



SEGURIDAD VIAL 2030

2024-2025 ACTION PLAN ON ROAD SAFETY

Directorate-General for Traffic
National Road Safety Observatory



Published by: DIRECTORATE-GENERAL FOR TRAFFIC

National Road Safety Observatory

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28027 MADRID



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1 PRESENTATION

The Road Safety Strategy 2030 established the overall goal of reducing the number of deaths and serious injuries by 50% by 2030, in line with European and global goals.

To achieve these objectives, biennial road safety action plans have been drawn up outlining the actions to be taken in each two-year period over the life of the Strategy.

The first Action Plan for the Road Safety Strategy 2030 was delivered in 2022 and 2023.

In 2022¹, 1,746 people died (9 fewer than in 2019, representing a 1% drop) in a total of 97,916 road accidents in Spain (6% lower than in 2019), in a year in which mobility increased by 3%. As such, the death rate per million inhabitants stood at 37, which was 9 points below the average rate for the European Union Member States (46) and the sixth lowest in the European Union.

These variations reflected significant differences depending on the type of road and user. As regards roads, the highest proportion of fatalities was recorded on interurban roads, 73% of the total number of fatalities; particularly on single carriageways, which accounted for 73% of the total number of fatalities on interurban roads.

With respect to 2023, the provisional figures for accidents recorded on interurban roads² indicate that 1,048 fatal accidents occurred, in which 1,145 people were killed - three fewer than in 2022 - and 4,495 people were seriously injured; in a year in which mobility increased by 2%.

There continued to be differences this year, depending on the type of road and user. As regards type of road, 74% of fatalities occurred on single carriageways (21 more individuals than in 2022). In addition, by type of user, the number of vulnerable users killed rose by 9% (38 more than in 2022); although this increase was uneven across the various types of vulnerable users and was primarily due to motorcycle users, whose mortality rate increased by 19% compared to 2022.

Moreover, in the first quarter of 2024, a worsening of accident figures was recorded: 261 people were killed on interurban roads, 36 more than in the same period of the previous year, representing an increase of 16%. This led the Minister of the Interior to present an Emergency Plan on 26 April 2024 with urgent measures to reduce road accidents.³ All the measures in this emergency plan are included in the Strategy Plan 2024-2025.

Against this overall background, the second Action Plan for the Road Safety Strategy 2023 is presented below, to be delivered during 2024 and 2025. It lists the actions that will be undertaken during this period, specifying the organisations or entities responsible for planning and implementing them.

¹ Figures published in the report: Main road accident figures 2022, available at this [link](#).

² Provisional road traffic accident report 2023 and Presentation press release, available at this [link](#).

³ Presentation of the plan, 26 April 2024, and Press release, available at this [link](#).



2 INTRODUCTION

This document presents the 2024-2025 Road Safety Action Plan. This is the second plan for the Road Safety Strategy 2030, that is developed through action plans, and whose results will be documented in the annual activity reports.



This Road Safety Action Plan includes the actions established for the period in question, in accordance with the order of Strategic Areas and Action Lines defined in the Strategy. This Plan seeks to respond to the road safety challenges that have been identified.

This document outlines:

- The actions programmed for 2024-2025.
- The bodies responsible for planning and implementing them.

It is divided into:

- 9 strategic Areas.
- 51 action lines within which actions will be pursued over this two-year period, out of the total of 62 lines established in the Strategy.

3 BODIES RESPONSIBLE FOR AND PARTICIPATING IN THE ACTIONS

The following key is provided to identify the bodies involved in undertaking the actions:

Abbreviation	Body
AA.PP.	Public Administrations
AEAT	National Tax Administration Agency
ATGC	Civil Guard Traffic Department
Local Councils	Local Councils
CC.AA.	Autonomous Regions
CNSST	National Health and Safety at Work Commission
CSTSVMS	High Council for Traffic, Road Safety and Sustainable Mobility
DGC	Directorate-General for Roads (Ministry of Transport)
DGT	Directorate-General for Traffic
DGT/CGT	Traffic Management Centres
DGT/CTDA	National Centre for Automatic Fine Processing
DGT/GI	IT Department
DGT/JPT	Provincial Traffic Departments
DGT/ONSV	National Road Safety Observatory
DGT/SG	Secretariat-General
DGT/SGFEV	Subdirectorate-General for Road Safety Training and Education
DGT/SGGMT	General Subdirectorate for Mobility Management and Technology
DGT/UAD	Director's Support Unit
DGT/UN	Legal Issues Unit
ENAC	National Accreditation Entity
FEMP	Spanish Federation of Municipalities and Provinces
IMSERSO	Institute of Social Services and the Elderly
INCUAL	National Institute for Qualifications (Ministry of Education)
INSS	National Social Security Institute
INSST	National Institute for Occupational Health and Safety
INTCF	National Toxicology and Forensic Sciences Institute
ITSS	Labour and Social Security Inspectorate
M.Education	Ministry of Education, Vocational Training and Sport
M.Industry	Ministry of Industry and Tourism
M.Transport	Ministry of Transport and Sustainable Mobility
M.Health	Ministry of Health
OISEVI	Ibero-American Road Safety Observatory
PP.LL.	Local Police Forces
SEMT	Spanish Society of Traffic Medicine
Authorities	Road authorities
TRENDLINE	Consortium of countries in the European TRENDLINE project
UNESPA	Spanish Union of Insurers and Reinsurers
UNIJEPOL	National Union of Chiefs and Managers of Local Police Forces



4 KEY ACTIONS

The 2024-2025 Road Safety Action Plan includes the actions that will be undertaken over the next two years to achieve safe mobility in every field.

The key actions among them are highlighted below; they are designed to act in the various fields of road safety, such as users, roads and vehicles.

As such, of all the actions planned for this two-year period, 25 are regarded as key actions, taking into account the trend in accidents and the road safety challenges in Spain that were described in the Presentation chapter, along with the recommendations of all the stakeholders involved in improving road safety. The main actions in the emergency plan presented by the Minister of the Interior on 26 April 2024 have been included.

The following table lists these key actions, and chapter 5 describes each of them in detail within the corresponding Strategic Area and Action Line.



Tabla 1. List of key actions of the Directorate-General for Traffic

Strategic area	Action line	Key action for the DGT
1. Trained and competent individuals	1.2. Improving training to obtain a driving licence	24.1.2.01. Changes to courses to obtain a category A licence
		24.1.2.03. Mandatory course to drive a motorcycle with a category B licence held for 3 years
	1.4. Communicating and raising awareness on safe and sustainable mobility	22.1.4.01. Communication on road safety from the Directorate-General for Traffic
		24.1.4.01. Improving motorcyclist safety: information and prevention campaign
		24.1.4.03. Communication campaign on the risks of drowsiness while driving
		24.1.4.01. Communication campaign on the connected V-16 signal
	1.5. Ensuring the provision of training for people with a driving licence	24.1.5.02. Regulating safe and efficient driving courses for motorcycle and car drivers
1.6. Improving courses to regain the driving licence	24.1.6.01. Updating road safety awareness and re-education courses	
2. Zero tolerance to risk behaviours	2.1. Increasing the impact of monitoring through better planning	24.2.1.01. Increased police presence in monitoring services
	2.2. Enhancing monitoring of the highest-risk behaviours and the application of new technologies	24.2.2.02. Speed monitoring in roadworks areas
		24.2.2.03. Increased automated speed monitoring
		24.2.2.07. Increased alcohol and drug testing
		24.2.2.08. Improving motorcyclist safety: monitoring and surveillance campaigns
2.4. Updating the legal framework for traffic and road safety	22.2.4.01. Modification of the General Regulations on Road Traffic to improve the protection of vulnerable groups	



Strategic area	Action line	Key action for the DGT
4. Safe roads	4.1. Fostering design solutions based on the Safe System	22.4.1.02. Recommendations on 2+1 road design and implementation of use cases
	4.2. Fostering the use of infrastructure safety management procedures	22.4.2.01. Transposing and implementing the new European Directive 2019/1936 on road infrastructure safety management
	4.3. Assessing the safety level of the road network	22.4.3.01. Developing methodologies to assess the safety level
	4.4. Enhancing safe, sustainable and smart traffic management	22.4.4.02. Integrating data on roadworks, sporting events, special transports and emergency vehicles in the DGT 3.0 platform
		22.4.4.04. Updating the list of signs
		24.4.4.03 Establishing “emergency lanes”
5. Safe and connected vehicles	5.3. Increasing the use of safety equipment by all road users	22.5.3.01. Acquiring airbags for motorcycles for the ATGC
	5.4. Boosting connectivity and fostering the safe deployment of autonomous vehicles	24.5.4.01. Developing a regulatory framework for autonomous vehicles
	5.8. Promoting vehicle insurance as an instrument of road safety policy	22.5.8.01. Promoting compulsory insurance for Personal Mobility Devices (PMD)
6. Effective and fair response to accidents	6.3. Ensuring the rights of road traffic victims	22.6.3.01 Improving information for road traffic victims
8. Safe administrations, companies and organisations	8.1. Promoting safe and sustainable mobility plans in public administrations and companies	22.8.1.02. Disseminating and extending the Seal of Approval for Safe and Sustainable Mobility in Companies to Autonomous Regions



5 STRATEGIC ACTIONS FOR 2024-2025

This 2024-2025 Road Safety Action Plan outlines the series of actions to be undertaken during this period by the various agents involved, to attempt to respond to current road safety challenges.

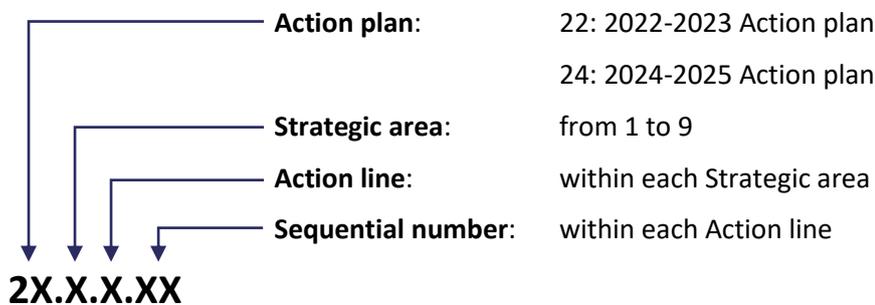
This project is the result of the participation and coordination of the sectors involved and the National Road Safety Observatory (DGT) is responsible for managing the Plan and monitoring the level of implementation at the end of its lifetime. This monitoring will be documented in the annual activity Reports.

This plan continues and builds on the previous 2022-2023 Action Plan, meaning that it both carries over actions that were launched earlier with the previous plan and proposes new actions.

To distinguish between them, they are catalogued as follows:

- Actions carried over from the 2022-2023 Plan keep the same number code that they had in that edition, beginning with 22.
- New actions, which are proposed for the first time in this 2024-2025 Plan, have a new number code beginning with 24.

In both cases, the next two numbers indicate the Strategic area and Action line that the action falls under, and the last set of two numbers is sequential within each Area and Line; as follows:



5.1 Area 1: Trained and competent individuals

This strategic Area addresses the improvement of user behaviour and safety through training and education in road safety and by ensuring that drivers are in appropriate mental and physical condition.

30 actions are considered:

- **19 are new**, so they have a number code beginning with 24,
- and the other **11 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Introducing road safety education in primary education, secondary education and higher secondary education

22.1.1.02 Extension of the STARS project

Continue to encourage safe routes to school by extending the STARS project to all stages of primary and secondary education, in partnership with the Autonomous Regions and school centres.

Responsible body: DGT/SGFEV

Participating bodies: Autonomous Regions, School centres, Local Councils, DGT/JPT

22.1.1.03 Road safety education actions for young people

Creating and disseminating face-to-face and digital teaching resources geared towards young people to improve awareness through gamification.

- In 2023, the "DGT Escape Room: golden hour" workshop was launched, both in person and online.
- Starting in 2024, trainers of the Civil Guard Traffic Department (ATGC) will begin to receive specific training under instructions from the Subdirectorato-General for Road Safety Training and Education. The aim is to enable them to collaborate in road safety education activities with road safety education coordinators at Provincial Traffic Departments, as well as with other entities and institutions engaged in dissemination activities on road safety education.

Responsible body: DGT/SGFEV

Participating bodies: School centres, Local Councils, DGT/JPT, ATGC

24.1.1.01 Ongoing monitoring of the implementation of road safety education in the school curriculum

Ongoing monitoring of the implementation of road safety education in primary education, secondary education and advanced secondary education, with the Ministry of Education and Vocational Training, the Autonomous Regions and the school centres.

Responsible body: DGT/SGFEV

Participating bodies: M.Education, Education authorities



24.1.1.02 "Safety Toons" road safety workshop

Introducing the "Safety Toons" road safety workshop in universities and juvenile courts.

This will involve the following tasks:

- Developing a protocol to conduct SAFETY TOONS for universities.
- Including the workshop in university curricula.
- Developing a protocol to conduct SAFETY TOONS as part of programmes for minors convicted of offences against road safety.
- Introducing the workshop as a re-educational or alternative measure for juvenile court sentences.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT, Education authorities, Juvenile courts

Improving training to obtain a driving licence

22.1.2.01 Improving accessibility to DGT testing services for people with specific difficulties

Accessibility to take driving tests will be facilitated for people with specific language difficulties and with intellectual disabilities.

Tasks completed in 2022-2023:

- Publication of a Guide in January 2022.
- Cooperation agreement with the Spanish Dyslexia Federation to admit DEA [people with specific learning difficulties] Passports as proof of specific language difficulties.

Next steps for the 2024-2025 period:

- Implementation of audio systems in theory tests: Pilot scheme conducted in 2022; implementation planned in 2024-2025
- Adapting the theory test for category B licences to the Easy Read system (and possibly publishing a category B licence training manual, also in Easy Read)

Responsible body: DGT/SGFEV

Participating bodies: Spanish Dyslexia Federation, Associations representing people with disabilities, DGT/JPT

22.1.2.03 Extending the computer-based theory test to decentralised testing centres

Extending the computer-based theory test to obtain a driving licence to decentralised testing centres.

Tasks completed in 2022-2023:

- Pilot scheme in Calatayud.

Next steps for the 2024-2025 period:

- Implementation in Tomelloso planned in 2024.

Responsible body: DGT/SGFEV

Participating bodies: DGT/GI, DGT/JPT, Local Councils

22.1.2.05 Creation of assessment centres for drivers with motor disabilities

Creation of specific driving assessment centres for people with motor disabilities; to facilitate and improve assessment of medical fitness, and selection of the most appropriate adaptations in each case.

Responsible body: DGT/SGFEV

Participating bodies: Imsero

22.1.2.06 Introducing the category B1 licence

The category B1 licence, currently defined as optional, will be introduced within the framework provided by the revision of the European Directive 2006/126/EC on driving licences. This licence would entitle the holder to drive motor-powered quadricycles with an unladen mass of 400 kg or less (550 kg for vehicles used for the carriage of goods), not including the mass of the batteries for electric vehicles, with an engine power equal to or less than 15 kW. It is a measure that would help to promote the use of electric vehicles.

The amendment to the European Directive 2006/126/EC on driving licences was initially pending, but it has not been adopted yet.

Consequently, and as an alternative, work is currently under way on an amendment to the General Regulations on Drivers, which is under discussion.

Responsible body: DGT/SGFEV

Participating bodies: DGT/UN



24.1.2.01 Changes to courses to obtain a category A licence

Amending and updating Ministerial Order INT/2323/2011 of 29 July regulating training for progressive access to category A driving licences.

Impetus will be given to increasing the number of driving hours at the expense of the number of theory hours. This action also includes studying the introduction of mandatory airbag use in tests (Action 22.5.3.02). An assessment will be made of the obligations that may be attached to this last measure.

Tasks completed in 2022-2023:

- Prior public consultation procedure: completed on 31/01/2024, and the input received have been analysed.

Next steps for the 2024-2025 period:

- Preparation and publication of the resulting draft text.
- Public hearing and information
- Reports from Ministries and, if applicable, the Council of State.

Responsible body: DGT/SGFEV

Participating bodies: DGT/UN, DGT/JPT

24.1.2.02 Including risk perception videos in theory tests for category B licences

Producing and introducing risk perception videos for theory tests to obtain a category B driving licence.

This will involve the following tasks:

- Production of the videos by the company awarded the contract.
- Introducing the videos in the theory test.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT

24.1.2.03 Mandatory course to drive a motorcycle with a category B licence held for 3 years

In 2024, the results of the study on the accident rate of light motorcycle accident will be presented as set out in the 2022-2023 Action Plan (action 22.1.2.07) and policy reforms will be initiated to establish a mandatory course for drivers who have held a category B licence for three years and wish to drive motorcycles up to 125 cubic centimetres. The course, lasting 7-8 hours, will combine theory and practical content.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT

Ensuring the provision of education for bicycle and PMD users, and other groups

22.1.3.02 Education for safe mobility for the elderly

Producing teaching resources (activities and exercises focused on road safety for the elderly) and providing specific training geared towards professionals who work with the elderly.

Planned for 2024: Agreement with Imserso for care of the elderly, which is expected to include the issue of road safety.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT

24.1.3.01 Training resources for Local Police officers

Creating training resources (online course) for Local Police officers on new mobility.

This will involve the following tasks:

- Producing training material for local police officers.
- Delivering the courses.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT

24.1.3.02 Online training for drivers of Personal Mobility Devices (PMD)

Creation of an online course for drivers of Personal Mobility Devices (PMD)

This will involve the following tasks:

- Designing and producing the online course.
- Offer training courses at DGT Campus.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT



Communicating and raising awareness on safe and sustainable mobility

22.1.4.01 Communication on road safety from the Directorate-General for Traffic

Communication campaigns will be designed and run, focusing on informing and raising awareness about risk factors and developments in road safety policy.

In 2022 and 2023 specific actions were undertaken regarding:

- the entry into force of the amended Law on Traffic, Use of Motor Vehicles and Road Safety;
- the entry into force of Regulation 2019/2144 on vehicle safety;
- fatal vehicle-pedestrian collisions on interurban roads;
- promoting airbag vests for motorcycle users.

During 2024 and 2025, specific campaigns will continue to be developed to transmit and raise awareness on topics of interest, through dissemination in various media: television, press, radio, digital media, among others.

Likewise, a number of communication actions will be undertaken on the DGT's own media (website and social networks) to reach younger people and align with other communication channels.

The Traffic and Road Safety Magazine will continue to prepare in-depth reports and address current sustainable mobility issues.

These communication actions are supported by press releases, press conferences, etc. on a daily basis, to supplement the dissemination activity.

Responsible body: DGT/UAD

Participating bodies:

24.1.4.01 Enhancing motorcyclist safety: information and prevention campaign

This action is part of **Measure 5 of the 2024 Emergency Plan**.

Information and prevention campaign directed towards motorcyclists by means of the publication and distribution of a leaflet and a booklet on road safety. In addition, there will be an increase in awareness-raising messages about this group and its vulnerability through social media, variable message panels and any other means available.

Responsible body: ATGC, DGT/UAD, DGT/SGGMT, DGT/SGFEV

Participating bodies: DGT/JPT

24.1.4.02 Information, awareness-raising and promotion regarding preventive culture

This action is part of **Measure 8 of the 2024 Emergency Plan**.

Measure 8 proposed implementing specific actions to address the trend in accidents and foster awareness of this problem. This awareness-raising began with the public presentation of the Emergency Plan itself (on 26 April 2024)⁴, and continued with other measures, such as strengthening communications through press releases, social networks and the DGT's own media.

It also proposed that variable message panels were used intensively to spread road safety awareness messages, specially adapted to the specific characteristics of the road or section in question and the accidents that occur there.

Responsible body: DGT/UAD, DGT/SGGMT

Participating bodies: DGT/JPT

24.1.4.03 Communication campaign on the risks of drowsiness while driving

A communication campaign will be launched to inform and build awareness among all users about the risks of drowsiness while driving.

Responsible body: DGT/UAD

Participating bodies: DGT/ONSV

24.1.4.04 Communication campaign on the connected V-16 signal

A communication campaign will be launched to inform all users about the mandatory use of the connected V-16 signals from 1 January 2026.

Responsible body: DGT/UAD

Participating bodies: DGT/SGGMT

Ensuring the provision of training for people with a driving licence

22.1.5.03 Producing specific training material for motorcycle and moped users

Producing online training material so as to train motorcycle and moped users, focusing on riders who use such vehicles for work.

Responsible body: DGT/SGFEV

Participating bodies:

⁴ Press release available at this [link](#).



24.1.5.01 "DGT Campus" training platform

Creating a training platform ("DGT Campus") to provide road safety education and training courses for the public and stakeholder groups.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT

24.1.5.02 Regulating safe and efficient driving courses for motorcycle and car drivers

The regulation of safe and efficient driving courses for those who drive motorcycles and cars will involve establishing the content of the courses, implementation of the certification system of the courses and their regulatory approval. In addition, the quality of these courses will be controlled through the creation of a certification scheme, in cooperation with ENAC, in accordance with the UNE-EN ISO/IEC 17065 standard.

To this end, a Ministerial Order is being developed to regulate the content and specifications of safe and efficient driving courses for motorcycles, mopeds and cars.

Tasks completed in 2022-2023 (Actions 22.1.5.01 and 22.1.5.02):

- Drafting of the Ministerial Order and hearing procedure at the CSTSVMS.

Next steps for the 2024-2025 period:

- Reports from Ministries.
- Subsequently, report from the Council of State.
- Planned publication: autumn 2024.

Responsible body: DGT/SGFEV

Participating bodies: DGT/UN, ENAC

Improving driving licence recovery courses

24.1.6.01 Updating road safety awareness and re-education courses

The content of the courses for the recovery of points will be adapted to the profile of the offender to better individualise the content and make it easier to put together people with the same profile in the same sessions.

There will also be an increase in the number of hours and in the conscience- and awareness-raising contents in all courses for the total or partial recovery of points; with a more prominent role for psychologists, bodies representing road traffic victims, health professionals, traffic police officers and other non-profit entities.

Responsible body: DGT/UN

Participating bodies:

Improving mental and physical assessments and introducing health interventions to address recidivism

22.1.7.02 Introducing specific actions focusing on repeat offenders of infringements related to driving after having consumed alcohol and other drugs

Development of a project with specific actions to address repeat offending involving sanctions related to alcohol and drug use while driving, presented to the National Health System Inter-Territorial Council and the Sectoral Conference on Drugs in 2023.

A Working Group is due to be created between the Directorate-General for Traffic and the Autonomous Region Health Ministries in 2024 to make progress in the coordination of the actions that need to be undertaken to implement this project.

Responsible body: DGT/SGFEV

Participating bodies: M.Health (Directorate-General for Public Health and Government Office for the National Plan on Drugs), Autonomous Regions, DGT/UN, DGT/JPT

22.1.7.04 Reviewing periods of validity

The current periods of validity for driving licences will be evaluated, based on an analysis of the relationship between the age of a driver and the adaptations and restrictions applied to his or her driving licence. This analysis will form the basis to introduce the appropriate modifications in the General Regulations on Drivers.

Tasks completed in 2022-2023:

- Study prepared by the ONSV in 2023.

Next steps for the 2024-2025 period:

- Assessing the results of the study to decide possible amendments to the General Regulations on Drivers.

Responsible body: DGT/SGFEV

Participating bodies: DGT/ONSV

24.1.7.01 Driving ability self-assessment guide for elderly people and their families

Creating a driving ability self-assessment guide for elderly people and their families. This will involve the following tasks:

- Contract with a specialised body so as to create contents.
- Development of contents.
- Dissemination of the guide to organisations relating to elderly people.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT



24.1.7.02 Training on new assessment procedure for drivers at CRCs [Medical Assessment Centres for Drivers]

Creating an online course to be offered to practitioners at CRCs and its delivery.

This will involve the following tasks:

- Contract with a specialised body to create contents.
- Development of contents.
- Delivery the training to practitioners at CRCs.

Responsible body: DGT/SGFEV

Participating bodies: M.Health, SEMT

24.1.7.03 Updating the specifications for instruments used at CRCs

Updating the specifications for devices used at CRCs to assess psychomotor coordination. This will involve the following tasks:

- Analysing and studying the specifications that the devices must meet.
- Drafting and adoption of the resolution setting out the new specifications.

Responsible body: DGT/SGFEV

Participating bodies: M.Health, SEMT

Enhancing the quality of service at collaborating centres

24.1.8.01 Analysing the feasibility of a seal of quality for private driving schools

With the aim of improving the quality of theoretical and practical training, the DGT will analyse the feasibility of a seal of quality for private driving schools to recognise compliance with certain requirements related to the quality of training.

Responsible body: DGT/SGFEV

Participating bodies:

24.1.8.02 Creating professional certificates

Creating professional certificates to work as a driving school instructor and safe driving course monitor, based on the qualification of Senior Specialist in Training for safe and sustainable mobility. This will involve the following tasks:

- Creating a working group with the National Institute for Qualifications (INCUAL).
- Determining the modules and contents for the certificates.
- Publishing the standard.

Responsible body: DGT/SGGMT, M.Education (INCUAL)

Participating bodies:

5.2 Area 2: Zero tolerance to risk behaviours

This Strategic Area addresses regulatory work and monitoring and control actions, along with administrative and criminal proceedings to reduce the incidence of high-risk behaviours and their impact on accidents. Action on the following behaviours remains a priority:

- speeding,
- consumption of alcohol and other drugs,
- failure to use safety equipment,
- use of mobile telephones.

In addition, the need to achieve a safe coexistence between modes of transport, especially in urban mobility, makes it essential to give particular consideration to other risk behaviours present in accidents involving vulnerable groups.

27 actions are considered:

- **14 are new**, so they have a number code beginning with 24,
- and the other **13 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Increasing the impact of monitoring through better planning

22.2.1.01 Annual instructions for the monitoring of risk behaviours. Annual campaign schedules

Annual monitoring instructions will continue to be drawn up and disseminated to establish the control objectives for the main risk behaviours, guidelines for action for Civil Guard Traffic Department officers and the annual campaign schedules. The specific monitoring campaigns in this schedule will be coordinated with international organisations (ROADPOL), the Ministry of Transport, Mobility and Urban Agenda, and regional and local administrations.

Responsible body: DGT/SGGMT

Participating bodies: ATGC, DGT/JPT, M.Transport, Autonomous Regions, Local Councils

22.2.1.03 Instructions regarding speed cameras

The criteria for selecting locations to install speed monitoring sites with fixed speed cameras will be drawn up and disseminated.

Responsible body: DGT/SGGMT

Participating bodies:



22.2.1.04 Recommendations for action of Local Police Forces

Conferences to exchange best practices with local police forces will be held, in order to analyse the main situations of risk on urban roads and the criteria for applying regulations. Particular consideration will be given to the risk behaviours present in accidents involving vulnerable modes (pedestrians and users of bicycles, Personal Mobility Devices and motorcycles). A document with recommendations and guidelines will be produced after each conference.

Responsible body: DGT/SGGMT, DGT/ONSV, UNIJEPOL

Participating bodies: FEMP, PP.LL., ATGC

22.2.1.05 Scorecard for sanctions imposed in urban settings

During 2022-2023, information on the number of sanctions and points notified by all Spanish municipalities to the General Registry of Drivers and Offenders continued to be published.

During 2024-2025, the second part of this action is due to be launched: collecting information, from a sample group of municipalities, on the fines issued (with and without the deduction of points) and the intensity of the monitoring of the main risk behaviours.

Responsible body: DGT/ONSV

Participating bodies: DGT/SGGMT, DGT/UN, DGT/JPT, PP.LL.

22.2.1.06 Training of law enforcement officers

This action comprises designing and implementing the annual training plan for the Civil Guard Traffic Department, conducted at the Traffic School in Mérida. The core element of this plan consists of specialisation and refresher courses covering the various categories and specific functions of the Department: management, motorcyclists, police reports, Traffic Investigation and Analysis Group (GIAT), Traffic Operations Centre (COTA) personnel and transport inspections. There are also open courses for regional, local and international police forces.

This action is complemented by other activities promoted by the Directorate-General for Traffic in areas such as using LINCE application, implementing the sanctioning procedure (for Civil Guard command headquarters and local police forces) and performing alcohol and drug testing (courses for local police forces).

Responsible body: DGT/SGGMT, ATGC

Participating bodies: DGT/ONSV, DGT/UN, DGT/JPT, PP.LL.

24.2.1.01 Strengthening police presence in monitoring services

This action is part of **Measure 2 of the 2024 Emergency Plan**.

Action will be taken to increase the number of officers from the Civil Guard Traffic Department on specific monitoring tasks. By the end of 2024, 150 new officers will have joined the Department, making it possible to increase its effective presence and the visibility of their motorcyclists on the road.

Responsible body: ATGC

Participating bodies: DGT/SGGMT

Enhancing monitoring of highest-risk behaviours and the application of new technologies

22.2.2.01 Extending the use of section control cameras on single carriageways

The number of stretches of single carriageway with average speed enforcement will be increased, in accordance with the criteria established in the Instructions on the location of speed cameras.

Tasks completed in 2022-2023:

- Award of contract 4DGT6A000003. 45 locations were identified and authorisation to install the equipment was requested from the road authorities.

Next steps for the 2024-2025 period:

- Completing the installation of the equipment in all the locations selected. (Related to action 24.2.2.04).

Responsible body: DGT/SGGMT

Participating bodies: Authorities

22.2.2.02 Monitoring risk behaviours

Implementation of traffic monitoring, regulation and control services by the Civil Guard Traffic Department (ATGC) on the interurban roads under their jurisdiction. The ATGC will prepare and evaluate operational plans so as to meet the objectives and criteria set out in the annual monitoring instructions.

During 2022 and 2023, the ATGC have applied the guidelines set out in the relevant DGT Instructions on monitoring and have participated along with other regional and local police forces in the campaigns scheduled in the annual planning exercise. These activities will continue in 2024 and 2025.

Responsible body: ATGC

Participating bodies: DGT/SGGMT, DGT/JPT



22.2.2.03 Applying new technologies to monitor risk behaviours

The current network of 216 cameras will be extended to monitor the use of seat belts and the use of mobile phones. The drone programme will be continued and protocols will be drawn up to launch the red-light camera and videostop monitoring programme.

In 2024-2025, new sections will be set up to monitor crossing of solid lines.

Responsible body: DGT/SGGMT

Participating bodies: ATGC

22.2.2.04 Agreements with Local Councils for the transfer of monitoring resources

Agreements will be drawn up and concluded with local councils to regulate the transfer of monitoring resources by the Directorate-General for Traffic and the participation of municipalities in the scheduled monitoring campaigns. To this end, a model property agreement template will be prepared beforehand.

In addition, these agreements will be complemented by a general protocol of cooperation on road safety with the Spanish Federation of Municipalities and Provinces.

Responsible body: DGT/SGGMT, DGT/UN

Participating bodies: FEMP, DGT/JPT, Local Councils

24.2.2.01 Plan on Aerial Means

Consolidating the management and operation of aerial means for the regulation, management and monitoring of traffic, covering aspects such as the model for the supply of helicopters and consumables, fostering the use of drones in missions in a complementary role and unifying the system of operation. This will involve the following tasks, among others:

- Preparing a Plan for the development and improvement of the DGT aerial means unit (UMA) (2024/2025) including regulatory content in the areas of Safety, Operations, Training, Airworthiness, Maintenance, Organisation, Discipline, and Financial and Budgetary Management.
- Assessing the various alternatives for setting the operation of the DGT Aerial Means Unit, and selecting and implementing the most appropriate alternative.
- Upgrade analysis of the current fleet of 11 helicopters.
- Acquiring new drones and training UMA and ATGC units to operate them.
- Studying and developing common guidelines for all aerial means units in the running of operations, with both helicopters and drones, to carry out the missions assigned to them.

Responsible body: DGT/SGGMT

Participating bodies: DGT/JPT

24.2.2.02 Speed monitoring in roadworks areas

A pilot test involving a specific campaign to monitor this issue is planned during the 2024-2025 period. This will entail using mobile speed cameras in roadworks areas with speed restrictions.

This measure aims to protect workers against accidents.

Responsible body: DGT/SGGMT

Participating bodies: DGT/CTDA, DGT/UN

24.2.2.03 Increased automated speed monitoring

This action is part of **Measure 1 of the 2024 Emergency Plan**.

95 new fixed speed monitoring sites will be installed on the roads, 60 percent of which will be point-to-point speed cameras (to conclude the implementation of measure 22.2.2.01).

Responsible body: DGT/SGGMT

Participating bodies: DGT/JPT

24.2.2.04 Increased monitoring on dual carriageways and motorways

This action is part of **Measure 3 of the 2024 Emergency Plan**.

In regions where the increase in fatalities has occurred on high-capacity roads (Andalusia and Community of Valencia), the Civil Guard Traffic Department monitoring services will be increased up to 50% on such roads to make them more visible and reach the largest possible number of users. In the remaining regions, monitoring services will be adapted to the number of accidents occurring on their roads.

This action will use static patrols parked in high visibility locations, dynamic patrols and unmarked commercial vehicles. In addition, ATGC services will focus on the road sections and times of the day identified as being the most dangerous.

Responsible body: DGT/SGGMT, DGT/JPT, ATGC

Participating bodies:

24.2.2.05 Increased awareness and monitoring actions through the Intelligent Transport Systems (ITS) network

This action is part of **Measure 3 of the 2024 Emergency Plan**.

Throughout the road network, there will be an increase in actions via the Intelligent Transport Systems (ITS) network: increased information using variable message panels, enhanced surveillance with cameras in the most affected areas, greater monitoring of the most affected roads by Traffic Management Centres (CGT).

Responsible body: DGT/SGGMT

Participating bodies:



24.2.2.06 Increased monitoring via the Aerial Means Unit (UMA)

This action is part of **Measure 3 of the 2024 Emergency Plan**.

Throughout the road network, monitoring actions will be enhanced through the Aerial Means Unit (UMA).

Responsible body: DGT/SGGMT

Participating bodies:

24.2.2.07 Increased alcohol and drug testing

This action is part of **Measure 4 of the 2024 Emergency Plan**.

The preventive alcohol testing to be performed on the roads will increase by 400,000, further to around six million by the end of this year. In addition, drug testing will increase by 20,000, reaching a total of 120,000 throughout 2024.

Responsible body: DGT/SGGMT, DGT/JPT, ATGC

Participating bodies:

24.2.2.08 Improving motorcyclist safety: monitoring and surveillance campaigns

This action is part of **Measure 5 of the 2024 Emergency Plan**.

Monitoring and surveillance campaigns aimed at motorcyclists will be intensified at weekends between June and October, months with a higher presence of this group.

To this end, unmarked motorcycles will be used in those sectors of the autonomous regions with the greatest presence of motorcyclists (Andalusia, Valencia, Galicia, Castile and Leon, Balearic Islands and Canary Islands). The use of these vehicles will be prioritised at the times and on the roads with the highest number of accidents.

Responsible body: DGT/SGGMT, DGT/JPT, ATGC

Participating bodies:

24.2.2.09 Local emergency actions

This action is part of **Measure 7 of the 2024 Emergency Plan**.

Various actions to improve road safety will be implemented in each region. This includes a specific analysis of the accident rate in cooperation with the Civil Guard Traffic Department and road authorities, updating the service orders in all Sectors of the ATGC based on the framework instruction on monitoring, and cooperating with road authorities to identify sections of road where user safety can be enhanced through infrastructure measures.

Responsible body: DGT/JPT

Participating bodies: DGT/ONSV, DGT/SGGMT, ATGC, Authorities

Enhancing the role of vehicle technologies as an instrument to ensure compliance with regulations

22.2.3.01 Implementation of alcolock devices in public passenger transport

The necessary actions will be encouraged to ensure the correct implementation of the mandatory use of alcolock devices in passenger transport vehicles that are fitted with the installation interface envisaged in Regulation 2019/2144.

Under the 2024-2025 Plan, action will be taken to promote meetings with administrations and entities in the field of public passenger transport, and to assess the level of implementation of the Fifteenth Additional Provision of Royal Legislative Decree 6/2015 of 30 October, adopting the amended text of the Law on Traffic, Use of Motor Vehicles and Road Safety, which sets out that category M2 and M3 vehicles used for the carriage of passengers with a standardised interface for the installation of ignition interlock devices shall be fitted with said interlock devices, which shall also be used by the drivers of such vehicles.

Responsible body: DGT

Participating bodies:

Updating the legal framework for traffic and road safety

22.2.4.01 Modifying the General Regulations on Road Traffic to improve the protection of vulnerable groups

An amendment to the General Regulations on Road Traffic (Royal Decree 1428/2003 of 21 November) is being drafted, geared primarily towards fostering increased safety for vulnerable road users: pedestrians and users of bicycles, motorcycles and mopeds, and of Personal Mobility Devices (PMD).

To this end, the proposed amendment focuses on two main areas:

- Increasing the safety level for road users, in particular the most vulnerable, in line with the principles of the “Safe System” approach.

In this section, it is worth highlighting the reduction in alcohol level limits for novice drivers and for professionals: 0.20 g/l of alcohol in the blood or 0.10 mg/l of alcohol in exhaled air. This reduction is in line with the World Health Organization requirements.

- Modifications in urban traffic which result in the inclusion of a new Title VI, “Specific traffic rules in urban areas”.

In this section, it is worth highlighting the regulation of the use of Personal Mobility Devices (PMD) in aspects such as the use of helmets and the establishment of a minimum age at 16 years to use such vehicles.

Responsible body: DGT/UN

Participating bodies: CSTSVMS



22.2.4.02 Analysis of the development of subsidiary liability and limitation of provision in the event of non-payment of sanctions

An analysis will be conducted into the development of subsidiary liability for vehicle owners and limitation of provision for vehicles in the event of non-payment of sanctions. Both possibilities are foreseen in Royal Legislative Decree 6/2015 of 30 October, adopting the amended text of the Law on Traffic, Use of Motor Vehicles and Road Safety.

In both cases, the action comprises a feasibility report on the project, the analysis of the data and the preliminary design of the procedure.

Responsible body: DGT/UN

Participating bodies: DGT/GI, AEAT

24.2.4.01 Definition of processes for streamlined updating of traffic regulations

Identifying, defining and implementing processes and mechanisms that make it possible to streamline regulatory amendments and ensure the continuous updating of changing aspects of regulations; ensuring legal certainty and adjusting them to the rate of change in the demands by citizens and the society.

Responsible body: DGT/UN

Participating bodies:

Updating the criminal law framework and enhancing efforts to combat traffic offences

22.2.5.01 Evaluation and follow-up of the monitoring plan for drivers without a valid driving licence

An evaluation will be conducted of the current monitoring plan for drivers without a driving licence, implemented by the Provincial Traffic Departments in cooperation with law enforcement officers. The report templates used in the plan will be reviewed.

Responsible body: DGT/UN

Participating bodies: DGT/JPT, ATGC, PP.LL.

Fostering the exchange of information on the validity of driving licences and sanctions

24.2.6.01 Amendment to the Directive facilitating cross-border exchange of information

Monitoring the process of amending the Directive facilitating the cross-border exchange of information on traffic offences with the objectives of preventing impunity for non-resident offenders, handling the proceedings against any offender from any European country and, ultimately, avoiding risk behaviours while driving caused by non-resident drivers.

Responsible body: DGT/UN

Participating bodies:

24.2.6.02 Online checks to confirm the validity of professional drivers' licences

In accordance with the provisions of the amendment to the Law on Traffic, Use of Motor Vehicles and Road Safety that came into force in March 2022, a system will be put in place to enable transport companies and self-employed workers who are registered as employers to carry out an online check in order to confirm the validity of the driving licences of the professional drivers they employ.

Responsible body: DGT/UN

Participating bodies: DGT/GI

Monitoring compliance with regulations in professional transport

24.2.7.01 Enhanced monitoring of professional transport

This action is part of **Measure 6 of the 2024 Emergency Plan**.

Monitoring of professional transport and transport by van, particularly on weekdays will be enhanced. In addition, more alcohol and drug tests will be performed on professional drivers.

Responsible body: ATGC

Participating bodies:



5.3 Area 3: Safe cities

The safe cities strategic area encompasses the actions that local authorities, with the cooperation of other administrations, can lead, coordinate and implement to ensure a safe urban mobility. It includes areas such as local governance and planning, harmonisation of traffic regulations, integrated speed management, safe design and universal accessibility, safety in public fleets, concessions and authorisations, urban freight distribution, and connectivity and digitalisation.

4 actions are considered:

- **1 of them is new**, so it has a number code beginning with 24,
- and the other **3 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Fostering safe road design and undertaking integrated speed management

22.3.1.01 Implementation, monitoring and evaluation of new urban speed limits

Following the entry into force in May 2021 of the new general speed limits on urban roads (Royal Decree 970/2020), monitoring actions are being undertaken, including:

- Promoting road design solutions that enhance the impact of lowering the limit and foster safe coexistence.
- Monitoring of accident rate.
- Monitoring road design actions undertaken by local councils and disseminating case studies.

Tasks completed in 2022-2023:

- Fostering design solutions.
- Monitoring of accident rate.

Next steps for the 2024-2025 period:

- Monitoring in a sample set of municipalities

Responsible body: DGT/SGGMT, DGT/ONSV

Participating bodies: DGT/JPT, Local Councils

Mainstreaming road safety into other municipal policies

24.3.3.01 Support for the regulation of Low Emission Zones (LEZs) through the DGT 3.0 Platform

Support for the implementation of Low Emission Zones (LEZs) through the integration and sharing of information with municipalities on the DGT 3.0 platform. Specifically, action will be taken to integrate information on traffic restrictions, incidents and LEZs.

Responsible body: DGT/SGGMT

Participating bodies: Local Councils

Enhancing connectivity and digitalisation for safe mobility

22.3.4.01 Support for municipal policies through the DGT 3.0 platform

Information on Low Emission Zones, Urban Areas with Vehicle Access Regulations, loading and unloading areas and park and ride schemes will be integrated into the DGT 3.0 platform. The actions include establishing protocols, dissemination for municipalities and distribution among service providers.

Tasks completed in 2022-2023:

- Implementing the use cases of Low Emission Zones (LEZs) and parking areas.

Next steps for the 2024-2025 period:

- New use cases will continue to be implemented in 2024-2025.

Responsible body: DGT/SGGMT

Participating bodies: Local Councils

Increasing the safety of urban freight distribution (UFD)

22.3.7.01 Support for municipal policies on Urban Freight Distribution

A recommendation document will be drawn up regarding loading and unloading and local councils can incorporate it into their municipal by-laws.

Information on vehicle type, service type and size will also be made available to local councils through the General Vehicle Register.

Tasks completed in 2022-2023:

- Entering data on vehicles in the Register (action 22.5.7.02)

Next steps for the 2024-2025 period:

- Contacts with Local Councils to share this information, in particular the dimensions of vehicles.
- Drafting a recommendation paper.

Responsible body: DGT/SGGMT

Participating bodies: FEMP, Local Councils



5.4 Area 4: Safe roads

The safe roads strategic area includes all the actions that can be implemented in the infrastructure to reduce the risk of travelling on interurban roads, including sections of road running through towns, maintained by the State, Autonomous Regions, Provincial Councils and Island Councils.

21 actions are considered:

- **3 of them are new**, so they have a number code beginning with 24,
- and the other **18 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Fostering design solutions based on the Safe System

22.4.1.01 Design solutions to improve road safety on interurban roads

The goal of this action is to exchange practices and promote and implement road design solutions of proven efficacy that reduce accidents and their severity, by adjusting certain elements of the road or adapting their appearance.

The Ministry of Transport and Sustainable Mobility and the other road authorities will continue to undertake proactive actions to avoid or mitigate the consequences of accidents, in order to make roads more forgiving (of human error). Examples of actions in this area include clearing roadsides and flattening verges, removing ditches or building safety ditches, installing containment systems, using passively safe posts in lighting and/or signage columns, and longitudinal rumble strips.

Actions will also be undertaken to make the road condition and their surroundings more noticeable for drivers, so that roads are more self-explanatory. Examples of this include actions relating to the layout of roads, the arrangement of furniture and lighting, the use of chicanes and other traffic calming actions.

Attention will also be given to special sections of road, such as junctions and approaches to towns.

Case studies with applications of all the solutions mentioned above will be documented and policy analyses and procedures will be developed so as to design, implement and evaluate pilot projects for new design solutions.

The Directorate-General for Roads under the Ministry of Transport has developed actions to adapt existing roads to be more self-explanatory and forgiving. It has also developed projects to improve and adapt junctions and reorganise access arrangements. Specifically, it is worth highlighting that, as part of the Public Procurement of Innovation programme, the Directorate-General for Roads is undertaking innovative actions on a regular basis to adapt roads to be more self-explanatory. Adoption of Circular Order 3/2023 on Milled-In Longitudinal Rumble Strips to have technical guidelines in place for the implementation of this highly effective measure to prevent accidents primarily caused by distraction, drowsiness and fatigue.

Responsible body: M.Transport, Authorities, DGT/SGGMT

Participating bodies:

22.4.1.02 Recommendations on 2+1 road design and implementation of use cases

2+1 roads are designed to prevent head-on and T-bone collisions on roads with no physical barrier separating the traffic moving in opposite directions. Following the adoption and dissemination by the Ministry of Transport, Mobility and Urban Agenda of the Circular Order 1/2021, on Recommendations for the design of 2+1 Roads and additional overtaking lanes, the implementation thereof will be promoted through study orders to design sections or routes with 2+1 road features.

The Directorate-General for Traffic will support the implementation of 2+1 roads and will implement any traffic management measures that may be necessary in each case.

Tasks completed in 2022-2023:

- The Directorate-General for Roads under the Ministry of Transport has approved study orders to design projects to convert various sections of state-owned single carriageways to 2+1 roads and is drawing up the relevant engineering projects.

Next steps for the 2024-2025 period:

- Several projects to convert single carriageways to 2+1 roads in various Autonomous Regions.

Responsible body: M.Transport, Authorities

Participating bodies: DGT/SGGMT

22.4.1.03 Improving the safety of sections of road running through town

Projects to improve road safety on sections of roads running through town will be promoted by the road authorities. In this regard, the Ministry of Transport and Sustainable Mobility will undertake actions to humanise and improve sections of road running through town and approve study orders to design projects of this type.

Certain road markings will be included in the Ministry's technical regulations to encourage traffic calming on sections of road running through town (dragon's teeth, broken lines, etc.). The shape, size and layout of return arrows in overtaking areas will also be updated, based on the results obtained in pilot schemes.

Promotion and implementation of "T de Travesías", the Directorate-General for Traffic's specific guide on sections of road running through town, will also continue. This body will also determine the geolocation of sections of road running through town in the road network for which it is responsible. This information will be used for traffic management purposes and will be made available to road authorities.

Tasks completed in 2022-2023 by the Ministry of Transport:

- Projects completed and under implementation to humanise sections of road running through town.
- Standard 8.2 IC was revised to include new road markings that will act as techniques to calm traffic in a homogeneous and general manner across the State Road Network.

Responsible body: M.Transport, Authorities, DGT/SGGMT

Participating bodies: Local Councils



Fostering the use of infrastructure safety management procedures

22.4.2.01 Transposing and implementing the new European Directive 2019/1936 on road infrastructure safety management

Following the transposition of the European Directive 2019/1936 on road infrastructure safety management, guidelines will be developed for the new procedures introduced by the Directive and those for the existing procedures will be updated. These updated management procedures will be put into operation within the scope of the Directive: motorways, dual carriageways, single-carriageway and multi-lane roads belonging to the TENT network, and roads with European funding that meet certain requirements.

Throughout the Strategy, continuous efforts will be undertaken to extend these procedures beyond the scope of the Directive, particularly in the single-carriageway road network. Road authorities will monitor the level of implementation of each procedure.

Tasks completed in 2022-2023:

- Call for tenders by the Ministry of Transport and Sustainable Mobility, dated 23 October 2023, for a contract for a road safety assessment of high-capacity roads and other main highways existing on the State Road Network.
- The Directorate-General for Roads under the Ministry of Transport completed road safety inspections throughout the state road network.

Responsible body: M.Transport, Authorities

Participating bodies:

22.4.2.02 Applying safety management procedures to the road network

In addition to the updated procedures contained in the European Directive 2019/1936, management procedures such as audits, inspections, sections with high potential for improvement and road sections with accident concentration will continue to be implemented and impetus will be given to the exchange of best practices and the application of common criteria. Road authorities will monitor the level of implementation of each procedure.

Tasks completed in 2022-2023 by the Directorate-General for Roads under the Ministry of Transport:

- Road safety inspections were completed throughout the state road network.
- New road sections with accident concentration and sections with potential for improvement have been identified and studied. They were all marked with signs and actions were undertaken to remedy them.

Next steps by the Directorate-General for Roads for the 2024-2025 period:

- Audits will continue to be conducted at every stage of new infrastructure work (draft project, project, pre-commissioning stage and initial in-service stage).

Responsible body: M.Transport, Authorities

Participating bodies:

22.4.2.03 Identifying and raising awareness of high accident concentration sections

Information will be gathered on the methodology applied by each road authority to identify road sections with accident concentration. In this regard, the Ministry of Transport and Sustainable Mobility will identify the road sections with accident concentration throughout the state network, mark them with specific signs and publish them on its website. It will also study each of them in order to determine the issues affecting them and define the best action to address/remove them.

Tasks completed in 2022-2023:

- The Directorate-General for Roads (DGC) under the Ministry of Transport identified and studied new road sections with accident concentration. They were published on the Ministry of Transport website and notified to the DGT. All of them were also marked with signs and a number of actions were undertaken to address them.

Next steps for the 2024-2025 period:

- The Directorate-General for Traffic (DGT) will provide a space on its website to disseminate the road sections with accident concentration of each road authority.

Responsible body: M.Transport, Authorities, DGT/ONSV

Participating bodies:

22.4.2.05 Managing accidents involving animals

An analysis of the procedures currently used to manage accidents involving animals will be conducted, in particular the identification of road sections with high accident concentration, the production of reports of usefulness and the effectiveness and level of implementation of the most commonly used measures.

The feasibility of incorporating into the DGT 3.0 platform the geolocation of warning signs indicating the passage of animals will be analysed.

Tasks completed in 2022-2023:

- The Directorate-General for Traffic (DGT) published the first comprehensive report on accidents involving animals on interurban roads.
- The Directorate-General for Roads (DGC) under the Ministry of Transport developed a systematic and standardised procedure for the entire state road network (RCE) in order to identify road sections with a high frequency of road incidents involving animals and these were legally marked (P-24) with a sign indicating the length of the affected stretch. The signs were made more eye-catching at night and twilight by placing flashing lights on the vertices.

Next steps for the 2024-2025 period

- - The analysis of the procedures currently used for the management of accidents involving animals will be completed.

Responsible body: DGT/ONSV

Participating bodies: DGT/SGGMT, DGT/JPT, M.Transport, Authorities



Assessing the safety level of the road network

22.4.3.01 Development of methodologies to assess the safety level

The Directorate-General for Traffic and the Directorate-General for Roads within the Ministry of Transport, Mobility and Urban Agenda will continue to participate in the European expert group EGRIS, whose aims include the development of methodological guidelines on the procedure for assessing the safety level envisaged in Directive (EU) 2019/1936 on safety management, which must be implemented in Member States in 2024.

As part of this action, any developments that other road authorities may carry out in this area will also be monitored.

Tasks completed in 2022-2023 by the Directorate-General for Roads under the Ministry of Transport:

- It played an active part in the European EGRIS project, which included conducting pilot schemes suggested by the Commission with the methodology derived from EGRIS.
- It developed its own methodology in compliance with the requirements of Directive 2019/1936, better suited to the characteristics and distinctive features of Spanish roads, and has now launched a tender for a contract for independent specialists to conduct an evaluation of the safety level of the main state road network.

Next steps for the 2024-2025 period:

- Performing the evaluations during the year (2024), in accordance with said methodology.

Responsible body: M.Transport, Authorities, DGT/SGGMT

Participating bodies:

Enhancing safe, sustainable and smart traffic management

22.4.4.01 Preparing, disseminating and implementing the ITS Plan

The ITS plan will be the reference framework to inventory, prioritise and plan DGT actions relating to the use of ITS systems for road safety, traffic management and monitoring and control.

The plan will organise and classify ITS services and itemise the necessary equipment, estimated cost and key implementation criteria, and will be the technical reference to direct and make it easier to adopt decisions regarding the selection and use of these systems.

Traffic Management Centres will continue to implement a traffic management model geared towards smooth and safe traffic flow, based, increasingly relevant, on real-time communication of information to users, and continuing with the development and implementation of ITS equipment and systems. Impetus will be given to traffic management, monitoring and control actions, in partnership with road authorities, in certain road sections with high accident risk, and in particularly challenging circumstances, such as adverse weather events which may compromise road conditions.

Tasks completed in 2022-2023:

- Contracts awarded and under implementation: 4DGT6A00002 and 3DGT6A000025

Responsible body: DGT/SGGMT

Participating bodies: DGT/CGT, Authorities

22.4.4.02 Integrating data on roadworks, sporting events, special transports and emergency vehicles into the DGT 3.0 platform

Information on areas of roadworks that affect traffic (geolocation of cones) and areas with temporary restrictions on vehicle use caused by sporting events, special transports and roadside assistance vehicles will be included in the DGT 3.0 platform.

As regards connectivity, DGT will continue to cooperate in the European Data for Road Safety programme (<https://www.dataforroadsafety.eu/>), an initiative in which vehicle manufacturers and service providers participate by sharing vehicle data to improve road safety.

Tasks completed in 2022-2023:

- The use cases for roadworks (connected cones) and emergency vehicles were implemented.

Next steps for the 2024-2025 period:

- Development and implementation of cases for special transports and sporting events.

Responsible body: DGT/SGGMT

Participating bodies: DGT/JPT



22.4.4.03 Establishing a road network hierarchy

The Directorate-General for Traffic will establish a road network hierarchy within its sphere of competence to ensure the delivery of homogeneous results for the territory as a whole. The hierarchy will make it possible to categorise roads and road sections based on their function within the road network (short, medium, long distance; accessibility, distribution, mobility), and thereby develop tools to make decisions regarding traffic management, issuing authorisations for roadworks, sporting events and prioritising road safety actions that are the responsibility of DGT.

Tasks completed in 2022-2023:

- Road signs and markings completed by the Ministry of Transport

Next steps for the 2024-2025 period:

- DGT Instruction, currently being drafted

Responsible body: DGT/SGGMT

Participating bodies:

22.4.4.04 Updating the list of signs

It is planned to adopt a new list of vertical and horizontal signs (for urban and interurban roads), in addition to beacon signals, which will be drawn up jointly by the Directorate-General for Traffic and the Ministry of Transport and Sustainable Mobility, thus facilitating an agile list-management model so as to adapt efficiently to the evolving demands of mobility.

This update will be carried out by means of a Royal Decree amending the General Regulations on Road Traffic on traffic signalling.

Tasks completed in 2022-2023:

- Project to amend the General Regulations on Road Traffic. Hearing procedure at the CSTSVMS initiated in September 2022.
- Public participation procedure completed in 2023.

Next steps for the 2024-2025 period:

- Completion of the project and publication of the Royal Decree amending the General Regulations on Road Traffic.

Responsible body: DGT/SGGMT, M.Transport

Participating bodies: DGT/UN

24.4.4.01 Transposition of the amendment to the European Directive on Intelligent Transport Systems (ITS)

On 30 November 2023, Directive (EU) 2023/2661 of the European Parliament and of the Council of 22 November 2023 amending Directive 2010/40/EU on Intelligent Transportation Systems (ITS) was published in the Official Journal of the European Union.

Member States have a period of two years to transpose this new directive into their national law.

Consequently, DGT will amend Royal Decree 662/2012 of 13 April establishing the framework for the deployment of Intelligent Transport Systems (ITS) in the field of road transport and for interfaces with other modes of transport.

Responsible body: DGT/SGGMT

Participating bodies:

24.4.4.02 Improving the operation and coordination of Traffic Management Centres (CGT)

The following tasks, among others, are planned:

- Monitoring compliance with instructions for the standardisation of actions.
- Improving the data generated and integration with urban areas.
- Streamlining and standardising studies, reports and scorecards for mobility.
- Harmonising the SCADA (Supervisory Control And Data Acquisition) software tool for all Traffic Management Centres.

Responsible body: DGT/SGGMT

Participating bodies:

24.4.4.03 Establishing “emergency lanes”

One of the significant new developments in the amendment to the General Regulations on Road Traffic (action 24.2.4.01) is the establishment of “emergency lanes” on motorways and dual carriageways, in two situations:

- When, due to a tail-back, vehicles are moving at walking pace or are stationary, they shall move aside in such a way as to leave free space to allow approaching priority vehicles to pass.
- When traffic flow is hindered by road conditions due to snow, overtaking will be prohibited and it will be mandatory to drive in the lane on the far right-hand side to leave the left-hand lane free for use by snowploughs and other emergency vehicles.

Responsible body: DGT/SGGMT

Participating bodies: DGT/UN



Increasing the safety of pedestrians, bicycle and motorcycle users and the elderly

22.4.5.02 Installing motorcyclist protection systems

The current recommendations on the installation protection systems for motorcyclists will continue to be implemented and there will be regular monitoring of its implementation.

Specifically, the Ministry of Transport will continue to implement the current recommendations on the installation of protection systems for motorcyclists (PSM) in new-built sections, as well as in existing road sections.

Tasks completed in 2022-2023 by the Directorate-General for Roads under the Ministry of Transport:

- A rigorous, regulated, standardised and systematic methodology was developed to identify road sections with high accident concentration involving motorcycles (RSHACM) throughout the state road network.
- This was used to identify RSHACM on the state road network, which were published on the Ministry of Transport website. In addition, they were all marked with specific signs to draw attention to them and take full precautions.
- The installation of protection systems for motorcyclists (PSM) also continued. In the last three years, over 65,000 metres of PSM have been installed on the state road network.

Responsible body: M.Transport, Authorities

Participating bodies:

22.4.5.03 Introducing cycle paths on interurban roads

Guides will be drawn up for the construction of cycling infrastructure and impetus will be given to extending the interurban cycling network. Solutions for safe coexistence with motor vehicles will also be fostered in cases where segregation is not possible or recommended.

The Ministry of Transport will continue to undertake actions to adapt roads for a safer movement of bicycle users, especially in peri-urban and urban settings, within the framework of the National Bicycle Strategy.

Tasks completed in 2022-2023:

- The Ministry of Transport produced a Guide with recommendations for the design of cycling infrastructure
- The Directorate-General for Roads (DGC) under the Ministry of Transport approved study orders for specific improvement actions and developed projects for bicycle lanes and the adaptation of existing roads for a safer movement of cyclists. The works for these measures will be put out to tender as soon as possible, in line with the resources available.

Next steps for the 2024-2025 period:

- DGC will shortly publish technical recommendations with criteria to adapt single carriageways to improve safety for sport cycling.

Responsible body: M.Transport, Authorities

Participating bodies:

22.4.5.04 Assessing safe cycling routes

The impact on road safety of the safe cycling routes project, implemented by the Directorate-General for Traffic over more than 4,600 kilometres, will be evaluated. This project includes signalling routes; temporary speed limit reductions, depending on the type of road; and stepping up enforcement of rules.

The assessment will be quantitative (measuring the impact of the measure on traffic accidents involving cyclists) and qualitative (analysing the opinions of and lessons learned by the various bodies involved in implementing it).

Responsible body: DGT/ONSV

Participating bodies: DGT/SGGMT, DGT/JPT, ATGC, M.Transport, Authorities

22.4.5.05 Improving safety for pedestrians

Solutions will be fostered to improve safety for pedestrians on interurban roads, including the implementation of safe pedestrian routes to access public transport stops.

Tasks completed in 2022-2023:

- The Directorate-General for Roads under the Ministry of Transport developed projects to humanise sections of road running through town - with particular attention given to pedestrians - designing pedestrian routes, making them sustainable and installing or refurbishing pedestrian crossings or footbridges, in addition to adopting traffic calming measures to increase safety for pedestrians.

Responsible body: M.Transport, Authorities

Participating bodies:

Raising awareness about the importance of investment in infrastructure and adequate provision of human and technical resources

22.4.7.01 Report on the organisation and resources of road safety units under road authorities

A survey will be performed among road authorities to gain knowledge of the organisation, their operation and resources available to the units responsible for promoting road safety on the road network.

The resulting report will be used, where appropriate, to raise awareness of the need to strengthen the means currently available for the management of safety on the network.

Responsible body: DGT/ONSV

Participating bodies: Authorities



22.4.7.02 Conducting studies on the costs and benefits of road safety actions

Studies on the costs and benefits of road infrastructure investments and expenditure will be promoted and disseminated (including the social and economic costs and benefits relating to health, such as: loss of productivity due to death, and healthcare and non-healthcare expenditure arising from road accidents).

In addition, the current level of infrastructure investments and expenditure will be analysed, along with the feasibility of offering recommendations in this area.

Responsible body: DGT/ONSV

Participating bodies: DGT/SGGMT, M.Transport, Authorities

5.5 Area 5: Safe and connected vehicles

This strategic area focuses on enhancing the safety of the Spanish vehicle fleet. It includes connectivity actions, spearheaded by the Directorate-General for Traffic through the DGT 3.0 platform. It also includes technical actions — product regulation, information to guide purchasing decisions — to promote the use of safety equipment, particularly by vulnerable groups: pedestrians, bicycle users, Personal Mobility Devices users and motorcycle and moped users.

12 actions are considered:

- **6 are new**, so they have a number code beginning with 24,
- and the other **6 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Increasing the safety of the existing vehicle fleet and improving the information available when purchasing a used vehicle

22.5.2.01 New Regulations on Historic Vehicles

The current Regulations on Historic Vehicles, adopted by Royal Decree 1247/1995 of 14 July, will be replaced by a new text giving historic vehicles a similar treatment to that received in other countries in our socio-economic frame of reference.

At the time of publication of this Plan, the report from the Council of State has already been received at DGT, meaning that the project is at the final stage of review before submission to the Council of Ministers.

Responsible body: DGT/UN

Participating bodies: M.Industry, Autonomous Regions.

24.5.2.01 Registering recalls (Re-call)

The action comprises the following tasks:

- The manufacturer reports any identified deficiencies in a model to DGT, the latter will inform owners about the re-call to the workshop (Re-Call) so the manufacturer will remedy the deficiency without charge.
- The manufacturer notifies DGT that remedial action has been completed once all the affected vehicles have been repaired.

Responsible body: DGT/SGGMT

Participating bodies: DGT/GI



24.5.2.02 Registering vehicle kilometrage

Recording kilometrage data in vehicle reports, based on the information available: roadworthiness test, workshop book, details of the seller.

Responsible body: DGT/SGGMT

Participating bodies: DGT/GI

Increasing the use of safety equipment by all road users

22.5.3.01 Acquiring airbags for motorcyclists for the ATGC

An airbag acquisition programme will be launched to equip Civil Guard Traffic Department officers.

Tasks completed in 2022-2023:

- Procurement of airbag vests: Tender procedure 4DGT6B000103

Next steps for the 2024-2025 period:

- Receiving the equipment purchased and placing them into service.

Responsible body: DGT/SGGMT, ATGC

Participating bodies:

Boosting connectivity and fostering the safe deployment of autonomous vehicles

24.5.4.01 Developing a regulatory framework for autonomous vehicles

Drafting the Royal Decree amending the General Regulations on Vehicle and General Regulations on Road Traffic regarding autonomous driving.

This will involve the following tasks:

- Public consultation.
- Developing the project.
- Public hearing and information
- Reports from Ministries and, if applicable, the Council of State.

Responsible body: DGT/SGGMT

Participating bodies: DGT/UN

24.5.4.02 Raising the profile of the National Access Point (NAP)

The National Access Point (NAP) for traffic information is a web application created under a European mandate in all EU Member States which collects and distributes all the information provided by the traffic management entities in the national territory.

The following tasks will be undertaken during the 2024-2025 period:

- Transformation of the data model.
- Integration with geographical information systems.
- Maintenance of the infrastructure supporting the systems.
- Maintenance of information systems for special authorisations.
- Deployment of the new National Access Point for Traffic Information.

Responsible body: DGT/SGGMT

Participating bodies:

Supporting national policies on vehicles and aid to upgrade the vehicle fleet

22.5.6.01 Promoting the use of electric vehicles in the examinations to obtain a driving licence

The Directorate-General for Traffic will play an active role in the review of Directive 2006/126/EC, promoting solutions to facilitating access to driving any type of vehicle to those persons who take the driving examination with an automatic-shift gearbox vehicle.

Specifically, this question is affected by Code 78, under which a licence is valid for vehicles with automatic transmission only if the driving test was taken with a vehicle of that type. Spain has presented a proposal relating to electric vehicles as part of the Directive amendment process, which would make it possible to change from automatic to manual by taking a course, without the need to take a new driving test.

An analysis of the ways to promote the use of electric vehicles in practical driving tests will be conducted, within the framework provided by the recast Directive.

Responsible body: DGT/SGFEV

Participating bodies: DGT/JPT



Promoting the General Vehicle Register

22.5.7.01 Incorporating data in the General Vehicle Register to promote quality purchases

The Directorate-General for Traffic will provide information on the EuroNCAP rating and the safety systems fitted in the vehicle.

Tasks completed in 2022-2023:

- Tool to incorporate EuroNCAP data from 2010 to 2021.

Next steps for the 2024-2025 period:

- Workshop book (voluntary implementation).
- Publishing the certified models of PMD on the DGT website.

Responsible body: DGT/SGGMT

Participating bodies: DGT/GI

22.5.7.03 Promoting the BiciRegistro

This action comprises measures to promote and extend the use of the BiciRegistro [Bike Register], in partnership with the Red de Ciudades por la Bicicleta [Cities in a Network for Cycling]. The measure is included in the State Strategy for the Bicycle of the Ministry of Transport, Mobility and Urban Agenda.

Responsible body: DGT/ONSV

Participating bodies: Cities in a Network for Cycling, M.Transport

24.5.7.01 Incorporating the Certificate of Conformity (CoC) data in the General Vehicle Register

The Vehicle Register will be adapted to the requirements of the manufacturer's Certificate of Conformity (CoC), making it possible to provide more information on the vehicle for registration purposes.

The EU is preparing a document to define a new harmonised format for the CoC, which will replace the current roadworthiness certificate [Ficha ITV] in Spain. This would represent a change from approximately 80 data points per model, currently provided by manufacturers, to over 800 points.

Responsible body: DGT/SGGMT

Participating bodies: Local Councils, DGT/GI

24.5.7.02 Register of Personal Mobility Devices (PMD)

A Register of PMD will be created at the Directorate-General for Traffic, in accordance with the provisions of Royal Decree 970/2020 on urban traffic measures. This will allow PMD to be entered on the register and be assigned an identification number. The Register of PMD will make it possible to identify the administrative actor responsible for PMD and the technical characteristics of the vehicles, in addition to providing a record of whether the PMD is listed as insured.

Responsible body: DGT/SGGMT

Participating bodies: Local Councils, DGT/GI

Promoting vehicle insurance as an instrument of road safety policy

22.5.8.01 Promoting compulsory insurance for Personal Mobility Devices (PMD)

Compulsory insurance will be promoted for Personal Mobility Devices. To this end, a working group will be established with the participation of the Directorate-General for Traffic, the Directorate-General for Insurance and Pension Funds, the Public Prosecutor's Office for Road Safety, the Insurance Compensation Consortium and the Spanish Union of Insurers and Reinsurers (UNESPA). This Working Group will analyse the most appropriate insurance mechanisms and the policy reforms needed.

This action was awaiting the new European Directive on insurance, which was transposed into national law through a Draft Bill approved by the Cabinet on 28 June 2024.

Responsible body: Working Group

Participating bodies: DGT, Directorate-General for Insurance and Pension Funds, the Public Prosecutor's Office for Road Safety, Insurance Compensation Consortium, UNESPA



5.6 Area 6: Effective and fair response to accidents

This chapter addresses secondary prevention, which will come into effect after all the primary prevention measures (described in the rest of the chapters) have failed and an accident has occurred. Therefore, the primary mission of secondary prevention is to reduce the impact that such an accident may have on the victims, both immediately and in the long term.

6 actions are considered:

- **2 are new**, so they have a number code beginning with 24,
- and the other **4 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Reducing response times and improving assistance in the event of an accident

22.6.1.01 Adopting and implementing the Regulations for emergency services on public roads

Impetus will be given to the regulation of emergency services on public roads, establishing the conditions in which the emergency services that attend the scene of an accident or breakdown should perform their functions, traffic conditions for vehicles and their equipment and signalling. As part of this action plan, the regulations will be updated to govern technical conditions for the V-16 signal, along with the treatment of specific situations such as the activities of workshop vehicles and repairing large vehicles on the road. The implementation arrangements for the rules will also be put into effect, including the creation of the register of emergency vehicles on public roads.

Tasks completed in 2022-2023:

- Royal Decree 159/2021, amended by Royal Decree 1030/2022.

Next steps for the 2024-2025 period:

- Establishing the Register of emergency vehicles on public roads.

Responsible body: DGT/SGGMT

Participating bodies: DGT/UN, DGT/GI

24.6.1.01 Removal of vehicles from the road by monitoring services

Studying possible changes to the regulatory framework to allow traffic monitoring services to have autonomy to remove from the road (under their own power or through agreements with third parties) vehicles that have become immobilised due to an accident or a traffic fine. The aim is to minimise the amount of time the road is occupied and, as such, the risk of causing another accident or collision.

Responsible body: DGT/SGGMT

Participating bodies:

Improving comprehensive medical and psychological care for accident victims

22.6.2.01 Aid for projects by non-profit entities or organisations

This action consists of managing aid and awarding it to prevention and victim care projects undertaken by non-profit entities or organisations, whose primary objective is caring for, defending or representing victims of traffic accidents.

The information for the 2022-2023 aid scheme can be found at:

<https://sede.dgt.gob.es/es/otros-tramites/tramites-para-empresas/solicitud-de-subvenciones/>

Responsible body: DGT/ONSV

Participating bodies:

Ensuring the rights of road traffic victims

22.6.3.01 Improving information for of road traffic victims

A study will be conducted into the feasibility of establishing a single telephone number to provide care for road traffic victims, and impetus will be given to an institutional web page with all the necessary information on care resources, legal rights and administrative procedures.

Tasks completed in 2022-2023:

- Study of the feasibility and specifications of the telephone number.

Next steps for the 2024-2025 period:

- Tendering and launch of the service, with the development of a dedicated website.

Responsible body: DGT/ONSV

Participating bodies: Organisations representing road traffic victims

24.6.3.01 Improving police response to victims of road accidents

The first and immediate response to victims will be improved to inform them of their rights and refer them to the appropriate bodies under the various administrations, including judicial channels, to obtain advice and exercise their rights, in coordination with the ONSV.

Responsible body: ATGC

Participating bodies: DGT/ONSV



Improving the knowledge of the impact of accidents on health

22.6.4.01 Working Group on the impact of accidents on health

A Working Group will be created with the participation of health authorities, medical societies and researchers in the field of traffic medicine. This group will coordinate the actions taken under the Strategy to further knowledge of the impact of accidents on health.

The Register of Activity Logging for Specialized Health Care - Minimum Basic Data Set (RAE-CMBD) will be operated within this group to identify and classify the characteristics and severity of injuries caused by traffic accidents. The severity will be measured using the MAIS3+ indicator.

The feasibility of the probabilistic connection between RAE-CMBD and the National Register for Road Traffic Accident Victims (RNVAT) will also be explored.

Tasks completed in 2022-2023:

- Annual exploitation of the Minimum Basic Data Set and publication of the MAIS 3+ indicator in statistical reports.

Next steps for the 2024-2025 period:

- Establishing the Working Group
- Participation in international groups (CARE, IRTAD/WHO) regarding indicators on injured casualties.

Responsible body: DGT/ONSV

Participating bodies: Health authorities, medical societies, researchers in the field of traffic medicine

5.7 Area 7: Data and knowledge for risk-based management

This strategic area focuses on obtaining data and generating knowledge to support road safety policies. This is a highly cross-cutting Area, as it is related to the other strategic Areas.

12 actions are considered:

- **5 are new**, so they have a number code beginning with 24,
- and the other **7 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Improving data on traffic accidents

22.7.1.02 Awareness-raising and training for traffic police forces

Work sessions with the participation of Provincial Departments, the Civil Guard Traffic Department and local police forces will continue to be supported, in order to raise awareness of the importance of proper notification of accidents, in line with the notification times set out in Order INT/2223/2014. These work sessions will be complemented with courses on the ARENA2 computer application.

This action is complemented with the accident investigation training offered by the Traffic Academy of the Civil Guard located in Mérida.

Responsible body: DGT/ONSV

Participating bodies: DGT/JPT, ATGC, PP.LL.

22.7.1.04 Exchanging traffic accident information with other administrations

Impetus will be given to the exchange of data on traffic accidents with other administrations, particularly in the field of forensics: the Spanish National Toxicology and Forensic Science Institute and the Institutes of Forensic Medicine and Science.

Data exchange agreements have been signed to date with the forensic administration, the Ministry of Justice and six Autonomous Regions with competencies in the area of justice transferred. The aim is to extend the model to other Autonomous Regions. In addition, an annual report is presented on toxicological findings in casualties killed in traffic accidents.

Responsible body: DGT/ONSV

Participating bodies: INTCF, Institutes of Forensic Medicine and Science, DGT/JPT

24.7.1.01 Digitalisation of the amicable accident reports

A study will be conducted into the possibility that drivers complete amicable reports using an application on a mobile device, in such a way that the information is submitted to the DGT and Insurance Companies.

Responsible body: DGT/SGGMT

Participating bodies: Insurance Companies



24.7.1.02 Updating the legal framework to introduce on-board data obtained from data recorders

An analysis will be conducted of the implications of new incident data recorders, governed by Regulation 2019/2144, along with the desirability of amending Order INT/2223/2014 of 27 October governing the communication of information to the National Register for Road Traffic Accident Victims.

Responsible body: DGT/ONSV

Participating bodies:

Having better data available on the mobility of various modes of travel and groups

22.7.2.01 Report on the kilometrage of vehicles measured at roadworthiness testing centres

An annual report will continue to be published on the results of the exploitation of the vehicle kilometrage data collected at roadworthiness testing centres, which will allow the kilometrage to be classified according to the type and characteristics of the vehicle.

Responsible body: DGT/ONSV

Participating bodies:

Increasing the availability of open data on traffic and road safety

22.7.3.01 Improving open data on the new Directorate-General for Traffic website

The collection of open data available on the Directorate-General for Traffic website will be improved. All resources and collections of open data will be defined at corporate level, along with all the metadata associated with them. The published collections will also be federated on the Central State Administration open data portal (datos.gob) and homogeneity between the two portals will be maintained. In addition, progress will be made in the visualisation and personalisation of the collections, and in searching and filtering. The availability of municipal and georeferenced data on traffic accidents will be improved.

Tasks completed in 2022-2023:

- Creation of the Data Office, at the ONSV, by means of Instruction OBS 2023/01.
- More collections available in the “DGT in figures” section.

Next steps in 2024-2025:

- Increasing open data collections.
- Development of work plans for the DGT Data Office.

Responsible body: DGT/ONSV

Participating bodies: DGT/GI

Studying traffic accident samples in depth

22.7.4.01 Creating a Working Group for In-Depth Investigation of Accidents

A working group will be established with the aim of promoting in-depth investigations of traffic accidents, applying the Safe System approach. The key aim of the investigation will be to determine the factors (people, road, vehicles) that would have contributed towards preventing the accident or mitigating its consequences.

Responsible body: DGT/ONSV

Participating bodies: DGT/SGGMT, ATGC, experts

22.7.4.02 Report on fatal vehicle-pedestrian collisions on interurban roads

A report on fatal vehicle-pedestrian collisions on interurban roads will be published, based on a detailed study of the reports made by the Civil Guard Traffic Department. The aim is to identify the various accident profiles and analyse the concurrent factors that are characteristic of each of them.

Tasks completed in 2022-2023:

- Publication of the report “Main figures on Road Accidents involving Pedestrians 2021”.

Next steps for the 2024-2025 period:

- Updating the previous report.
- Publishing in-depth analyses of pedestrian collisions, based on technical reports from the Civil Guard Traffic Department.

Responsible body: DGT/ONSV

Participating bodies: ATGC, Autonomous Regions

22.7.4.03 Deepening the detailed analysis of work-related traffic accidents

This corresponds to Measure 11 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Occupational Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023:

- The INSST produced annual reports on work-related traffic accidents (most recently for 2022, issued in 2023). This report analyses the main variables associated with such accidents.
- In 2023, within the framework of the WRRS WG under the CNSST, a specific analysis of work-related traffic accidents (WRTAs) was conducted, disaggregated by material agent, to identify the specific accident rate for Personal Mobility Devices (PMD).

Responsible body: CNSST, AA.PP., social partners represented on the CNSST

Participating bodies:



24.7.4.01 Development and consolidation of the Road Accident Investigation Units

Planning and implementation of the roll-out of Road Accident Investigation Units (UNIS) will continue at Sector and Sub-Sector levels. Each UNIS comprises road accident investigation teams, GIAT and regional reconstruction teams (EPRAT).

This will involve the following tasks:

- Coordination of ATGC Departments to press forward with the roll-out of UNIS.
- Managing human and material resource requirements to put them into service.

Responsible body: ATGC

Participating bodies: DGT/ONSV

Obtaining and monitoring indicators relating to people's behaviour, vehicle and infrastructure safety, and post-accident response

24.7.6.01 Obtaining key performance indicators and publication of the scorecard

The necessary statistical analysis and field work will be conducted to obtain the key performance indicators (KPIs): speed, belt/CRS, helmet, distractions (mobile telephones), alcohol and other drugs, and vehicles. The annual scorecard will be published.

Tasks completed in 2022-2023:

- Participation in the European Baseline project and publication of the first KPI report as part of the Strategy.

Next steps for the 2024-2025 period:

- Participation in the European Trendline project and regular KPI updates.

Responsible body: DGT/ONSV

Participating bodies: TRENDLINE, ATGC, PP.LL.

Promoting road safety research

24.7.7.01 Continuation of the Study and Research Plan contained in the Strategy

Research plays a key role in the formulation of evidence-based public policies. As such, the Study and Research Plan is designed to generate knowledge by obtaining and analysing data on traffic accidents and their influence factors; in order to determine both the DGT's own actions in this area and the collaborations with other public and private entities which promote studies and research in the field of mobility and security.

The studies conducted under the Plan are published in the "Knowledge and research" section of the DGT website.

Responsible body: DGT/ONSV

Participating bodies: ATGC (University Centre), research organisations

5.8 Area 8: Safe administrations, companies and organisations

The risk of suffering a road accident while travelling to and from the workplace, or during the working time, is formed by the combination of the main risk factors in road accidents as a whole (human factor, vehicle factor and road/environment factor) and the *working conditions* factor. The latter is dependent on business management, since it refers to the conditions in which the work is performed and how it is monitored and managed by the company or organisation.

12 actions are considered:

- **1 of them is new**, so it has a number code beginning with 24,
- and the other **11 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Promoting safe and sustainable mobility plans in public administrations and companies

22.8.1.01 Disseminating the Model Plan for Safe and Sustainable Mobility in Companies

Action will be taken to promote awareness and implementation of the Model Plan for Safe and Sustainable Mobility in Companies, produced by the Directorate-General for Traffic, the National Institute for Occupational Health and Safety and the Labour and Social Security Inspectorate. The key aim of the model plan is to provide companies and employees with information and tools on the relevant aspects of road safety management and sustainable mobility in the sphere of business.

Responsible body: DGT/ONSV

Participating bodies: INSST, ITSS, DGT/JPT, Companies

22.8.1.02 Disseminating and extending the Seal of Approval for Safe and Sustainable Mobility in Companies to Autonomous Regions

The seal of approval programmes for companies launched in the Autonomous Regions of Asturias and Cantabria will be disseminated and other Autonomous Regions will be stimulated to adopt similar initiatives.

Impetus will be given to establishing cooperation agreements with the Autonomous Regions and the participation of the Directorate-General for Traffic in regional plans and strategies focused on work-related road safety.

Tasks completed in 2022-2023:

- Seal implemented in: Asturias, Cantabria and Rioja.

Responsible body: DGT/ONSV

Participating bodies: DGT/JPT, INSST, Autonomous Regions, Regional Institutes for Occupational Health and Safety, Companies



22.8.1.03 Mobility plans at the Directorate-General for Traffic workplaces

Safe and sustainable mobility plans will be developed and updated at all Directorate-General for Traffic workplaces. In the case of Central Services, the necessary actions will be undertaken to maintain the ISO 39001 accreditation.

Within the Civil Guard Traffic Department, actions will be pursued to improve the road safety of officers and motorcyclists.

Tasks completed in 2022-2023:

- An online mobility survey of DGT employees was conducted from 1 to 15 June 2022.
- Publication of Instruction OBS 2023/11 on Monitoring and reviewing safe, healthy and sustainable mobility plans for regional services.

Next steps for the 2024-2025 period:

- Implemented at all centres.

Responsible body: DGT/ONSV, DGT/SG

Participating bodies: DGT/JPT, ATGC

Fostering training, education and awareness raising focused on road safety risks

22.8.2.01 Launching information and awareness campaigns associated with work-related road safety

Information and awareness campaigns will be undertaken to promote best practices as regards the driving of vehicles by workers.

This corresponds to Measure 4 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Work-related Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023:

- The Awareness-Raising Programme to reduce work-related road accidents involving vans was launched in September 2022 within the framework of the WRRS Working Group under the National Health and Safety at Work Commission.
- Training and awareness campaign for van drivers.
- Conference on work-related road safety organised by the Provincial Traffic Department in Navarre, March 2023.

Next steps for the 2024-2025 period:

- The WRRS WG, under the National Health and Safety at Work Commission, will continue to undertake awareness-raising actions as part of the action lines of the H&S Strategy 2023-2027.

Responsible body: National Health and Safety at Work Commission, Public Administrations, Social partners represented on the National Health and Safety at Work Commission, the National Institute for Occupational Health and Safety

Participating bodies:

22.8.2.02 Promoting best practices in the driving of vehicles by workers

Safe and efficient driving courses for workers will be promoted both in Public Administrations and at companies.

This corresponds to Measure 5 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Work-related Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023 and still ongoing:

- The WRRS WG continuously monitors good driving practices, and each interest group periodically reports progress in this regard.
- The awareness-raising programme set out in action 22.8.2.01 also included a specific part focused on van drivers.

Responsible body: CNSST, AA.PP., social partners represented on the CNSST

Participating bodies:

22.8.2.04 Boosting work-related road safety training in collective agreements

Social partners will be advised to boost work-related road safety training in collective agreements, whether or not the obligations under Article 19 of the Law on Occupational Risk Prevention are fulfilled.

This corresponds to Measure 6 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Work-related Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023 and still ongoing:

- The WRRS WG continuously monitors the actions, and each interest group periodically reports progress in this regard.

Responsible body: Public Administrations., social partners represented on the CNSST

Participating bodies:

24.8.2.01 Online training (webinar) on management of work-related road safety at companies

In the second half of 2024, the INSST plans to carry out an online training action (webinar) to address the main issues in WRRS management at companies (key figures, strategies and policies and good practices).

Responsible body: INSST

Participating bodies: DGT/ONSV



Improving the prevention of accidents at work and handling of commuting accidents

22.8.3.01 Producing basic guidelines to provide assistance and establish a benchmark for prevention specialists in the field of work-related road safety

The aim of this measure is to develop a simple and practical tool that can be used by any Occupational Risk Prevention specialist regardless of the number of workers employed by a company, its sector and other characteristics.

This corresponds to Measure 1 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Occupational Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023:

- A specific sub-working group was established in the WRRS WG to address this action, coordinated by the INSST, with the first meeting held in October 2023.
- This sub-working group has met twice: October and December 2023

Next steps for the 2024-2025 period:

- The action guidelines will be developed and disseminated.

Responsible body: INSST, DGT/ONSV, CNSST

Participating bodies:

22.8.3.02 Promoting effective coordination of business activities with regard to work-related road safety

This corresponds to Measure 2 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Occupational Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023 and still ongoing:

- The WRRS WG continuously monitors the actions, and each interest group periodically reports progress in this regard.

Next steps for the 2024-2025 period:

- This issue will also be addressed within the framework of the Basic Guidelines (action 22.8.3.01).
- The INSST will shortly publish Guidelines for effective CBA (coordination of business activities), and a specific example for the transport sector will be included at a later date with some issues relating to WRRS.

Responsible body: Public Administrations, social partners represented on the CNSST

Participating bodies:

Enhancing monitoring of the health of workers and of professional drivers

22.8.8.01 Increased monitoring of road safety-related health in the workplace

Health monitoring (epidemiological studies, specific health screening that contributes to the detection of occupational diseases and early detection of pathologies that affect driving, etc.) will be fostered to ensure specific actions, which are properly planned and protocolised taking risk assessment into account, to shed light on changes in the health of a population, whether or not the obligations under Article 22 of the Law on Occupational Risk Prevention are fulfilled.

This corresponds to Measure 8 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Occupational Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023 and still ongoing:

- The WRRS WG continuously monitors the actions, and each interest group periodically reports progress in this regard.

Responsible body: Public Administrations, social partners represented on the CNSST

Participating bodies:

22.8.8.02 Fostering drug prevention schemes and addictions in the workplace

The prevention of drug dependence and addictions will be promoted to address the challenges arising from the consumption of alcohol, drugs and other substances in the workplace, identifying and seeking solutions to the situations and risks arising from such consumption as part of a policy of prevention.

This corresponds to Measure 9 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Occupational Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023 and still ongoing:

- The WRRS WG continuously monitors the actions, and each interest group periodically reports progress in this regard.

Responsible body: Public Administrations, social partners represented on the CNSST

Participating bodies:



22.8.8.03 Establishing prevention and intervention programmes to prevent addictions that affect work-related road safety

Prevention and intervention programmes will be established through collective bargaining, to be adopted in companies and all necessary situations to prevent addictions that affect Work-related Road Safety.

This corresponds to Measure 10 of the "Action plan to minimise the impact of traffic accidents on work-related accidents" of the Occupational Road Safety WG at the National Health and Safety at Work Commission.

Tasks completed in 2022-2023 and still ongoing:

- The WRRS WG continuously monitors the actions, and each interest group periodically reports progress in this regard.

Responsible body: Social partners represented on the CNSST

Participating bodies:

5.9 Area 9: Integrated policies and international cooperation

This strategic Area of integrated policies and international cooperation corresponds to the traditional pillar of road safety management— Pillar 1, in the classification of the World Health Organization for the First Decade of Action 2011-2020 — albeit with a particular emphasis on the integration of road safety policies with other related policies, such as mobility, environment, and public health. This integration, which must be done within the framework provided by the Agenda 2030, is highlighted in all international resolutions, plans and recommendations as a key aspect to reduce not only the number of accidents and victims, but also other negative impacts associated with mobility.

This strategic Area also includes actions in the following areas: governance and coordination, training the people responsible for designing and implementing policies, exchanging best practices, gender mainstreaming and international cooperation.

13 actions are considered:

- **3 are new**, so they have a number code beginning with 24,
- and the other **10 are carried over** directly from actions in the 2022-2023 Plan, meaning that they keep the number code beginning with 22.

Integrating road safety with other policies, within the framework of the 2030 Agenda

22.9.1.01 Coordinating with other national strategies and policies

This action includes coordination with other national strategies and policies, i.e. participation in working groups and governance bodies, in addition to implementing the measures envisaged in other strategies, for which the Directorate-General for Traffic are responsible.

Responsible body: DGT

Participating bodies: Other ministries and administrations

22.9.1.03 Participating in European Mobility Week

The participation of all the units of the Directorate-General for Traffic in the European Mobility Week will continue to be encouraged, promoting the adoption of policies for a safe mobility, and to mainstreaming road safety into policies relating to mobility and the environment.

Responsible body: DGT/ONSV

Participating bodies: DGT/JPT



24.9.1.01 VIII Mobility Forum for Cities

The eighth Mobility Forum for Cities will be held in 2025, at a venue to be confirmed.

As in previous editions, the aim is for the meeting to continue to be a reference forum in the field of urban road safety and its integration with other policies.

Responsible body: DGT/ONSV, FEMP

Participating bodies:

Fostering participation in international organisations and working groups, along with bilateral cooperation projects

22.9.2.01 Participation in the Ibero-American Road Safety Observatory (OISEVI)

DGT will continue to participate in the Ibero-American Road Safety Programme/OISEVI (official cooperation programme of the Ibero-American General Secretariat). This includes the following activities, among others: holding the General Assembly, preparing the Ibero-American road safety report and training courses.

Responsible body: DGT/ONSV

Participating bodies: OISEVI

22.9.2.02 Cooperation with Ibero-American countries in law enforcement

Cooperation activities will be promoted with Latin American countries, consolidating the Traffic School in Mérida as a benchmark centre for training. The feasibility of creating an Ibero-American network of traffic police forces will be analysed.

Tasks completed in 2022-2023:

- During 2023, the ATGC established first contact with the National Police in Ecuador to promote the Ibero-American traffic police network.

Responsible body: ATGC

Participating bodies: DGT/UAD, DGT/ONSV

22.9.2.03 Participating in working groups and international cooperation projects

This action comprises participating in international working groups and bilateral cooperation projects, in particular with Ibero-American, European and Maghreb countries.

Tasks completed in 2022-2023:

- Cooperation activities were undertaken with Mauritania and Algeria.
- The first stage of the EU Road Safety Exchange project was completed, financed by the European Parliament, coordinated by the European Commission and implemented by the European Transport Safety Council (ETSC). In this project, Spain is participating in best practice exchange activities with Greece, in the field of motorcycle and moped user safety, and Romania, in the field of infrastructure safety.
- Attending technical meetings at the Council of the European Union to debate draft EU Directives (driving licences & cross-border exchange of information on road safety-related traffic offences) under the Spanish Presidency during the 2nd half of 2023.

Next steps for the 2024-2025 period:

- Participation in the second edition of the European Road Safety Exchange project.

Responsible body: DGT/ONSV

Participating bodies: DGT/SGGMT, DGT/SGFEV, DGT/UN, ATGC

24.9.2.01 International Conference on Motorcycle Road Safety

A conference will be held on motorcycle safety with experts from international organisations, entities and universities. The conference will include panels on the main policy areas: strategic plans for motorcycles, training and education, vehicle safety, infrastructure safety and post-accident care.

Responsible body: DGT/ONSV, ANESDOR

Participating bodies:

24.9.2.02 Annual meeting of EReg in Madrid

In May 2024 DGT will organise and host the annual meeting of EReg (Association of European Vehicle and Driver Registration Authorities).

In addition to addressing internal matters of the association (organisation, accounts, etc.), the meeting acts as a gathering point to share good practices, technological challenges and important projects that are being launched in Europe.

Responsible body: DGT/SGGMT

Participating bodies:



Strengthening the role of the Higher Council for Traffic, Road Safety and Sustainable Mobility

22.9.3.01 Updating the regulations of the High Council for Traffic, Road Safety and Sustainable Mobility (CSTSVMS)

The regulations of the High Council for Traffic, Road Safety and Sustainable Mobility will be updated to streamline its operation and expand the group of members to include organisations associated with sustainable mobility, disability, investigation and traffic accident victims, among other fields.

Responsible body: DGT/ONSV

Participating bodies: DGT/UN, CSTSVMS

Fostering the road safety-related activity of Provincial Traffic Departments

22.9.4.01 Encouraging and monitoring territorial governance bodies and working groups

Further impetus will be given to the activity of the Regional and Provincial Traffic, Road Safety and Sustainable Mobility Committees, along with that of the Provincial Road Safety Education Subcommittees and the working groups on specific topics and groups.

13 meetings of regional committees and 15 meetings of provincial committees were held in 2023.

Responsible body: DGT/ONSV, DGT/JPT

Participating bodies:

Engaging administrations, companies and civil society in the Strategy

22.9.5.01 Disseminating the Road Safety Strategy 2030

Implementation of the Communication Plan for the Road Safety Strategy 2030 will continue in order to raise awareness of its goals, principles, strategic areas and action lines.

As part of this action, impetus will be given to the new “Practices of interest” portal on the Strategy website: <https://seguridadvial2030.dgt.es/practicas-de-interes/>

Responsible body: DGT/ONSV, DGT/UAD

Participating bodies: DGT/JPT

22.9.5.02 Promoting the European Road Safety Charter

Various actions will continue to be undertaken to promote the European Road Safety Charter, such as:

- Institutional support for the organisation of national, regional and local events to promote the participation of Spain in the European Charter. Support in the organisation of an annual national conference.
- Active promotion of the European Charter in the context of the European Mobility Week.
- Active promotion of the adherence to or renewal of commitments by the members of the High Council for Traffic, Road Safety and Sustainable Mobility.
- Analysis of how participation in the European Charter can be promoted through the safe mobility plans of companies and organisations.

Responsible body: DGT/ONSV

Participating bodies: National bodies that promote and are signatories to the Charter

Training in Safe System principles and solutions

22.9.6.01 Preparing a Road Safety "Training Map"

Action will be taken to identify the relevant road safety-related training options at national level, offered by both public bodies and private organisations. The aim is to identify opportunities to disseminate the principles of the Safe System and the Road Safety Strategy 2030 and analyse the advantages of promoting new training activities.

Responsible body: DGT/ONSV

Participating bodies:



6 SUMMARY OF ACTIONS

6.1 List of actions ordered by Strategic area and Action Line

Area	Line	Action	Responsible body
1	1.1	22.1.1.02 Extension of the STARS project	DGT/SGFEV
1	1.1	22.1.1.03 Road safety education actions for young people	DGT/SGFEV
1	1.1	24.1.1.01 Ongoing monitoring of the implementation of road safety education in the school curriculum	DGT/SGFEV
1	1.1	24.1.1.02 "Safety Toons" road safety workshop	DGT/SGFEV
1	1.2	22.1.2.01 Improving accessibility to DGT driving examination services for people with specific difficulties	DGT/SGFEV
1	1.2	22.1.2.03 Extending the computer-based theory test to decentralised driving examination centres	DGT/SGFEV
1	1.2	22.1.2.05 Creating assessment centres for drivers with motor disabilities	DGT/SGFEV
1	1.2	22.1.2.06 Introducing the category B1 licence	DGT/SGFEV
1	1.2	24.1.2.01 Changes to courses to obtain a category A licence	DGT/SGFEV
1	1.2	24.1.2.02 Including risk perception videos in theory tests for category B licences	DGT/SGFEV
1	1.2	24.1.2.03 Mandatory course to drive a motorcycle with a category B licence held for 3 years	DGT/SGFEV
1	1.3	22.1.3.02 Education for the safe mobility of the elderly	DGT/SGFEV
1	1.3	24.1.3.01 Training resources for Local Police officers	DGT/SGFEV
1	1.3	24.1.3.02 Online training for drivers of Personal Mobility Devices (PMD)	DGT/SGFEV
1	1.4	22.1.4.01 Communication on road safety from the Directorate-General for Traffic	DGT/UAD
1	1.4	24.1.4.01 Improving motorcyclist safety: information and prevention campaign	ATGC, DGT/UAD, DGT/SGGMT, DGT/SGFEV
1	1.4	24.1.4.02 Information, awareness-raising and promotion regarding preventive culture	DGT/UAD, DGT/SGGMT
1	1.4	24.1.4.03 Communication campaign on the risks of drowsiness while driving	DGT/UAD
1	1.4	24.1.4.04 Communication campaign on the connected V-16 signal	DGT/UAD
1	1.5	22.1.5.03 Producing specific training resources for motorcycle and moped users	DGT/SGFEV
1	1.5	24.1.5.01 "DGT Campus" training platform	DGT/SGFEV
1	1.5	24.1.5.02 Regulating safe and efficient driving courses for motorcycle and car drivers	DGT/SGFEV



Area	Line	Action	Responsible body
1	1.6	24.1.6.01 Updating road safety awareness and re-education courses	DGT/UN
1	1.7	22.1.7.02 Introducing specific actions focusing on repeat offenders of infringements related to driving after consuming alcohol and other drugs	DGT/SGFEV
1	1.7	22.1.7.04 Reviewing periods of validity	DGT/SGFEV
1	1.7	24.1.7.01 Driving ability self-assessment guide for elderly people and their families	DGT/SGFEV
1	1.7	24.1.7.02 Training on new assessment procedure for drivers at CRCs	DGT/SGFEV
1	1.7	24.1.7.03 Updating the specifications for instruments used at CRCs	DGT/SGFEV
1	1.8	24.1.8.01 Analysing the feasibility of a quality seal for private driving schools	DGT/SGFEV
1	1.8	24.1.8.02 Creating professional certificates	DGT/SGGMT, M.Education
2	2.1	22.2.1.01 Annual instructions for monitoring risk behaviours. Annual campaign schedules	DGT/SGGMT
2	2.1	22.2.1.03 Instructions regarding speed cameras	DGT/SGGMT
2	2.1	22.2.1.04 Recommendations for the actions of Local Police Forces	DGT/SGGMT, DGT/ONSV, UNIJEPOL
2	2.1	22.2.1.05 Scorecard for sanctions imposed in urban environment	DGT/ONSV
2	2.1	22.2.1.06 Training of law enforcement officers	DGT/SGGMT, ATGC
2	2.1	24.2.1.01 Strengthening police presence in monitoring services	ATGC
2	2.2	22.2.2.01 Extending the use of point-to-point speed cameras on single carriageways	DGT/SGGMT
2	2.2	22.2.2.02 Monitoring risk behaviours	ATGC
2	2.2	22.2.2.03 Applying new technologies to the monitoring of risk behaviours	DGT/SGGMT
2	2.2	22.2.2.04 Agreements with Local Councils for the transfer of monitoring resources	DGT/SGGMT, DGT/UN
2	2.2	24.2.2.01 Aerial Means Plan	DGT/SGGMT
2	2.2	24.2.2.02 Speed monitoring in roadwork areas	DGT/SGGMT
2	2.2	24.2.2.03 Increased automated speed monitoring	DGT/SGGMT
2	2.2	24.2.2.04 Increased monitoring on dual carriageways and motorways	DGT/SGGMT, DGT/JPT, ATGC
2	2.2	24.2.2.05 Increased awareness and monitoring actions through the Intelligent Transportation Systems (ITS) network	DGT/SGGMT
2	2.2	24.2.2.06 Increased monitoring via the Aviation Unit (UMA)	DGT/SGGMT
2	2.2	24.2.2.07 Increased alcohol and drug testing	DGT/SGGMT, DGT/JPT, ATGC



Area	Line	Action	Responsible body
2	2.2	24.2.2.08 Improving motorcyclist safety: monitoring and surveillance campaigns	DGT/SGGMT, DGT/JPT, ATGC
2	2.2	24.2.2.09 Fostering local actions	DGT/JPT
2	2.4	22.2.4.01 Modifying the General Regulations on Road Traffic to improve the protection of vulnerable groups	DGT/UN
2	2.4	22.2.4.02 Analysing the development of subsidiary liability and debt charges in the event of non-payment of sanctions	DGT/UN
2	2.4	24.2.4.01 Definition of processes for streamlined updating of traffic regulations	DGT/UN
2	2.5	22.2.5.01 Evaluation and follow-up of the monitoring plan for drivers without a valid driving licence	DGT/UN
2	2.6	24.2.6.01 Amendment to the Directive facilitating cross-border exchange of information	DGT/UN
2	2.6	24.2.6.02 Online checks to confirm the validity of professional drivers' licences	DGT/UN
2	2.7	24.2.7.01 Enhanced monitoring of professional transport	ATGC
3	3.1	22.3.1.01 Implementation, monitoring and evaluation of new urban speed limits	DGT/ONSV, DGT/SGGMT
3	3.3	24.3.3.01 Support for the regulation of Low Emission Zones (LEZs) through the DGT 3.0 Platform	DGT/SGGMT
3	3.4	22.3.4.01 Support for municipal policies through the DGT 3.0 platform	DGT/SGGMT
3	3.7	22.3.7.01 Support for municipal policies on Urban Freight Distribution	DGT/SGGMT
4	4.1	22.4.1.01 Design solutions to improve road safety on interurban roads	M.Transport, Authorities, DGT/SGGMT
4	4.1	22.4.1.02 Recommendations on 2+1 road design and implementation of use cases	M.Transport, Authorities
4	4.1	22.4.1.03 Improving the safety of sections of road running through town	M.Transport, Authorities, DGT/SGGMT
4	4.2	22.4.2.01 Transposing and implementing the new European Directive 2019/1936 on road infrastructure safety management	M.Transport, Authorities
4	4.2	22.4.2.02 Applying safety management procedures to the road network	M.Transport, Authorities
4	4.2	22.4.2.03 Identifying and raising awareness of road sections with a high accident concentration	M.Transport, Authorities, DGT/ONSV
4	4.2	22.4.2.04 Managing accidents involving animals	DGT/ONSV



Area	Line	Action	Responsible body
4	4.3	22.4.3.01 Development of methodologies to assess the safety level	M.Transport, Authorities, DGT/SGGMT
4	4.4	22.4.4.01 Drawing up, disseminating and implementing the ITS (Intelligent Transport Systems) Plan	DGT/SGGMT
4	4.4	22.4.4.02 Integrating data on roadworks, sports events, special transports and emergency vehicles in the DGT 3.0 platform	DGT/SGGMT
4	4.4	22.4.4.03 Establishing a road network hierarchy	DGT/SGGMT
4	4.4	22.4.4.04 Updating the list of signs	DGT/SGGMT, M.Transport
4	4.4	24.4.4.01 Transposition of the amendment to the European Directive on Intelligent Transport Systems	DGT/SGGMT
4	4.4	24.4.4.02 Improving the operation and coordination of Traffic Management Centres (CGT)	DGT/SGGMT
4	4.4	24.4.4.03 Establishing "emergency lanes"	DGT/SGGMT
4	4.5	22.4.5.02 Installing systems for the protection of motorcyclists	M.Transport, Authorities
4	4.5	22.4.5.03 Introduction of cycle paths on interurban roads	M.Transport, Authorities
4	4.5	22.4.5.04 Assessing safe cycle routes	DGT/ONSV
4	4.5	22.4.5.05 Improving pedestrian safety	M.Transport, Authorities
4	4.7	22.4.7.01 Report on the organisation and resources of road safety units under road authorities	DGT/ONSV
4	4.7	22.4.7.02 Conducting studies on the costs and benefits of road safety actions	DGT/ONSV
5	5.2	22.5.2.01 New Regulations on Historic Vehicles	DGT/UN
5	5.2	24.5.2.01 Registering re-calls	DGT/SGGMT
5	5.2	24.5.2.02 Registering vehicle kilometrage	DGT/SGGMT
5	5.3	22.5.3.01 Acquiring airbags for motorcyclists for the ATGC	DGT/SGGMT, ATGC
5	5.4	24.5.4.01 Developing a regulatory framework for autonomous vehicles	DGT/SGGMT
5	5.4	24.5.4.02 Raising the profile of the National Access Point (NAP)	DGT/SGGMT
5	5.6	22.5.6.01 Promoting the use of electric vehicles in driving tests	DGT/SGFEV
5	5.7	22.5.7.01 Incorporating data in the General Vehicle Register to promote quality purchases	DGT/SGGMT
5	5.7	22.5.7.03 Promoting the BiciRegistro	DGT/ONSV



Area	Line	Action	Responsible body
5	5.7	24.5.7.01 Incorporating the Certificate of Conformity (COC) data in the General Vehicle Register	DGT/SGGMT
5	5.7	24.5.7.02 Register of Personal Mobility Devices (PMD)	DGT/SGGMT
5	5.8	22.5.8.01 Promoting compulsory insurance for Personal Mobility Devices (PMD)	Working Group
6	6.1	22.6.1.01 Adopting and implementing Regulations for emergency services on public roads	DGT/SGGMT
6	6.1	24.6.1.01 Removal of vehicles from the road by monitoring services	DGT/SGGMT
6	6.2	22.6.2.01 Aid for projects by non-profit entities or organisations	DGT/ONSV
6	6.3	22.6.3.01 Improving information for road traffic victims	DGT/ONSV
6	6.3	24.6.3.01 Improving police response to victims of road accidents	ATGC
6	6.4	22.6.4.01 Working Group on the impact of accidents on health	DGT/ONSV
7	7.1	22.7.1.02 Awareness-raising and training for traffic police	DGT/ONSV
7	7.1	22.7.1.04 Exchanging traffic accident information with other administrations	DGT/ONSV
7	7.1	24.7.1.01 Digitalising amicable accident reports	DGT/SGGMT
7	7.1	24.7.1.02 Updating the legal framework to introduce on-board data obtained from data recorders	DGT/ONSV
7	7.2	22.7.2.01 Report on the kilometrage of vehicles measured at roadworthiness testing centres	DGT/ONSV
7	7.3	22.7.3.01 Improving the open data on the new Directorate-General for Traffic website	DGT/ONSV
7	7.4	22.7.4.01 Creating a Working Group for In-Depth Investigation of Accidents	DGT/ONSV
7	7.4	22.7.4.02 Report on fatal vehicle-pedestrian collisions on interurban roads	DGT/ONSV
7	7.4	22.7.4.03 Further developing the detailed analysis of work-related traffic accidents	CNSST, AA.PP., social partners represented on the CNSST
7	7.4	24.7.4.01 Development and consolidation of road accident investigation units	ATGC
7	7.6	24.7.6.01 Obtaining key performance indicators and publishing the scorecard	DGT/ONSV
7	7.7	24.7.7.01 Continuation of the Study and Research Plan contained in the Strategy	DGT/ONSV
8	8.1	22.8.1.01 Disseminating the Model Plan for Safe and Sustainable Mobility in Companies	DGT/ONSV
8	8.1	22.8.1.02 Disseminating and extending the Seal of Approval for Safe and Sustainable Mobility in Companies to Autonomous Regions	DGT/ONSV
8	8.1	22.8.1.03 Mobility plans at the Directorate-General for Traffic workplaces	DGT/ONSV, DGT/SG



Area	Line	Action	Responsible body
8	8.2	22.8.2.01 Launching information and awareness campaigns associated with work-related road safety	CNSST, AA.PP., Social partners represented on the CNSST, INSST
8	8.2	22.8.2.02 Promoting best practices in the driving of vehicles by workers	CNSST, AA.PP., social partners represented on the CNSST
8	8.2	22.8.2.04 Boosting work-related road safety training in collective agreements	AA.PP., social partners represented on the CNSST
8	8.2	24.8.2.01 Online training (webinar) on management of work-related road safety at companies	INSST
8	8.3	22.8.3.01 Producing basic guidelines to provide assistance and establish a benchmark for prevention specialists in the field of work-related road safety	INSST, DGT/ONSV, CNSST
8	8.3	22.8.3.02 Promoting effective coordination of business activities with regard to work-related road safety	AA.PP., social partners represented on the CNSST
8	8.8	22.8.8.01 Enhancing monitoring of road safety-related health in the workplace	AA.PP., social partners represented on the CNSST
8	8.8	22.8.8.02 Fostering the prevention of drug dependence and addictions in the workplace	AA.PP., social partners represented on the CNSST



Area	Line	Action	Responsible body
8	8.8	22.8.8.03 Establishing prevention and intervention programmes to prevent addictions that affect Work-related Road Safety	Social partners represented on the CNSST
9	9.1	22.9.1.01 Coordinating with other national strategies and policies	DGT
9	9.1	22.9.1.03 Participating in the European Mobility Week	DGT/ONSV
9	9.1	24.9.1.01 VIII Mobility Forum for Cities	DGT/ONSV, FEMP
9	9.2	22.9.2.01 Participating in the Ibero-American Road Safety Observatory (OISEVI)	DGT/ONSV
9	9.2	22.9.2.02 Cooperating with Ibero-American countries in law enforcement issues	ATGC
9	9.2	22.9.2.03 Participating in working groups and international cooperation projects	DGT/ONSV
9	9.2	24.9.2.01 International Conference on Motorcycle Road Safety	DGT/ONSV, ANESDOR
9	9.2	24.9.2.02 Annual meeting of EReg in Madrid	DGT/SGGMT
9	9.3	22.9.3.01 Updating the regulations of the High Council for Traffic, Road Safety and Sustainable Mobility (CSTSVMS)	DGT/ONSV
9	9.4	22.9.4.01 Supporting and monitoring territorial governance bodies and working groups	DGT/ONSV, DGT/JPT
9	9.5	22.9.5.01 Disseminating the Road Safety Strategy 2030	DGT/ONSV, DGT/UAD
9	9.5	22.9.5.02 Promoting the European Road Safety Charter	DGT/ONSV
9	9.6	22.9.6.01 Preparing a Road Safety "Training Map"	DGT/ONSV