



Asociación Española de la Carretera

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Developed by	Spanish Road Association
Revised by	



The Spanish Road Association has filled in the internet consultation relating to the preparation of a European Road Safety Action Programme 2011-2020; complementarily, a number of additional ideas are suggested:

- ✓ The successful launch of the Directive 2008/96/EC on November 2008 should be followed by research activities at a European level on infrastructural road safety.
- ✓ The areas included in the Road Safety Action Programme published in 2003 should be continued, while other new fields of actions can be suggested.

77 initiatives for road safety are included in this link to the "Green paper on road safety", published by the Spanish Road Association, available on the following link.

http://www.aecarretera.com/Libro_Verde2daEd2.pdf

- ✓ Regarding safer infrastructures, the following fields of action are suggested (included in the referenced Green Paper; most of them should be applied at a national level):
 - Promote the implementation of road safety tools included in the Directive 2008/96/EC at all road networks.
 - Promote the increase of investment in road maintenance, key for road safety.
 - Promote renewal of traffic signs once they are out of their valid period.
 - Promote specific treatment of crossroads and other singular road sections.
 - Promote specific road safety training modules at a university level.
 - Encourage rapid management of road safety projects and interventions, avoiding usual times for actions for other road projects.
 - Promote the creation of road safety units at all Administration road levels.
 - Develop best practices and promote self-explaining and forgiving roads.

- Provide traffic technology to facilitate the access of emergency vehicles for assistance in case of accident.
 - Do not underestimate urban road safety problems, where a huge amount of accidents and victims happen.
 - Improve tunnel safety with the use of material resistant to high temperatures.
 - Ensure safety of on-site maintenance operations.
 - Avoid head-on collisions caused by errant vehicles crossing uncontrollably central reservation from the opposite carriageways; this could be done by using the appropriate road restraint systems.
 - Ensure the adequate friction between road surface and tires.
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- ✓ Regarding road users, it is important to achieve a homogenization at a European level in driving licences (training and access to them) and strategies for enforcement in the European Union. Speed, alcohol, safety belts and helmets should be a priority. National policies should be coherent with European approach.
 - ✓ Regarding vehicles, periodical technical inspections at all Member States should be implemented and enforced. The situation is different in the countries of the enlarged European Union.
 - ✓ Also in the field of vehicles, fiscal incentives and reduction of taxes for road safety equipment could play an important role in the improvement of safety levels of vehicles.