



Belgian Road Research Centre

Your partner for sustainable roads

Belgian Road Safety Institute

BIVV-IBSR



Safe System approach in Belgium

Working group on implementation of a safe system approach, Paris – October 1 & 2



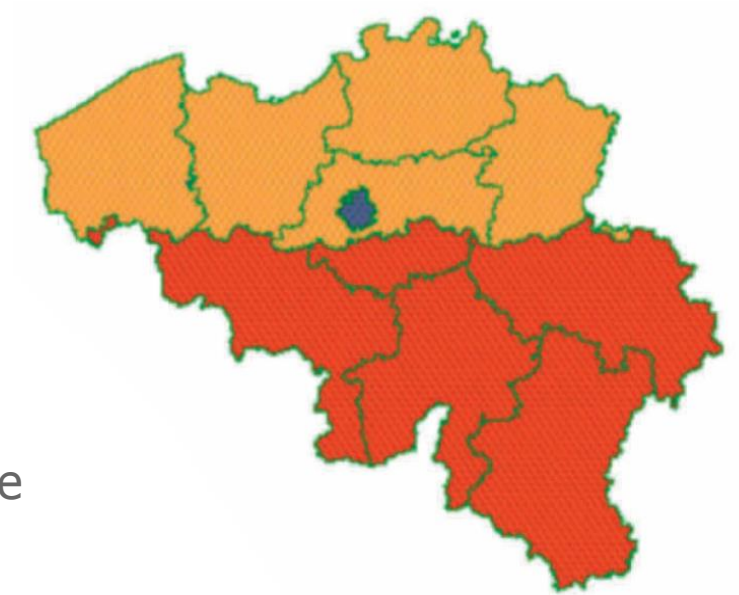
Overview:

- ▶ Basic Facts about Belgium
- ▶ Safe System Approach:
 - ▶ Generally speaking
 - ▶ in road safety programmes / action plans

Belgium: « Basic Facts »

- ▶ 1 country, 3 regions
- ▶ RS management at both federal and regional level
- ▶ Ongoing: transfer of further RS competences from federal to regional governments
- ▶ Consequences in terms of RS management are still unclear
- ▶ Decentralisation likely to be a key issue

- *Flanders Region*
- *Brussels Capital Region*
- *Walloon Region*



Safe System approach in BE?

- Difficult to assess:
minimal and necessary criteria???
- « Government » represented by several instances – decentralization
- Has never been formally adopted (i.e. voted), nor at federal, nor at regional level
- Doubt about endorsement by the larger public (« bottom-up »)
- At best: we are in early phase of application of the approach

RS programmes and action plans in BE:

Federal government:

- ▶ « General States Road Safety » (2011):
 - ▶ 2015: maximum 500 deaths on Belgian Roads

Flanders:

- ▶ "Verkeersveiligheidsplan Vlaanderen":
 - ▶ "The Mobility Plan Flanders strives on the long run towards a victim-free traffic system. Each victim is one too many. This is in agreement with the Swedish Vision 0 concept. Flanders subscribes to the underlying visions that constitute the basis of this concept."
 - ▶ Long-term target: 0 road deaths in 2050

Brussels Capital Region:

- ▶ "Sécurité Routière, Plan d'actions 2011 – 2020 de la Région de Bruxelles – Capitale"
 - ▶ Explicit reference to "Vision 0", "Duurzaam veilig", and underlying principles
 - ▶ Less clear regarding long-term objectives

Wallonia:

- ▶ '*General States Road Safety in Wallonia*'
 - ▶ Recently set up
 - ▶ Max 250 deaths on the roads in 2020 (349 in 2012)