

# **SPAIN:**

## **Background and current status on the implementation of a Safe System.**

**ITF/OECD/JTRC**

Working Group on Safe System Implementation  
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# *Directorate General for Traffic – Ministry of Interior*

## **LEAD AGENCY IN ROAD SAFETY**

- Chairs (Minister of Interior) the National Road Safety Council, a high level group of consultation with representatives of:
  - ✓ Ministries, Regions and Municipalities with responsibilities affecting road safety.
  - ✓ Organizations and associations of road users and victims, manufacturers, transport and traffic companies, insurance companies, health sector, driving schools, unions.
- Elaborates Road Safety Strategies and Plans (now in force: Road Safety Strategy 2011-2020; Plan of Action 2012-2016).
- Has direct responsibility for: traffic rules inside and outside urban areas (incl. speed limits); traffic management and enforcement outside urban areas; driving licensing; penalty point system; vehicle registration; coordination of research on road safety; national registers of drivers, vehicles, accidents, sanctions, penalty points.

# Road traffic injuries: Spain in the WHO 2013 report

## SPAIN

Population: 46 076 990  
Income group: High  
Gross national income per capita: US\$ 31 460



INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	Directorate General of Traffic
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	3.7 deaths per 100 000 population

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Yes

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	31 086 035
Cars and 4-wheeled light vehicles	24 480 538
Motorized 2- and 3-wheelers	2 707 482
Heavy trucks	2 970 383
Buses	62 445
Other	865 187
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
<b>Reported road traffic fatalities (2010)</b>	2 478 <sup>a</sup> ; 78% M, 22% F
<b>Estimated GDP lost due to road traffic crashes</b>	0.4% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2008. DGT, Ministry Evaluation of a Statistical Life in Spain. Assessment in the framework of road traffic injuries. (Includes fatalities only)

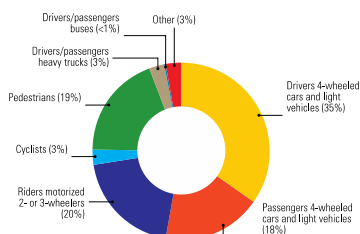
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	31% <sup>a</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers <sup>a</sup> 91% Passengers <sup>a</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	88% Front seats <sup>a</sup> 80% Rear seats <sup>a</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>a</sup> 2010. National Institute of Toxicology and Forensic Medicine. For alcohol levels over 0.03 g/dl.  
<sup>b</sup> 2010. Directorate General of Traffic.

POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	2.1% <sup>a</sup>
<b>Emergency medicine training for doctors</b>	No
<b>Emergency medicine training for nurses</b>	Yes

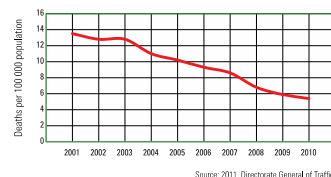
<sup>a</sup> 2008. Disability Survey.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Directorate General of Traffic.

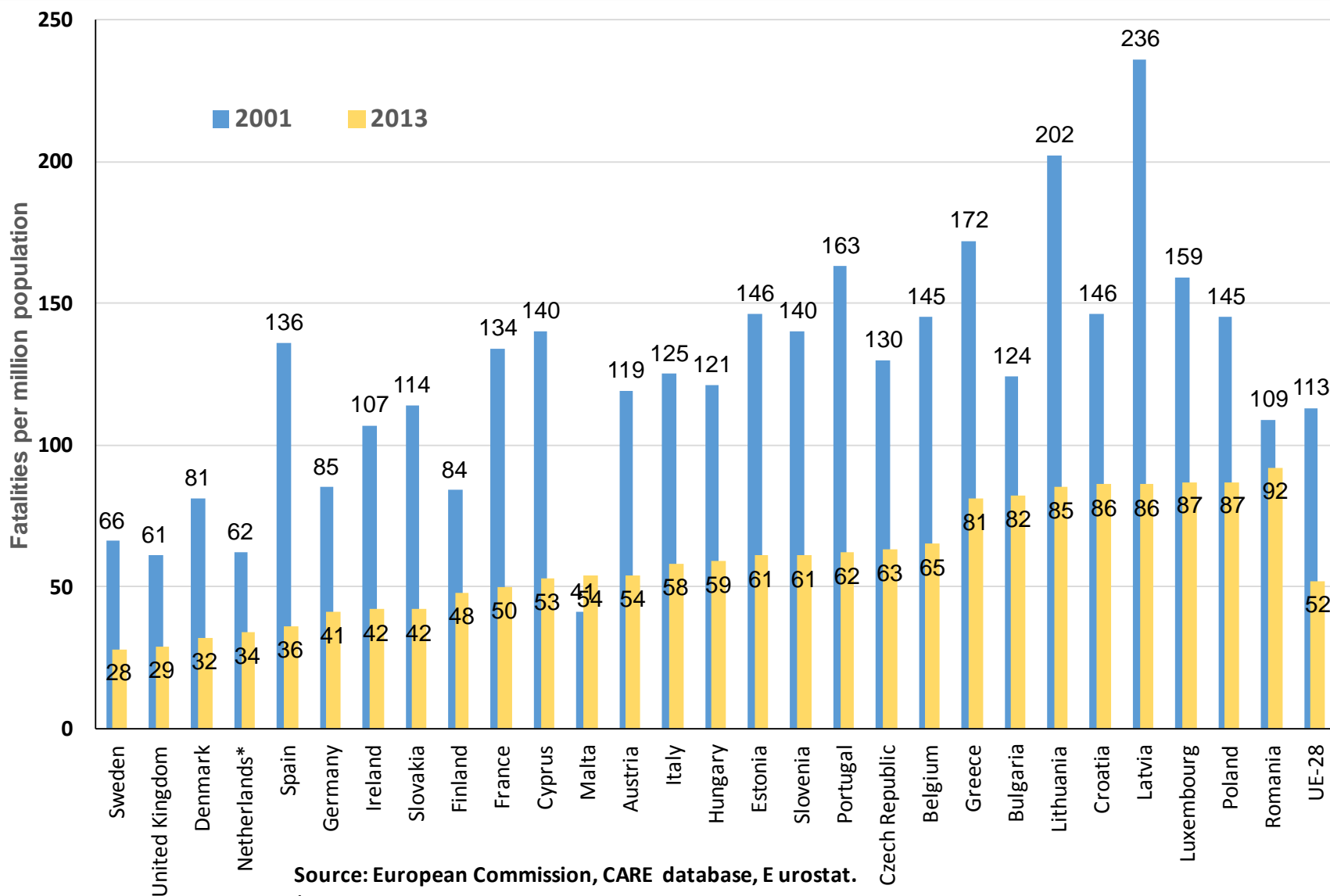
TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Directorate General of Traffic.

- Among the 20 countries with the lowest fatality rates, out of the 180 countries covered.
- Among the 28 countries with laws covering:
  - Speeds.
  - Seat belts.
  - CRS.
  - Helmet.
  - Alcohol.
- Still room for improving enforcement (score 6/7 over 10)

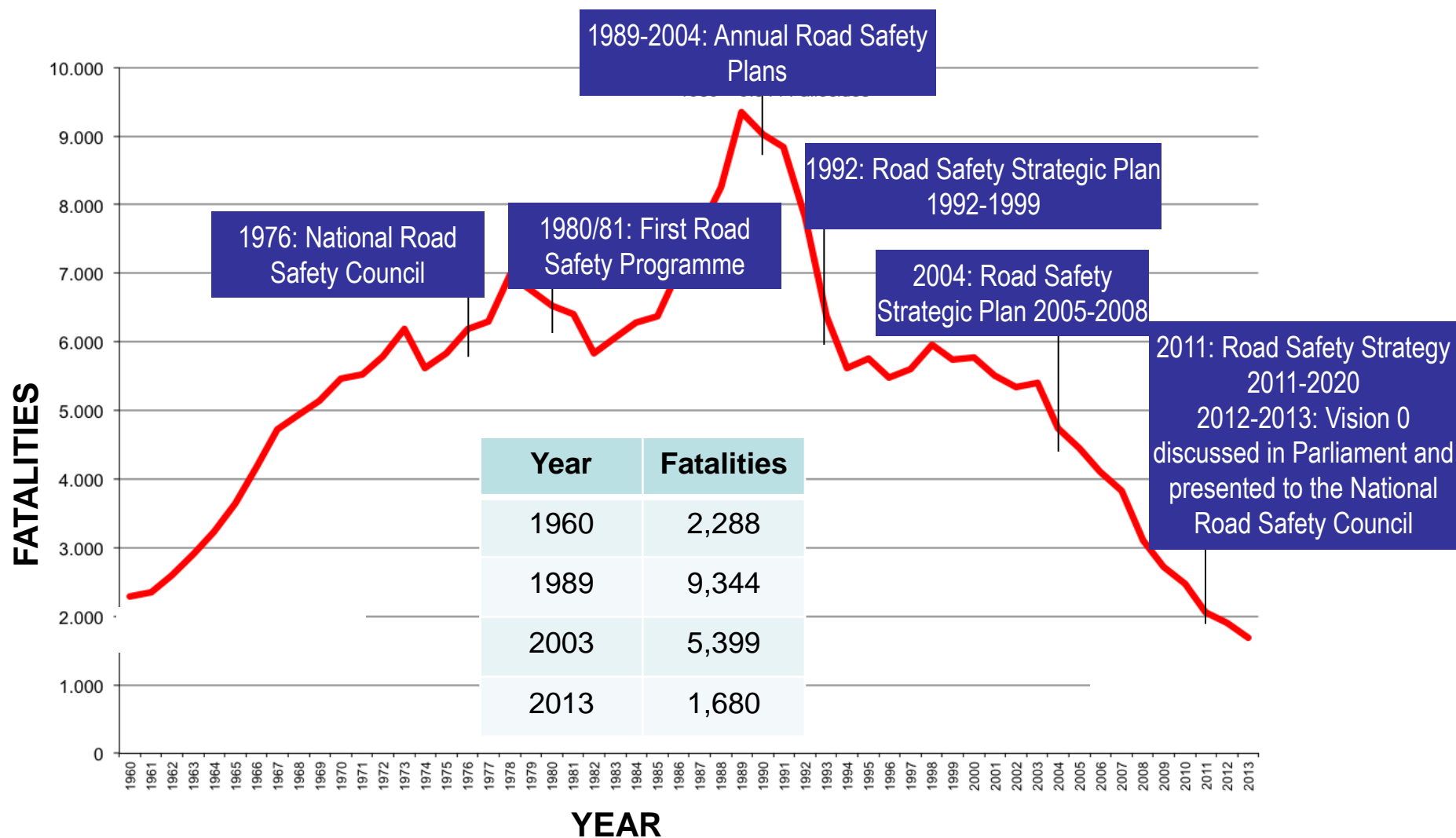
# Our place in the EU



Source: European Commission, CARE database, E urostat.

\* 2012 data.

# Road safety management: major breakthroughs



1980s and 1990s: Road safety Programmes and Plans (mostly annual).

1992: First Road Safety Strategy.



Road Safety Strategic Plan 2005-2008

4-year horizon.

No vision, but a very ambitious target (-40% reduction of fatalities over 2003-2008).

Measures of significant short and medium term impact.



Road Safety Strategy 2011-2020

10-year horizon.

Vision: “The citizens have the right to a Safe Mobility System in which everyone, citizens and agents involved, has a responsibility”.

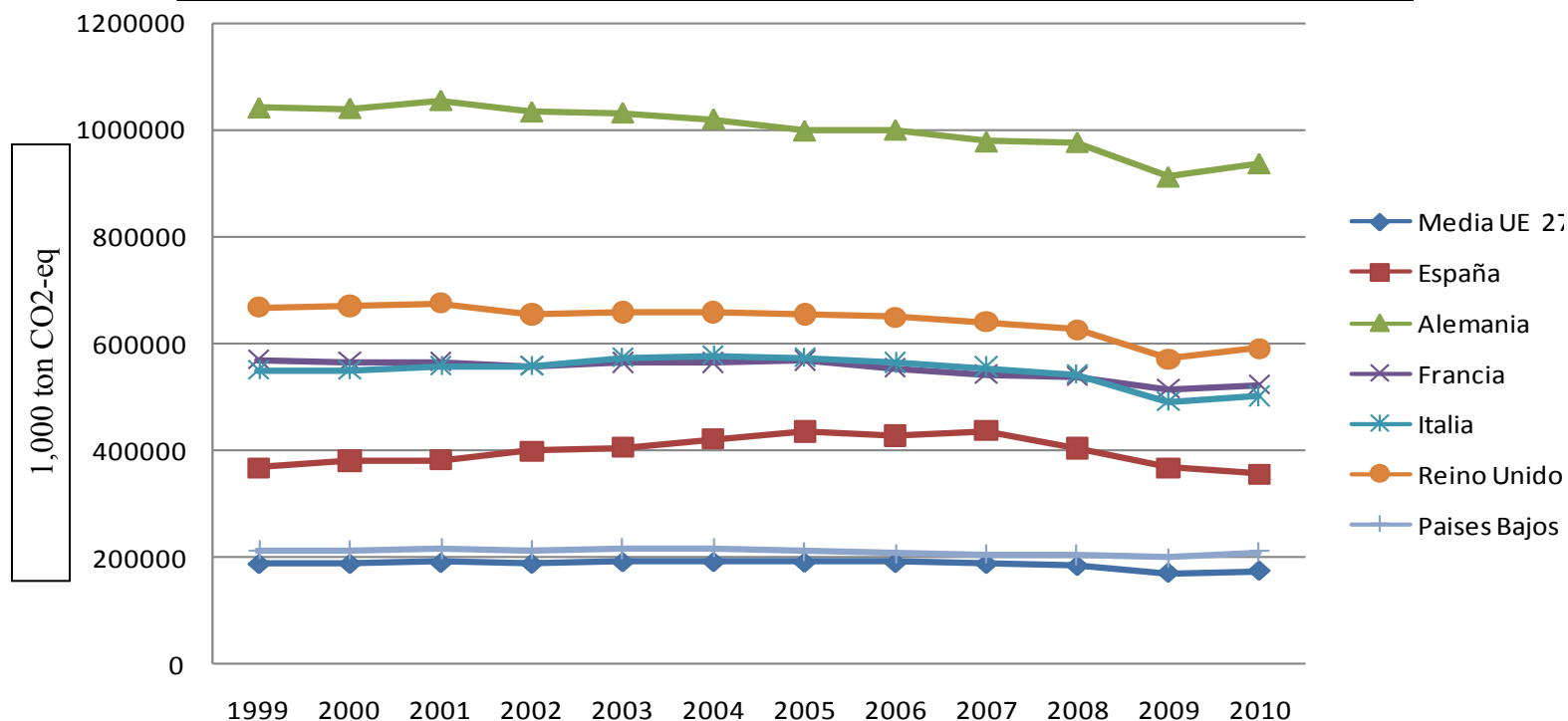


Vision Zero explicit and adopted by DGT

0 Pollution/0 Congestion/0 Vicims/0 Public Debt+Competitiveness

# Road emissions --Spain 2011

## Evolution of GHG emissions 1999-2010



- Spain: Rank 5<sup>th</sup> in the EU27 in terms of GHG emissions.
  - 37% of emissions related to transportation, of which 63% related to passenger cars.
  - Transport: consistently 1<sup>st</sup> or 2<sup>nd</sup> source of emissions, depending on the gas considered.
- No improvements in NO<sub>2</sub> emissions, and increase in PM10.
- 800 M € spent in buying emission rights.

## *What's been achieved so far :*

- Political commitment.
- Social awareness of road accidents as a public health problem.
- A recognizable lead agency (DGT) .
- A consolidated body for the coordination of authorities and stakeholders.
- Social and political consensus on main risk factors and on some key measures to tackle them.
- Acknowledgment of the role of Road Safety Strategies in improving road safety.
- Concepts of Safe System and Vision Zero.

## *Ongoing work:*

- Building on Safe System and Vision Zero.
- Strengthening shared responsibility.
- Focus on vulnerable road users (pedestrians, cyclists).
- Safe speed limits: reduction of speed limits on rural and urban areas.
- Safe drivers: alcohol and drugs.
- Safe roads.
- Safe vehicles: implications of an ageing vehicle fleet.
- Information systems: police records+hospital data+forensic data.



# THANK YOU!



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