

# ALEJANDRO DOMINGUEZ LA ROSA

DGT. Creation in 1959 (54 years history) .PUBLIC ORGANISM  
(INTERIOR MINISTRY) in charge of all matters related to road safety  
5000 workers.10.000 Police officers.

Competitions on:

Driving licenses

Vehicle registrations

Basic legislation on movement and handling

Released special transport and sporting events

Traffic management on high capacity roads

Roads policing and abuse reports

driver Education

Outreach campaigns

Assistance to victims



# DGT STRATEGY

- Population: 47 M
  - TOURISM: 53 M
  - ROADS: 366.000 km
- 
- Spain is among the 10 countries with the lowest accident rate in the European Union, and in particular occupies the 7th position.
- 
- OUR WEBSITE:
  - [www.dgt.es](http://www.dgt.es)



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## SOME DATA

### Evolution Fatalities in Spain:

2003. 5.399

2004. 4.741

2005. 4.442

2006. 4.104



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# More figures.FATALITIES

- 2007. 3.823

2008. 3.100

2009. 2.714

2010. 2.478

2011. 2.060

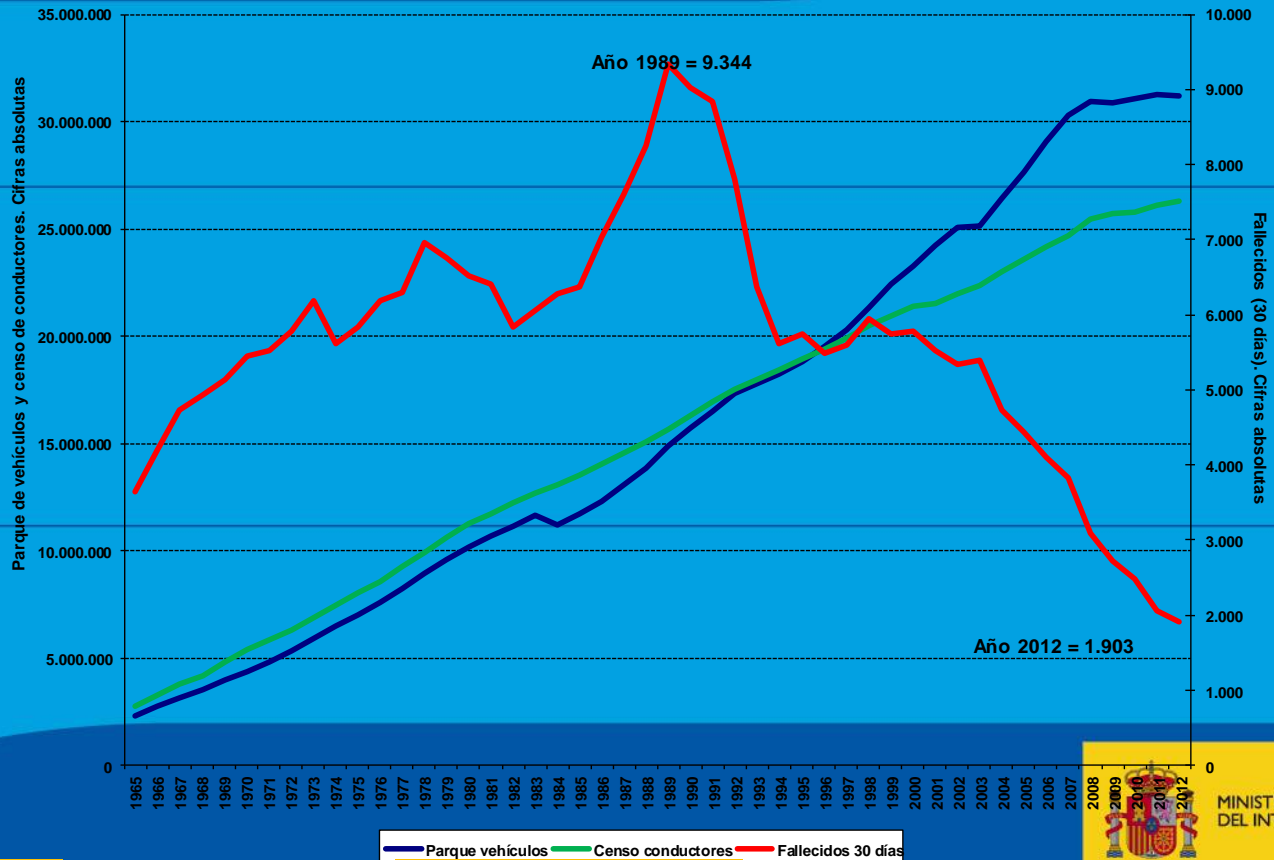
2012 1.903



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# EVOLUTION FATALITIES, DRIVERS AND VEHICLES. 1965-2012



Fallecidos: 1.903  
descenso 8%

Heridos graves: 10.444  
descenso 8%

Heridos leves: 105.446  
Aumento 1%



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## Mopeds:2003-2012

20 % 20 % 19 % 18 % 17 % 15 % 13 % 11 % 10 % 9 %

## MOTORCYCLE-BIKES:2003-2012

10 % 11 % 13 % 15 % 18 % 19 % 20 % 21 % 22 %  
22 %

\*GOOD DATA IS IMPORTANT-----POLICY



# Fatalities (muertos y heridos)

No seat belt:

**22%** en vía interurbana y

**41%** en vía urbana

No helmet:

**19%** en vía interurbana y

**16%** en vía urbana



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THIS RESULTS ¿HOW?

BETTER ENFORCEMENT.SPECIAL TRAINING FOR OFFICERS ,SPECIAL CAMPAIGNS ,RADAR,ITS.

ROAD SAFETY CAMPAIGNS

EDUCATION

DRIVING LICENSE PENALTY POINTS SYSTEMS.SPECIAL TRAINING FOR DRIVERS

MODIFICATION OF PENAL LAW



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# NEW STRATEGY:2012-2013



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## 5 Priority Áreas

1

**INFORMATION  
SYSTEMS**



2

**EVALUATION  
MODELS  
DRIVERS  
Y  
PROGRAMS  
FOR  
REINCIDENTES**



3

**ALCOHOL,  
DRUGS  
LEGAL AND ILEGAL**



4

**DISCAPACITADOS  
disabled**



5

**MOVILIDAD  
SEGURA**

**SAFE  
MOVILITY**



# Área 1: INFORMATION SYTEMS

Build a system of reporting and surveillance to identify problems (quantified) risk factors, injuries, trends in order to identify priority areas and to develop strategies, set goals and evaluate interventions



CONCRETE INDICATORS. For example :Reduce in 5 % the problem of drunk driving:  
Reduce average speed in urban areas.

Improving the quality of information Improving accessibility

Detect and manage the inclusion of new databases .Forward in integrating databases.

Improve the timeliness of information

Improve knowledge of the system and its use Develop indicators

## Área prioritaria 2: DRIVERS EVALUATION

Revise and enhance the model in order to improve the quality of driver assessment, give the process a system that allows the specialized approach of groups with specific needs, as well as evaluation of recidivist drivers

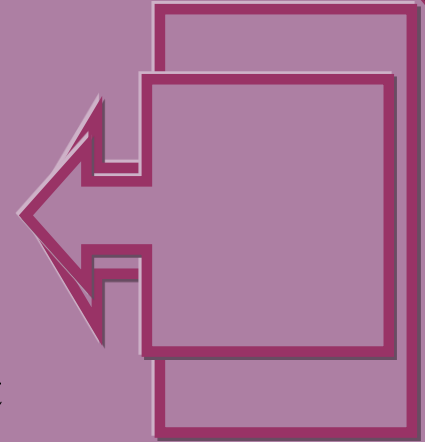


Make effective and efficient evaluation model for the general population.

Redesign and develop a system that allows assessment aptitude of groups with specific needs.

Designing the evaluation system and implement recidivist programs for treatment

Review and evaluate the theoretical and practical training for obtaining and renewal of driving licenses, as well as for obtaining and / or recovery points for the general population. Recidivists.



## PRIORITY ACTION 3: alcohol, drugs y medicines

- Reduce the number of injuries resulting from the consumption of alcohol and other psychoactive substances in driving

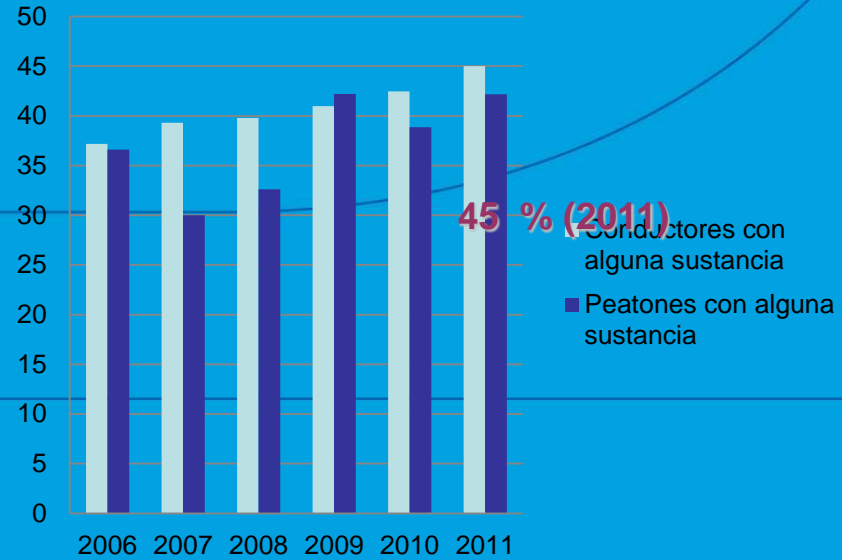


1. Tolerance cero.
  2. Diferenciate alcohol and other psychoactive substances.
  3. Develop programs to reduce risks associated with substance use in driving
- 
1. Develop programs for regular offenders with different profiles

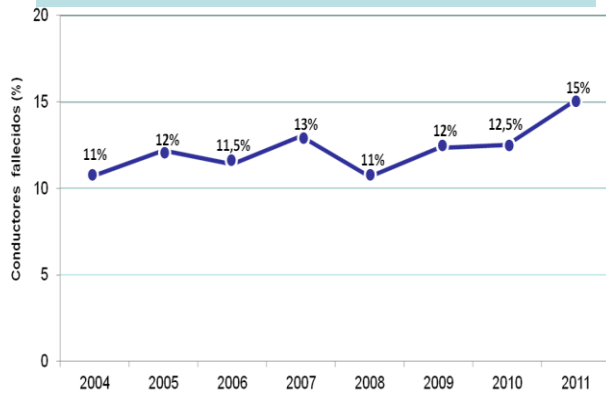
# Drugs are a deep risk factor



## AUTOPSY



DEATH DRIVERS WITH PRESENCE OF DRUGS. SPAIN 2004-2011 (source INTCF)



INCREASE THE CASUALTY RISK (x 2 – 7 )  
MAKES THE CONSEQUENCES MORE SERIOUS







# 2012-2016 Drugs action list

Control planification	Types of control	Alcohol → Drugs
		Drugs → Alcohol
		Alcohol & Drugs
	Special campaigns and prevailing controls	MiniDruids
Recidivicts programs	Profile study	
	Renewal licence programs	
	Rehabilitation programs	Cultural awareness
		Detoxification centres
Working groups		
Rules	Model	Influence v.s. Presence
	New road safety Law	
	Subsecuent Regulatory Development	Procedures, laboratory, training
	New Criminal Code	Drugs v.s. Phychoactive Substances



# NEW MODEL FOR THE USUAL OFFENDERS( . We know:

- The driver rehabilitation programs reduce significantly the ratios (45,5%, 15-71%)
- The recidivist without licence drive in a very large proporcion of cases (75%).
- The drivers with previous record of offenses are less sensitive to this measures
- The alcohol represent frecuently problems with the alcohol consumption. Near 97 % lifelong and 73 over the past twelve months
- The detoxification programas increase near 30-60 % the abstinence index during the year following the treatment
- The medical treatment and rehabilitations supplements the suspension of the driving licence
- It is necesary an individual evaluation to establish the proper intervention
- The measure as soon as possible so it is avoid to built the negative misconduct



## Priority action 4: disabled

- Facilitating access to driving licenses to people with motor disabilities and specific protection of occupants vulnerable



Check the model of psychophysical assessment of drivers with motor difficulties and to identify and correct weaknesses.

Develop a system that allows for practical and objective assessment after identification of deficits and their potential compensation (adaptations) safely.

Provide training and skills necessary to assessors.

Develop a guide to provide the aspiring driver his approach to the process of obtaining permission.

Perform activities to further our understanding of the needs of vulnerable occupants regarding restraint systems, vehicle and infrastructure interface and satellite

## Priority area 5: Safe Mobility

- Promote the movement of all types of users of public roads safely, sustainable efficient



Reduce travel time. Meet with accuracy and certainty the time of the trip.

Reduce the economic and environmental cost of travel .

ITS technologies. advantages and disadvantages.

Involve industry , stakeholders , company...etc

Reduce accidents and injuries .

integrated action to the overall improvement of mobility. Bikers , pedestrians, better visibility.



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# URBAN AREAS

- 2001-2010. The cities has contributed to the decrease less than the roads. ( - 58 % v.s – 44 % )
- Pedestrians: The hits are ¡still! the principal cause of death in citiesn ( 50 % of fatalities)
- Motorcicle ( 30 % of fatalities and only the ¡ 15 % of the fleet !
- Private cars: reduces the sevarity ( % injured )
  - 2001 ( 7,5 % ) → 2010 ( 3 % )
- Bikes: increase the accidents; keeps the severity
  - 2001 (1.077) → 2010 (2.081)
  - 2001 (22 m , 196 g) → 2010 (18 m, 209 g)

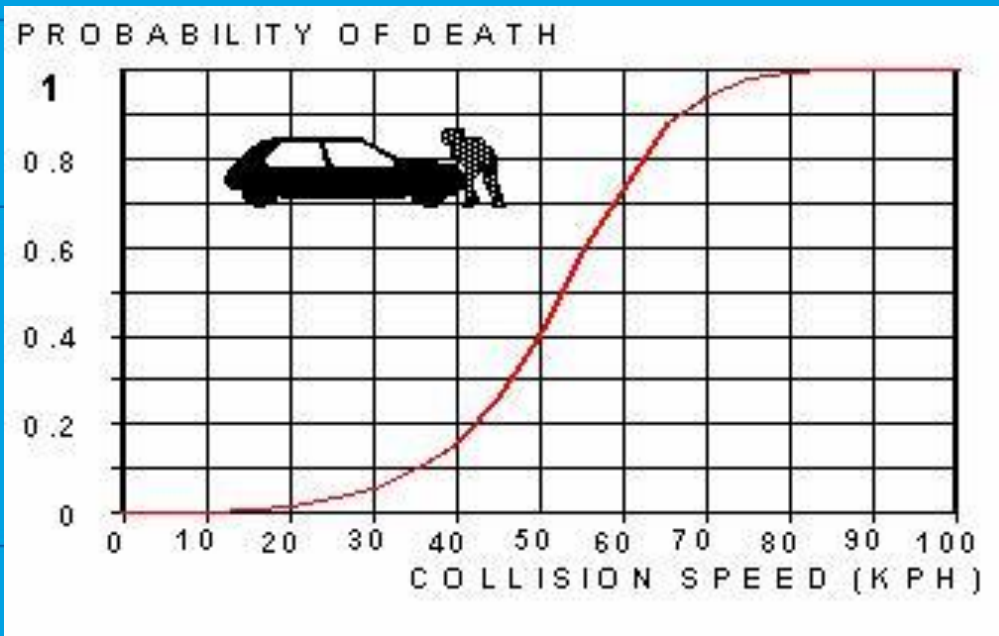


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# Urban areas :PEDESTRIANS.VULNERABLE USERS

## Driving Speed and Pedestrian Safety



Speed (Km/h)	Relative Risk
30	1
40	3
50	8
60	16

- PROBLEM REGIONAL AND LOCAL AUTHORITIES
- State → Local governments.
  - Access to the state records: vehicles, drivers, points
  - access to the DATA BASES.COOPERATION DGT.
    - Help for the elaboration of the urban plan.
    - New legislation:30 zones
    - Assignment of equipment for alcohol and drugs enforcement
    - ITS instalations:
      - Traffic information and management
      - Enforcement: speed, red lights, “fines car”, etc.
    - Fine management
  - Local government → State
    - Compulsory sharing of information: point, notificaction injured people, fatalities, etc



Local government → State

Compulsory sharing of information: point, notification injured people, fatalities, etc



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# Conventional roads

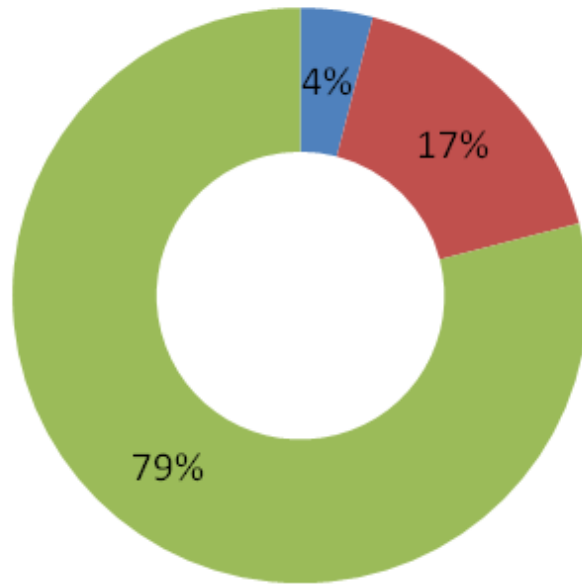


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# ¿ CONVENTIONAL ROADS ?

## FATALITIES 2011 IN INTERURBAN ROADS



■ HIGHWAYS ( 1.6 )

■ MOTORWAYS ( 2.4 )

■ REST OF THE ROADS  
CONVENTIONAL ( 3.1 )

( ) FATALITY RATE



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CROSS BORDER ENFORCEMENT

RENEW OF THE VEHICLE FLEET

BETTER DATA OF SEVERE INJURED

E CALL

NEW LEGISLATION FOR DRUNK DRIVING AND  
DRUGS



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Thank you for your attention



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