

**VISION
ZERO
CONFERENCE
STOCKHOLM
14-15 JUNE 2017
STRIVING
FOR EXCELLENCE IN
TRANSPORT
SAFETY**



#VisionZero2017

SUMMARY - JUNE 14

Vision Zero Conference 2017

Clarion Hotel Sign, Stockholm, Sweden, 14-15 June

trafikverket.se/en/visionzero

SUMMARY OF JUNE 14

Opening Ceremony

Anna Johansson, Swedish Minister for Infrastructure

Welcome!

Our roads need to be safer. This statement is now part of a global approach as the UN have adopted Vision Zero.

It is important to meet, discuss and learn.

No loss of life is acceptable.

There are three key elements in Vision Zero:

1. Ethical – no loss of life is acceptable
2. Humans make mistakes, but it should not lead to death and serious injury on our roads
3. Collaboration between stakeholders is key to achieving the above

Sadly, efforts are waning, we therefore need to renew our commitment to Vision Zero.

Cycling and motorcycling are areas where we need efforts.

Likewise, compliance to rules and regulations, like speeding and drunk driving.

In the transport sector, we need to implement new tech such as self-driving vehicles.

Efforts in road safety go hand-in-hand with efforts in climate change.

Nitin Gadkari, Minister of Road transport & Highways, India

We are building vast amounts of roads. 90% of traffic is on highways. There is focus on the black-spots.

We are strengthening law enforcement and at the same time making driving licensing transparent.

We prioritise safety for bikes.

The focus in public transport is on electricity, primarily electric buses.

We have introduced new policies both in state government as well as in local.

Today Indian traffic is a sad picture – but work has started and the government is serious in bringing about change.

Matthew Baldwin, Deputy Director General in DG Move

The European perspective: The European Commission have embraced Vision Zero.

Sweden has taken the leadership and are producing results.

We are not ready to accept a single death in traffic.

The Valetta Declaration of Road Safety: Have set a target on serious injury being added to the target of zero deaths.

Unfortunately, we see a stagnation in Sweden.

There is a role for EU – regulations, vulnerability, new tech. cross-border penalties, etc.

We need to communicate, to both the public as well as to politicians.

But there is no single silver bullet – this is a complex issue.

What's wrong with a speed limit of 40 kilometres per hour in all of the EU? There is already a proposal of just 10 kilometres per hour in Barcelona, and I say why not?

Accidents will happen – do not blame the individual. Let's make these accidents less catastrophic.

Lena Erixon, Director-General, Trafikverket (Swedish Transport Administration)

Jonas Bjelfvenstam, Acting Director-General, Transportstyrelsen (Swedish Transport Agency)

Lena Erixon: Vision Zero is 20 years old and still alive and kicking. During these past two decades, we have been able to halve the annual fatality numbers. But we need to do more to save more lives.

We have new innovations like alcohol locks, seatbelt reminders, electronic stability programs, etc.

We are here to enhance cooperation between stakeholders, to share best practises.

Vision Zero is still relevant.

Jonas Bjelfvenstam: Cooperation between stakeholders is important.

Regulations should promote and enable tech solutions.

How are we to expand regulations internationally? Perhaps what we need is de-regulation?

Etienne Krug, Director, Department for Management of Non-Communicable Diseases, Disability, Violence and Injury Prevention, World Health Organisation (WHO)

The Global perspective: “We humans have built a transport system that have killed millions”. The only way forward is to only accept zero deaths.

There are 1.3 million deaths per year in global traffic, and another 5 million are seriously wounded.

This issue has moved from a national perspective to a global perspective.

We are introducing a save lives package – for governments and councils around the globe. This is a manifesto for legislation.

This is a political issue, not just a technological dilemma. How do we progress beyond 2020?

95% of the earth’s population is not yet benefitting from Vision Zero.

Session 1: Vision Zero around the world/ The UN’s Sustainable Development Goals

Introduction - State of the Art

Matts-Åke Belin, Senior Advisor, Trafikverket

International collaboration set to advance. Reducing road traffic injuries is part of the UN’s Sustainable Development Goals (SDG).

This is a culture (r)evolution:

Early thinking: It is up to every individual to survive in a harsh environment

Then: We must accept some victims

Now: It can never be acceptable that people are killed or seriously injured

To connect sustainable development goals with Vision Zero = true.

Vision Zero in a Megacity, the México City Experience

Laura Ballesteros, Undersecretary of Planning, Secretariat of Mobility of Mexico City

Mexico City in numbers: There are over 5 million cars; 23 million daily trips where 67.58% are by public transport; and the city has 20.1 million inhabitants (8.8 million in the city centre).

How to transform our cities?

First: Legislative and administrative change

Second: Planning instruments and budget allocation

Third: Implementing a new mobility culture

What did the Mobility Law bring us?

A new Mobility Paradigm:

- Established mobility hierarchy, which prioritizes the vulnerable road users
- People are in the centre of public policies’ decision making.
- Walking, biking and public transport as a main focus for mobility strategies
- Right to mobility

Transforming our cities.

We are prioritising vulnerable users. We put people in the centre, not cars.

We have 27 goals of which 65% has been completed.

Road Safety Comprehensive Program:

- Participation of civil society, ONGs, experts, private sector, consulting agencies and international organisations.
- Objective: reduction of deaths by road crashes: 35% in 2018, 50% in 2021.

Powered Two Wheeler Safety Issue in South East Asia

Rohit Baluja, President Institute of Road Traffic Education, Director College of Traffic Management

Global road traffic fatalities are increasing. And 90% of causalities are in low and middle-income countries. Only 10% are in high income countries. Low and middle-income countries hold 82% of the world’s population.

I recognise that there are literally two worlds on this planet and they co-exist.

Standard solutions (regulations) do not work in developing countries.

Road safety in the developing world can only be achieved by plugging the deficiencies, developing effective coordination and supplementing these with education.

Value of data in the developing world: Causative factors road crashes, road traffic violations.

- Absence of scientific road crash investigation
- Lack of training in crash investigation
- Absence of tools & systems of investigation and traffic enforcement
- Absence of training of agencies in traffic enforcement
- Outdated or not need-based legislations and codes of practice

Session 2: 20 years with Vision Zero

Vision Zero - The Basics

Anders Lie, Specialist, Trafikverket

Vision Zero basics.

The road transport system is an open and complex system that is killing many people. And it's an ongoing catastrophe.

- 1.25 million killed globally
- EU – 26,000
- USA – 35,000

The Vision Zero – Swedish Parliament 1997:

- Long term target is that no one should be killed or receive long term disability
- Injury outcome instead of crashes
- Holistic approach in which system designers play an important role
- Tolerance to human failures
- Mobility as a function of safety

The Vision Zero European Commission 2011: “By 2050, achieve close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020. Make sure that the EU is a world leader in safety and security in all modes of transport.”

UN Global Goals By 2020: Halve the number of global deaths and injuries from road traffic accidents. Strengthen the capacity of all countries, in particular the developing countries, for early warning, risk reduction and management of national and global health risks.

By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations: women, children, persons with disabilities and the elderly.

Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle.

Promote public procurement practices that are sustainable, in accordance with national policies and priorities.

And by the way, Sweden is the good country when comes to road safety.

Analytical Approaches in Vision Zero

Peter Larsson, Senior Advisor, Road Safety, Transportstyrelsen

Purpose of accident analysis: A fact-finding activity to learn from accidents in order to develop effective countermeasures to prevent accidents, or mitigate their consequences.

The importance of accident models

Vision Zero is based on a systems approach

- Humans cannot be “error free”
- Human error and injuries are treated as system failures
- Accident analysis focuses on both accident and injury causation from a systems perspective

- Countermeasures are related to all components and their interaction, but also to organisations influencing the design and use of the system.

A simple example:

- Why did the truck drive off the road?
 - Because the driver fell asleep (most accident analyses based on the person-approach end here and the interventions are directed towards driver behaviour).
- Why did the driver fall asleep?
 - Because he had volunteered to take an extra shift outside the permitted driving hours even though he was very tired (he needed the money).
- Why was the driver able to take the extra shift?
 - Because the employer did not have a management system or something similar to prevent the driver from driving outside the permitted driving hours.
- Why didn't the employer have a safety management system?
 - Because legislation does not cover this and consequently there is no authority supervision.
- Why was a rigid lamp post placed in close proximity to the road?
 - Because the regulations governing the design of the road permitted such a design.
- Why did the regulations permit such a design?
 - Because the road authorities do not have a systematic way of investigating crashes, as a part of a safety management system.
- Why do the road authorities not have a safety management system?
 - Because politicians are unwilling to pass laws which may increase costs.

Management by Objectives in the Perspective of Vision Zero

Ylva Berg, Senior Advisor, Trafikverket

The starting point is to identify the safe system.

The roads and streets, the vehicles, the use of roads.

What to monitor and why?

Management system – ISO standard.

Measures – road safety cameras, etc.

Performance indicators - % of traffic complying with speed limits.

Consequences – Number of deaths in traffic.

Stakeholder responsibility: Every organisation influencing the quality and use of the road transport system has an obligation to consider and improve road traffic safety.

- Annual analytical report on progress
- Annual result conference for sharing the results
- Sharing target
- Give stakeholders the opportunity to shine

Session 2: 20 years with Vision Zero, continuation

Model for Safe Road Traffic

Helena Stigson, Senior Researcher, Folksam Insurance Group

The model: Humans will fail – the system must work.

To have a safe journey we need:

- Safe speed
- Safe roads
- Safe vehicles
- Safe road users

And a safe road user is:

- Wearing a seat belt
- Not under the influence of alcohol or drugs
- Following speed limits

System weaknesses:

- Road – poor road safety standards

- Vehicle – low safety standards
- Road user – breaking rules on purpose

It is critical to identify system weaknesses and components (road user, vehicles, and road) where improvements would yield the highest potential for further reductions of car occupant injuries.

In accidents where two or more factors were breached, the main contributing factor was mid-railing.

Vision Zero in EU – The Political Journey

Ewa Hedkvist Petersen, former Member of European Parliament

I got involved in road safety firstly for personal reasons, secondly because it's an international issue and thirdly because Swedish industry is in many cases world leaders in road safety.

Road safety – a national problem, but a cross-border issue.

2020 became the target. We now have interstate traffic legislation with two notable exceptions: Speed and alcohol.

Vision Zero – A Global Project

Iain Cameron, Chair, OECD/ITF Working Group on Safe System Implementation

Some journeys so far:

- 1992 – Sustainable Safety – Netherlands (and 1998)
- 1997 – Vision Zero Sweden
- 2001/2 – Austria and Denmark et al.
- 2005 – Safe System Approach – Australia (action plan)
- 2008 – Towards Zero – Western Australia (strategy and Parliament)
- 2008 – OECD Towards Zero Report
- 2010 – Australia – safe system principles and vision
- 2015 – UK – safe system approach
- 2016 – OECD/ITF – Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System (principles and journeys)
- Many more Vision Zero, Towards Zero declarations/journeys underway

“I first heard of Vision Zero in Gothenburg, Sweden in 2004. After the conference I went into a shop to buy a present for my wife back in Australia. The shop attendant noticed my accent and wondered what I was doing in Gothenburg. I answered: Road safety. The attendant replied: Vision Zero. And we had a long discussion. In contrast, back in Perth such an exchange would likely sound like: So, you're responsible for those speed cameras?!? You know where I want to put those...”

Experience with Sustainable Safety from The Netherlands – Vulnerable Road Users

Peter van der Knaap, Stichting Wetenschappelijk Onderzoek Verkeersveiligheid (SWOV)

A Safe System approach to road safety

Ethical imperative: no human should be killed or seriously injured as a result of a road crash

Four principles:

- People make mistakes – crashes & falls
- The human body is fragile
- Actors: responsibilities (shared & distinct)
- Complicated problem – systematic, integral approach

Lessons learned in Holland

Paradigm shift to a Safe System is feasible. SRS's approach is effective & cost-effective. However, consistency, sharp monitoring & evaluation are key SPIs: tools to make responsibilities concrete.

But beware of ‘the curse of success’.

Vision Zero in an Urban Perspective in the US

Leah Shahum, Director of the Vision Zero Network, US Vision Zero Network

We, the US, are new to the game. But there is urgency at local level.

NY committed to VZ. Shown result. 30% down in deaths.

20 cities and two communities have committed to Vision Zero.

“I've noticed that you get attention when switching from the word accident to: CRASH”. And keep talking to the politicians, they are accountable.

The Role of Infrastructure in a Global Context

Rob McInerney, Chief Executive Officer, International Road Assessment Program (iRAP)

Role of infrastructure – iRap

83% of roads where pedestrians are present and speeds are 40km/h or more, have no footpath.

61% of roads where vehicles travel at 80km/h or more are undivided single carriageways.

Global Inspiration - tackling existing roads:

New Zealand: Target for 4-star roads of national significance, Safety Alliance to upgrade existing roads to 3-star or better standards.

United Kingdom: 90% of travel on 3-star or better roads by 2020, and related targets for 4 and 5-star motorways.

USA: FHWA supported roll-out of usRAP. State-wide assessments in Utah, Alabama. County investments prioritised. Integrated data management (UPLAN).

Malaysia: 75% of travel on 3-star or better high volume roads by 2020 (Malaysia MoT).

Sweden: 75% of network at 3-star or better by 2020 and near 100% by 2025.

Chile: Autopista Centrale toll roads assessed and immediately upgraded to minimum 3 -star standard.

Netherlands: No 1 or 2-star roads by 2020. Euro NCAP. Can we do the same for roads? Irap.com

NZ, UK, USA, Malaysia, Chile, Sweden and Holland to upgrade to at least, 3-star roads.

iRAP's star-rating system is similar to the nCAP rating-system, only that iRAP measures roads not cars.

Global NCAP - The Role of Vehicles Today and Tomorrow

David Ward, Secretary-General, Global NCAP

There are nine different nCAP-programs globally. They challenge governments and industry to improve. Of European cars tested today 79% are rated as 5-star. That's improvement.

Democratising car safety

In 2016, from a total of 72 million new cars, as many as 20% fail to meet UN minimum safety standards, with weak body shells, lacking air bags, or electronic stability control. By 2020, Global NCAP wants all new cars to meet UN crash test standards with air bags, and electronic stability control fitted as standard. Government action is needed in order to apply UN vehicle safety standards more widely and a greater effort is required to stimulate customer demand for safer motor vehicles.

By 2020 no cars will be produced with 0-star rating.

In the presence of:



Organised by:

