Safe System Management and Governance

Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System
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Fundamental question

• Are there specific management structures and management processes in society ensuring the achievement of a Safe System?
Management approach

• A lead agency may be important
• The approach should involve key stakeholders in all stages in order to increase their responsibility taking
• Systematic process (PDCA)
  – defining targets
  – identifying and realising interventions
  – evaluating performance
Defining targets

- Setting targets is important to create momentum for the road safety work
- Ambitious targets must be supported by concrete interim targets
- The use of Safety Performance Indicators is recommendable
- The use of data is important
- Stakeholders should be involved
Identifying and realising interventions (I)

• Taking a systems perspective
  – we need to understand the complex interactions between the individual components of the system
  – we have to look for error and injury causation “upstreams” on organisational levels

• In-depth crash studies an important tool
Identifying and realising interventions (II)

• Choosing policy instruments
  – “command-and-control” policy instruments (regulations, communication and economic incentives) should be used in new ways to stimulate responsibility taking
  – regulating performance and function of the system instead of regulating details
  – consumer information can be used to create a demand for safety
  – a safety management system e.g. ISO 39001, can help organisations to meet increased demand for road safety
Evaluating performance

Planning

- Presentation of operational plans (December)

Follow-up

- Compiled data (March)
- Analysis report (April)

Make visible

- Analysis report referred for consultation (April)
- Result conference (April)

A mutual position on focus areas (June)
Merci, Thank you

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