT |  | Liechtenstein | LI |
|  | France | FR |  | Poland | PL |  | Norway | NO |
|  | Croatia | HR |  | Portugal | PT |  | Switzerland | CH |

2. This 2018 edition of Traffic Safety Synthesis on Road Safety Management updates the previous versions produced within the EU co-funded research projects [SafetyNet](#) (2008) and [DaCoTA](#) (2012). This Synthesis on Road Safety Management was originally written in 2008 and then updated in 2012 by Jeanne Breen, [Jeanne Breen Consulting](#) and in 2016 by Tony Bliss, [Road Safety Management Ltd.](#)

3. All Traffic Safety Syntheses of the European Road Safety Observatory have been peer reviewed by the Scientific Editorial Board composed by: George Yannis, NTUA (chair), Robert Bauer, KFV, Christophe Nicodème, ERF, Klaus Machata, KFV, Eleonora Papadimitriou, NTUA, Pete Thomas, Un.Loughborough.

4. Disclaimer

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5. Please refer to this Report as follows:

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