

***Spanish Road Safety Policy 2004-2008
and
New Road Safety Strategy 2010-2020***

Brussels, June 22nd, 2010

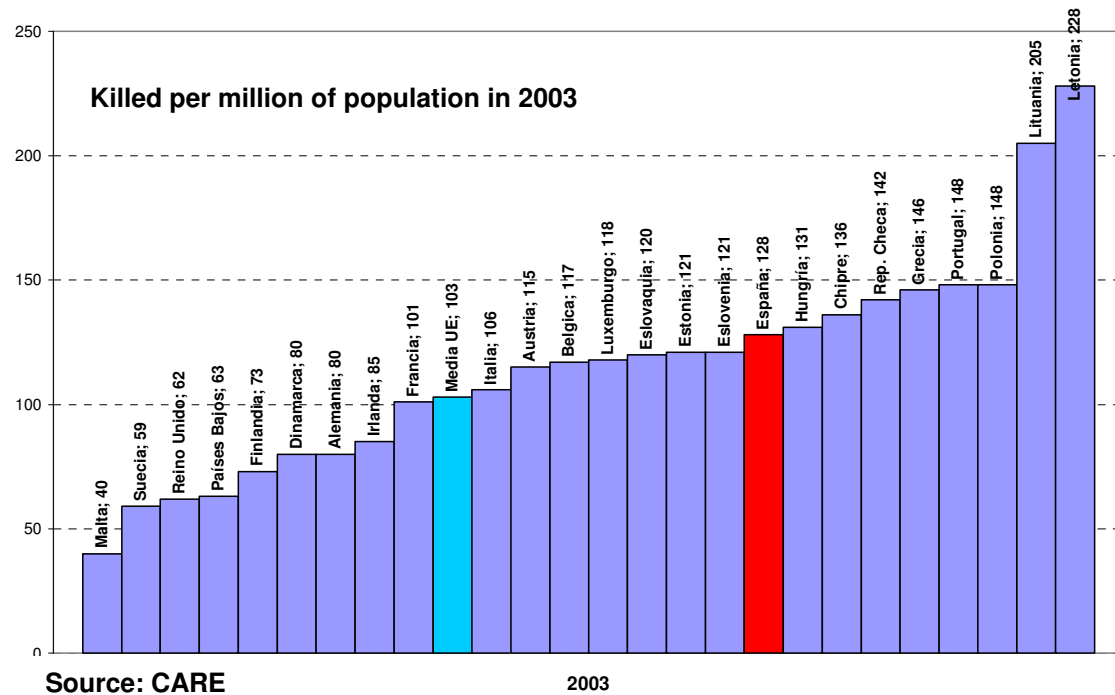


1 2004 – 2008 Strategy

Road Safety Strategy Plan for 2004 - 2008

In 2003, Spain had 128 killed per million of population.

16 countries of EU25 had a lower fatality rate than Spain.



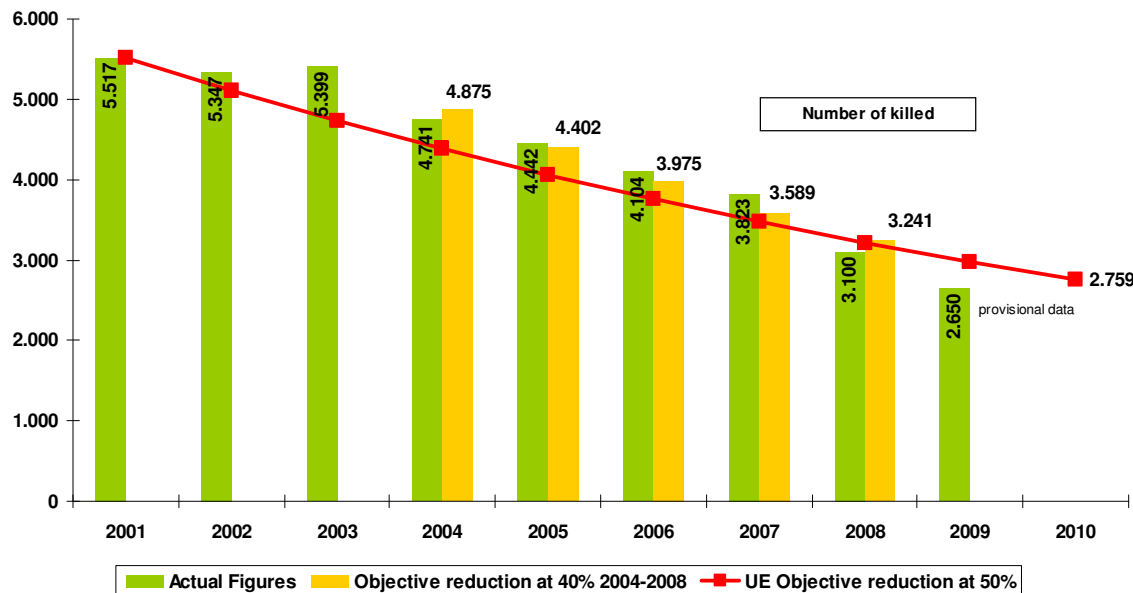
RSSP 2004-2008
Vision



- A 40% reduction in the number of killed in road accidents by 2008
- A reduction in all severities of road accidents

Objectives proposed by		
ECMT	2000-2012	50% reduction
EU	2001-2010	50% reduction

Fatality reduction achieved in Spain up to 2009



Spain 2003-2008: Reduction of **43%** in the number of fatalities

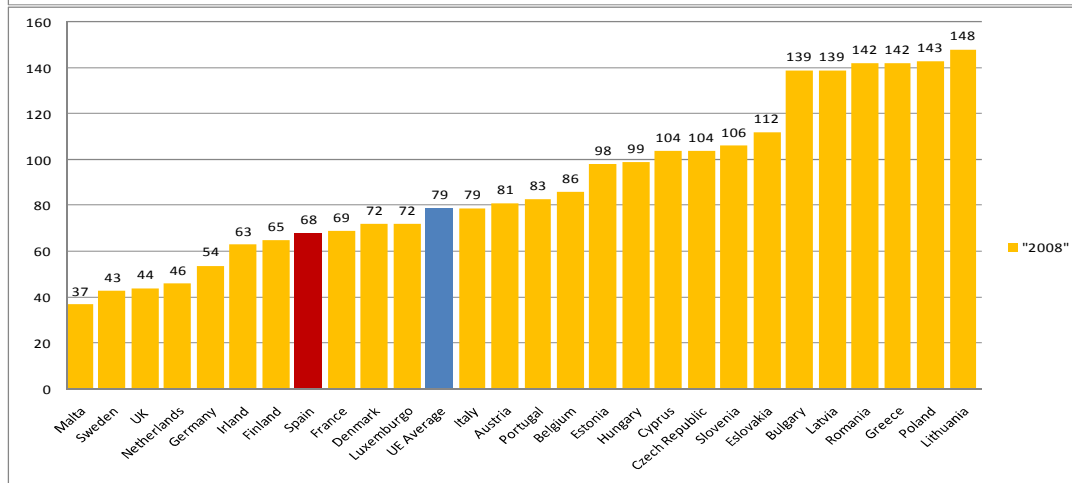
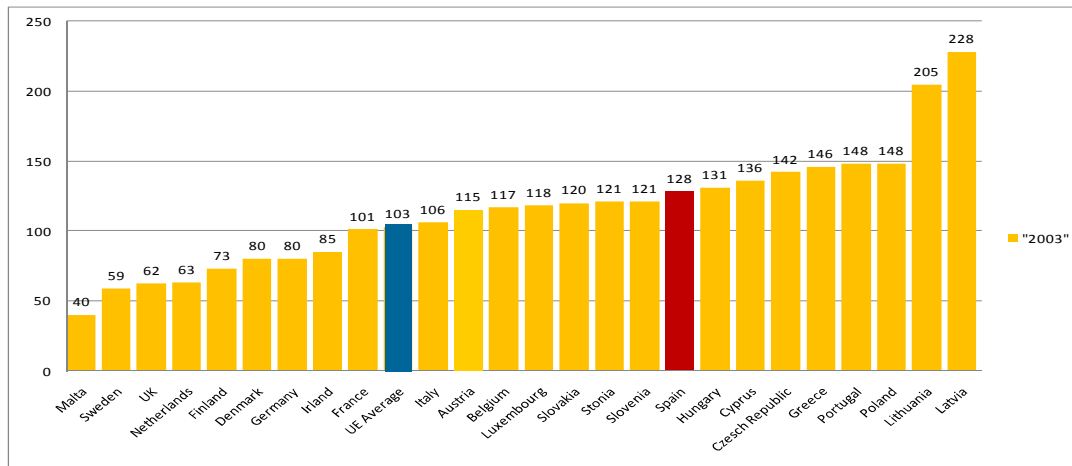


European target. Spain has reduced by **52%*** the number of fatalities between 2001 and 2009.

*If data is confirmed, in 2009 the European target of 50% will have been achieved.

Planning tools for road safety improvement

- The Road Safety Strategic Plan 2004- 2008
- The Urban Road Safety Planning Model
- The Motorcycles Plan



Spain

- 128 fatalities per million population in 2003
- 68 in 2008
- Down from 17th to 8th place.

Key factors in the trend change

→ Political Priority

- Involvement of the Government President and Interior Minister
- Creation of the Permanent Road Safety Commission in the Parliament
- DGT lead and coordinate all the Ministries and different Public Administrations which have responsibilities for road safety.

→ Social Awareness

- Communication campaigns
- Debate on Mass Media
- Progressive involvement of economic and social sectors

→ Active collaboration with Victims Associations

→ Monitoring of the Road Safety Policy through performance indicators

2 New Strategy 2010-2020

Draft

VISION

Citizens have the right to a Safe Mobility System, in which all citizens and administrations have their responsibilities

STRATEGIC TARGET

- ***By 2020, 35% reduction of fatalities and serious injuries in traffic accidents***
- ***One thousand less fatalities in traffic accidents by 2020***

CHILDREN

No fatalities because of non use of child restraint system

YOUNG PEOPLE

25% less killed and seriously injured at weekends

ELDERLY

10% reduction in the number of killed drivers above 65 years of age

CYCLISTS

1.000.000 more cyclists without increase in fatality rate

URBAN AREAS

30% reduction in pedestrian fatalities

Zero fatalities in passenger cars

MOTORCYCLES

20% reduction in killed and seriously injured riders

SINGLE CARRIAGEWAY ROADS

30% fewer deaths

ROAD SAFETY AT WORK

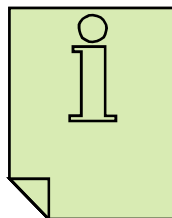
30% fewer deaths in commuter road accidents

ALCOHOL

Decrease the number of positives for alcohol

SPEED

Decrease the number of vehicles that exceed 140 km / h



www.dgt.es

observatorio@dgt.es