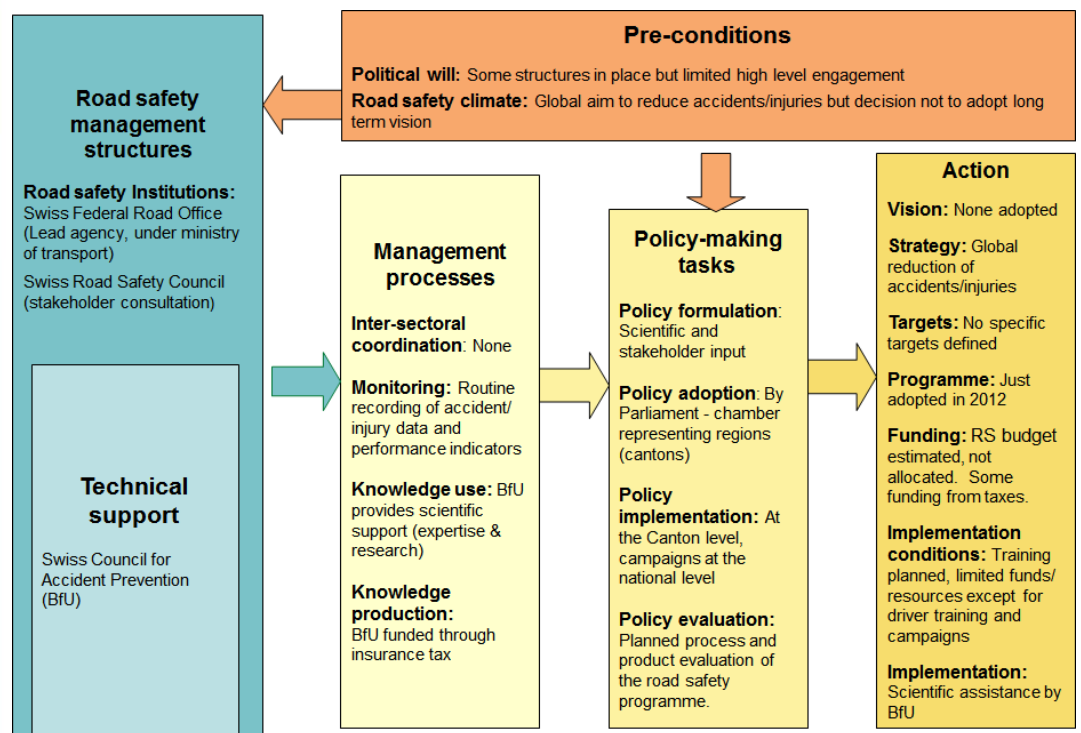


# Road Safety Management Profile

## Switzerland

### 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 Switzerland - 2010 (Sources: [1].[2])



# Road Safety Management Profile- Switzerland

## Structures, processes and outputs

In Figure 2, road safety management structures, work processes and outputs in Switzerland 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.

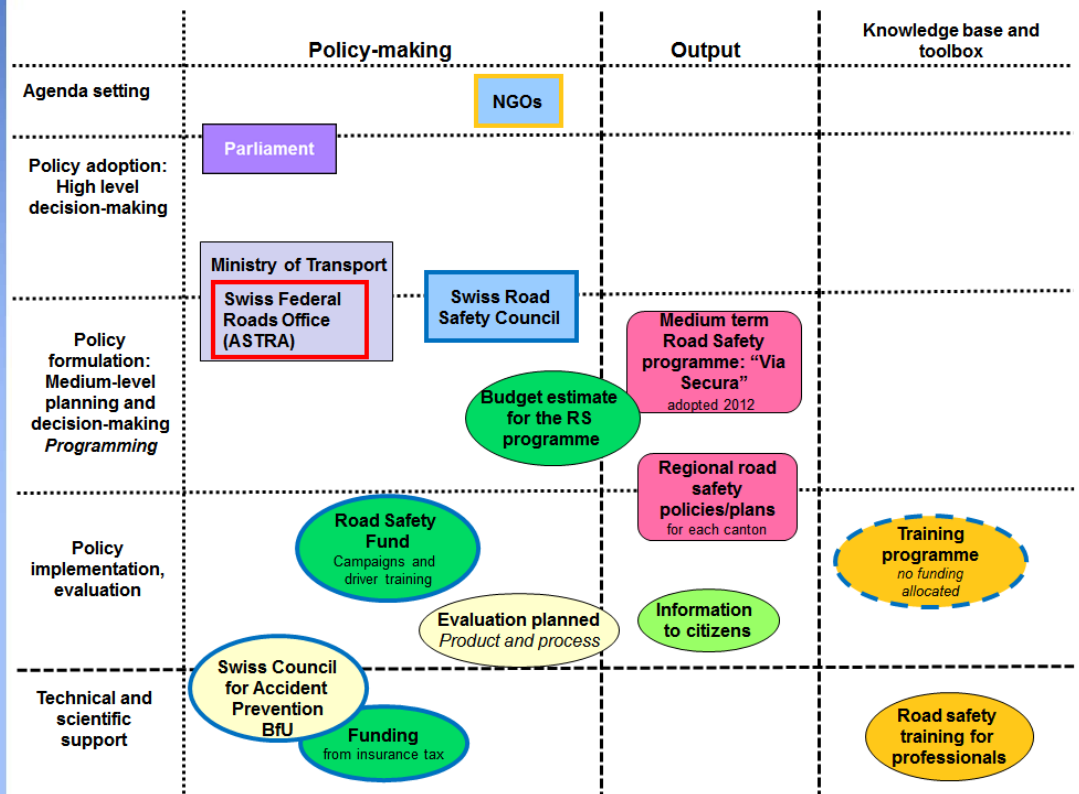
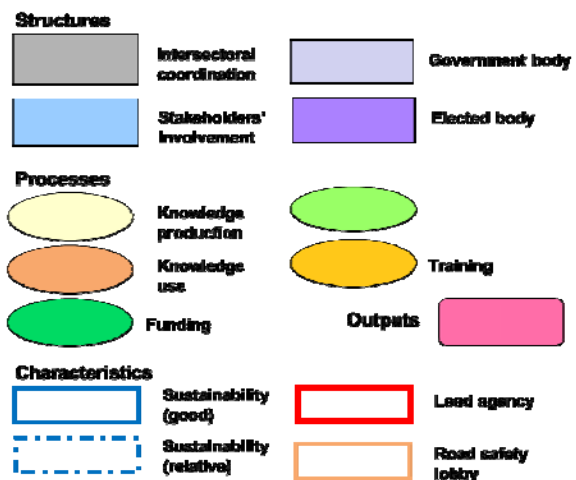


Figure 2. Structures, processes and outputs in Switzerland - 2010 (Sources: [1],[2])

### Legend



# Road Safety Management Profile- Switzerland

## Good practice “diagnosis”

The existing RS management structures and processes in Switzerland 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: Switzerland	
“Good practice” elements	<ul style="list-style-type: none"> <li>✓ The Parliament representing the Cantons (regions) is the high level institution that adopts the federal road safety policy.</li> <li>✓ A Lead Agency for road safety</li> <li>✓ A formal structure for stakeholder consultation.</li> <li>✓ The cost of the proposed federal road safety programme has been estimated.</li> <li>✓ Some formal sustainable funding procedures for research, technical support and road safety campaigns and training (from car and workers’ insurance).</li> <li>✓ A sustainable road safety research structure serving as technical support for decision.</li> <li>✓ A federal road safety programme (probably) based on knowledge.</li> <li>✓ Identification of training needs.</li> <li>✓ A sustainable multi-disciplinary road safety institution performing research and providing advice and technical support.</li> </ul>
Elements needing improvement	<ul style="list-style-type: none"> <li>✓ The Lead Agency is under the Ministry of Transport (not at the highest level) and is not particularly dedicated to road safety.</li> <li>✓ No formal inter-sectoral and vertical coordination, so no clear picture of what road safety action is like across the country.</li> <li>✓ The only horizontal coordination is between Cantons and is informal and limited.</li> <li>✓ No incentives from the federal level to ensure regions are active in road safety management.</li> <li>✓ No long-term “vision”.</li> <li>✓ No real quantitative target for the proposed federal road safety programme.</li> <li>✓ No identifiable federal road safety budget so far.</li> <li>✓ No budget allocated to training of road safety professionals (yet).</li> </ul>



# Road Safety Management Profile- Switzerland

## 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).

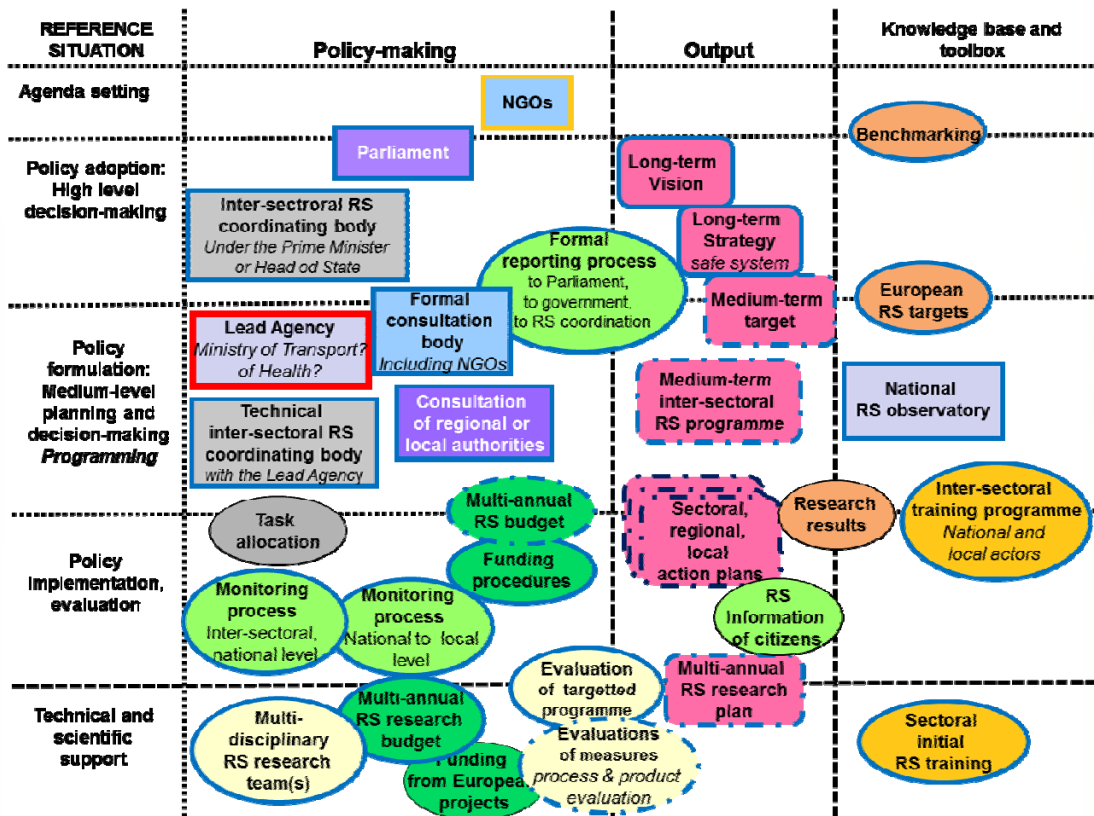
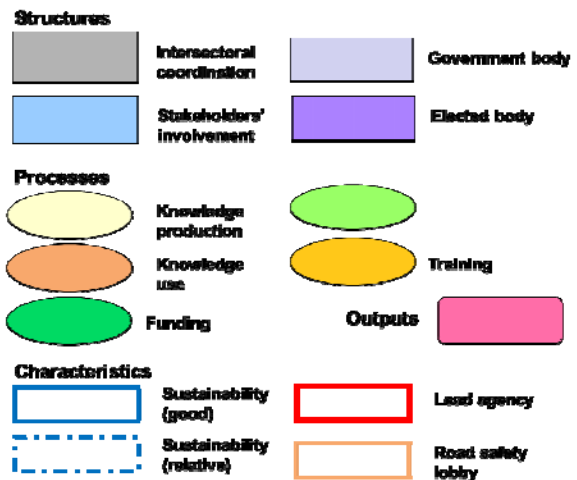


Figure 3. Reference country profile (Sources: [1],[2])

### Legend



# Road Safety Management Profile- Switzerland

## References

- [1] Muhlrاد, 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., Muhlrاد 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

