

Road Safety Strategic Plan

2005 - 2008

2 Key Strategic
Action Plan
2005 - 2008



MINISTRY
OF THE INTERIOR



Traffic General
Directorate

**National Road
Safety Observatory**

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Road Safety Strategic Plan 2005-2008

- 1 Road Safety Special Measures 2004 – 2005
- 2 Key Action Plan 2005 – 2008**
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Introduction

In 2004, there were more than 94,000 casualty accidents in Spain resulting in 4,741 fatalities, 21,805 serious injuries and 116,578 slight injuries: a total of 143,124 victims.

These figures - and the enormous social, economic and human consequences they represent – demand a level of political priority and a social movement capable of addressing them. We are paying far too great a price for the use of our roads.

The days of believing that accidents were unavoidable are long past and progress made by countries such as Sweden, the United Kingdom and the Netherlands - countries which have been working hard for years to address road safety issues - has certainly shown us the course that should be adopted.

The European Union strongly committed itself to the fight against road accidents in 2001 with the approval of the White Paper entitled “European Transport Policy for 2010: the Hour of Truth.” Chapter III of the paper is dedicated to road safety issues and sets the ambitious objective of halving the number of road fatalities by the year 2010.

In 2003, the European Commission approved the European Road Safety Action Programme, which insists that isolated initiatives do not work and that road safety needs to be addressed at all levels and in a coordinated fashion. Specific goals must be set and evaluated over time and measures must be identified which permit the realisation of these objectives. In the same document, the Commission recommends the development of strategic plans and establishes the guidelines that should be followed for their creation.

These recommendations, along with the political commitment of government representatives, have been the driving force behind the development of the Road Safety Strategic Plan 2005 - 2008.

Its development was based on three fundamental concepts. The first was the analysis of existing documentation. The second involved interviewing the principal organizations, associations and agencies that work to improve road safety - this was done in the hopes that they too would feel as though they had a stake in the Strategic Plan. The last basic concept involved the investigation of the best existing international road safety models and practices.

It is important to point out that the developmental process of the Plan included the consultation and participation of society at large. This was considered to be an essential factor to ensure that the different concerns and points of view of the public - as manifested in the dialogues carried out by the High Council for Road Safety, which informed upon the document in its plenary session on the 27th October 2005 – were reflected in the plan.

The general objective of the Plan is a reduction in the number of fatalities by 40% over the period that it is in effect, using data from 2003 as a reference point. This would correspond to the European objective of halving road fatalities by the year 2010.

The contents of the plan parallel those of neighbouring European countries and should lead to the achievement of results similar to those that they have obtained.

The Strategic Plan is the road map that should guide road safety policy over the next few years. It is a necessary initiative to allow an integral and rigorous political approach to the issue and it is a significant step forward in the Public Administrations' fight against road accidents.

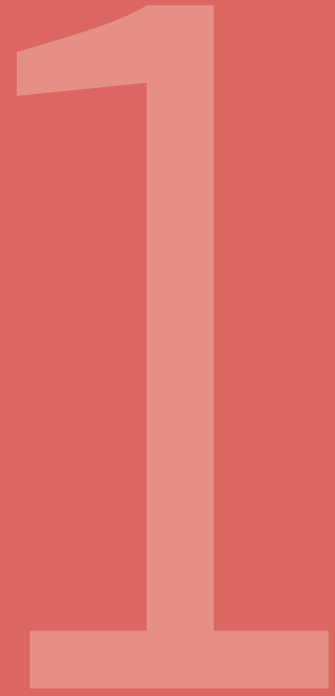
Furthermore, the Plan is the product of a structured effort to integrate the culture of road safety into our country, to achieve the social rejection of improper conduct, and to consolidate a new approach to addressing issues related to road accidents. The measures proposed by the various Ministerial Departments involved are described in the document. Other Administrations, whether those of the Autonomous Communities or local governments, are invited to develop their own road safety plans.

The fight against road accidents is a shared responsibility in which all citizens and all Administrations have a stake. Now we have an exceptional opportunity to demonstrate our capacity to mobilize our forces and to work. Success or failure will affect all of us because this is an issue that touches every member of our society.

José Antonio Alonso

Minister of the Interior

Vision



Vision

The enormous economic, social and human consequences of road accidents demand political priority and call for a social movement capable of confronting the exorbitant price we pay for the use of our roads.

As a continuation from previous years (see graph below of the road safety timeline in Spain) and with the goal of promoting and directing social action and addressing the hopes and expectations of citizens, the Traffic General Directorate has led the development of a Road Safety Strategic Plan 2005-2008.

It is a Plan that is open to broad participation which has been informed upon by the High Council for Road Safety and approved by the Interministerial Road Safety Commission.

1976	Creation of the High Council for Road Safety and Traffic
1979	Restructuring of the High Council for Road Safety and Traffic
1980	First National Road Safety Programme
1981	First National Road Safety Programme (81-83)
1984	Triennial National Road Safety Plan (annual)
1985	Four-Year National Road Safety Plan (85-88)
1987	Incorporation of the Road Safety programmes of the various ACs (Autonomous Communities) into the National Plan
1989	Annual Road Safety Plan (until 2005)
1992	Road Safety Strategic Plan 1992-1999
1997	Creation of the Interministerial Road Safety Commission
2001	The European Commission sets the target of halving road deaths by the year 2010. Member countries of the EU adopt a planning model based on quantitative objectives.
2004	Incorporation of the Road Safety programmes of the different City Councils into the National Plan. Road Safety Strategic Plan (2005-2008) Adoption of Special Measures for Road Safety (2004-2005)
2005	Road Safety Key Strategic Action Plan (2005-2008)
...	Urban Road Safety Prototype Plan Implementation of Road Safety Key Strategic Action Plan (Action Plan 2006, 2007, etc.)

The aforementioned Strategic Plan consists of 3 fundamental components:

- Firstly, the Traffic General Directorate implemented a series of **Special Measures for Road Safety 2004-2005** directed towards achieving swift results.

1 Special Measures
for Road Safety
2004-2005

- Secondly, with the ultimate goal of assuring that the above measures have a lasting effect, it is essential that they are implemented in conjunction with the **Key Strategic Action Plan 2005-2008**. The public and the rest of the Administrations play a key role not only in the development but also in the implementation and follow-up of this part of the plan.

2 Key Strategic
Action Plan
2005-2008

- Finally, with the goal of addressing accidents on urban roads, the **Urban Road Safety Prototype Plan** was developed, oriented towards the definition of a basic methodology for action in this specific area of road safety policy.

3 Urban
Road Safety
Prototype Plan

Throughout this document, the **key actions** contained within the Key Strategic Action Plan 2005-2008 **will be addressed in detail**. The goals of the Plan will be outlined and the actions and control measures necessary for its implementation will be defined. Initially, the underlying premises for the Key Strategic Action Plan 2005-2008 are described, including:

- the **participative methodology** employed for its development
- the **European road safety context**
- the **conceptual framework** that directs the various elements of the Plan

Key Strategic
Action Plan
2005-2008

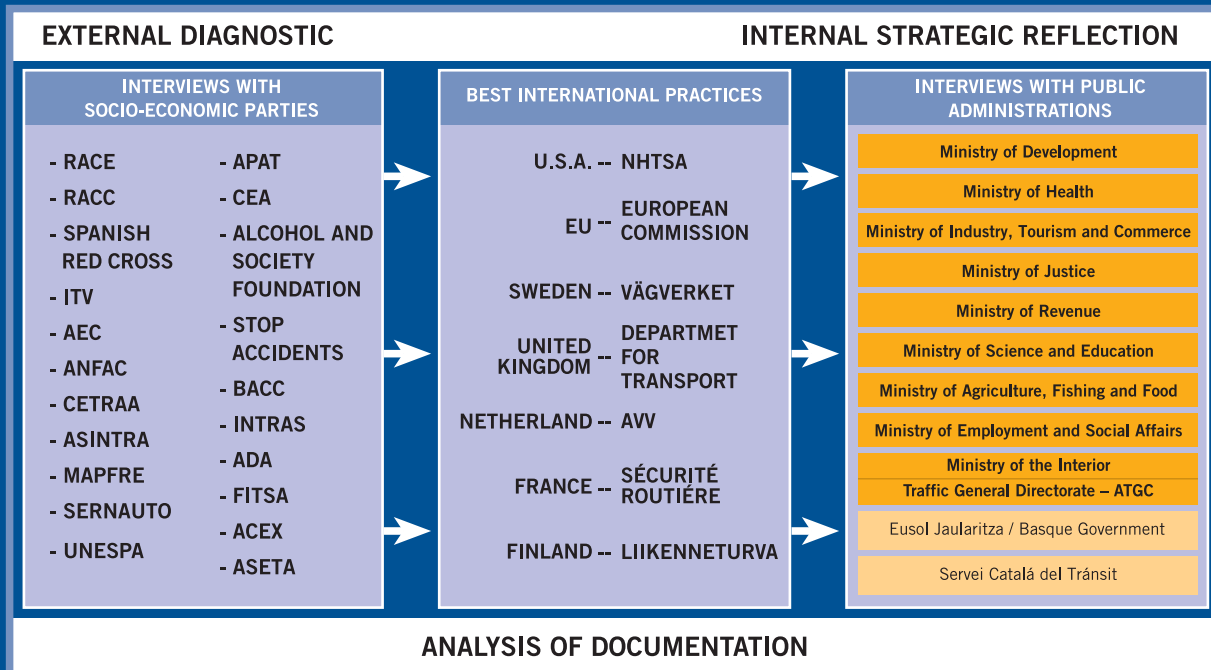


Key Strategic Action Plan 2005-2008

The process of reflection initiated by the Road Safety Strategic Plan 2005-2008 can be understood as a **systematic set** of inter-related elements since, in addition to contributing to a reduction in road accidents, it should also help us **to identify** the different **parties** involved and **to determine** the measures that will directly or indirectly improve road safety. The agents and organizations involved, as well as the proposed plans for action are outlined in detail in this Key Strategic Action Plan 2005-2008.

2.1 Development of the Plan

This document (Key Strategic Action Plan 2005-2008), as well as the entire Strategic Plan, **has been developed based on 3 fundamental concepts:** an analysis of the existing documentation, interviews with a significant cross-section of the parties/bodies involved and an investigation of the best practices at the international level.



2.1.1 Existing Documentation

Information contained in the yearbooks and reports of the Traffic General Directorate (DGT), as well as that contained in road safety documentation provided by other public and private entities, **was collected and analyzed** to form a basis for the plan.

2.1.2 Interviewing of the Parties Involved

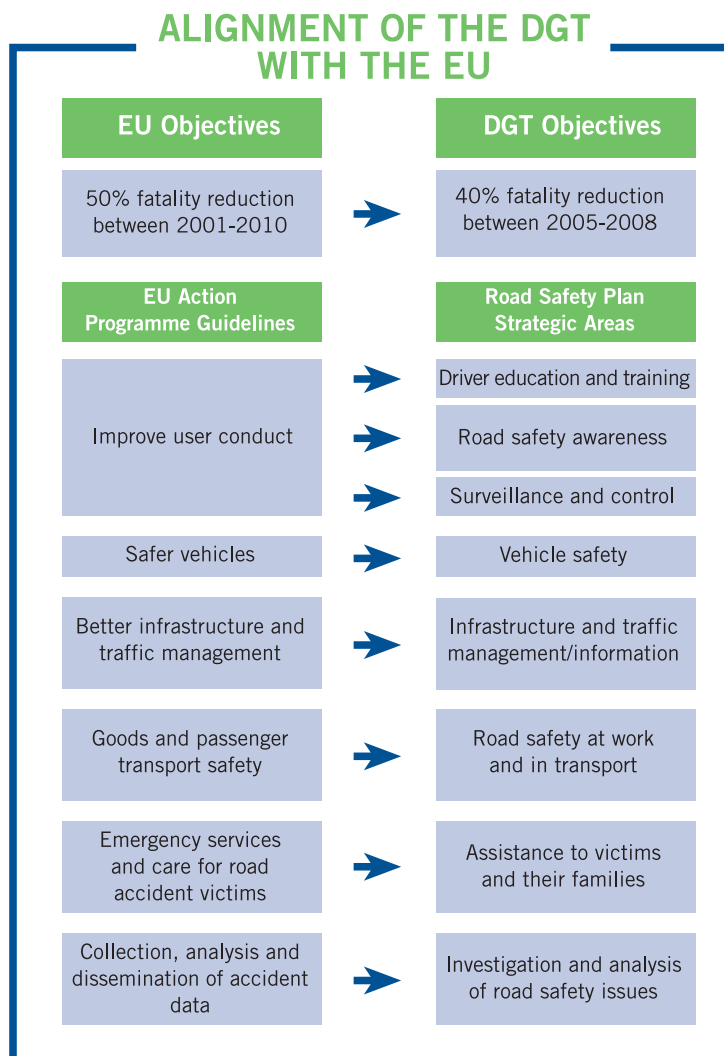
The Plan was conceived as an open and participative document. Thus, its development required the **agreement and collaboration** of all Administrations professional, social and economic entities and bodies involved with road safety in our country. The opinions gathered from the debate that was generated served to identify **priority issues** and to devise the **most effective measures** for dealing with them, based on the invaluable documentation and information provided by each of the participants.

2.1.3 Best International Practices

After finding and analyzing international road safety policies and practices, those that could best be utilized to orient the measures adopted in this country were identified. The European Action Plan together with the practices adopted by different **European countries comprise** a European context for road safety, which should always be taken into consideration.

2.2 Road Safety in Europe

With the Key Strategic Action Plan 2005-2008, the DGT has made a commitment to join the European initiative, aligning its goals and strategies with the objectives and guidelines proposed in the **European Road Safety Action Programme**, outlined in the graph below.



With respect to the analysis of European road safety, the **European Road Safety Action Programme** could not be clearer in stating that:

1. All countries face the **same** road safety **problems**

2. The **principal causes of accidents and injuries are well known:**

- **Overspeeding** or inappropriate speed relative to road or weather conditions
- **Consumption of alcohol and drugs** and the **fatigue** factor
- **Failure to use retention systems (safety belts) or crash helmets**
- **Insufficient protection** offered by vehicles in the case of a collision
- Existence of **high accident-risk road sections**
- **Non-compliance** with driving and **resting** times by professional drivers
- **Failure to respect safety distances** and the practice of **illegal manoeuvres**

3. **Some segments of the population** are especially implicated in road safety issues, including **young people between the ages of 15 and 24**, the elderly and **the most vulnerable users** (pedestrians, cyclists, motorcycle and moped riders).

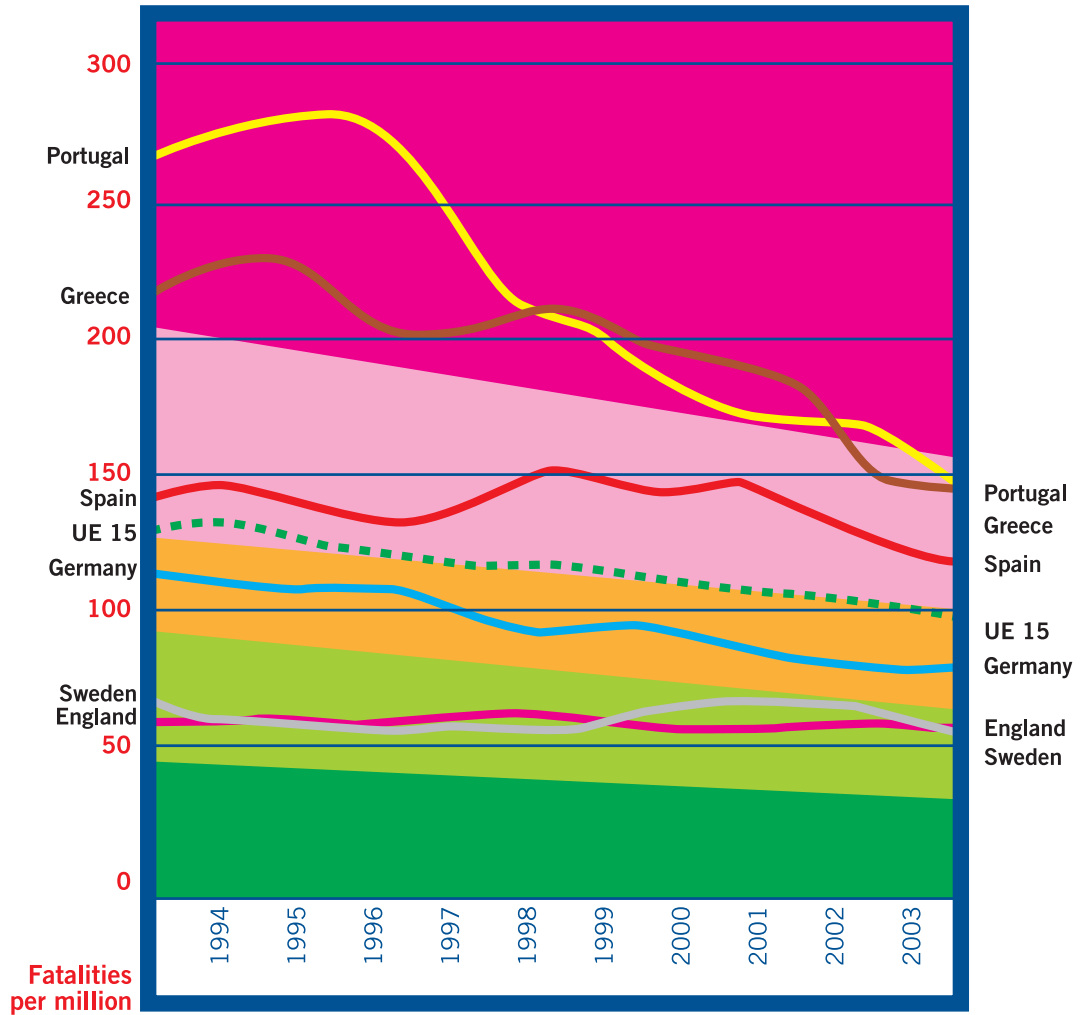
Despite the clarity of this analysis, each year in Europe around **40,000 people** are killed in road accidents and **1,700,000 are injured**. The total cost is estimated at around 160 billion euros, about 2% of the Gross National Product.

However, over the course of recent years, the fight to reduce road accidents has begun to show results. There is no doubt that a positive trend is occurring with respect to road safety issues. There has been a **significant reduction in fatalities at the European level**, and the differences between countries are becoming less significant every year.

Certainly the change in the number of road fatalities must be considered in the context of the strong increase in mobility seen in the EU over the past decade. While the number of **fatalities decreased by 48% between 1970 and 2000**, **traffic levels in the EU have doubled**, although differences between the different Member States do exist.

Within this general context of a reduction in mortality rates, the **mortality trends vary between countries**, as reflected in the following graph "*Road fatalities per million inhabitants EU-15, trend 1994-2003*" with a national focus being essential when it comes to determining road safety policies.

ROAD FATALITIES PER MILLION INHABITANTS EU-15, TREND 1994-2003 (source: CARE)

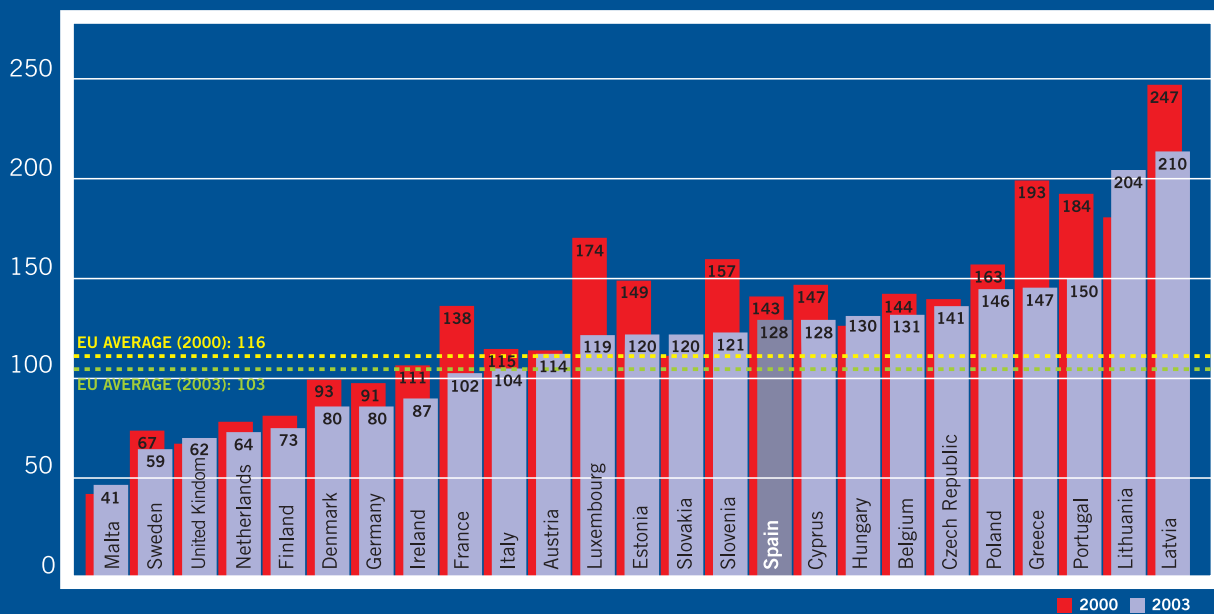


- **Critical level**
There are no EU15 countries at this level. It is considered to be a level for countries that are underdeveloped in road safety matters
- **Medium level**
Portugal, Greece, Belgium, **Spain**, Luxembourg, Austria, Italy, France
- **High level**
Ireland, Germany, Denmark, Finland
- **Leading level**
Netherlands, England, Sweden
- **Target level**
Level of the most ambitious Road Safety Plans not yet met by any country

Using the road accident fatality rate per million inhabitants as an internationally adopted standard for comparison, **more or less significant decreasing trends can be seen** over the course of the past decade that allow us to form groups or “levels” of countries with similar trends.

In this respect, Spain would be situated at the “medium level” with **128 fatalities per million inhabitants** in 2003. This is still very far from the countries that are traditionally leaders in matters of road safety, but it does represent a notable reduction in mortality rates over the last few years (**44% reduction 1991-2003**).

FATALITIES PER MILLION INHABITANTS EU-15, 2003 AND 2004 (source: CARE)



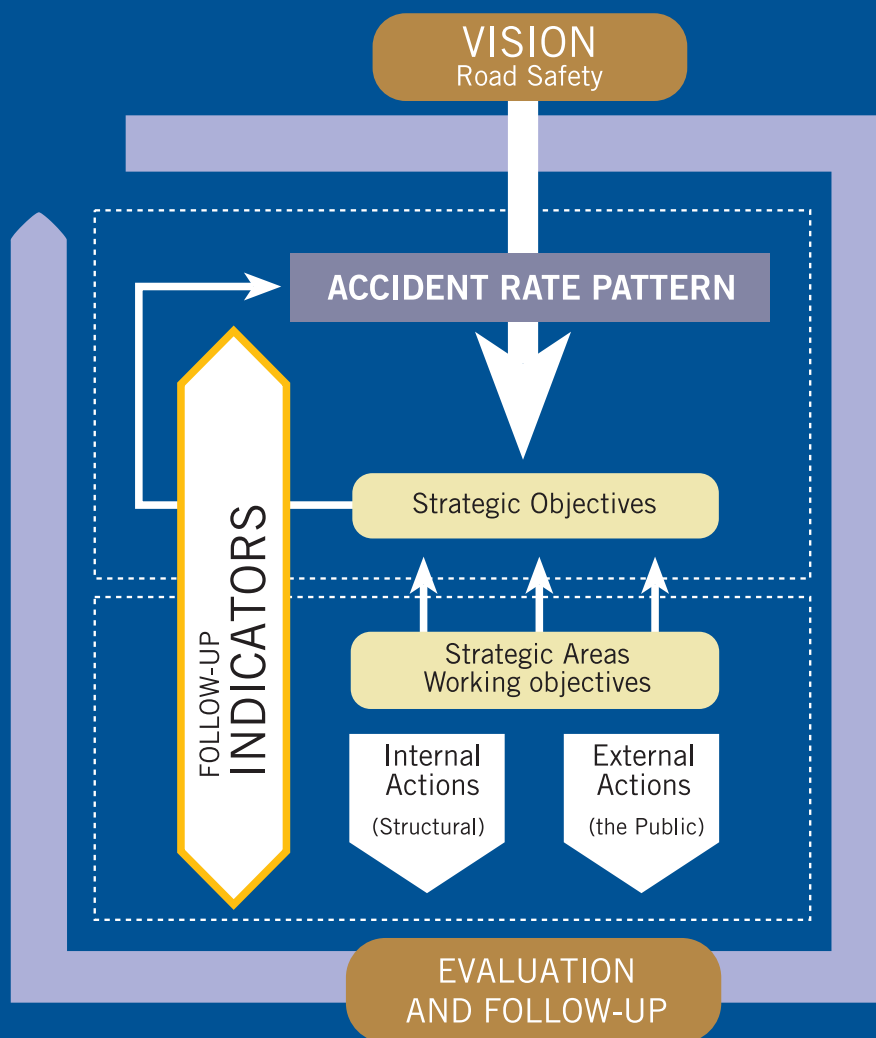
2.3 Conceptual Framework of the Plan

In light of the European road safety context described above, we are presented with the **opportunity and the need** to confront a longstanding challenge: to equip ourselves with a **medium-term strategic plan** for road safety.

This strategic plan should necessarily include the following components to create a **basic conceptual framework**:

- A **challenging approach** in line with that of our neighbouring countries.
- A **constant analysis** of the defining characteristics of the accident rate and its context in Spain.
- A **set of objectives** established by means of the historical analysis of accident rates, an examination of current accident patterns, and the necessary alignment with our ultimate vision.
 - Strategic objectives that comprise our overall vision, derived from the specific analysis of accident rates in Spain.
 - Working objectives or specific objectives associated with each action, whose achievement should indirectly influence the strategic objectives identified.
- A **set of actions** grouped into 8+2 strategic areas, or action scope, on a timeline. These should represent an adaptation of the priority diagram of the European Action Programme to the situation in Spain.
 - Road safety education and training
 - Road safety awareness
 - Surveillance and control
 - Vehicle safety
 - Infrastructure and traffic management/information
 - Road safety at work and in transport
 - Assistance to victims and their families
 - Research and analysis of road safety
 - Coordination between Administrations
 - Public participation

- A **system of indicators** associated with the strategy that allow constant follow-up and control of the situation as well as effective decision-making and management at all times.
- A **follow-up and control model** that assures a constant self-evaluation of the Plan for its compliance with the proposed vision and objectives.



These elements will serve as the **backbone** for an open and living Key Strategic Action **Plan** 2005-2008, in which the participation of all the parties involved is hoped for, allowing the various contributions and concerns of all affected areas of society to be addressed.

Road Safety in Spain

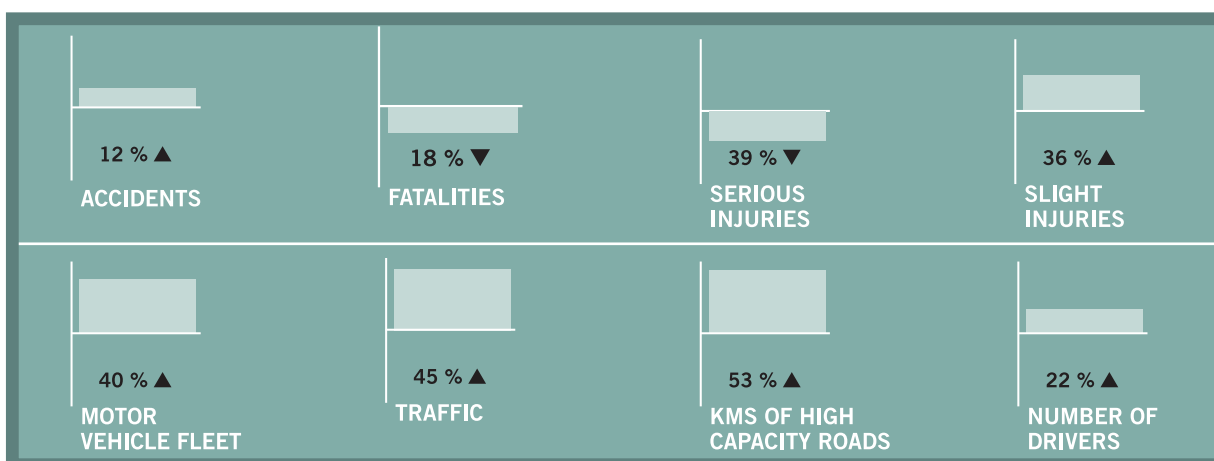


Road Safety in Spain

3.1 Road Safety Context in Spain

An analysis of all of the variables pertinent to road safety is essential in order to make decisions and to correctly orient the various measures to be adopted. Some of the key statistical information defining **the current road accident rate situation in Spain** is outlined below¹:

10-YEAR TREND



1) Data taken from DGT Statistical Yearbooks 1995-2004 and from Road Safety National Observatory reports.

Casualty accidents	Fatalities (within 24 hours)	Serious Injuries (within 24 hours)	Slight Injuries
Average 1980-1984: 69,058	Average 1980-1984: 4,785	Average 1980-1984: 32,501	Average 1980-1984: 75,861
Average 1985-1989: 96,656	Average 1985-1989: 5,943	Average 1985-1989: 46,596	Average 1985-1989: 103,743
Average 1990-1994: 89,065	Average 1990-1994: 6,014	Average 1990-1994: 43,610	Average 1990-1994: 89,683
Average 1995-1999: 90,124	Average 1995-1999: 4,841	Average 1995-1999: 34,858	Average 1995-1999: 97,029
Average 2000-2004: 98,910	Average 2000-2004: 4,671	Average 2000-2004: 26,404	Average 2000-2004: 121,349

Source: DGT Data Base of casualty accidents including highway and urban areas, considering fatalities after 24 hours

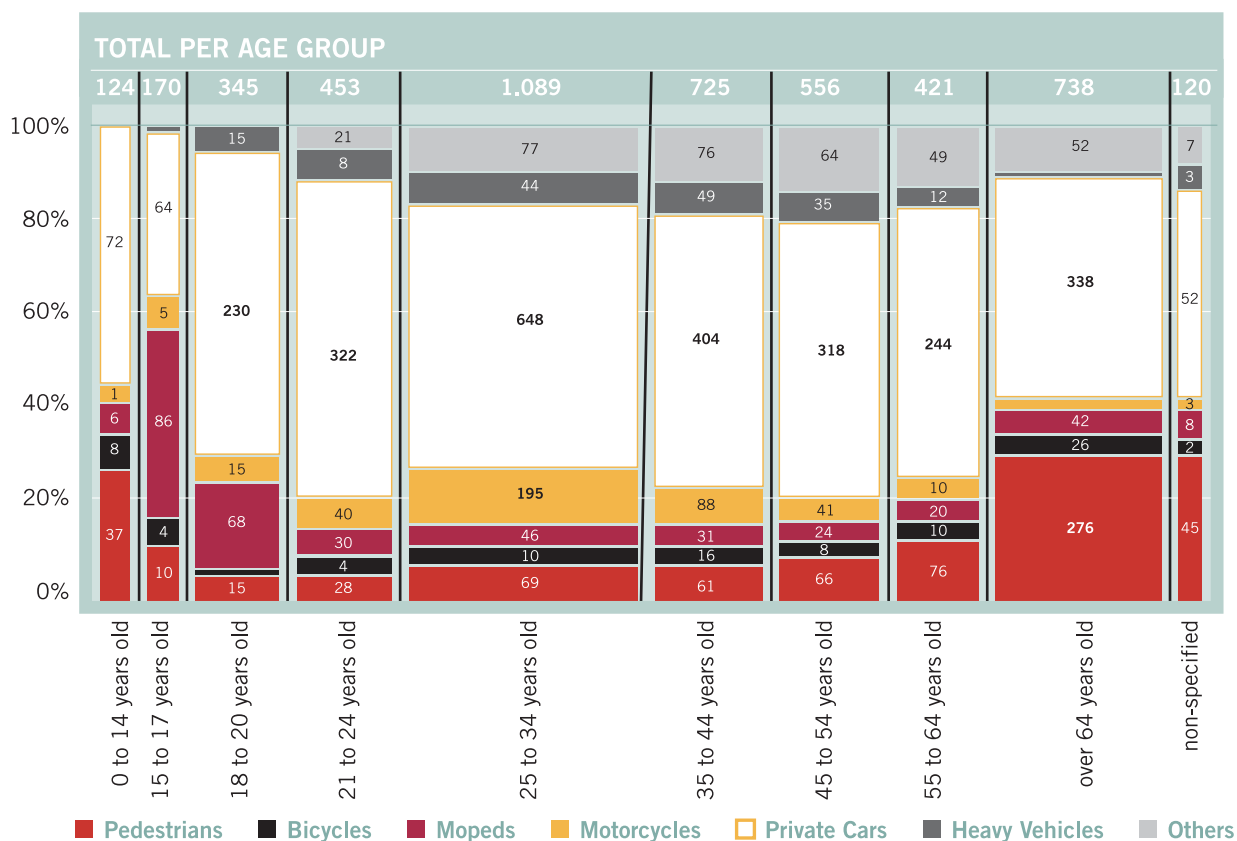
- Over the course of the past decade (1995-2004), **notable decreases** in the **fatality** (18%) and **serious injury** (39%) numbers can be seen. In 2004, there were 4,741 fatalities and 21,805 serious injuries.
- Conversely, over the same period the number of **slight injuries increased** (36%), reaching their historical maximum in 2003 (124,330). In 2004, there were 116,578 slight injuries.
- The number of casualty accidents has suffered an increase of 12% (1995-2004), according to the data supplied by **insurance companies**.
- **The size of the vehicle fleet** was around 28 million vehicles in 2004. The vehicle fleet has seen a spectacular increase of more than 40% over the past decade.
- **Traffic volume** (vehicles/km) has increased by 45% over the past decade.
- The **amount of high capacity road** has increased by 53% since 1995.
- The **number of drivers** (23 million in 2004) increased by 22% between 1995 and 2004. Half of the drivers in Spain are under 40 years old.
- In 2004, 2,718,666 traffic checks² Number of total checks based upon data from the Civil Guard Traffic Division were carried out which represents 12% of the total driver census.
- The **number of reported infractions per vehicles** shows a reduction of 22% over the past 10 years. In 2004, **driving licences were withdrawn** from a total of 169,055 drivers.

2) Number of total checks based upon data from the Civil Guard Traffic Division

3.2 Accident rate pattern for Spain in 2004

The accident rate pattern is detailed below using a series of graphs and data that allow a better understanding of the magnitude of the problem and help with its analysis. Organized with respect to the **three basic elements** of road safety (user, vehicle, and road), as well as **two complementary aspects** (temporal factors and accident rate/severity factors), the accident rate pattern for Spain in 2004 is comprised of the following information³:

FATALITIES PER AGE GROUP AND TYPE OF VEHICLE, 2004



3) Data taken from DGT Statistical Yearbook 2004 and from Road Safety National Observatory reports 2004

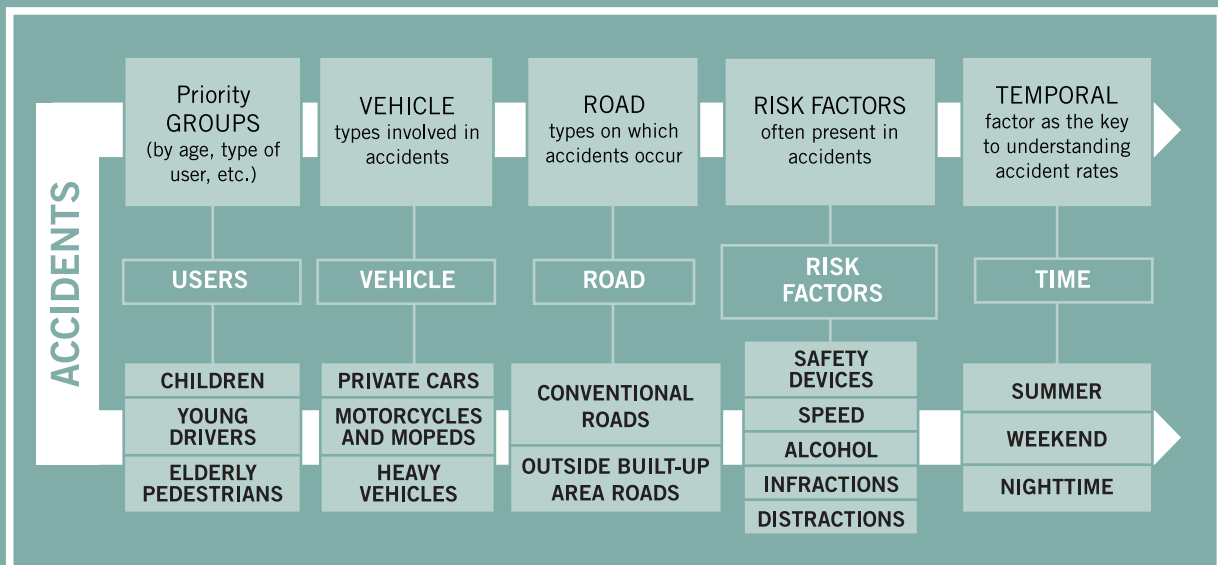
■ With respect to the following **groups of USERS** involved in accidents, it can be established:

- **Children.** 59% of the fatalities in this age group (0-14 years old) were passengers in the vehicle when they died.
- **Young people.** The age group from 18 to 20 years old has the highest accident mortality rate. Young people from 15 to 24 years old make up 20% of the total fatalities but represent only 12% of the population.

Road accidents are the number one cause of death for people under the age of 39.

- **The elderly.** Elderly persons involved in accidents suffer more serious injuries than the rest of the age groups (7% are killed and 22% seriously injured as compared with 3% and 15% for the rest). 40% of pedestrians killed belong to the over 64 age group.

ACCIDENT RATE PATTERN FOR SPAIN IN 2004



- With regard to the following **types of VEHICLES** involved in accidents we can conclude:
 - In 81% of road accidents, **private cars** are involved.
 - **Motorcycles** are involved in 70% of the accidents that occur in urban areas.
 - Collisions are the most common form of accident representing 65% of the cases.
 - **Mopeds** are involved in 20% of the total number of accidents, quite a high percentage considering the fact that they make up only 8% of the vehicle fleet.
 - 57% of fatalities were private car occupants.
 - 17% of fatalities were riding motorcycles.
 - 18% of road fatalities occurred in accidents involving at least one **heavy** vehicle.

- With regard to the **type of ROAD**, the following characteristics can be observed:
 - **Conventional roads** continue to be the **most dangerous** accounting for 73% of the accidents and 76% of fatalities. Motorways accounted for 8% of the accidents and 7% of fatalities while highways constituted 19% and 17% respectively.
 - 53% of accidents took place in **urban areas**, accounting for 19% of the **fatalities**. Only 47% of the accidents occurred on **roads** (outside built-up area roads), but they accounted for **81%** of the **fatalities**.

- With regard to the **TEMPORAL distribution** of accidents, the following was observed:
 - During the **summer months** (1st July to 30th September), **26% of the accidents and 27% of the fatalities** were recorded.
 - **Most casualty accidents** occur on **Fridays** (16% of casualty accidents), but **most fatal accidents** were recorded **on Sundays** (18% of fatalities).
 - **49%** of road fatalities among **young people** between the ages of 18 and 24 occur on a **Saturday or Sunday**.
 - The greatest number of **casualty accidents and fatalities** occur between **the hours of 6:00-8:00 p.m.** Other peak accident rate times include 7:00-8:00 a.m. and 2:00 p.m.

- **52% of road fatalities** among **young people** between the ages of 18 to 24 **occur at night**.
- Although **night-time** is the period of the day with the lowest traffic volume, it is the **most dangerous**, accounting for 37% of the fatalities.
- **42% of road fatalities** in 2004 occurred **between 3:00 p.m. on Friday and 12:00 a.m. on Sunday**. Most fatalities over the course of the year were recorded on Sundays at around 6:00 a.m.

■ With regard to the following **ACCIDENT RATE/SEVERITY FACTORS** we can conclude:

- **Alcohol** was a factor in approximately **36%** of driver fatalities while the percentage of positive alcohol test results in preventative control measures is 4%.
- **Overspeeding** was a factor in **15%** of the accidents and in **29%** of **fatal accidents**.
- **37%** of those killed in accidents involving private cars were not wearing their **safety belts**.
- **25%** of those killed in motorcycle or moped accidents were not wearing a **crash helmet**.
- **In more than 85% of fatal accidents one of the drivers** involved had committed an **infraction**.
- In **74%** of fatal **pedestrian** accidents, the pedestrian had committed an **infraction**.
- **Distraction** was a contributing factor in **39%** of accidents.

Despite the improvements seen in some of the figures in recent years, the current situation is still alarming and constitutes a **problem of the highest magnitude**.

Given the current situation, in order to achieve our future goal of reducing the number of accidents as well as their severity we must:

- Establish a set of goals or **intermediate OBJECTIVES** to **direct our day-to-day efforts**.
- Plan a series of **ACTIONS** **targeted at addressing the priority problems identified**.

Plan
Objectives

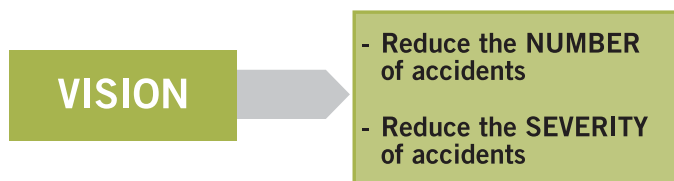


Plan Objectives

4.1 Plan Strategic Objectives

4.1.1 A challenging approach

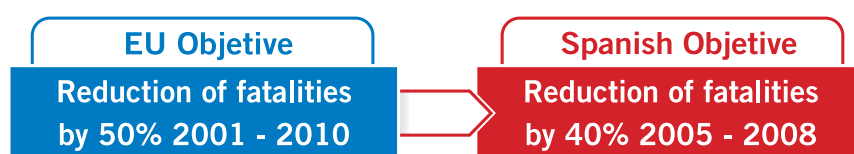
In line with EU Directives regarding road safety, the different countries have set ambitious goals for improving road safety. Similarly, the Strategic Plan in Spain proposes a **vision of the future** based on a continued **reduction both in road accidents as well as their severity**. These are our challenges.



4.1.2 General objective of the Plan: reduce road fatalities by 40% by the year 2008

The Spanish Road Safety Strategic Plan establishes the **general objective** of **reducing road accident fatalities** (within 30 days) **by 40% in the period from 2005-2008**, using 2003 as the reference year for the calculation.

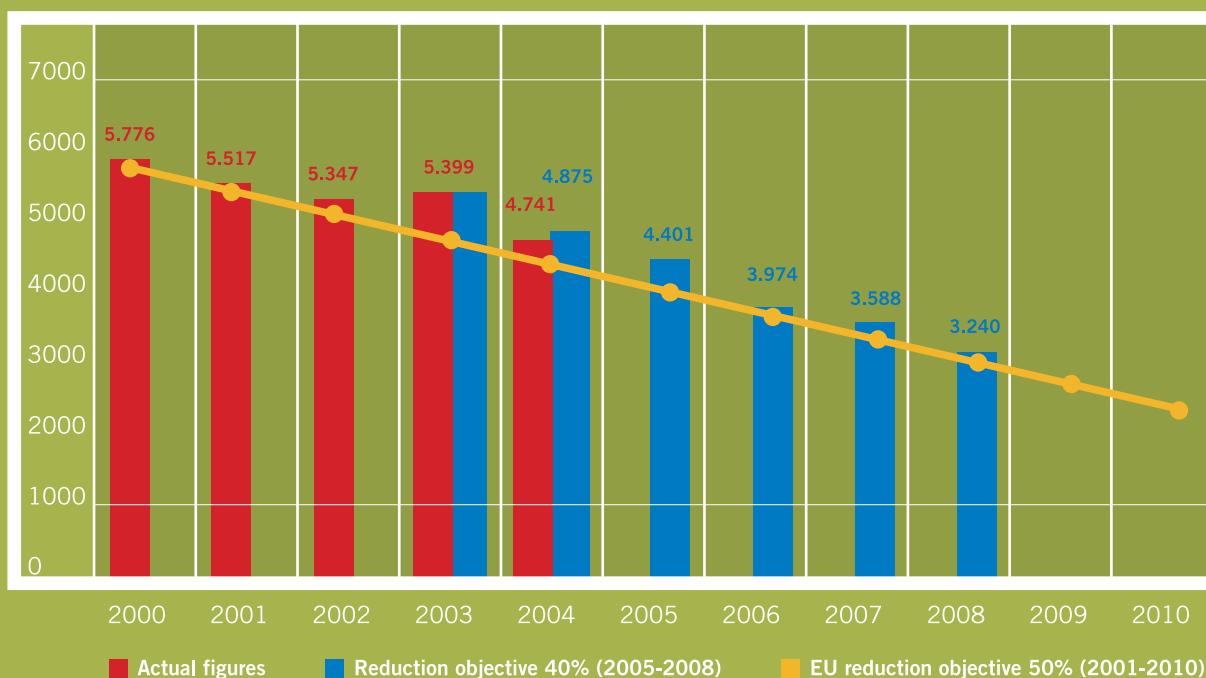
When compared with the international road safety context, it is an **ambitious objective**, in line with the European target of halving road accident fatalities by the year 2010 and clearly **focussed on improving** the road safety situation in Spain.



INTERNATIONAL OBJECTIVES

COUNTRY	REFERENCE YEAR	TARGET YEAR	FATALITY REDUCTION GOAL
NETHERLAND	1998	2010	-30%
FINLAND	2000	2010	-37%
SWEDEN	1996	2007	-50%
UNITED KINGDOM	1994-1998	2010	-40%
EU	2000	2010	-50%
SPAIN	2003	2008	-40%
AUSTRIA	1997	2005	-10%
CANADA	1991 - 1996	2008 - 2010	-30%
U.S.A.	1996	2008	-20%
NEW ZEALAND	1999	2010	-42%

GENERAL OBJECTIVES FOR THE REDUCTION OF ROAD FATALITIES IN SPAIN AND IN THE EU



4.1.3 Strategic objectives

In an attempt to better define our future vision of road safety and **considering the existing accident rate pattern** in our country, a broader set of **strategic objectives** has been established in the Key Strategic Action Plan 2005-2008 with the conviction that the pursuit of these quantitative objectives over time will guarantee, beyond any doubt, an improvement in road safety in Spain.

Arranged according to their **impact** on the **three basic elements** of road safety (user, vehicle, and road) and **two other complementary aspects** (temporal factors and accident rate/severity factors) - in the same fashion as our accident rate pattern, the aforementioned strategic objectives are as follows:

STRATEGIC OBJECTIVES

		USERS	VEHICLE	ROAD	FACTORS	TIME
1	Reduction of the total fatalities in accidents per million inhabitants					
2	Reduction in the total number of fatalities/serious injuries					
3	Reduction in the ratio of fatalities per 100 casualty accidents					
4	Reduction of the total no. of casualty accidents					
5	Reduction of the number of motorcycle riders between 15 and 20 years old killed/seriously injured in casualty accidents					
6	Reduction in the number of minors (<18 years old) killed/seriously injured as passengers in private car casualty accidents					
7	Reduction in the number of private car drivers between the ages of 18 and 34 killed/seriously injured in casualty accidents					
8	Reduction in the number of private car drivers/motorcycle riders >34 years old killed/seriously injured in casualty accidents					
9	Reduction in the number of pedestrians >49 years old killed/seriously injured in road accidents in urban areas					
10	Reduction in the total number of killed/seriously injured in summer (July and August)					
11	Reduction in the total number of killed/seriously injured on weekends					
12	Reduction in the percentage of young people between 18 and 29 years old killed/seriously injured in casualty accidents on weekends					
13	Reduction in the average age of the vehicle fleet					
14	Reduction in the total number of mopeds involved in casualty accidents on urban roads					
15	Reduction in the total number of motorcycles involved in casualty accidents					
16	Reduction in the total number of heavy vehicles for goods transport involved in casualty accidents on roads and conventional roads					
17	Reduction in the percentage of drivers exceeding the speed limit with respect to the total number of drivers checked on the road					
18	Increase in the total number of alcohol roadside checks (in millions) until 20% of the driver census is achieved					
19	Reduction in the percentage of fatalities among drivers with blood-alcohol levels >0,3 g/l					
20	Increased use of front and rear-seat safety belts in urban areas and rear-seat safety belts on the road					
21	Increased use of crash helmets by moped riders in urban areas					
22	Reduction in the total number of killed/seriously injured per type of road (motorway, highway, conventional road)					
23	Reduction in the number of road accidents involving vehicles leaving the road					
24	Reduction in the number of road casualty accidents with contributing factors associated with the road (road condition/signposting, construction zones)					
25	Reductions in the total number of "black spots"					
26	Reductions in the number of fatalities per 100 accidents in "black spots"					

For these strategic objectives a **control diagram** (see following page) has been designed that:

- Will allow **follow-up** of the progression of major road safety issues
- Will make continuous **comparison** with other countries possible
- Will guarantee **decision-making** that is always in line with the proposed strategy

Utilizing the information sources and support systems currently available, the control diagram for strategic objectives attempts to include the **principle existing road safety problems**, establishing the following for each of the objectives:

- **Historical data** related to the issue (DGT data from the year 2000)
- **A reference year** for the issue (DGT data from 2003)
- **A quantitative objective for 2008** determined with respect to the analysis of the historical data, the overall objective of the Plan, and the evaluation by the Traffic General Directorate

This control diagram should constitute a **tool under constant revision and improvement**. It should be continually adapted to current road safety problems in Spain, to the available sources of information, and to the trends seen in the associated indicators at the EU level.

4.2 Working objectives

Once the control diagram for strategic objectives – which takes into account the priority road safety problems in Spain - has been established, it will be essential to determine the measures necessary to make progress towards these objectives.

The **effective planning and development** of a set of **key strategic actions** (grouped in 8+2 strategic areas) will necessarily contribute to the improvement of road safety in our country and to the achievement of the proposed strategic objectives – although it may not be easy to establish a direct relationship between the two elements (key actions and strategic objectives).

For this reason, the design of a set of **working objectives or specific goals directly associated with the actions** has been proposed to facilitate the analysis, control, and reviewing of the completion of these actions and, thereby, the efficiency of the Plan as a whole.

These are, then, **working objectives or verifiable goals** associated with each action whose realisation will influence the achievement of the identified strategic objectives in an indirect way. These working objectives will be outlined in detail in section 5 “Key Strategic Actions 2005-2008.”

4.3 Control Diagram of Strategic Objectives

STRATEGIC OBJECTIVES		HISTORICAL 2000	REFERENCE 2003	TARGET 2008
1	Reduction of the total fatalities in accidents per million inhabitants	143	127	76
2	Reduction in the total number of fatalities/serious injuries	5,776 - 27,764	5,399 - 26,305	<3,250 - 21,000
3	Reduction in the ratio of fatalities per 100 casualty accidents	5,7	5,4	3,4
4	Reduction of the total no. of casualty accidents	101,729	99,987	95,000
5	Reduction in the number of motorcycle riders between 15 and 20 years old killed/ seriously injured in casualty accidents	194 - 2559	156 - 1796	<100 - 1,200
6	Reduction in the number of minors (<18 years old) killed/seriously injured as passengers in private car casualty accidents	141 - 785	158 - 827	100 - 353
7	Reduction in the number of private car drivers between the ages of 18 and 34 killed/seriously injured in casualty accidents	983 - 4,397	952 - 4,286	<500 - 3,000
8	Reduction in the number of private car drivers/motorcycle riders >34 years old killed/seriously injured in casualty accidents	1,022 - 3,573 105 - 532	1,060 - 3,922 113 - 723	<750 - 3,300 75 - 600
9	Reduction in the number of pedestrians >49 years old killed/seriously injured in road accidents in urban areas	261 - 1,200	204 - 957	<100 - 700
10	Reduction in the total number of killed/seriously injured in summer (July and August)	1,167 - 5,322	1,119 - 5,370	725 - 4,400
11	Reduction in the total number of killed/seriously injured on weekends	2,687 - 12,691	2,401 - 11,716	1,550 - 8,800
12	Reduction in the percentage of young people between 18 and 29 years old killed/seriously injured in casualty accidents on weekends	998 - 5,136	863 - 4,365	525 - 3,000
13	Reduction in the average age of the vehicle fleet	58% < 10 years	59% < 10 years	60% < 10 years
14	Reduction in the total number of mopeds involved in casualty accidents on urban roads	22,412	16,931	13,500
15	Reduction in the total number of motorcycles involved in casualty accidents	10,810	10,211	9,500
16	Reduction in the total number of heavy vehicles for goods transport involved in casualty accidents on roads and conventional roads	3,207	3,105	2,800
17	Reduction in the percentage of drivers exceeding the speed limit with respect to the total number of drivers checked on the road	-	31% (2005 data)	15%
18	Increase in the number of total alcohol roadside checks (in millions) until 20% of the driver census is achieved	1.7 (9.3%)	2.4 (11%)	4.6 (20%)
19	Reduction in the percentage of fatalities among drivers with blood-alcohol levels >0.3 g/l	41.2%	37.3%	20%
20	Increased use of front and rear-seat safety belts in urban areas and rear-seat safety belts on the road	48% F. 31% R. urban 41% R. road	61% F. 34% R. urban 45% R. road	90% F. 70% R. urban 75% R. road
21	Increased use of crash helmets by moped riders/passengers in urban areas	63% R. 36% P. <small>(data 2002 BEFORE special checked and controlled campaign)</small>	66% R. 51% P. <small>(data 2002 AFTER special checked and controlled campaign)</small>	95% R. 75% P.
22	Reduction in the total number of killed/seriously injured per type of road (motorway, highway, conventional road)	357 - 1,128 M 796 - 2,869 H 3,437 - 14,221 CR	370 - 1,219 M 713 - 3,142 H 3,309 - 14,212 CR	250 - 1,000 M 500 - 2,500 H 2,000 - 11,000 CR
23	Reduction in the number of road accidents involving vehicles leaving the road	17,421	19,420	17,000
24	Reduction in the number of road casualty accidents with contributing factors associated with the road (road condition/signposting, construction zones)	831	870	750
25	Reductions in the total number of "black spots"	850	959	860
26	Reductions in the number of fatalities per 100 accidents in "black spots"	8.1	5.6	5

Key Strategic Actions 2005-2008



Key Strategic Actions

2005-2008

The **key strategic actions 2005-2008** outlined below constitute the central element of this document.

These actions, supported by the conceptual framework described in the preceding pages, **delineate the strategic development** of road safety initiatives in Spain over the next few years. They should become the tools that facilitate the necessary **coordination** of the entities and parties involved.

While the actions set out in the following pages have varying effects on the reduction of fatal injuries, they have been described together with the objective of **assuring the quality of the overall focus**. These are a series of measures that must function as a whole.

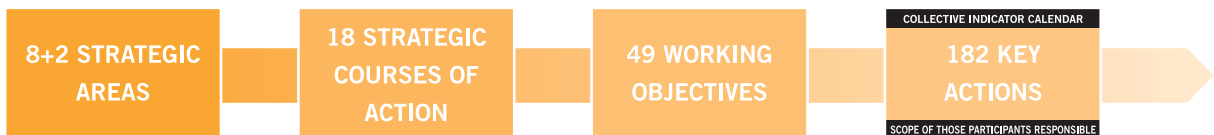
5.1 Key Strategic Action Plan 2005-2008 Outline

In the following pages, a set of **specific strategies and key actions** are outlined, **planned for the time horizon of 2008**. They are aimed at improving driver conduct, as well as the safety of vehicles and infrastructures while always striving towards the objectives of reducing the number of road fatalities (40% by 2008), the number of accidents, and their severity.

As detailed below, the **Key Strategic Action Plan 2005-2008** is structured according to the following outline:

- **Strategic areas:** *What are the priority areas in road safety over the next few years?* There are 10 general strategic areas (8 main ones + 2 complementary ones) which represent an adaptation of the priority outline of the European Action Programme (including 2 complementary or transverse areas) to the situation in Spain.
- **Strategic courses of action:** *Which courses of action should we concentrate our efforts on?* 18 courses of action have been established upon which the general strategic areas are structured.
- **Working objectives:** *Which specific objectives will be pursued for each course of action?* 49 specific working objectives will be pursued through the implementation of the strategies and courses of action. These objectives will indirectly influence the strategic objectives identified in the control diagram.

- **Key actions:** *Which actions and initiatives will be carried out on a day to day basis?* 182 key actions have been established by way of a participative process. They are separated into two distinct types of actions:
 - **Operating:** these strategic actions have been proposed to directly improve road safety and reduce accidents.
 - **Structural:** these actions are aimed at improving the internal functioning of the responsible entities/parties. They will be shown in a darker colour in the “Action Calendar”. Some examples might include revision of procedures, service quality improvement, organizational changes, as well as actions aimed at modernizing systems and internal training programmes, etc. *(in the majority of cases these are actions promoted by the Traffic General Directorate as leader and sponsor of the Plan. Actions proposed by other entities/parties in this respect have not been included in this document)*



In the following pages, the **contents of this diagram** are explained **in detail** in two sections: 5.2 “Principal Strategic Areas and Courses of Action” and in an appended document, the “Key Strategic Action Calendar.”

5.2 Principal Strategic Areas and Courses of Action

With the constant support and leadership of the Traffic General Directorate, the effective execution of the set of **strategic areas and courses of action** outlined in the Plan will necessarily require constant **coordination** between **Administrations**, the firm **commitment** of all parties and entities involved, as well as the **active participation** of the public.

A short graphic summary of the proposed strategic areas and courses of action (as well as the principal indicators) detailed in the following pages is presented below.

1 ROAD SAFETY EDUCATION AND TRAINING	PERFORMANCE INDICATORS
1.1 Road Safety Promotion	% of educational centres provided with Road Safety Education materials or activities
1.2 Licences and permits: improvement of the procedures associated with road training	Number of new drivers involved in accidents/total number of new drivers
1.3 Road safety refresher and awareness courses for drivers	% of drivers trained in courses/penalized
2 ROAD SAFETY AWARENESS	
2.1 Increase in social awareness about road safety	Opinion level regarding public concern for road safety Number of minutes/year of media coverage for each campaign
2.2 Preventative actions from the health field	% reduction of drivers killed who tested positive for alcohol; number of drivers killed using safety devices/total fatalities
3 SURVEILLANCE AND CONTROL	
3.1 Improvement of the measures and means for surveillance and control of user conduct on the road	Variation in the number of accidents in which the theme of each campaign (alcohol, speed, etc.) appears as a factor in the accident with respect to the average annual number of casualty accidents; percentage of penalties by automatic systems
3.2 Promotion of legal and procedural modifications to make disciplinary proceedings more effective	% of infractions reported within the time period
4 VEHICLE SAFETY	
4.1 Promotion of vehicle safety systems	Average age of the vehicle fleet
4.2 Improvement of the vehicle registration management system to provide more and better information about the vehicle fleet	Variation in the number of accidents in which the vehicle is a contributing factor with respect to the average annual number of casualty accidents
5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION	
5.1 Improvement of traffic management and information	Number of user consultations
5.2 Maintenance, upgrade, and creation of infrastructure and conditioning to improve road safety	Number of fatalities per vehicle/km Number of fatalities and injuries per vehicle/km
5.3 Improved use of infrastructure	Number of accidents in HRASs (high risk accident sites) Number of HRASs
5.4 Development of audits, studies and norms to improve road safety	Variation in the number of accidents in which the road is a contributing factor with respect to average annual number of accidents
6 ROAD SAFETY AT WORK AND IN TRANSPORT	
6.1 Training, awareness, and control of the transportation industry with respect to road safety	Number of accidents involving passenger and goods transport vehicles
6.2 Additional measures for road safety promotion in the transportation industry and at work	Average age of the heavy vehicle fleet
7 ASSISTANCE TO VICTIMS AND THEIR FAMILIES	
7.1 Improved assistance and aid to road accident victims and their families	Response times for accidents per road type and geographical location
8 ROAD SAFETY RESEARCH AND ANALYSIS	
8.1 Improvement in the collection, processing, analysis and dissemination of road safety information	Total % of information regarding injured persons input in the DGT data base with respect to total % of information: Health System
9 PUBLIC PARTICIPATION	
9.1 Empowerment of the High Council for Road Safety as a permanent forum for public participation	Number of Working Party meetings of the High Council for Road Safety
10 COORDINATION BETWEEN ADMINISTRATIONS	
10.1 Improvement in coordination between Administrations at different levels	Number of High Council for Road Safety Autonomous Community and city commissions meetings

5.2.1 Road Safety Education and Training

Mission Statement

“To achieve better road user conduct and more responsible, civic and safe driving habits”

Focal points

1. Better training

Increase road safety training for all road users, with special emphasis on road safety education in the school-aged population with the goal of promoting safer road habits.

Improve drivers' abilities through better training.

2. Improve processes

Improve the procedures for obtaining and renewing the administrative authorizations required to drive the various vehicle types.

Strategic courses of action and associated performance indicators

1 ROAD SAFETY EDUCATION AND TRAINING	PERFORMANCE INDICATORS
1.1 Road Safety Promotion	% of educational centres provided with Road Safety Education materials or activities
1.2 Licences and permits: improvement of the procedures associated with road training	Number of new drivers involved in accidents/total number of new drivers
1.3 Road safety refresher and awareness courses for drivers	% of drivers trained in courses/penalized

Working objectives

ROAD SAFETY EDUCATION AND TRAINING		USERS	VEHICLE	ROAD	FACTORS	TIME
1.1 A	Promotion of road safety contents in the educational curriculum					
1.1 B	Improvement of the available road safety support materials and activities for different education levels					
1.2 A	Modification of the driving theory test					
1.2 B	Modification of the requirements and test for obtaining a moped license					
1.2 C	Development of a new system for new drivers					
1.2 D	Improvement of the procedures for processing-issuing-renewing medical certificates, permits, and licenses					
1.2 E	Strengthening of training and quality control in Private Driving Schools, Driver Recognition Centres (DRC) and centres that offer refresher and awareness courses for the recovery of points					
1.3 A	Implementation of the penalty point driving license system					
1.3 B	Implementation of refresher and awareness courses for the recovery of points					
1.3 C	Promotion of voluntary courses on safe driving for drivers in general					

5.2.2 Road Safety Awareness

Mission Statement

“To make society aware of and involved in road safety”

Focal points

1. Information for prevention

The DGT will continue to lead the communication and awareness efforts aimed at road users, emphasizing the importance of preventative behaviours and the implications of health with respect to road safety, as a means to avoid accidents and reduce the number of deaths and injuries.

2. We are all involved in road safety

It is imperative to involve all areas of society in the road safety and accident prevention debate.

Strategic courses of action and associated performance indicators

ROAD SAFETY AWARENESS	PERFORMANCE INDICATORS
2.1 Increase in social awareness about road safety	Opinion level regarding public concern for road safety Number of minutes/year of media coverage for each campaign
2.2 Preventative actions from the health field	% reduction of drivers killed who tested positive for alcohol; number of drivers killed using safety devices/total fatalities

Working objectives

ROAD SAFETY AWARENESS		USERS	VEHICLE	ROAD	FACTORS	TIME
2.1 A	Awareness about the positive effects of preventative conduct on road safety					
2.1 B	Involvement of different areas of society in the debate about road safety and accident prevention					
2.2 A	Awareness and information about health and road safety					
2.2 B	Preventative intervention from the health sector regarding primary medical assistance and the abilities required for driving					
2.2 C	Participation and representation at international and European forums and organizations for health and road safety issues					

5.2.3 Surveillance and Control

Mission Statement

“To make driver discipline more effective”

Focal points

1. More and better surveillance

The human and technical resources dedicated to the surveillance and control of the road network will be increased and their use optimized.

2. More effective penalties and procedures

Charges formulated for road safety infractions will be made known as quickly as possible to facilitate their educational function, to lower the levels of recurrence, and to avoid improper allegations. Furthermore, legislative reforms that allow the optimization of penalization procedures will be promoted.

3. Involvement of judges and public prosecutors

Judge and public prosecutor awareness of and specialization in road safety issues will be promoted.

Strategic courses of action and associated performance indicators

3 SURVEILLANCE AND CONTROL	PERFORMANCE INDICATORS
3.1 Improvement of the measures and means for surveillance and control of user discipline on the road	Variation in the number of accidents in which the theme of each campaign (alcohol, speed, etc.) appears as a factor in the accident with respect to the average annual number of casualty accidents; percentage of penalties by automatic systems
3.2 Promotion of legal and procedural modifications to make disciplinary proceedings more effective	% of infractions reported within the time period

Working objectives

3. SURVEILLANCE AND CONTROL		USERS	VEHICLE	ROAD	FACTORS	TIME
3.1 A	Increase in surveillance and control by the ATGC (Civil Guard Traffic Division)					
3.1 B	Increase in surveillance and control through automatic systems for the detection of infractions					
3.2 A	Improvement of disciplinary procedures					
3.2 B	Promotion of legal reforms for road safety issues					
3.2 C	Involvement of the Justice Administration in the reduction of road accidents					

5.2.4 Vehicle Safety

Mission Statement

“To promote vehicle safety”

Focal points

1. Work towards safer vehicles

This will involve promotion and collaboration to ensure that vehicles are equipped with more and better safety equipment to protect drivers, passengers and pedestrians.

2. Renew and modernize the vehicle fleet

The collaboration of all parties is necessary to improve the safety of the vehicle fleet through its upgrade and modernization, and through more comprehensive vehicle registration procedures, revisions, and technical inspections.

Strategic courses of action and associated performance indicators

4 VEHICLE SAFETY	PERFORMANCE INDICATORS
4.1 Promotion of vehicle safety systems	Average age of the vehicle fleet
4.2 Improvement of the vehicle registration management system to provide more and better information about the vehicle fleet	Variation in the number of accidents in which the vehicle is a contributing factor with respect to the average annual number of casualty accidents

Working objectives

4. VEHICLE SAFETY		USERS	VEHICLE	ROAD	FACTORS	TIME
4.1 A	Promote an increase in active and passive vehicle safety					
4.1 B	Promotion of vehicle fleet renewal					
4.2 A	Modernization of vehicle registration systems					
4.2 B	Improve the quality of technical inspections based on vehicle safety criteria					

5.2.5 Infrastructure and Traffic Management/Information

Mission Statement

“To achieve safer traffic circulation and roads”

Focal points

1. Better traffic management and more information to users

Improved mobility management will make more and better information about the traffic and road situation available to users before and during their trip.

2. Safer roads with less HRASs

Intensify measures aimed at the upkeep, maintenance, improvement, and creation of infrastructure and conditioning, as well as its utilization, to improve the safety of State roads (in accordance with the Road Safety Section of the Infrastructure Plan by the Ministry of Development). The DGT will collaborate with the road proprietors to take action regarding high-risk accident sites on the road.

Strategic courses of action and associated performance indicators

5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION	PERFORMANCE INDICATORS
5.1 Improvement of traffic management and information	Number of user consultations
5.2 Maintenance/upgrade, upkeep and creation of infrastructure and conditioning to improve road safety	Number of fatalities per vehicle/km Number of fatalities and injuries per vehicle/km
5.3 Improved use of infrastructure	Number of accidents in HRASs Number of HRASs
5.4 Development of audits, studies and norms to improve road safety	Variation in the number of accidents in which the road is a contributing factor with respect to average annual number of accidents

Working objectives

5. INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION		USERS	VEHICLE	ROAD	FACTORS	TIME
5.1 A	Improvement of traffic management and information to the user before and during the trip					
5.2 A	Upkeep and maintenance of road network conditioning and infrastructure					
5.2 B	Upgrade of road network conditioning and infrastructure					
5.2 C	Creation of new road network conditioning and infrastructure					
5.3 A	Reduction of high risk accident sites (HRASs) and sections over the whole road network					
5.3 B	Improvement of road safety at road construction zones					
5.3 C	Implementation of actions to guarantee the safety of tunnel users on the road network					
5.3 D	Implementation of actions to guarantee safe traffic circulation on the road network in snowfall conditions					
5.3 E	Adaptation of the road network to the needs of cyclists and motorcycle riders					
5.4 A	Establishment and promotion of road safety designs/elements to be implemented on the road network					
5.4 B	Development of audit systems to improve road safety					
5.4 C	Development and updating of norms for the improvement of road safety					

5.2.6 Road Safety at Work and in Transport

Mission Statement

“To make the transportation of passengers and goods more safe”

Focal points

1. Awareness, continuous training, and mandatory refresher courses

Increased awareness, continuous training, and mandatory refresher courses for professional drivers will help revise and improve their knowledge, skills, and attitudes thus achieving greater safety levels for the transportation of goods and passengers.

2. Automatic and more effective checks

Control and discipline of professional drivers will be improved through measures such as the use of speed limiters, as well as digital and analogue tachometers. Furthermore, measures will be adopted to promote the surveillance and enforcement of safety belt use as well as studies and checks of driver health.

3. Collaboration and dialogue with the commercial sector to reduce work-related road accidents

Participation and dialogue with the commercial sector will be sought to facilitate the incorporation of new measures for increasing safety in commercial transportation. Companies should work to reduce road accidents through their workplace risk prevention plans.

Strategic courses of action and associated performance indicators

6 ROAD SAFETY AT WORK AND IN TRANSPORT	PERFORMANCE INDICATORS
6.1 Training, awareness, and control of the transportation industry with respect to road safety	Number of accidents involving passenger and goods transport vehicles
6.2 Additional measures for road safety promotion in the transportation industry and at work	Average age of the heavy vehicle fleet

Working objectives

6. ROAD SAFETY AT WORK AND IN TRANSPORT		USERS	VEHICLE	ROAD	FACTORS	TIME
6.1 A	Promotion of mandatory training and refresher courses for professional drivers					
6.1 B	Increase industry awareness to promote the active and passive safety of drivers and vehicles involved with the transport of passengers and goods					
6.1 C	Control and follow-up of road safety in the transportation industry					
6.2 A	Coordination between the Administration and the transport industry to push road safety at work					

5.2.7 Assistance to Victims and Their Families

Mission Statement

“To improve response times to accidents and assistance to the victims”

Focal points

1. Better response times

Coordination and response times for assistance and aid to victims will be improved; this is a fundamental concept in helping to reduce the number of victims and the severity of accidents, regardless of where they occur.

2. **More support and assistance after the accident**

Work towards and promote more and better legal and psychological assistance for accident victims and their families after an accident has occurred.

Strategic courses of action and associated performance indicators

7 ASSISTANCE TO VICTIMS AND THEIR FAMILIES	PERFORMANCE INDICATORS
7.1 Improved assistance and aid to road accident victims and their families	Response times for accidents per road type and geographical location

Working objectives

7. ASSISTANCE TO VICTIMS AND THEIR FAMILIES		USERS	VEHICLE	ROAD	FACTORS	TIME
7.1 A	Improvement of response times and the coordination of emergency services					
7.1 B	Increase assistance to accident victims and their families					

5.2.8 Road Safety Research and Analysis

Mission Statement

“To obtain coordinated and focussed information for improving road safety”

Focal points

1. Knowledge-based management model

Improved information-gathering techniques are necessary to allow decisions and actions to be better oriented towards an ongoing improvement in road safety. To this effect, the DGT will promote a knowledge-based road safety management plan, which will unite all of the Administrations and the rest of the parties involved.

2. Better coordination and dissemination of research studies

Research and study efforts must be targeted to improve their coordination and their relevance to priority actions and desired results.

Strategic courses of action and associated performance indicators

8 ROAD SAFETY RESEARCH AND ANALYSIS	PERFORMANCE INDICATORS
8.1 Improvement in the collection, processing, analysis and dissemination of road safety information	Total % of information regarding injured persons input in the DGT data base with respect to total % of information: Health System

Working objectives

8. ROAD SAFETY RESEARCH AND ANALYSIS		USERS	VEHICLE	ROAD	FACTORS	TIME
8.1 A	Improvement of road safety data collection and processing systems					
8.1 B	Improvement of practical coordination and orientation in road safety analyses, studies, and research					
8.1 C	Periodic publication of road safety data, reports and studies					

5.2.9 Public Participation

Mission Statement

“To work towards direct and effective participation from all segments of society”

Focal points

1. Active participation on the part of everyone

The structure and functioning of the High Council for Road Safety will be revised to make it an ongoing forum open to all entities whose objectives include working to improve road safety. Furthermore, other avenues will be explored to encourage participation and dialogue with other social, economic, and professional agents that might be involved with road safety in some way.

Strategic courses of action and associated performance indicators

9 PUBLIC PARTICIPATION	PERFORMANCE INDICATORS
9.1 Empowerment of the High Council for Road Safety as a permanent forum for public participation	Number of working party meetings of the High Council for Road Safety

Working objectives

9. PUBLIC PARTICIPATION		USERS	VEHICLE	ROAD	FACTORS	TIME
9.1 A	Modification of the structure and functioning of the High Council for Road Safety					
9.1 B	Participation in the High Council for Road Safety of entities and bodies related to road safety.					
9.1 C	Creation and consolidation of working parties within the High Council for Road Safety					

5.2.10 Coordination between Administrations

Mission Statement

“To achieve greater coordination of efforts and actions between the Administrations”

Focal points

1. Coordinate and unite efforts

The various Administrations – at the National, Autonomous Community, and Local level – responsible for road safety issues should coordinate and unite their efforts and actions to improve road safety throughout the entire Country.

To this effect, some Autonomous Community and City Councils have already developed their own Road Safety Strategic Plans that are now undeniably part of the commitment and effort towards road safety in our country.

- Catalonia: Pla de Seguretat Vià'eOria 2005-2007
- Castile and Leon: Road Safety Strategy in Castile and Leon 2004-2008
- Navarra: Navarra Road Safety Strategy 2005-2012
- Basque Country: Road Safety Strategic Plan 2003-2006 for the Basque Country Autonomous Community

Other Communities such as Madrid, Galicia and Asturias are in the process of developing their own road safety strategic plans.

Strategic courses of action and associated performance indicators

10 COORDINATION BETWEEN ADMINISTRATIONS	PERFORMANCE INDICATORS
10.1 Improvement in coordination between Administrations at different levels	Number of High Council for Road Safety Autonomous Community and city commissions meetings

Working objectives

10. COORDINATION BETWEEN ADMINISTRATIONS		USERS	VEHICLE	ROAD	FACTORS	TIME
10.1 A	Improvement of the general coordination between Administrations in matters of road safety and traffic					
10.1 B	Improvement of coordination between the National Government and the Autonomous Community Governments in matters of road safety and traffic					
10.1 C	Improvement of coordination between the National Government and Local Governments in matters of road safety and traffic					

System of Indicators for the Plan



System of Indicators for the Plan

Once the key actions that are to be undertaken over the following years have been decided, it is necessary to have an **efficient system of indicators** associated with the strategy. These will facilitate the continuous follow-up and analysis of the actual situation, allowing for effective management and decision-making.

Using the support systems and information sources currently available from the different entities/parties involved as a basis, the Key Strategic Action Plan 2005-2008 recognizes **3 types of indicators:**

- 1. Indicators of the strategic objectives control diagram:** associated with the strategic objectives of the Plan, these will allow **progress on the fundamental problems of road safety to be followed up**, make constant comparison with other countries possible, and try to guarantee decision-making that always corresponds to the proposed strategy.
- 2. Activity or fulfilment indicators:** these will permit following up the completion of each working objective through a **check for the implementation of each key action** (see “Key Strategic Action Calendar”)
- 3. Performance indicators:** these will facilitate the follow-up of completion of each working objective by means of a final analysis of the **impact and consequences of each key action** (see “Key Strategic Action Calendar”)

ACTIVITY INDICATOR	PERFORMANCE INDICATOR
Number of points deducted/given	Number of casualty accidents in the 1st year after implementation of the new driving license
Number of minutes/month-year of presence in each mass media	
Ratio of campaign penetration, ratio of message evaluation	Number of fatalities in the 1st year after implementation of the new driving license

As a fundamental part of the continuous process of **self-evaluation** of the Plan, those indicators that are seen to be inconsistent or incomplete will be identified, reviewed and modified throughout 2006.

During this period, **additional detailed information** regarding the **methodology associated with each indicator** will be made available to those who might be interested for each of the three types of indicators recognized:

- Exact definition of the indicator and its purpose
- Method of acquisition/measurement
- Frequency
- Those responsible for the measurements
- Source/origin of the information
- Current measurement and proposed

Name	Description	Strategic Course of Action	Objetives
No. of speed cameras installed in urban areas	Increase in the no. of speed cameras installed in urban areas	SURVEILLANCE AND CONTROL	Improvement of road user discipline through surveillance and control activities

Measurement

Responsible for measurement	Unit of measurement	Frequency of measurement	Form of measurement
Speed camera units RS National Observatory	No. of speed cameras installed in urban areas	Annual	By period
Calculation formula		Information source	Data acquisition system
No. of speed cameras installed in urban areas		External - Speed camera units installed in urban areas	City Councils that have agreements with the DGT

Analysis

Type of analysis possible:	Deployment of the indicator:	Cause/effect:
- Real - Comparative - Comparative with other countries		The indicator can be modified by the Organization (priority on speed reduction in urban areas/increase in the number of speed cameras)

Follow-up and Control Model for the Plan



Follow-up and Control Model for the Plan

The implementation of a Strategic Plan of this nature requires the definition of instruments that will facilitate its introduction. There is an even greater need for this in Spain where the scope of the different government agencies – at the National, Autonomous Community, and Local level - overlap.

The objectives of this section need to define the **administrative bodies and mechanisms** which allow for the leading and fostering of the working coordination of actions, agents and instruments involved in the Road Safety Strategic Plan. These objectives also require an **overall and dynamic follow-up** of the progress of actions included in the Key Strategic Action Plan 2005-2008.

The effective establishment and operation of these administrative bodies depends upon the **active participation** of all the parties involved and the ongoing acceptance and application of a series of agreed-upon values and principles.

The basic instruments or bodies created to carry out the aforementioned objectives are described below:

- Interministerial Road Safety Commission
- Steering Committee
- High Council for Road Safety
- Plan Administrator

BODIES

Interministerial Road Safety Commission

Vice-presidency of the Government

Ministers

Senior Ministry Officials



Steering Committee

Traffic General Director

General Directors of Ministries

Experts team

Traffic General Deputy Directors



High Council for Road Safety

Traffic General Directorate

Other Ministries Involved

ACs

Local Governments

Entities/Organizations

PLAN ADMINISTRATOR

DGT Road Safety
National Observatory

MEETINGS

INTERNAL FOLLOW-UP
MEETINGS

ANNUAL

BIANUAL

ANNUAL

7.1.1 Interministerial Road Safety Commission

Leadership and political commitment to the Plan depend upon political representatives at the highest levels. Their fundamental responsibilities will be:

- To provide the Plan with an **overall strategic approach**
- **To provide the Plan with the necessary resources** to achieve the objectives agreed upon by all the parties involved
- To review and ultimately approve the **control, follow-up and evaluation** of the implementation of the Plan
- **To approve the Road Safety Strategic Plan and the Action Plan** informed upon by the High Council for Road Safety
- To provide complementary support for the execution of the Plan through the continual **promotion** of road safety whenever the opportunity arises

These Plan representatives bear the ultimate responsibility of achieving the objectives that have been set. To this effect, an **annual follow-up meeting** will be established to monitor the degree of progress made on the Plan.

7.1.2 Steering Committee

The **Plan Steering Committee** will be made up of the Traffic General Director, and the General Directors of the other ministries involved: the Ministry of the Interior; the Ministry of Health; the Ministry of Development; the Ministry of Industry, Tourism and Commerce; the Ministry of Justice; the Ministry of Employment and Social Affairs; the Ministry of Agriculture, Fishing and Food; the Ministry of Revenue; the Ministry of Science and Education; as well as those responsible for each of the Traffic Deputy Directors' Offices involved. An Experts Team will also make up part of the Steering Committee. Their job will be **to guarantee the comprehensive implementation of all the operational components** of the Plan as well as to ensure the biannual follow-up and evaluation of activities and projects.

The Committee's responsibilities will be:

- **To assess** the degree of **operational implementation** of the proposed key actions
- To assess **newly implemented actions** and newly identified opportunities in order to evaluate their operative viability
- To decide upon all **proposals brought before it**
- **To revise the Strategic Plan in order to adapt its contents and objectives to new demands and realities which are detected**
- To provide an **overall, objective operating approach** to the development of the Plan
- To lead the **executive administration, follow-up and coordination** of the Plan through constant interactions with Experts and those responsible for each focus area, as well as all of the parties and entities involved
- To promote the **participation and interaction** of all the parties involved in order to encourage the participative development of the Plan
- To ensure the coordination, planning, and transmission of the internal and external **communication** between the various levels and agents involved, as well as the dissemination of the Plan
- To identify, evaluate, and direct **opportunities, projects and new agents**

7.1.3 Plan Administrator: The Road Safety National Observatory

The **recording and analysis of all variables** related to road safety is essential for the decision-making process and for the correct orientation of the different measures and courses of action to be adopted.

The **Road Safety National Observatory** constitutes a reference centre for the collection of data and indicators for road accident trends in Spain and for comparison with other countries in the European Union.

Its principle functions with regards to the Plan will be:

1. To identify and assess the **best international practices** that could be applied to specific issues addressed in the Plan
2. To measure and follow up - on a biannual basis - the degree to which **quantitative objectives** set out in the Strategic Plan **have been met.**
3. To measure the **indicators** associated with the key actions on an annual basis
4. To further the **knowledge** associated with the Plan through the coordination and realisation of studies
5. To assure that all the **information** related to the Plan is coordinated, updated on a continual basis, centralised and made available to the parties involved
6. To compile the Annual Report of Actions and the Evaluation Report for each year, and for the following year, the **Action Plan** which is to be proposed by the High Council for Road Safety and approved by the Interministerial Road Safety Commission.

7.1.4 High Council for Road Safety

Road safety does not and cannot depend on one participant alone. It requires discourse and consensus on the part of all the parties involved in order to gain new societal appreciation. The **consultation and participation** of government Administrations and the public, as well as their **involvement and commitment**, are a fundamental part of road safety policy.

The **High Council for Road Safety** was created as a permanent forum for analysis and debate and involves all parties whose participation is relevant to the improvement of road safety. These include National, Autonomous Community, and Local Governments as well as professional, social and economic bodies and organizations related to road safety and traffic issues.

Its principal functions with respect to the Plan will be:

- To constantly **follow up the information** associated with the implementation of the Plan
- To **raise and debate issues and activities** related to the Plan and to road safety in general
- To propose and **prioritize new courses of action** which could be included in the Plan
- **To inform** upon the annual **Action Plan** to the Interministerial Road Safety Commission for its approval

These functions will be carried out, in accordance with the new High Council for Road Safety Regulations, by the Council's component bodies and by the working parties involved



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Road Safety Strategic Plan

2005 - 2008

APPENDIX:

Key Action Calendar



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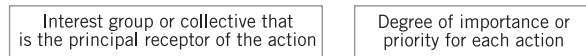
Traffic General
Directorate

**National Road
Safety Observatory**

APPENDIX: Key Action Calendar

APPENDIX: Key Action Calendar

In this section, the key actions that are to be implemented over the coming years for the permanent improvement of road safety on our roads are outlined in detail. These are actions that were developed in recent months by means of a participative process in which the parties and entities involved in road safety integrated their principal road safety objectives, actions (operative and structural) and priorities for the period of 2005-2008. Detailed information is given regarding the area of implementation for each course of action, its level of priority or importance, its deadline for execution, the responsible parties or participants involved, and its associated evaluation indicators. To serve as a visual aid, the information for each key action has been compiled in the tables below.



Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
1 ROAD SAFETY EDUCATION AND TRAINING													
1.1 Promotion of road safety education													
1.1 A Promotion of road safety contents in the educational curriculum	1.1.A.1	Promotion of the progressive empowerment of road safety in school curriculum	National Regional	Students	High	■	■	■	■	Ministry of Science and Education; General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT)	ACs	-	
	1.1.A.2	Development of the contents and material ad hoc for the progressive empowerment of road safety in school curriculum		Young people Teachers	High	■	■	■	■	Ministry of Science and Education; Ministry of Health General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT)		No. of materials ad hoc; no. of contents ad hoc	
	1.1.A.3	Study of the psychological variables frequently associated with the behaviour of youth as a basis for the design of new road safety contents and educational tools	National	Young people	Medium	■	■			Ministry of Science and Education	ACs; other related entities	n° of studies	

Working objectives into which each strategic course of action is structured

Specific action or key measure contained within a specific strategic course of action and area and with a specific working objective.

Each key action has an identification code to facilitate its follow-up

Scope of implementation of each action (national/regional/local)

Years foreseen for the implementation of the action

Organization or department responsible for the execution of the key action

Bodies or departments participating or collaborating in the implementation of the action

Indicators for the follow-up of the action implementation (see Indicators Appendix for specific details)

Indicators for the final analysis of the consequences of the action (see Indicators Appendix for specific details)

Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
1 ROAD SAFETY EDUCATION AND TRAINING													
1.1 Promotion of road safety education													
1.1 A Promotion of road safety contents in the educational curriculum	1.1.A.1	Promotion of the progressive empowerment of road safety in school curriculum	National Regional	Students	High	■	■	■	■	Ministry of Science and Education; General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT)	ACs	-	-
	1.1.A.2	Development of the contents and material ad hoc for the progressive empowerment of road safety in school curriculum		Young people Teachers	High	■	■	■	■	Ministry of Science and Education; Ministry of Health General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)		No. of materials ad hoc; no. of contents ad hoc	
	1.1.A.3	Study of the psychological variables frequently associated with the behaviour of youth as a basis for the design of new road safety contents and educational tools	National	Young people	Medium	■	■		Ministry of Science and Education	ACs other related entities	n° of studies		
	1.1.A.4	Empowerment of teacher training in road safety material	National Regional	Students Young people Teachers	High	■	■	■	■	Ministry of Science and Education; General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT)	ACs	No. of teachers and directors trained in road safety	
1.1 B Improvement of the available road safety educational support materials and activities for different levels of education	1.1.B.1	Ongoing development, updating, publishing and distribution of didactic material for different education levels	National	Students	High	■	■	■	■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT)Ministry of Science and Education; Ministry of Health	Provincial Traffic Offices/Road Safety Coordinators; ACs; City Councils/Municipal Police Forces; school centres, other related entities	No. of materials edited and distributed; no. of materials in digital format	Total population reached with road safety materials or activities; % of study centres provided with road safety materials or activities
	1.1.B.2	Provide road safety educational activities for different social groups		Young people Teachers	High	■	■	■	■			No. of people reached, no. of centres reached	
	1.1.B.3	Provide road safety educational activities for different levels of education		High	■	■	■	■	No. of students reached; no. of school centres reached				
	1.1.B.4	Renewing of mobile equipment in children's traffic parks	Local	Students	Medium	■	■	■	■		City Councils	No. of parks reached; no. of parks in operation	
	1.1.B.5	Consolidation of training activities for the proposed educators in the Road Safety Higher Education Centre	Regional	Students Teachers	Medium	■	■	■	■		ACs	No. of coordinator and educator working days	

Strategic Area Strategic Course of Action	Scope	Target Group	Priority	Years				Body Responsible	Participants	Activity Indicator	Performance Indicator	
				05	06	07	08					
Working Objectives and Actions												
1 ROAD SAFETY EDUCATION AND TRAINING												
1.2 Licenses and permits: improvement of the procedures associated with road training												
1.2 A Modification of the driving theory test	1.2.A.1	Development of a new set of questions that includes road safety topics	National	Driver candidates	High	■	■		General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT)	-	% of correct responses to questions about road safety	No. of new drivers involved in accidents/total no. of new drivers
	1.2.A.2	Introduction of a new procedure for computer evaluation of theory tests for obtaining permits and licenses	National		High		■		General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT) General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	-	No. of tests with the new system versus total no.; no. of self-evaluation questionnaires downloaded from the Internet	% of those passing the theory test under the new system
1.2 B Modification of the requirements and test for obtaining a moped license	1.2.B.1	Development of a new set of questions that includes road safety topics	National	Driver candidates	Medium	■	■		General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT); General Deputy Director's Office for Legislation and Appeals(DGT)	-	% of correct responses to questions about road safety	No. of new moped riders involved in accidents/total no. of new moped riders
	1.2.B.2	Development of a new practical skills test for obtaining a moped license	National	Driver candidates	Medium		■			-	% of those passing the practical skills test for mopeds	
	1.2.B.3	Increase of the minimum age for driving a moped to 16	National	Driver candidates	High			■	■	General Technical Secretary (Ministry of the Interior and other Ministries)	-	% of moped accident victims <16 years old
1.2 C Design of a new system for new drivers	1.2.C.1	Implementation of 8 points of credit for new drivers	National	Novice drivers	High		■		General Deputy Director's Office for Legislation and Appeals(DGT)	General Deputy Director's Office for Road Safety Formation, Dissemination and Training (DGT);	No. of points deducted from new drivers	No. of new drivers involved in accidents/total no. of new drivers
	1.2.C.2	Study of the possibility of limiting driving at night during the first year of having the driving license	National	Novice drivers	High		■				-	-

Strategic Area Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
				05	06	07	08					
Working Objectives and Actions												
1 ROAD SAFETY EDUCATION AND TRAINING												
1.2 Licenses and permits: improvement of the procedures associated with road training												
1.2.D Improvement of processing-issuing-renewal procedures for medical certificates, permits and licenses	1.2.D.1	Implementation of a new computer procedure for the registration of medical check-ups results and the creation of new regulations for Driver Recognition Centres – DRCs (Centro de Reconocimiento de Conductores, CRC)	National	DRCs	Medium	■	■		General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT); General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT); General Deputy Director's Office for Legislation and Appeals(DGT)	Provincial Traffic Offices; Ministry of Health; ACs; Other related entities	No. of DRCs incorporated into the new database; no. of registrations processed by computer versus total no. processed	Average no. of days of processing to issue a license; average no. of days of processing to renew a license; difference in the no. of accidents in which a contributing factor is the driver's physical condition, versus the average no. of casualty accidents per year
	1.2.D.2	Updating of the medical and psychological intervention protocols of the DRCs	National	DRCs	Medium	■			General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	Other related entities	% licenses withdrawn; % licenses restricted; date of protocol update	
1.2.E Strengthening of training and quality control in Private Driving Schools, Driver Recognition Centres (DRCs) and centres that offer refresher and awareness courses for the recovery of points	1.2.E.1	Increase in Private Driving School and Driver Recognition Centre (DRC) inspections and annual publication of the results of the inspections	National	Private Driving Schools Driver Recognition Centres	High		■		General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT); Health Councils of the ACs	AC Health Inspections; Provincial Traffic Offices	Total no. of DRC inspections; total no. of Private Driving School inspections	Percentage of no. of positive inspections/no. total DRC inspections;
	1.2.E.2	Development of specific manuals for the inspection/certification of Private Driving Schools, DRCs and centres that offer refresher and awareness courses for the recovery of points	National	Centres that offer refresher and awareness courses for the recovery of points	Low		■	■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	Ministry of Health ACs	No. of new manuals developed	Percentage of no. of positive inspections/no. total Private Driving School inspections;
	1.2.E.3	Training and refresher courses for teachers and directors of Private Driving Schools and of inspectors	National		Medium	■	■	■	■		ACs	No. of teachers and directors trained; no. of inspectors who have undergone training or refresher courses

Strategic Area Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
				05	06	07	08					
Working Objectives and Actions												
1 ROAD SAFETY EDUCATION AND TRAINING												
1.3 Road safety refresher and awareness courses for drivers												
1.3.A Implementation of penalty point driving license system	1.3.A.1	Development and approval of the Penalty Point Driving License System Act	National	Drivers	High	■			Parliament	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT); General Deputy Director's Office for Legislation and Appeals(DGT)	-	No. of casualty accidents that involve drivers with deducted points
	1.3.A.2	Development of a computer programme for the implementation of the penalty point system	National		High	■	■		General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	ACs; City Councils.	No. of minutes/year of presence in each media source; campaign penetration ratio; ration of message evaluation	
	1.3.A.3	Development of an information campaign for the implementation of the penalty point system	National		High		■		General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)			
	1.3.A.4	Implementation and follow-up of the penalty point driving license system	National		High		■	■	■	Provincial Traffic Offices; General Secretary (DGT)	National Road Safety Observatory (DGT)	
1.3.B Implementation of refresher and awareness courses for the recovery of points	1.3.B.1	Development of the Ministerial Order for point-recovery courses	National	Drivers	High	■			General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	General Deputy Director's Office for Legislation and Appeals(DGT)	-	% of drivers trained in courses/penalized; No. of drivers who have attended points-recovery courses No. of drivers who have attended license-recovery courses
	1.3.B.2	Opening for tender the concession of centres that will offer point-recovery courses	National	Drivers	High	■				ACs; Centres that offer point-recovery courses	No. of centres	
	1.3.B.3	Development of didactic material for point-recovery courses	National	Drivers	Medium	■					No. of materials developed	
	1.3.B.4	Implementation and follow-up of refresher and awareness courses for point recovery	National	Drivers	High		■			No. of materials developed		
1.3.C Promotion of voluntary courses on safe driving for drivers in general	1.3.C.1	Development of a census of centres that offer safe driving courses	National	Drivers	Low		■		General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	ACs; Safe driving centres; Other related entities	No. of centres in the census	Total no. of participants in voluntary courses on safe driving for drivers in general
	1.3.C.2	Definition of the minimum requirements needed to receive DGT approval	National	Drivers	Low			■			% of centres in the census that meet the requirements	
	1.3.C.3	Promotion of participation in voluntary safe driving courses for drivers in general	National	Drivers	Low			■			No. of promotional activities	

Strategic Area Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator		
				05	06	07	08						
Working Objectives and Actions													
2 ROAD SAFETY AWARENESS													
2.1. Increase social awareness about road safety													
2.1.A Awareness about the positive effects of preventative conduct on road safety	2.1.A.1	Development of a communication strategy with campaigns aimed at different societal groups and general social awareness campaigns through TV, radio, the press, cinema and Internet	National	Society in general and specific groups (drivers, pedestrians, young people, etc.)	High	■	■	■	■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	Other related entities	No. of minutes/year of presence in each TV and radio campaign; ratio of valuation of media messages (except Internet); ratio of campaign penetration; no. of leaflet types, no. of leaflets published	Difference in the no. of accidents in which a campaign theme (alcohol, speed, etc.) was a contributing factor with respect to the average no. of casualty accidents per year; opinion level regarding public concern for road safety; no. of campaign website visits
	2.1.A.2	Development of a daily radio campaign for road safety awareness and information	National	Drivers	High	■	■	■	■			No. of minutes/year of radio presence	
	2.1.A.3	Improvement in the follow-up and control of publicity for vehicles and driving	National	Drivers	High	■	■	■	■		Ministry of Health	No. of publicity spots analyzed; no. of infractions	No. of penalties with respect to vehicle publicity
2.1.B Involvement of different areas of society in the debate about road safety and accident prevention	2.1.B.1	DGT participation and organization at road safety congresses and awareness days	National	Society in general and specific groups	Medium	■	■	■	■	National Road Safety Observatory (DGT)	Other Deputy Director's Offices (DGT); official bodies and social and research entities	No. of congresses/fairs organized by or with the participation of the DGT	Opinion level regarding public concern for road safety; No. of articles included in press releases
	2.1.B.2	Adaptation of contents and name change of the magazine "Traffic" to "Road Safety and Traffic"	National	General	Medium	■	■	■	■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	-	No. of activities implemented	
2.2 Preventative actions from the health field													
2.2.A Information and awareness about health and road safety	2.2.A.1	Signing of a new Framework Agreement and follow-up of the annual Addendums	National	Society in general	High	■	■	■	■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT); Public Health General Directorate and General Directorate for the National Drug Plan (Ministry of Health); National Road Safety Observatory (DGT)	-	No. of activities implemented	% decrease in drivers killed who tested positive for alcohol; no. of drivers killed who were using safety devices/total fatalities
	2.2.A.2	Health information and surveillance systems	National	Drivers	High	■	■	■	■	Public Health General Directorate (Ministry of Health); National Road Safety Observatory (DGT)	Medical societies	No. of indicators established	

Strategic Area Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator		
				05	06	07	08						
Working Objectives and Actions													
2 ROAD SAFETY AWARENESS													
2.2 Preventative actions from the health field													
2.2.A Information and awareness about health and road safety	2.2.A.3	Promotion of the courses of action initiated by the GT 47	National	Drivers	High	■	■	■	■	Public Health General Directorate and General Directorate for the National Drug Plan (Ministry of Health); National Road Safety Observatory (DGT)	Medical societies; medical and pharmaceutical associations; researchers and experts	No. testing positive for alcohol	% decrease in drivers killed who tested positive for alcohol; no. of drivers killed while using safety devices/total no. of fatalities
2.2.B Preventative intervention from the health sector regarding primary medical assistance and the abilities required for driving	2.2.B.1	Promotion of health counselling with respect to primary health care	National	Society in general	High	■	■	■	■	Public Health General Directorate (Ministry of Health); National Road Safety Observatory (DGT)	Medical societies; professional associations; ACs	Increase in health counselling related to driving under the influence of alcohol; increase in the use of safety devices	% decrease in drivers killed who tested positive for alcohol; no. of drivers killed while using safety devices/total no. of fatalities
	2.2.B.2	Development of a practical clinical Guide for medical-psychological testing in Driver Medical Recognition Centres	National	Drivers	High	■	■	■	Public Health General Directorate (Ministry of Health); General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT); National Road Safety Observatory (DGT)	No. of drivers with driving limitations/no. of medical check-ups			
	2.2.B.3	Establish a round-table for debating and developing medical criteria and proposals for action in the area of road safety	National	Drivers	Medium	■	■	■	Public Health General Directorate (Ministry of Health); National Road Safety Observatory (DGT)	No. of medical aspects addressed that are related to road safety			
2.2.C Participation and representation at international and European forums and organizations for health and road safety issues	2.2.C.1	Representation of Spain in the OMS – Regional Office for Europe	National	Society in general	Medium	■	■	■	■	Public Health General Directorate (Ministry of Health)	Members of international forums and organizations	No. of meetings about health and road safety	-
	2.2.C.2	Representation of Spain in the European Commission – Public Health Area	National	Society in general	Medium	■	■	■	■				

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator
					05	06	07	08				
Working Objectives and Actions												
3 SURVEILLANCE AND CONTROL												
3.1 Improvement of the measures and means for surveillance and control of user discipline on the road												
3.1.A Increase in surveillance and control by the ATGC (Civil Guard Traffic Division)	3.1.A.1	Creation of a State Centre for the handling of automatic infraction reports (CESTRADA)	National	Driving offenders	High	■	■	■	General Secretary (DGT)	General Deputy Director's Office for Traffic Management and Mobility (DGT); General Deputy Director's Office for Legislation and Appeals; General Deputy Director's Office for Information Technology Systems and Organisation of Procedures (DGT); ACs, City Councils.	-	-
	3.1.A.2	Ongoing development of ATGC driver assistance and aid operations	National	Public citizens	High	■	■	■	ATGC	Traffic Management Centres	No. of ATGC interventions	-
	3.1.A.3	Ongoing development of surveillance and road check operations with respect to the primary road safety issues: speed, alcohol, use of safety devices	National	Driving offenders	High	■	■	■	General Deputy Director's Office for Traffic Management and Mobility(DGT)	Civil Guard Traffic Division; General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	No. of checks during the campaign; no. of reported infractions during the campaign	Variation in the no. of accidents in which a campaign theme (alcohol, speed, etc.) was a contributing factor with respect to the average no. of casualty accidents per year
	3.1.A.4	Assistance to emergency calls from public citizens	National	Public citizens	High	■	■	■		Civil Guard Traffic Division; General Subdirectorate of Information Systems and Procedure Organization (DGT)	No. of calls processed	Average response time to emergency calls
	3.1.A.5	Increase the number of Civil Guard Traffic Division (ATGC) agents	National	Civil Guard	High	■	■	■	General Secretary (DGT)	Civil Guard Traffic Division	No. of total agents in the ATGC; no. of new agents/year; total no. of reported infractions	% of total drivers checked; % of penalties with respect to the ratio km/vehicle; decrease in positive alcohol tests; decrease in fatalities with >1 g/l blood alcohol concentration; decrease in the number of simple accidents, involving vehicles leaving the road, from 12:00 a.m. to 6:00 a.m., on the weekend, with a male driver less than 30 years old and without passengers; increase in use of crash helmet; increase in safety belt use; increase in the use of child restraint devices; decrease in average speed; variation in no. of infractions for using a mobile phone while driving
	3.1.A.6	Increase in the number of ATGC unmarked vehicles specialized in the surveillance and control of traffic infractions	National		High	■	■	■	General Deputy Director's Office for Traffic Management and Mobility(DGT)	Civil Guard Traffic Division	Total no. of kilometres covered; no. of reported infractions per unmarked police vehicle; no. of total vehicles (300); no. of vehicles acquired	
	3.1.A.7	Development and progressive implementation of the PRIDE project to enable the ATGC to process reported infractions in real time	National		High	■	■	■		Civil Guard Traffic Division; General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	No. of terminals in operation; no. of reported infractions processed by this system	

Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
3 SURVEILLANCE AND CONTROL													
3.1 Improvement of the measures and means for surveillance and control of user discipline on the road													
3.1.A Increase in surveillance and control by the ATGC (Civil Guard Traffic Division)	3.1.A.8	Improvement of the protocol for accident scene reports and of ATGC agent training	National	Civil Guard	High		■	■		Civil Guard Traffic Division	General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	No. of training hours given; no. of students	Same as above section (indicators 3.1.A.5 to 3.1.A.7)
	3.1.A.9	Improvement of ATGC information technology and telecommunications resources	National		High		■	■		General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	Civil Guard Traffic Division	No. of teams connected	
	3.1.A.10	Increase in the hours of air surveillance	National		Medium	■	■	■	■	General Deputy Director's Office for Traffic Management and Mobility(DGT)	Civil Guard Traffic Division	No. of hours of air surveillance; no. of infractions reported through this system	

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
3 SURVEILLANCE AND CONTROL													
3.1 Improvement of the measures and means for surveillance and control of user discipline on the road													
3.1.A Increase in surveillance and control by the ATGC (Civil Guard Traffic Division)	3.1.A.11	Equipping of the ATGC with various instruments for the control of the consumption of psychotropic substances, drugs and other related substances while driving	National	Civil Guard	Medium					General Deputy Director's Office for Traffic Management and Mobility(DGT); Government Delegation for the National Drug Plan (Ministry of Health)	Other participants in the "Rosita" Project	No. of infractions reported by this system	Same as above section (indicators 3.1.A.5 to 3.1.A.7)
	3.1.A.12	Reinforcement of road check operations with information campaigns on risk behaviours	National		Medium					General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT);	ATGC; General Deputy Director's Office for Traffic Management and Mobility(DGT)	-	
3.1.B Increase in surveillance and control through the use of automatic systems for the detection of infractions	3.1.B.1	Installation of fixed cinemometers for controlling speed on Spanish roads	National	Drivers ATGC	High					General Deputy Director's Office for Traffic Management and Mobility(DGT)	Ministry of Development; ACs; City Councils. and local entities	No. of fixed cinemometers installed per year; no. of total cinemometers ; no. of reported infractions processed by this system	Decrease (%) of average speed on road sections controlled by cinemometers ; decrease in the number of victims on road sections controlled by cinemometers; decrease in casualty accidents on road sections controlled by cinemometers before/after their installation
	3.1.B.2	Preparation and design of an information campaign about fixed cinemometers installed on roads and periodic publication of results	National	Drivers	Medium						General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	Ratio of campaign penetration (estimated population); no. of annual reports about cinemometer results	
	3.1.B.3	Promotion of speed-control cinemometer installation in urban areas	Local	City Councils	Medium						ACs City Councils and local entities	No. of cinemometers installed, no. of agreements	
	3.1.B.4	Increase in the number of standardization centres for cinemometers and their installation	National	DGT City Councils	Medium					Metrology Centre (Ministry of Industry, Tourism, and Commerce)	General Deputy Director's Office for Traffic Management and Mobility(DGT)	No. of centres or standardization sites	
	3.1.B.5	Development and installation of new automatic systems for the detection of infractions (other than the cinemometers)	National	Driers ATGC	Medium					General Deputy Director's Office for Traffic Management and Mobility(DGT)	Ministry of Industry, Tourism, and Commerce; City Councils; technologies companies	No. of tests done	

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
3 SURVEILLANCE AND CONTROL													
3.2 Promotion of legal and procedural modifications to make disciplinary proceedings more effective													
3.2.A Improvement of disciplinary procedure	3.2.A.1	Improvement of the management and processing of reported infractions such that penalties arrive in the least time possible	National	Drivers committing an infraction	High		■	■	■	General Deputy Director's Office for Legislation and Appeals(DGT)	Provincial Traffic Offices	Average no. of days from the infraction being reported to its notification	% of reported infractions notified within the time period
	3.2.A.2	Improvement of the beginning of procedure such that a decision is pronounced within a maximum period of 2 months from the time pleadings are filed	National	Drivers committing an infraction	High		■	■	■		General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	Average no. of days from the filing of pleadings to the decision	% of decisions within the time period
	3.2.A.3	Improvement of procedure such that appeals are decided within a maximum period of 3 months	National	Drivers committing an infraction	High		■	■	■		City Councils.; ACs	Average no. of days from the filing of the appeal until the decision	% of decisions within the time period; no. of appeals with legal representation; % of appeals in favour of the Administration
	3.2.A.4	Implementation of payment by credit card (through the PRIDE project)	National	Drivers committing an infraction	Medium		■				General Secretary (DGT);	No. of fines paid early	Average no. of days from the time of imposing the fine until the payment is made
	3.2.A.5	Promotion of fine payment through financial institutions	National	Drivers committing an infraction	Low			■	■		Provincial Traffic Offices; General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	No. of fines paid through a financial institution	
	3.2.A.6	Establishment of a 30% reduction for early payment	National	Drivers committing an infraction	Medium	■						No. of fines paid early	
	3.2.A.7	Participation in international working parties on infractions and penalties	International	Drivers committing an infraction	Medium	■	■	■	■		ATGC; Local Police and other Authority agents	No. of international working parties	-

Strategic Area		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Strategic Course of Action													
Working Objectives and Actions													
3 SURVEILLANCE AND CONTROL													
3.2 Promotion of legal and procedural modifications to make disciplinary proceedings more effective													
3.2.B Promotion of legal reforms for road safety issues	3.2.B.1	Promotion of the regulatory reforms necessary (penalty point driving license system, new Driver and Vehicle Regulations, taking into account the most vulnerable users, etc.)	National	Drivers	High		■	■	■	General Deputy Director's Office for Legislation and Appeals(DGT)	General Technical Secretary (Ministry of the Interior and other Ministries); General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	No. of legislative reforms approved	Total length of time for processing/approval of the reforms
	3.2.B.2	Promotion of reforms to the Penal Code in road safety matters (considering levels of alcohol/speeding, permit infractions, drug use, etc. as legal offences)	National	Drivers committing an infraction	Medium				■	Ministry of Justice	General Deputy Director's Office for Legislation and Appeals(DGT)		
3.2.C Involvement of the Justice Administration in the reduction of road accidents	3.2.C.1	Promotion of Courts' and Public Prosecutors' specialization in traffic violation matters	National	Drivers committing an infraction	Medium				■	Ministry of Justice	General Secretary (DGT); General Council of the Judicial Power (CGPJ); Professional Associations	No. of specialized public prosecutors; no. of specialized judges	No. of favourable judicial decisions with respect to the total no.
	3.2.C.2	Implementation of courses on road safety and traffic violation awareness for judges, public prosecutors, and court clerks through Agreements with the Centre for Law Studies dependent on the Ministry of Justice and with the Judicial School dependent on the General Council of the Judicial Power (CGPJ)	National	Board of judges	Medium	■	■	■	■	General Deputy Director's Office for Legislation and Appeals(DGT)	Centre for Law Studies (Ministry of Justice); Judicial School – CGPJ; Professional Associations	No. of awareness courses for these groups; no. of judges, public prosecutors and court clerks participating in the courses	

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
4 VEHICLE SAFETY													
4.1 Promotion of vehicle safety systems													
4.1.A Promotion of an increase in active and passive vehicle safety	4.1.A.1	Disclosure and promotion of the installation of standard safety systems in vehicles and creation of incentives for their demand	National	Manufacturers, garages	High	■	■	■	■	General Deputy Director's Office of Industrial Quality and Safety (Ministry of Industry, Commerce and Tourism)	Manufacturers; Other related entities; General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT); Ministry of Health	No. of standard safety systems in vehicles	No. of safety systems present in vehicles involved in accidents
	4.1.A.2	Encouragement and support for research (R+D+I) into matters of vehicle safety and accidents (with special emphasis on new vehicle types)	National	Manufacturers	Medium	■	■	■	■		Participants in research and development programmes; National Road Safety Observatory (DGT)	No. of research projects developed annually	
	4.1.A.3	Encouragement of the participation and presence of the Central Government and the automotive industry in national and international forums on vehicle safety	International	Manufacturers	Low	■	■	■	■		Manufacturers/Agencies/Mass media; Ministry of Health; Ministry of Industry, Commerce and Tourism	No. of forums participated in	
	4.1.A.4	Signing of a Code of Good Practice with respect to vehicle advertising	National	Advertising agencies and the media	Medium				■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	Manufacturers/Agencies/Media; Ministry of Health and Consumption; Ministry of Industry, Commerce and Tourism	No. of those who have signed the Code of Good Practice	
	4.1.A.5	Promotion of penalties for companies that have a negative impact on vehicle safety or communication campaigns	National	Manufacturers	Low				■		General Deputy Director's Office of Industrial Quality and Safety (Ministry of Industry, Commerce and Tourism); National Institute of Consumption (Ministry of Health)	No. of penalties imposed; no. of companies penalized	
	4.1.A.6	Improvement in vehicle safety and in adapting them for persons with reduced mobility	National	Drivers with reduced mobility	Low	■	■	■	■	Secretary of Social Affairs and Development (Ministry of Employment and Social Affairs)	ACs; General Deputy Director's Office of Industrial Quality and Safety (Ministry of Industry, Commerce and Tourism); General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	No. of criteria for the adaptation of revised vehicles	

Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
4 VEHICLE SAFETY													
4.1 Promotion of vehicle safety systems													
4.1.B Promotion of vehicle fleet renewal	4.1.B.1	Continuation of the various systems in place for reducing tax on the registration of new and used cars and light industrial vehicles when the older ones are deregistered	National	Technologies companies	Medium	■	■	■	■	Ministry of Revenue	Ministry of Industry, Commerce and Tourism General Secretary (DGT)	No. of gasoline vehicles or vehicles over 10 years old deregistered	Average age of the vehicle fleet
	4.1.B.2	Development of incentives for the renewal of the motorcycle and moped fleet	National	Drivers	Medium		■	■	■	Ministry of Industry, Commerce and Tourism	Ministry of Revenue General Secretary (DGT)	No. of motorcycles or mopeds involved in the programme	Average age of the motorcycle and moped fleet
	4.1.B.3	Development of the plan for the renewal of the national fleet of agricultural tractors over 20 years old	National	Farmers and cooperatives	Low	■	■	■	■	Ministry of Agriculture, Fishing and Food	ACs	No. of tractors involved in the renewal programme	Average age of the agricultural tractor fleet
	4.1.B.4	Proposal of measures to provide incentives for the renewal of the heavy vehicle fleet	National	Cooperatives	Medium			■	■	Ministry of Revenue	Ministry of Industry, Commerce and Tourism; General Directorate for Road Transport (Ministry of Development)	No. of heavy vehicles involved in these measures	Average age of the heavy vehicle fleet

Strategic Area	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator		
				05	06	07	08						
Strategic Course of Action													
Working Objectives and Actions													
4 VEHICLE SAFETY													
4.2 Improvement of the vehicle registration management system to provide more and better information about the vehicle fleet													
4.2.A Modernization of vehicle registration systems	4.2.A.1	Development of a new vehicle registration system	National	Manufacturers, distributors, insurers	Medium				■	General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	Revenue Agency; ACs; City Councils. Manufacturers; Insurance Compensation Consortium Other related entities	No. of vehicles registered with the new system, no. of deregistrations processed annually, no. of registrations on-line, average on-line registration time/off-line registration time, no. of vehicles in DBs with mandatory insurance data	Average age of vehicles involved in accidents (by vehicle type), no. of reported infractions for lack of mandatory insurance, variation in the number of accidents in which the vehicle is a contributing factor with respect to the average annual no. of casualty accidents
	4.2.A.2	Simplification of the procedures of vehicle registration, transfer, and deregistration	National	Manufacturers, distributors	Medium		■	■	■	General Deputy Director's Office for Legislation and Appeals(DGT)	Ministries involved	No. of registrations processed; No. of transfers processed; No. of deregistrations processed	Average no. of days for the processing of registrations; average no. of days for processing transfers; average no. of days for processing deregistrations
	4.2.A.3	Creation of a central registry for agricultural machinery	National	Agricultural machinery manufacturers	Low		■			Ministry of Agriculture, Fishing and Food	-	No. of vehicles registered	% variation in annual registrations
4.2.B Improvement in the quality of technical inspections based on vehicle safety criteria	4.2.B.1	Implementation of the Vehicle Technical Inspection, VTI (Inspeccióf3n t3le9cnica de vehi'edculos, ITV) for mopeds	National	Moped riders	High		■	■	■	General Deputy Director's Office of Industrial Quality and Safety (Ministry of Industry, Commerce and Tourism)	ACs	No. of mopeds inspected	Compliance rate for vehicles passing the VTI the first time
	4.2.B.2	Promotion of maintenance and inspection campaigns for the technical elements of vehicles	National	Drivers	Medium	■	■	■	■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	ACs Other related entities	No. of campaigns	
	4.2.B.3	Promotion of the standardization and uniformity of VTI (Vehicle Technical Inspection) criteria and activities	National	Vehicles	Low	■	■	■	■	General Deputy Director's Office of Industrial Quality and Safety (Ministry of Industry, Commerce and Tourism)		Degree of standardization/uniformity achieved in the VTIs of all of the ACs	
	4.2.B.4	Increased control of manufacturers' advisories to drivers about free inspections with respect to detected defects that affect vehicle safety	National	Manufacturers	Low	■	■	■	■	General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT)	Automobile Industry Other related entities	No. of advisories issued	No. of advisories to owners

Strategic Area Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator		
				05	06	07	08						
Working Objectives and Actions													
5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION													
5.1 Improvement in traffic management and information													
5.1.A Improvement in traffic management and road information to the user before and during the trip	5.1.A.1	Development of the ITS national deployment plan for the implementation of advanced traffic management systems	National	Drivers	High		■	■	■	-	No. of atmospheric variable sensors on the road; no. of data collection points in operation	No. of messages sent to users; no. of user consultations attended	
	5.1.A.2	Deployment of new variable message signs	National	Drivers	High			■	■	General Directorate of Highways (Ministry of Development)	No. of panels in operation		
	5.1.A.3	Start-up of new Local Traffic Management Centres	National	Drivers	Medium		■	■	■	-	No. of new Local Traffic Management Centres		
	5.1.A.4	Refinement of user pre-trip and trip information systems: SMS, Web, WAP, tel. 902, etc.	National	Drivers	Medium		■	■	■	-	No. of available information systems		
	5.1.A.5	Increase in digital information available for the entire road network: map (by road priority), ADT, speeds, modal distribution, emissions, etc.	National	Drivers	Medium				■	■	AC; Ministry of Environment		% of road network information in digital format
	5.1.A.6	Consolidation of the management system for incidents occurring on the road	National	Drivers	Medium				■	■	-		No. of incidents recorded
General Deputy Director's Office for Traffic Management and Mobility(DGT)													

Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION													
5.2 Maintenance, upgrade and creation of infrastructure and conditioning to improve road safety													
5.2.A Upkeep and maintenance of road network conditioning and infrastructure	5.2.A.1	Progressive funding of the maintenance budget until it constitutes approx. 2% of the asset value of the National Road Network	National	Drivers	Medium	■	■	■	■	General Directorate of Highways (Ministry of Development)	-	% budget above the asset value	No. of fatalities per vehicle/km; no. of fatalities and injuries per vehicle/km
	5.2.A.2	Implementation of operations to rehabilitate pavements	National	Drivers	Medium	■	■	■	■		-	No. of operations	
	5.2.A.3	Conservation and maintenance operations for conditioning and infrastructure on the part of other road proprietors	National	Drivers	Medium	■	■	■	■	Other road proprietors	-	No. of local and Autonomous Community plans that include road safety proposals	
5.2.B Upgrade of road network conditioning and infrastructure	5.2.B.1	Continual improvement of the National Road Network through the programmes: High Capacity Roads, Conditioning and Operations in Urban Areas	National	Drivers	Medium	■	■	■	■	General Directorate of Highways (Ministry of Development)	-	Degree of development of the programmes	No. of fatalities per vehicle/km; no. of fatalities and injuries per vehicle/km
	5.2.B.2	Reductions in potentially hazardous zones primarily situated at intersections and junctions, connectors and urban perimeter roads, etc. through the implementation of preventative initiatives directed towards the elimination of potentially dangerous infrastructure elements	National	Drivers	Medium	■	■	■	■		-	No. of operations	
	5.2.B.3	Adjustment and reform of 1st generation highways for compliance with the current norms and quality standards for new infrastructure	National	Drivers	Medium	■	■	■	■		-	% of compliant 1st generation highways	
	5.2.B.4	Operations to improve conditioning and infrastructure on the part of the rest of the road network proprietors	National	Drivers	Medium	■	■	■	■	Other road proprietors	-	No. of operations	

Strategic Area Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator		
				05	06	07	08						
Working Objectives and Actions													
5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION													
5.2 Maintenance, upgrade and creation of infrastructure and conditioning to improve road safety													
5.2.C Creation of new road network conditioning and infrastructure	5.2.C.1	Implementation of alternative solutions on routes with high traffic volumes and/or with road safety problems	National	Drivers	Medium	■	■	■	■	General Directorate of Highways (Ministry of Development)	-	No. of alternatives implemented	No. of fatalities per vehicle/km; no. of fatalities and injuries per vehicle/km
	5.2.C.2	Implementation of a Rest Area Plan on highways	National	Drivers	Medium	■	■	■	■	General Directorate of Highway Transport (Ministry of Development)	-	No. of rest areas on highways	
	5.2.C.3	Activities targeted at the creation of new conditioning and infrastructure on the part of other road proprietors	National	Drivers	Medium	■	■	■	■	Other road proprietors	-	No. of operations	
5.3 Improvement in the use of infrastructure													
5.3.A Reduction of high risk accident sites (HRASs) and sections over the whole road network	5.3.A.1	Publication of a map of HRASs on the road network with the cooperation of other road proprietors	National	Drivers	Medium				■	■	General Deputy Director's Office for Traffic Management and Mobility(DGT)	No. of road holders participating	No. of accidents in HRASs; no. of HRASs
	5.3.A.2	Individualized treatment of known high risk accident sites: accident rate analysis, diagnosis and proposal of highly effective initiatives	National	Drivers	Medium	■	■	■	■	Road proprietors	-	No. of reports sent by the DGT	
	5.3.A.3	Study of signposting in high risk accident sites	National	Drivers	High		■	■	■	General Deputy Director's Office for Traffic Management and Mobility(DGT)	-	No. of studies	
	5.3.A.4	Management and Participation in the EuroRAP project	National	Drivers	Medium		■	■	■	EuroRAP members	EuroRAP members	% of road sections included in the EuroRAP project with high risk ratings	

Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION													
5.3 Improvement in the use of infrastructure													
5.3.B Improvement of road safety at road construction zones	5.3.B.1	Promotion of compliance with the regulations for signposting equipment and information at construction zones on the road network	National	Construction companies	Low	■	■	■	■	General Deputy Director's Office for Traffic Management and Mobility(DGT)	Road holders	No. of construction zone signposting /information checks;	No. of fatalities per vehicle/km;
	5.3.B.2	Implementation of a construction zone signposting inspection campaign on roads and dissemination of results	National	Construction companies	Low		■	■	■		-	No. of reported infractions made for non-compliance with construction zone signalling/information regulations	no. of fatalities and injuries per vehicle/km
5.3.C Implementation of actions to guarantee the safety of tunnel users on the road network	5.3.C.1	Transposition of the European Tunnel Safety Directive 2004/54 to Spanish Law	National	Drivers	Medium	■	■	■	■	Road proprietors	-	% of tunnels equipped in accordance with the norms	No. of fatalities per vehicle/km;
	5.3.C.2	Development of a risk analysis methodology for road network tunnels	National	Drivers	Medium	■	■	■	■				no. of fatalities and injuries per vehicle/km
	5.3.C.3	Use of the required equipment prescribed by the Directive and the transposed legislation	National	Drivers	Medium	■	■	■	■				
5.3.D Implementation of actions to guarantee safe traffic circulation on the road network in snowfall conditions	5.3.D.1	Reinforcement of human and material resources available to guarantee road safety	National	Drivers	Medium	■	■	■	■	Road proprietors	-	No. of available material and human resources	No. of accidents in the location of and during snowfall events
	5.3.D.2	Study, planning and execution of infrastructure and installation projects to help achieve greater efficiency for winter road use (parking areas for lorries, anti-wind-gust panels, improvement of signposting for users, installation of barriers)	National	Drivers	Medium	■	■	■	■			Amount of infrastructure and installations	
	5.3.D.3	Refinement of user information systems for snowfall events	National	Drivers	High		■	■	■			General Deputy Director's Office for Traffic Management and Mobility(DGT)	

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
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Working Objectives and Actions													
5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION													
5.3 Improvement in the use of infrastructure													
5.3 E Adaptation of the road network for cyclists and motorcycle riders	5.3.E.1	Revision of the regulatory text for the authorization of sport events and marches	National	Sport event organizers	Medium	■				General Deputy Director's Office for Traffic Management and Mobility (DGT); National Road Safety Observatory (DGT)	Road holders	No. of modifications incorporated into the Regulations	No. of casualty accidents in which cyclists were involved
	5.3.E.2	Repositioning of individual points on cycling lanes that might be affected by activities carried out on the National Road Network	National	Managers	Medium		■				General Directorate of Highways (Ministry of Development)	No. of roads included in the study	
	5.3.E.3	Implementation of a study to discover the roads most frequently used by cyclists (cyclist traffic map) and the development of a guidebook for traffic management to improve cyclist safety on weekends	National - local	Managers	Medium	■	■				Road holders	No. of guidebooks published	
	5.3.E.4	Constant consideration of possible cyclist road use during the creation of new infrastructure or conditioning	National	Cyclists	Medium	■	■	■	■	Road proprietors	No. of new infrastructure and conditioning projects that considered possible cyclist use		
	5.3.E.5	Development of a "Plan for the Promotion of Non-motorized Transport" that includes specific measures for cycle traffic	National	Cyclists	Medium		■	■	■	General Directorate of Highways (Ministry of Development)	-	No. of measures/activities focussed on road safety for cyclists included in the Plan	
	5.3.E.6	Implementation of a barrier protection plan for motorcycle riders in accordance with Traffic Order 18/2004 approved 29th December 2004	National	Drivers	Medium	■	■	■	■		No. of planned barriers	No. of casualty accidents in which motorcycle riders were involved	

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
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Working Objectives and Actions													
5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION													
5.4 Development of audits, studies and norms to improve road safety													
5.4.A Establishment and promotion of road safety designs/elements for implementation on the road network	5.4.A.1	Development and promotion of the guidebook for urban design using urban design criteria to reduce speed in urban areas: non-basic roads, residential areas, 30 zones, etc.	Local	Drivers	Medium					General Deputy Director's Office for Traffic Management and Mobility (DGT)	ACs; City Councils.; Other entities involved; CEDEX (Centro de Estudios y Experimentación de Obras Públicas - Centre for Public Works Research and Experimentation)	No. of City Councils participating	% reduction in average speed on urban roads
5.4.B Development of audit systems for the improvement of road safety	5.4.B.1	Implementation of road safety audits on service roads to help assure that roads operate under optimal safety conditions for all users	National	Drivers	Medium					Road proprietors	-	No. of audits carried out	No. of fatalities per vehicle/km; No. of fatalities and injuries per vehicle/km
	5.4.B.2	Standardization of road network routes by auditing to ensure that no non-uniformity or discontinuities exist with respect to road design, signposting, or equipment on any network roads	National	Drivers	Medium							No. of standardization measures	
	5.4.B.3	Mandatory specific road safety appendices in road projects to ensure that safety is considered from the very start of new infrastructure planning	National	Drivers	Medium							% of projects with Road Safety Appendix	

Strategic Area		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
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Strategic Course of Action													
Working Objectives and Actions													
5 INFRASTRUCTURE AND TRAFFIC MANAGEMENT/INFORMATION													
5.4 Development of audits, studies and norms to improve road safety													
5.4.C Development and updating of norms for the improvement of road safety	5.4.C.1	Development and implementation of a regulating standard for access routes through adaptation of their system of regulation and implementation of those activities for access route restructuring that are necessary to ensure safe traffic circulation	National	Drivers	Medium	■	■	■	■	Road proprietors	-	No. of actions at access routes	No. of fatalities per vehicle/km;
	5.4.C.2	Revision and update of signposting norms such that they are adapted to the requirements and needs arising from the significant increase in traffic volume on the road network in recent years	National - regional	Drivers	Medium	■	■	■	■			No. of road holders participating with the DGT in the preparation of the protocol	No. of fatalities and injuries per vehicle/km

Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
6 ROAD SAFETY AT WORK AND IN TRANSPORT													
6.1 Training, awareness, and control of the transportation industry with respect to road safety													
6.1.A Promotion of mandatory training and refresher courses for professional drivers	6.1.A.1	Development of the Ministerial Order for course design	National	Professional drivers	Medium		■	■		General Directorate of Highways (Ministry of Development)	General Deputy Director's Office for Legislation and Appeals(DGT); ACs	Non-applicable	No. of drivers trained in courses/penalized
	6.1.A.2	Professional road training	National		Medium		■	■		General Directorate of Highways (Ministry of Development); AC Transport Councils	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT) General Deputy Director's Office for Legislation and Appeals(DGT)	No. of centres per AC	
6.1.B Increase industry awareness to promote the active and passive safety of drivers and vehicles involved with the transport of passengers and goods	6.1.B.1	Promotion of mandatory safety belt use for professional drivers	National	Professional drivers	High		■	■	■	General Directorate of Highways (Ministry of Development); AC Transport Councils	ATGC; General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	No. of campaigns/activities	% use of safety belts among professional drivers
	6.1.B.2	Implementation of mandatory safety belts in passenger coaches and school buses	National	Passenger and school transport companies	Medium		■	■	■	General Deputy Director's Office of Industrial Quality and Safety (Ministry of Industry, Commerce and Tourism)	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT) General Deputy Director's Office for Legislation and Appeals(DGT)	% of passenger coaches and school buses with safety belts	No. of accidents involving goods and passenger transport vehicles
	6.1.B.3	Promotion of speed limiter installation and the use of digital tachographs for vehicles over 3.5 t MAW or with more than 9 seats	National	Goods transport companies Professional drivers	High	■	■	■	■	General Directorate of Highways (Ministry of Development)	General Deputy Director's Office of Industrial Quality and Safety (Ministry of Industry, Commerce and Tourism); National Road Safety Observatory (DGT); General Deputy Director's Office for Legislation and Appeals(DGT)	% of vehicles with speed limiters; No. of cards solicited by drivers and companies (digital tachograph)	
	6.1.B.4	Promotion of research into the safest vehicle designs for passenger transport: mirrors, impact absorption, etc.	National	Goods transport companies	Medium		■	■	■	General Deputy Director's Office of Industrial Quality and Safety (Ministry of Industry, Commerce and Tourism)	General Deputy Director's Office for Legislation and Appeals(DGT); National Road Safety Observatory (DGT)	No. of R+D+I projects into passenger transport vehicles and safety	
	6.1.B.5	Implementation of reflecting material for signalling the perimeter of heavy vehicles, thus improving conspicuity and safety for third parties	National	Professional drivers	Medium		■	■	■			No. of heavy vehicles with reflecting material	

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
6 ROAD SAFETY AT WORK AND IN TRANSPORT													
6.1 Training, awareness, and control of the transportation industry with respect to road safety													
6.1.C Control and follow-up of road safety in the transportation industry	6.1.C.1	Development of professional driver health studies and the definition of a specific protocol for the surveillance of professional drivers' health	National	Professional drivers	Medium		■	■	■	Ministry of Health; National Road Safety Observatory (DGT)	Ministry of Employment and Social Affairs; General Directorate of Road Transport (Ministry of Development)	No. of studies on professional driver health	% of accidents in which the health of the driver was a contributing factor
	6.1.C.2	Control of lorries and buses through on-road checking of tachographs and speed limiters, driving and rest times, and overweight loads	National	Professional drivers	High		■	■	■	ATGC; General Directorate of Road Transport and Road Network General Directorate (Ministry of Development)	–	No. of checks done	No. of violations/no. of checks
	6.1.C.3	Development of a plan for the installation of weight stations on highways and conventional roads with high traffic volumes to prevent overweight haulage by goods transport vehicles	National	Goods transport companies	High				■	General Directorate of Road Transport and Road Network General Directorate (Ministry of Development)	–	No. of weight stations on highways and conventional roads	No. of haulage weight violations
	6.1.C.4	Development of in-depth studies on lorry accident rates	National	Professional drivers	Low		■	■	■	National Road Safety Observatory (DGT); General Directorate of Road Transport (Ministry of Development)	INSIA (Instituto Universitario de Investigación del Automóvil – University Automobile Research Institute); CIDAUT (Centro de Investigación y Desarrollo en Automoción – Automotive Research and Development Centre)	No. of studies published	No. of accidents involving heavy vehicles

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator		
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Working Objectives and Actions														
6 ROAD SAFETY AT WORK AND IN TRANSPORT														
6.2 Training, awareness, and control of the transportation industry with respect to road safety														
6.2.A Coordination between the Government and the transport industry to encourage road safety at work	6.2.A.1	Incorporation of road safety into companies' workplace risk prevention and mobility plans	National	Workers	Medium		■	■	■	Ministry of Employment and Social Affairs; Companies; Labour Unions	INTRAS; General Secretary (DGT) National Road Safety Observatory (DGT)	No. of companies with a mobility plan	No. of new measures agreed upon	
	6.2.A.2	Empowerment of a working round-table between the goods and passenger transport industry and the General Directorates of Transport and Traffic	National	Drivers	Low		■	■	■	General Directorate of Road Transport (Ministry of Development)	National Road Safety Observatory (DGT); Ministry of Employment and Social Affairs; Companies, labour unions and associations	No. of meetings		
	6.2.A.3	Creation of a Passenger and Goods Transport Safety Observatory	National	Managers	Low			■	■		Ministry of Development; Ministry of Industry, Commerce and Tourism; Companies, labour unions and associations	No. of participants		
	6.2.A.4	Improvement in the procedure for obtaining supplementary authorisations for abnormal transport through an electronic processing of reports by road holders	National	Local Govt.	Medium			■	■	General Deputy Director's Office for Traffic Management and Mobility(DGT)	Road proprietors	No. of applications made		Processing time for the authorization
	6.2.A.5	Encouragement of early retirement for self-employed professional drivers over sixty years of age	National	Workers	Medium		■	■	■	General Directorate of Road Transport (Ministry of Development)	Companies, labour unions and associations	No. and amount of financial aid packages given for the early retirement of self-employed drivers over the age of sixty		No. of accidents involving heavy vehicles and drivers > 60 years old

Strategic Area	Strategic Course of Action	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
7 ASSISTANCE TO VICTIMS AND THEIR FAMILIES													
7.1 Improvement of assistance and aid to road accident victims and their families													
7.1.A Improvement of response times and the coordination of emergency services	7.1.A.1	Study project on medical assistance response times for accident victims	National	Accident victims	Medium		■	■		Ministry of Health National Road Safety Observatory (DGT)	Scientific societies; ACs; Commission of Health Societies for the prevention of road accident injuries	-	Accident response times by type of road and geographical location
	7.1.A.2	Optimization and promotion of the use of 112	National	Accident victims	Medium		■	■	■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training(DGT)	ACs	No. of calls processed by 112	
	7.1.A.3	Support for participation in European programmes for the coordination of emergency services and road accident assistance (E-safety, etc.) and the holding of technical days	National	Emergency services	Low	■	■	■	■		ACs; City Councils; General Directorate of Public Health (Ministry of Health)	No. of days held	
	7.1.A.4	Promotion of training programmes about road accident and basic first aid	National	Drivers	Low	■	■	■	■		General Directorate of Public Health (Ministry of Health); Scientific societies ACs	No. of people trained	
7.2.B Increase in assistance to accident victims and their families	7.1.B.1	Initiation of a legal and psychological assistance programme for road accident victims and their families	National	Accident victims and their families	Medium				■	General Deputy Director's Office for Road Safety Formation, Dissemination and Training.(DGT);	Associations of victims and their families	No. of people assisted by the programme	Opinion level of victims' family members; survey of victims' associations
	7.1.B.2	Encouragement of cooperation with road accident victim associations and relatives of road accident victims	National		Medium	■	■	■	■	National Road Safety Observatory (DGT); General Directorate of Public Health (Ministry of Health)		No. of meetings with the associations	
	7.1.B.3	Support and participation in the organization of events (forums, etc.) about traffic violence, assistance to accidents, emergency services, release from prison, etc.	National	Society	Low	■	■	■	■	National Road Safety Observatory (DGT)		No. of participants at the events	

Strategic Area		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator
Strategic Course of Action					05	06	07	08				
Working Objectives and Actions												
8 ROAD SAFETY RESEARCH AND ANALYSIS												
8.1 Improvement in the collection, processing, analysis and publication of road safety information												
8.1.A Improvement of road safety data collection and processing systems	8.1.A.1	Development of the ARENA programme, phase I, for the computerized collection of ATGC road accident data, including the associated training programme for users, as well as ARENA phase II and data storage, and the associated training programme for users	National	Civil Guard Traffic Division (ATGC)	High	■	■	■	National Road Safety Observatory (DGT)	Provincial Traffic Offices; City Councils.; ACs; General Deputy Director's Office for Traffic Management and Mobility(DGT); General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT); University of Valencia	No. of accidents registered in ARENA; no. of accident consultations made through ARENA; no. of accident corrections in ARENA; no. of primary data bases processed; no. of consultations from PTO (Provincial Traffic Offices); no. of City Councils with access to ARENA	Total % of information regarding injured persons included in the DGT data base with respect to total % of information in the health system
	8.1.A.2	Assessment, development, and optimisation of the coordination/interrelation between different data bases (hospital, police, forensic medicine, insurance companies, roads, etc.) in order to obtain higher quality information about traffic safety issues	National	Managers	High		■	■		Other related Administrations, bodies, and entities	No. of interrelated road safety information data bases	
	8.1.A.3	Participation in international road accident data base working parties	International		Low	■	■	■		International working parties	No. of international data bases in which the DGT participates	

Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
8 ROAD SAFETY RESEARCH AND ANALYSIS													
8.1 Improvement in the collection, processing, analysis and publication of road safety information													
8.1.B Improvement in the coordination and practical orientation of road safety analyses, studies and research	8.1.B.1	Creation of a registry for road safety and road accident research and studies as well as for Research Centres	National	Researchers	Medium	■	■			National Road Safety Observatory (DGT)	Research Centres; Scientific societies; Universities; Other related entities	-	No. of registered research projects and studies related to road accidents and road safety issues; No. of registered Research Centres
	8.1.B.2	Development of a research programme that includes in-depth studies and descriptive reports	National		Medium		■	■	■			No. of studies financed by the DGT	
	8.1.B.3	Creation of a user opinion level measurement system (public opinion meter)	National		Medium		■	■	■			No. of users/public citizens surveyed	
	8.1.B.4	Development of a system for the evaluation of measures/actions and for indicator surveillance	National		Medium		■	■	■			No. of measures/actions evaluated; no. of indicators revised	
	8.1.B.5	Participation in international forums and research groups involved with road safety issues	International		Medium	■	■	■	■			No. of international forums and groups that the DGT participates in	
	8.1.B.6	Periodic activation of the Road Safety Research Coordination Working Party	National		Medium	■	■	■	■			No. of annual meetings of the WP 45	
	8.1.B.7	Creation of the Provincial Traffic Offices Road Safety Researchers Forum on the DGT Intranet	National		Medium		■	■	■			No. of registered users of the forum	

Strategic Area Strategic Course of Action		Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator	
					05	06	07	08					
Working Objectives and Actions													
8 ROAD SAFETY RESEARCH AND ANALYSIS													
8.1 Improvement in the collection, processing, analysis and publication of road safety information													
8.1.C Periodic publication of road safety data, reports, and studies	8.1.C.1	Daily and monthly publication of accident rate data	National	Managers Researches Society in general	Medium	■	■	■	■	National Road Safety Observatory (DGT)	General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT); Research Centres; Scientific societies; Universities; Other related entities	No. of publications and copies; total no. of publications on the Internet; no. of studies and research projects available on the Internet	No. of visits to Internet reports
	8.1.C.2	Publication of annual road safety reports, studies, and research	National		Medium	■	■	■	■				
	8.1.C.3	Start-up of an Internet consultation system for vehicle and accident statistics	National		Low				■			No. of consultations received	

Strategic Area	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator		
				05	06	07	08						
Working Objectives and Actions													
9 PUBLIC PARTICIPATION													
9.1. Empowerment of the High Council for Road Safety as a permanent forum for public participation													
9.1.A Modification of the structure and functioning of the High Council for Road Safety	9.1.A.1	Modification of the norms that regulate the High Council for Road Safety	National	Road safety managers	Medium	■	■			National Road Safety Observatory (DGT)	Professional, economic and social entities and organizations related to road safety	Non-applicable	-
9.1.B Participation in the High Council for Road Safety of entities and bodies related to road safety.	9.1.B.1	Creation of a registry of entities involved with road safety	National	Road safety managers	Medium	■	■			National Road Safety Observatory (DGT)	Professional, economic and social entities and organizations related to road safety	No. of organizations-entities involved with road safety included in the census	-
	9.1.B.2	Promotion of the participation of associations or other entities in the debate forums, European working parties and projects of the High Council for Road Safety	National	Road safety managers	Medium	■	■	■	■			No. of organizations-entities participating in the High Council for Road Safety	-
	9.1.B.3	Promotion of the commitment of associations to specific objectives and actions agreed upon in the High Council for Road Safety for their own road safety	National	Road safety managers	Medium	■	■	■	■			No. of organizations-entities with their own road safety plans	-
9.1.C Creation and consolidation of working parties within the High Council for Road Safety	9.1.C.1	Creation of new working parties for control and discipline; training and formation; youth, leisure, and road safety; motorcycle safety, etc.	National	Road safety managers	Medium	■	■			National Road Safety Observatory (DGT)	Professional, economic and social entities and organizations related to road safety	No. of working parties in operation;	-
	9.1.C.2	Reactivation of existing working parties for research, professional transport, bicycles, road aid, rescue tow-trucks, etc.	National	Road safety managers	Medium	■	■					total no. of participants;	

Strategic Area	Scope	Target Group	Priority	Year				Body Responsible	Participants	Activity Indicator	Performance Indicator			
				05	06	07	08							
Strategic Course of Action														
Working Objectives and Actions														
10 COORDINATION BETWEEN ADMINISTRATIONS														
10.1. Improvement in coordination between Administrations at different levels														
10.1.A Improvement of the general coordination between Administrations in matters of road safety and traffic	10.1.A.1	Preparation of a basic road safety bill which includes principles and objectives as well as action plans at the national, autonomic and local level	National	Managers	High					■	General Deputy Director's Office for Legislation and Appeals(DGT)	National Road Safety Observatory (DGT); Ministry of the Interior; ACs; Local Governments	Date the law takes effect	-
	10.1.A.2	Annual presentation of the accident rate report and the annual plans for the improvement and follow-up of the Road Safety Strategic Plan to the Low Chamber of the Spanish Parliament	National	Managers	Medium	■	■	■	■		National Road Safety Observatory (DGT)	Agents involved in the development of the Strategic Plan	Date the report is drafted; date of presentation to the Low Chamber	-
	10.1.A.3	Coordination of all of the Administrations involved in updating the Central Registry of Offenders	National	Managers	Medium		■	■	■		General Deputy Director's Office for Information Technology Systems and Organisation of Procedures(DGT); General Deputy Director's Office for Legislation and Appeals(DGT); High Council for Road Safety	City Councils; ACs with conferred responsibilities	-	Difference in days between the current date and the date of the last update
	10.1.A.4	Preparation of an annual plan and calendar for special surveillance and control campaigns in conjunction with the ACs and City Councils	National	Managers	Medium	■	■	■	■		General Deputy Director's Office for Traffic Management and Mobility(DGT)	ACs; City Councils.	Date of plan development	Reports of campaign results
10.1.B Improvement of coordination between the National Government and the Autonomous Community Governments in matters of road safety and traffic	10.1.B.1	Creation of the Autonomous Community Commission within the High Council for Road Safety	National	Managers	High	■	■				National Road Safety Observatory (DGT)	ACs	No. of participants in the Commission	-
10.1.C Improvement of coordination between the National Government and Local Governments in matters of road safety and traffic	10.1.C.1	Creation of the Urban Commission within the High Council for Road Safety	National	Managers	Medium	■	■				National Road Safety Observatory (DGT)	City Councils.	No. of participants in the Commission	-
	10.1.C.2	Preparation and publication of the DGT Urban Road Safety Prototype Plan	National	Managers	Medium	■						City Councils;	Date of municipal prototype plan development	-
	10.1.C.3	Promotion of the establishment of municipalities' road safety plans as per the DGT Urban Road Safety Prototype Plan	National	Managers	Medium	■	■	■	■			Members of the High Council for Road Safety;	No. of municipality road safety plans developed	-
	10.1.C.4	Promotion of the preparation of Urban Traffic Regulations	National	Managers	Medium			■				European Union	Date of preparation of the regulations	-
	10.1.C.5	Organization of a periodic meeting of municipalities to improve road safety in urban areas	National	Managers	Medium	■	■	■	■		Director's Office (DGT); Road Safety National Observatory (DGT)		Date of convocation, no. of participants	-



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