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**SWITZERLAND (CH) – NATIONAL REPORT**

**STRATEGIC DIRECTION SESSION ST3**

**RISK MANAGEMENT: A NEW APPROACH TO  
IMPROVING SAFETY**

Swiss Federal Roads Office  
[www.astra.admin.ch](http://www.astra.admin.ch)

# VIA SICURA: FEDERAL ACTION PROGRAMME FOR GREATER ROAD SAFETY

## 1. STARTING POINT

Every year, more than 500 people die on Switzerland's roads (2003: 546) and nearly 6,000 are seriously injured (2003: 5,862). A quarter of those killed and injured are young people aged between 16 and 26. Road accidents are a source of incalculable grief in society and, for those concerned, often result in social difficulties, personal restrictions and material worries. In addition, road accidents cost around CHF 13 billion every year, taking a conservative estimate of the intangible damage suffered by the victims.

## 2. DEVELOPMENT OF ROAD SAFETY

Since the 1970s, Switzerland has made considerable progress in road safety and, despite an enormous increase in traffic volumes, has succeeded in reducing the number of road deaths and serious injuries by around a third. Compared with other European countries, Switzerland ranks among the leaders. However, since the beginning of the 1990s, the fall in the number of accident victims has stagnated and a new impetus is now needed to bring about further progress. Other European countries are also increasing their efforts in this domain.

## 3. VESIPO PROJECT MANDATE

Since 2002, road safety policy has been an integral part of the Federal Council's sustainable development policy. On the basis of the Vision Zero safety policy, the Federal Council wants the number of those killed and seriously injured on the roads to be halved by 2010 without any restriction on mobility. Against this background, the Federal Roads Office (FEDRO) was charged with the tasks of formulating a new federal road safety policy and preparing target-oriented measures. FEDRO carried out these tasks under the heading of the VESIPO project and now presents the corresponding action programme under the name Via Sicura.

## 4. PRINCIPAL OBJECTIVE OF VIA SICURA

On the basis of the mandate given by the Federal Council, the principal objective of Via Sicura is to reduce the number of road deaths to under 300 by 2010 and the number of seriously injured to under 3,000. Thereafter, the number of those killed and seriously injured is to be reduced by at least 30% every ten years.

## 5. BROAD APPROACH TO INTERVENTION

As road safety depends on many factors, the strategic approach to reducing the accident toll needs to be correspondingly broad. The main influencing factors or intervention levels for Via Sicura are as follows:

- social awareness
- road user behaviour
- vehicle safety
- the safety of the road infrastructure
- the performance and quality of the rescue services.

## **6. 56 MEASURES IN 10 FIELDS OF ACTION**

The Via Sicura action programme consists of a total of 56 measures in ten different fields of action. The measures were selected from more than a hundred ideas on the basis of a standardised rating system. They offer – as far as it is possible to judge today – some guarantee that with consistent implementation, the number of deaths and serious injuries can be reduced to the desired extent. The main measures are as follows:

### **6.1. Awareness-raising and education**

In the 'Awareness-raising and education' field, Via Sicura lays down measures particularly for effective awareness-raising campaigns and for the promotion of mobility and road safety education at all levels of the school system.

### **6.2. Training and further training**

In the 'Training and further training' field, the measures provided for compulsory further training for all motorcyclists and car drivers and systematic retraining of persons guilty of dangerous behaviour on the road.

### **6.3. Regulations on conduct**

In the 'Regulations on conduct' field, Via Sicura wishes to introduce an alcohol ban for new drivers and for professional drivers, to make the use of lights during the day mandatory for motorcyclists, and to raise the percentage of cyclists wearing helmets.

### **6.4. Control and sanction systems**

In the 'Control and sanction systems' field, the emphasis is on increasing the number of traffic controls substantially (focusing on behaviour most relevant to road safety) and on organisational and technical measures to improve law enforcement.

### **6.5. Motor vehicle**

In the 'Motor vehicle' field, Switzerland wishes to commit itself on the international level more strongly than in the past to the highest possible safety standards in vehicle technology. At the national level, provision is made for improved regulations for lights, as well as tighter restrictions on the modification of wheels and tires.

### **6.6. Road infrastructure**

In the 'Road infrastructure' field, systematic efforts will be made to eliminate accident black spots and danger spots. Further measures concern the separation of traffic flows (outside towns) and coexistence solutions and traffic calming measures (inside towns), as well as an increase in the safety of work sites.

## 6.7. Quality assurance

In the 'Quality assurance' field, a whole series of measures aims principally to improve training/further training for road professionals and to develop special instruments for analysis and monitoring (including the use of the road safety audit). Special importance is attached to quality assurance in rescue work.

## 6.8. Research and statistics

In the 'Research and statistics' field, Via Sicura seeks to optimise accident statistics and their analysis, to ensure more emphasis on road safety in research, to facilitate the exchange of accident data and research findings and to gain new knowledge through the launch of pilot projects.

## 6.9. International cooperation

In the 'International cooperation', the planned measures relate in particular to the development of bilateral and multilateral contacts with organisations and bodies responsible for road safety issues.

## 6.10. Organisation and resources

In the 'Organisation and resources' field, the focus is mainly on measures to manage and assist the implementation of Via Sicura (including the setting up of a new National Road Safety Committee) as well as to ensure the most efficient use of resources possible.

# 7. COSTS

Over the next fifteen years, the implementation of Via Sicura will cost an average of around CHF 670 million per year (approximately CHF 240 million for infrastructure, CHF 220 million for control and sanction systems, CHF 100 million for the vehicle domain, etc.). About two thirds of the costs will be borne by the public purse.

# 8. FINANCING

To finance the uncovered costs of around CHF 300 million per year, provision is made for a supplement on the premium for compulsory third party insurance to compensate the Confederation, cantons and communes for the implementation of the measures in accordance with Via Sicura. With the successful implementation of the planned measures, the insured will recover the additional cost in the form of increased safety on Switzerland's roads and reduced accident damage. Indeed, in the course of time, they will probably enjoy corresponding reductions in their insurance premiums.