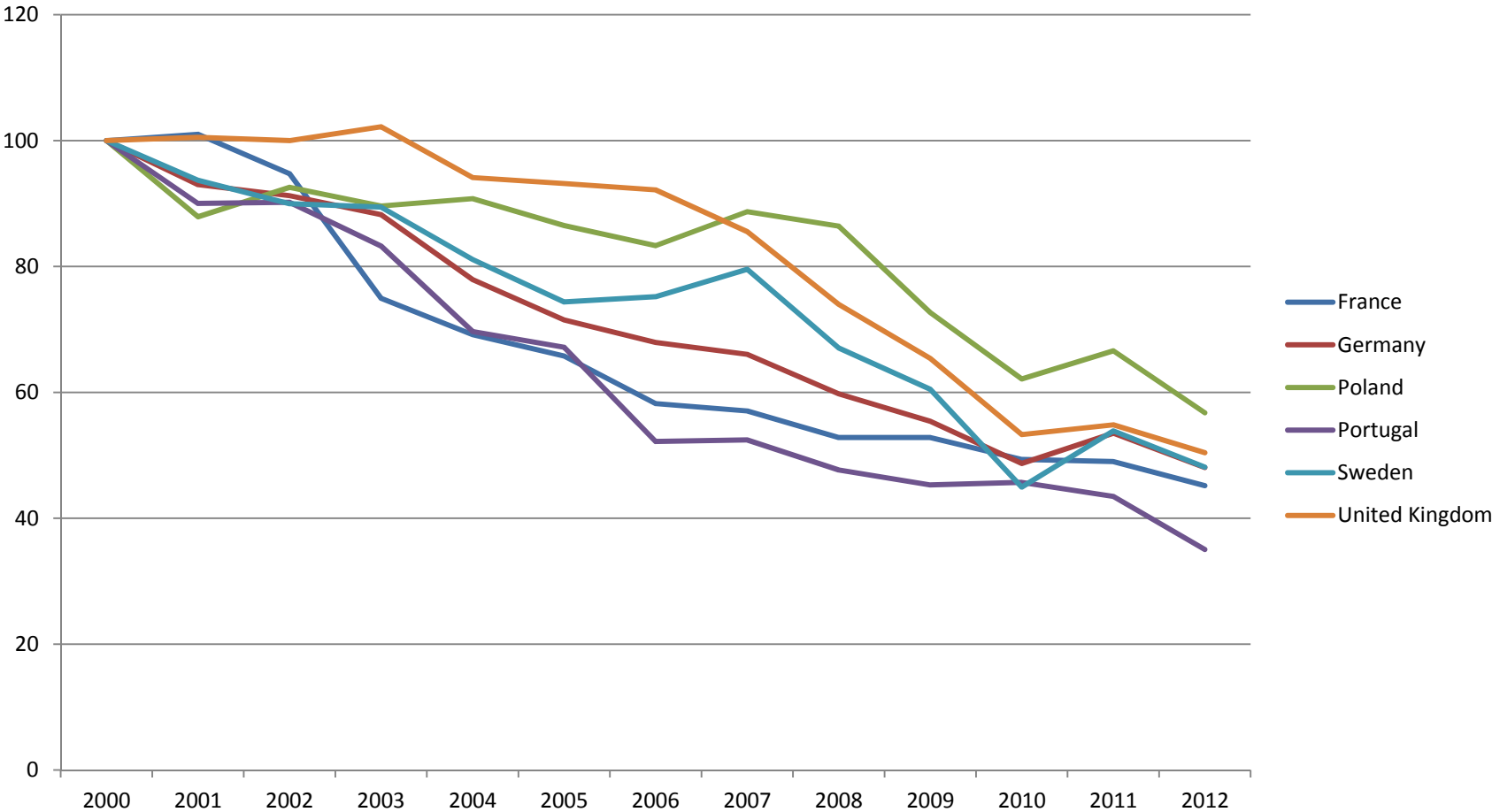
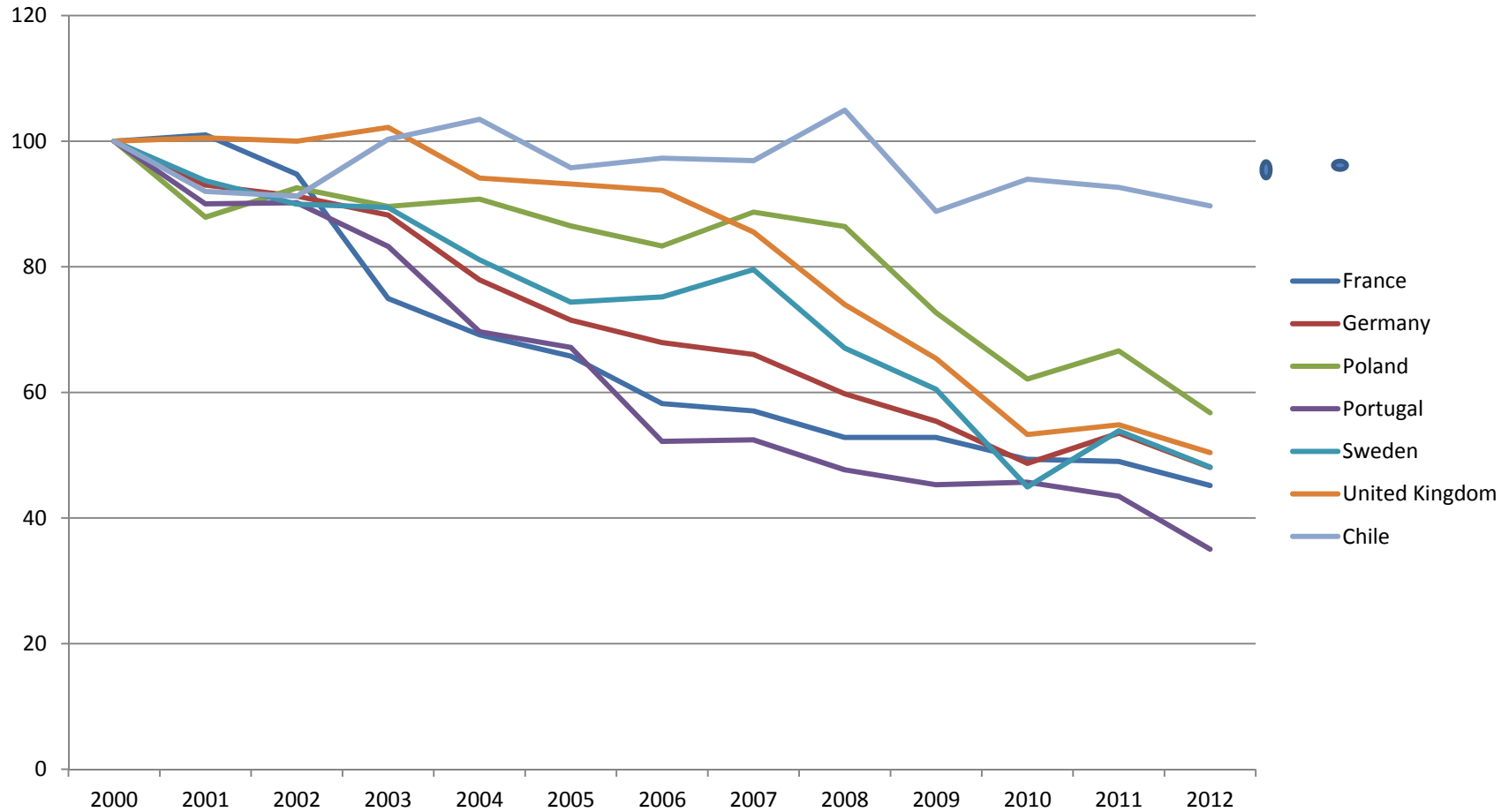


Seguridad de Tránsito en Chile: La Década Perdida

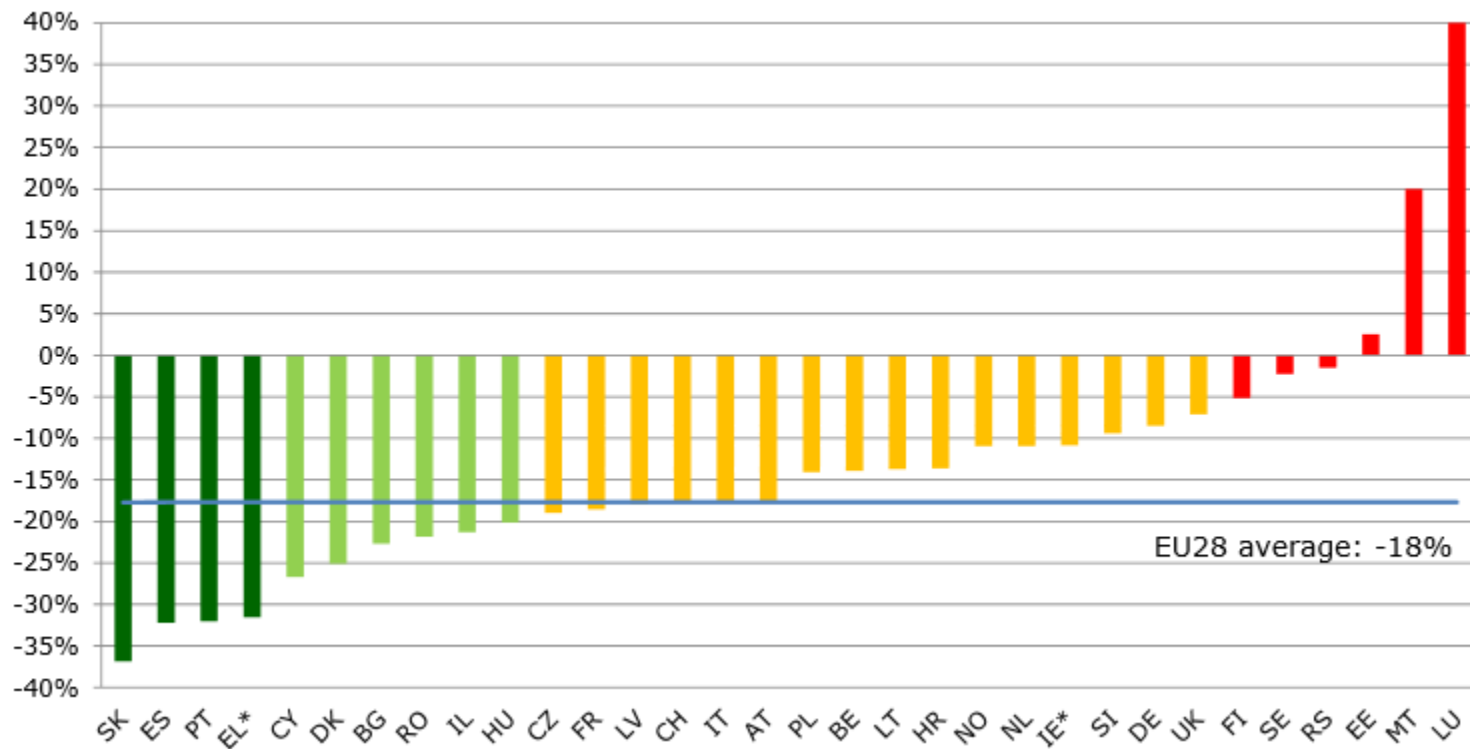
Evolución De La Situación (I)



Evolución De La Situación (II)

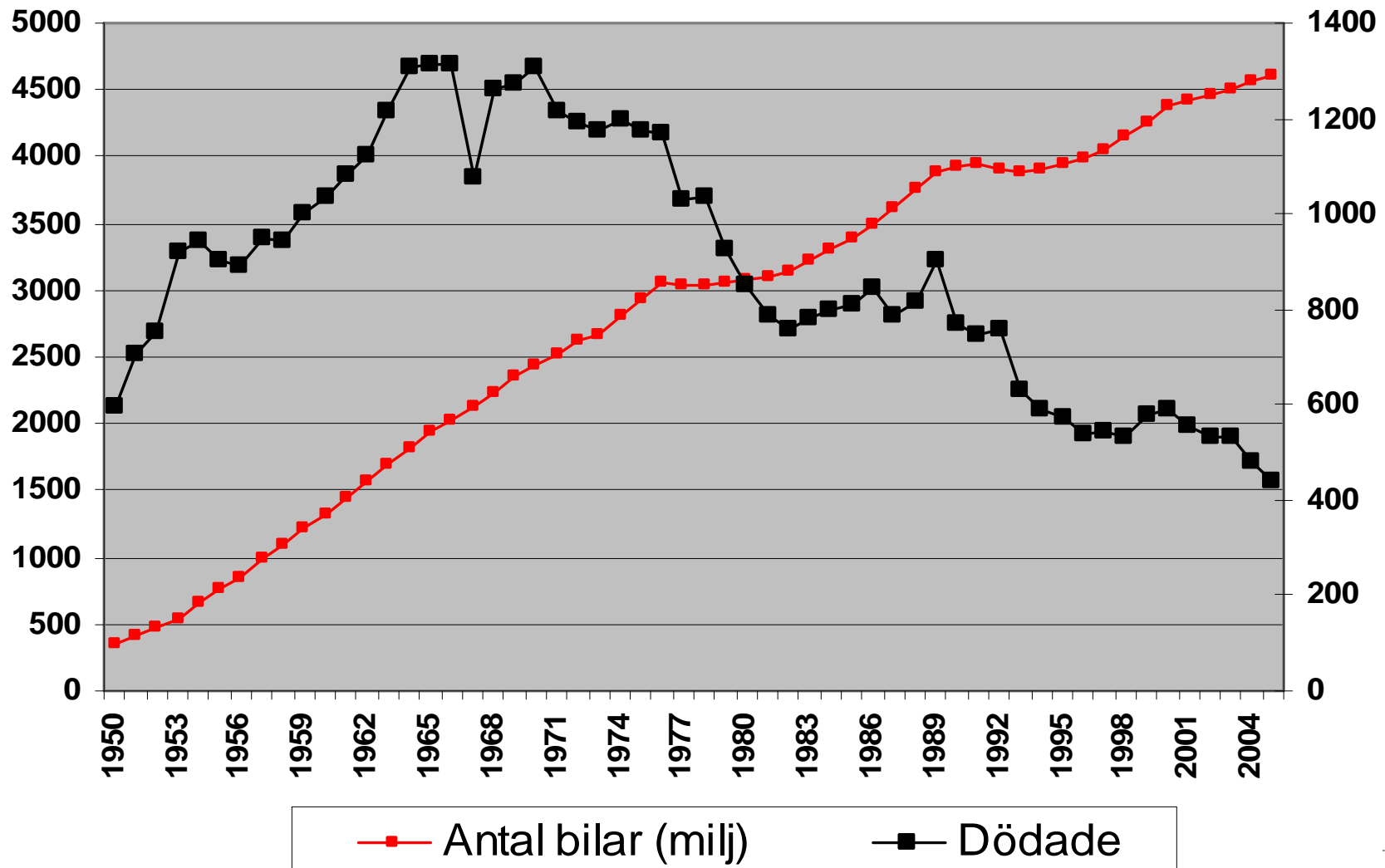


2010 – 2013 EU % Cambio En Fallecidos



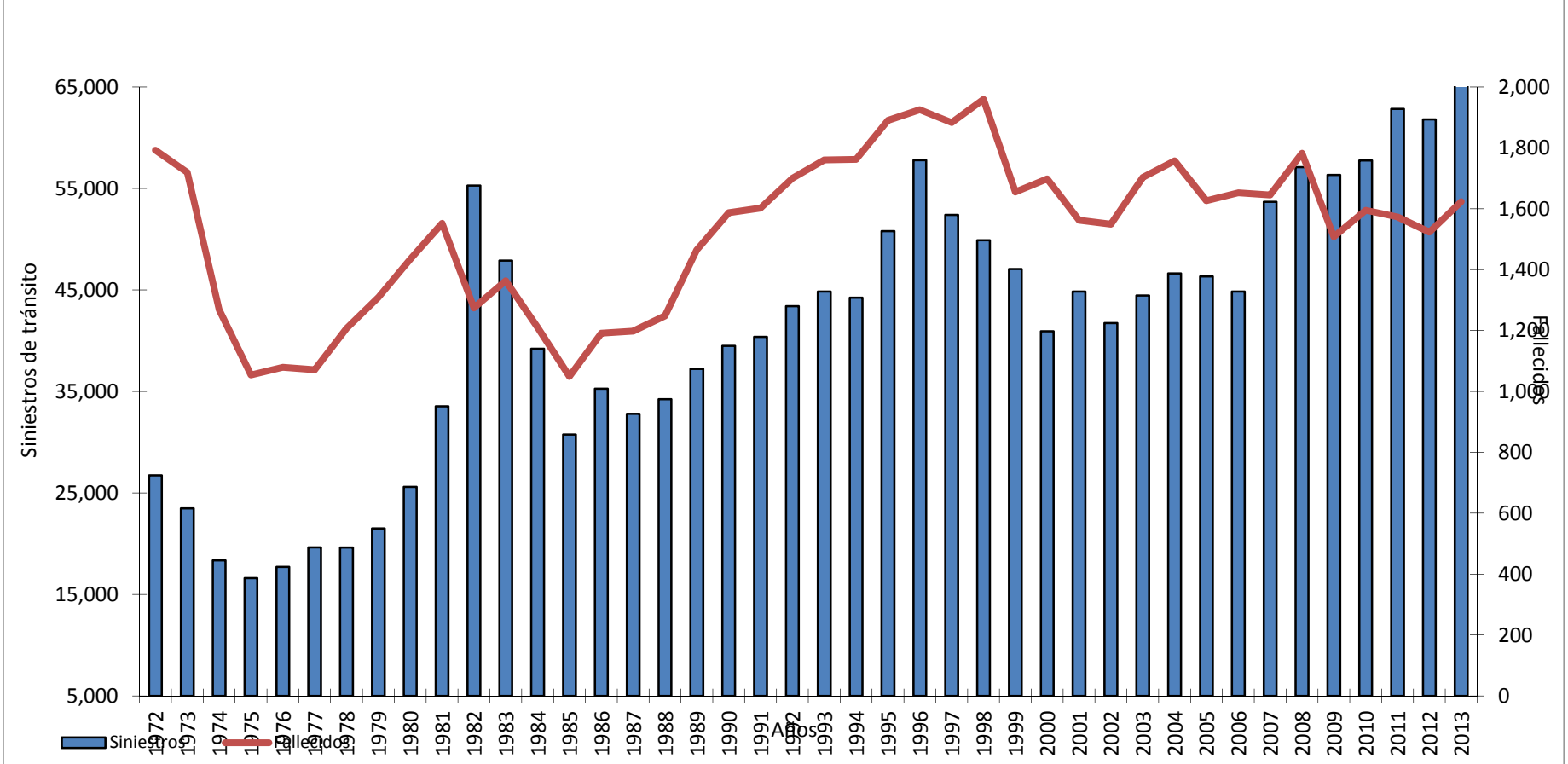
European Transport Safety Council

Number of cars and fatalities in road accidents Sweden 1950-2005

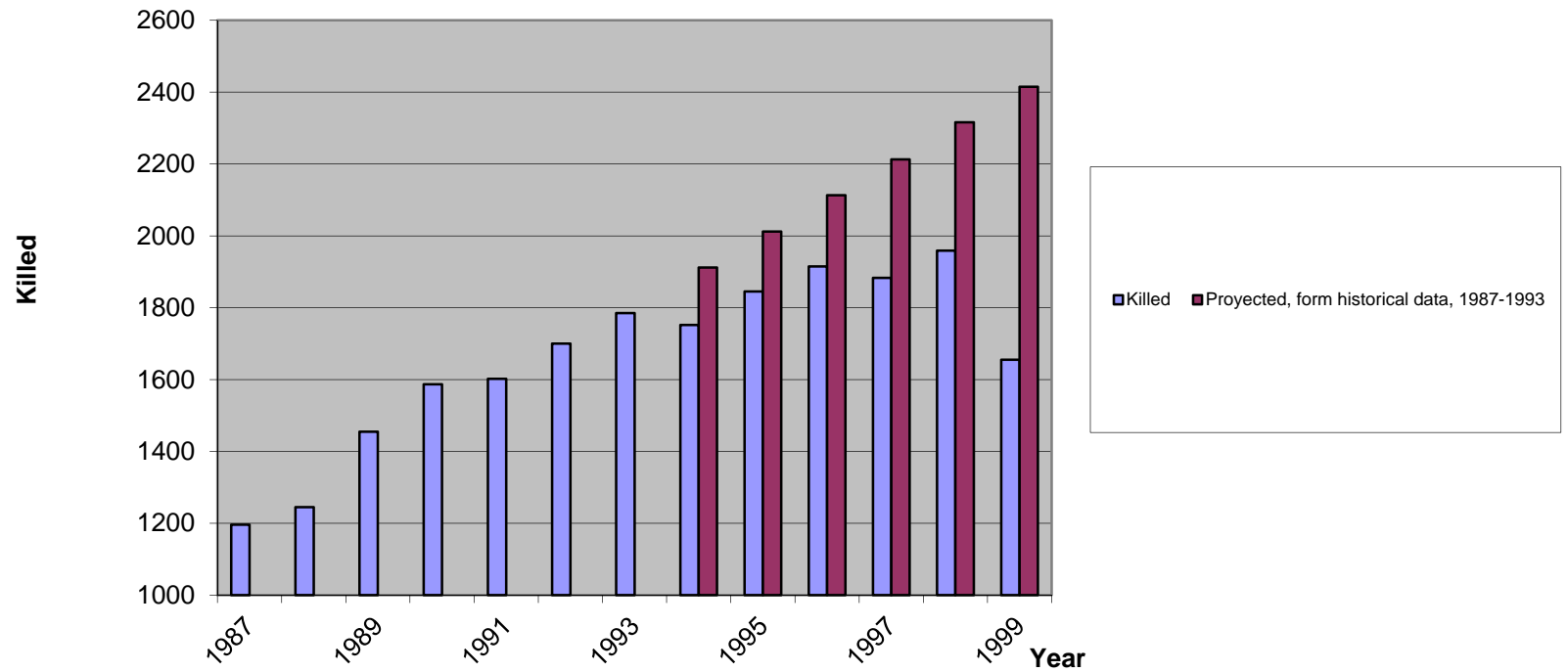


Chile 1972 - 2013

Evolución de siniestros de tránsito y fallecidos en Chile (Período 1972-2013)



CHILE
Killed in Road Accidents 1987-2000



- Diferencia entre ambos gráficos -1972 Fallecidos

Seguridad de Tránsito

A. Formación y Acreditación de Conductores	F Acción Judicial
B Gestión de Calidad Vehicular	G Atención de Accidentes y Seguros
C Gestión de Vías y Espacios Públicos	H Investigación e Información
D Gestión de Servicios de Transporte	I Educación y Comunicaciones
E Fiscalización	

Criterios Para Áreas Establecidas

- A) A cargo De Entidades Con Una Clara Misión
- B) Con Recursos Apropriados
- C) Con Una Capacidad De Innovar En Forma Permanente

ROAD TRAFFIC ACCIDENTS

Epidemiology, Control, and Prevention

L. G. NORMAN

*Chief Medical Officer
London Transport Executive*



WORLD HEALTH ORGANIZATION

GENEVA

1962

**TABLE 13. AVERAGE ANNUAL NUMBER OF ACCIDENTS PER DRIVER,
LONDON TRANSPORT CENTRAL BUS DRIVERS, 1957-59***

Age attained in year of observation	Length of service as driver (years)				
	Under 4.	4-8	9-13	14 & over	All service groups
Under 30 . . .	2.508	1.772			2.478
30-39	1.917	1.224	0.849		1.557
40-49	1.624	1.012	0.873	0.694	1.126
50-59	1.443	1.057	0.908	0.667	0.894
60-64	1.434	0.947	0.996	0.660	0.786
Under 65 . . .	1.940	1.097	0.900	0.666	1.230

Luces de Circulación Diurna

The use of daytime running lights was first mandated in Finland. It was preceded by elaborate laboratory research on how this might improve the detection of oncoming vehicles by drivers. The Finnish law required that lights be used during the winter outside of built-up areas. The assumption must have been that this is where using headlights during the day will do most good. Sweden followed later but its law required the use of daytime running lights in summer as in winter and in cities as in the countryside. When the effect of the Swedish treatment was later evaluated (Andersson and Nilsson, 1981) it turned out that of the estimated reduction of 2230 injury accidents, 1524 were during the summer and in built-up areas. Unexpectedly, pedestrians and bicyclists were important beneficiaries.



