

Road Safety Management Profile

Belgium

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.

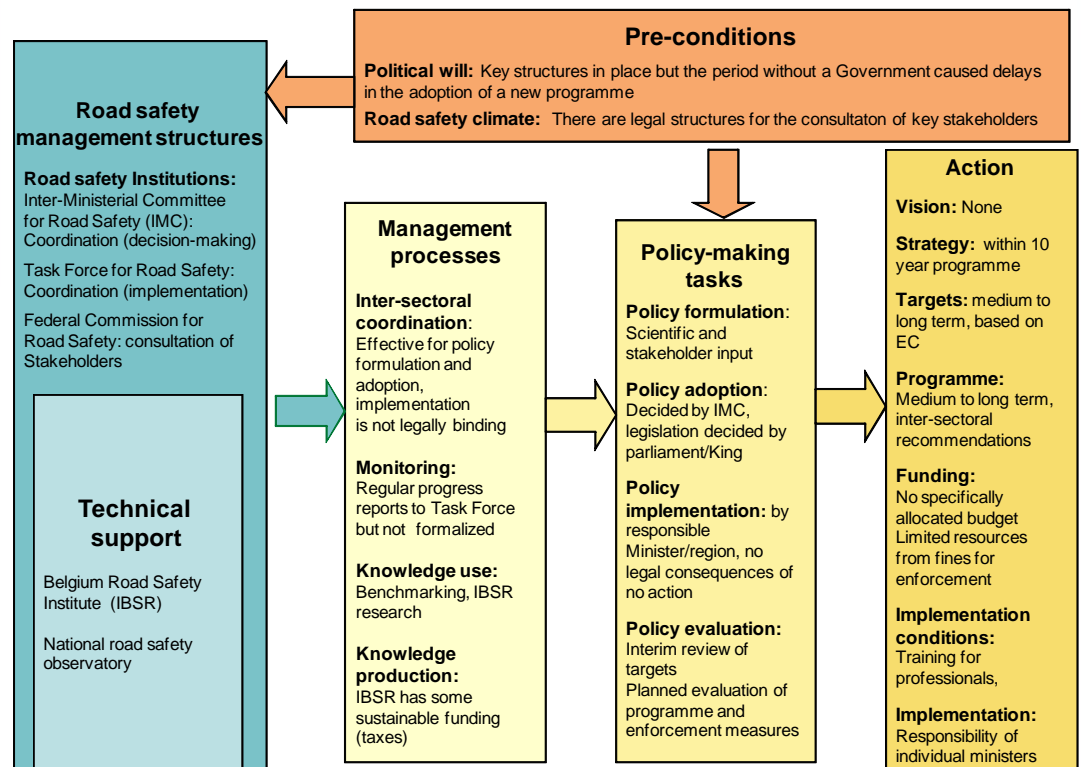


Figure 1. Overview of road safety management good practice elements in Belgium - 2010 (Sources: [1],[2])



Road Safety Management Profile - Belgium

Structures, processes and outputs

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

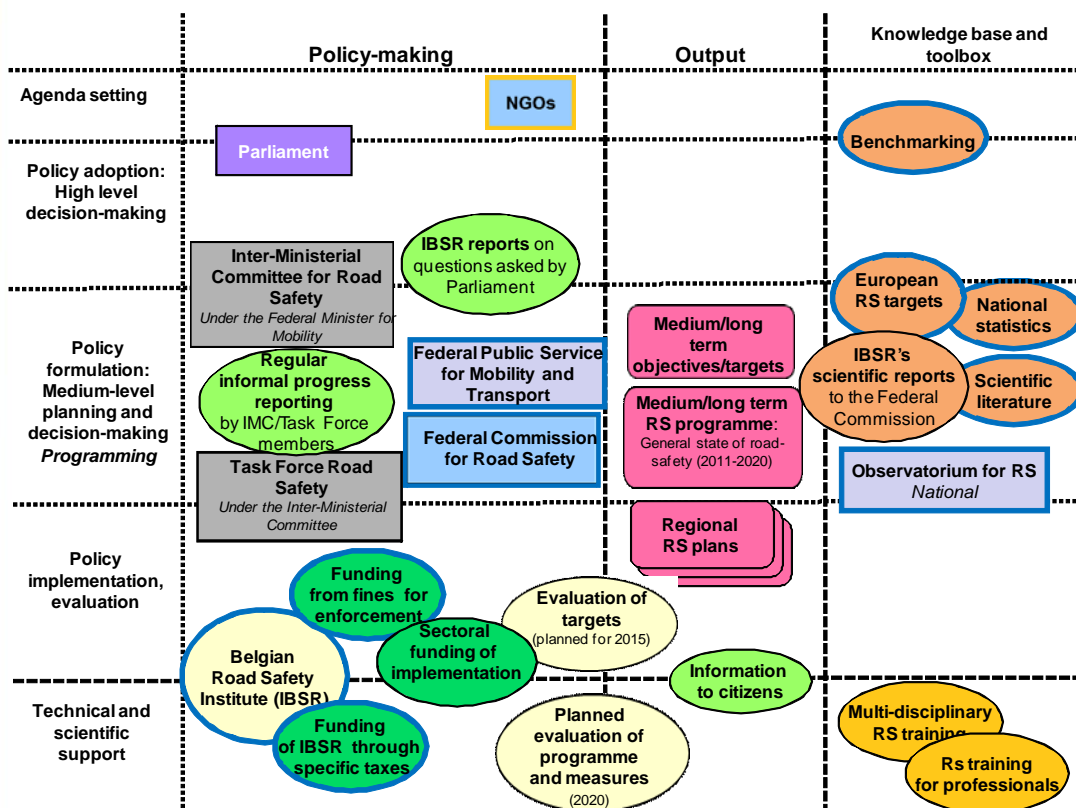
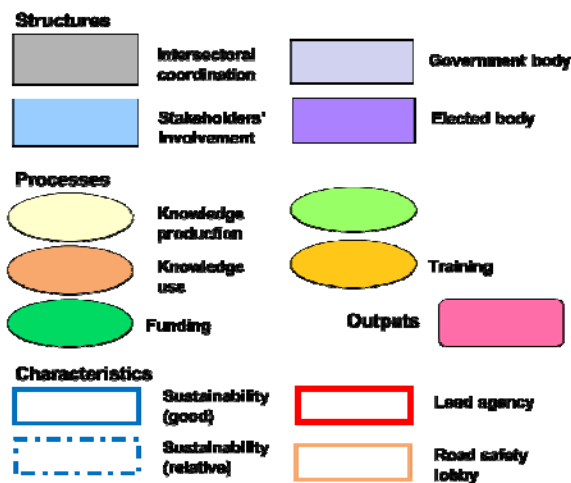


Figure 2. Structures, processes and outputs in Belgium - 2010 (Sources: [1],[2])

Legend



Road Safety Management Profile - Belgium

Good practice “diagnosis”

The existing RS management structures and processes in Belgium 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).

<i>Diagnosis: Belgium</i>	
“Good practice” elements	<ul style="list-style-type: none"> ✓ Inter-Ministerial road safety Committee for inter-sectoral and “vertical” coordination (between ministries and between the national and regional levels) in policy adoption. ✓ “Task Force” under the Inter-Ministerial Committee to follow up decisions and coordinate implementation (however with no real authority). ✓ A formal structure for stakeholder consultation (including local governments and NGOs). ✓ Mostly knowledge-based policy-making, structural links between research (IBSR) and practice, use of benchmarking. ✓ A national Road Safety Observatory. ✓ Availability of a multi-disciplinary research team (at IBSR). ✓ Some sustainable funding for IBSR, based on taxes on vehicle inspection and driver licensing. ✓ A national targeted medium-to-long term road safety programme. ✓ Some monitoring of progress, mostly informal. ✓ Some multi-disciplinary road safety training courses on offer.
Elements needing improvement	<ul style="list-style-type: none"> ✓ The Inter-Ministerial road safety Committee reports to the ministry of Transport (not to the higher government level). ✓ No long term vision. ✓ Sectoral implementation of the road safety programme with no formal monitoring and reporting procedure; the programme is not legally binding for the ministries involved. ✓ No budget estimate for the action programme. ✓ No global identifiable road safety budget, no guarantee of sufficient funding to implement the programme. ✓ Limited funding for research. ✓ No evaluation of safety measures so far (but it is planned). ✓ No training plan for road safety actors.



Road Safety Management Profile - Belgium

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).

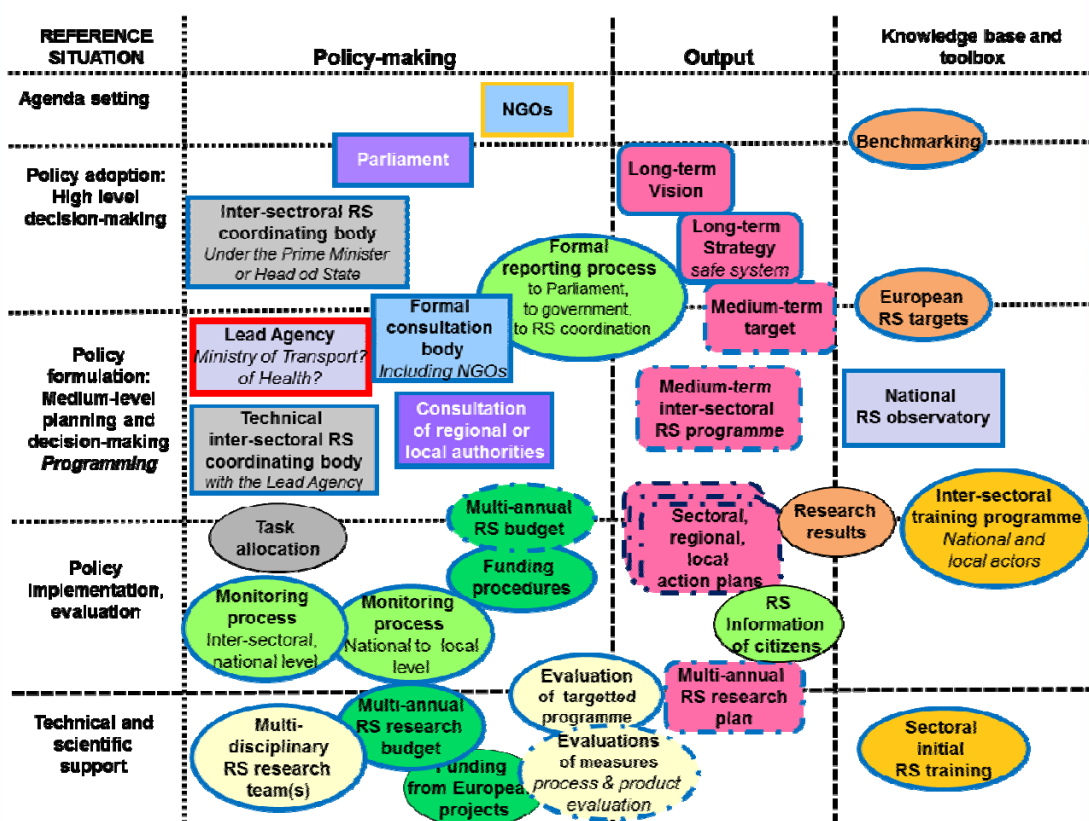
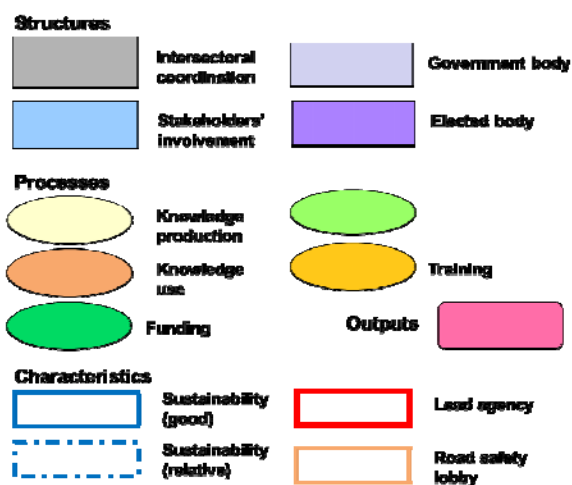


Figure 3. Reference country profile (Sources: [1],[2])

Legend



Road Safety Management Profile - Belgium

References

- [1] Muhlrad, 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., Muhlrad 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

