



Generalitat de Catalunya
Departament d'Interior

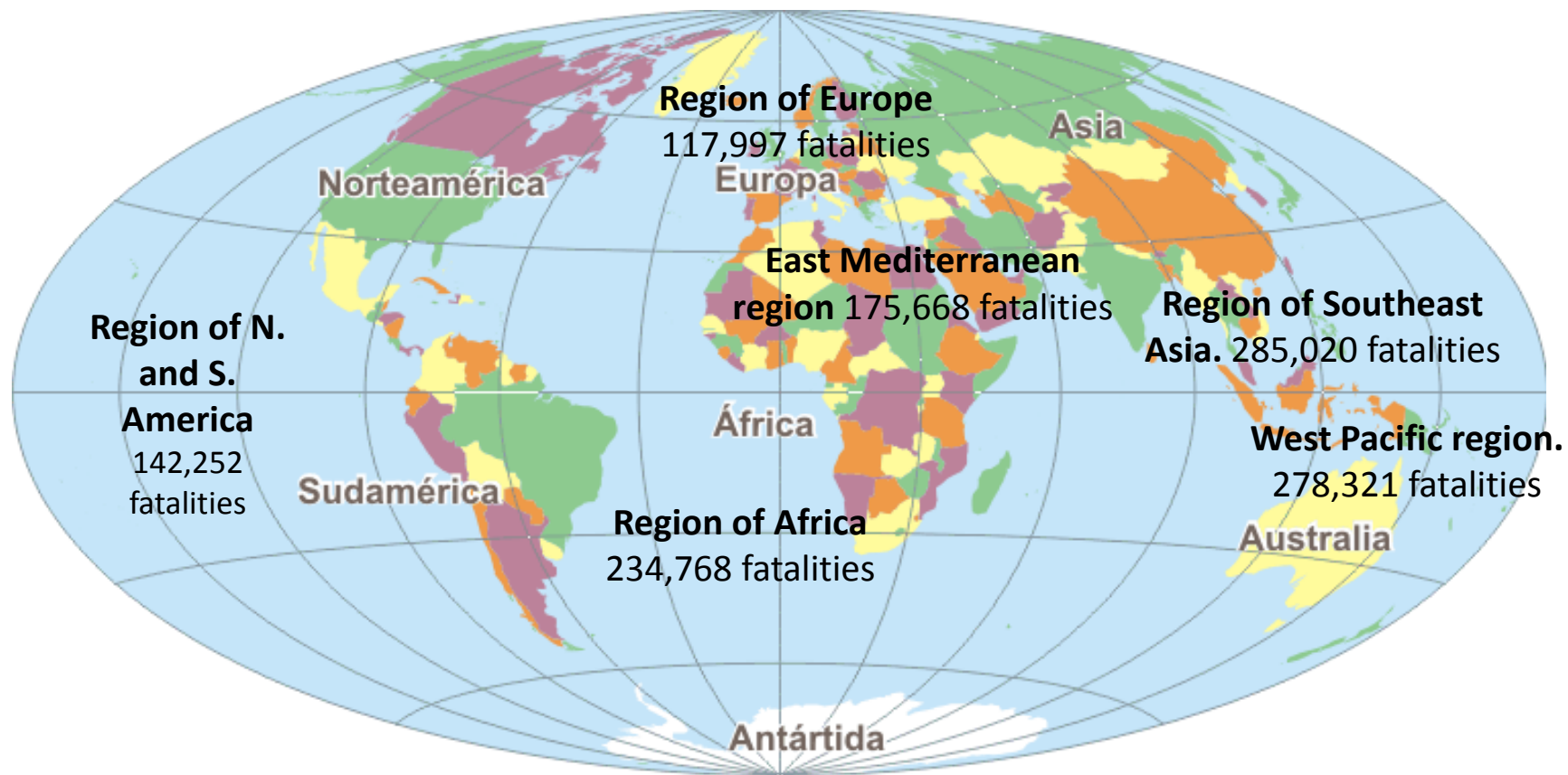


servei català de

Trànsit

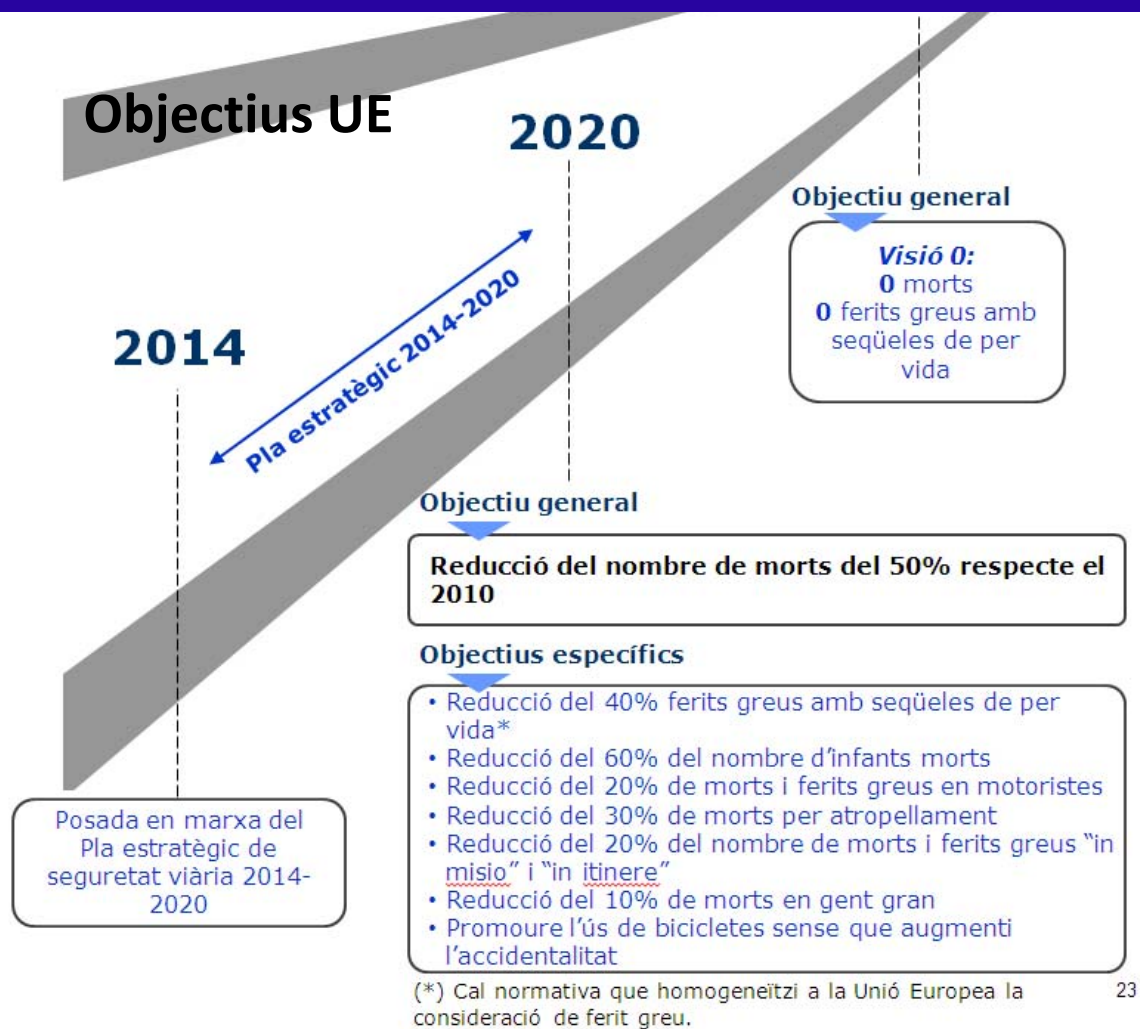
**Strategic plan for road safety in Catalonia 2014-2020.
Commitment to Europe**

Fatalities from road accidents worldwide



The WHO has calculated that fatalities from road accidents were 1.23 million, distributed in six regions with reported and modelled data

Font: OMS

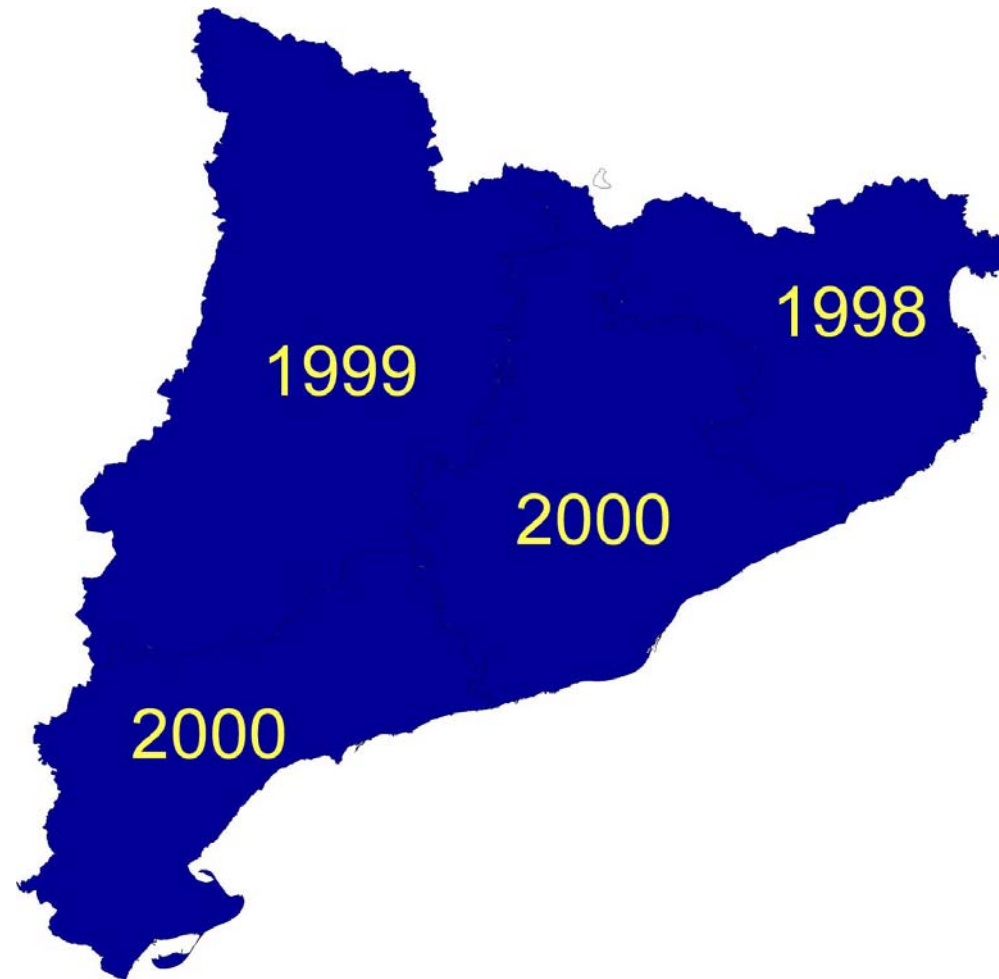


Fleet *versus* Fatalities

YEAR	SPANISH FLEET	CATALAN FLEET	ACCIDENTS IN SPAIN	ACCIDENTS IN CATALONIA	FATALITIES IN SPAIN	FATALITIES IN CATALONIA
1990	15,969,715	2,918,122	101,507	27,789	6,948	1,041
2000	23,284,215	4,000,205	101,729	23,438	5,776	891
2010	31,086,035	5,014,131	85,503	24,132	2,478	381
2012	31,203,203	5,025,372	83,115	23,368	1,903	336

In 22 years, with twice the fleet,
 there are 5,000 fatalities less each year in Spain, 700 of which in Catalonia

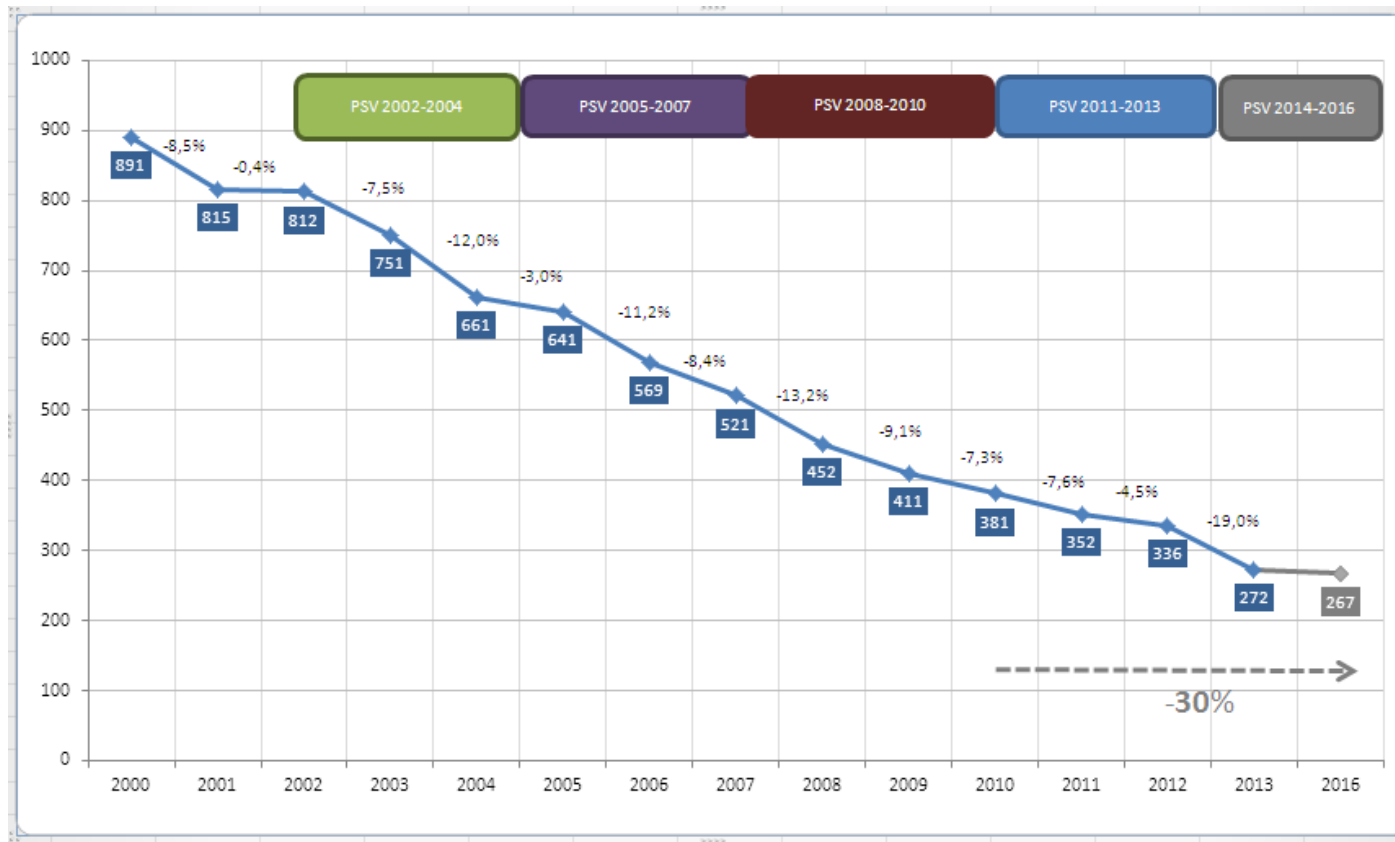
Deployment of the Catalan Traffic Service



Implementation of the Catalan model 2000-2010

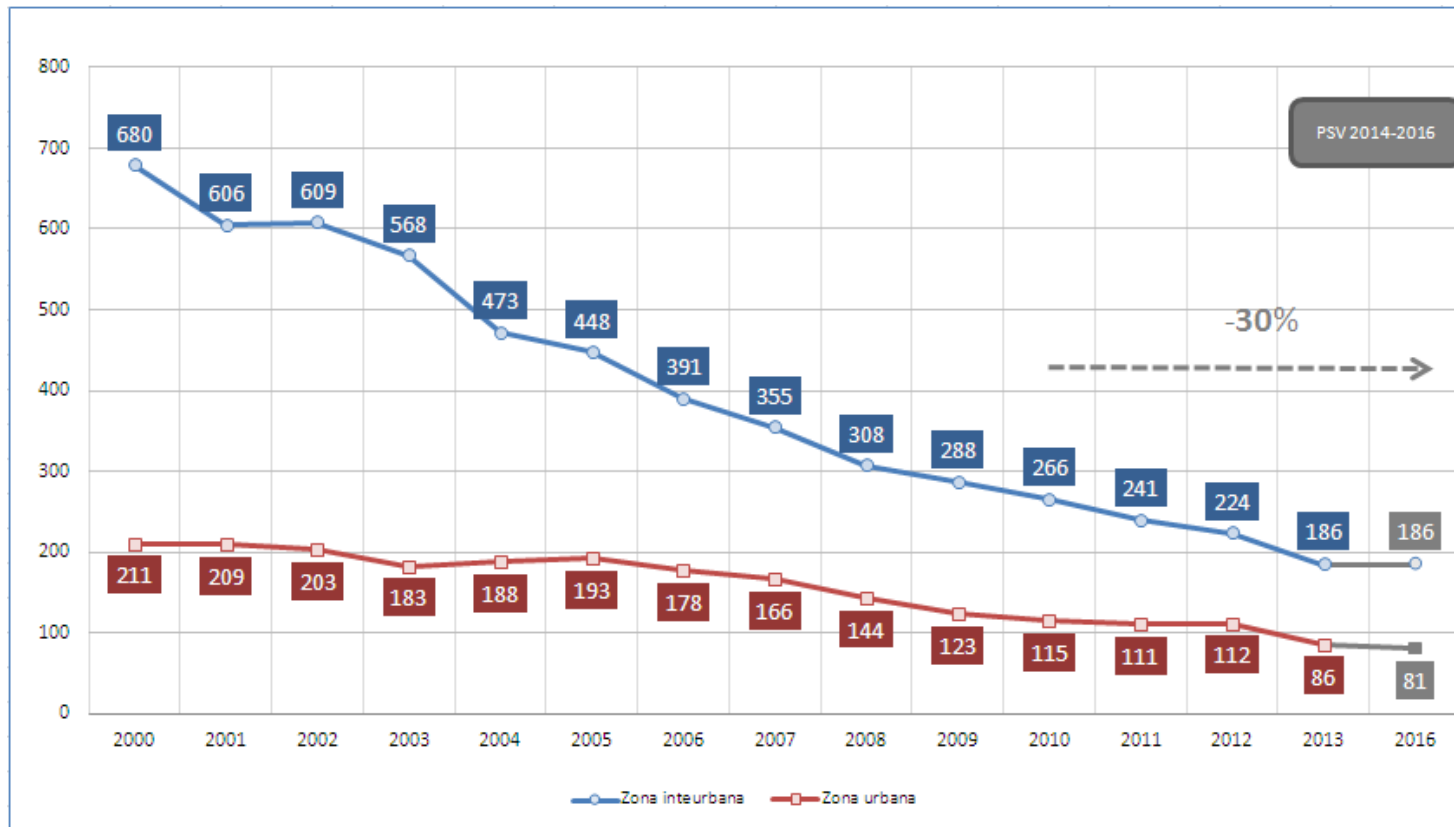
- **Education and formation** reaches the schools with bicycle and moped playgrounds
- **The culture shift** has started to occur based on the general observance of passive safety systems (particularly helmets and safety belts), speed control and the implementation of points licenses
- Special focus to interurban roads is also given to urban roads through the deployment of **local road safety plans** with municipalities
- The Catalan Traffic Service (SCT) takes over from the General Traffic Directorate (DGT) as a benchmark of **awareness campaigns** for drivers

Fatalities at 30 days. Interurban area + urban area



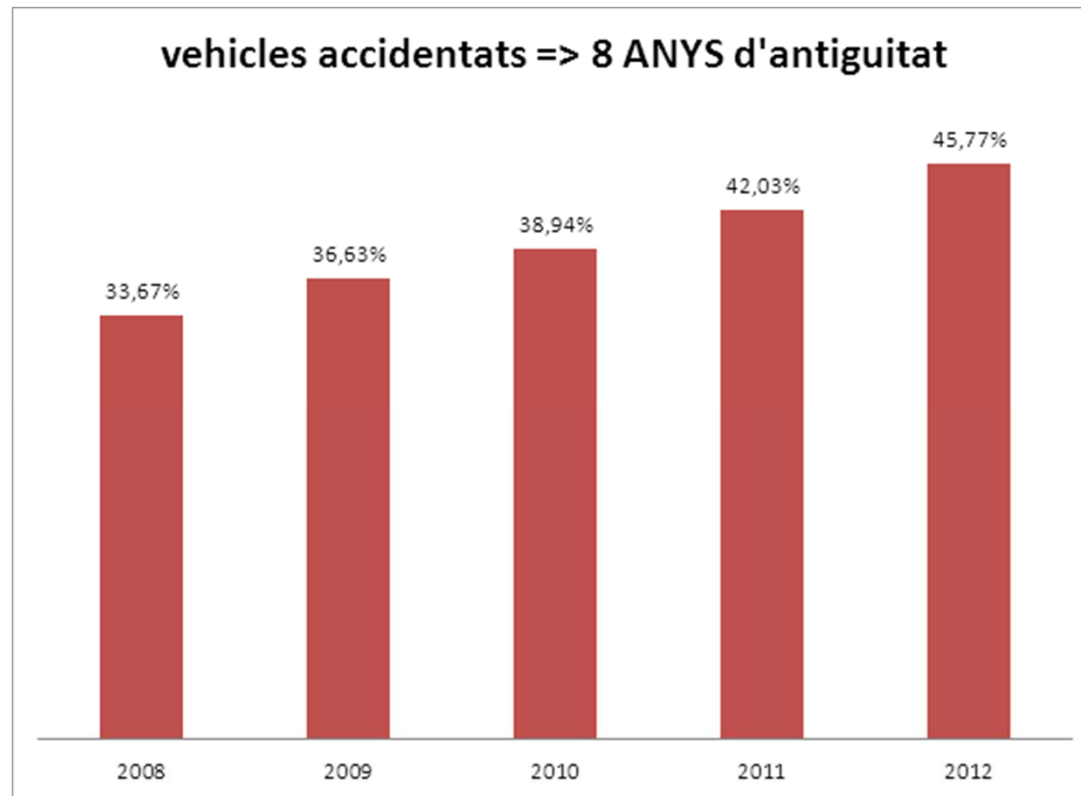
The Road Safety Plan 2014-2016 set a 30% reduction of fatalities compared to 2010, which target is about to be met.

Fatalities at 30 days. Interurban area + urban area



A drop in fatalities in Catalonia has already met the EU mandate, three years ahead of schedule, at least on interurban roads

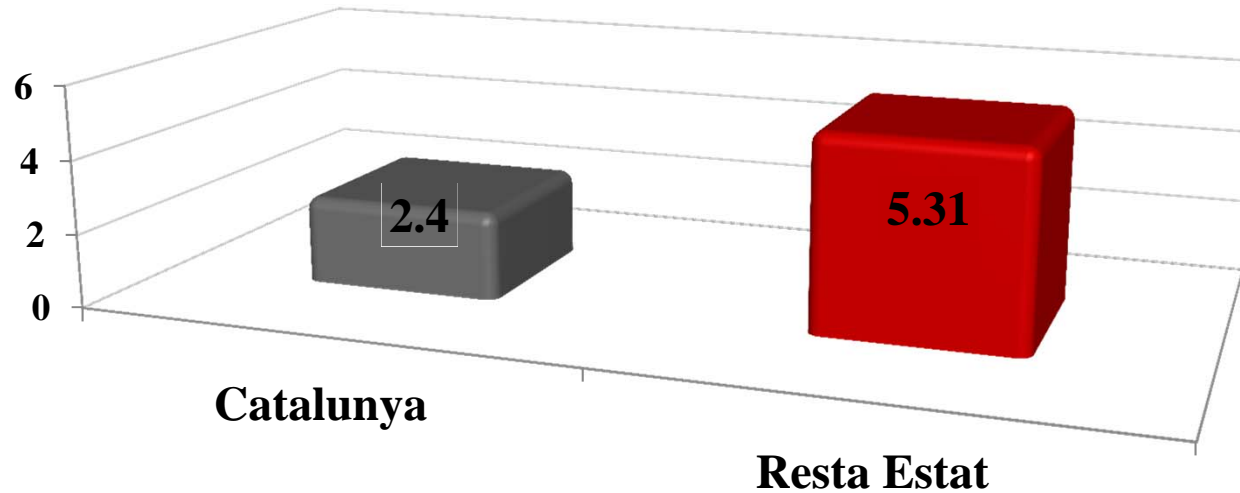
Special focus on the aging of the fleet



Half of vehicles involved in accidents are more than 8 years old. The Technical Inspection campaign (ITV) has led to more than a 20% increase in inspections in the last months of 2013

Catalonia *versus* Spain 2013

KM DE CARRETERA PER 1000 VEHICLES



Catalonia bears an intensity of through traffic and of tourist concentration higher than other leading territories, added to which is a long-standing infrastructure deficit.

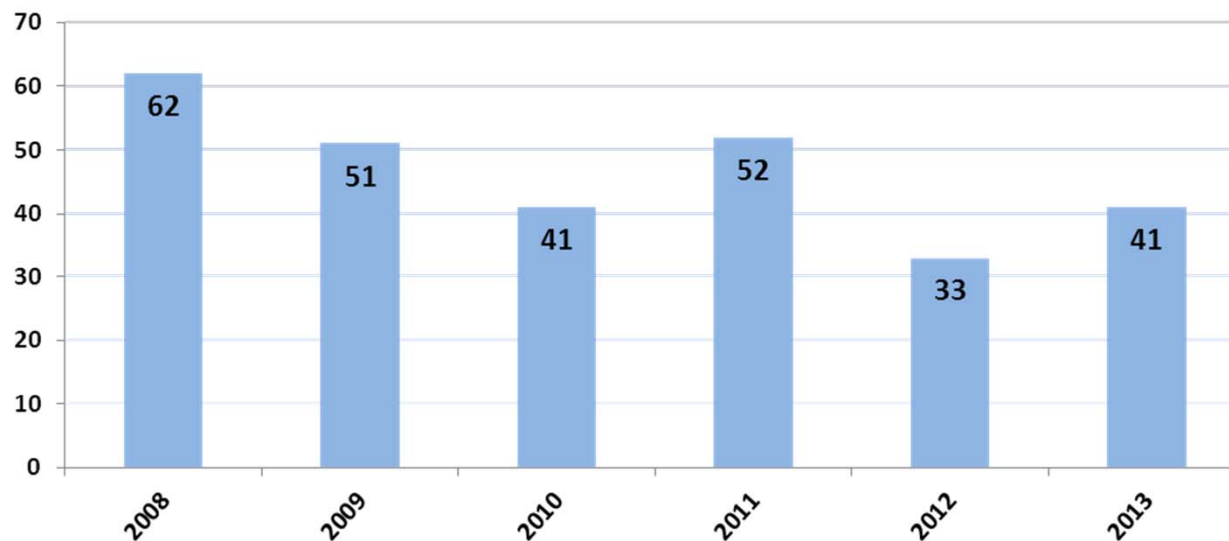
Mobility shift

1st semester	2012	2013	Diff.	%
total	158,975,819	154,321,252	-4,654,567	-2.9278%
work	119,565,218	115,054,917	-4,510,301	-3.7723%
hol	39,410,601	39,266,335	-144,266	-0.3661%
2nd semester	2.012	2.013	Diff.	%
total	154,902,825	154,893,235	-9,590	-0.0062%
work	114,187,977	116,114,046	1,926,069	1.6868%
hol	40,714,848	38,779,189	-1,935,659	-4.7542%
Year	2012	2013	dif	%
total	313,878,644	309,214,487	-4,664,157	-1.4860%
work	233,753,195	231,168,962	-2,584,233	-1.1055%
hol	80,125,449	78,045,524	-2,079,925	-2.5958%

During 2013, the decrease of recent years stopped;
 During the second semester there was 1.7% increase on working days,
 with 3% peaks in the last term of the year

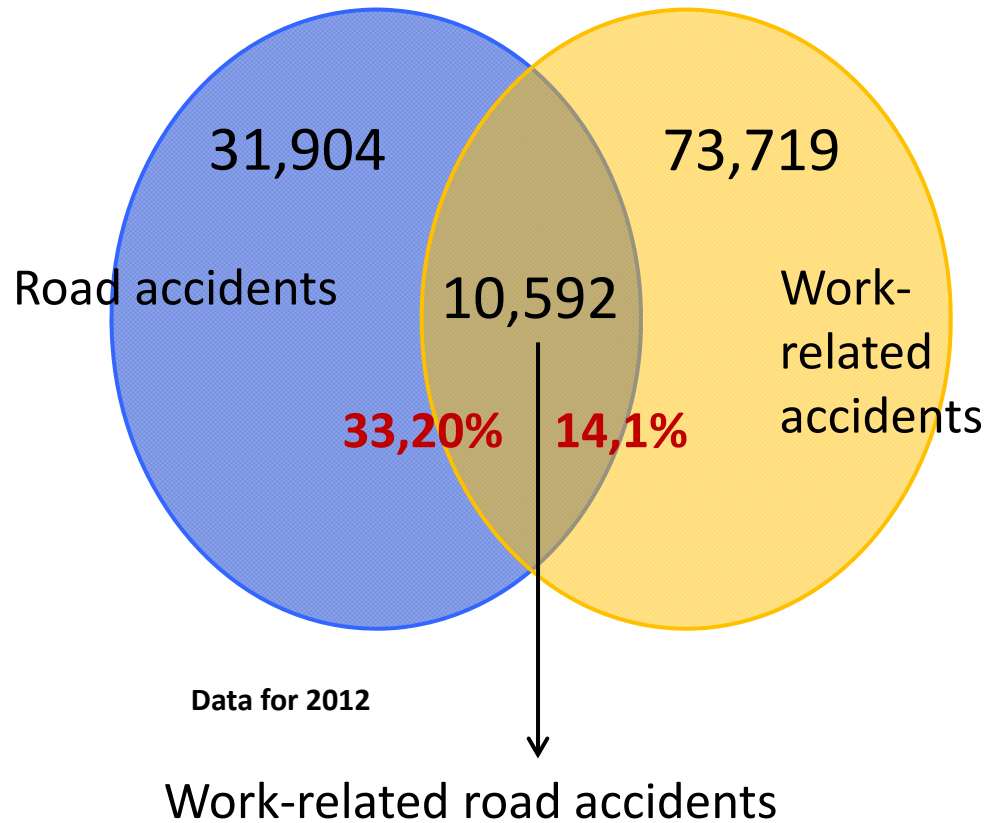
Protection of the most vulnerable users

MORTS MOTORISTES

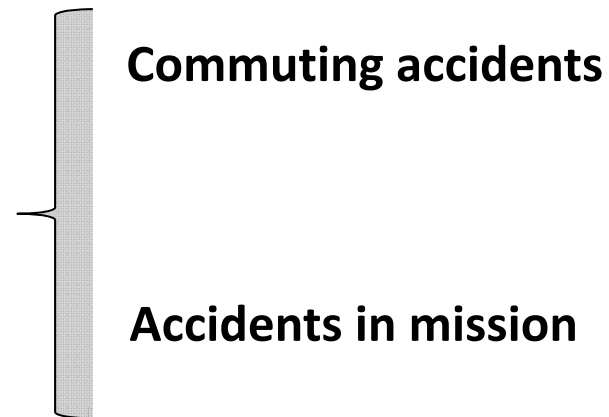


In 2013 one in four fatalities were motorcyclists. This year we will increase secondary school road education for motorcycles

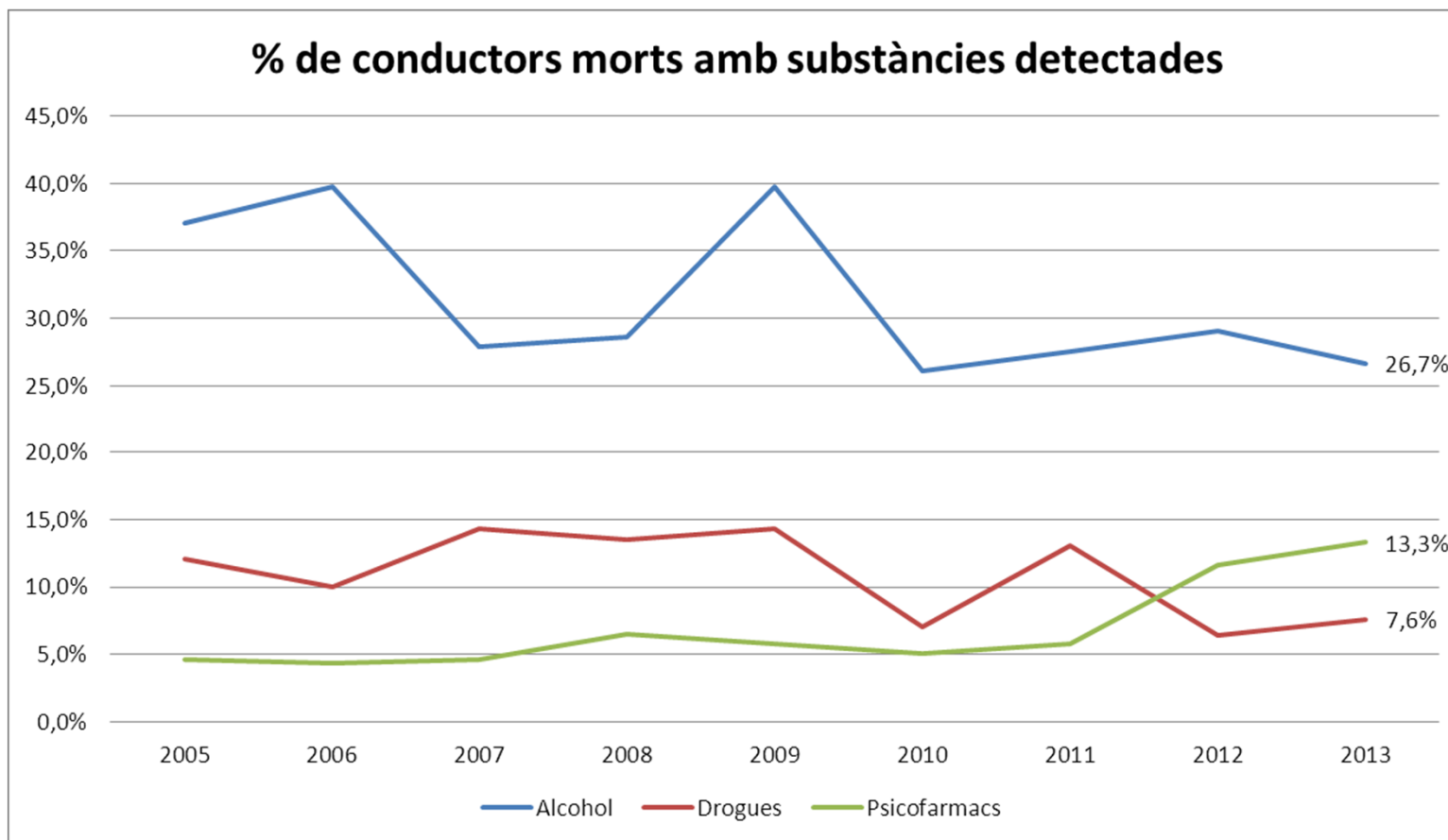
Special focus on work-related road safety



In 2013 one in three accidents occurred in commutes or in mission. This year we will offer training in work-related road safety to companies.



Special focus on risk behaviours



Psychotropic drugs are more present than medicinal drugs in fatal accidents

The strategic Plan is structured in four areas



1. Involving and coordinating public and private bodies in improving safe mobility
2. Promoting a continuous area of road safety (urban and interurban areas) in collaboration with the municipalities
3. Research + Development + innovation of road safety in collaboration with universities.
4. Providing life long learning and training on safe mobility.

1- Involvement of public and private bodies under shared responsibility



Interdepartmental work:

➤ **Enterprise and Employment, Area of Education, Health and Justice**

Collaboration with firms, associations and civil society:

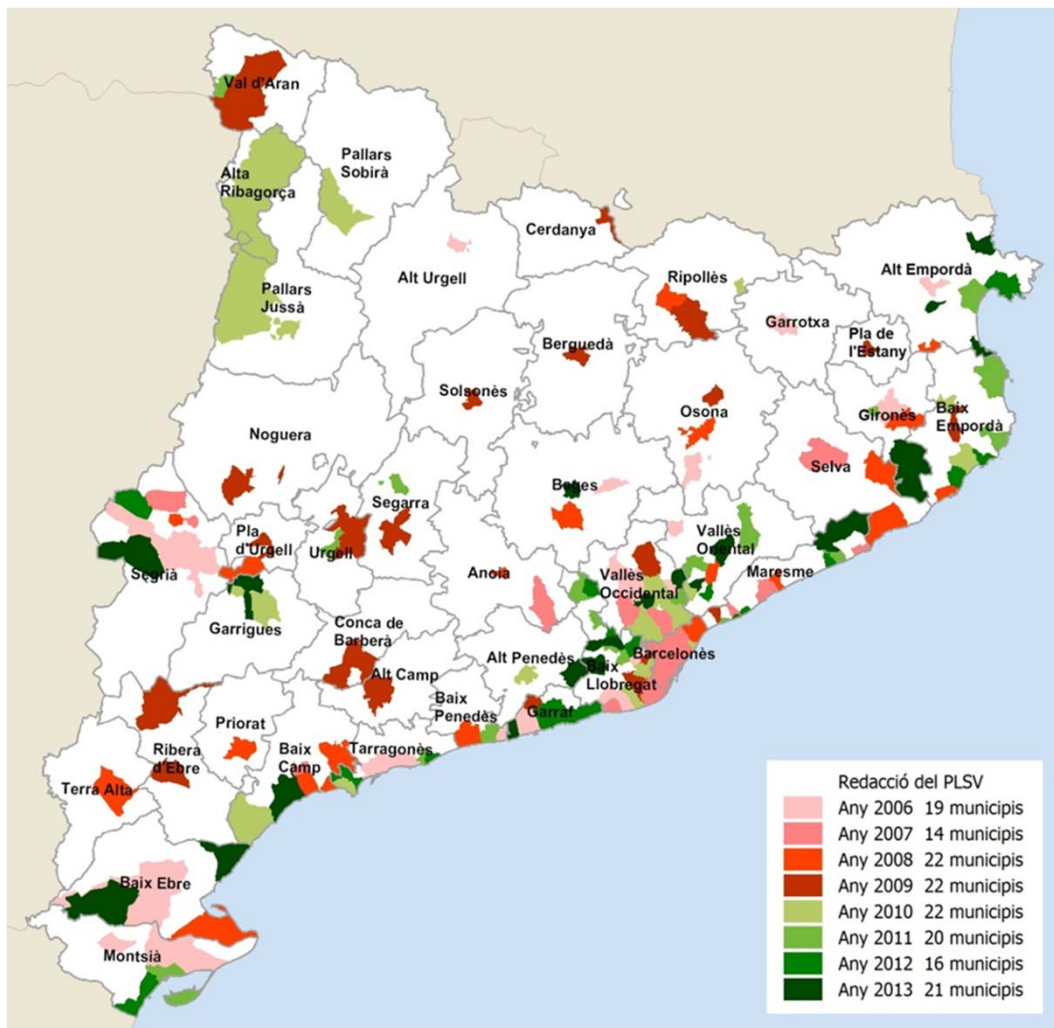
➤ **RACC, Victims association, insurance companies, manufacturers, sectorial bodies**

Creation of working groups

➤ **WG on Motorcycles**

➤ **WG on Work-related Road safety**

2- Continuous area of urban and interurban road safety



-In 2013 81% of the population has been reached by signing and following through 160 local road safety plans with municipalities.

-We will also create the Road Safety Observatory

3- R+D+i in collaboration with universities

Cinemòmetres de velocitat mitjana per tram (Pla 2012)

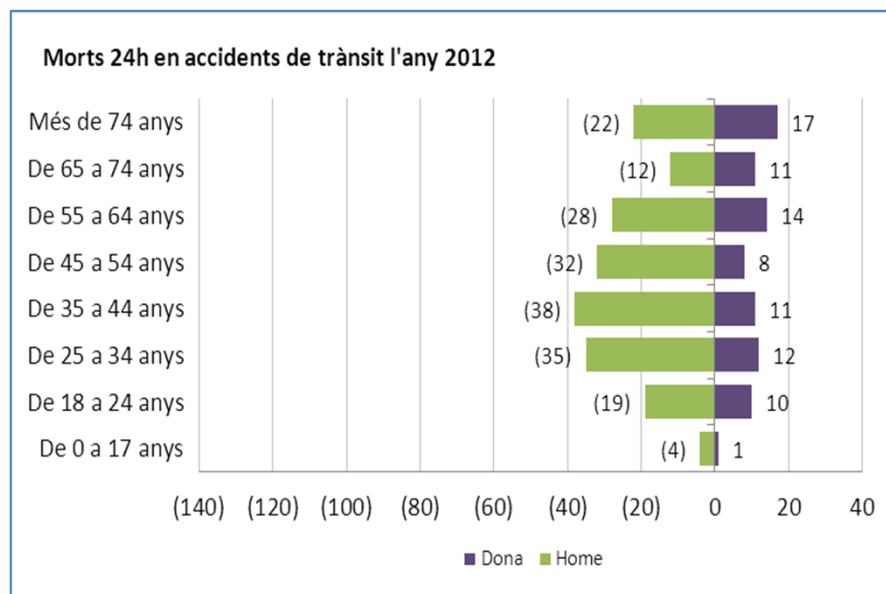
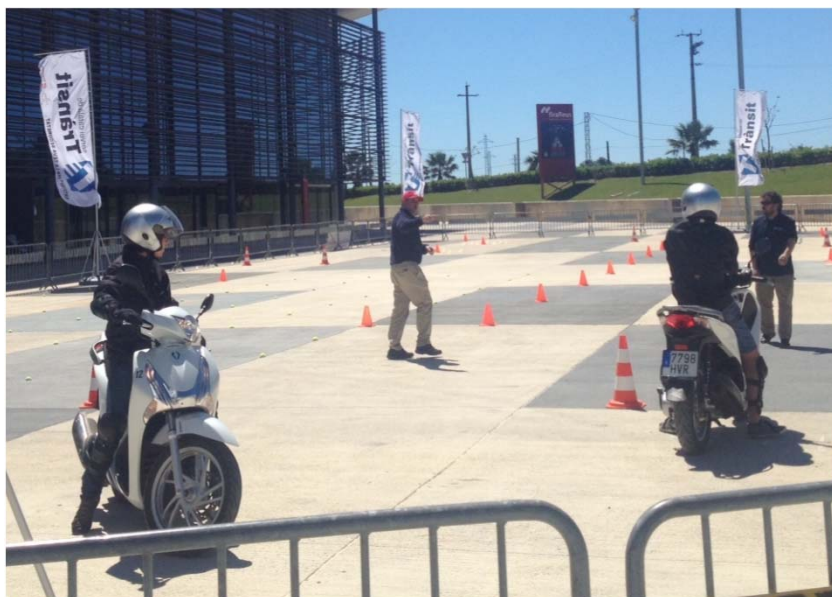
Projecte del conjunt de 3 Radars de Tram

ID	Dem	Ctra.	pk Inici	pk Final	Longitud (kms)	Municipis	Sentit	Carrils
RT-1	T	N-340	1.074,78	1.079,45	4,69	Sant Carles de la Ràpita - Amposta	Amposta	1
RT-2	T	N-340	1.079,45	1.074,78	4,69	Amposta - Sant Carles de la Ràpita	St Carles de la Ràpita	1
RT-3	G	C-65	17,00	12,00	5,00	Cassà de la Selva - Llagostera	Llagostera	1

NOTA: S'enten com a Radar de Tram l'equipament necessari per controlar la velocitat en un sentit de circulació. Quan es controlin els dos sentits d'un tram de carretera es parlarà de 2 Radars de Tram diferents.

- This spring, new segment radar devices will be deployed
- This year we will create a new chair on road safety

4- Education and Formation



Young people are no longer the first group of fatalities due to road safety education (Canvi de Marxa (Gear Shift), Game Over, training...)

Towards the zero trend by 2050

- The Strategic Plan aims to be a benchmark in Europe for the increasingly common work the European Commission must carry out.
- We have overcome the initial phase of the problem and are at the consolidation phase; we must now address the phase of unification of road safety policies.
- We have standardized signage, we are working on the definition of seriously injured... We must address the implementation of the alcolock, the unification of alcohol levels, speed limits, goods in transit.
- If we are considering a 50% reduction by 2020, why don't we already move towards the zero trend.

L'actual normativa europea aconsella posar reflectors al casc.

**Et veuran i
augmentaràs la teva seguretat.**



Aquí els tens, enganxa'ls al teu casc.

servei català de **Trànsit**



Millor que et vegin.

Thank you for your attention.