

Europe toward 2020 target: A comparison between Italy and some European countries

Spain

PIN Talk –Road safety toward 2020

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Rome, 20 November 2014

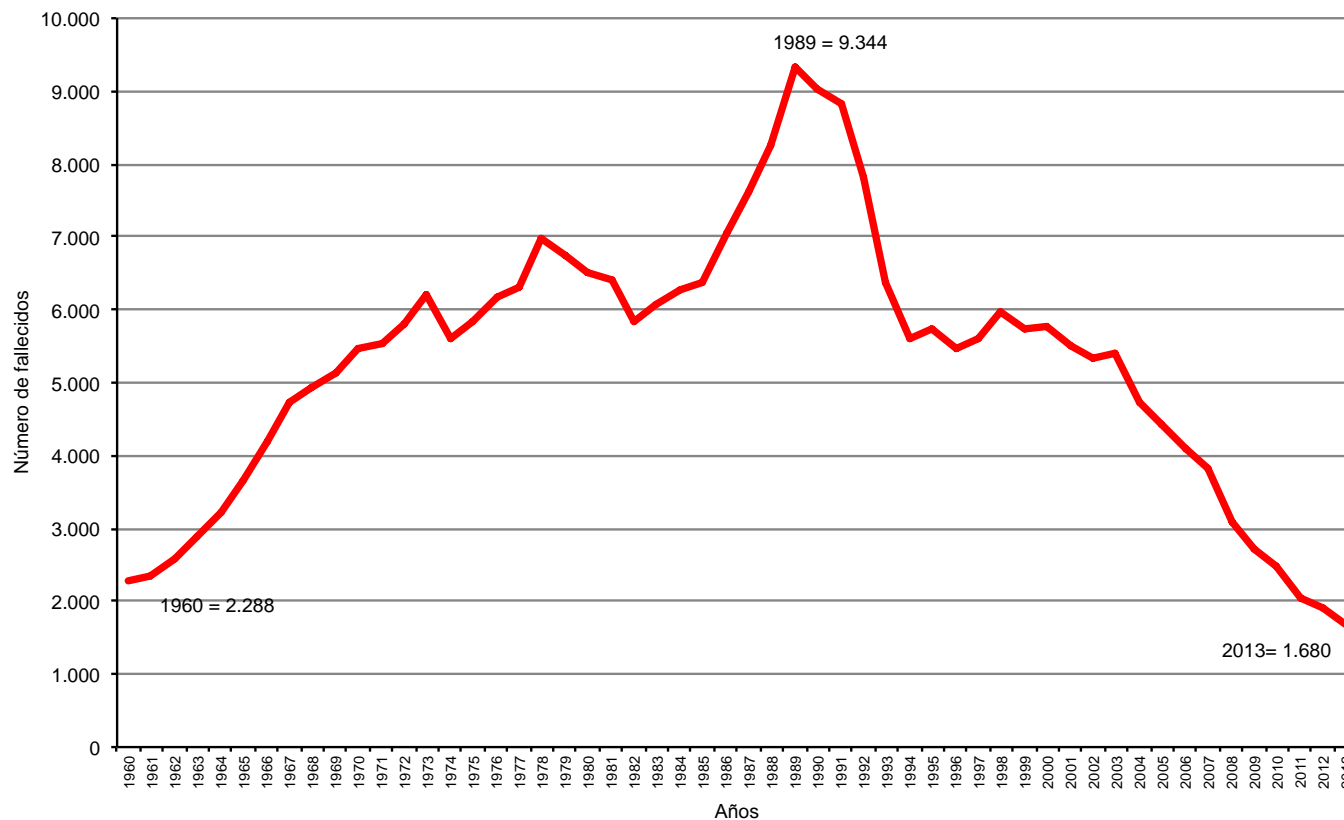


MINISTERIO
DEL INTERIOR



Dirección General
de Tráfico

Mortality due to Road Traffic Accidents, Spain 1960-2013















Source:

www.dgt.es available in Spanish, summary in English

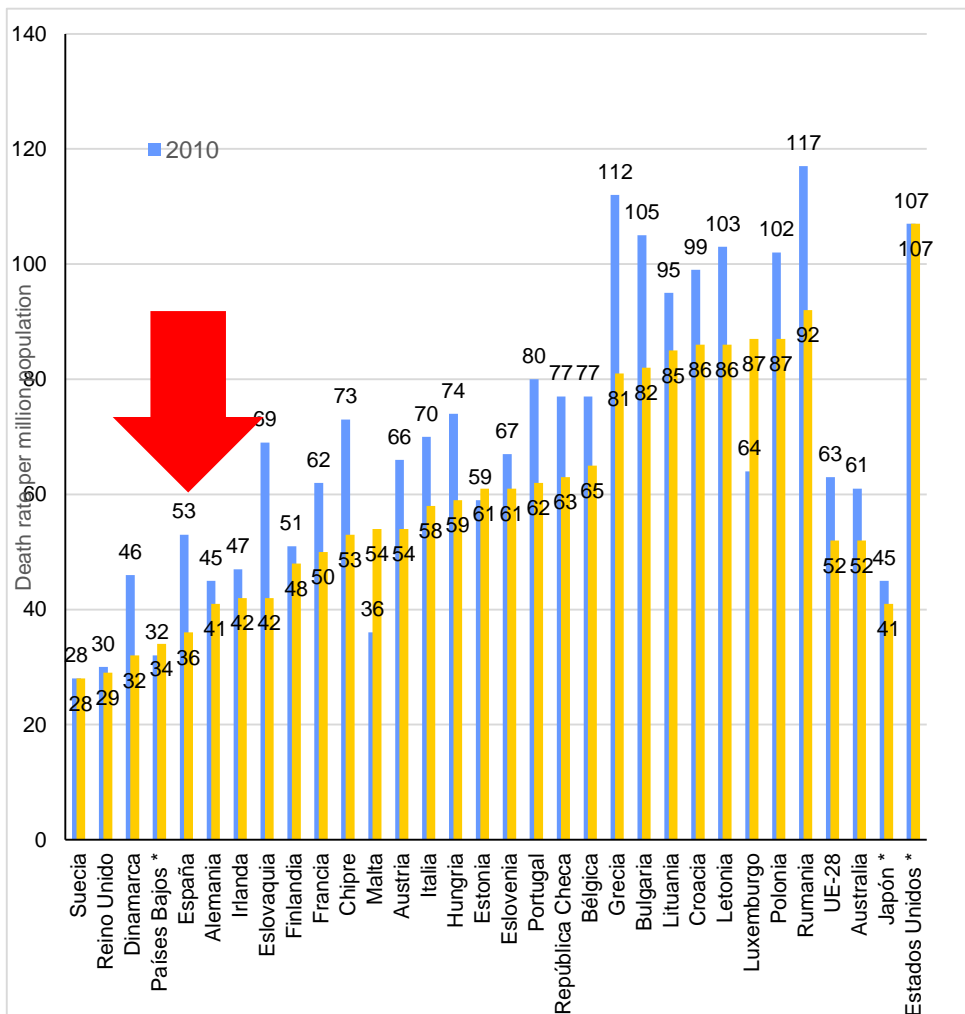
2013: 5  ; 5  ; 2  ; 1 N/A

Tabla 1. Indicadores de la Estrategia de Seguridad Vial 2011-2020.
Años 2009, 2012, 2013 y 2020

Indicadores				Cifra basal 2009	Cifra 2012	Cifra 2013	Cifra objetivo 2020
	1.	1.	Reduce mortality rate to 37 per million inhabitants	59	41	36	Inferior a 37
	2.	2.	Reduce 35% seriously injured	10.923	10.444	10.086	9.050
	3.	3.	Zero dead children without child restraint	12	9	4	0
	4.	4.	25% less drivers 18-24 y.o. dead or injured during weekends	730	406	345	548
	5.	5.	10% fewer dead drivers over 64 y.o.	203	202	182	183
	6.	6.	Reduce 30% pedestrian deaths	459	355	349	321
	7.	7.	1 million more cyclist without increase in death rate	1,2	1,6	1,5	1,2
	8.	8.	Zero tourism occupants dead in urban areas	101	71	72	0
	9.	9.	20% fewer deaths and serious injuries among motorcycles	4.473	2.760	2.811	2.778
	10.	10.	30% Fewer deaths in secondary roads departed lanes	520	369	285	364
	11.	11.	30% fewer in itinere deaths	170	100	100	119
	12.	12.	Decrease 1% BAC+ in preventive tests	3,7%	No disponible. Estudio periódico	4,1%	Inferior al 1%
	13.	1.	Reduce 50% light vehicles exceeding speed limits over 20km/h	6,2% (autop.) 3,5% (autov.) (conv. 90) (conv. 100)	8,0% (autop.) 4,3% (autov.) 14,0% (conv. 90) 10,8% (conv. 100)	No disponible. Estudio periódico	6,2% (autop.) 3,5% (autov.) 7,9% (conv. 90) 8,2% (conv. 100)

¹ Niños menores de 12 años.

What has Spain done over the past decade?



Sources: European Commission,



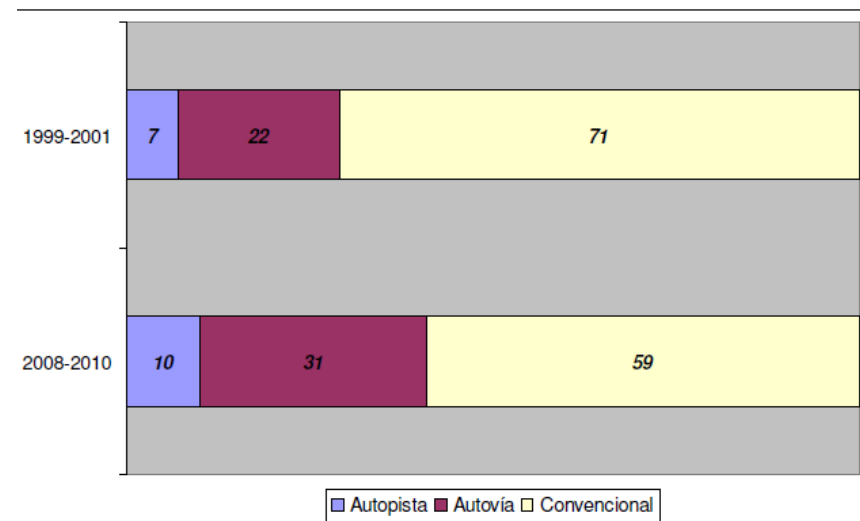
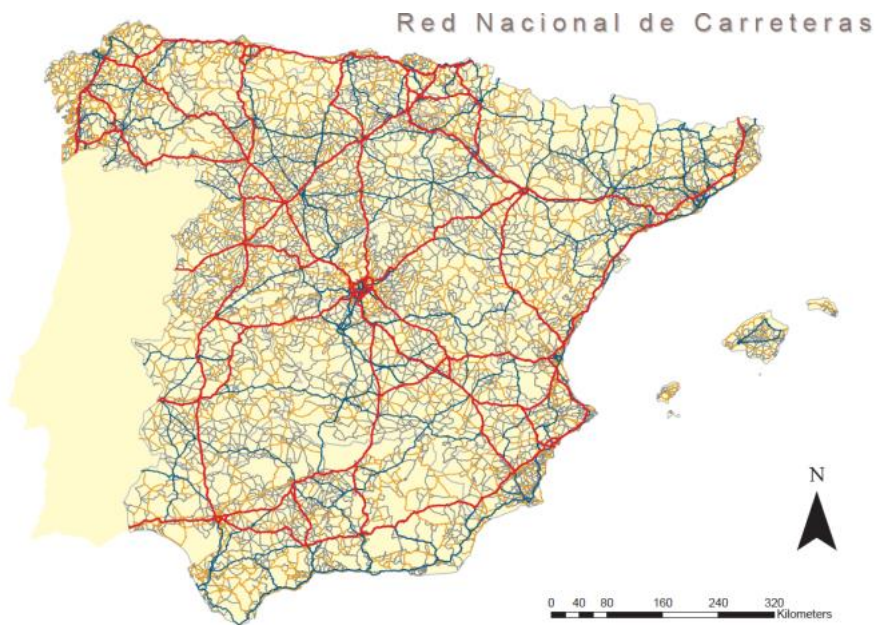
Actividades nacionales				
Pilar 1 Gestión de la seguridad vial	Pilar 2 Vías de tránsito y movilidad más seguras	Pilar 3 Vehículos más seguros	Pilar 4 Usuarios de vías de tránsito más seguros	Pilar 5 Respuesta tras los accidentes
Coordinación internacional de las actividades				

Road Safety Management

- Zero Vision = across political spectrum
- DGT with
 - Nationwide legislative and regulatory competences over
 - Driver licensing/renewal/aptitudes
 - Vehicle registration/Transfer/destruction
 - Circulation code
 - Regional presence through 60+ offices (at least one per each of all 52 provinces)
 - Direct enforcement capacity over all interurban roads in country (except Catalonia and Basque country) through automatic detection systems and *Agrupación de Tráfico de la Guardia Civil*
 - Communication capacity (TV, press, etc) through the country
 - Objective- and indicator-driven management
 - Aprox. 750 M€/year, aprox. 14000 people
- *Consejo Superior de Tráfico* presided by Ministry of Interior to coordinate by DGT and includes central and regional government representatives
- Parliament approved Strategic Plan 2011-2020

Pilar 2
Vías de
tránsito y
movilidad más
seguras

Better and safer roads



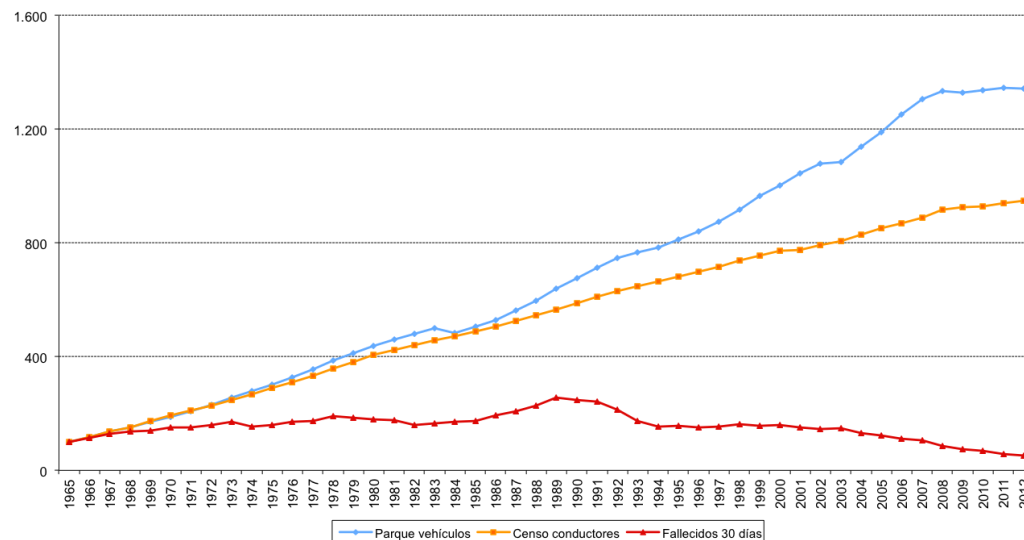
2013: 660.000 km public roads
 ->166000 km interurban
 ->16000 km high capacity

Pilar 3
Vehículos más seguros

Safer vehicles

- Vehicle fleet mean age

Evolución del parque de vehículos, censo de conductores y fallecidos por accidente de tráfico (30 días). Año 1965 base 100.



2013: 33, 6 M

2,9 M motorcycles

2.1 M mopeds

undetermined number of passing/touring vehicles

Safer users

- More schools participating in educational experiences by trained teachers/Police officers/NGOs.... And DGT staff
- Improved driving permit exams
 - Computerized theoretical tests
 - Practicum exam adapted to EU requirements
- Penalty Point System (implemented 2009)
 - So far 187000 drivers have lost at least once their permit
- Mobile devices for police agents for faster/more complete data at the infraction site
- Improved sanctioning process (on time if agents involved or max 15 days delay if automatic detection)
- Increased media coverage: paid for and generated (images, press conference, media presence.....)

2013: 47 M population

->26 million drivers with at least one Spanish-issued license

60,6 M tourists

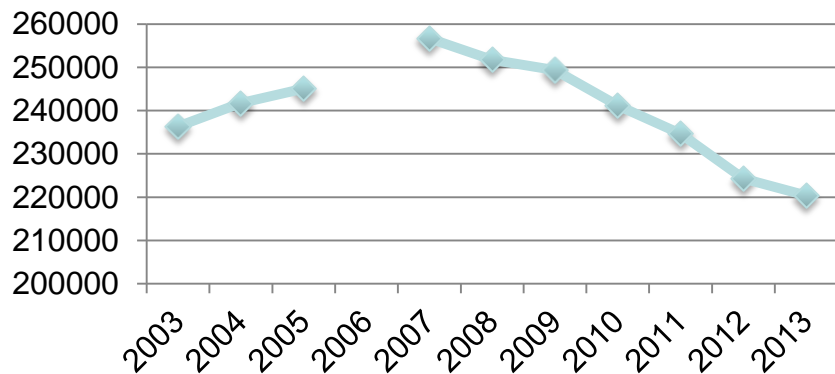
Better post crash attention

- (National Health Service with competences transferred out to Autonomous Communities)
 - Better health care response: urgent, acute, and rehabilitation phases
- Extrication documentation for rescue workers
- Victim's Attention Units created at DGT to provide guidance after the crash

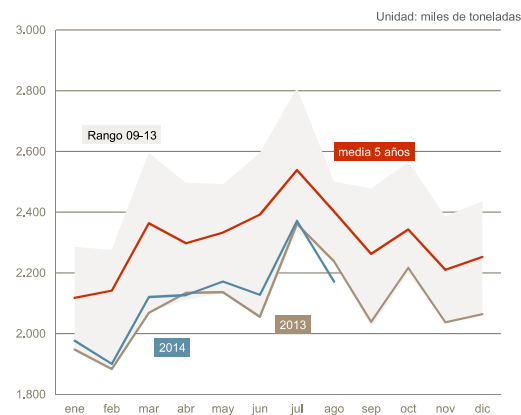
2013: 85000 crashes with a police report
aprox. 2 M collisions according to insurance companies

Have we driven more?

Veh-km interurban roads Source: M^o Fomento

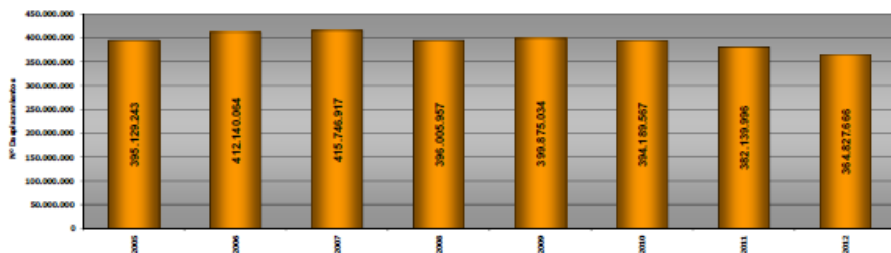


Consumo mensual de combustibles de automoción



Fuente: Cores

Number of long distance trips Source: DGT



2013: see above

2007 estimates (national survey): 42000 M trips

Overall: WHO 2013 Global Status Report on Motor Vehicle Injuries



SPAIN

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



INSTITUTIONAL FRAMEWORK

Lead agency	Directorate General of Traffic
Funded in national budget	Yes
National road safety strategy	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

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles (2010)	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

Vehicle standards applied	Yes
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	Yes
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

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

^a Police records. Defined as died within 30 days of crash.
^b 2009. DGT, Ministry Evaluation of a Statistical Life in Spain. Assessment in the framework of road traffic injuries. (Includes fatalities only).

SAFER ROAD USERS

Penalty/demerit point system in place	Yes
National speed limits	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
National drink-driving law	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% ^a
National motorcycle helmet law	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	91% Drivers ^b 91% Passengers ^b
National seat-belt law	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 ^b 80% Rear seats ^b
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

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

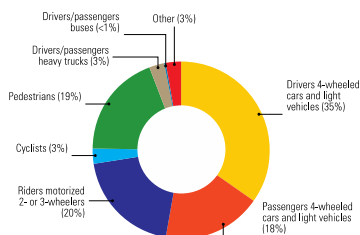
POST-CRASH CARE

Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	112
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	2.1% ^a
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

^a 2008. Disability Survey.

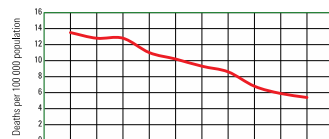
- Mortality rates among the best
- One of the only 28 countries with legislation on:
 - Speed limits
 - Belt use
 - Child restraints
 - Helmet use
 - Alcohol
- Room for improvement on enforcement (6/7 de 10)

DEATHS BY ROAD USER CATEGORY



Source: 2010, Directorate General of Traffic.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Directorate General of Traffic.

Spain 2013, Main personal and crash characteristics

	Dead	Hospitalized
Age	3% <14 y.o.; 51% ≥ 45 y.o.. Mean 50 y.o.	4% <14 y.o.; 41% ≥ 45 y.o.
Sex	76% men	70% men
Day/hours	66% de 8 AM-8 PM; 69% M-F	72% 8AM-8PM; 75% M-F
User Type	60% drivers; 20% pedestrians	63% drivers; 20% pedestrians
Vehículo Type	43% tourisms; 18% motos; 3% mopeds; 4% bikes, 7% commercial vehicles	33% tourisms; 25% motos; 8% mopeds; 6% bikes, 5% commercial vehicles
Road Type	73% interurban; 56% single interurban; 27% urban	51% interurban; 41% single interurbanvías, 55% urban
Collision type	30% lane departure	23% lateral & frontolateral, 22% lane departure
Belt (un)used	22% interurban y 21 (out of 75) urban	10% interurban; 20% urban
Helmet (un)used	Motos, 4% interurban, 14 (out of 98) urban Mopeds 8 (de 34) interurban, none in urban (i.e., all used)	Motoc1% interurban, 9% urban Moped 7% interurban, 6% urban

What are we currently working on

- Strengthening of institution; broadening on activities (e.g., urban focus)
- New interventions with existing legislation (e.g., feeding EuroNCAP information into Vehicle registry)
- New legislation (i.e., repeat alcohol offenders double fine)
- New interventions (i.e., drugs, “intelligent” speed management)
- Better analyses of existing data
- Better (not more) enforcement
- Consistent and coherent messages:
 - Arrange trips (need for, duration, destination)
 - Travel through the best possible road
 - Use the best possible vehicle
 - Always respect speed limits and other signals
 - Always use protective devices
 - Drive/Bike/Walk attentively
 - Zero tolerance to alcohol or drugs

www.dgt.es



MINISTERIO
DEL INTERIOR



Declaration of a global pandemic 1.3 M/year (or 3500/day or 148/hour)

Road traffic injury mortality rates (per 100 000 population)

