

BULGARIA Road Safety twinning for exchange of best practices Comments from Spain

Carmen Girón, Head of International Relations Division

Sofia 3th September, 2015



MINISTERIO
DEL INTERIOR



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)	31 096 035
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	
UN World forum on harmonization of vehicles standards	Yes
News car assessment programme	No
Vehicle regulations	
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, Monetary Evaluation of a Statistical Life in Spain, Assessment in the framework of road traffic injuries. (In Euros, fatalities only)

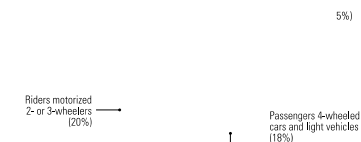
SAFER ROAD USERS	
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
National drink-driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	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% ^c
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	98% Drivers ^d 91% Passengers ^d
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 ^d 80% Rear seats ^d
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 hands-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

^c 2010, National Institute of Toxicology and Forensic Medicine, for alcohol levels over 0.03 g/dl.
^d 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% ^e
Emergency medicine training for doctors	No
Emergency medicine training for nurses	Yes

^e 2009, Disability Survey.

- Mortality rates among the best
- One of the only 28 countries with legislation on:
 - Speed limits
 - Seatbelt use
 - Child restraints
 - Helmet use
 - Alcohol
- Still, room for improvement on enforcement (6/7 out of 10)



Mission and Form

- DGT: Spanish Road Safety Lead Agency

Established in 1959

Under the Ministry of the Interior
-link with national traffic police

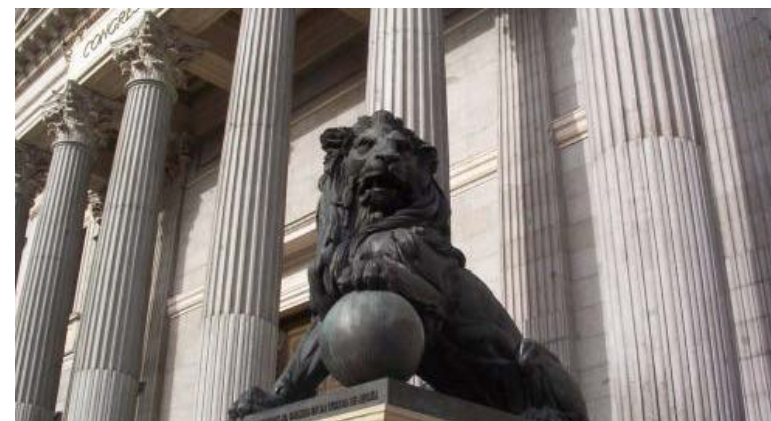
Central services located in Madrid, but locations in 52 province capitals, 16 other cities, and traffic police bases for interurban vigilance in 45 out of 52 provinces



Functions



Grant/renew/revoke driver licenses



Enact national laws and regulations on mobility and safety (e.g., circulation code)



Grant/revoke vehicle licenses



Monitor interurban roads
8000 of 20000 km of high capacity
+120000 km conventional

(Selected) Changes over (recent) times

- Improvement of information systems: cross-match data;
- Concept of sustainable mobility;
- Single and shared goals;
- Objective-driven management: unified, structured management with indicators;
- Adoption of Vision Zero



0 Blessés



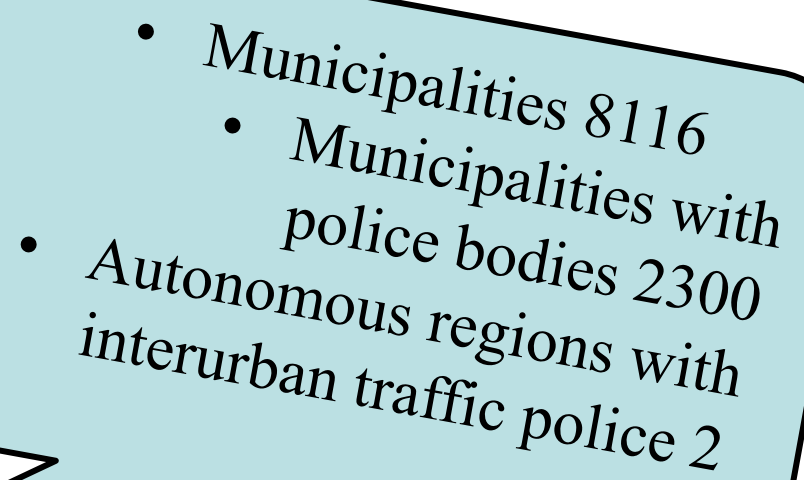
0 Congestion




0 Contamination

Working with other government agencies


- DGT coordinates the *Higher Council for Road Traffic* presided by Ministry of Interior and includes central (other ministries), regional and municipal government representatives
- Parliament-approved Strategic Plan 2011-2020

- 
- Municipalities 8116
 - Municipalities with police bodies 2300
 - Autonomous regions with interurban traffic police 2

Strategic Advice (a few things)

DO NOT 

- Do not “invent the wheel”;
- Do not conceal data;
- Do not politicize road safety;
- Do not exclude anyone;
- Do not cry for what you lack;

DO 

- Support the international Decade of Action for Road Safety movement with its five pillars;
- Use what you have and apply it in each Pillar;

DGT international collaboration, selected examples since 1959



bilaterally

- On driving licenses:
Andorra, Algeria, Argentina, Bolivia,
Brazil, Colombia, Korea, Croatia,
Chile, Ecuador, Philippines,
Guatemala, Japan,
Macedonia, Morocco, Panama,
Ecuador, Paraguay, Peru, Dominican
R., El Salvador, Serbia, Switzerland,
Tunisia, Turkey, Ukraine, Venezuela
- On traffic police training:
Jordan, Palestine, Morocco, Chile,
Ecuador, Colombia, Senegal
- Others:
Canada, Russia, Taipei, Monaco,
Belarus, Brazil

multilaterally

- EU, UNECE,
OECD/IRTAD
- Organization
development with
external funding:
Argentina, Poland, Czech
Republic, Algeria
- OISEVI
- Friends of the Decade
- UNRSC



Happy to answer any questions



www.dgt.es



MINISTERIO DEL INTERIOR



Dirección General de Tráfico