

ROAD SAFETY POLICY IN SPAIN

Pere Navarro
Brasilia, May 2012

Spain: Political-Administrative background (1/5)

Basic requirements in order to start working

- ✓ Existence of a clear political will
- ✓ Clear administrative organization with a leading agency:

THE GENERAL DIRECTORATE OF TRANSPORT

- Enough financial resources from: driving licenses, traffic fines and mandatory insurance
- Capability to undertake regulatory initiatives
- Capability to coordinate with other public administrations
- Capability to instruct traffic police

Spain: Political-Administrative background (2/5)

Basic requirements in order to start working

- ✓ A single Register of Drivers
- ✓ A single Register of Vehicles
- ✓ Unique model of driving license
- ✓ Rigorous system for the issuance of driving licenses
- ✓ A well respected and prestigious traffic police (Guardia Civil).
- ✓ An effective system of fines and penalties
- ✓ Reliable statistics of accidents

Spain: Political-Administrative background (3/5)

The importance of data

- ✓ National Observatory of Road Safety
 - For decision-making and for monitoring progress
 - Statistics and indicators
 - Coordination of research
 - Dissemination of information

- ✓ Latin-American Observatory of Road Safety

Spain: Political-Administrative background (4/5)

The importance of coordination

✓ Between Ministries

- Ministerial Commission for Road Safety
 - Government approves measures for each year

✓ Between cities

- Urban Road Safety Commission
 - Policy proposals
 - Technical recommendations
 - Annual campaign schedule

Spain: Political-Administrative background (5/5)

The importance of coordination

- ✓ Between the civil society and interested parties
 - Higher Council of Road Safety
 - Consultation and participation
 - Informs the laws
 - Proposes initiatives
 - Aware of the report of the development of road safety

Spanish Association of Victims of Traffic Accidents

- ✓ Spanish Association of Victims of Traffic Accidents
- Participation and involvement of the associations of victims of traffic accidents
 - Forum against road violence (annual meetings)
 - World Day of Remembrance for Victims of Traffic Accidents
 - Memorial of Innocent Traffic Accidents Victims: “Against Indifference and Oblivion”



European Action Program

Focusing on key problems

The European Commission issued an action program focusing on the following key road safety elements:

- Alcohol and driving
- Seatbelt and helmet
- Excessive and inappropriate speed
- Reoffending drivers

Our greatest achievement: Change in behavior (1/11)

Drinking and driving

1. DRINKING AND DRIVING

✓ Actions

- Preventive controls on 20% of the drivers



- Traffic violation as from 0.25 mgr/l in inhaled air
- Criminal offense as from 0.6 mgr/l
- Promotion of designated driver
- Promotion of passive drinker
- Promotion alcohol-free beer

Our greatest achievement: Change in behavior (2/11)

Drinking and driving

✓ Results

- Positives in breath tests:



We still have a problem!

Our greatest achievement: Change in behavior (3/11)

Seatbelt

2. SEATBELT

✓ Actions

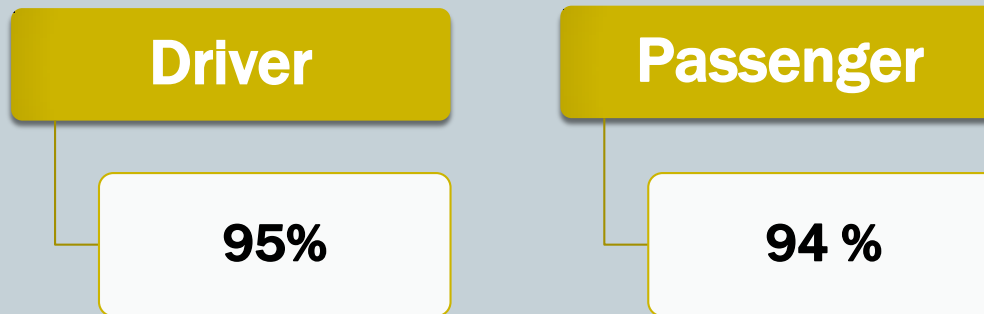
- Control and surveillance actions:
 - Permanent attention all the year
 - Special control and surveillance campaigns two weeks a year
 - All police forces + information campaigns
- Promotion of purchases of cars with light and audio warning devices for seatbelts

Our greatest achievement: Change in behavior (4/11)

Seatbelt

✓ Results

- Use of seatbelts on roads:



- 30% of the deceased were not wearing a seatbelt

Our greatest achievement: Change in behavior (5/11)

Helmets

3. HELMETS

✓ Actions

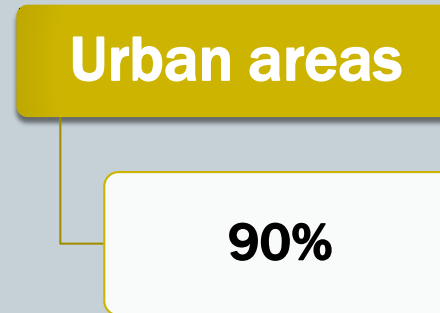
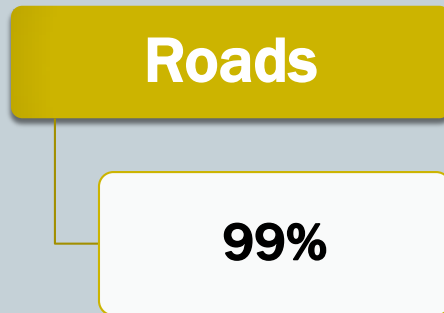
- Essential road safety element
- Motorcyclist without helmets are immobilized until they bring one
 - Permanent attention all the year
 - Special control and surveillance campaigns two weeks a year
 - Motorcyclist are responsible for passenger's helm

Our greatest achievement: Change in behavior (6/11)

Helmets

✓ Results

- Use of helmets:



Our greatest achievement: Change in behavior (7/11)

Speeding

4. SPEEDING

✓ Actions

- Radars setting-up plan

900 radars

(600 fix + 300 movable)

- National Automatic Report Processing Centre.
- 2011. New stretch radars

Discussion on the radar

Our greatest achievement: Change in behavior (8/11)

Speeding

✓ Results

- Average speeding reduced by 2 to 3 km/h, depending on type of road
- Vehicles at 140km/h or higher:



Our greatest achievement: Change in behavior (9/11)

Reoffenders

5. REOFFENDERS

✓ Actions

■ Penalty points license:

- 12 points for all drivers; 8 points for new drivers
- 2, 3, 4 or 6 points subtracted for road traffic offenses
- When all points have been subtracted, license is cancelled for six months; road safety course and new exam

■ Recovery of points:

- 2 years without offenses: back to 12 points
- 12 hour courses for 6 points

Our greatest achievement: Change in behavior (10/11)

Reoffenders

✓ Results

- The penalty points license entered into force on 1 July 2006
- Results after 5 years:

Sanctioned drivers	4,000,000
Penalties	5,000,000
Substracted points	17,500,000
Licenses cancelled	107,000 (0.4% of all drivers)

Our greatest achievement: Change in behavior (11/11)

Reoffenders

✓ Results

- Figures by gender

Women	20%
Men	80%

- Figures by type of offense

Speed	42%
Seatbelt	14%
Alcohol	8%

Road Safety (1/2)

Road safety education

1. ROAD SAFETY EDUCATION

- ✓ Before Driving - Schools
 - Compulsory subject as part of “Citizenship Education”
 - Civil values
 - Children’s parks
 - Safety-aware teachers
- ✓ Access to Driving - Driving Schools
 - More road safety
 - Progressive access
- ✓ After Driving
 - Retraining courses for recovery of points
 - Safe driving schools: ongoing training for workers

Road Safety (2/2)

Authority systems

2. AUTHORITY SYSTEMS

- ✓ Countries that obtain better results are those with a more effective disciplinary system
- ✓ Key elements of an efficient disciplinary system
 - Infringements must be perceived as reasonable
 - Avoid exceptions to the rule
 - All equal in the law enforcement
 - Avoid the feeling of impunity
 - Immediacy of sanction
 - Transparency in the destination of fines
 - A TRAFFIC POLICE WHICH IS RESPECTED AND PRESTIGIOUS

Motorcycles (1/7)

Introduction

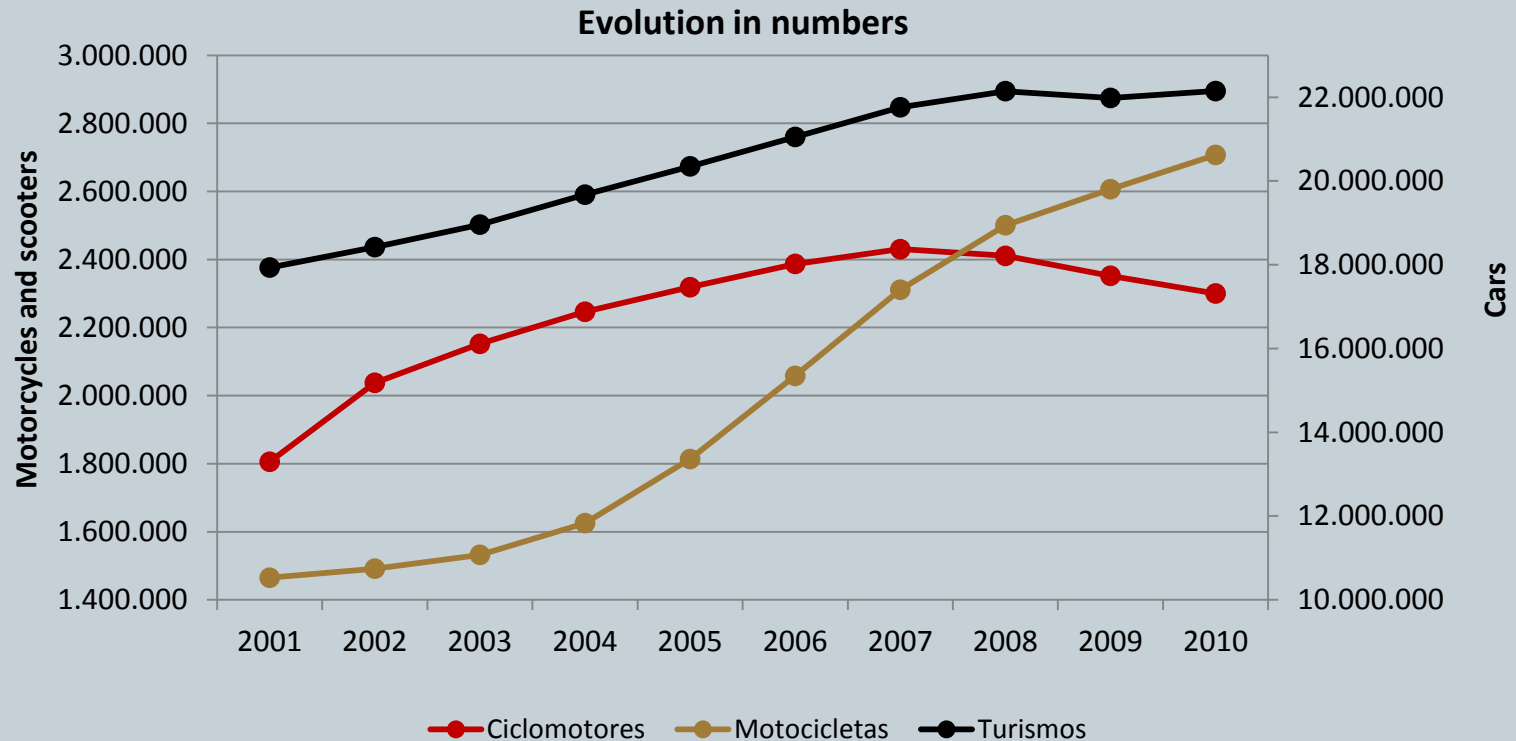


For the purposes of road safety, motorcycles should be given the importance they have and deserve

Motorcycles (2/7)

Statistics

In Spain, motorcycles are a road means of transport and an alternative to cars in urban areas



Motorcycles (3/7)

A shared vision

1. Agrupación de Tráfico de la Guardia Civil
2. ANESDOR
3. Asociación Mutua Motera
4. Ayuntamiento de Barcelona
5. Ayuntamiento de Madrid
6. Dirección General de Tráfico
7. FECAVEM
8. GANVAM
9. Ministerio de Fomento
10. Ministerio de Industria, Turismo y Comercio
11. RACC
12. RACE
13. UNESPA



The plan is the product of the shared vision of the working group representing the two wheel vehicles industry, which sits within the Council for Road Safety

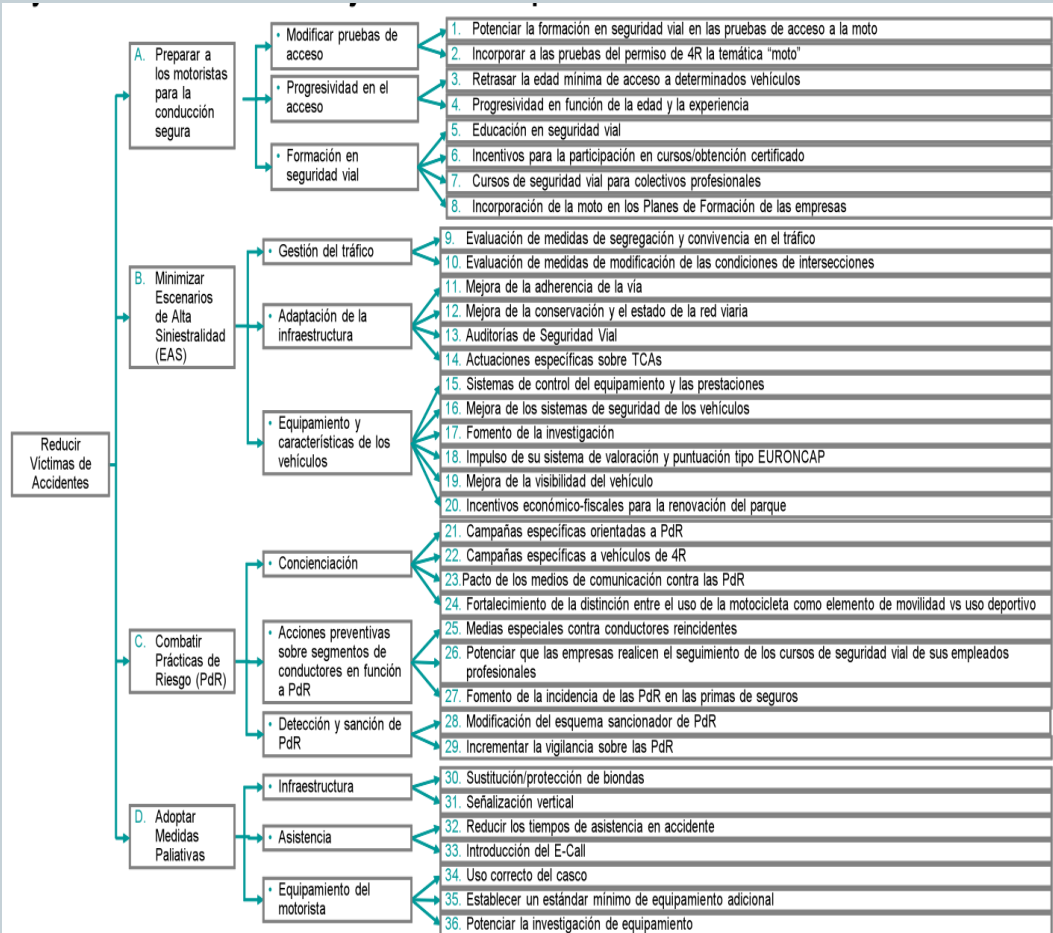
Motorcycles (4/7)

Basis of the plan

- ✓ The need and desire to unify the efforts of all the interested parties
- ✓ No blame – we are all responsible
- ✓ The conviction that there is no "miracle recipe" and that the solution to the problem is to run a battery of measures in a coordinated and sustained manner over time
- ✓ Not a plan against motorists, it is a plan for motorists
- ✓ Motorists are the prescribers of the plan (i.e. motorists give advice)

Motorcycles (5/7)

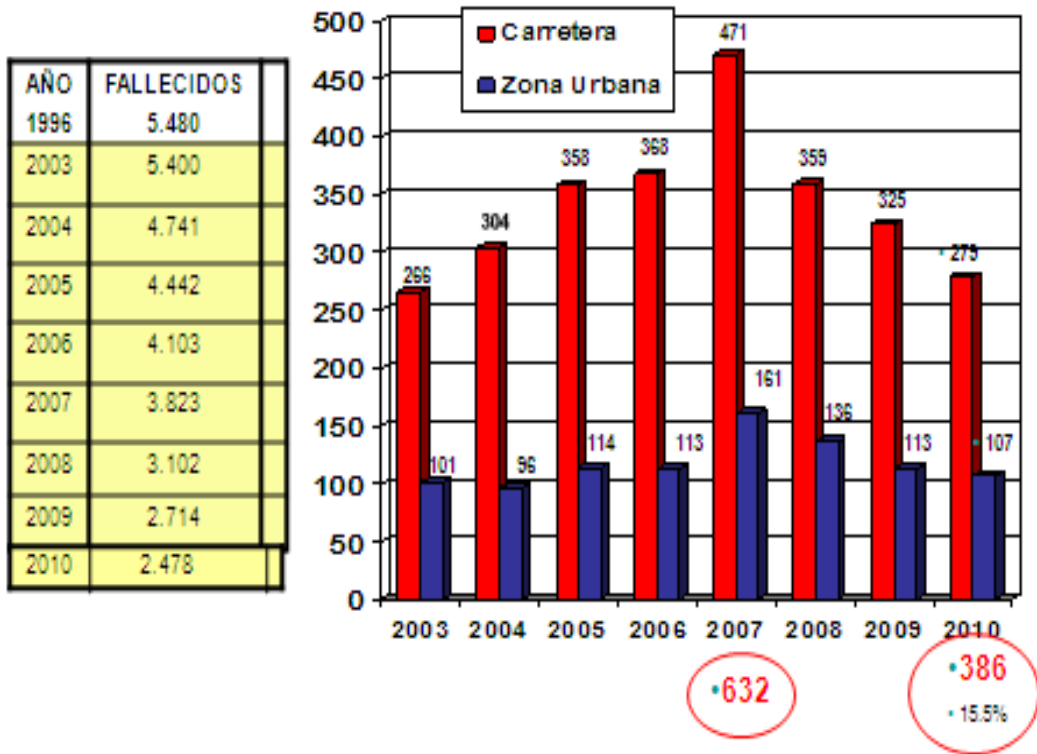
Solution tree



The plan is divided in 4 areas of action, 12 programs, 36 measures and more than 70 actions to be executed over the next four years

Motorcycles (6/7)

Need for a strategic plan

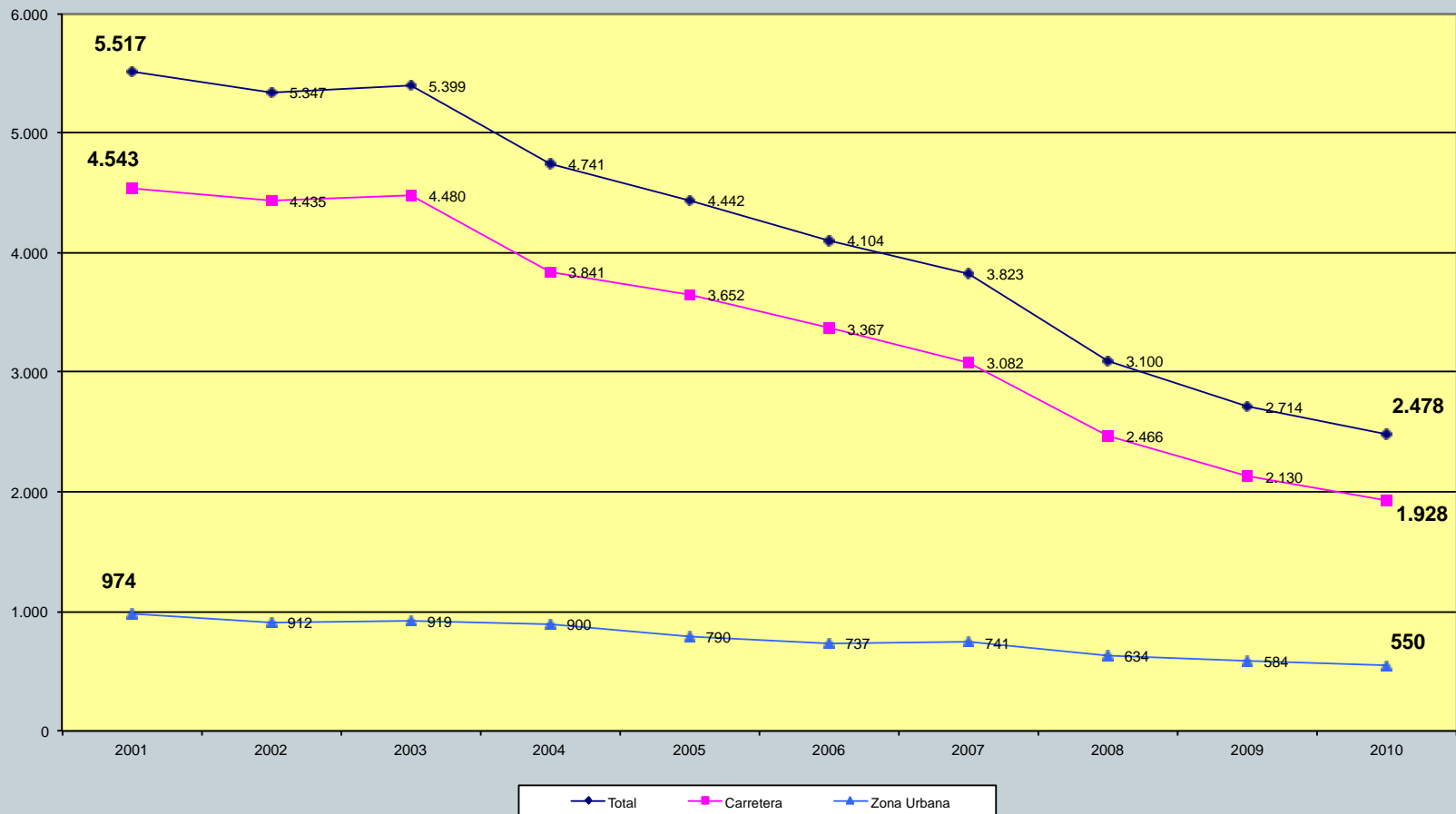


Why do we need a strategic plan for motorcycles and mopeds road safety?

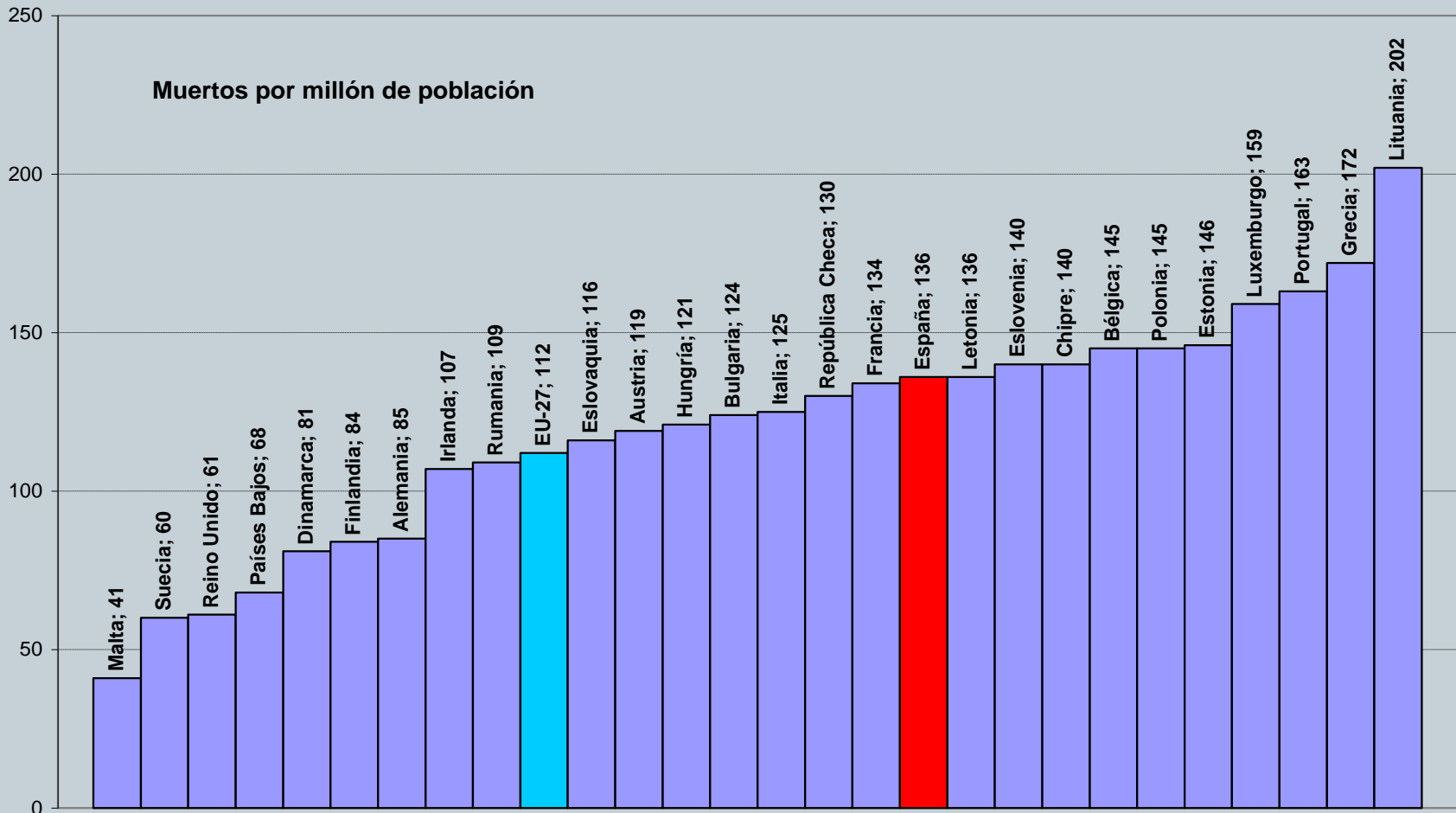
RESULTS

Death figures

Evolución de fallecidos. 2001-2010



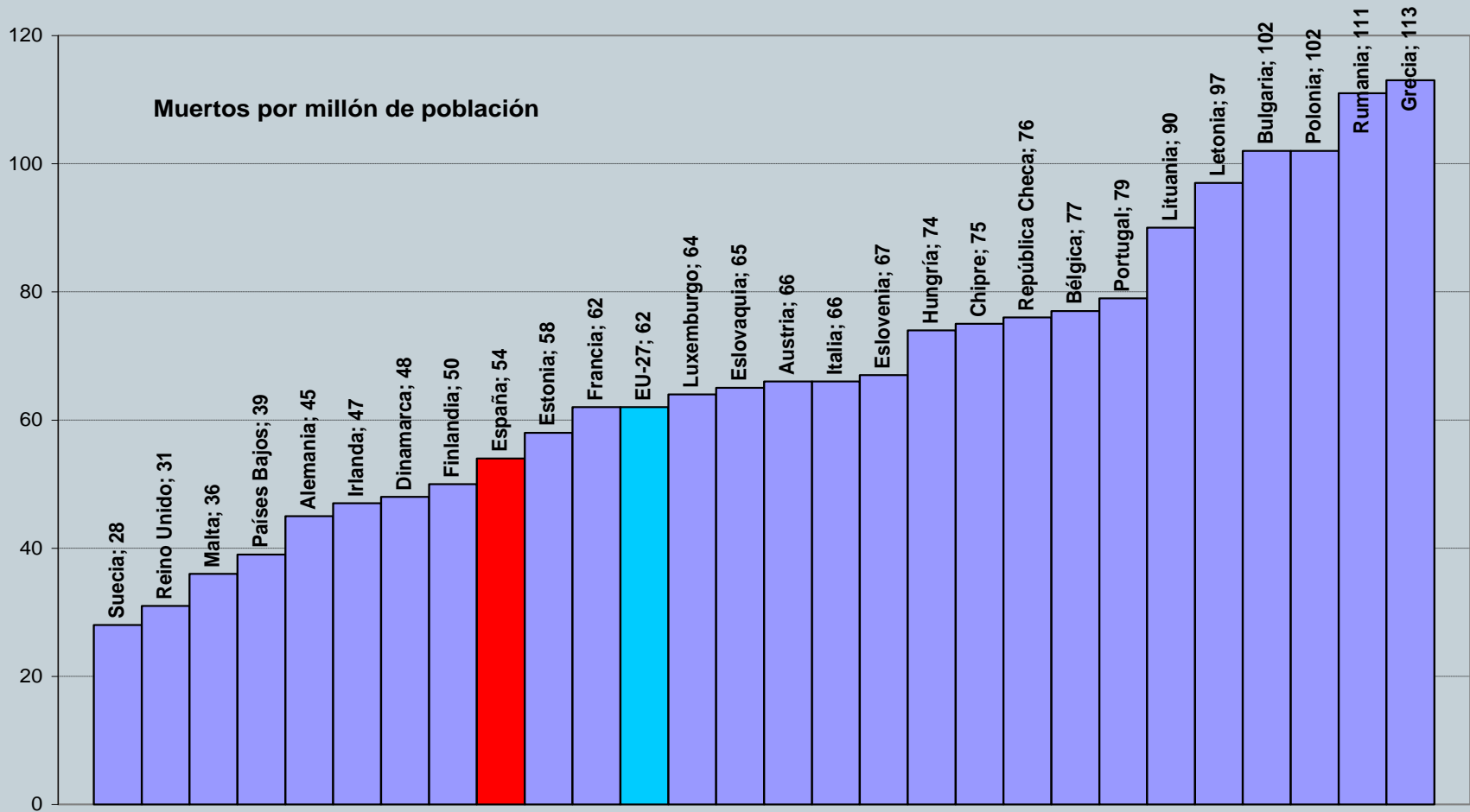
Comparison with Europe (1/2)



Fuente CARE , Eurostat (población) y ETSC (PIN)

2001

Comparison with Europe (2/2)



Fuente CARE , Eurostat (población) y ETSC (PIN)

2010 (Datos provisionales)

Road Safety Policy in Spain

Chronology

- 
- 2004** Road Safety Council created
 - 2005** Fixed Radar Speed Control System Plan implemented
Penalty Points System Law passed
 - 2006** Traffic police increased by 1,500 by Council of Ministers agreement
 - 2007** Special Road Safety Prosecutor's Office established
 - 2008** Organic Law 15/2007 on the amendment of the Penal Code passed
 - 2009** Law 18/2009 on the modification of penalty procedures for traffic offenses passed
 - 2011** Spanish Road Safety Strategy 2011-2020 launched
Payment discounts granted to companies with Road Safety Plans

Lessons (1/2)

- ✓ The importance of speech, action and social mobilization
 - Traffic accidents are avoidable
 - If others have done so, we can do too
 - It is not acceptable to trade traffic for human lives
 - After the accident nothing is the same
 - There will be the dead that society is willing to accept

Lessons (2/2)

- ✓ The necessary debate
- ✓ The transparency
- ✓ The media and behavior change
- ✓ No blame
- ✓ The importance of law enforcement

I hope these experiences are useful

But each country has to take its own path

Thanks
for your
attention

Pere Navarro
pere.navarro1@gmail.com