

Spain, 2016-2020

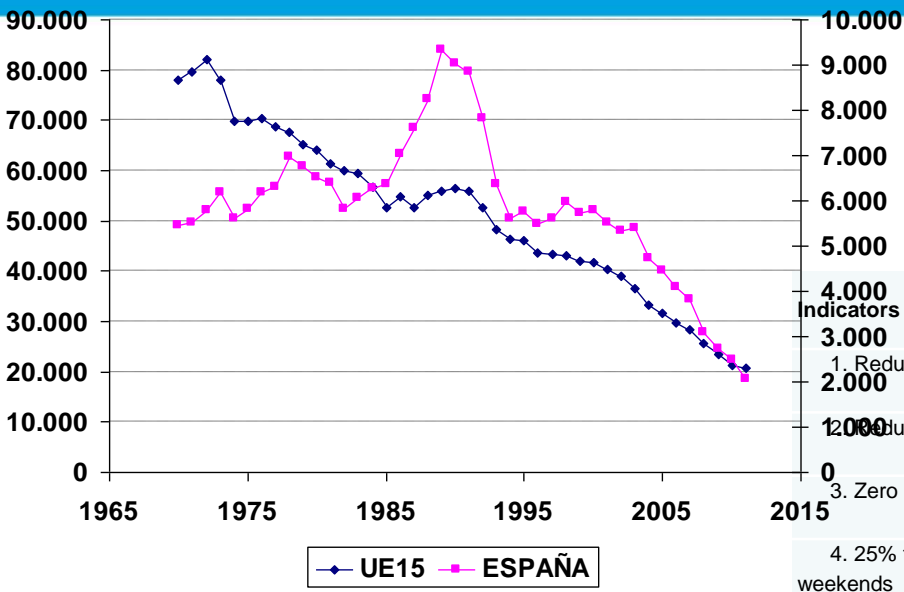
February 2016, Geneva



MINISTERIO
DEL INTERIOR



Dirección General
de Tráfico



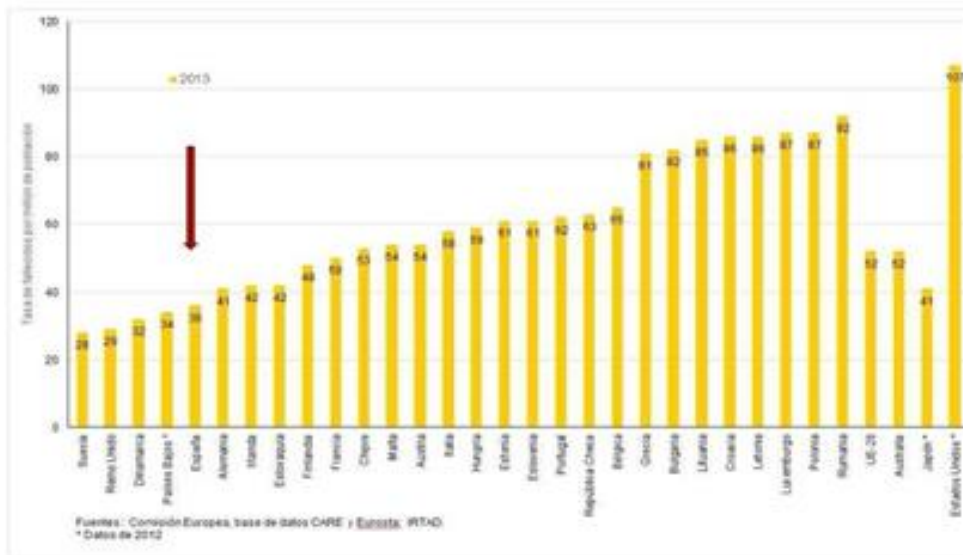
	2014 value	2020 Target
1. Reduce fatality rates below 37 per million inhabitants	36 <input checked="" type="checkbox"/>	Less than 37
2. Reduce 35% number of severely injured	9 574 <input checked="" type="checkbox"/>	9 050
3. Zero children killed without Child Retention System	2 <input checked="" type="checkbox"/>	0
4. 25% fewer deaths and seriously injured drivers ages 18 to 24 during weekends	360 <input checked="" type="checkbox"/>	548
5. 10% fewer dead drivers older than 64 y.o.	213 <input checked="" type="checkbox"/>	183
6. Reduce 30% pedestrian deaths	310 <input checked="" type="checkbox"/>	321
7. 1 more million cyclists without an increase in fatality rates	1.6	1.2
8. Zero deaths in passenger cars in urban areas	71	0
9. 20% fewer motorcyclists dead or seriously injured	2 870 <input checked="" type="checkbox"/>	2 778
10. 30% fewer deaths in conventional roadways run offs	277 <input checked="" type="checkbox"/>	364
11. 30% fewer deaths <i>in itinere</i>	99 <input checked="" type="checkbox"/>	119
12. Less than 1% positive alcohol breathlizer tests (0.05 mg/l)	N/A <input checked="" type="checkbox"/>	Less than 1%
13. Reduce 50% light vehicles exceeding speed limits more than 20 kph	N/A	6.2% (HS) 3.5% (HS) 7.9% (conv. 90) 8.2% (conv. 100)

Where do we come from?

Spain over time and Strategic Plan 2011-2020

Where are we now?

Fatality rates per 1 M pop, 2013



SPAIN

Population: 46 926 963 • Income group: High • Gross national income per capita: US\$ 29 920



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

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	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 and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	32 616 105
Cars and 4-wheeled light vehicles	26 574 614
Motorized 2- and 3-wheelers	4 998 320
Heavy trucks	520 098
Buses	59 892
Other	463 181
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 680 ^b (76% M, 23% F)
WHO estimated road traffic fatalities	1 730
WHO estimated rate per 100 000 population	3.7
Estimated GDP lost due to road traffic crashes	1.09 ^c

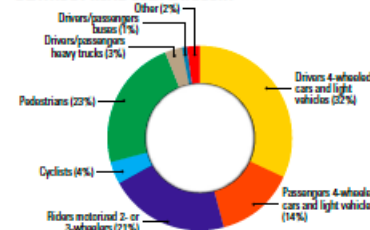
^a Directorate General of Traffic. Defined as fitted within 30 days of crash.
^b 2012, Directorate General of Traffic.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
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
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	7–17% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers ^e , 99% Passengers ^e
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	91% Front seats ^e , 81% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	88% ^e
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2012, 17% Male, 7% Female; WHO Global status report on alcohol and health 2014.
^e 2012, Directorate General of Traffic.

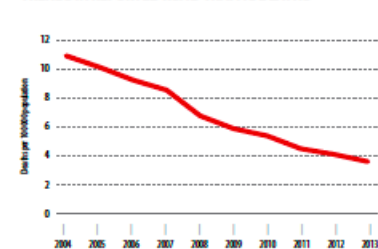
Other facts:
 Tourists (prov.): 61M
 Public roads: > 660.000 km
 Trips on high capacity public roads: est. 365 M
 Population trips (2007): 42,000 M
 Speed limits well enforced on highways

DEATHS BY ROAD USER CATEGORY



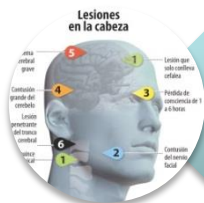
Source: 2013, Directorate General of Traffic.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General of Traffic.

Where are we heading?



0 Injured



0 Congestion



0 Contamination



0 Debt & competitiveness

2050 Vision

How? What else to do?

Short term

- Continue No Drug & Driving policies
- Reduce Speed limits in interurban roads (still 100 kph)
- Choosing safest routes
- Empowering citizens regarding vehicle and road characteristics

Mid-Long term

- Automated driving
- Life Long Learning regarding mobility issues and safety (includes pedestrian, cycling, riding)
- Review obtention/reobtention driving license procedures (GDL and others)
- Even more international

THANKS
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