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
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)