

SESIÓN DE MINISTROS
MINISTERS' SESSION
SÉANCE DES MINISTRES

Temas y mesas de trabajo

TEMA 3
MOVILIDAD SEGURA
SAFE MOBILITY
MOBILE SECURITY

AIPCR
Zimbabwe
Japón
Sudáfrica
Australia
Bélgica
Namibia
El Salvador

PIARC
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Japan
South Africa
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AIPCR
Zimbabwe
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México



Queremos agradecer la intervención de Rusia en esta participación, en donde se han dado las pautas para lo que ha sido el término ecológico y, al mismo tiempo, con un enorme tamaño del reto que se tiene en Rusia y en todos los países aquí ponentes, sobre la problemática que se ha presentado. Quiero al mismo tiempo, presentar la tercera mesa de trabajo y está encabezada por la presidenta, la primer mujer, y hay que dar un aplauso para esto, presidenta de esta Asociación Mundial de Carreteras. Me da

muchísimo gusto presentarles a Anne-Marie Leclerc, quien nos va a dar a conocer el tema de la **Movilidad segura**, que es un tema fundamental en las carreteras en este siglo XXI... Anne-Marie, Bienvenida.



Gracias... Mesdames, messieurs les ministres, mesdames, messieurs les congressistes, le concept de mobilité durable se décline de plusieurs façons, parfois très générales, parfois de manière plus spécifiques, pourtant le dénominateur commun reste cette volonté d'atteindre ce délicat équilibre entre les volets économique, social et environnemental sur lequel la mobilité a un impact indéniable; mais l'équilibre tant souhaité entre ces trois pôles représente un grand défi auquel tous les pays sont confrontés. Les enjeux associés à la mobilité durable sont complexes, liés les uns aux autres, et souvent attachés au tissu et aux valeurs d'une société. Dès lors la mise en œuvre des solutions qui nécessitent une gestion intégrée des systèmes de transport et leur planification à long terme doit s'appuyer sur des volontés politiques clairement exprimées et acceptées socialement. Il est donc essentiel de mettre à profit toutes les capacités d'anticipation et d'innovation des différents acteurs sociaux pour construire une mobilité routière sûre et durable.

La mobilité routière est un facteur déterminant du développement économique et humain. Elle pose cependant d'immenses défis notamment en matière de sécurité, d'énergie, d'environnement et de qualité de vie. L'amélioration de la sécurité et de l'efficacité des réseaux routiers exerce ainsi une influence considérable, non seulement sur le transport des personnes et des biens, mais aussi sur la progression socio-économique des pays.

Les autorités routières doivent donc disposer d'un éventail très large de solutions et d'outils pour être en mesure de prendre la décision la mieux adaptée à leur propre situation et répondre adéquatement aux besoins.

L'analyse diagnostic et surtout préalable à toute décision s'impose donc comme une étape essentielle à l'élaboration d'un ensemble de mesures. Ainsi le concept de mobilité durable sécuritaire par définition nous emmène au-delà des questions techniques plus traditionnelles d'aménagements routiers. Bien entendu il intègre la maîtrise de conception adéquate de routes visant à réduire de façon continue le nombre d'accidents mortels et de blessés, le défi des techniciens est bien de créer des aménagements routiers qui induisent naturellement chez les usagers des comportements sécuritaires. Les facteurs de comportement humains doivent donc être mieux connus et pris en compte bien en amont de tout projet. Il s'agit-là d'un défi de taille qui invite techniciens et sociologues à partager leurs observations et à travailler de concert.

L'amélioration de la sécurité routière interpelle chacun d'entre nous individuellement et collectivement. C'est sur une mobilisation sociale que cet objectif doit prendre appui. Il nous revient pourtant de poser les premiers jalons en favorisant une approche intégrée basée sur certain nombre de mesures comme l'adoption de lois et règlements efficaces, appliqués strictement, complétés de politiques concordantes, facilitant la mise en œuvre d'actions précises, mesurables et régulièrement remises en question.

Tous les spécialistes du secteur des transports sont appelés à mettre à contribution leur connaissances et leurs expériences pour favoriser cette évolution de politiques. Les initiatives doivent aussi être coordonnées et concertées entre les différents acteurs du domaine des transports afin de bien répondre aux enjeux qui touchent à la fois les usagers de la route, les infrastructures et les véhicules.

Une approche intégrée en matière de sécurité routière doit s'articuler autour d'une stratégie multidisciplinaire, inspirée par les meilleures pratiques mises en place par les autorités publiques. En tant que décideur, votre engagement est donc primordial pour assurer la synergie entre les différents domaines liés à la mobilité, à la sécurité et à la durabilité des systèmes de transport. Les investissements qui sont nécessaires doivent reposer sur des analyses de mieux en mieux documentées. Il était ainsi reconnu que pour l'atteinte des objectifs d'amélioration de la sécurité, les administrations routières doivent s'engager dans trois axes d'intervention: la conception de systèmes de transport intégrés, l'adoption de mesures législatives et

réglementaires applicables et appliqués, la mobilisation de l'ensemble de la société pour l'atteinte d'objectifs de sécurité ambitieux.

La mobilité sécuritaire passe par l'acceptation de ce rôle et de sa responsabilité, partagé entre le décideur, le concepteur et les usagers des réseaux routiers.

Cette réflexion m'inspire donc trois questionnements: d'abord comment assurer une mobilité sûre à toutes les usagers de la route? La cohabitation poids lourds, automobiles, motocyclistes, cyclistes, piétons est-elle possible dans un environnement sécuritaire? Et comment créer cet environnement? Ensuite, quelle contribution devons-nous attendre des différents acteurs? Il faut leur demander de contribuer. Et comment les administrations routières peuvent-elles relever ce défi qui est de concevoir des aménagements qui inciteront tous les usagers à adopter naturellement un comportement sécuritaire.

Voilà donc trois questions que je soumets à votre réflexion. Les réponses sont très certainement multiples. Je vous invite ici à ouvrir la discussion.

Merci.



Gracias, muchas gracias por esta presentación. Queremos invitar a la tercera mesa de trabajo para que nos dé un punto de vista sobre, tanto que hay que ver sobre nuevas tecnologías para las comunicaciones, todo lo que incide, cuestiones que están ligadas con la señalización, ligadas con la seguridad, ligadas con toda la casuística de accidentes, la litigación de desastres, toda la problemática para involucrar capacitación, vigilancia, fondeo para la innovación tecnológica, toda una serie de retos... está con nosotros Mongolia... quiero invitar a Zimbabwe a que haga su primera presentación en esta mesa. Nos vamos a tardar un poquito más, yo creo que vale la pena. Vamos a tratar de ser muy breves en nuestras intervenciones, de ir a lo sustantivo. Por lo pronto Zimbabwe tiene la palabra, adelante.



Thank you very much. I would like to start by thanking the government of Mexico and also the cheerful, hospitable people of Mexico. We are very impressed. As a delegation I would like to say to the people of Mexico: keep it that way.

My small contribution to the distinguished delegates is a short experience. It only stretches for two and a half years. The topic I am supposed to address is sustainable mobility. Zimbabwe regards sustainable mobility as a product, as a result.

Like I said, we are only two and a half years old. I'm talking about the coalition government which is ruling Zimbabwe today, it is only two and a half years old and... Taking from the experiences and difficulties we faced up to 2008, when our economy collapsed, we formed a coalition government; that was in February 2009.

We agreed that the rule shouldn't go into our comfortable offices only to go and to decorate those offices without knowing what to do, as the economy collapsed in 2008. There was nothing new to do ahead in our hands. So we developed the concept of grouping together ministries which could have something in common. We call them clusters.

A cluster consists of five ministries. In this case, the ministry of transports, which is also responsible for infrastructure, shares the ministries of agriculture, mining, tourism and hospitality. There was something in common. Why did we adopt the concept of cluster formation or grouping together ministries? We had land in the right way that as long as you don't organize yourselves as a government... I'm talking about organization. That is the topic I am going to tackle and also pass the experience to you. As long as you don't organize as a government, there is nothing which you can achieve. If you are organized, you can plan, you can implement, you can monitor, and you can even be all of it.

And this is very important, very especially to developing countries like Zimbabwe and others. It is a waste of time claiming for finances from the international community, whether it's the IMF or the World Bank. You can actually be given trillions and trillions of dollars. If you are not organized, those trillions of dollars would not come to an achievement. So my message, really from Zimbabwe, is that, is especially directed to developing countries: organize your governments so that whatever little you, you have will be yours, fully.

We have also adopted the concept of self lends. That, whatever we want to do, whether sustainable mobility or anything, we have to start with the funds from ourselves, rather than going out. We have also embraced the concept of partnerships, but starting with our local private business community.

This is a tragedy in all third world countries. Private business community is regarded not as a partner but as a rival, even to the extent of being regarded as an enemy. Nothing will move. But what I wanted to impact to my colleagues is that, first of all, organize your government. Then everything will follow. I thank you.



Muchas, muchas gracias. Sí es fundamental tener una organización gubernamental, y en el caso de la joven organización gubernamental de Zimbabwe, evidentemente se tuvieron que poner de acuerdo rápido para eficientar la capacidad de organización para reorientar a su país.

Para nosotros siempre es un motivo de orgullo y de beneplácito presentar la experiencia de un gran país que ha superado muchas adversidades y a base de disciplina, de trabajo, de tesón. Los acompañamos en lo último que se sufrió en marzo de este año con el sismo y el tsunami del 11 de marzo... y está con nosotros el ministro japonés que tiene que ver justamente con las comunicaciones de un pueblo de excelencia en la infraestructura. Muchas gracias por estar aquí con nosotros, Japón.



Gracias, my name is Hiroaki Taniguchi, former viceminister of, ministry of infrastructure and transportation of Japan. First of all I would like to thank you for your very warm support and the sympathies that has been extended to us at the time of March 11th. East Japan earthquake. Over 160 countries in region, over forty international organizations and NGOs have extended your warm heart to us. We are very, very grateful.

Now, with regards to the Fukushima Daiichi Nuclear Power Plant, whose accident has leached, reached level seven has worried you all. Definitely it is moving towards a very stable, cold ... Japan is trying very hard to share accurate information with you expeditiously, so I ask for your continued understanding.

Now, let me talk about traffic safety and disaster mitigation. The challenges have come to measures that Japan faces. First about the traffic safety. After World War II, the motorization increased the number of deaths and traffic accidents. This peaked in 19,765 in 1970. However, we ran through several plans and in comprehensive measures, the number of deaths has come down to a third: 4,863 in 2010.

However, compared to the other countries, we have higher rates of pedestrians and bicycle riders among them, which... this is almost two, three times higher than the other countries. This is a big problem for us. Therefore, we would like to reduce the number of deaths down to three thousand in the year 2015.

And we are currently conducting this plan and implementing them. Our ministry is working together with the municipalities and public safety commissions. To be specific as for the major roadways, from the areas where it has a higher traffic accident rate, we are really carrying out very focused countermeasures. Regarding the neighborhood roads, we are really controlling the through traffic volume and also the

vehicles speed. So we are really looking at this as the, as the areas and also in a comprehensive manner.

Now, regarding the expressway, we have put together TSRP devices and that allows us to follow the amount of traffic through the ITS device. This is set up at 1600 spots, and therefore this enables us to disseminate information that really promotes a safe driving.

Next, I would like to talk about the East Japan earthquake. This earthquake was man, at magnitude nine, the biggest in our recorded history. And this was, this affected a very large area. It really affected over 500 kilometers by 200 kilometers, and the wave height was over ten meters and the flood height was over forty meters. It's huge a tsunami here at Pacific Coast.

Now the Fukushima Daiichi Nuclear Plant, the power failure occurred and it reached the level of seven. And industrial properties, like mines, social infrastructure, agriculture, forestry, and fishery included. The damages are estimated to be 16.9 trillion yens. Immediately after the earthquake occurred, under the directives of the minister of, mine minister, it really deployed a so called a counties operation and this really worked with the construction companies and tried to secure the roadways that allowed us to transport emergency goods.

At the time of 1995 Hanshin-Awaji earthquake, we have gone through the cases where the road bridges fell down, so since then we have been making efforts to reinforce them. As a result, we really didn't have any major damage because of the failure or breakage of the bridges. We had many of the expressways and sixteen sections of the national highways was closed, but they were able to be recovered within one day. And we were able to secure within four days the fifteen crossroads that connected from Japan seaside to the Pacific Coast. And the national highway number six and number fourteen, the major ... roads where ninety... With the exception of 97 percent was recovered within one week and it really contributed to the emergency transportation goods.

And now we are really going to reinforce those other roadways and the bridges that haven't quite been done the anti-seizing reinforcement. And while the expressway in Tohoku region were closed for ordinary vehicles can... expressway that connects Tokyo to Niigata, so in traffic volume increased, of 1.3 to 1.5.

While the, the ports on the Pacific Coast were inoperable, the ports on the Japan seaside, such as Sakata, handled a very large amount of volume and it sended the goods to the Pacific Coast. Therefore, the Sakata port had to double the number, the amount of cargo that it handled. But this really made us realize how important it is to secure an alternative highway network and strengthen them.

Japan has many earthquakes. In the coming thirty years, the forecast goes that over sixty percent possibility exist that there will be another major quake in Tokai, Tokai, Nankai and Nankai earthquake. It is urgently needed to eliminate the so called “missing link” and secure multiple alternative network. Thank you for your attention.



Es otro de los temas, ¿no?, el tema de los sismos y de las fallas. En nuestro país tenemos una enorme problemática que liga las carreteras con fallas tectónicas, algunos lugares en donde constantemente se están sufriendo ajustes, producto de la inestabilidad del suelo, y en el caso del Japón, este es un asunto que está constantemente siendo supervisado y visto... y con una gran capacidad para superar todas sus adversidades.

Quiero invitar a la experiencia de Sudáfrica a este lugar: Muchas gracias y bienvenido.



Thank you very much for the opportunity and thank you very much for the hospitality that we have received here in your beautiful country.

Amongst the excellent contributions that we made this morning into the very profound contribution by the president, amongst those

contributions, the figure of 1.3 million people die on our roads worldwide and that is a disaster.

Twenty percent of the vehicles, of the motor vehicles in the world are in Africa. But Africa contributes 70 percent of road crashes, with 20 percent of the, of the vehicle population. In Tanzania we saw that countries adopted the decade of action for road safety. We committed ourselves to reduce road fatalities by 50 percent by 2014.

South Africa, where our ministry of transport, 14,000 people die per year. That is more than a thousand people per month; that is more than 215 people per week; that is more than 40 people per day. That is a crisis. If that is not a crisis, I don't know what a crisis is.

We have won our struggle against apartheid. We have won the war against the malaria. We have won against the, the war against the We are also winning the war against the smoking, particularly smoking in public, and we are not using a single policeman in the anti-smoking campaign.

But the road safety remains one of the serious, serious crises facing us, but I believe that this war can also be won through engineering, the road infrastructure, making sure that our roads are good. And a good road does, is not warranty that is not going to be, there is not going to be deaths, simply because the road is good. Sometimes the better the road, the more fatalities there are.

So, engineering involves that, ensuring that our roads infrastructure are good and most of you saw the road infrastructure in South Africa during the welcome. Some of the roads are second to none, but people die there.

Then there is the issue of education. The education involves the driver, how the peasant becomes a driver, how to get a driver's license, how to maintain a driver's license, how to don't lose a driver's license. And all that, it, it becomes very important in this campaign.

The issue of the vehicle, the road readiness of the vehicle and the, all those... But lastly it is the issue of enforcement. I'm sure all of us can agree that there would be no attraction of a heaven if there is no hell.

You need to have enforcement, and enforcement, and enforcement. In this regard, South Africa have instituted a, a program that is working

very well, where in, we are checking one million vehicles per month, 250 vehicles per week, 40 vehicles per day, checking on the driver fitness, whether the driver is not drunk, whether the driver has got the driver's license. Unfortunately, we can't check whether the driver is alert, is not tired, is not fatigued.

But that is part of the program and it's giving excellent results. Today we have checked more than seven million drivers in seven months and the people are becoming aware that you obey the rules or pay the price.

We are also introducing a system where in... Perhaps we cannot do much with the old drivers who have acquired all the benefits, we are therefore concentrating on younger drivers; we are introducing driving at school, at high school level, seventeen year olds to get a driver's li... a ... drivers and by eighteen, nineteen, you get a driver's license properly. When you have got enough time you are not tiring to get the job, so that we introduce a new driver that is much more conscious of our public space.

That is part of entrenching democracy. And entrenching democracy also means that you know that the road is set space, it's a space that belongs to all of us and therefore we should share it, and therefore...

And we are also introducing the system of road safety consense, where the community itself, starting with the bereaved families, the people who know how it is to lose a loved one in prison... in, on a road crash. It becomes very, very important for us. When our former president Nelson Mandela was in prison, he would stood all the vicissitudes of the oppression, but when he lost his own son, on a road crash, he broke down. For three days he was no speaking to anybody, he was no eating, and so forth, until his friend ... said "pull yourself together". That is how devastating the loss of a loved one is.

And we want to use even that loss as a force for road safety, because those people know what it is to lose a loved one. We believe that road safety is a winnable campaign, and we think all of us should put more effort to it, even as we build good roads. Those good roads should not be hell. People should not say: "If this road did not exist, I would... have... my loved one still alive". The roads are a path, a path to development, but that path should not be strong with blood of innocent people.

I thank you.



Muchas gracias, que bárbaro, que bien, Nelson Mandela aguantó casi dos décadas en prisión, pero no pudo aguantar la pérdida de un hijo, de un ser querido, justamente por un problema carretero. Enorme el problema que tiene Sudáfrica y también enorme el reto para revertir esta problemática que presenta.

Quiero dar paso a un lugar que tiene todo por comunicar. Obviamente estoy hablando de Australia y toda la problemática de un joven continente que tiene enormes retos y también posibilidades. Australia, el foro es tuyo.



Thank you very much and I also join with my colleagues in thanking the Mexican people and government for the wonderful hosting of this event and for the hospitality.

My friend from South Africa here just said that it was a winnable issue, the issue of road safety. And I think the Australian experience shows that is the case. We are, of course, the world's largest inhabited island continent. We have some 815 thousand kilometers of roads. In 1970 we had some 3,798 fatalities on our roads. In the year that we are currently in, the year to, to august 2011, on a twelve months basis, that has been reduced to 1,300.

That means we have reduced the road toll from thirty to one hundred thousand down to 5.9 from one hundred thousand. That shows that you can have a practical impact by having the road policies and strategies in place. A number of the strategies that have been stating

the word: we were the first country in the world to have compulsory seat belts. We have introduced quite strict restrictions on alcohol when driving. We have also introduced quite strict issues rates in speeding and enforcement of the law.

Recently we adopted, in line with another nations' strategy, a ten year road safety strategy. It is a safe systems approach which is full proved. Firstly, safe roads. How do we ensure that our infrastructure investment is directed towards having the greatest impact on reducing fatalities and accidents on our roads. So that for all new investment, making sure that building is good safety design, but targeting investments into black spots, into those areas, intersections, and level crossings that have been shown scientifically to be the most dangerous, there is where the funding has been directed.

Secondly and thirdly, safe space and safe vehicles. How do we get regulation road, making sure that vehicle standards are upheld, making sure that we introduce new safety features, making sure that on our roads we have risk based speed guidelines.

In Australia, part of our challenge is that we have six states and two territories. Different levels of government that have different rules. How do we streamline rules so that, particularly for heavy vehicle drivers, they can understand in a seamless way and don't have to have a block, sets of different knowledge, and moving towards a national approach.

And of course, enforcement measures. Particularly the use of space cameras has been shown to be particularly effective. But as my friend from South Africa also said, you can have the best infrastructure but it still has that risk for people and behavior and we need to work on education.

We have found that very frank advertising does work, in actually show people the consequences of accidents on our roads. And we have very graphic advertising campaigns that show people the danger of not saying to their friend: "you know, you should not drive tonight", on showing the danger of what happens when someone falls asleep at the wheel.

In addition, as part of our education campaign, we have introduced the new system which is innovative for training young drivers, so that we not just train the young drivers: we train their parents as well, who

might have picked up bad habits over the years, and we have done that through the modeling organizations itself.

Lastly we have established a national road safety counsel; a mix of experts but also prominent people in the media, who can promote the road safety message on the television programs and on the radio programs as well.

Finally, we recognize that we have a responsibility, given where we are like guided in the world to engage particularly in our region. And we have good programs in Indonesia, in the Philippines and in other countries in the region to promote road safety on that level, and also we might, as part of our commitment to ... as commitment to the World Bank's global road safety facility that we announced on the day of Road Safety Day this year.

And thank you for your attention.



Agradezco muchísimo el enorme reto que tiene Australia de comunicar distancias insospechadas por muchos de nosotros. Quiero darle paso a Bélgica y su experiencia a lo largo de los años... y esta, estoy seguro será aprovechada por todos nosotros. Bélgica.



Thank you. Thank you very much. So, my name is Brigitte Gouwels. I am minister of public transport and public works in the Brussels, capital region in Belgium. And I would like to start to answer to the question of Anne Leclerc, were quite interesting, I must say.

But it's clear that everything starts with, when the leaders, the government has a clear vision on what mobility should be, and then also the problem of safety has to be tackled in that framework.

The government of the Brussels capital region has put through what are clear objectives: lowering the car traffic with 20 percent for, and this has to be updated in the year 2018, and our year of reference is 2001. So, this is a very big objective, and why we want this? Because we, just to make this, this big town an area nicer to live, of course.

But then you have to convince the people to leave the car aside, and then you have to, that is why lot of investments are foreseen for public transport, but also green and nicer space for the active roads, like I like to call them, working, working and also using the bicycle.

So we have, first of all, see that, to see that these different transport modes are not coming in conflict with each other, and so we work very hard on creating special tram lanes where, where the public transport can have its own place in town, next to the car traffic. And of course this has to be very safe act, developed.

Concerning the bicycles, there we have, studies has seen that two thirds of the journeys in the Brussels area are less than five kilometers, so you can't do that, effectively quite well with the bicycle. But you will never get people on a bike when you don't foresee in safe cycling lanes. You don't get the women, the children, the old people on the bike if you don't give them priority. So we work very hard on that.

And I just want also to mention, as an example, what we also do and, concerning the bike and it, it is safe. So, in the areas, where the people live, where there are streets, one direction streets for the cars, we allow the bicycles to travel into two directions, and this allows people with a bike to move much quicker in town, and also it is also safe. We don't have had any accident with this already.

Of course, for the pedestrians, a lot of work is done, especially at the traffic lights, the crossing of roads, and there is a lot of attention paid to crossing in a safe way. Also the walking sides are made nicer ; the places are nice to walk as well; so we see more and more people in the public, in the public sphere and that makes the town, of course, much nicer.

And then concerning the car traffic, there was registration made of all the dangerous points where accidents occur more than normal. And we call these “the black spots” on our road system and there we will work in, with big priority to change this, of course.

In fact, we want to create roads where that make that people behave in a safe way. That is, in fact, what the aim is. And next to this we also want to have the users of the public space more involved in the solutions of some safety problems.

For instance, I just give this as an example, we have the project “Fix By Street” and already today, people call to services of our administration to say there is a problem in the street, there is a hole at the street, a dangerous situation, and so they mention it and this has to be fixed as quickly as possible.

But now we are involving our ICT department in the Brussels area, the Brussels region also because we want to extend this system to iPhone, to the websites and so on, so that people really can be an actor themselves in making a safer place from our region, the Brussels region.

So I just want to give this as an example but, and we hope in that way to make a safer environment. Thank you.

Muchas gracias también por México, por esta fantástico evento y... Thank you very much for, to have had us here.



Gracias, muchas gracias, gracias, con... siempre el civismo de un lugar como Bélgica y toda su problemática. Quiero, tenemos dos ministros que nos restan de estas tres mesas. Yo quisiera invitar a Namibia a que nos dé su punto de vista acerca de este tema de la seguridad y de las formas en donde se pueda garantizar la movilidad en su país.



Thank you very much, ladies and gentlemen. We all know that humans are very strange animals. When it comes to safe mobility, sustainable mobility, it's, it's, it's a responsibility for all of us. If I give you an account of what is happening in Namibia, you would understand that, of course, with all the good roads, and we have, we have good, good roads, yes, of course, there are some that may need maintenance, of course, but with all this good, good roads, people drive their heads off and a lot of accident is taking place.

I can talk about accidents from trucks, by trucks, a guy you never know what has happened, and he is just driving and then he goes on a speed that is uncontrollable. And he crashes. We have got accidents of head on collision, taking place a lot more; accidents where children of school age are run over by vehicles, either creatures or at a primary school level. And then you have got people on bicycles, and even on bikes.

Now, when you look at all this kind of scenario, it tells you that somehow, somewhere, some of the community members who are road users are probably beyond human comprehension, because the way they drive, in regardless of how many you, times you talk to them, through the media or through conferences, or through, you know, education, they go over the limits, and they cause a lot of irreparable damages, lots of human life and injuries.

So, what I'm saying is, yes, safe, safer mobility is essential. We must work hard. One, of course, of which many of my colleagues here have allotted to is education. Not only the drivers, not only the parents, but the young ones at school level. Currently we have got a group under the Roads Fund Administration, that is going to schools and talk to these people, to these young ones, to understand the danger and the essence... the necessity to use the road safely, because it's not one person, it's other people who are using the same road.

So, the education from the classroom level, right at the beginning, who are these young ones are in their first, you know, level of learning, they should learn how to use the roads infrastructure, consistently and safely.

But the other thing that I also would want to say is that, yes, we are talking about road infrastructure, but we cannot talk about road infrastructure without mentioning the rails. Currently we have got a lot of these trucks, carrying goods, ferrying goods, up and down, day and night, and these are a serious problem when they come across. Some guys are tired, perhaps, they drive long distances and they don't stop, they don't have rest, and they keep on using the roads. If we take an alternative option of using the freights on the ring, maybe we can minimize the roads usage and then minimize the accidents.

In the case of Namibia, we have got that deep harbor, the Walvis Bay, which is very close to Europe, and lot of consignments come through Namport. And we are surrounded by our good neighbors, landlocked countries, we talk about Zambia, we talk about neighbor Zimbabwe here, we talk about Botswana. They all have drive ports in Namibia.

Now, if we, hope, hopefully, we, we expect that a lot of mines will come up, because we are the fifth largest uranium producing country in the world... there are coal mines in, in Zambia; there are coals in, in Botswana; and other likes, you know; so the transportation of these... We are talking about business, right? If we congest the road infrastructure with these consignments, we are going to, not only cause accidents, but also tear and wear, and as, as a result, this will contribute seriously to the road accidents.

So, what I'm saying is we should think wider than probably we think currently. And the last thing I want to mention is: developing some of this infrastructure, ok, rail, yes. We are very, we are a very pleasa, pleasurable country, Namibia. We always say "yes" if we identify a project, we can do it. But if there is any other who may want to team up genuinely with us, then you'll be welcome. It's business.

The more or the faster the consignments are reaching where they are intended to reach, the more vigorous the business grows, for all of us. I'm talking now from the global village point of view. We all will benefit eventually. So, we should think holistically in order to care against the roads usage faci... I mean fatalities. I thank you.



Muchas gracias, la experiencia de Namibia, que vuelve a hacer una invitación para que, si hay aquí algunos interesados en aportar a la experiencia y a las soluciones de su país, están más que bienvenidos.

Cerramos estas tres mesas de muchas experiencias con la de El Salvador, a quien le doy la palabra.



Muchas gracias, me llamo Gerson Martínez, gracias por permitirme cerrar. El Salvador, según el organismo de Naciones Unidas especializado en desastres, es el país más vulnerable del mundo. Según Germanwacht también es el de más alto riesgo ambiental. Sin embargo, somos un país enteramente comprometido con el Decenio de la Acción por la Seguridad Vial y en el último reporte del Foro Económico Mundial, respecto a la competitividad, no obstante nuestras vulnerabilidades, El Salvador aparece como uno de los tres países con... en calidad de carreteras, junto con Chile y otros países hermanos.

Para El Salvador, la movilidad segura arranca con la calidad de la infraestructura, de la infraestructura vial. El diseño de las carreteras en varios de nuestros países es un cierto “talón de Aquiles”... el trazo de las carreteras, la geometría de las carreteras, el rigor con las normas técnicas. Pero yo quería aportar una cosa: la transparencia también tiene que ver con la seguridad de las carreteras, tiene que ver, no solo con los procesos licitatorios, sino que tiene que ver con los procesos constructivos, para prevenir los vicios ocultos que afectan la calidad de la obra pública y que también puede afectar la seguridad de las carreteras.

En segundo lugar, movilidad segura es señalización de carreteras. El Salvador está haciendo en este momento la mayor inversión en señalización vertical y horizontal y procurando consolidar la inversión sostenible en este terreno. Movilidad segura es también regulaciones efectivas, es en primer lugar el cumplimiento de los instrumentos internacionales, de los cuales nuestros países son parte. En segundo lugar, es el cumplimiento o el desarrollo de las normativas regionales. Mi país El Salvador participó activamente en el marco del Consejo de Ministros de Transportes de la región, que me honro presidir en este momento. Participamos juntos en la adecuación de los manuales de carreteras, ya incorporando el impacto de los fenómenos extremos asociados al cambio climático y estamos trabajando en la modernización de la legislación y las reglamentaciones locales.

Pero yo coincido con nuestro colega de Namibia, que seguridad es también educación vial, de los niños, de la ciudadanía, pero también de los conductores, abatiendo la permisividad en algunos de nuestros países... y es también compromisos público-privados. De cara a ellos El Salvador, a la llegada del nuevo gobierno, instaló una mesa nacional del transporte, para dirimir democráticamente las diferencias y los desafíos que tiene el país en esta materia. Los conductores están yendo nuevamente a la escuela, a la escuela de la seguridad vial y se han logrado importantes compromisos, cerca de 18 compromisos relacionados con el cumplimiento de las leyes, que la seguridad, las revisiones mecánicas, la emisión de gases, etcetera.

Pero yo quisiera incorporar un último elemento, probablemente, por lo menos creo que en nuestra región, nosotros tenemos que avanzar hacia un enfoque más heterodoxo de la movilidad segura menos tradicional, incorporando por lo menos tres elementos, tres perspectivas. Primero, la relación entre movilidad segura y el impacto de los fenómenos extremos asociados al cambio climático; en segundo lugar la relación entre movilidad segura y el auge del crimen organizado sobre nuestras carreteras y sobre los corredores regionales, eso tiene que ver con la seguridad; y en tercer lugar la movilidad segura y la seguridad de las personas con discapacidad, movilidad segura y accesibilidad de nuestras carreteras.

Movilidad segura y el impacto de los fenómenos extremos asociados al cambio climático. Para nosotros es un desafío dramático. Resulta que el cambio climático, por lo menos para nuestra región, no reconoce fronteras ni aduanas; entonces es preciso, por lo menos en el caso salvadoreño, avanzar en una estrategia orientada hacia el blindaje de la infraestructura social y productivo.

Movilidad segura exige actualizar las normas técnicas de construcción, ¿a qué me refiero? La razante de los puentes era rebasada cada 100 años por el torrente de los cauces de los ríos, pero recientemente nuestros ríos fueron rebasados hasta tres metros por las aguas embravecidas de los ríos: sucedió en el huracán Aída, sucedió en la tormenta Agatha, sucedió en Alex, sucedió en Matthew y en algunas zonas sucedió también en la tormenta Nicole... algo nos quiere decir el cambio climático.

Por consiguiente, movilidad segura es sistemas avanzados de administración de puentes. El Ministerio de Obras Públicas de El Salvador ha propuesto al Consejo de Ministros de Transporte de la región la adopción de una estrategia de adaptación al cambio climático y de gestión estratégica del riesgo. Gestión estratégica del riesgo quiere decir gestión preventiva del riesgo. Creo que somos en la zona uno de los primeros ministerios de obra pública que ha creado la primera dirección de adaptación al cambio climático y gestión preventiva del riesgo. Frecuentemente los ministerios de obras públicas o de la construcción somos menos sensibles y estos temas son liderados por los ministerios del medioambiente. En El Salvador tenemos una alianza estratégica entre el ministerio del medioambiente y el ministerio de obra pública en este campo.

Movilidad segura para los seres humanos, para los bienes, para las mercancías, nos plantea en Mesoamérica una relación directa entre la seguridad vial, decíamos, y la seguridad pública; entre la seguridad vial y el combate al crimen organizado. En esta región algunas carreteras son frecuentemente controladas por el crimen organizado. El crimen amenaza, el crimen acecha, atenta contra la movilidad de la economía, contra la movilidad de las personas, contra la vida de la gente. Es preciso, por consiguiente, monitorear este fenómeno, cómo está evolucionando esta amenaza, cómo evolucionan estos nuevos desafíos contra la movilidad segura y articular estrategias conjuntas.

Para cerrar, quizá un elemento que puede parecer a veces trivial, pero que para nosotros es muy importante: movilidad segura es también infraestructura sin barreras. Las personas con discapacidad también tienen derechos. Movilidad segura es ciudades incluyentes, es puentes con aceras para el paso de los niños, es pasos especiales y seguros para peatones, es semáforos para personas con discapacidad. Yo sé que en muchos países eso existe, pero hay que reconocer que en nuestra región, por lo menos en Centroamérica,

tenemos atraso. Movilidad segura es, por consiguiente, es senderos con baldosas guías para personas invidentes. En El Salvador comenzamos a inaugurar ya los primeros circuitos en esa dirección; es también una estrategia de estabilización sostenida de laderas que amenazan a nuestras carreteras.

En el 2009, cuando llega el nuevo gobierno del presidente Mauricio Funes, nosotros comenzamos a trabajar en un mapa micro-zonificado de riesgos: mientras Medioambiente trabajaba el mapa de amenazas climatológicas, el Ministerio de Obras Públicas comenzó a trabajar el mapa micro-zonificado de riesgos, incluyendo de los corredores que atraviesan nuestro país y nuestra region... y nos encontramos que teníamos 450 puntos o sectores susceptibles a amenazas de deslizamiento, hemos ya construido obras de protección en 194 y estamos trabajando para terminar este año otras 153. Esperamos en el 2014 haber avanzado mucho en esa tarea.

Pero quizá mi mensaje de fondo, al final es que movilidad segura es que trabajemos bajo un concepto democrático para devolverle la soberanía de nuestras carreteras a los seres humanos, a los seres humanos que se conducen en automotores, pero también a los niños, a las señoras, a las personas que caminan a pie.

Muchas gracias.