

The Global Plan for the Decade of Action for Road Safety 2011-2020 contemplates banning the export to other countries of used vehicles that lack necessary safety features, either because they are approved in accordance with lax safety standards or because they are very old.

For this reason, In Spain a ban has been introduced to withdraw a vehicle from circulation to stop the export to another country, if the vehicle does not comply with the minimum safety and environmental requirements. It was regulated in 2015 through the Road Safety Act.

Ultimately , the objective of this Act is to apply a basic, common-sense rule, to the field of road safety: "do not do to others, what you would not want done to yourself". A vehicle that is intended for scrapping in a developed country, and that is not roadworthy, must not be driven in another country, which puts the lives of its occupants at risk.

WITH REGARDS TO BUILT-IN VEHICLE SAFETY,

In Spain we are trying to prevent vehicles that are in poor technical condition from being registered in other countries (both within the EU and in third-world countries), as it has been demonstrated that built-in vehicle safety and technology, saves lives. The importance of incorporating passive safety features has been confirmed by the most ambitious study ever carried out on the most effective measures for road safety for preventing death or injury in traffic accidents.

Elvick's study analysed 1500 measures (traffic regulations, road engineering, education, enforcement operations, etc.), of which five were highlighted as the most important, the outcome being that the incorporation of passive safety features in vehicles is the second most effective means of preventing death or injury in an accident (the lack of passive safety features is responsible for 15% of deaths, followed by speeding, which is responsible for 17% of deaths).

At present, we are developing vehicle regulations that will define which vehicles can be exported, based on objective criteria and using the following parameters:

- 1- Level of technology incorporation: Both passive and active safety features. In order to define such regulations, we will take into account the UN's most important vehicle regulations and those which have the greatest impact on road safety.
- 2- Vehicle age.
- 3- EuroNCAP star ratings

4- Mileage

Vehicle age is an important risk factor, as demonstrated by the studies conducted by the General Directorate for Traffic (DGT).

When compared to occupants of passenger cars which are less than 7 years old, in crashes on conventional roads in Spain:

Occupants of vehicles aged 7 years or older have twice the risk of dying.

Occupants of vehicles aged 10-14 have three times the risk of dying

We are aware that the problem of the import of used vehicles in bad condition most notably affects underdeveloped countries.

In Spain we feel that it is our responsibility to implement regulations to ensure that the vehicles that leave our country, to circulate in another State, incorporate minimum safety features. In total, 1.2 million people die in traffic accidents every year throughout the world, and in order to help reduce accidents, we are taking action on two different fronts:

- 1- On an international level: allowing only the export of safe vehicles which, in the event of an accident, protect the life of their occupants.
- 2- In contrast, on a national level: we have launched a strategy on autonomous driving and connected vehicles (started, introduced begun)

In short, we are promoting cutting-edge technology incorporated into the vehicle as a key factor for reducing accidents.

In order to guarantee the success of this measure in Spain, we are implementing a communication strategy based on increasing consumer awareness, of the importance of the latest technology incorporated into the vehicle.

The administration must explain to citizens that "built-in vehicle technology saves lives" and, with this objective in mind, we are working on increasing transparency and providing citizens with all of the information related to their own vehicle, or the vehicle that they hope to purchase. Some of the actions are listed as follows:

- 1- **Providing citizens with online access to the data contained in the National Vehicle Registry**, so that all citizens can ascertain/check the degree of safety of any vehicle (not only the built-in safety features, but also the vehicle's age, mileage, outcome of the technical inspection, the number of owners of the vehicle, and whether it has been involved in a traffic accident).

- 2- **Greater transparency:** Our aim is to include EuroNCaP star ratings, active and passive elements fitted in the vehicle, rescue sheets, write-offs, breakdowns, damage and insurance information in the National Vehicle Registry.
- 3- **Involvement of Manufacturers and Importers Vehicles:** Another measure that DGT is currently developing is the creation of a communication system enabling vehicle manufacturers to submit the safety features fitted in their vehicle:
 - ABS.
 - Brake assistance system (BAS)
 - Seat Belt reminders.
 - Airbag.
 - ISOFIX.
 - Electronic stability control system (ESP).
 - Headrest.
 - Ecall devices.

In fact, all of the most important safety elements which play an important role, pre, during or post accidents.

- 4- **Automating recall campaigns** to owners of vehicles with manufacturing defects in the components that affect their safety (in the engine, airbag, etc.).

The ban on the export of vehicles in bad condition to third-world countries also includes environmental criteria, taking into account that vehicles not complying with regulatory technical conditions are, in turn, older, have higher pollution levels and have a greater number of breakdowns, so they also have an impact on the increasing congestion in large cities.

Air quality, the protection of the atmosphere and health preservation, all form part of the Spanish Government's main concerns.

Furthermore, taking into account that a significant part of the pollution in large cities is caused by road traffic, generally speaking, current efforts are focused on creating low-emission zones in urban areas, and on promoting the use of alternative means of transport with zero or low emissions.

In response to these demands and requirements, The General Directorate for Traffic has classified all vehicles based on strictly environmental criteria, assigning a visual label to each vehicle.

Environmental labels are an instrument to:

Make citizens aware of the level of pollution of their vehicle.

Tools for local authorities to apply positive discrimination measures to the most environmentally friendly vehicles (free parking in the city centre, tax reductions, authorised circulation of such vehicles on reserved lanes, authorised entry into the city centre in case of air quality crisis, etc.)

For example, on a national level, their use will make it possible to exempt or subsidize vehicles which are labelled as the most environmentally friendly and, on an international level, to solely allow the export of the least-polluting vehicles.

The identification of vehicles based on an environmental label is also a policy instrument, enabling the restriction of traffic on days with a high level of air pollution and the promotion of new technologies through tax or circulation benefits, implemented by the different Administrations.

Environmental labels, allow the vehicle to be immediately identified both by human and automated means, and they make applying the necessary measures easier.

All vehicles on the Vehicle Register must be classified by colour, according to their level of emissions, in accordance with the categories created:

0 emissions, electric (blue label)

Eco Label (green and blue label)

C (green label)

B (yellow label)

Other vehicles, the most pollutants (type A).

In summary, we are working together to meet the zero vision concept in the world (zero accidents, zero pollution, zero congestion).