COOPERATION AT NATIONAL AND INTERNATIONAL LEVELS

Improving Global Road Safety
Minsk, Republic of Belarus 12-14 May, 2009
Cooperation at international level:

- International organizations + Bilateral Agreements
- Latin America

Cooperation at national level:

- E.g. Municipalities;
- E.g. Other Administrations: Transport, Health, Education, Industry;
- Research Centres;
- Public consultation – Victims;
- Publicity;
TYPE PLAN FOR URBAN ROAD SAFETY

MAIN DATA REGARDING

ACCIDENT RATE IN BUILT-UP ROADS
MAIN DATA

Accidents with casualties, year 2005

- Road: 42624
- Built-up: 48563
- Total: 91187

(53%)
### MAIN DATA

Traffic accident casualties in built-up areas in 2005, according to age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Casualties</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;16</td>
<td>3970</td>
</tr>
<tr>
<td>16-29</td>
<td>26813</td>
</tr>
<tr>
<td>30-44</td>
<td>15955</td>
</tr>
<tr>
<td>45-59</td>
<td>7692</td>
</tr>
<tr>
<td>60-74</td>
<td>3947</td>
</tr>
<tr>
<td>&gt;74</td>
<td>2106</td>
</tr>
<tr>
<td>Unknown</td>
<td>4327</td>
</tr>
<tr>
<td>Total</td>
<td>64810</td>
</tr>
</tbody>
</table>

>40%
MAIN DATA

TYPE OF INVOLVEMENT IN THE ACCIDENT ACCORDING TO AGE

< 16 years and older  Pedestrians or passengers

> 16 years  Drivers
Traffic accidents in built-up areas concentrate in working days, from 9 a.m. to 10 p.m.

Peak hours, as regards accidents, are from 1 p.m. to 7 p.m.
accidents with fatalities in 2005 according to typology

- 41% head-on
- 18% head-on and side
- 27% side
- 10% scope
- 5% multiple
- 5% against an obstacle in the road
- 3% knock down
- 2% overturn
- 2% come off on the left
- 1% come off on the right
- 1% others
### FRAME OF REFERENCE

<table>
<thead>
<tr>
<th>THE PROBLEM</th>
<th>WAY TO TACKLE</th>
<th>INSTITUTIONAL LEVEL</th>
<th>MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road traffic accidents in built-up areas</td>
<td>Institutional cooperation</td>
<td>European Union State Autonomies Municipalities</td>
<td>Urban Educational Technical Legislative Police Control</td>
</tr>
<tr>
<td></td>
<td>Subsidiarity</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
EUROPEAN STRATEGY

The EU Transport Policy White Paper for 2010
The European road safety action programme

Methodological frame
Good Practices
Diagnosis of the problem
Traffic General Directorate

ACTION PLAN

Action 1, 2, 3 ...

Results (Indicators)

Assessment and evaluation of every action

Action 1, 2, 3 ...

Updating of objectives and reformulation of proposals

Results (Indicators)

Assessment and evaluation of every action
Traffic General Directorate

**DIAGNOSIS OF THE PROBLEM**

<table>
<thead>
<tr>
<th>RISK FACTORS CAUSING ACCIDENTS</th>
<th>RISK FACTORS IN INJURIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeding or inappropriate speed</td>
<td>Failure to wear a seat belt</td>
</tr>
<tr>
<td>Alcohol and drug consumption</td>
<td>Insufficient protection provided by the vehicle</td>
</tr>
<tr>
<td>Tiredness</td>
<td></td>
</tr>
<tr>
<td>Existence of accident black spots in roads</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RISK GROUPS</th>
<th>VULNERABLE USERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Young people from 15 to 24 years old</td>
<td>Cyclists Users of two-wheeled motor vehicles</td>
</tr>
</tbody>
</table>
Why a specific Plan for Motorbikes?

- It is an important mode of transport and its usage is rising:
  - More than 4 million of vehicles (14.5% of the total number of vehicles)
  - From less than 125,000 motorcycles in 2003 to 275,000 in 2006

- Contribution to the overall figures much higher than its relative importance:
  - 8% of vehicles involved in accidents (2005)
  - 25 of each 100 victims (2005)
  - 1 of each 6 deaths in traffic accidents (2005)

- It is the only way of transport whose number of deaths and severely wounded is rising:
  - 367 deaths in motorcycles in 2003, 472 in 2005
  - 2,161 severely wounded in motorcycles in 2003, 2,676 in 2005
A special working group has been committed to the draw-up of the strategic plan

- Agrupación de Tráfico de la Guardia Civil (ATGC)
- ANESDOR
- Asociación Mutua Motera
- Atos Consulting
- Ayuntamiento de Barcelona
- Ayuntamiento de Madrid
- Dirección General de Tráfico (DGT)
- FECAVEM
- GANVAM
- Ministerio de Fomento
- RACC
- RACE
- UNESPA
Challenges for implementation

*The implementation of the plan largely depends on the co-operation among a large number of entities with diverse interests*

- Three sorts of Administrative levels:
  - Administración General del Estado (AGE)
  - Administraciones Autonómicas (CCAA). 17.
  - Administraciones Locales (AALL). 108 with over 50,000 population

- A variety of public institutions within each administrative level should actively participate in the implementation:
  - AGE: Ministerios del Interior, Fomento, Industria
  - CCAA: Consejerías
  - EELL: Concejalías, Diputaciones Provinciales, Policías Locales

- CCAA and EELL must be willing to cooperate with a plan sponsored by the central administration

- A private-public partnership approach might well be tested
Key Initiatives

1. Incorporating motorcycles and mopeds-related risks in the *Occupational Safety Plans of all enterprises*.

2. Adopting **new technologies for regulating traffic lights.**
   - Red Light Cameras
   - Managing the light timing

3. **Writing off fines** to those motorcycle or moped drivers that realized **driving and road safety courses after the traffic offence**.

4. Programming **voluntary driving courses.**
   - Incentives associated to course realization
   - Incentives associated to certificate obtaining

5. **Education on road safety.**
   - Schools
   - High Schools
   - Universities
A STRATEGY AND ACTIONS RESPONDING TO THE CHALLENGES

Improving the safety of travelling on motorbikes.

2007  Preparing a Motorbike Safety Plan.
2008  Improving the access to motorbikes
      Test for obtaining the moped license
      Raising the age for mopeds to 15 years
      Incorporating driving tests
      Campaigns to rise awareness
      New A-2 permit
      Promoting ABS on motorbikes.
      2,000 km of safe guardrails.
It incorporates the compulsory electronic address for companies and recommends it for private persons.

- Update of offenses
- Update of sanctions
- Update of the permit with penalty point system
- Improved adaptation to automatic offense-detecting systems
- Measures for seizing the vehicle
- Bureau for attending the victims
A STRATEGY AND ACTIONS RESPONDING TO THE CHALLENGES

Promoting the preparation of Municipal Road Safety Plans

- 2007. Urban road safety template plan published
- 2008. Preparing plans in five representative cities
- 2012. Compulsory for cities with more than 50,000 inhabitants

Taking road safety to companies

- 2008  Incorporating road education into the permanent training plans for workers
- 2009  Incorporating road safety into collective bargaining
- 2010  Promoting company road safety plans.
THANK YOU
FOR YOUR ATTENTION