ROAD SAFETY STRATEGY 2030 (SUMMARY)

SEGURIDAD VIAL 2030

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SEGURIDAD VIAL 2030

Introduction

All of us, regardless of the mode of transport used, must be able to move around safely.

Every death and every person injured in a road accident is a preventable tragedy. The objective for this decade is to reduce road traffic deaths and serious injuries by 50% by 2030. This objective is shared with the 2030 Agenda, the United Nations Global Plan for the Decade and the European Union.

Mobility is changing and the current scenario is different from the one addressed by the previous Strategy, during the 2011-2020 period. Urban environments are becoming more and more crowded and are shared by a variety of forms of mobility. Vehicles are becoming increasingly technological and connected and we have to adjust to this situation. We face more and more distractions and the adult population is ageing. Changing circumstances require a strategy that is able to constantly adapt to them.

The basic principle of the Safe System, fully taken into account in this Strategy, is that no single human error may have deadly or serious consequences. This principle is particularly important for protecting road users and the most vulnerable means of travel. The Strategy on Road Safety 2030 is a national strategy and acts in a cross-cutting and comprehensive manner on road users, the infrastructure and the environment, the vehicles and post-accident response through legislation, education and training,

monitoring, technology and improved data and governance. This paper aims to be a roadmap towards 2030, it aims to save at least 900 lives and prevent 4,300 serious injuries, and it will be defined in Action Plans with the most relevant actions in the field of road safety that should be undertaken every two years.

We cannot do all this alone. Road safety is a social issue that requires the involvement of all concerned, we can all take action and we cannot leave anyone behind. This applies to all the competent public administrations but also to companies and social organisations. And most importantly, to people themselves coexisting on public roads. Only by working together, with each party operating on the basis of their own responsibility and knowledge, will we achieve our goal.

In this regard, I would like to thank the involvement of ministerial departments, administrations and public bodies that will contribute with their actions to achieve our objectives; also, to the entities, agencies and social partners who have participated in the preparation of this Strategy. Their commitment constantly encourages us to continue our efforts to improve road safety, day by day. My thanks also go to the Parliamentary Committee on Road Safety, which has developed an ambitious program of appearances that focuses on the policies for this decade.

Together, we save lives.

Fernando Grande-Marlaska,
Minister for Home Affairs

Evolution and current state of the accident rate

10-17

In 2019, 1,755 people died in road accidents in Spain, 51 fewer than in 2018, a drop of 3%. This figure represents a death rate of 37 per million inhabitants in 2019. It is the seventh lowest rate in Europe, below the European average of 51, and the tenth lowest worldwide. In addition, this value means that the goal set in the Road Safety Strategy 2011-2020 was achieved. The number of injured people hospitalised also fell in 2019 compared to the previous year to 8,613 people, 4% less than in 2018[1].

In 2020, 1,370 people died in road accidents, 385 fewer than in 2019, a decrease of 22%. There was also a drop in the number of injured people hospitalised to 6,681, down 22% compared to 2019. However, the figures for 2020 are driven by an entirely external factor, the COVID-19 pandemic. For this reason, the road accident figures for 2019 will be used as the baseline for this Strategy.

Indeed, it is not clear if the immediate effects of the pandemic, observed during 2020, along with its consequences and trends, are merely circumstantial or whether some of them will become permanent. In other words, the medium and long-term consequences of the pandemic on mobility and road safety still remain to be seen. As such, this Road Safety Strategy 2030 must adopt the necessary tools to remain alert to trends in mobility and be able to offer appropriate responses to its implications for road safety at all times.

1 In this document, unless explicitly stated otherwise, any individual who dies immediately as a result of a road accident, or within the following thirty days, will be considered a fatality; and any person hospitalised for more than 24 hours as a result of an accident will be deemed seriously injured.*

01.1.

Road accidents: European comparisons

Road accidents: European comparisons

The road accident rate in Spain, in terms of both the total number of people killed and the rate of people killed per million inhabitants, is one of the lowest of the European Union Member States.

Figure 1 shows the variation in rates of deaths per million inhabitants in the countries of the European Union between 2010 and 2019. In the case of Spain:

- At the beginning of the previous decade, in 2010, the rate was 53 deaths per million inhabitants (2,478 deaths), lower than the European average of 67.
- In 2019, the rate was 37 deaths per million inhabitants (1,755 deaths), below the European average of 51, representing, along with Germany, the seventh lowest mortality rate in the EU.

In a more detailed comparison with the EU countries that had a lower overall accident rate in 2019 (Figure 1), using the figures published by the various countries and compiled by the European Commission (CARE Database), it is worth highlighting the following:

- By type of road, 51% of the total deaths in Spain in 2019 occurred on single carriageways. This figure is lower than in the other EU countries with a total rate equal to or lower than Spain, where the average value is 62%.

However, Spain's figure for motorways and dual carriageways is slightly higher. 19% of the total deaths in 2019 occurred on this type of road, while the average for the rest of the countries was 13%.

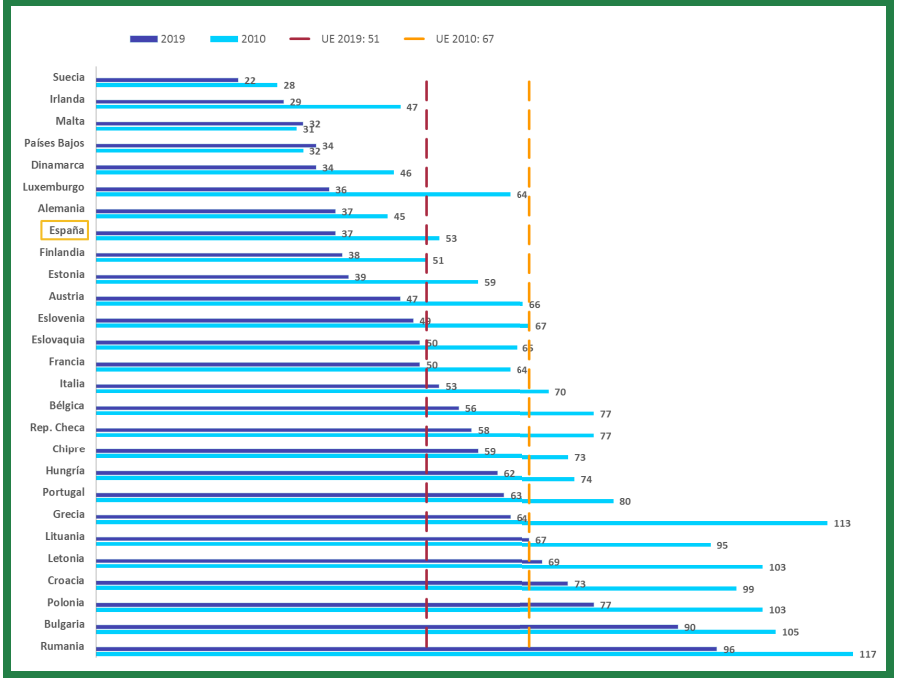
This is also the case for urban roads, on which 30% of the total deaths in Spain occurred in 2019, while the average for the other countries was 24%.

- By mode of travel, the figures for Spain are lower in the case of cars, 37% of the total number of people killed in 2019, and bicycle users, 5%; compared to average values of 46% and 11%, respectively, for the other countries. However, it must be taken into account that some of the countries referenced, such as the Netherlands, Denmark and Germany, have a much greater volume of bicycles.

  By contrast, Spain presents higher proportions of accidents in the case of pedestrians, 22% of the total deaths in 2019, and motorcycle users, 24%; compared to average values of 17% and 14%, respectively, for the other countries. Here too, however, it must be taken into account that, unlike bicycles, Spain has a much larger volume of motorcycles than most of the countries referenced.

Death rate per million inhabitants in the European Union, 2010-2019

Figure 1.



Sources: European Commission, CARE database and Eurostat.

01.2.

Road accidents in Spain: main figures

Road accidents in Spain: main figures

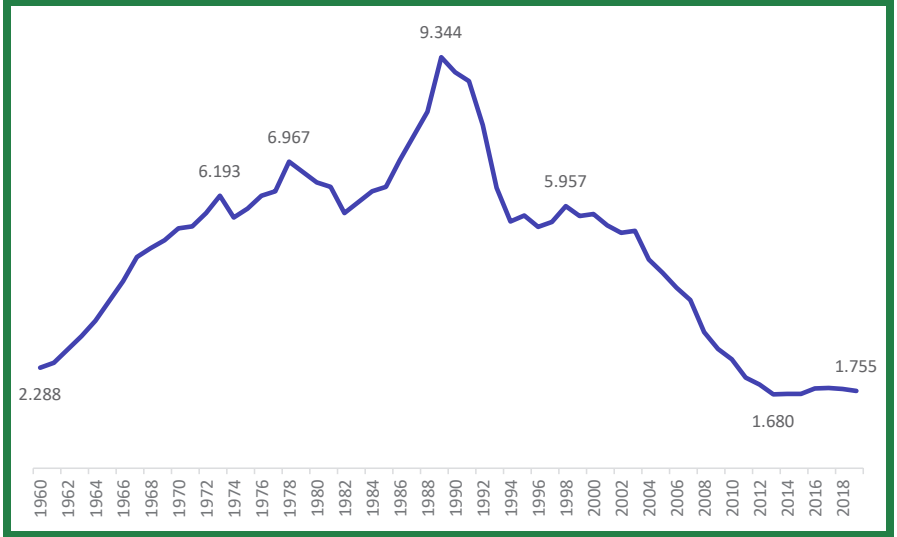
Figure 2 shows the historical development of the number of road accident deaths since 1960. There is a general downward trend from the maximum of 9,344 deaths, in 1989, to the record low of 1,680 in 2013. The figure for 2019 was 1,755 deaths. Figure 3 shows the development of the rates per million inhabitants during the decade of action under the previous Strategy.

01.2.

Road accidents in Spain: main figures

Development of the number of deaths in road accidents. Spain, 1960-2019

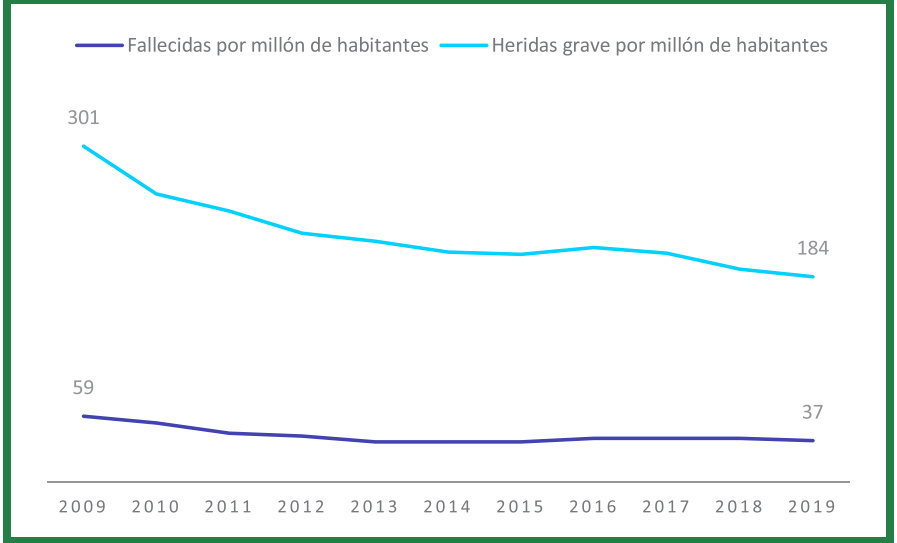
Figure 2.



Source: National Road Safety Observatory.

Rate of deaths and serious injuries per million inhabitants. Spain, 2009-2019

Figure 3.



Source: National Road Safety Observatory.

It is worth highlighting some specific positive and negative aspects of the trend in accident figures in the decade 2009-2019.

- Urban roads were the setting for 64% of casualty accidents — the highest percentage in the entire historical record — but only 30% of the fatalities.
- As such, interurban roads saw 36% of casualty accidents, but 70% of the fatalities. Most of the deaths occurred on single-carriageway roads: 77% of all fatalities on interurban roads.

01.2.

Road accidents in Spain: main figures

- 50% of serious injuries occurred on urban or interurban roads.
- The most frequent causes of accidents were driver distraction and driving under the influence of alcohol or drugs. In addition, driver distraction, mainly due to the use of mobile phones and other electronic devices, has become the most common cause of accidents in recent years.
- Vulnerable groups and modes (pedestrians, bicycles and motorcycles) accounted for 53% of the total fatalities, the first time they exceeded 50% in the entire historical record. One in four fatalities was a motorcycle user; and 82% of all people killed on urban roads were vulnerable.
- In 2019, 417 motorcycle users died, 24% of the total number of road accident deaths for the year, even though these vehicles constituted 10% of the total population. 43% of them died on urban roads and 57% on interurban roads.
- People over 64 years of age accounted for 28% of the deaths in 2019, even though they represent 19% of the population.
- The trend in road accidents throughout the decade 2009-2019 varied significantly depending on the mode of travel used. The fatality rate (defined as the number of deaths per 100 victims) also varied significantly depending on the mode of travel used. Table 1 shows 2019 data for private modes of passenger transport and by type of road.
- Another significant aspect of the trend is that, although the number of accidents has increased over the years, the fatality rate has fallen.
- The rate of people killed per million vehicles has dropped, even though the population of motor vehicles has increased.

Fatality rate by mode of travel and type of road. Spain, 2019 | Table 1.

Mode of travel	Urban roads	Interurban roads
Pedestrians	**1.8**	**14.9**
Bicycles	**0.6**	**2.0**
Motorcycles and mopeds	**0.5**	**3.6**
Cars	**0.2**	**1.5**

Source: National Road Safety Observatory.

01.2.

Road accidents in Spain: main figures


2021

Major trends

Major trends

The development of road safety expected in the coming years, that is, the framework in which this Strategy must act, will not depend solely on internal factors associated with road safety policies, but also on external trends in mobility and society as a whole. Among these trends, it is worth highlighting:

- **Climate change:** The 27 Member States of the European Union have pledged to make the EU the first climate-neutral area in the world by 2050. To achieve this, it is anticipated that by 2030, emissions will be reduced by at least 55% compared to 1990 levels. The transport sector is currently still the second largest emitter of greenhouse gases (GHG), after the energy sector, producing more than 20% of GHG emissions across Europe.

- **Population ageing:** a fully present trend in our society in recent years; its impact on road safety was considered in the Road Safety Strategy 2011-2020, but it is growing in significance over time. As such, we are faced with the challenge of safely meeting the mobility needs of the growing population of older people, in every form of participation.

- **Urban population growth and rural depopulation:** From a road safety perspective, this poses two challenges. On the one hand, safety in transport in urban and suburban areas, with ever growing mobility needs and the appearance of new forms of mobility that seek to respond to these needs. And on the other hand, addressing the safety of travel in rural areas, where depopulation is increasing and the incidence of population ageing is even higher; and where the vast majority of movements take place on single-carriageway roads.

- **New forms of mobility:** It has been possible for some time to identify changes in forms of mobility and the appearance of new forms, mainly in urban environments. Consequently, traffic is increasingly heterogeneous, with types of vehicles with widely varying masses, speeds and vulnerabilities. This situation poses the challenge of ensuring the safe coexistence of all modes of mobility.

- **Technological advances:** Both in infrastructure and traffic management and monitoring systems, as well as in vehicles. The incorporation of these developments aims to reduce accidents attributable to errors and risk behaviours, although it poses the challenge of doing this in an appropriate manner that increases safety, ensuring that no new risks are created indirectly, such as a possible increase in distractions associated with new communication systems.

- **The culture of young people:** This is another value that should clearly be taken into account, because it is a key factor for the short and medium term future. They favour usage, sharing, sustainability, multimodal mobility and

smartphones. In other words, some of the previous trends are particularly marked in this group; as such, these trends are expected to gain importance in the near future.

- **Road safety in organisations:** Public Administrations and private entities have an enormous influence on society, which should have an impact on improving road safety. Directly, by promoting road safety for their staff, customers or suppliers; and indirectly, by introducing road safety considerations in their value chains and in their decisions on purchasing the goods and services needed to perform their functions.


03
03

The international context

National road safety policies should be interpreted within an international context, which serves to provide a reference and align their goals.

22-27

03.1.

International policies

International policies

The United Nations, following the designation of 2011-2020 as a Decade of Action for Road Safety (the framework within which the Road Safety Strategy 2011-2020 was developed), went one step further and included Road Safety in the 2030 Agenda as one of the major health and development challenges to be met by achieving the **Sustainable Development Goals**. Specifically, **Target 3.6**. "By 2020, halve the number of global deaths and injuries from road traffic accidents".

As such, the 2030 Agenda, which Spain is fully committed to implementing, provides the ideal framework to integrate road safety with other areas of political action; by making it possible to associate the commitment of all public administrations towards the various strategies, plans and actions with fulfilment of the SDGs.

One key milestone in the approach to road safety for the next decade was the **Third Global Ministerial Conference on Road Safety**, organised by WHO in Stockholm in February 2020. The final Declaration, based on proposals made by a panel of experts, established a series of objectives with a pledge to achieve Target 3.6 of the SDGs by 2030 (halving road traffic deaths and injuries worldwide) and the long-term goal of Vision Zero by 2050.

Lastly, the UN's commitment to global road safety in the world was updated in the resolution Improving global road safety, which designates **2021-2030** as the **Second Decade of Action for**

Road Safety, with the goal of reducing traffic accident deaths and injuries by at least 50% during this period; and updating the commitment in Target 3.6 of the SDGs in the same regard. In keeping with this declaration, the WHO published the ***Global Plan for the Decade of Action for Road Safety 2021-2030***.

03.1.

International policies

03.2. European policies

The European Union (EU) also recognises the need to continue the efforts to improve road safety made during the decade 2011-2020. This is reflected in **Valletta Declaration 2017**, in which EU Member States pledged to carry them forward with the ultimate objective of achieving Vision Zero by 2050, but with achievable targets during the next decade, 2021-2030, primarily that of halving the number of people killed and seriously injured due to traffic accidents. In order to take the appropriate steps towards the intermediate objectives and the ultimate objective, the EU proposes an approach for the definition and implementation of Road Safety Policies based on Management by Objectives. This is the model that was adopted to prepare this Strategy.

03.2.

European policies

The work of the European Commission to define the road safety framework in Europe for the next decade was specified in the document: **EU Road Safety Policy Framework 2021-2030. Next Steps towards '*Vision Zero*'**, which sets out that:

- The mindset of "Vision Zero" needs to take hold more than it has so far, both among policy makers and in society at large.
- It is necessary to implement the "Safe System" at EU level.
- We have to be ready to confront new trends, such as the growing phenomenon of distraction by mobile devices.
- Automation as well as the sharing economy and the constant evolution of new forms of personal mobility also provides new opportunities to tackle congestion especially in urban areas. But while these are exciting and more environmentally friendly transport options, we also need to ensure they are safe.
- Towns and cities in particular are well placed to develop the synergies between safety and sustainability measures.
- We need to enable safe, affordable and healthy access to mobility to all members of society, in particular for the disabled and elderly people.

The document establishes numerical targets for reducing accidents:

- By **2030: 50 % fewer deaths** in the EU.
- By **2030: 50 % fewer serious injuries** in the EU.
- By **2050: Zero deaths** in traffic accidents.

The European Commission has once again underscored the high level of interdependence between safety and other policies, transport and mobility in particular, with the publication of the ***Sustainable and smart mobility strategy***. The following priorities are highlighted: taking action against problems such as speed, alcohol and drug consumption, and distractions while driving (factors that are strongly correlated with both causation and severity of road crashes), protecting vulnerable road groups and modes, better data collection and analysis, and the appropriate design and maintenance of infrastructure.


04

National context. A road taken together

28-35

04.1.

Our point of departure

Our point of departure

04.1.1. Road Safety Strategy 2011-2020

This Strategy set the tempo for road safety work over the last decade. The Strategy established priorities to address the main difficulties, in line with the key road safety issues and groups identified during the preparation process, using the data that defined the situation in 2009 as the baseline.

04.1.

Our point of departure

The Strategy set out a series of specific objectives to be achieved by 2020, with two main goals: **lowering the death rate to 37 per million inhabitants** and **reducing the number of serious injuries by 35%**. 13 strategic indicators were established to monitor these targets.

Given that mobility, and therefore road accident figures, was conditioned in 2020 by an entirely external factor, the COVID-19 pandemic, this year's accident figures are not considered representative of the actions undertaken. As such, the achievements of the RSS 2011-2020 were assessed by comparing the 2019 indicator values with the goals set for 2020. This analysis indicated that in 2019 the goals were achieved in four of the indicators, including the main two:

- Reduction in the yearly death rate to 37 per million inhabitants. The achieved goal represents a decrease of 37.3% between 2009 and 2019.
- 35% reduction in the number of serious injuries. The actual reduction was greater, 38.1%, from 13,923 in 2009 to 8,613 in 2019.
- 25% reduction in deaths and serious injuries among drivers aged 18-24 at the weekend. The actual reduction was also greater in this case: 54.9%.
- 30% reduction in deaths caused by veering off the road on single carriageways. As in the previous case, the actual reduction was greater: 49.8%.

By contrast, the remaining goals were not achieved, most notably:

- Vulnerable groups and modes: pedestrians and bicycle and motorcycle users.
- Drivers aged over 64.
- Work-related road accidents.

In short, an overview of the goals achieved reveals the need to give prominence to road safety policies focused on vulnerable groups and modes, the elderly and work-related traffic accidents; in addition to continuing efforts to reduce incidence of the main risk behaviours. As such, the approach of this Strategy must address all these considerations.

04.2.

Our destination.
Companions on the road

Our destination. Companions on the road

As indicated above, meeting the SDG targets provides the ideal framework for integrating road safety with other policy action areas. In this regard, particular importance is attached to the Sustainable Development Strategy 2030, established by the Ministry for Social Rights and the 2030 Agenda, which adopts the SDGs for our country as an action and coordination framework for all the strategies.

Listed below, in chronological order, are the main state-level policies that will be pursued in the coming years, which have been identified as important to pool efforts to advance road safety.

Information is also included on strategies developed for the next decade by the Autonomous Communities that have been transferred powers relating to traffic.

04.2.1. Related state-level strategies

- **Strategy for the promotion of health and prevention in the SNS [National Health System]**, adopted by the National Health System Inter-Territorial Council. The unintentional injuries (UIs) that the strategy aims to prevent include those caused by road accidents.

- **National Strategy on Addiction 2017-2024**, produced by the Ministry of Health. Driving under the influence of alcohol or drugs is a concurrent factor in a large number of road accidents. As such, any social and health effort to reduce consumption will undoubtedly have an impact on improving road safety.

- **Action Plan for the Implementation of the 2030 Agenda**, published by the Ministry of Foreign Affairs, European Union and Cooperation. This establishes the commitment on the part of Spain to direct its public policies and political priorities towards compliance with the Sustainable Development Goals (SDGs) approved by the UN.

- **Spanish Urban Agenda**, produced by the Ministry of Transport, Mobility and Urban Agenda. This is a working method and a process for all public and private actors that are involved in cities and seek equitable, fair and sustainable development.

- **National Strategy for the Demographic Challenge**, produced by the Ministry for the Ecological Transition and the Demographic Challenge.

- **Strategic Plan for Comprehensive Support for the Automotive Sector**, produced by the Ministry of Industry, Trade and Tourism. This plan cements the support that the Government provides to the sector as a whole and to all the actors in its value chain.

- **National Integrated Energy and Climate Plan 2021-2030**, produced by the Ministry for the Ecological Transition and the Demographic Challenge. Efforts directed towards decarbonising and improving energy efficiency in mobility and transport provide an opportunity to foster the renewal of fleets with more modern vehicles, which are safer and more environment-friendly.

- **National Climate Change Adaptation Plan 2021-2030**, produced by the Ministry for the Ecological Transition and the Demographic Challenge.

- **"España Puede [Spain Can]". Recovery, Transformation and Resilience Plan**, produced by the Ministry of Economic Affairs and Digital Transformation, establishing **Strategic projects for economic recovery and transformation (PERTE)**. The first was the Electric and Connected Vehicle PERTE.

04.2.

Our destination.
Companions on the road

- **National Bicycle Strategy**, published by the Ministry of Transport, Mobility and Urban Agenda to coordinate the various policies and actions focused on promoting this mode of transport on all fronts.

- **Strategic Plan for Health and the Environment 2022-2026**, produced by the Ministry for the Ecological Transition and the Demographic Challenge. One of the actions it proposes is promoting cleaner mobility, with modes such as walking, cycling, electric cars and public transport.

- **Strategy for Safe, Sustainable and Connected Mobility 2030**, prepared by the Ministry of Transport, Mobility and Urban Agenda. This is conceived as the instrument that will give impetus to mobility policies in the coming years, with the aim of helping to improve policy coordination and coherence.

04.2.2. Parliamentary Committee on Road Safety

At its meeting of 12 November 2020, the committee unanimously adopted an **institutional declaration** to mark World Day of Remembrance for Road Traffic Victims. It stated, inter alia: *"We declare that all deaths and serious injuries in traffic accidents are avoidable and therefore unacceptable"*, and: *"We welcome the Government's initiative to produce a Road Safety Strategy for the decade 2021-2030, and we urge that it should be driven by the principles of the Safe System"*.

In addition, between 2020 and 2021, the Committee held a series of meetings focused on addressing various issues relating to the development of the Strategy in order to meet its commitment to support and contribute to the preparation of this Strategy. The resulting report, which the Committee delivered to the Directorate-General for Traffic, proved to be invaluable to round out many of the questions proposed in the various chapters of this Strategy.

04.2.3. Autonomous Communities with powers relating to traffic

- The **Basque Country Strategic Plan for Road Safety and Safe and Sustainable Mobility 2021-2025** is aligned with the "Sustainable Development Goals" of the United Nations General Assembly, included in the "Agenda Euskadi Basque Country 2030". The ultimate goal is to reduce accidents and establish the Basque Country as a European benchmark for road safety and traffic management. In numerical terms, the plan aims to achieve a 50% reduction in fatalities and serious injuries by 2030, compared to 2020.

- **Catalonia National Pact for Safe and Sustainable Mobility 2021-2030**. This aims to respond to the new challenges that are arising in the current context, such as increasing mobility; the plateauing drop in accident rate in the European Union and in Catalonia; spatial dispersion of accidents without significant concentrations; public demand for traffic calming in urban centres, stretches of roads located in town, and peri-urban areas, population ageing, accessibility for all and climate change.

04.2.

Our destination.
Companions on the road

A safe and compassionate system

36-41

05.1.

Safe System: concept and components

Safe System: concept and components

This Strategy is based on the proposal that a Safe System consists of three components: a vision, a series of principles and a set of tools to implement the vision and principles.

One of the main priorities of this Strategy is to decide on a shared formulation regarding the specific practical solutions that should be used in Spain to mainstream the principles of the Safe System into national road safety policy.

The Safe System vision

05.2.

The Safe System vision

Current Safe System visions adopt, with few variations, the formulation proposed in the first version of the Swedish Vision Zero: *"Vision Zero means that eventually no one will be killed or seriously injured within the road transport system."*

The Safe System vision is the elimination of fatal and serious injuries, not the accidents themselves. It recognises that accidents will continue to happen, but it is possible to prevent them from causing death and serious injury.

05.3. Principles of the Safe System

Principles of the Safe System

2021-2030 needs to be the decade for the consolidation of the Safe System, which embraces Vision Zero and is implemented on the basis of the following principles:

1. ***Fallibility principle:*** *people make mistakes that can cause accidents.*
2. ***Vulnerability principle:*** *the human body has a limited capacity to tolerate the force of a crash before injury occurs.*
3. ***Shared responsibility principle:*** *a shared responsibility exists between those who design, build, maintain and use roads and vehicles, and those who provide post-crash response.*
4. ***Holistic approach or redundancy principle:*** *all parts of the system must be strengthened to multiply their effects, so that if one part fails, people are still protected.*

The human factor in the Safe System

05.4.

The human factor in the Safe System

An essential, but not always explicit, aspect of the Safe System is the human factor in road safety. Indeed, it can be said that this is the core factor of the Safe System, starting from the moment the Vision is conceived to ensure that nobody participating in mobility can be killed or seriously injured. As such, the Safe System places human beings at the centre of the transport and mobility system, regardless of their participation in it (drivers, passengers and pedestrians), taking into account the varying capacities of each person depending on their situation (with special priority for children, young people, the elderly and people with reduced mobility).

Mission and vision of the strategy

42-49

06.1. Mission

Mission

"The mission of the Road Safety Strategy 2030 is to reduce the number of traffic accidents and victims on public roads in Spain, by spearheading and coordinating the actions and outcomes of all the actors involved in safe mobility."

Vision

06.2.

Vision

"The vision of the Road Safety Strategy 2030 is to consolidate a culture of safe mobility that drives us forward to achieve the goal of zero fatalities or serious injuries in traffic accidents in 2050, as well as contributing to national policy goals in other mobility-related areas."

This vision is complemented as follows:

- Consolidating a **Spanish Safe System model**, with people at the centre of the system which has principles shared by political and technical decision-makers, and practical solutions that are also shared and adapted to our circumstances.

- Fostering the **integration of road safety policies with other related policies**, such as mobility, health, environment, urban agenda, gender equality, equity, education, occupational safety and industry. This is intended to be a two-way integration: both to harness the synergies that other policies can contribute to road safety, and to enable the actions undertaken within the framework of this Strategy to contribute to achieving the goals established by other public policies. **The 2030 Agenda provides the**

06.2.

Vision

ideal framework to carry out this integration, which needs to be achieved at every level of the Administration and is also desirable in private companies and entities.

- Aligning with international objectives, policies and recommendations and **consolidating Spain's position as one of the safest countries in the world** and a top-level benchmark in international forums.

Methodology

06.3.

Methodology

The Strategy on Road Safety 2030 is the culmination of a process of reflection in three areas.

First, in an internal sphere, on the part of the Directorate-General for Traffic, by conducting an assessment of the previous strategy and of the road safety situation, at present and the situation foreseen for the future.

Moreover, an analysis of the most relevant international strategies and resolutions to be in line with the latest and more efficient trends and proposals so as to promote the safety of all road users.

And, finally, a shared process of reflection with the main stakeholders in road safety in Spain: from the various public administrations concerned and from civil society. This process has taken place within the Higher Council for Road Traffic, Road Safety and Sustainable Mobility.

There have been meetings of the working groups and discussion forums in the following areas:

- Data on road traffic accidents (WG 29).
- Safety of cyclists (WG 44).
- Road Safety Training and Education (WG 50).

06.3.

Methodology

- Safety of motorcyclists (WG 52).
- Safe roads (WG 59).
- Data on accident rate related to the infrastructure (WG 59).
- Work-related road safety and vans (GT68).
- Cities: "IV Road Safety and Sustainable Mobility Forum for Cities. Cities 2030", organized by the Directorate-General for Traffic, the City Council of Zaragoza and the Spanish Federation of Municipalities and Provinces. It was held in Zaragoza in October 2021. The declaration of the Meeting, signed by all participants, included the strategic guidelines until 2030.

For the monitoring and implementation of the Strategy, in addition to the follow-up in these areas, working groups are planned in the areas of recidivism, the impact of accidents on health and in-depth research on accidents.

There have also been bilateral meetings with representative organizations from the fields of mobility, road safety and victims of road traffic, as well as with other ministerial departments, administrations and public bodies.

In December 2021 the draft Strategy went through a consultation among more than eighty members of the Higher Council for Road Traffic, Road Safety and Sustainable Mobility. The Strategy was subsequently presented at the plenary session of the Higher Council held on 14 February 2022.


07
07

Goals for the decade

50-57

07.1.

General accident reduction goals

General accident reduction goals

Aligned with the proposals of the United Nations and the European Commission:

- **By 2030, a 50% reduction in fatalities** compared to 2019 (1,755).
- **By 2030, a 50% reduction in serious injuries** compared to the 2019 baseline (8,613, according to police records).

Specific goals for strategic groups and scorecard

07.2.

Specific goals for strategic groups and scorecard

The following scenarios have priority status in 2030:

- **Vulnerable groups and modes**, maintenance of rates:
  - Not above 50%, with regard to fatalities.
  - Not above 60%, with regard to fatalities or serious injuries.
- **People over 64**, maintenance of rates:
  - Not above 30%, with regard to fatalities
  - Not above 20%, with regard to fatalities or serious injuries.
- **Urban roads**, maintenance of rates:
  - Not above 30%, with regard to fatalities
  - Not above 50%, with regard to fatalities or serious injuries.

07.2.

Specific goals for strategic groups and scorecard

Four indicator scorecards are proposed to monitor the goals, with different ranges of variation for fatal and serious accidents between 2019 and 2030.

Indicator scorecard for mode of travel.

Table 2.

INDICATOR: fatalities or serious injuries	Interurban roads		Urban roads	
	Value in 2019	Reduction range in 2030	Value in 2019	Reduction range in 2030
Pedestrians	339	**50%**	1730	**50%**
Bicycles	372	**10-50%**	354	**15-50%**
Personal light electric vehicles *	5	-	100	-
Motorcycles/mopeds	1667	**40-50%**	1999	**50%**
Cars	2575	**50-65%**	504	**50-70%**
Vans and lorries	476	**50-55%**	50	**50-65%**
Buses	6	**<5**	33	**<5**

* PLEV: Data for 2020

Indicator scorecard for age.

Table 3.

INDICATOR: fatalities or serious injuries	Interurban roads		Urban roads	
	Value in 2019	Reduction range in 2030	Value in 2019	Reduction range in 2030
0-14 years old	125	**50-65%**	197	**50-70%**
15-24 years old	715	**50-60%**	680	**50-60%**
25-64 years old	3803	**50%**	2843	**50%**
>64 years old	858	**35-50%**	1057	**40-50%**

Specific goals for strategic themes

07.3.

Specific goals for strategic themes

Strategic themes are considered to be those relating to risk factors associated with people's behaviour and the levels of safety provided by infrastructure, vehicles and post-accident response. To analyse the development of these themes, the eight key performance indicators recommended by the European Commission will be monitored throughout the duration of the Strategy:

Indicator 1 Percentage of vehicles travelling within the speed limit.

Indicator 2 Percentage of vehicle occupants using the safety belt or child restraint system correctly.

Indicator 3 Percentage of riders of powered two-wheelers and of cyclists wearing a protective helmet.

Indicator 4 Percentage of drivers driving within the legal limit for blood alcohol content.

Indicator 5 Percentage of drivers not using a handheld mobile device.

Indicator 6 Percentage of new passenger cars with a Euro NCAP safety rating equal or above a predefined threshold.

07.3.

Specific goals for strategic themes

Indicator 7 Percentage of distance driven over roads with a safety rating above an agreed threshold.

Indicator 8 Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury, and the arrival at the scene of the emergency services.

These indicators will be obtained following harmonised European methodologies (BASELINE Programme). The European Commission is expected to analyse whether it is appropriate to propose quantitative improvement targets in 2030 for these indicators. Subject to the results of this analysis, objectives will be proposed within the scope of this Strategy.

Strategic areas

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08. Strategic areas

This Strategy aims to apply the policies indicated in the previous chapter through **nine major strategic Areas**.

Each of these nine strategic Areas will develop its field of action through various **Action Lines**, outlined in the following sub-chapters.

These Action Lines should provide guidance for the specific actions that will be implemented in the successive **Action plans**, in line with specific current requirements, but within the principles and lines set by the Strategy and with a view to the goals established.

Strategic areas of the RSS 2030 | Box 1.

1. Trained and competent individuals
2. Zero tolerance to risk behaviours
3. Safe cities
4. Vías seguras
5. Safe and connected vehicles
6. Effective and fair response to accidents
7. Data and knowledge for risk-based management
8. Safe administrations, companies and organisations
9. Integrated policies and international cooperation

In this way, the Road Safety Strategy 2030 aims to respond to the safety needs of all strategic groups and themes, as shown in the following two tables:

08.

Strategic areas

08.

Strategic areas

Table 4.

Relationship between strategic Areas and groups

Strategic Areas	Victims	Children (up to 14)	Young people (between 15 and 24)	People over 64	Pedestrians	Bicycle users	PLEV users	Motorcycle and moped users	People with reduced mobility	Drivers	Novice drivers	Professional drivers	Workers	Repeat offenders
Trained and competent individuals		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Zero tolerance to risk behaviours						✓	✓	✓		✓	✓	✓		✓
Safe cities		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		
Safe roads				✓	✓	✓		✓		✓				
Safe and connected vehicles		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		
Effective and fair response to accidents	✓													

Relationship between strategic Areas and groups Table 4.

Data and knowledge for risk-based management	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Safe administrations, companies and organisations						✓	✓	✓		✓		✓	✓	
Integrated policies and international cooperation	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓

08.
Strategic areas

08.

Strategic areas

Table 5.

Relationship between strategic areas and strategic themes

Strategic Areas	Speed	Safety belt and CRS	Helmet and safety equipment	Alcohol and other drugs	Distractions	Vehicle safety	Infrastructure safety	Post-accident response
Trained and competent individuals	✓	✓	✓	✓	✓			
Zero tolerance to risk behaviours	✓	✓	✓	✓	✓			
Safe cities	✓						✓	

Relationship between strategic areas and strategic themes Table 5.

Safe roads	✓				✓		✓	
Safe and connected vehicles	✓	✓	✓	✓	✓	✓		✓
Effective and fair response to accidents								✓
Data and knowledge for risk-based management	✓	✓	✓	✓	✓	✓	✓	✓
Safe administrations, companies and organisations	✓	✓	✓	✓	✓	✓	✓	✓
Integrated policies and international cooperation	✓	✓	✓	✓	✓	✓	✓	✓

08. Strategic areas

08.1.

Trained and competent individuals

Trained and competent individuals

This strategic Area sets out to address the improvement of user behaviour and safety through training and education in road safety, and by ensuring that drivers are in an appropriate mental and physical condition.

The traditional distinction is maintained between road safety training, which encompasses the formal and regulated process of certification in traffic and road safety; and road safety education, which includes informal activities in this field. In line with this distinction, safe driving courses for people who already have a driving licence are considered a road safety training activity, while teaching during compulsory schooling, albeit as part of a school curriculum, is considered a road safety education activity.

Ensuring that drivers are in an appropriate mental and physical condition is understood in a broad sense, and includes not only testing this mental and physical condition at Medical Assessment Centres for Drivers, but also general actions in the field of health.

08.1.

Trained and competent individuals

In 2030:

Everyone participating in mobility is fully aware of the risks involved and acts in line with the values of safe and sustainable mobility based on responsibility, respect for other people and awareness of and compliance with regulations.

Every child and teenager receive basic road safety education, focusing on responsibility and fostering active mobility, everyone has fair and equal access to licences, and all drivers have the knowledge and awareness, and are in appropriate mental and physical condition, to drive safely on public roads.

8.1.1. Action Lines

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

A top priority is fostering the values of active, healthy, safe and sustainable mobility, particularly among younger age groups. In order to consolidate these values in Spanish society, it is also essential to promote road safety education in primary and secondary education and in higher secondary-education. The following instruments will be made available:

- Including road safety education in the school curriculum, in partnership with the relevant educational authorities.
- Expanding safe routes to school, to promote the values of active, healthy, safe and sustainable mobility. The main instrument in this area will continue to be the European STARS project.
- Continuing to foster awareness-rising actions in schools.

The Higher Centre for Road Safety Education in Salamanca will contribute by using its means and resources to develop and manage the road safety education strategy.

Improving training to obtain a driving licence

The framework for improving training to obtain a driving licence is a review of European regulations and the exchange of good practices between Member States. The contents of the training and tests to obtain a licence must take into

08.1.

Trained and competent individuals

account, in addition to road safety, the values of sustainable mobility and safe coexistence with other modes and groups — pedestrians and people who use bicycles or personal light electric vehicles. Moreover, tests must adapt to technological developments, in both the area of new vehicles safety and accessibility, paying particular attention to groups with specific disabilities or needs.

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

Changes in mobility habits, particularly in cities, make it a top priority to ensure appropriate provision of road safety education for all users of vehicles that do not require a driving licence, such as bicycles and personal light electric vehicles, and pedestrians. And among all these groups, people aged over 64 years, in particular. The coming years are expected to see an increase in active mobility and personal light electric vehicles which will make it necessary to continuously assess the specific risks of these modes of mobility and the best educational programmes to reduce these risks. This is a priority area for all European countries, meaning that the exchange of good practices and evidence will play a major role.

Communicating and raising awareness on safe and sustainable mobility

Efforts to communicate and raise awareness about the values of safe and sustainable mobility should focus on coexistence between different modes of transport and the societal engagement needed to achieve sustained reductions in road accidents. To achieve this, both traditional and more modern communication channels will be used, with a particular focus on social media interaction and working with mobility service providers; along with the role of bodies representing the various user groups in leading opinion on safe behaviour.

Ensuring the provision of training for people with a driving licence

Action will be taken to ensure provision of training for people who already have a driving licence. Ongoing training of this type will be provided at training centres that take part in the certification system introduced by the Directorate-General for Traffic and the National Accreditation Agency.

Specifically, the model of point-bearing safe driving courses will be implemented. The first courses to be introduced will be geared towards motorcyclists and car drivers; and the need for new courses will be kept under constant review. In addition, an assessment of the impact of these courses

on the risk of accidents will be made, linking the Register of Drivers to the National Register of Traffic Accident Victims.

Improving driving licence recovery courses

To function properly, the points-based driving licence system requires courses focusing on road safety awareness and re-education to recover all or some licence points. In order to improve this tool, a review of the content of the courses will be conducted, which will be adapted to the offender's profile, and more time will be allocated to awareness and sensitization.

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

Assessments for driving licences must adapt to changes in traffic regulations and advances in traffic medicine. In addition, a top priority is evaluating the current periods of validity, based on the actual prevalence and degree of risk of the various diseases that affect the population. In the case of preventing users from driving after consuming alcohol or other drugs, monitoring and control should be complemented with health care, where necessary.

In this regard, work with health authorities will continue to provide health professionals in general, and primary care professionals in particular, with materials, resources and training to improve health advice to patients, particularly as regards the driving risks associated with certain diseases and drug use, as well as the assessment of drivers referred from Medical Assessment Centres for Drivers or Provincial Traffic Departments.

Enhancing the quality of collaborating centres

Improving the quality of the centres that collaborate with the Directorate-General for Traffic is a top priority. In this regard, a number of actions are proposed in the field of quality certification, the inspection of centres and boosting the professionalisation of the training sector. The following are considered collaborating centres:

- private driving schools,
- centres offering safe and efficient driving courses,
- dangerous goods training centres (ADR),
- road safety awareness and re-education centres for the recovery of points,
- Medical Assessment Centres for Drivers.

08.1.

Trained and competent individuals

08.1.

Trained and competent individuals

Action will be taken to improve the quality of their activity; and a certification system will be implemented for safe and efficient driving courses.

Zero tolerance to risk behaviours

08.2.

Zero tolerance to risk behaviours

This strategic Area addresses monitoring and control activities, and administrative and criminal proceedings to reduce the incidence, and the impact on road accidents, of the highest-risk behaviours: speeding, consumption of alcohol and other drugs, non-use of safety equipment and mobile phone usage.

In line with the principles of the Safe System, it is important to take into account that lowering the incidence of risk behaviours requires a comprehensive approach in which responsibility does not lie solely with public road users and the Administrations that establish regulations and monitor compliance.

08.2.

Zero tolerance to risk behaviours

In 2030:

A significant reduction in risk behaviours, the most serious in particular, has been achieved by constant updates to regulations, effective and coordinated monitoring among all the Administrations responsible, and the involvement of other social actors. In addition, recurrent infringements are detected, sanctioned and eliminated quickly and efficiently, making use of the possibilities offered by the incorporation of new technologies in vehicles and monitoring systems.

8.2.1. Action Lines

Increasing the impact of monitoring through better planning

The presence of a sufficient number of law enforcement officers on public roads is essential to increase the subjective sense of control perceived by drivers. Thanks to this presence, it is possible to plan the monitoring activity guided by the basic principle of combining various levels of predictability and visibility. Officers also perform a key role in traffic management and assistance in the event of accidents, breakdowns or other incidents. In addition, along with having a sufficient number of police officers, it is essential to ensure that they are properly trained and that technical resources are employed.

At operational level, it is necessary to optimise monitoring and control efforts using geographical criteria and efficient deployment of the human and material resources available.

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

The highest-risk behaviours that require monitoring are speeding, distractions, non-use of safety equipment and the consumption of alcohol and other drugs. It is also particularly important to monitor risk behaviours by motorcycle users, due to their high level of involvement in fatal accidents, along with infringements committed by users of bicycles and personal light electric vehicles, which are increasingly present in traffic. To protect all of them it is also necessary to monitor the behaviour of drivers of other vehicles that are most frequently linked to the occurrence of accidents involving vulnerable groups and modes.

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

In this aspect, as in many others addressed in this Strategy, the emergence of new technologies presents new opportunities. In this Line, the progressive introduction in vehicles of devices that make it possible to act against the highest-risk behaviours in the case of repeat offender drivers will be addressed.

The use of alcolock is currently becoming more widespread; but it is important to explore other emerging systems designed to prevent risk behaviours, such as the consumption of alcohol and other drugs, speeding, distractions caused by the use of mobile phones or other portable electronic devices and driving without a valid roadworthiness certificate.

Updating the legal framework for traffic and road safety

This Line aims to constantly adapt regulations and administrative sanctions to international recommendations and good practices and to the changing reality of mobility. Greater insight into unsafe behaviours is required, in the urban environment in particular, to determine the need for further updates. In addition, it is important to reduce the impact of the group of drivers who are the least deterrable.

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

The primary goal of this Line is to update and implement the criminal law framework, in order to boost efforts to combat traffic crimes and improve the protection of victims under criminal law. The relevant authorities will constantly adapt the instructions and procedures used by law enforcement officers in the investigation of road safety offences.

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

Measures will be adopted to enable the exchange of information with other countries and third parties that can work together effectively to prevent people who do not meet the requirements to drive from doing so or to influence their behaviour.

Monitoring compliance with regulations in professional transport

Accidents involving professional transport vehicles, both heavy goods vehicles and vans, have more serious

08.2.

Zero tolerance to risk behaviours

consequences due to their mass and size. As such, it is necessary to subject these vehicles, and their drivers, to specific controls to verify their roadworthiness.

Safe cities

08.3.

Safe cities

This strategic Area encompasses the actions that local authorities, with the cooperation of other Administrations, can spearhead, coordinate and implement to ensure safe urban mobility. It includes areas such as local governance and planning, harmonisation of traffic regulations, integrated speed management, safe design and accessibility for all, safety in public fleets, concessions and authorisations, urban freight distribution, and connectivity and digitisation.

Urban road safety is a highly cross-cutting area, meaning that there are significant aspects that are covered in other strategic Areas. The main ones are:

- Education and awareness rising: covered in the “Trained and Competent People” Area.
- Monitoring risk behaviours: covered in the “Zero tolerance to risk behaviours” Area.
- Safety on stretches of roads located in urban areas: covered in the “Safe roads” Area.
- Sustainable and safe mobility plans for public employees of local authorities, and the value chain and safety criteria in public tenders: covered in the “Safe administrations, companies and organisations” Area.

08.3.

Safe cities

- Compiling data on accidents, mobility and key performance indicators: covered in the "Data and knowledge for risk-based management" Area.
- Governance with other Administrations and training local technical personnel: covered in the "Integrated policies and international cooperation" Area.

In 2030:

Our cities benefit from urban mobility that is designed and managed entirely in line with the principles of the Safe System, adapted to the mobility and safety needs of all road users, in particular those who are most vulnerable; making effective use of the technological possibilities offered by connectivity and digitisation in the urban environment.

8.3.1. Action Lines

Fostering safe road design and undertaking integrated speed management

In line with the principles of the Safe System, there must be a match between the function, design and speed limit of an urban road. Some key considerations are:

- Land use planning: analysing modes of transport and traffic levels.
- Multimodal management: safety criteria for all types of mobility.
- Establishing a road hierarchy: achieving speeds that are more appropriate and in line with regulations.
- Implementing design solutions that foster safe speeds, such as the new general limits of 30 and 20 km/h, recently introduced.
- Planning and design criteria for segregated lanes for bicycle and PLEV users.

Ensuring accessibility for all

Pedestrians accounted for almost half of the fatalities in urban areas in 2019, and 70% were 65 years of age or older. As such, it is essential to analyse the accessibility needs of this group, understand the relationship between the vehicle-pedestrian collisions that affect them and the characteristics of the setting in which they occur, and document good practices in continuous, safe and accessible pedestrian pathways. This knowledge will allow local authorities to go beyond the minimum requirements of accessibility regulations and achieve greater safety for people who travel on foot.

Mainstreaming road safety into other municipal policies

Sustainable mobility must, by definition, be safe. Sustainable urban mobility planning (SUMP), like any other local policy relating to mobility and transport, must take road safety into consideration as a key element. In addition, for these policies to be effective, it is crucial that governance at local level is adapted to them. As such, along with the public hearing and consultation processes, which are open to the community, it is necessary to support the existence of bodies that meet regularly, in which all the significant mobility and road safety actors are represented.

Enhancing connectivity and digitisation for safe mobility

Mobility needs and the systems implemented to meet them develop in response to technological innovations and social demands. It is necessary to focus on the development of integrated solutions that cover the most significant areas of urban mobility and allow mobility operators and private users to make informed decisions that minimise road safety hazards and the environmental impact of vehicle traffic. Standardised solutions will be fostered within the framework of this Strategy; specifically, the Directorate-General for Traffic will promote the expansion of local authority connectivity with the DGT 3.0 platform for various use cases.

Adapting regulations to the realities of urban mobility

Population ageing, growing urban populations and the emergence of new forms of mobility are key trends for the present and the short- and medium-term future of urban mobility. As such, the legal framework relating to urban road safety must be continually adapted to these developments in order to make it clearer and more homogeneous throughout Spain and with a constant view to improving safety for the most vulnerable groups and modes. While remaining mindful of the need to respect local autonomy, this adaptation and harmonisation must be undertaken in partnership with municipalities, jointly analysing the challenges and needs, and finding common ground.

08.3.

Safe cities

Increasing safety in public fleets, concessions and authorisations

The vehicle fleets used by Public Administrations, or operated under public concessions or authorisations, represent an opportunity to expand the presence of certain safety systems and introduce conditions of operation that foster safe driving. In urban settings, consideration should be given firstly to public transport vehicles, which must protect both the people who travel in them and the vulnerable groups and modes (pedestrians, bicycles and motorcycles) that share public roads with them. However, the same safety requirements must be imposed on vehicles that perform any other public service (such as the police, fire brigade, ambulances and cleaning service), in addition to all those operated on urban roads under concessions or authorisations (bicycle rental or micromobility fleets, sharing, etc.). Acquisition, concession, authorisation or operation agreements for all these services must include requirements relating to the road safety of their users and other people. It is also necessary to promote the use of technologies that foster the safe operation of all these services, primarily in two aspects that are of vital importance in urban settings: controlling speed and monitoring blind spots.

Increasing the safety of urban freight distribution (UFD)

Urban freight distribution is increasing significantly, driven by the growth of e-commerce. Ensuring the safety of this increasingly large and diverse sector (vans, cars, bicycles, PLEVs, mopeds and motorcycles) poses a challenge for cities.

It is necessary to streamline distribution, but also to reduce its impact on the environment and on accidents, through actions such as:

- Safe design of loading and unloading areas and spaces shared with other users, in order to reduce risks.
- Segregating flows, by distributing at night or in specific time slots, or requiring certain vehicles to use certain routes.
- Shortening the routes of distribution vehicles, through smart management of loading and unloading spaces, potential charges, or the establishment of area or time restrictions.
- Fostering distribution in safer and more efficient vehicles, through restrictions and low emission zones based on vehicle characteristics, and, if appropriate, creating Urban Consolidation Centres (UCCs) or networks of “micro-hubs” to facilitate more efficient last mile delivery by replacing large trucks with alternative smaller vehicles.

- Movement and parking conditions for cycle logistics and logistics with light electric vehicles, with common principles that are harmonised at national level.

One specific way that the Directorate-General for Traffic will support municipal policies relating to UFD is by identifying the vehicles used for this activity in the General Vehicle Register.

08.3.

Safe cities

08.4. Safe roads

Safe roads

This strategic Area includes all the actions that can be implemented in infrastructure to reduce the risk of travelling on interurban roads maintained by the State, Autonomous Communities, Provincial Councils and Island Councils. This entire road network comprised 165,445 kilometres in 2019. This Area will also address the improvement of road safety on stretches of roads located in urban areas, given their intrinsic connection to interurban roads; even though they do not formally belong to them.

In 2030:

There is a road network designed and managed entirely in line with the principles of the Safe System, adapted to the mobility and safety needs of all users, in particular those who are most vulnerable; and a traffic management model that ensures safe and smooth traffic flow and helps to meet other mobility and environmental goals.

8.4.1. Action Lines

Fostering design solutions based on the Safe System

This Line aims to attain a national model, shared between the various Public Administrations, to implement the principles of the Safe System in the Spanish road network. To achieve this, an inventory of safe design solutions will be consolidated with road authorities, with information on costs and road safety benefits, and guides with implementation criteria will be developed.

Fostering the use of infrastructure safety management procedures

This Line primarily includes the procedures described in Directive (EU) 2019/1936 amending Directive 2008/96/EC on road infrastructure safety management, and other actions of a specific nature in particularly challenging situations.

Following transposition of the aforementioned Directive into the Spanish legal system, action will be taken to foster the development of common criteria to implement the management procedures included in it. In addition, impetus will be given to extending these procedures to the road network that is not covered by the Directive, especially single carriageways.

Assessing the safety level of the road network

Assessing the safety level of a section or road taking into account its intrinsic characteristics (prospective or proactive assessment), and not only historical accident data (retrospective assessment), is one of the main changes in Directive (EU) 2019/1936 on safety management, in line with the proactive approach advocated by the Safe System. A European expert group (EGRIS group), in which the Directorate-General for Traffic and the Directorate-General for Roads take part, is currently analysing possible methodologies to undertake these new safety level assessments in order to provide States with guidelines for performing them.

Enhancing safe, sustainable and smart traffic management

The function of traffic management must be to ensure safe mobility, taking sustainability considerations into account and relying on technology in the most efficient way possible. As such, Traffic Management Centres will continue to implement a traffic management model geared towards smooth and safe traffic flow, based, increasingly significantly, on real-time communication of information to users, and continuing with the development and implementation of ITS (Intelligent Transport System) equipment and systems. The most important action by the Directorate-General for Traffic in this area will comprise continuing development of the DGT 3.0 platform. In addition, impetus will be given to monitoring and control actions, in partnership with

08.4.

Safe roads

road authorities, in certain sections with high accident risk; and in particularly challenging circumstances, such as adverse weather events which may compromise road conditions.

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

In all actions taken on interurban roads and stretches of roads located in urban areas, special attention will be given to the characteristics that the infrastructure must have to reduce risk and constantly improve the safety of the most vulnerable groups and modes of transport on the road: pedestrians, bicycle and motorcycle users and drivers aged over 64.

Enhancing the assessment of actions and the exchange of good practices

A uniform methodology will be fostered to assess actions on the road network to facilitate common learning, to broaden application of the most effective solutions and to create a body of national evidence. Impetus will be given to producing directories or lists with information on the cost and effectiveness of various measures.

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

The progressive generalisation of road safety management procedures has a direct impact on the need for the relevant public administrations to have the appropriate resources available in each case.

Safe and connected vehicles

08.5.

Safe and connected vehicles

This strategic Area focuses on enhancing the safety of the Spanish vehicle fleet. It will be essential to ensure the safety of both new and current vehicles through proper maintenance. It includes connectivity actions, spearheaded by the Directorate-General for Traffic through the DGT 3.0 platform. It also includes technical measures — vehicle regulation, information to guide purchasing decisions — and measures promoting the use of safety equipment, in particular for the protection of vulnerable groups and modes.

08.5.

Safe and connected vehicles

In 2030:

There has been significant penetration of new, environment-friendly vehicles with a high degree of integration of driver-assistance systems (ADAS). Connectivity features have been enhanced and the necessary foundations have been laid for the safe integration of automated driving. In addition, Spain has become firmly established as an international benchmark in the field of motorcycle safety, through a growing use of technology in vehicles and users' personal devices.

8.5.1. Action Lines

Promoting new safety systems in vehicles and enhancing driver knowledge of new technologies

This Line will focus on all aspects relating to safety features incorporated in new vehicles on the market, the safety of which — for both the occupants and other users — depends increasingly on the implementation of safety and driver-assistance systems (ADAS). Action will be taken to ensure proper implementation of driver-assistance systems in line with Regulation (EU) 2019/2144, and any similar provisions that may be established subsequently (such as cybersecurity certification for vehicles). In addition, user awareness of the characteristics and advantages of these systems will be enhanced so that they become a decisive factor when purchasing a new vehicle.

However, the safety benefits resulting from the introduction of these technological advances should not be limited to four-wheeled motor vehicles; they should also extend to other types of vehicles, such as two-wheeled motor vehicles. All the above, without overlooking the safety features that must be incorporated in new types of vehicles, such as Personal Light Electric Vehicles (PLEVs) and in active mobility vehicles, such as bicycles.

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

This Line will focus on all aspects relating to the safety of vehicles driving on public roads and promoting safety criteria in the used vehicle market. Action will be taken to increase awareness of the safety level (EuroNCAP) and the ADAS installed in vehicles in service, and to add this information to the General Vehicle Register. In this regard, a top priority is to enhance the information available to potential buyers of used vehicles so as to give greater weight to safety criteria in

purchasing decisions.

Other specific actions will continue to be carried out to improve the safety of the vehicle fleet, such as constantly updating roadworthiness testing procedures and enhancing research into the characteristics of vehicles involved in accidents.

Lastly, impetus will be given to updating the Regulations on Classic Vehicles, to give classic vehicles a similar treatment to that received in other countries in our socio-economic frame of reference and to foster the conservation of this historical heritage.

Increasing the use of safety equipment by all road users

Research will be continued as well as the regulation of the use of personal protective equipment for vehicle drivers and occupants, especially for vulnerable groups and modes: children and users of personal light electric vehicles, bicycles and motorcycles.

The best information available on quality child restraint systems in vehicles will continue to be provided to both the general public and staff at sales locations for these products. Awareness about the use of these systems in road accidents will also be enhanced.

Regulations, technical characteristics and, where appropriate, possible mandatory requirements in respect of safety equipment for users of personal light electric vehicles, bicycles and motorcycles will be kept under constant review, in line with technical developments and the approval standards applicable in each case.

Boosting connectivity and fostering the safe deployment of autonomous vehicles

This action Line aims to enhance the contribution of connectivity to safe mobility, through the development of new use cases, to lay the regulatory foundations for the deployment of automated driving and to firmly establish Spain as a testing laboratory for autonomous vehicles. In terms of connectivity, DGT 3.0 is a technological platform used by the Directorate-General for Traffic since April 2017 to boost connectivity between vehicles and other mobile traffic elements, along with the distribution of data to other Administrations and service providers.

08.5.

Safe and connected vehicles

Minimising distractions and safely integrating new vehicle technologies

The deployment of new technologies associated with mobility and road safety offers indisputable advantages and opportunities for the future. To realise the full potential of these technologies, it is necessary to investigate their interaction with driver behaviour. In particular, one aspect considered in many international strategies is the possible impact of the increasing availability of communication technologies on distractions. This action Line will also place particular focus on the relationship between new vehicle design and the risks facing drivers aged over 64 — who will increase significantly in number during the period covered by this Strategy — or with reduced mobility.

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

The Strategy will continue to support national policies to stimulate the automotive sector, insofar as they entail upgrading and improving the safety characteristics of the vehicle fleet; and impetus will be given to the General Vehicle Register as an essential source of information for the development of these policies.

Promoting the General Vehicle Register

The information contained in the General Vehicle Register is key to the proper implementation of mobility and safety policies. Enrichment of the data included in the Register and the introduction of new types of vehicles make it possible to conduct more in-depth and detailed studies on mobility and accidents with a greater positive impact on the design of policies and actions.

The Vehicle Register will be firmly established as a source of information and a key tool for the development of mobility policies by Administrations at all levels. In addition, by 2026 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.

Promoting vehicle insurance as an instrument of road safety policy

During the period covered by this Strategy, the role of vehicle insurance should be explored as an instrument to encourage safe behaviour by users and encourage them to purchase vehicles that meet the highest safety standards. Moreover, these initiatives should not be limited to traditional motor vehicles; they should also be extended to other types of

vehicles such as PLEVs, bicycles and electric bicycles.

In this regard, the introduction of new ADAS and vehicle connectivity, expected to increase steadily in the short- and medium term, can provide more and better information to introduce new insurance models linked to the actual behaviour and attitudes of users. Also in this respect, consideration needs to be given to new types of vehicles, which are also being incorporated into connected mobility.

08.5.

Safe and connected vehicles

08.6. Effective and fair response to accidents

Effective and fair response to accidents

This strategic Area addresses the actions needed to reduce the impact of accidents on the people involved, both immediately and in the medium- and long-term. Immediate actions focus on reducing the risk of death or serious injury to people involved in an accident, through rapid and effective medical and emergency care. Medium- and long-term care, in turn, aims to ensure not only any medical care necessary, but also comprehensive care, including social rehabilitation and reintegration into work and psychological, mental, social and legal support for victims and their families.

As it does every year in coordination with all the Spanish victims associations, the Directorate- General for Traffic will continue to support the World Day of Remembrance for Road Traffic Victims, organised by UN, to remain ever mindful of all the people killed and injured as a result of road accidents and their families, and to pay tribute to the first responders, police, health professionals and doctors, who deal on a daily basis with the traumatic consequences of deaths and injuries on our roads.

In 2030:

All victims receive prompt and effective care after an accident, along with a comprehensive response that is adapted to their long-term needs, catering to their rights and with full visibility and community recognition.

08.6.

Effective and fair response to accidents

8.6.1. Action Lines

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

As indicated above, the main goal in this regard must be to reduce response times ("golden hour" or currently, "golden minutes"). These times can be divided into two parts. Firstly, the time taken to report the accident to the emergency services. Secondly, the time taken by the emergency services to arrive, assist the victims at the scene and transfer them to hospital.

Accident reporting times can be reduced through actions such as extending implementation of the e-Call system to all types of vehicles, particularly motorcycles and heavy goods vehicles. The integration of emergency vehicles and the V-16 signal in the DGT 3.0 platform will also have an impact in this regard and on the safety of the people involved in the accident or the care response.

To improve response to accidents, impetus will be given to protocols and mechanisms for coordination between the various services responsible for rescuing and assisting victims and ensuring traffic safety (law enforcement officers and fire and health services). In addition, action will be taken to ensure that all the necessary information is gathered at the scene of the accident to ensure the protection of victim rights during possible criminal proceedings.

Improving comprehensive medical and psychological care for accident victims

Appropriate care for road traffic victims helps to reduce the physical and psychological consequences of the accident and the impact on their quality of life and family environment. Consideration must be given to both immediate care after the accident and comprehensive care in the medium- and long-term. It is necessary to ensure a supply of suitably qualified personnel to perform this role.

Action will be taken to facilitate the presence of suitably trained clinical psychologists in hospitals to provide urgent care to victims of events such as traffic accidents (and their family members) to provide care for them as soon as they arrive at the hospital, with immediate, face-to-face, protocolised and tailored emotional support.

08.6.

Effective and fair response to accidents

Ensuring the rights of road traffic victims

Long-term care must go beyond health care, since the consequences of an accident for the victims and their most direct environment have an impact on many other aspects of their personal, family, social and work life, among others. On many occasions, moreover, lack of access to suitable care is due to a shortage of information, or difficulty in accessing it, on the part of the victims and their families, in addition to a lack of awareness of their legal rights and status. It is necessary to continue working on these aspects, and on the visibility of victims to society as a whole and all the Administrations involved.

Improving knowledge of the impact of accidents on health

The reliability and accuracy of information on injuries and sequelae caused by road accidents is of vital importance to design measures with a view to reducing the impact of accidents and improving care for road traffic victims.

There will be annual monitoring of people hospitalised due to road traffic accidents, using the Register of Specialised Health Care Activity - Minimum Basic Database(RAE-CMBD), managed by the Ministry of Health. This registry makes it possible to analyse the mechanisms and location of injuries and classify them as MAIS3+ on the severity scale. Impetus will be given to establishing links between the RAE-CMBD and the National Register of Traffic Accident Victims, in partnership with the Ministry of Health and regional health authorities.

Impetus will be given to longitudinal studies of injured people, making it possible to determine the influence of road accidents on health in the medium- and long-term, the effect on everyday activities, the evolution of sequelae, readmission to hospital episodes, the need for assistance and rehabilitation, and social rehabilitation and reintegration into work. Impetus will also be given to studies on the social and economic cost of road accidents.

A Working Group will be created to coordinate the actions in this workstream, with the participation of health authorities, medical societies and researchers in the field of traffic medicine.

Data and knowledge for risk-based management

08.7.

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 all the other strategic Areas.

The classic distinction is maintained between:

- data on accidents and victims;
- data on mobility or exposure to risk;
- data on key performance indicators (KPI).

These data are linked as follows: the number of accidents and victims depends on the amount of mobility and on the safety conditions in which this mobility occurs. These safety conditions are monitored through the so-called key performance indicators, which measure factors such as driving speed, use of safety equipment (seat belt, helmet, CRS), consumption of alcohol and other drugs, mobile phone usage, vehicle and infrastructure safety levels and response times following the accident.

In addition to the aforementioned data and indicators, this Area also includes those relating to the intensity of implementation of the policies outlined in all the strategic Areas. Examples of these indicators are the number of people who take safe driving courses, the number of alcohol testing performed and the number of safety audits carried out by road authorities.

08.7.

Data and knowledge for risk-based management

With regard to the so-called big data, the use of data for traffic management purposes is considered to fall within the "Safe and Connected Vehicles" strategic Area, while the use of data for the purposes of predicting and analysing accidents and risk factors falls within this Area.

Lastly, this Area includes the management of the Study and Research Plan.

In 2030:

A significant amount and diversity of quality data relating to mobility and road safety is available, gathered effectively and systematically, and shared by all the public and private actors involved. The quality and availability of these data facilitate research by public and private entities and the generation of useful knowledge to make decisions to improve mobility and road safety.

8.7.1. Action Lines

Improving data on traffic accidents

After seven years of experience following the publication of the Order governing the procedure for collecting and communicating data on road accidents, it is necessary to evaluate the data collection form and adapt it to the new realities of mobility, and to continue improving reporting levels and notification times. It has also been observed that it is necessary to improve quality monitoring of accident data.

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

Useful and effective accident analysis requires cooperation between Administrations to obtain quality data, referring to both accidents and victims, and the levels of risk exposure of users of transport systems.

Under the Strategy, impetus will be given to cooperation with other Administrations to promote research, to combine the various sources of information available and to develop detailed indicators of exposure.

Increasing the availability of open data on traffic and road safety

Enhancement, management, exchange and smooth dissemination of data require cooperation between the Public Administrations and entities responsible for recording accidents

and the use of a platform, application or digital communication tool, such as a website, which is visible to stakeholders, be they individuals or organisations.

In general terms, impetus will be given to the communication and exchange of relevant data to improve road safety with all the public and private actors involved (for example: insurance companies and motorway concession companies).

With regard to the dissemination of information, open data content will be enhanced on the Directorate-General for Traffic website.

Studying traffic accident samples in depth

Although one of the major features of the Safe System is the transition from an assessment of road safety based on a reactive or retrospective approach to one based on a proactive or prospective approach, the study of past accidents (reactive approach) cannot be set aside. Studying accidents makes it possible to identify the elements of the system (people, roads, vehicles) that might have prevented the accidents or mitigated their consequences, helping to identify the most effective specific corrective measures to be applied to these elements in future actions.

In line with the development of technology, road accidents involving highly automated vehicles should also be the subject of in-depth research, primarily in the early stages of deployment, when the vehicle factor may have a greater impact.

The work performed by traffic police officers will continue to be of vital importance in this research, although importance will be attached to the participation of specialised technical teams and centres in the various areas of interest. A Working Group operating within the framework of the Higher Council for Traffic, Road Safety and Sustainable Mobility will be responsible for the specifications of the studies and the follow-up evaluation of results.

Incorporating big data techniques into road safety research

Impetus will be given to studies, pilot cases and applications for new sources of mass information— mobile phones, artificial intelligence systems, vehicle data recorders — to analyse and predict road accidents and their influencing factors, in addition to incidents and near misses.

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

As indicated in the "Goals for the decade" chapter, to successfully develop this Road Safety Strategy, a list of key performance

08.7.

Data and knowledge for risk-based management

indicators must be in place to effectively monitor that the actions taken are making a satisfactory contribution towards achieving the targets established for the goals.

The eight key performance indicators defined by the European Commission will be monitored during the period covered by the Strategy, using the common methodologies defined in the European BASELINE project.

In addition, an indicator on drug use will continue to be developed, and importance will be attached to defining new key performance indicators relating to new forms of mobility, protective equipment to supplement helmets, or additional risk behaviours relating to fatal and serious accidents.

Guides will be developed to assist local administrations and companies in determining key performance indicators and impetus will be given to implementing them.

In addition, action will be taken to generate indicators to measure the depth of implementation of the policies included in this Strategy.

Promoting road safety research

Knowledge generation is a cornerstone of any evidence-based policy. Data, and the knowledge obtained from it, is involved in every stage of the classic public policy cycle: diagnosis, proposal of solutions, implementation, assessment and follow-up. As such, this action line comprises management of the Study and Research Plan that supports decision-making to improve road safety throughout the time scale of the Strategy. The Study and Research Plan is defined in Annex V of the Strategy document.

The Directorate-General for Traffic will foster priority studies and research at all times, provided that they fall within the lines of research outlined in the plan. At the same time, by the timely dissemination of the results, the plan aims to act as a guide for all public and private entities in Spain that allocate resources to research in the field of mobility and road safety.

Safe administrations, companies and organisations

08.8.

Safe administrations, companies and organisations

This strategic Area focuses on the actions that companies, Public Administrations and other entities (all of them, not only those directly related to road safety, mobility or carrying people or goods by road) can take to reduce the road safety risks associated with their activities and services. This includes not only the safety of employees in these organisations, through mobility plans and job risk assessment, but also that of the operations performed by service providers and contractors.

In 2030:

Road safety is a fully integrated element in the safety culture of all types of public and private organisations, in their personnel policies, social responsibility and throughout the value chain of their activities, for the benefit of their employees, customers, contractors, visitors, and the whole of society in general.

08.8.

Safe administrations, companies and organisations

8.8.1. Action Lines

Promoting safe and sustainable mobility plans in public administrations and companies

Although an ever-growing number of public administrations and companies are committed to improving road safety in their organisations, it is necessary to boost the number of entities with Safe and Sustainable Mobility Plans. The organisations that do not have plans are primarily SMEs, an important issue to be taken into account, given that they represent the bulk of Spain's business fabric. To facilitate this task, a new model Plan for Safe and Sustainable Mobility in companies will be developed and disseminated.

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

Over the next decade, actions will be undertaken to improve awareness, understanding and knowledge of the risk factors associated with driving, including health risks that have an effect on the ability to drive. It is also deemed necessary to give emphasis to training and education for professional drivers; and this training should encompass delivery workers in urban settings, the self-employed and drivers of vehicles under rental agreements.

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

Traffic accidents at work are an occupational risk that should be assessed in the Occupational Risk Prevention Plan of all companies and organisations. To conduct this risk assessment it is necessary to make a proper diagnosis of the situation, encompassing everyone who may be affected: people whose main professional activity is driving, those who perform this activity on an occasional basis, and all those who use a vehicle to travel to the workplace.

Promoting safe mobility plans in industrial estates and other areas subject to special consideration

Safe Mobility Plans to the Workplace, in addition to making organisations economically effective and energy-efficient, produce improvements in mobility and road safety for workers, suppliers and visitors. These plans cover work-related travel, either commuting or business trips made by staff members, collaborators and clients.

08.8.

Safe administrations, companies and organisations

Introducing road safety in public and private purchases, contracts and concessions

The Safe System approach must be prioritised in all decisions, including vehicle procurement safety specifications for fleets and transport services. Administrations, companies and organisations exert great influence on society through a variety of factors, ranging from political influences to the nature of their products and services.

Introducing road safety in corporate social responsibility reports Road safety needs to be consolidated as a value like any other in the sustainability management that organisations should undertake, using the 2030 Agenda framework. Guides will be developed for companies that are required to produce and disseminate sustainability and corporate social responsibility reports and they will be encouraged to include road safety information in said reports.

Enhancing the safety of professional transport

To improve road safety in organisations it is necessary to ensure suitable training for professional drivers, along with updated and efficient regulations and responsibility on the part of carriers and transport operators. In this respect, there is a need to focus on last-mile distribution, regardless of the vehicle used.

Enhancing monitoring of the health of workers and professional drivers

To achieve safe work-related mobility, companies and organisations must address the challenges that arise from the use of alcohol, drugs and other substances in the workplace; identifying and tackling the situations and risks arising from this consumption within the framework of prevention policies and open dialogue with trade union organisations. In addition, it is necessary to address the challenges arising from fatigue at the workplace, particularly in the case of professional transport.

08.9.

Integrated policies and international cooperation

Integrated policies and international cooperation

This strategic Area corresponds to the traditional road safety management pillar — 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, health, environment, gender equality and equity. This integration must be carried out within the framework provided by the 2030 Agenda.

This strategic Area also includes actions in the following areas: governance and coordination, training of all responsible for designing and implementing policies and actions that affect road safety, exchange of good practices and international cooperation; and, in general, cooperation with all public or private institutions that develop quality initiatives to contribute towards improving road safety and, consequently, achieving the goals of this Strategy.

In 2030:

Action in support of road safety contributes to the achievement of other national policy goals, especially those focusing on mobility and the environment. The Higher Council for Traffic, Road Safety and Sustainable Mobility and its regional bodies, in addition to Provincial Traffic Departments, are the points of reference on road safety matters in their areas; and everybody who designs and implements mobility and road safety policies is familiar with and subscribes to the Safe System principles.

8.9.1. Action Lines

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

The Ministry of the Interior, through the Directorate-General for Traffic, shall coordinate with the ministerial departments and Administrations responsible for areas that may either be impacted by road safety policies or have an impact on them. To this end, there will be engagement with colleges of supervisors, inter-departmental groups and working groups being active at any given time.

Cross-cutting impacts across a number of political agendas will be identified within the framework of the 2030 Agenda. In any event, it is considered a top priority the coordination with the policies on mobility, environment, health, gender equality, urban agenda and safety at work and industry. The major plans and strategies in these areas were identified in an earlier section.

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

Over the next decade, Spain must consolidate its position as a benchmark country in road safety. To this end, action will be taken to enhance the communication policy and its presence in international forums.
Cooperation with Ibero-American countries will continue to be a top priority, through the participation in the Ibero-American Road Safety Programme / OISEVI.

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

The activity of the Higher Council for Traffic, Road Safety and Sustainable Mobility will focus on achieving the goals for the next decade and the effective intervention in every Area and action Line. Guidelines and goals will be established annually for both the

08.9.

Integrated policies and international cooperation

Higher Council central bodies — plenary, national working groups — and for the local bodies — regional and provincial committees and working groups.

Fostering the road safety-related activity of Provincial Traffic Departments

The activity of the Provincial Departments over the next decade will seek to assume an ever greater role in road safety policy compatible with administrative services for the public.

The Central Services of the Directorate-General for Traffic are responsible for preparing guidelines, monitoring the activity of the Departments and increasing the visibility of their actions.

Engaging Administrations, companies and civil society in the Strategy

The Directorate General for Traffic will implement a Communication Plan for the Strategy to disseminate its goals, principles, strategic Areas and action Lines, and provide administrations, companies and civil society with a reference framework for their road safety actions.

A good practice portal will also be created on the Directorate-General for Traffic website, open to all public and private actors wishing to share innovative and impactful actions. This Portal will make it possible to build a catalogue of actions in the various Areas of the Strategy. The dissemination of good practices will be supplemented by specific case studies and topical seminars.

Training in the Safe System principles and solutions

Impetus will be given to training activities for the people responsible for designing and implementing road safety and mobility policies, both across all levels of administration and in the private sector. The aim of these activities will be to develop an in-depth understanding of the principles of the Safe System and its practical solutions and the specificities of its implementation in Spain; as well as dissemination of knowledge on any safety investigations carried out. Pilot online course projects will be launched and action will be taken to ensure an enabling environment to facilitate a greater participation of women in the design and implementation of measures.

Gobernance

This 2030 Road Safety Strategy takes a large number of stakeholders into consideration in the implementation process and requires support for its consultation and approval, as well as during the development and assessment stages. To achieve this, it is essential to have forms of governance in place to connect and manage each of them.

The Strategy proposes the following governance bodies:

- **Strategy Management Body:** National Road Safety Observatory.
- **Advisory Bodies for Support and Monitoring:**
  - Higher Council for Traffic, Road Safety and Sustainable Mobility (CSTSVMS).
  - Sectoral Conference on Traffic, Road Safety and Sustainable Mobility.
  - Parliamentary Committee on Road Safety.


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10

Implementation (deployment)

This 2030 Road Safety Strategy proposes a number of specific mechanisms for the correct implementation and deployment of the Strategy throughout its duration. It has also been provided with features to allow for appropriate evaluation and mechanisms to carry this out:

- **Action mechanisms:**
  - Development of Action plans.
- **Short-term evaluation mechanisms:**
  - Annual activity reports.
- **Medium- and long-term evaluation mechanisms:**
  - Mid-term evaluation of the Strategy in 2026.
  - Final evaluation of the Strategy.

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