

ROAD SAFETY STRATEGY 2030 (SUMMARY)



SEGURIDAD VIAL 2030



MINISTERIO
DEL INTERIOR

SUBSECRETARÍA



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

Strategic areas of the RSS 2030

Policy areas and framework for any road safety action by administrations, organisations and companies:



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

This vision is complemented as follows:

- **Spanish Safe System model**, with the people at the centre.
- **Integration of road safety policies with other related policies.**
- Consolidating **Spain as an international benchmark** in road safety.



Objectives of the RSS 2030

It endorses the two major world and European objectives:

***By 2030, a 50% reduction in fatalities** compared to the 2019 baseline (1,755).*

***By 2030, a 50% reduction in serious injuries** compared to the 2019 baseline (8,613).*

The Strategy also sets out:

- A scorecard of **specific accident rate goals**
- A scorecard of **safety indicators**

Action lines of the RSS 2030

Each of these strategic Areas will develop its field of action through various Action lines.

1. Trained and competent individuals

- 1.1. Introducing road safety education in primary education, secondary education and higher secondary-education.
- 1.2. Improving training to obtain a driving licence.
- 1.3. Ensuring the provision of education for bicycle and PLEV users, and other groups.
- 1.4. Communicating and raising awareness on safe and sustainable mobility.
- 1.5. Ensuring the provision of training for people with a driving licence.
- 1.6. Improving driving licence recovery courses.
- 1.7. Improving mental and physical assessments and introducing health interventions to address recidivism.
- 1.8. Enhancing the quality of collaborating centres.

2. Zero tolerance to risk behaviours

- 2.1. Increasing the impact of monitoring through better planning.
- 2.2. Enhancing monitoring of the highest-risk behaviours and the application of new technologies.
- 2.3. Enhancing the role of vehicle technologies as an instrument for compliance with regulations.
- 2.4. Updating the legal framework for traffic and road safety.
- 2.5. Updating the criminal law framework and enhancing efforts to combat traffic offences.
- 2.6. Fostering the exchange of information on the validity of driving licences and sanctions.
- 2.7. Monitoring compliance with regulations in professional transport.

3. Safe cities

- 3.1. Fostering safe road design and undertaking integrated speed management.
- 3.2. Ensuring accessibility for all.
- 3.3. Mainstreaming road safety into other municipal policies.
- 3.4. Enhancing connectivity and digitisation for safe mobility.
- 3.5. Adapting regulations to the realities of urban mobility.
- 3.6. Increasing safety in public fleets, concessions and authorisations.
- 3.7. Increasing the safety of urban freight distribution (UFD).

4. Safe roads

- 4.1. Fostering design solutions based on the Safe System.
- 4.2. Fostering the use of infrastructure safety management procedures.
- 4.3. Assessing the safety level of the road network.
- 4.4. Enhancing safe, sustainable and smart traffic management.
- 4.5. Increasing the safety of pedestrians, bicycle and motorcycle users and the elderly.
- 4.6. Enhancing the assessment of actions and the exchange of good practices.
- 4.7. Raising awareness about the importance of investment in infrastructure and adequate provision of human and technical resources.



5. Safe and connected vehicles

- 5.1. Promoting new safety systems in vehicles and enhancing driver knowledge of new technologies.
- 5.2. Increasing the safety of the existing vehicle fleet and improving the information available when purchasing a used vehicle.
- 5.3. Increasing the use of safety equipment by all road users.
- 5.4. Boosting connectivity and fostering the safe deployment of autonomous vehicles.
- 5.5. Minimising distractions and safely integrating new vehicle technologies.
- 5.6. Supporting national policies on vehicles and aid to upgrade the vehicle fleet.
- 5.7. Promoting the General Vehicle Register.
- 5.8. Promoting vehicle insurance as an instrument of road safety policy.

6. Effective and fair response to accidents

- 6.1. Reducing response times and improving assistance in the event of an accident.
- 6.2. Improving comprehensive medical and psychological care for accident victims.
- 6.3. Ensuring the rights of road traffic victims.
- 6.4. Improving knowledge of the impact of accidents on health.



7. Data and knowledge for risk-based management

- 7.1. Improving data on traffic accidents.
- 7.2. Having better data available on the mobility of various modes of travel and groups.
- 7.3. Increasing the availability of open data on traffic and road safety.
- 7.4. Studying traffic accident samples in depth.
- 7.5. Incorporating big data techniques into road safety research.
- 7.6. Obtaining and monitoring indicators relating to people's behaviour, vehicle and infrastructure safety, and post-accident response.
- 7.7. Promoting road safety research.

8. Safe administrations, companies and organisations

- 8.1. Promoting safe and sustainable mobility plans in public administrations and companies.
- 8.2. Fostering training, education and awareness raising focused on road safety risks.
- 8.3. Improving the prevention of accidents at work and handling of commuting accidents.
- 8.4. Promoting safe mobility plans in industrial estates and other areas subject to special consideration.
- 8.5. Introducing road safety in public and private purchases contracts and concessions.
- 8.6. Introducing road safety in corporate social responsibility reports.
- 8.7. Enhancing the safety of professional transport.
- 8.8. Enhancing monitoring of the health of workers and professional drivers.

9. Integrated policies and international cooperation

- 9.1. Integrating road safety with other policies, within the framework of the 2030 Agenda.
- 9.2. Fostering participation in international organisations and working groups, along with bilateral cooperation projects.
- 9.3. Strengthening the role of the Higher Council for Traffic, Road Safety and Sustainable Mobility.
- 9.4. Fostering the road safety-related activity of Provincial Traffic Departments.
- 9.5. Engaging Administrations, companies and civil society in the Strategy.
- 9.6. Training in the Safe System principles and solutions.

For More Information:



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