

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 – Victimes;
- Publicity;

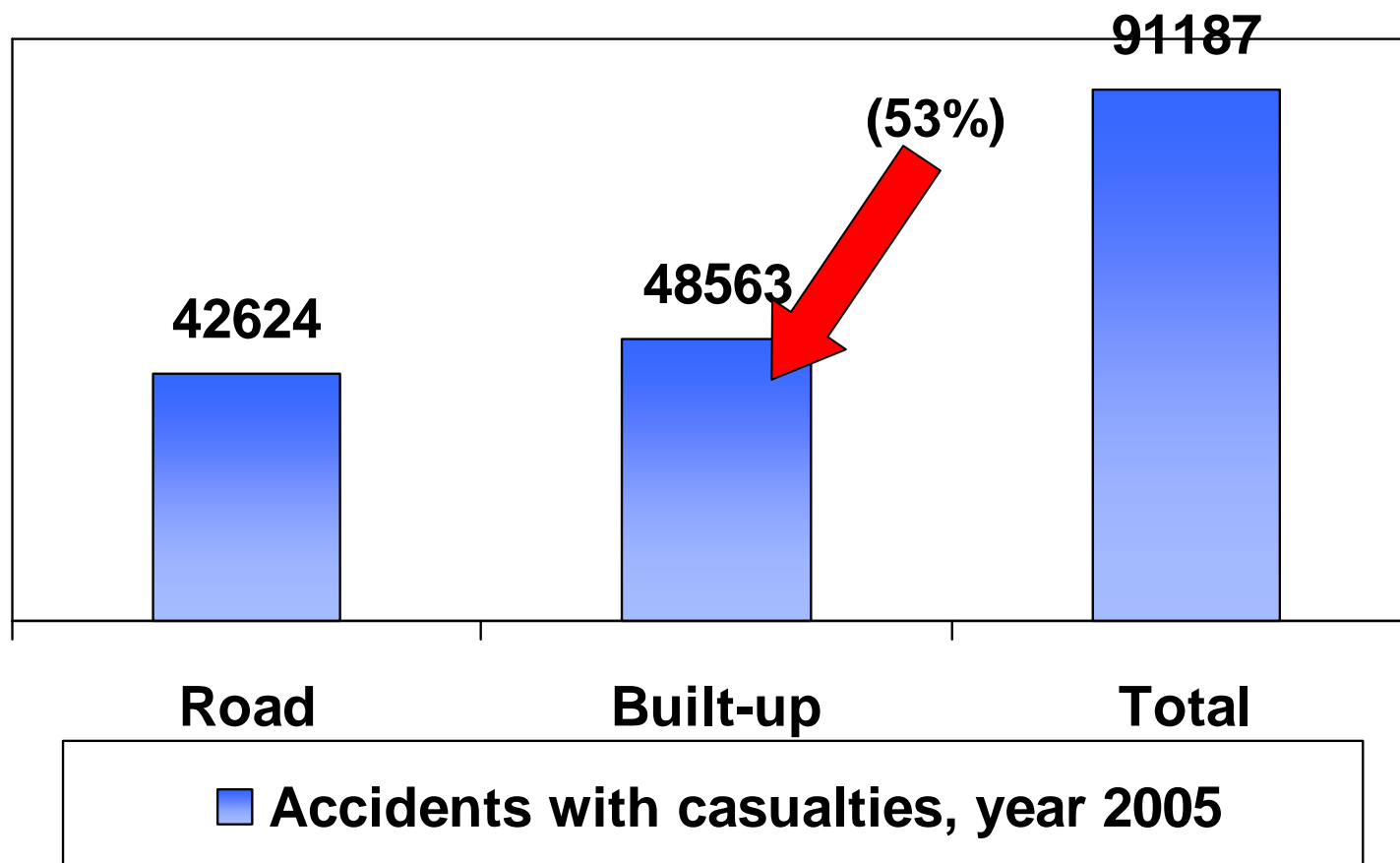


PUBLIC POLICIES REGARDING ROAD SAFETY IN LATIN AMERICA



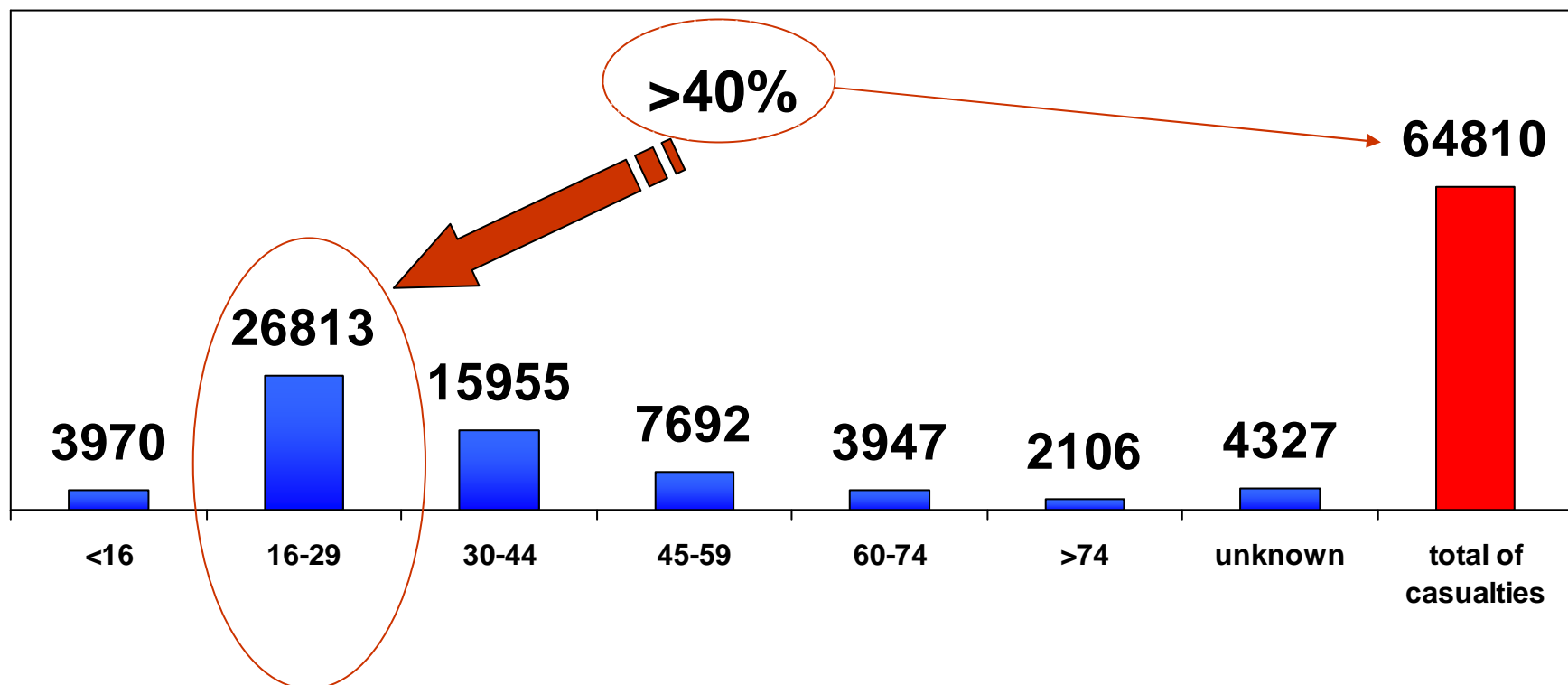
TYPE PLAN FOR URBAN ROAD SAFETY
MAIN DATA REGARDING
ACCIDENT RATE IN BUILT-UP ROADS

MAIN DATA



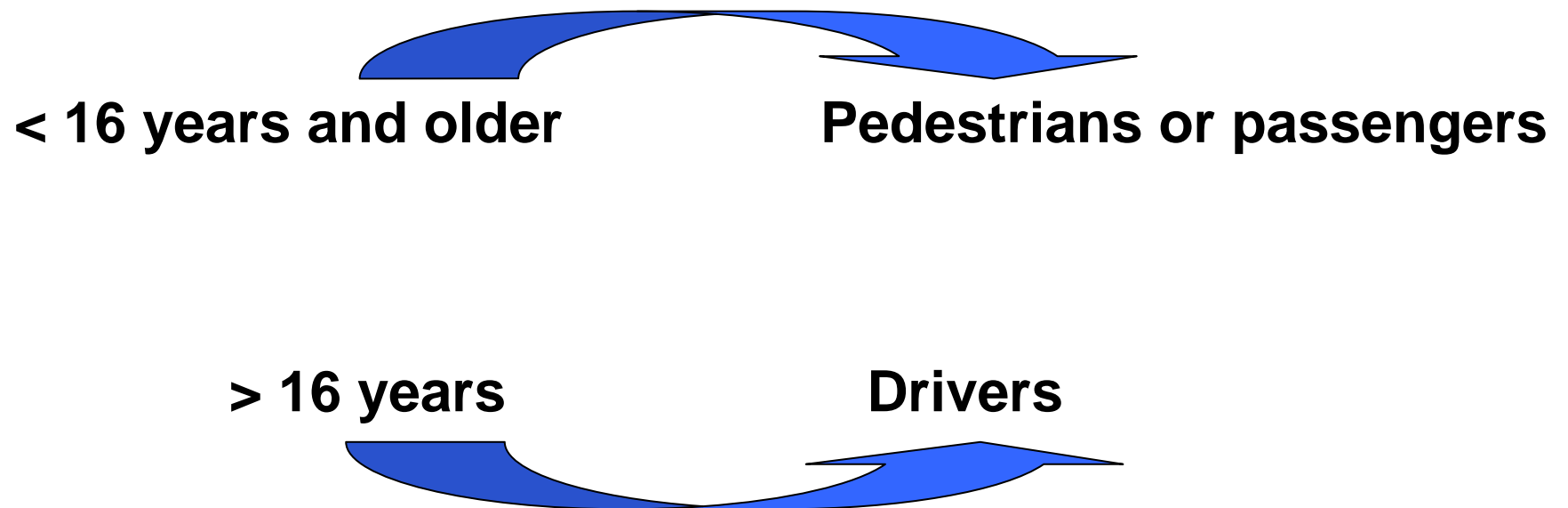
MAIN DATA

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



MAIN DATA

TYPE OF INVOLVEMENT IN THE ACCIDENT ACCORDING TO AGE



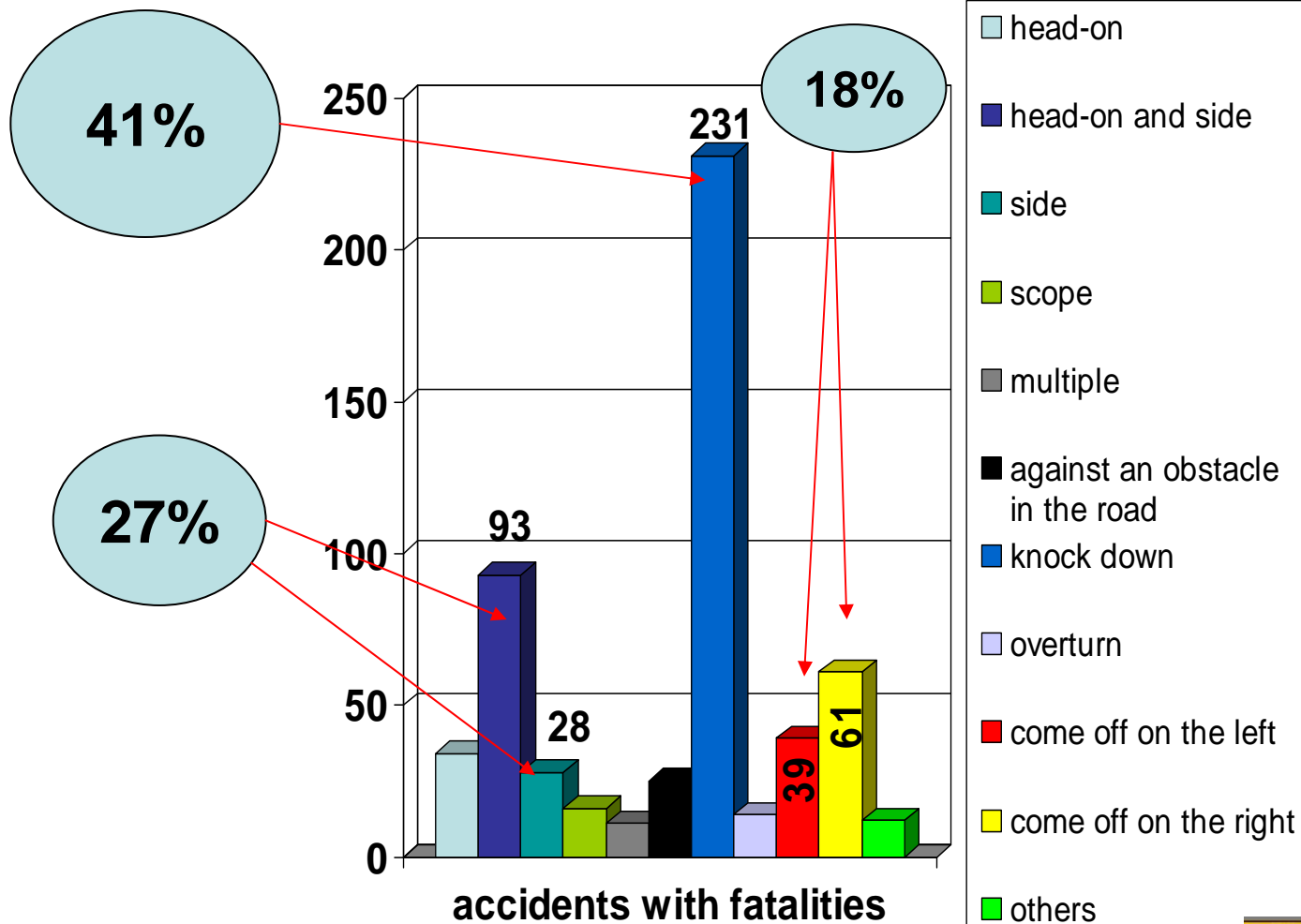
MAIN DATA

- **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.**

MAIN DATA

accidents with fatalities in 2005
according to typology

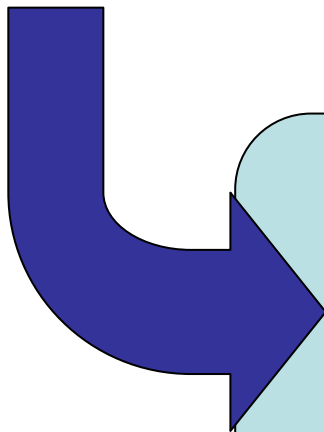


FRAME OF REFERENCE

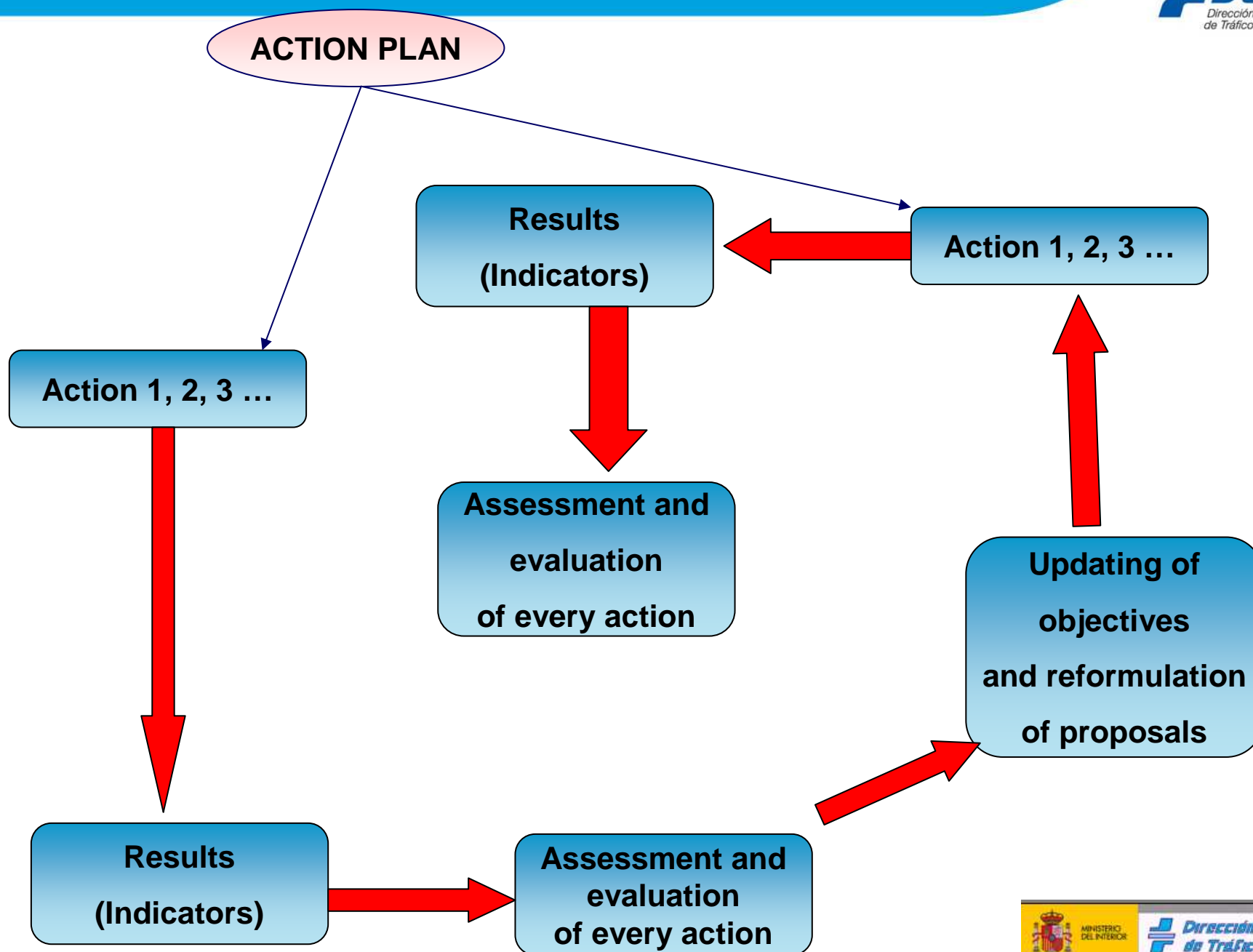
THE PROBLEM	WAY TO TACKLE	INSTITUTIONAL LEVEL	MEASURES
Road traffic accidents in built-up areas	Institutional cooperation  Subsidiarity	European Union State Autonomies Municipalities	Urban Educational Technical Legislative Police Control

EUROPEAN STRATEGY

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



Methodological frame
Good Practices
Diagnosis of the problem



DIAGNOSIS OF THE PROBLEM

RISK FACTORS CAUSING ACCIDENTS

Speeding or inappropriate speed
Alcohol and drug consumption
Tiredness
Existence of accident black spots in roads

RISK FACTORS IN INJURIES

Failure to wear a seat belt
Insufficient protection provided by the vehicle

RISK GROUPS

Young people from 15 to 24 years old

VULNERABLE USERS

Cyclists
Users of two-wheeled motor vehicles

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



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
- 2009 Incorporating the European Directive on Driving Permits.
 - New A-2 permit
 - Promoting ABS on motorbikes.
 - 2,000 km of safe guardrails.

A STRATEGY AND ACTIONS RESPONDING TO THE CHALLENGES

2009 New law on penalizing procedures

- 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

