



SEGURIDAD VIAL 2030

REPORT ON ROAD SAFETY ACTIVITIES 2024

July 2025

EDITED BY: DIRECTORATE-GENERAL FOR TRAFFIC

National Road Safety Observatory

C/ Josefa Valcárcel nº 44

28027 MADRID

Online edition: NIPO: 128-25-007-9

Catalogue of Publications of the General State Administration: <https://cpage.mpr.gob.es/>



TABLE OF CONTENTS

1. PRESENTATION	1
2. INTRODUCTION.....	3
3. EVOLUTION OF STRATEGIC OBJECTIVES	5
3.1. General objectives on accident rate.....	5
3.2. Specific objectives of groups and roads.....	7
3.3. Indicators by modes of transport.....	10
3.4. Indicators by age group.....	18
3.5. Strategic theme indicators	21
Indicator 1: Percentage of vehicles travelling within the speed limit.....	22
Indicator 2: Percentage of vehicle occupants using the safety belt or child restraint system correctly.....	22
Indicator 3: Percentage of riders of powered two-wheelers and of cyclists wearing a protective helmet correctly.....	22
Indicator 4: Percentage of drivers driving within the legal limit for blood alcohol content.....	23
Indicator 5: Percentage of drivers not using a handheld mobile telephone (or other mobile devices).....	23
Indicator 6: Percentage of new passenger cars with a Euro NCAP safety rating equal to or above a predefined threshold.....	23
Indicator 7: Percentage of distance driven on roads with a safety rating above an agreed threshold.....	24
Indicator 8: Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury, and the arrival of the emergency services at the scene.....	24
4. ROAD SAFETY ACTIVITIES UNDERTAKEN IN 2024.....	25
Strategic area 1. Trained and capable individuals	26
Line of action 1.2. Improving training during the process of obtaining a driving licence	26
Line of action 1.4. Communicating and raising awareness regarding safe and sustainable mobility.....	28
Line of action 1.6. Improving courses to regain the driving licence.....	32
Strategic area 2. Zero tolerance to risk behaviours	33
Line of action 2.1. Increasing the impact of monitoring through better planning	

Line of action 2.2. Enhancing monitoring of the highest-risk behaviours and the application of new technologies	36
Strategic area 4. Safe roads	38
Line of action 4.2. Fostering the use of infrastructure safety management procedures	38
Line of action 4.3. Assessing the safety level of the road network	39
Line of action 4.4. Enhancing safe, sustainable and smart traffic management	39
Strategic area 5. Safe and connected vehicles	41
Line of action 5.1. Promoting new safety systems in vehicles and enhancing driver knowledge of new technologies.....	41
Line of action 5.2. Increasing the safety of the existing vehicle fleet and improving the information available when purchasing a used vehicle	42
Line of action 5.3. Increasing the use of safety equipment by all road users	43
Line of action 5.7. Promoting the General Vehicle Register	43
Strategic area 6. Effective and fair response to the accident.....	44
Line of action 6.1. Reducing response times and improving assistance in the event of an accident.....	44
Line of action 6.3. Ensuring the rights of road traffic victims	44
Line of action 6.4. Improving the knowledge of the impact of accidents on health	44
Strategic area 7. Data and knowledge for risk-based management.....	45
Line of action 7.4. Studying traffic accident samples in depth	45
Strategic area 8. Safe administrations and organisations	46
Line of action 8.1. Promoting safe and sustainable mobility plans in public administrations and companies	46
Line of action 8.2. Fostering training, education and awareness raising focused on road safety risks.....	46
Line of action 8.3. Improving the prevention of accidents at work and handling of commuting accidents.....	47
Line of action 8.7. Enhancing the safety of professional transport	48
Line of action 8.8. Enhancing monitoring of the health of workers and professional drivers.....	48
Strategic area 9. Integrated policies and international cooperation.....	49
Line of action 9.1. Integration of road safety policies with other areas of intervention, within the framework of the 2030 Agenda	49



Line of action 9.2. Fostering participation in international organisations and working groups, along with bilateral cooperation projects.....	50
Line of action 9.5. Engaging Administrations, companies and civil society in the Strategy.....	51
5. SUMMARY OF THE ACTIONS PERFORMED	53
5.1. List of actions ordered by Strategic area and Action Line	53
5.2. List of actions ordered chronologically.....	56
5.3. List of actions ordered by the body responsible	59
ANNEX BODIES IN CHARGE OF THE ACTIONS.....	63



1. PRESENTATION

The Strategy on Road Safety 2030 has established as a general objective a 50% reduction in the number of deaths and serious injuries by 2030, in line with European and global objectives.

To achieve these objectives, Action Plans are periodically scheduled, detailing the measures committed to be implemented during the lifetime of each Plan. The bodies or entities responsible for its planning and execution are also specified. This programming document serves as a reference for taking action in the fight against road accidents.

Having completed the first year of the 2024-2025 Road Safety Action Plan, this Report on Road Safety Actions for 2024 is hereby presented. This document contains an analysis and assessment of the results achieved within the framework of the aforementioned Action Plan, as well as an overview of the Plan's progress level since its inception, evaluating the level of development achieved in each of the Strategic Areas and Lines.

The assessment would also make it possible to define priorities for future exercises or to develop new actions to address road safety needs within the framework of the Road Safety Action Plan 2024-2025, with a view to defining a new Plan for the coming biennium.



2. INTRODUCTION

This document presents the Report on Road Safety Activities 2024. This is the third report on activities within the implementation period of the Strategy on Road Safety 2030.



The Strategy on Road Safety 2030 is structured into 9 strategic areas and 63 lines of action. During 2024, actions were carried out in 8 of the 9 Strategic Areas, and within these, in 23 Lines of Action.

The structure of this Report on Road Safety Actions 2024 is based on the following elements:

- **Evolution of strategic objectives:** comparative table of the evolution of the indicators defined for the Strategy on Road Safety 2030.
- **Road safety activities undertaken in 2024:** presentation of the main actions carried out during 2024, for each of the Lines of Action of the Strategic Areas of the Strategy on Road Safety 2030.



3. EVOLUTION OF STRATEGIC OBJECTIVES

The tables and charts in this chapter show the evolution of the generic and specific objectives and the indicators of the Strategy between 2019 (base year of the strategy) and 2023, in relation to the derating curve necessary to achieve the numerical objective set for 2030 for each of them.

3.1. General objectives on accident rate

The two general objectives of the Strategy on Road Safety 2030 have been formulated as follows:

- **By 2030, to reduce the number of deaths by 50%** in relation to the 2019 baseline (1,755).
- **By 2030, to reduce the number of seriously injured casualties by 50%** in relation to the 2019 baseline (8,613, according to police records).

Table 1. Evolution of the general objectives established in the Strategy on Road Safety 2030

Strategic objective		Base	Evolution										Target
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
In 2030, to reduce by 50% the number of people killed	Predicted value	1,755	1,675	1,595	1,516	1,436	1,356	1,276	1,196	1,116	1,037	957	877
	Achieved value	1,755	1,370	1,533	1,746	1,806							
In 2030, to reduce by 50% the number of seriously injured people	Predicted value	8,613	8,221	7,830	7,438	7,047	6,655	6,264	5,872	5,481	5,089	4,698	4,306
	Achieved value	8,613	6,681	7,784	8,502	9,265							



3.2. Specific objectives of groups and roads

The objective of halving the number of people killed and seriously injured casualties can be achieved through various developments in accident rates. The Strategy on Road Safety 2030 has considered the following as priorities:

- Vulnerable road users.
- Persons older than 64 years.
- Urban roads.

In a homogeneous scenario, there would be a 50% reduction in each of the groups and roads, which would be equivalent to maintaining the proportion of fatal and serious accidents for each of them constant. This would translate into the following scenarios in 2030:

- In the case of vulnerable users, some percentages should be maintained:
 - Regarding the total number of people killed, not exceeding 50%.
 - Regarding the total number of people killed or seriously injured casualties, not exceeding 60%.
- In the case of persons older than 64 years, some percentages should be maintained:
 - Regarding the total number of people killed, not exceeding 30%.
 - Regarding the total number of people killed or seriously injured casualties, not exceeding 20%.
- In the case of urban roads, some percentages should be maintained:
 - Regarding the total number of people killed, not exceeding 30%.
 - Regarding the total number of people killed or seriously injured casualties, not exceeding 50%.

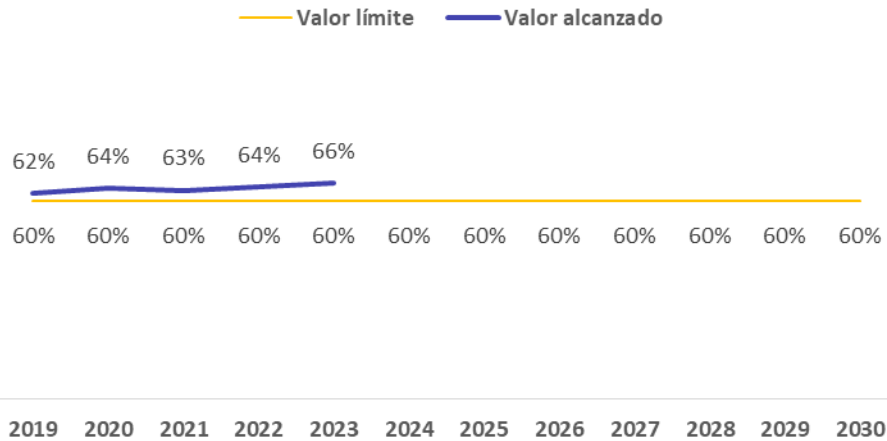
Table 2. Evolution of the specific objectives established in the Strategy on Road Safety 2030

			Base	Evolution										Target	
			2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Groups and vulnerable modes	In relation to the total number of people killed, a percentage not exceeding 50%.	Limit value	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
		Achieved value	53%	50%	50%	50%	52%								
	In relation to the total number of people killed or seriously injured casualties, a percentage not exceeding 60%.	Limit value	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%
		Achieved value	62%	64%	63%	64%	66%								
Persons over the age of 64	In relation to the total number of people killed, a percentage not exceeding 50%.	Limit value	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	
		Achieved value	28%	26%	26%	27%	26%								
	In relation to the total number of people killed or seriously injured casualties, a percentage not exceeding 60%.	Limit value	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
		Achieved value	18%	16%	17%	18%	18%								
On urban roads	In relation to the total number of people killed, a percentage not exceeding 50%.	Limit value	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	
		Achieved value	30%	29%	27%	27%	29%								
	In relation to the total number of people killed or seriously injured casualties, a percentage not exceeding 60%.	Limit value	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
		Achieved value	47%	46%	49%	50%	49%								



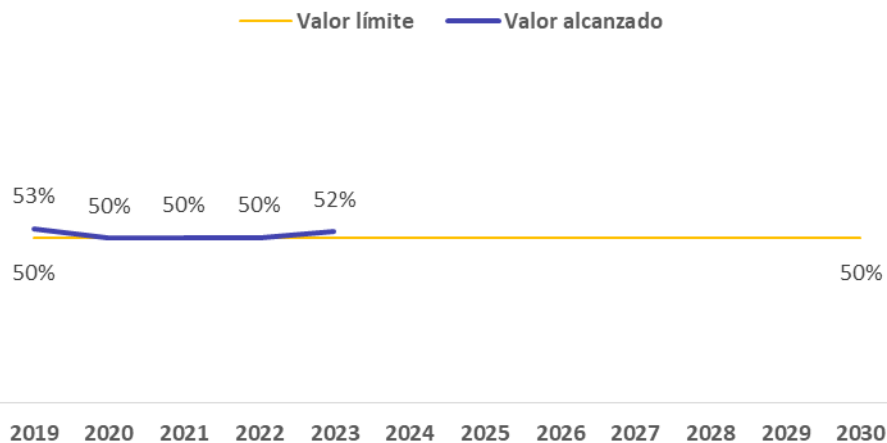
The value achieved for each of the objectives in 2023 is equal to or less than its limit value, with the exception of the **percentage of vulnerable groups and means who were killed or seriously injured in relation to the total number of people killed or seriously injured, which was 66%** and therefore higher than its limit value of 60%. This situation also occurred in previous years, with a percentage between 62% and 64%.

Porcentaje de usuarios vulnerables fallecidos o heridos grave, respecto al total de personas fallecidas o heridas grave



Regarding vulnerable groups and means, it is also observed that the baseline percentage of vulnerable groups and means killed, in relation to the total number of people killed, was 52%, slightly higher than the established limit value.

Porcentaje de usuarios vulnerables fallecidos, respecto al total de personas fallecidas



3.3. Indicators by modes of transport

Achieving the reduction in the rate of accidents outlined in the general objectives, and in the specific objectives for groups and roads, requires reversing recent trends and offsetting the expected increase in mobility of these groups and roads in the coming years, all of which represent a double challenge. To monitor the objectives, four scorecards of indicators are proposed: two for the various modes of transport and two for different age groups of users.

This section presents the indicators for the various modes of transport. In the case of personal mobility vehicles (PMVs), the absence of historical series and uncertainty about the future development of their use make it impractical to establish projections. In addition, the first year for which complete and meaningful data are available is 2020.



Table 3. Mode of travel indicators. Interurban roads.

Fatalities or seriously injured casualties on interurban roads			Evolution												
			2019	2020	2021	2022	2023	2024	2025	2023	2027	2028	2029	2030	
Pedestrians	Reduction in 2030: 50%	Limit: 50%	339	324	308	293	277	262	246	231	215	200	184	169	
		Achieved value	339	274	278	309	303								
Cyclists	Reduction in 2030: between 10% and 50%	Limit: 10%	372	369	365	362	358	355	351	348	344	341	337	334	
		Achieved value	372	375	362	377	411								
		Optimal: 50%	372	355	338	321	304	287	271	254	237	220	203	186	
PMV users	Reduction in 2030: Not possible to set	Achieved value	-	5	9	20	16								
Motorcycle and moped users	Reduction in 2030: between 40% and 50%	Limit: 40%	1,667	1,606	1,546	1,485	1,424	1,364	1,303	1,243	1,182	1,121	1,061	1,000	
		Achieved value	1,667	1,318	1,403	1,507	1,822								
		Optimal: 50%	1,667	1,591	1,515	1,440	1,364	1,288	1,212	1,136	1,060	985	909	833	
Car users	Reduction in 2030: between 50% and 65%	Limit: 50%	2,575	2,458	2,341	2,224	2,107	1,990	1,872	1,755	1,638	1,521	1,404	1,287	
		Achieved value	2,575	1,954	2,200	2,381	2,610								
		Optimal: 65%	2,575	2,423	2,271	2,118	1,966	1,814	1,662	1,510	1,358	1,205	1,053	901	
Van and lorry users	Reduction in 2030: between 50% and 55%	Limit: 50%	476	454	433	411	389	368	346	325	303	281	260	238	
		Achieved value	476	306	404	453	341								
		Optimal: 55%	476	452	428	405	381	357	333	309	285	262	238	214	
Bus users	Reduction in 2030: Fewer than 5 people	Limit: 5	6	6	6	6	6	6	5	5	5	5	5	5	
		Achieved value	6	4	10	40	26								

Table 4. Mode of travel indicators. Urban roads.

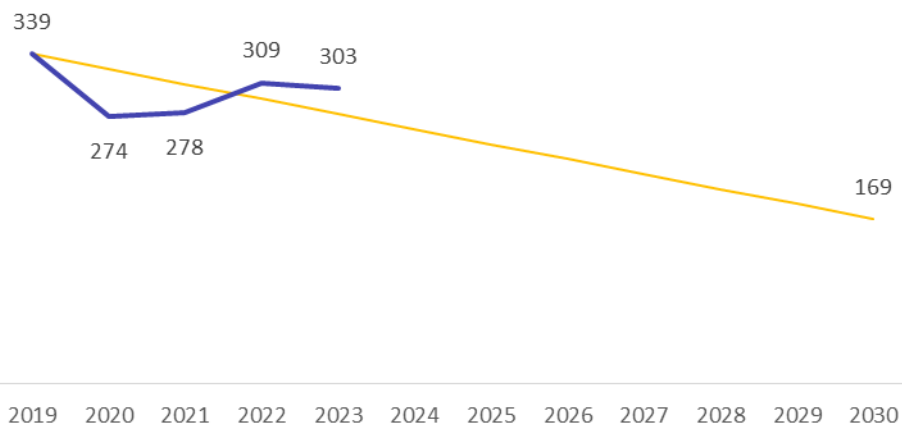
Fatalities or seriously injured casualties on urban roads			Base	Evolution										Target	
			2019	2020	2021	2022	2023	2024	2025	2023	2027	2028	2029	2030	
Pedestrians	Reduction in 2030: 50%	Limit: 50%	1,730	1,651	1,573	1,494	1,415	1,337	1,258	1,180	1,101	1,022	944	865	
		Achieved value	1,730	1,124	1,420	1,662	1,792								
Cyclists	Reduction in 2030: between 15% and 50%	Limit: 15%	354	349	344	339	334	329	325	320	315	310	305	300	
		Achieved value	354	395	414	415	438								
		Optimal: 50%	354	338	322	306	290	274	257	241	225	209	193	177	
PMV users	Reduction in 2030: Not possible to set	Achieved value	-	100	172	300	335								
Motorcycle and moped users	Reduction in 2030: 50%	Limit: 50%	1,999	1,908	1,817	1,726	1,635	1,544	1,454	1,363	1,272	1,181	1,090	999	
		Achieved value	1,999	1,554	1,840	1,991	2,141								
Car users	Reduction in 2030: between 50% and 70%	Limit: 50%	504	481	458	435	412	389	367	344	321	298	275	252	
		Achieved value	504	406	506	520	514								
		Optimal: 70%	504	472	440	408	376	344	311	279	247	215	183	151	
Van and lorry users	Reduction in 2030: between 50% and 65%	Limit: 50%	50	48	45	43	41	39	36	34	32	30	27	25	
		Achieved value	50	40	55	64	59								
		Optimal: 65%	50	47	44	41	38	35	32	29	26	23	20	17	
Bus users	Reduction in 2030: Fewer than 5 people	Limit: 5	33	30	28	25	23	20	18	15	13	10	8	5	
		Achieved value	33	20	40	32	52								



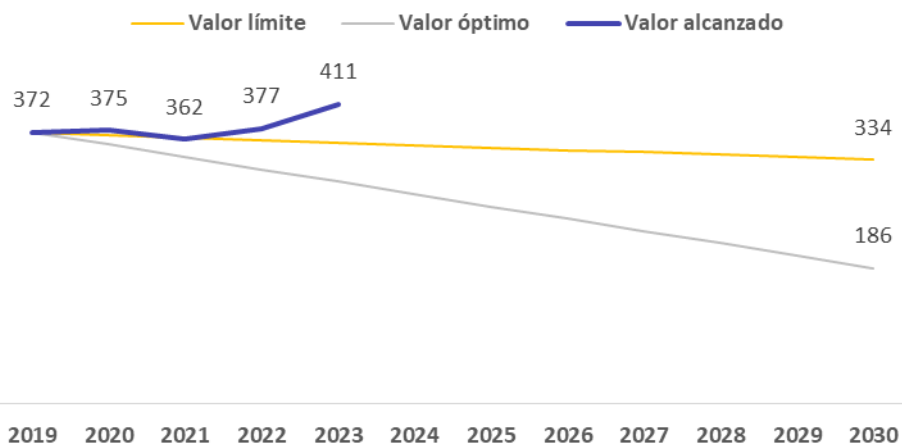
In view of the tables above, it can be concluded in this report that **in 2023 there was a marked increase in the number of bus users killed or seriously injured on interurban roads compared to 2019**. This means that the limit value set for 2023 exceeded to a greater extent than in 2021.

All the indicators for interurban roads present values higher than their respective limit or optimal values, except fatalities or seriously injured van and lorry users.

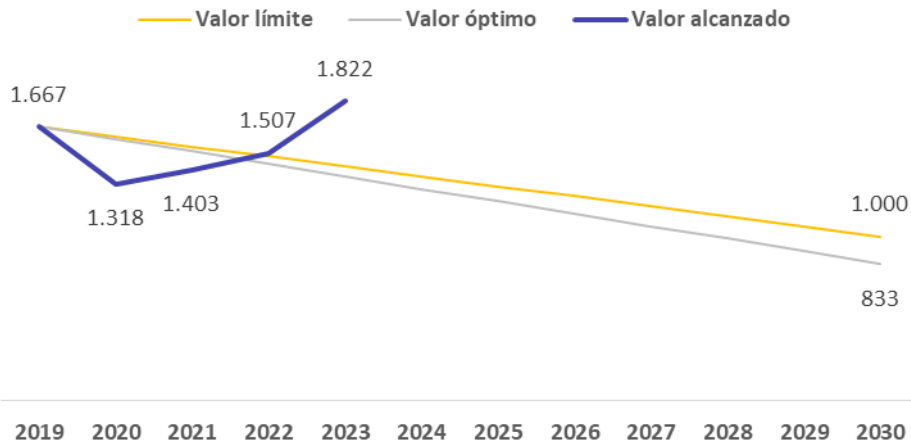
Peatones fallecidos o heridos grave en vías interurbanas



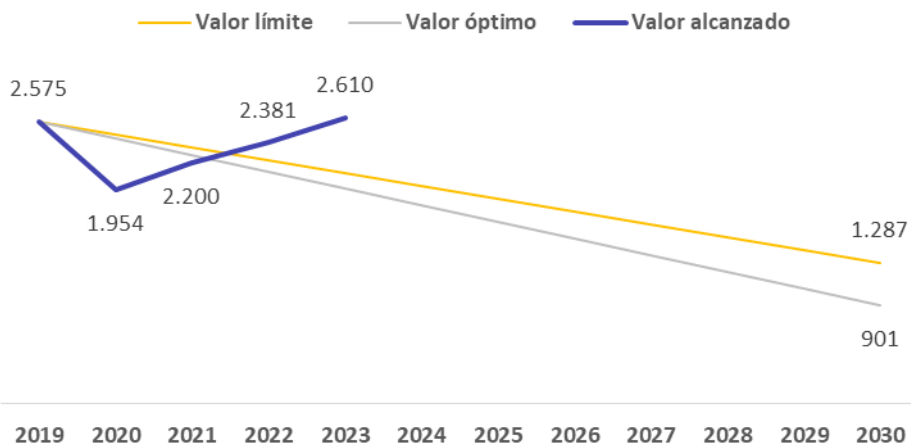
Personas usuarias de bicicleta fallecidas o heridas grave en vías interurbanas



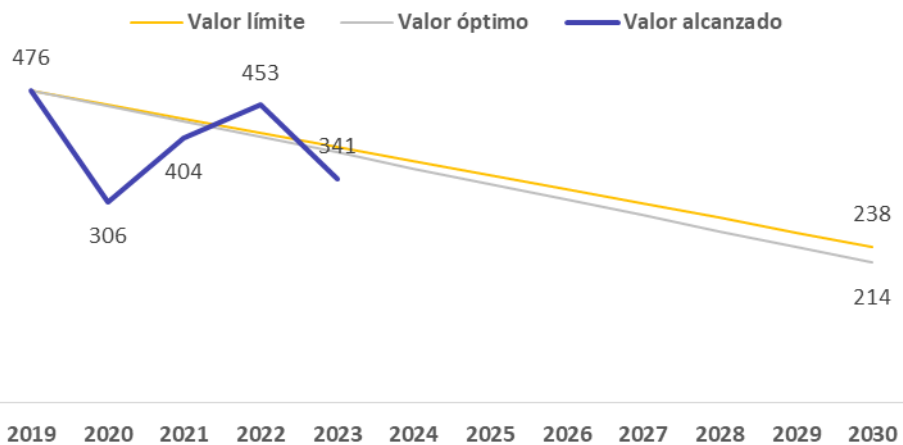
Personas usuarias de motocicletas y ciclomotores fallecidas o heridas grave en vías interurbanas



Personas usuarias de turismos fallecidas o heridas grave en vías interurbanas



Personas usuarias de furgonetas y camiones fallecidas o heridas grave en vías interurbanas

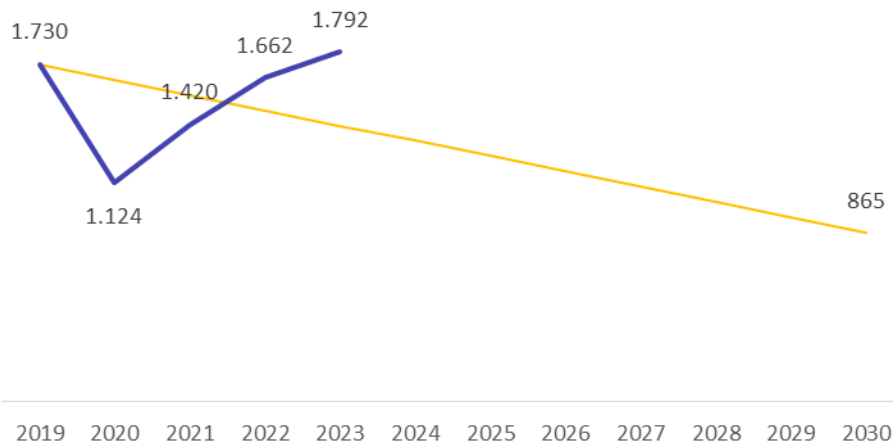




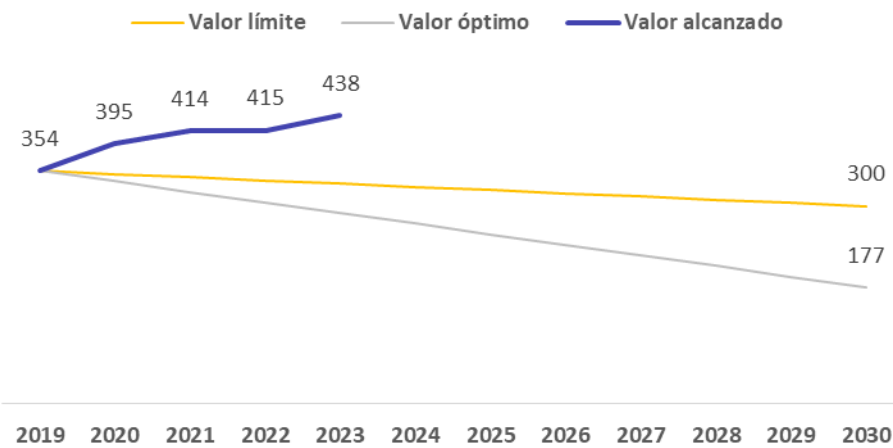
As regards **urban roads**, in **2023** there was an increase in the number of people killed or seriously injured compared to 2019, except for cars, vans and lorries. The limit value set for 2023 for users killed or seriously injured in the various modes was exceeded.

None of the indicators present a value lower than their respective limit value.

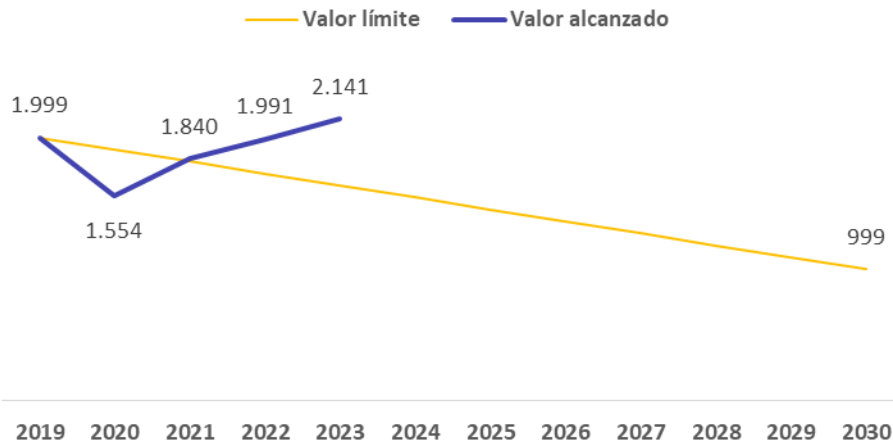
Peatones fallecidos o heridos grave en vías urbanas



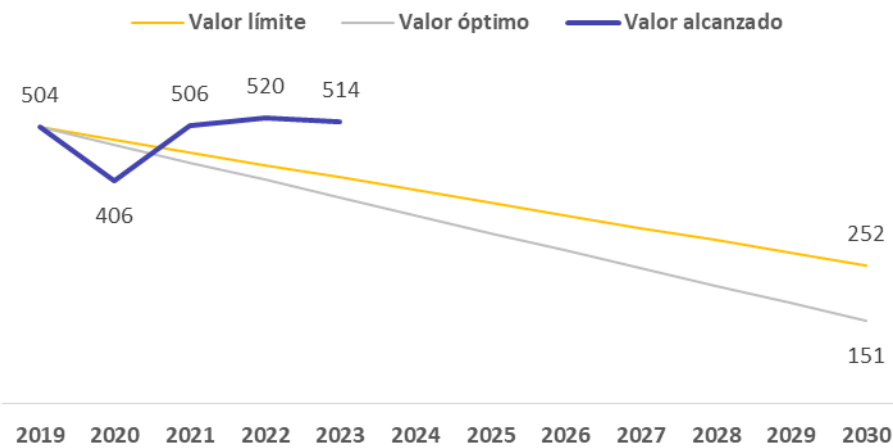
Personas usuarias de bicicleta fallecidas o heridas grave en vías urbanas



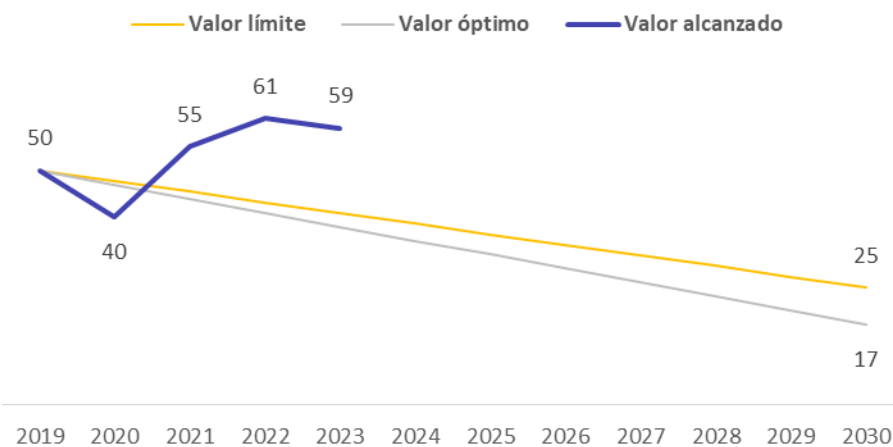
Personas usuarias de motocicletas y ciclomotores fallecidas o heridas grave en vías urbanas



Personas usuarias de turismos fallecidas o heridas grave en vías urbanas

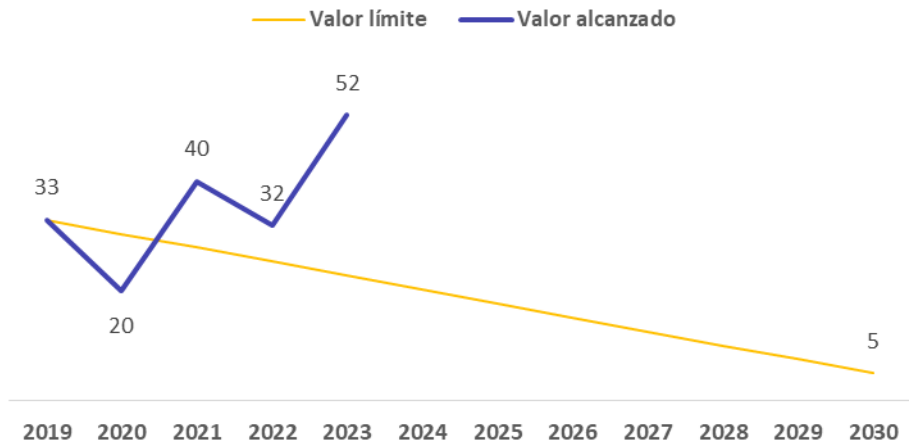


Personas usuarias de furgonetas y camiones fallecidas o heridas grave en vías urbanas





Personas usuarias de autobuses fallecidas o heridas grave en vías urbanas



3.4. Indicators by age group

This section presents the indicators for the various age groups.

As regards the indicators by age group, an overall increase is observed in all age groups.

All indicators exceeded the limit value set for the year 2023 for fatalities or seriously injured casualties by age group, except for children under 15 years of age on interurban roads, who remained within the limits set.



Table 5. Age indicators. Interurban roads.

Fatalities or seriously injured casualties on interurban roads			Evolution											Target
			2019	2020	2021	2022	2023	2024	2025	2023	2027	2028	2029	2030
0 – 14 years	Reduction in 2030: between 50% and 65%	Limit: 50%	125	119	114	108	102	96	91	85	79	73	68	62
		Achieved value	125	94	89	94	96							
		Optimal: 65%	125	118	110	103	95	88	80	73	65	58	50	43
15 – 24 years	Reduction in 2030: between 50% and 60%	Limit: 50%	715	682	650	617	585	552	520	487	455	422	390	357
		Achieved value	715	590	734	645	754							
		Optimal: 65%	715	673	630	588	546	504	461	419	377	335	292	250
25 – 64 years	Reduction in 2030: 50%	Limit: 50%	3,803	3,630	3,457	3,284	3,111	2,938	2,766	2,593	2,420	2,247	2,074	1,901
		Achieved value	3,803	3,008	3,271	3,561	3,868							
>64 years	Reduction in 2030: between 35% and 50%	Limit: 35%	858	831	803	776	749	721	694	666	639	612	584	557
		Achieved value	858	612	639	831	881							
		Optimal: 50%	858	819	780	741	702	663	624	585	546	507	468	429

Table 6. Age indicators. Urban roads.

Fatally or seriously injured casualties on urban roads			Base	Evolution										Target
			2019	2020	2021	2022	2023	2024	2025	2023	2027	2028	2029	2030
0 – 14 years	Reduction in 2030: between 50% and 70%	Limit: 50%	197	188	179	170	161	152	143	134	125	116	107	98
		Achieved value	197	124	184	185	210							
		Optimal: 70%	197	184	172	159	147	134	122	109	97	84	72	59
15 – 24 years	Reduction in 2030: between 50% and 60%	Limit: 50%	680	649	618	587	556	525	495	464	433	402	371	340
		Achieved value	680	530	692	717	785							
		Optimal: 60%	680	643	606	569	532	495	457	420	383	346	309	272
25 – 64 years	Reduction in 2030: 50%	Limit: 50%	2,843	2,714	2,584	2,455	2,326	2,197	2,067	1,938	1,809	1,680	1,550	1,421
		Achieved value	2,843	2,307	2,703	3,027	3,206							
>64 years	Reduction in 2030: between 35% and 50%	Limit: 35%	1,057	1,023	990	956	922	889	855	822	788	754	721	687
		Achieved value	1,057	703	887	1,035	1,149							
		Optimal: 50%	1,057	1,009	961	913	865	817	768	720	672	624	576	528



3.5. Strategic theme indicators

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

- **Indicator 1:** Percentage of vehicles travelling within the speed limit.
- **Indicator 2:** Percentage of vehicle occupants using the safety belt or child restraint system correctly.
- **Indicator 3:** Percentage of riders of powered two-wheelers and of cyclists wearing a protective helmet correctly.
- **Indicator 4:** Percentage of drivers driving within the legal limit for blood alcohol content.
- **Indicator 5:** Percentage of drivers not using a handheld mobile telephone (or other mobile devices).
- **Indicator 6:** Percentage of new passenger cars with a Euro NCAP safety rating equal to or above a predefined threshold.
- **Indicator 7:** Percentage of distance driven on roads with a safety rating above an agreed threshold.
- **Indicator 8:** Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury, and the arrival of the emergency services at the scene.

These eight indicators are monitored using the common methodologies defined in the European BASELINE project.¹

¹ https://www.dgt.es/export/sites/web-DGT/galleries/downloads/conoce_la_dgt/conocimiento-e-investigacion/Indicadores_-_proyecto_Baseline_web.pdf

INDICATOR 1: PERCENTAGE OF VEHICLES TRAVELLING WITHIN THE SPEED LIMIT.

In general terms, higher speeds were observed on motorways than on dual carriageways, except for heavy goods vehicles. Slightly over 60% of cars on dual carriageways respect the limits, 15% exceed them by more than 10 km/h, and 6% by more than 20 km/h.

Levels of compliance were lower on single carriageways than on dual carriageways. 12% of motorcycles and 14% of cars exceeded the limit by more than 20km/h. Very similar behaviour for light and heavy goods vehicles.

On urban roads, levels of compliance were higher for cars than for motorcycles and heavy goods vehicles. Levels of compliance were higher on 50km/h streets than on 30km/h streets.

Type of road	Motorcycles	Cars	Light	Heavy
Motorway, limit 120	65.40%	52.10%	40.00%	91.00%
Dual carriageway, limit 120	73.70%	63.20%	45.20%	94.20%
Conventional road, limit 90	53.70%	42.00%	67.00%	67.60%
Urban, limit 50	74.10%	63.60%	55.50%	76.40%
Urban, limit 30	51.70%	30.10%	26.70%	46.80%

INDICATOR 2: PERCENTAGE OF VEHICLE OCCUPANTS USING THE SAFETY BELT OR CHILD RESTRAINT SYSTEM CORRECTLY.

Use of seat belts was high, 96% for drivers, 95.9% for front passengers and 92.8% for rear passengers. In addition, the level of use was higher on motorways, dual carriageways and single carriageways and lower on urban roads.

Type of road	Drivers	Front passengers*	Rear passengers
Motorway	99.70%	99.40%	93.20%
Dual c'way	96.40%	96.70%	96.30%
Conventional road	97.60%	97.30%	95.80%
Urban	94.10%	93.90%	88.80%
Total	96.00%	95.90%	92.80%

As regards child restraint systems (CRS), according to the results, only 46% used them correctly.

Type of road	Correct use of CRS
Motorway	50.00%
Dual c'way	41.70%
Conventional road	40.00%
Urban	62.50%
Total	48.20%

INDICATOR 3: PERCENTAGE OF RIDERS OF POWERED TWO-WHEELERS AND OF CYCLISTS WEARING A PROTECTIVE HELMET CORRECTLY.

Use of helmets by motorcyclists was very high, standing at virtually 100% on all roads except urban roads.



Use of helmet in motorcyclists and mopeds		2022
Driver		99.4%
Passenger		96.2%

Use of helmets by cyclists stood at 89.8% on interurban roads and was lower on urban roads, where it corresponded to just 33%.

Use of a helmet when riding a bicycle		2022
Urban roads		33.0%
Interurban roads		89.8%

INDICATOR 4: PERCENTAGE OF DRIVERS DRIVING WITHIN THE LEGAL LIMIT FOR BLOOD ALCOHOL CONTENT.

In general terms, this indicator was relatively high. It was slightly lower at night-time and weekends.

Period	2022
Weekday/daytime	99.4%
Weekday/night-time	97.8%
Weekend/daytime	98.2%
Weekend/night-time	88.2%

INDICATOR 5: PERCENTAGE OF DRIVERS NOT USING A HANDHELD MOBILE TELEPHONE (OR OTHER MOBILE DEVICES).

A 90.9% rate of non-use of devices while driving was found among drivers of passenger cars, light vehicles and buses during the day.

Period	2022
Weekday/daytime	90.90%

INDICATOR 6: PERCENTAGE OF NEW PASSENGER CARS WITH A EURO NCAP SAFETY RATING EQUAL TO OR ABOVE A PREDEFINED THRESHOLD.

The current KPI on vehicle safety has shortcomings and is open to improvement. One issue affecting the comparability and validity of the KPI is that some car manufacturers register vehicles in one country and immediately export them to another country in the European Union for tax reasons. The extent to which this influences the KPIs of the various countries is unclear and difficult to estimate. One major shortcoming of the current KPI is that only new cars registered in the last year are taken into account. It would be better to develop a vehicle safety indicator that covers the entire vehicle fleet.

Vehicle safety KPI	2019
--------------------	------

4 star threshold (Including unrated vehicles)	84%
-----------------------------------------------	-----

INDICATOR 7: PERCENTAGE OF DISTANCE DRIVEN ON ROADS WITH A SAFETY RATING ABOVE AN AGREED THRESHOLD.

No information available.

INDICATOR 8: TIME ELAPSED IN MINUTES AND SECONDS BETWEEN THE EMERGENCY CALL FOLLOWING A COLLISION RESULTING IN PERSONAL INJURY, AND THE ARRIVAL OF THE EMERGENCY SERVICES AT THE SCENE.

No information available.



4. ROAD SAFETY ACTIVITIES UNDERTAKEN IN 2024

This chapter details the main actions carried out during 2023 for each of the lines of action in the strategic areas of the Strategy on Road Safety 2021-2030.

Among all of them, due to the highly positive impact that they are expected to have on improving road safety and sustainable mobility, the following are worth highlighting:

- Information sessions on drowsiness and driving.
- Emergency package of measures to reduce road accidents.
- Assessment of the risk of driving a motorcycle with a category B licence held for three years.
- Update of road safety awareness and re-education courses.
- Strengthening motorcyclist safety: monitoring and surveillance campaigns.
- New Regulations on Historic Vehicles.
- International Conference on Motorcycle Road Safety.

Strategic area 1. Trained and capable individuals

LINE OF ACTION 1.2. IMPROVING TRAINING DURING THE PROCESS OF OBTAINING A DRIVING LICENCE

Improving accessibility to DGT testing services for people with specific difficulties

Responsible body: Directorate-General for Traffic

December 2024

Improving accessibility to DGT testing services for people with specific difficulties²:

- Possibility of taking the common test with texts and images adapted to simple language, in accordance with the guidelines and recommendations contained in the UNE 153101 Easy Reading standard. By the end of 2024, 1,065 tests had been taken using this system.
- Possibility of requesting audio assistance during the computer-based theoretical test. By the end of 2024, this system had been implemented in 68 examination centres.
- Publication of an illustrated Easy-to-Read dictionary that serves as a supplement to the preparation for the theoretical test for obtaining a category B driving licence for applicants who wish to take the exam in Easy-to-Read.

In addition, the Directorate-General for Traffic has incorporated three questionnaire models with questions adapted to Easy Reading into the module designed to show what a theoretical exam is like on its website³.

Introducing new ADAS in aptitude and behavioural examination tests Instruction COND 2024/12

Responsible body: Directorate-General for Traffic

August 2024

Instruction COND 2024/12⁴ updates the list of driver assistance systems (ADAS) that may be used during aptitude and behaviour control tests, as well as the qualification criteria that must be applied where applicable. The inclusion of ADAS in the tests began in 2019, and the first update to the list was already made in 2022.

Systems not included in this list will not be admitted and must be deactivated during the test if the vehicle is equipped with them.

² https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/nota_prensa/20240926-La-DGT-hace-mas-accesibles-los-examenes-teoricos/NP-MEDIDAS-ACCESIBILIDAD-EXAMENES-TEORICOS-DGT.pdf

³ <https://www.dgt.es/nuestros-servicios/permisos-de-conducir/obtener-un-nuevo-permiso-de-conducir/requisitos-preparacion-y-presentacion-a-examen/>

⁴ <https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/muevete-con-seguridad/normas-de-trafico/C-conductores/Instruccion-COND2024-12-Adas-en-pruebas-de-aptitud-Actualizacion.pdf>



Extending the computer-based theory test to decentralised test centres

Responsible body: Directorate-General for Traffic

December 2024

The objective of this initiative is to sign standard agreements with city councils to computerize the examination rooms in the 92 locations where DGT perform the knowledge tests for obtaining the driving licence.

A pilot test was conducted in Calatayud in 2022-2023; and Tomelloso joined Calatayud in 2024. Since April, theoretical exams have been conducted online at municipal facilities.

By the end of 2024, agreements had already been signed with the local councils of Albox, Calatayud, Medina del Campo, and Tomelloso.

Assessment of the risk of driving a motorcycle with a category B licence held for three years

Responsible body: Directorate-General for Traffic

February 2024

As a preliminary step to implementing the necessary training to be able to drive light motorcycles with a category B licence and three years of experience, the need for conducting a study of the risks, aptitudes, and knowledge of people who drive light motorcycles in these circumstances was raised, including a comparison with people who drive the same vehicles with a specific motorcycle licence.

The results of this study, carried out for DGT by FESVIAL (Spanish Foundation for Road Safety), are included in the report "Study of profiles, risks and accidents of light motorcycles, and analysis of the impact of the type of licence," published in February 2024.⁵

Result of the theoretical exam to obtain a driving licence on the miDGT app

Responsible body: Directorate-General for Traffic

March 2024

From March 2024, the result of the theoretical exam to obtain a driving licence can be consulted on miDGT app. To do so, users must register with cl@ve to use the application. The result will be available one hour after having taken the test.

Besides, once they pass the practical tests, students will also be able to access their provisional driving licence on their mobile phone, thus reducing the waiting times involved in the process between DGT and driving schools.

⁵ https://www.dgt.es/export/sites/web-DGT/galleries/downloads/conoce_la_dgt/que-hacemos/conocimiento-e-investigacion/INFORME-ESTUDIO-MOTOS_DGT_V8-Accessible.pdf

LINE OF ACTION 1.4. COMMUNICATING AND RAISING AWARENESS REGARDING SAFE AND SUSTAINABLE MOBILITY

Emergency measures to reduce road accidents (Emergency plan 2024)

Responsible body: Directorate-General for Traffic

April – Dec. 2024

The first quarter of 2024 ended with 16 percent more road traffic fatalities than those registered in the same period in 2023. To address this reality, DGT launched an emergency package of measures, which were presented at DGT by the Minister of the Interior on April 26, 2024.⁶

Within **Strategic Area 1**, the measures presented were:

5. Reinforcement of safety for motorcyclists

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

8. Information, awareness-raising and promotion regarding preventive culture

Specific actions will be implemented to address accidents and raise awareness of this problem. These measures include the public presentation of this emergency plan and the strengthening of communications through press releases, social media, and its own mass media. Variable message panels will be used intensively to disseminate road safety awareness messages, specially adapted to the specific characteristics of the road or section in question and the accident rate present in that area.

⁶ https://www.dgt.es/comunicacion/notas-de-prensa/20240426-Grande-Marlaska-presenta-un-paquete-de-medidas-para-reducir-la-siniestralidad-vial/?utm_medium=copy&utm_source=DGT&utm_campaign=web



Information and awareness campaigns

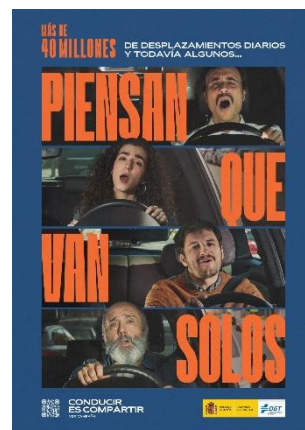
Responsible body: Directorate-General for Traffic

January – Dec. 2024

Driving is sharing. You are not alone⁷

During Easter Week and until April 12, DGT launched the "You're Not Alone on the Road" campaign. With the number of journeys made daily on our roads, why do some drives act as if they were alone on the road? Respecting others when we share the road is also driving. It is in the hands of all of us to avoid possible accidents.

The campaign also focused on the most common factor contributing to accidents in recent years: distractions, especially due to the use of mobile telephones while driving.



The road doesn't care how much you've drunk. Only 0 alcohol has 0 consequences⁸

This campaign, ran during the summer of 2024, featured pieces on television, radio, press, cinema, outdoors, digital media as well as a series of contents on social networks, under the hashtag #0alcohol0consequences.

The message "do not drive" after having consumed large amounts of alcohol is well known. However, social awareness about the risks of drinking alcohol in smaller quantities is insufficient. Many people mistakenly believe they can control their car after having drunk a few glasses of wine or beer, without realizing that this practice can have equally fatal consequences. This campaign aimed to address this wrong perception, reminding everyone that, when driving, only zero alcohol has zero consequences.



⁷ <https://www.dgt.es/comunicacion/campanas/conducir-es-compartir/>

⁸ <https://www.dgt.es/comunicacion/campanas/a-la-carretera-no-le-importa-cuanto-has-bebido/>

The most dangerous thing is what doesn't seem dangerous. NOT on the pavement⁹

From October 28th to November 7th, DGT launched a new campaign to raise public awareness of the proper use of scooters. With the slogan "The most dangerous thing is what doesn't seem dangerous" and the hashtag #PorLaAceraNO, the campaign could be seen in digital media and social networks, and heard on the radio.

With a friendly and funny tone, the campaign sought to raise awareness about respecting pedestrian mobility, reminding everyone that the pavement is reserved for walking and that scooters must always be used on the road like other vehicles. The goal was to achieve an effective reduction in accidents on pavements and in pedestrian areas.



Give them the gift of a lifetime. Give them an airbag vest¹⁰

Campaign to promote the use of airbag vests among motorcyclists, which was disseminated during the month of November on social media, digital media and radio.

Under the slogan "Give them the gift of a lifetime, give them an airbag vest," this initiative aimed to raise awareness among both motorcyclists and their families and friends about the importance of this protection equipment, which can make a significant difference in their chances of surviving a traffic accident.



Always drive as if you were carrying the main course of the Christmas meal.¹¹

Christmas campaign that ran from December 13 to January 5 on television, radio, print media, digital media, social media, cinemas, and outdoors.

It focused on conveying the idea of behaving all year round as if it were Christmas, a time when we all become more generous, kinder, and more supportive, and we behave better in all areas of our lives, and we try to carry this spirit onto the road as well.



⁹ <https://www.dgt.es/comunicacion/campanas/lo-mas-peligroso-es-que-no-parece-peligroso/>

¹⁰ <https://elregalodesuvida.dgt.es/>

¹¹ <https://www.dgt.es/comunicacion/campanas/conduce-siempre-como-si-llevaras-el-plato-principal-de-la-comida-de-navidad/>



Improving motorcyclist safety: information and prevention campaign

Responsible body: Directorate-General for Traffic, ATGC

May – Dec. 2024

This action started as part of Measure 5 of the 2024 Emergency Plan. The Traffic Division of the Civil Guard carried out campaigns during the weekends of June, July, September and October. Road users have been informed through leaflets on the good behaviour of motorcyclists when driving, press releases, and conferences. A total of 260,000 leaflets were produced and included the "Motorcyclist's Decalogue," which started to be distributed as from July 2024.

Communication campaign on the risks of drowsiness while driving

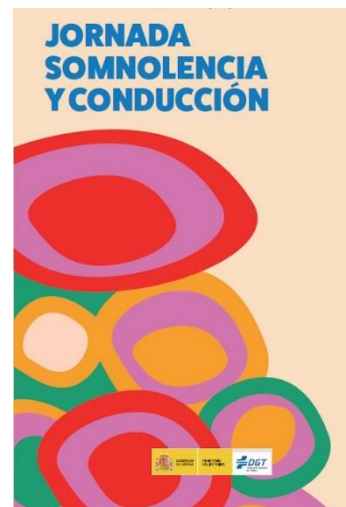
Responsible body: Directorate-General for Traffic

March-May 2024

Throughout 2024, several information sessions were held which addressed the importance of drowsiness as a risk factor in driving, presenting data on its involvement in traffic accidents on this topic:

- Cantabria: 12 March 2024
- Zaragoza: 16 April 2024
- Tudela: 17 May 2024

The objective of these sessions was to expose the magnitude of the problem linked to driving and the Obstructive Sleep Apnea (OSA), addressing this important factor in road accidents from different perspectives, creating a discussion process with all the participating partners that will allow for the generation of proposals for the subsequent development of necessary actions to promote diagnosis, treatment, and prevention, reducing risks and achieving improvements in community health.



All this, following the conclusions of the report published by DGT "Drowsiness and driving. Report on the state of art"¹², and of the technical conference in which this report was presented, held at DGT on July 7, 2023.

¹² https://www.dgt.es/export/sites/web-DGT/galleries/downloads/conoce_la_dgt/conocimiento-e-investigacion/Somnolencia-y-Conduccion-Informe-sobre-el-estado-del-arte.pdf

LINE OF ACTION 1.6. IMPROVING COURSES TO REGAIN THE DRIVING LICENCE

Updating road safety awareness and re-education courses

Responsible body: Ministry of the Interior

September 2024

On September 2, a new Ministerial Order, INT/914/2024¹³, was published, which regulated road safety awareness and re-education courses for holders of a driving permit or licence. The main new features it includes are:

- Restructuring and review of the content and duration of the courses.
- Creation of new offender profiles for the specific part of the courses.
- It is mandatory the participation of a victim of a road accident in the common area.
- The time allocated to group dynamics is increased, as it is considered that students internalise messages better in this way.

Furthermore, in December 2024, DGT published a work by the Traffic and Road Safety Institute of the University of Valencia, the "Manual of Reckless Behaviour on Motorcycles", to serve as support in road awareness and re-education courses, on the profile of motorcyclist offenders.

The main objective of these courses is to raise awareness among offenders about the seriousness of traffic accidents, remind them how to prevent them and, ultimately, influence their behaviour. Ultimately, the intention is a change of mentality of offenders, recovering the credit of trust that society grants them.



¹³ https://www.boe.es/diario_boe/txt.php?id=BOE-A-2024-17780



Strategic area 2. Zero tolerance to risk behaviours

LINE OF ACTION 2.1. INCREASING THE IMPACT OF MONITORING THROUGH BETTER PLANNING

Emergency measures to reduce road accidents (Emergency plan 2024)

Responsible body: Directorate-General for Traffic

April – Dec. 2024

The first quarter of 2024 ended with 16 percent more road traffic fatalities than those registered in the same period in 2023. To address this reality, DGT launched an emergency package of measures, which were presented at DGT by the Minister of the Interior on April 26, 2024.

Within **Strategic Area 2**, the measures presented were:

1. Increased automated speed monitoring

95 new fixed speed monitoring points will be installed on the roads, 60 percent of which will be point-to-point speed cameras.

2. Net increase in the number of staff members of the Traffic Division

By the end of the year, 150 new officers will have joined the Traffic Division of the Guardia Civil, making it possible to increase its effective presence and the visibility of their motorcyclists on the road.

3. Increased monitoring on dual carriageways and motorways

In those regions where the increase in fatalities has occurred on high-capacity roads (Andalusia and Community of Valencia), the Traffic Division of the Guardia Civil monitoring services will be increased up to 50% on such roads (to date the presence was 30 as against 70 per cent on conventional roads) to make them more visible and reach the largest possible number of users. In the remaining regions, monitoring services will be adapted to the number of accidents occurring on their roads.

Static patrols with high-visibility parking, dynamic patrols, and the use of unmarked commercial vehicles are some of the surveillance methods. In addition, ATGC services will focus on the road sections and times of the day recently identified as being the most dangerous.

Furthermore, actions will be increased across the entire road network through the Intelligent Transport Systems (ITS) network: increased information through variable message panels, increased surveillance via cameras in the most affected areas, increased monitoring of the most affected roads by the Traffic Management Centres (CGT), as well as increased air control through the Aerial Media Unit (UMA).

4. Increased alcohol and drug testing

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

5. Reinforcement of safety for motorcyclists

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

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

6. Enhanced monitoring of professional transport

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

7. To boost territorial actions

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

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

Responsible body: Directorate-General for Traffic

March 2024

Instruction MOV 2023/27¹⁴: Instruction for the implementation of traffic regulation, organization, management and surveillance services by the Traffic Division of the Guardia Civil, during the year 2024.

¹⁴ https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/menu-secundario/Oposiciones/Oposiciones-a-la-Escala-Superior-de-Tecnicos-de-Trafico.-Acceso-Libre-y-Promocion-Interna-OEP-2022_2023/report_Rectificacion-de-instruccion_MOV-2023-27.pdf



Instruction MOV 2024/04 on the location of speed cameras

Responsible body: Directorate-General for Traffic

March 2024

The Instruction MOV 2024/04 was published in March 2024: “Methodology for selecting locations for the installation of fixed speed control equipment,” which includes the criteria for selecting locations for the installation of speed control points using fixed speed cameras.

The implementation of the provisions contained in this Instruction shall be understood to refer to the roads and land subject to the application of regulations on traffic, use of motor vehicle and road safety, in which the Directorate-General for Traffic is responsible for exercising its powers.

Training of law enforcement officers

Responsible body: Directorate-General for Traffic

January – Dec. 2024

During 2024, the Traffic Academy of the Traffic Division of the Guardia Civil collaborated in the training of 316 local police officers, both in courses held at the school itself and in their corresponding provinces. In addition, 41 Civil Guard officers assigned to citizen security have received road safety training at the Traffic Academy.

Increased police presence in monitoring services

Responsible body: Directorate-General for Traffic, ATGC

May – Dec. 2024

This action started as part of Measure 2 of the 2024 Emergency Plan. The ATGC has increased the number of hours spent on patrol by 2%, from 6,898,999 hours in 2023 to 7,036,816 in 2024.

LINE OF ACTION 2.2. ENHANCING MONITORING OF THE HIGHEST-RISK BEHAVIOURS AND THE APPLICATION OF NEW TECHNOLOGIES

Monitoring risk behaviours

Responsible body: Directorate-General for Traffic

August 2024

Monitoring risky behaviour on the roads is the main task of the patrols conducted by the Traffic Division of the Guardia Civil. In 2024, the services performed have increased compared to 2023.

- Just over 2% more vehicle patrols (222,069 vs. 217,407),
- almost 8% more motorcycle patrols (59,818 vs. 55,475),
- almost 9% more patrols with commercial-coloured vehicles (18,731 vs. 17,213),
- and just over 9% more radar patrols (40,671 vs. 37,206).

DGT Directive MOV 2024/11

Responsible body: Directorate-General for Traffic

July 2024

DGT Directive MOV 2024/11: Signalling on variable message panels on roads regarding control flights of aerial assets (helicopters and drones).¹⁵

Its objective is to define the signs to be displayed on Variable Message Panels (VMPs) when helicopter and drone control flights are carried out, in order to inform users travelling on these roads of the surveillance being carried out, as well as the information to be communicated and recorded regarding the flight plan established for the helicopter or drone and the Management Centre.

DGT Directive 2024/12

Responsible body: Directorate-General for Traffic

August 2024

DGT Directive MOV 2024/12: Regulation of the boarding of media as passengers on flights operated by the DGT Aerial Media Unit (UMA) for recording, broadcasting, disseminating, and reports on their journalistic activities.

¹⁵ https://www.dgt.es/export/sites/web-DGT/galleries/downloads/muevete-con-seguridad/normas-de-traffic/MOV-gestion-traffic/2024/report_Escrito-Directriz_MOV-2024-11.pdf



Increased monitoring on dual carriageways and motorways

Responsible body: Directorate-General for Traffic, ATGC

May – Dec. 2024

This action started as part of Measure 3 of the 2024 Emergency Plan. The Traffic Division of the Guardia Civil has detected more than 12% more road safety and transport infringements on motorways and dual carriageways in 2024 (879,390) than in 2023 (780,602).

Increased alcohol and drug testing

Responsible body: Directorate-General for Traffic, ATGC

May – Dec. 2024

This action started as part of Measure 4 of the 2024 Emergency Plan. The Traffic Division of the Guardia Civil carried out 10% more alcohol tests in 2024 than in 2023 (7,378,103 compared to 6,700,937) and 20% more drug tests (122,938 compared to 101,927).

Improving motorcyclist safety: monitoring and surveillance campaigns

Responsible body: Directorate-General for Traffic, ATGC

May – Dec. 2024

This action started as part of Measure 4 of the 2024 Emergency Plan. The Traffic Division of the Guardia Civil has carried out specific campaigns to monitor and control motorcyclists during the weekends of June, July, September, and October. Over 8% more motorcycle-related infringements were detected in 2024 than in 2023.

Strategic area 4. Safe roads

LINE OF ACTION 4.2. FOSTERING THE USE OF INFRASTRUCTURE SAFETY MANAGEMENT PROCEDURES

Identifying and raising awareness of motorcyclist accident concentration sections in the Spanish Road Network

Responsible body: Ministry of Transport and Sustainable Mobility

April 2024

Motorcycle mobility in Spain has been growing in recent years, reaching almost 4 million units, representing 11% of the total vehicle fleet in Spain. On the Spanish Road Network, motorcycle traffic accounts for less than 1.5% of total traffic, and accidents involving motorcyclists account for just under 5% of all accidents occurring on the Road Network as a whole.

A motorcycle accident concentration section is considered to be a section with a minimum length of 1 km, in service for at least five years, where the average risk of an accident involving a motorcycle (the ratio of recorded accidents and the level of exposure given by the vehicle-km travelled) is significantly higher than that of sections of the network with similar characteristics. Furthermore, at least five casualty accidents have been recorded on conventional roads, or 10 casualty accidents on high-capacity roads, with at least one serious casualty (seriously or fatally injured) in some of these accidents.

According to this, a total of 25 motorcycle accident concentration sections¹⁶ have been identified in the Spanish Road Network, covering a length of 31.6 km, which represents 0.1% of the length of the Road Network.



¹⁶ https://www.transportes.gob.es/recursos_mfom/nota-tca_motos-web.pdf



LINE OF ACTION 4.3. ASSESSING THE SAFETY LEVEL OF THE ROAD NETWORK

Developing methodologies to assess the safety level

Responsible body: Ministry of Transport and Sustainable Mobility

April 2024

With the entry into force of Royal Decree 61/2022, of January 25, which modifies Royal Decree 345/2011, of March 11, on the management of road infrastructure safety in the State Road Network, road safety management of the Network includes the safety assessment of complete sections of roads in service.

The Directorate-General for Roads within the Ministry of Transport (MTMS) has developed an assessment methodology in accordance with the principles of the Directive, which combines a proactive and reactive approach to integrate into a single classification of road safety risk levels. This methodology considers a greater number of variables to be considered in the assessments than those proposed by the group of national experts of the European Commission (EGRIS).

LINE OF ACTION 4.4. ENHANCING SAFE, SUSTAINABLE AND SMART TRAFFIC MANAGEMENT

Updating the list of signs

Responsible body: Directorate-General for Traffic
Ministry of Transport and Sustainable Mobility

June 2024

The Ministry of Transport and Sustainable Mobility approved Circular Order OC 02/2024¹⁷, on vertical sign additions, with the aim of adding new pictograms and signs to existing regulations, given the need to update current regulations to reflect the various social and technological changes in mobility and the current needs of road users.

Once the draft amendment to the Royal Decree on General Regulations on Road Traffic is approved, these new pictograms will be incorporated into the new official catalogue of traffic signs and into the future update of standard 8.1-I.C.

¹⁷https://www.transportes.gob.es/recursos_mfom/comodin/recursos/20240603_oc_2_2024_incorporaciones_senalizacion_vertical_vi_0.pdf

Instruction MOV 2024/05: Special traffic regulations for road safety reasons in the event of road occupation due to activities of general interest on public roads due to their social relevance and high cultural value.

Responsible body: Directorate-General for Traffic

March 2024

Instruction MOV 2024/05¹⁸ seeks to establish, by resolution, the special traffic regulations that are appropriate for reasons of safety and free flow of traffic, when there is an occupation or displacement on the road or hard shoulder of those roads, where DGT has jurisdiction to do so, due to holding an activity of general interest on a public road because of its social relevance and high cultural value.

DGT Directive MOV 2024/05: Preventive and operational action of the Traffic Management Centres in matters of forest fires in their area of action

Responsible body: Directorate-General for Traffic

May 2024

The Directive MOV 2024/05¹⁹ defines the actions that the Directorate-General for Traffic can perform in the event of forest fires, both at preventive and operational level. To achieve this, these essential elements are taken into account:

- LINCE Information.
- Establishment of preventive measures with maximum temporal and spatial anticipation.
- Maximum information for citizens, through established channels, and especially on variable message panels.
- Maximum coordination.
- Scorecards for closed roads.

¹⁸ https://www.dgt.es/export/sites/web-DGT/galleries/downloads/muevete-con-seguridad/normas-de-traffic/MOV-gestion-traffic/2024/report_Instruccion_MOV-2024-05.pdf

¹⁹ https://www.dgt.es/export/sites/web-DGT/galleries/downloads/muevete-con-seguridad/normas-de-traffic/MOV-gestion-traffic/2024/report_Instruccion-MOV-2024-05.pdf



Strategic area 5. Safe and connected vehicles

LINE OF ACTION 5.1. PROMOTING NEW SAFETY SYSTEMS IN VEHICLES AND ENHANCING DRIVER KNOWLEDGE OF NEW TECHNOLOGIES

Entry into force of the Manual on technical characteristics of PMVs

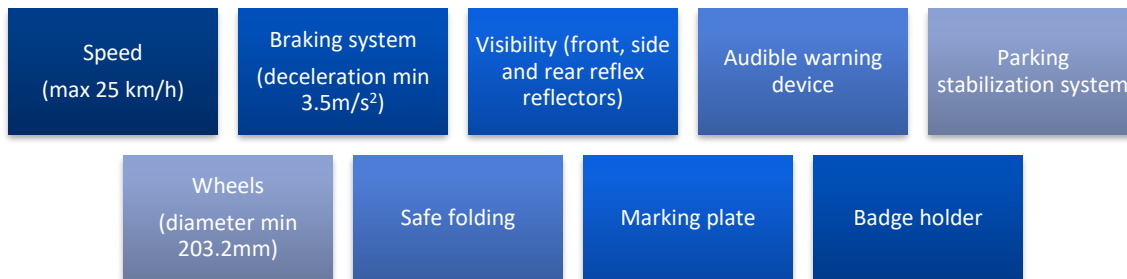
Responsible body: Directorate-General for Traffic

January 2024

The Manual on technical characteristics of PMV was published in the State’s Official Gazette on January 21, 2022 and since then, there have been many brands and models certified.

On January 22, 2024, the section of the Manual of technical characteristics of Personal Mobility Vehicles requiring all PMVs marketed from that date onward to have a document showing their technical characteristics came into force, as well as certification of their approval by an authorized body. These vehicles must comply with minimum quality and durability guarantees required, in order to ensure road safety and the protection of the driver of this type of vehicle, as well as other road users. Vehicles sold previously can be used on roads until January 22, 2027 without having the certificate.

The characteristics that must be met are listed below.



LINE OF ACTION 5.2. INCREASING THE SAFETY OF THE EXISTING VEHICLE FLEET AND IMPROVING THE INFORMATION AVAILABLE WHEN PURCHASING A USED VEHICLE

Approval of a new Regulations on Historic Vehicles

Responsible body: Ministry of the Interior; Ministry of Industry and Tourism; Directorate-General for Traffic

September 2024

On September 10, 2024, the Council of Ministers approved a new Regulation on Historic Vehicles²⁰, which came into force on October 1, 2024. Its objective is to adapt the standard to current European legislation, and thus standardize the treatments and benefits provided to vehicles classified as historic in different countries. In addition, it urges city councils to establish formulas in their municipal ordinances that allow the use of this type of vehicle.

Registering recalls (Re-call) in the General Vehicle Register

Responsible body: Directorate-General for Traffic

May 2024

The Directorate-General for Traffic will now include in the Vehicle Register the data from the "Recall" Campaigns for vehicles registered in Spain.²¹

This seeks to increase the communication channels for pending recalls to the owners of the vehicles concerned, which will impact road safety and minimize the risks of a possible accident.

This initiative will also bring greater transparency to the used vehicle market, as information on possible vehicle defects will be available through DGT at any point before the purchase.

The launch of this new communication channel has been possible thanks to the collaboration of the Associations of Automobile and Truck Manufacturers (ANFAC) and the National Association of Two-Wheeled Companies (ANESDOR) and car manufacturers such as Toyota, Seat, Yamaha and Suzuki that have participated in the successful pilot tests.

²⁰ <https://www.mintur.gob.es/es-es/gabineteprensa/notasprensa/2024/documents/20240910%20np%20veh%c3%adculos%20hist%c3%b3ricos.pdf>

²¹ https://www.dgt.es/export/sites/web-DGT/galleries/downloads/nota_prensa/20240523_La-Direccion-General-de-Trafico-incluiren-el-Registro-de-Vehiculos/NP-DGT-incluye-las-llamadas-a-revision-en-el-Registro-de-Vehiculos-def.pdf



LINE OF ACTION 5.3. INCREASING THE USE OF SAFETY EQUIPMENT BY ALL ROAD USERS

Acquisition of airbag vests for motorcyclists of the ATGC

Responsible body: Directorate-General for Traffic

October 2024

On October 17²² the new airbag vests for motorcyclists of the Traffic Division of the Guardia Civil were presented. 4,661 airbags will be distributed by the end of the year, and a second allocation is already underway for 3,595 more units to equip the entire Traffic motorcyclist workforce. This reinforces the safety parameters under which traffic police officers work.

Furthermore, DGT hopes that this action will also serve to encourage the use of airbags among all Spanish motorcyclists.

LINE OF ACTION 5.7. PROMOTING THE GENERAL VEHICLE REGISTER

DGT Directive VEH 2024/13: Validity of digitised documentation in technical inspections. Consult of ITV stations to the Register of Vehicles

Responsible body: Directorate-General for Traffic

October 2024

Directive VEH 2024/13²³ aims to comply with several rights set forth in Law 39/2015, of 1 October on the Common Administrative Procedure for Public Administrations relating to the simplification of the relationship between citizens and the Administration.

Thus, from the date of entry into force of this directive:

- In those cases in which the interested party presents the vehicle documentation at the ITV station through the miDGT application or the vehicle hire platform, or even does not present the documentation, the start of the roadworthiness testing will not be rejected, but the ITV stations will access the Register of Vehicles and will be able to verify the available information to complete the correct identification of the vehicle.
- The ITV station may consult the DGT Register of Vehicles, among other data, information on the chassis number, make, model and electronic ITV card that may be needed to complete the vehicle identification requirement.
- In the case of vehicles that do not have an electronic ITV card, the original card must be presented so that ITV stations can review all the modifications that such vehicles have legalized and noted on the ITV card itself and that, due to their age, may not be computerised in the DGT Vehicle Register.

²² https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/nota_prensa/20241810-Grande-Marlaska-entrega-a-la-Agrupacion-de-Trafico-de-la-Guardia-Civil-sus-nuevos-chalecos-airbag/241018_mir_entrega_airbags_Agrupacion_Trafico_Guardia_Civil.nota.pdf

²³ https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/muevete-con-seguridad/normas-de-traffic/VEH-vehiculos/report_Directriz-VEH-2024-13.pdf

Strategic area 6. Effective and fair response to the accident

LINE OF ACTION 6.1. REDUCING RESPONSE TIMES AND IMPROVING ASSISTANCE IN THE EVENT OF AN ACCIDENT

Directive MOV 2024/02: Validity of the administrative authorisation for the commercial exploitation of V-16 signals

Responsible body: Directorate-General for Traffic

February 2024

Royal Decree 159/2021, of March 16, which regulates roadside assistance services, modifies Annex XI to the General Regulations on Vehicle (Royal Decree 2822/1998, of December 23) and regulates the new V-16 vehicle sign (warning light-signalling device).

This Directive 2024/02²⁴ resolves some doubts on the part of already authorized manufacturers regarding the possibility of continuing to market the V-16 sign when the validity date of any of the certificates that gave rise to the certification of the sign expires.

LINE OF ACTION 6.3. ENSURING THE RIGHTS OF ROAD TRAFFIC VICTIMS

Improving police response to victims of road accidents

Responsible body: ATGC

May – Dec. 2024

The ATGC (Traffic Division of the Civil Guard) delivered 53,621 documents with a QR code during 2024 to provide information to victims of road accidents. This document has been established and only procedural oversight work will be necessary in the coming years.

LINE OF ACTION 6.4. IMPROVING THE KNOWLEDGE OF THE IMPACT OF ACCIDENTS ON HEALTH

Updating the statistical value of a life and of a non-fatal injury

Responsible body: DGT, Murcia University, Sigma Dos

March 2024

On March 12, 2024, a technical session was held at DGT in which the study "Updating the monetary value of the quality-adjusted life year (QALY) and of a non-fatal victim in Spain"²⁵ was presented. This study was prepared by the University of Murcia, in collaboration with Sigma Dos, to estimate the values of preventing one death and one person injured in traffic accidents in Spain. The goal was to understand people's "willingness to pay" for safer travel, as well as productivity losses and healthcare costs.

²⁴ https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/muevete-con-seguridad/normas-de-trafico/MOV-gestion-trafico/2024/report_Escrito-Directriz_MOV-2024-02.pdf

²⁵ https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/conoce_la_dgt/que-hacemos/conocimiento-e-investigacion/Actualizacion-del-Valor-Monetario-del-Año-de-Vida-Ajustado-por-la-Calidad-AVAC-y-del-Valor-de-una-Victima-no-Mortal-en-Espana.pdf



Strategic area 7. Data and knowledge for risk-based management

LINE OF ACTION 7.4. STUDYING TRAFFIC ACCIDENT SAMPLES IN DEPTH

Development and consolidation of the Road Accident Investigation Units

Responsible body: ATGC

January – Dec. 2024

Within the Traffic Division of the Civil Guard, as of 31/12/2024, 6 UNIS (Road Accident Investigation Units) head officers are already assigned or on secondment, and 10 EPRATs (Peripheral Traffic Accident Reconstruction Teams) have been created.

Further developing the detailed analysis of work-related traffic accidents

Responsible body: CNNST

August 2024

From the INSST, the latest report on occupational traffic accidents was published in August 2024, referring to the 2023 financial year.²⁶

²⁶ <https://www.insst.es/documentacion/material-tecnico/documentos-tecnicos/informe-de-accidentes-laborales-de-trafico>

Strategic area 8. Safe administrations and organisations

LINE OF ACTION 8.1. PROMOTING SAFE AND SUSTAINABLE MOBILITY PLANS IN PUBLIC ADMINISTRATIONS AND COMPANIES

Mobility plans at Directorate-General for Traffic workplaces

Responsible body: DGT

December 2024.

The objective of this action is to develop and update safe and sustainable mobility plans in all work centres within the Directorate-General for Traffic. By the end of 2024, it has been implemented in 56 centres.

Development of a national Occupational Road Safety label

Responsible body: INSST

March 2024

INSST is carrying out a technical assistance project for the development of a national Occupational Road Safety (SVL) label. It started in 2024 as an internal activity and will continue in 2025. It will include the development of a declaration and several bases, as well as the development of a self-diagnosis tool in Occupational Road Safety so that companies can use it. For this purpose, the collaboration of DGT and other Administrations will be requested.

LINE OF ACTION 8.2. FOSTERING TRAINING, EDUCATION AND AWARENESS RAISING FOCUSED ON ROAD SAFETY RISKS

Promoting best practices in vehicle driving on the part of workers

Responsible body: CNSST

January-December 2024

The members of the Occupational Road Safety Working Group (GT-SVL) of the CNSST periodically submit the actions they carry out. These actions include, among others: campaigns, statistics and studies. Specifically, in 2024, actions have been sent from Catalonia, Aragón, Cantabria.

In 2025, the development of these actions will continue.



Online training on management of work-related road safety at companies

Responsible body: INNST

October 2024

INNST held the webinar on "Occupational Road Safety: Current Situation, Business Strategies and Actions" on October 30, 2024, with the participation of DGT.²⁷

Data from the latest report on occupational traffic accidents (2023) were presented and national policies and strategies on occupational traffic accidents were addressed.

Another webinar on occupational traffic accidents was planned for June 2025, which again involved the participation of DGT.

LINE OF ACTION 8.3. IMPROVING THE PREVENTION OF ACCIDENTS AT WORK AND HANDLING OF COMMUTING ACCIDENTS

Producing basic guidelines to provide assistance and establish a benchmark for prevention specialists in the field of occupational road safety

Responsible body: CNNST

January-December 2024

To address this action, a specific working subgroup was established in 2023, coordinated by INSST, within the Occupational Road Safety Working Group of CNSST. Five subgroup meetings were held during 2024, and progress was made on the proposed Guidelines on Occupational Road Safety. The content of the introductory sections, as well as the first block of risk factors related to preventive management, have been validated.

In 2025, the development of the Guidelines document will continue, focusing on the development of the remaining block of risk factors.

Promoting effective coordination of business activities with regard to occupational road safety

Responsible body: CNNST

August 2024

In 2023, INSST published the document: "Guidelines for the effective coordination of business activities". In 2024, an update was published, in which a specific appendix for the transport sector was incorporated, with specific issues of Occupational Road Safety, such as the necessary coordination between the different parties involved in the transport and unloading of goods: supplier, client and whoever transports them between the centre of origin and the destination.²⁸

²⁷ <https://www.insst.es/formacion/cnnt-madrid/seguridad-vial-laboral-situacion-actual-estrategias-y-actuaciones-empresariales>

²⁸ <https://www.insst.es/documentacion/material-tecnico/documentos-tecnicos/directrices-para-una-eficaz-coordinacion-de-actividades-empresariales-2024>

LINE OF ACTION 8.7. ENHANCING THE SAFETY OF PROFESSIONAL TRANSPORT

Instruction MOV 2024/1: Planning Controls for Roadside Technical Inspection of Commercial Vehicles

Responsible body: Directorate-General for Traffic

January 2024

Instruction MOV 2024/1²⁹ establishes general criteria for coordination, planning and efficient allocation of resources in order to reduce the accident figures registered in Spain and to meet the objectives set, through the service of carrying out Roadside Technical Inspections by accredited companies, which must carry out their work under the coordination of DGT with a series of mobile units.

LINE OF ACTION 8.8. ENHANCING MONITORING OF THE HEALTH OF WORKERS AND PROFESSIONAL DRIVERS

Update of the "Health Advice Guide on Occupational Road Safety"

Responsible body: Directorate-General for Traffic

December 2024.

This "Health Advice Guide on Occupational Road Safety"³⁰ is a revised version of the Guide first developed in 2010. This is a fundamental reference document for healthcare professionals, and it needed to be updated as numerous advances have occurred in recent years, both in traffic medicine and at regulatory level, particularly with changes to Annex IV of the General Regulations on Drivers.

The objective, as was that of its predecessor, is to provide healthcare professionals with an easy-to-use consultation tool, with clear and concise information, to detect road risk factors that may influence driving and, therefore, road safety.

²⁹ https://www.dgt.es/export/sites/web-DGT/galleries/downloads/muevete-con-seguridad/normas-de-traffic/MOV-gestion-traffic/2024/report_Instruccion-MOV-2024-1.pdf

³⁰ https://www.dgt.es/export/sites/web-DGT/galleries/downloads/conoce_la_dgt/que-hacemos/conocimiento-e-investigacion/Guia-Consejo-Sanitario_vr.pdf



Strategic area 9. Integrated policies and international cooperation

LINE OF ACTION 9.1. INTEGRATION OF ROAD SAFETY POLICIES WITH OTHER AREAS OF INTERVENTION, WITHIN THE FRAMEWORK OF THE 2030 AGENDA

Protocol of action on road safety between DGT and FEMP

Responsible body: Directorate-General for Traffic, FEMP

October 2024

On October 24, 2024, the Directorate-General for Traffic and the Spanish Federation of Municipalities and Provinces (FEMP) signed a general protocol of action on safety and promotion of eGovernment in Madrid with which both organizations commit to collaborating in these two aspects.³¹

The objective of the protocol is to establish the basic framework of collaboration between both entities in the development of a better and more effective participation of City Councils in the design, implementation and evolution of road safety policies, as well as in coordinating the improved access by citizens and City Councils to the procedures and services provided by the Directorate-General for Traffic.

Participating in the European Mobility Week

Responsible body: Directorate-General for Traffic,
Provincial Traffic Departments

September 2024

The Directorate General for Traffic continues to promote the participation of all its units in the European Mobility Week every year, encouraging the adoption of safe mobility policies and the integration of road safety into mobility and environmental policies.

In 2024, the participation of DGT was recorded in 135 of the 467 actions carried out in Spain, according to records on the European Mobility Week website.³²

³¹ https://www.dgt.es/comunicacion/notas-de-prensa/20241002_dgt-y-la-femp-firman-un-protocolo-de-actuacion-en-materia-de-seguridad-vial/?utm_medium=copy&utm_source=DGT&utm_campaign=web

³² <https://mobilityweek.eu/participating-towns-and-cities/?year=2024>

LINE OF ACTION 9.2. FOSTERING PARTICIPATION IN INTERNATIONAL ORGANISATIONS AND WORKING GROUPS, ALONG WITH BILATERAL COOPERATION PROJECTS

International Conference on Motorcycle Road Safety

Responsible body: Directorate-General for Traffic, ANESDOR

March 2024

On March 20 and 21, the "International Motorcycle Road Safety Conference" was held in Zaragoza, organized by DGT and ANESDOR, and with the collaboration of the Ibercaja Foundation.³³ The conference brought together professionals, technicians and international organisations to share experiences, discuss policies and promote strategic actions specifically targeted at motorcycle road safety.

In addition, DGT has reached an agreement with ANESDOR and the International Association of Motorcycle Manufacturers to make this conference a biennial event.

Cooperating with Ibero-American countries in police matters

Responsible body: Directorate-General for Traffic, ATGC

September 2024

During the year 2024, the following have been carried out:

- 1 Bilateral videoconference: Ecuador-Spain
- 2 Multilateral videoconferences: up to 8 Ibero-American countries, and
- 2 internal coordination meetings: ATGC/DGT and ATGC/SECI.

Annual meeting of EReg in Madrid

Responsible body: Directorate-General for Traffic

May 2024

In May 2024 DGT organised and hosted the annual meeting of EReg (Association of European Vehicle and Driver Registration Authorities).³⁴

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

³³ https://www.dgt.es/comunicacion/notas-de-prensa/conferencia-internacional-de-seguridad-vial-de-la-moto/?utm_medium=copy&utm_source=DGT&utm_campaign=web

³⁴ <https://www.ereg-association.eu/about-ereg/general-meeting-conference/gmac-2024/>



LINE OF ACTION 9.5. ENGAGING ADMINISTRATIONS, COMPANIES AND CIVIL SOCIETY IN THE STRATEGY

Road Safety "Interest Practices" Portal

Responsible body: Directorate-General for Traffic

December 2024.

The objective of the 2030 Road Safety Strategy Communication Plan is to disseminate its objectives, principles, strategic areas, and lines of action.

Within the framework of this action, during 2024 the new "Practices of Interest" portal has been promoted on the Strategy website.³⁵ By the end of 2024, 70 practices of interest had been published that can be applied by different types of people responsible for road safety (administrations, companies, etc.) within the framework of the different Areas of the Strategy.

³⁵ <https://seguridadvial2030.dgt.es/practicas-de-interes/>



5. SUMMARY OF THE ACTIONS PERFORMED

5.1. List of actions ordered by Strategic area and Action Line

Area	Line	Action	Responsible body	Date
1	1.2	Result of the theoretical exam to obtain a driving licence on the miDGT app	DGT	March 2024
1	1.2	Improving accessibility to DGT exams	DGT	December 2024
1	1.2	Introducing new ADAS in aptitude and behavioural examination tests Instruction COND 2024/12	DGT	August 2024
1	1.2	Extending the computer-based theory test to decentralised test centres	DGT	December 2024
1	1.2	Assessment of the risk of driving a motorcycle with a category B licence held for three years	DGT	February 2024
1	1.4	Emergency package of measures to reduce road accidents	DGT	April-December 2024
1	1.4	Information and awareness campaigns	DGT	January-December 2024
1	1.4	Improving motorcyclist safety: information and prevention campaign	DGT, ATGC	May-December 2024
1	1.4	Communication campaign on the risks of drowsiness while driving	DGT	March-May 2024
1	1.6	Updating road safety awareness and re-education courses	DGT	September 2024
2	2.1	Emergency package of measures to reduce road accidents	DGT	April-December 2024
2	2.1	Annual instructions for the monitoring of risk behaviours. Annual campaign schedules	DGT	March 2024
2	2.1	Instruction MOV 2024/04 on the location of speed cameras	DGT	March 2024
2	2.1	Training of law enforcement officers	DGT	January-December 2024
2	2.1	Increased police presence in monitoring services	DGT, ATGC	May-December 2024
2	2.2	Monitoring risk behaviours	DGT	January-December 2024
2	2.2	DGT Directive MOV 2024/11	DGT	July 2024
2	2.2	DGT Directive 2024/12	DGT	August 2024
2	2.2	Increased monitoring on dual carriageways and motorways	DGT, ATGC	May-December 2024
2	2.2	Increased alcohol and drug testing	DGT, ATGC	May-December 2024
2	2.2	Improving motorcyclist safety: monitoring and surveillance campaigns	DGT, ATGC	May-December 2024

Area	Line	Action	Responsible body	Date
4	4.2	Identifying and raising awareness of motorcyclist accident concentration sections in the Spanish Road Network	MTMS	April 2024
4	4.3	Developing methodologies to assess the safety level	MTMS	April 2024
4	4.4	Updating the list of signs	DGT, MTMS	June 2024
4	4.4	Instruction MOV 2024/05: Special traffic regulations for road safety reasons in the case of social or cultural activities on a public road	DGT	March 2024
4	4.4	Directive MOV 2024/05: Preventive and operational action of the Traffic Management Centres in matters of forest fires	DGT	May 2024
5	5.1	Entry into force of the Manual on technical characteristics of PMVs	DGT	January 2024
5	5.2	New Regulations on Historic Vehicles	DGT	September 2024
5	5.2	Registering recalls (Re-call) in the General Vehicle Register	DGT	May 2024
5	5.2	Acquisition of airbag vests for motorcyclists of the ATGC	DGT	October 2024
5	5.7	DGT Directive VEH 2024/13: Validity of digitised documentation in technical inspections. Consult of ITV stations to the Register of Vehicles	DGT	October 2024
6	6.1	Directive MOV 2024/02: Validity of the administrative authorisation for the commercial exploitation of V-16 signals	DGT	February 2024
6	6.3	Improving police response to victims of road accidents	ATGC	May-December 2024
6	6.4	Updating the statistical value of a life and of a non-fatal injury	DGT, University of Murcia, SigmaDos	March 2024
7	7.4	Development and consolidation of the Road Accident Investigation Units	ATGC	January-December 2024
7	7.4	Further developing the detailed analysis of work-related traffic accidents	CNSST	August 2024
8	8.1	Mobility plans at Directorate-General for Traffic workplaces	DGT	December 2024
8	8.1	Development of a national Occupational Road Safety label.	INSST	March 2024
8	8.2	Promoting best practices in vehicle driving on the part of workers	CNSST	January-December 2024
8	8.2	Online training on management of work-related road safety at companies	INSST	October 2024
8	8.3	Producing basic guidelines to provide assistance and establish a benchmark for prevention specialists in the field of occupational road safety	CNSST	January-December 2024
8	8.3	Promoting effective coordination of business activities with regard to occupational road safety	CNSST	August 2024



Area	Line	Action	Responsible body	Date
8	8.7	Instruction MOV 2024/1: Planning Controls for Roadside Technical Inspection of Commercial Vehicles	DGT	January 2024
8	8.8	Update of the "Health Advice Guide on Occupational Road Safety"	DGT	March 2024
9	9.1	Protocol of action on road safety between DGT and FEMP	DGT, FEMP	October 2024
9	9.1	Participating in the European Mobility Week	DGT, JPT	September 2024
9	9.2	International Conference on Motorcycle Road Safety	DGT, ANESDOR	March 2024
9	9.2	Cooperating with Ibero-American countries in police matters	DGT, ATGC	September 2024
9	9.2	Annual meeting of EReg in Madrid	DGT	May 2024
9	9.5	Road Safety "Interest Practices" Portal	DGT	December 2024

5.2. List of actions ordered chronologically

Area	Line	Action	Responsible body	Date
1	1.4	Information and awareness campaigns	DGT	January-December 2024
2	2.1	Training of law enforcement officers	DGT	January-December 2024
2	2.2	Monitoring risk behaviours	DGT	January-December 2024
7	7.4	Development and consolidation of the Road Accident Investigation Units	ATGC	January-December 2024
8	8.2	Promoting best practices in vehicle driving on the part of workers	CNSST	January-December 2024
8	8.3	Producing basic guidelines to provide assistance and establish a benchmark for prevention specialists in the field of occupational road safety	CNSST	January-December 2024
8	8.7	Instruction MOV 2024/1: Planning Controls for Roadside Technical Inspection of Commercial Vehicles	DGT	January 2024
5	5.1	Entry into force of the Manual on technical characteristics of PMVs	DGT	January 2024
1	1.2	Assessment of the risk of driving a motorcycle with a category B licence held for three years	DGT	February 2024
6	6.1	Directive MOV 2024/02: Validity of the administrative authorisation to market V-16 signals	DGT	February 2024
1	1.2	Result of the theoretical exam to obtain a driving licence on the miDGT app	DGT	March 2024
2	2.1	Annual instructions for the monitoring of risk behaviours. Annual campaign schedules	DGT	March 2024
2	2.1	Instruction MOV 2024/04 on the location of speed cameras	DGT	March 2024
6	6.4	Updating the statistical value of a life and of a non-fatal injury	DGT, University of Murcia, SigmaDos	March 2024
4	4.4	Instruction MOV 2024/05: Special traffic regulations for road safety reasons in the case of social or cultural activities on a public road	DGT	March 2024
8	8.8	Update of the "Health Advice Guide on Occupational Road Safety"	DGT	March 2024
9	9.2	International Conference on Motorcycle Road Safety	DGT, ANESDOR	March 2024
8	8.1	Development of a national Occupational Road Safety label.	INSST	March 2024
1	1.4	Emergency package of measures to reduce road accidents	DGT	April-December 2024
2	2.1	Emergency package of measures to reduce road accidents	DGT	April-December 2024
4	4.2	Identifying and raising awareness of motorcyclist accident concentration sections in the Spanish Road Network	MTMS	April 2024
4	4.3	Developing methodologies to assess the safety level	MTMS	April 2024



Area	Line	Action	Responsible body	Date
1	1.4	Improving motorcyclist safety: information and prevention campaign	DGT, ATGC	May-December 2024
2	2.1	Increased police presence in monitoring services	DGT, ATGC	May-December 2024
2	2.2	Increased monitoring on dual carriageways and motorways	DGT, ATGC	May-December 2024
2	2.2	Increased alcohol and drug testing	DGT, ATGC	May-December 2024
2	2.2	Improving motorcyclist safety: monitoring and surveillance campaigns	DGT, ATGC	May-December 2024
6	6.3	Improving police response to victims of road accidents	ATGC	May-December 2024
4	4.4	Directive MOV 2024/05: Preventive and operational action of the Traffic Management Centres in matters of forest fires	DGT	May 2024
1	1.4	Communication campaign on the risks of drowsiness while driving	DGT	March-May 2024
5	5.2	Registering recalls (Re-call) in the General Vehicle Register	DGT	May 2024
9	9.2	Annual meeting of EReg in Madrid	DGT	May 2024
4	4.4	Updating the list of signs	DGT, MTMS	June 2024
2	2.2	DGT Directive MOV 2024/11	DGT	July 2024
1	1.2	Introducing new ADAS in aptitude and behavioural examination tests: Instruction COND 2024/12	DGT	August 2024
2	2.2	DGT Directive 2024/12	DGT	August 2024
7	7.4	Further developing the detailed analysis of work-related traffic accidents	CNSST	August 2024
8	8.3	Promoting effective coordination of business activities with regard to occupational road safety	CNSST	August 2024
1	1.6	Updating road safety awareness and re-education courses	DGT	September 2024
5	5.2	New Regulations on Historic Vehicles	DGT	September 2024
9	9.1	Participating in the European Mobility Week	DGT, JPT	September 2024
9	9.2	Cooperating with Ibero-American countries in police matters	DGT, ATGC	September 2024
5	5.2	Acquisition of airbag vests for motorcyclists of the ATGC	DGT	October 2024
9	9.1	Protocol of action on road safety between DGT and FEMP	DGT, FEMP	October 2024
5	5.7	DGT Directive VEH 2024/13: Validity of digitised documentation in technical inspections. Consult of ITV stations to the Register of Vehicles	DGT	October 2024
8	8.2	Online training on management of work-related road safety at companies	INSST	October 2024
1	1.2	Improving accessibility to DGT exams	DGT	December 2024

Area	Line	Action	Responsible body	Date
1	1.2	Extending the computer-based theory test to decentralised test centres	DGT	December 2024
8	8.1	Mobility plans at Directorate-General for Traffic workplaces	DGT	December 2024
9	9.5	Road Safety "Interest Practices" Portal	DGT	December 2024



5.3. List of actions ordered by the body responsible

(In this list, actions with more than one responsible body appear as many times as there are bodies)

Area	Line	Action	Responsible body	Date
9	9.2	International Conference on Motorcycle Road Safety	ANESDOR	March 2024
1	1.4	Improving motorcyclist safety: information and prevention campaign	ATGC	May-December 2024
2	2.1	Increased police presence in monitoring services	ATGC	May-December 2024
2	2.2	Increased monitoring on dual carriageways and motorways	ATGC	May-December 2024
2	2.2	Increased alcohol and drug testing	ATGC	May-December 2024
2	2.2	Improving motorcyclist safety: monitoring and surveillance campaigns	ATGC	May-December 2024
6	6.3	Improving police response to victims of road accidents	ATGC	May-December 2024
7	7.4	Development and consolidation of the Road Accident Investigation Units	ATGC	January-December 2024
9	9.2	Cooperating with Ibero-American countries in police matters	ATGC	September 2024
7	7.4	Further developing the detailed analysis of work-related traffic accidents	CNSST	August 2024
8	8.2	Promoting best practices in vehicle driving on the part of workers	CNSST	January-December 2024
8	8.3	Producing basic guidelines to provide assistance and establish a benchmark for prevention specialists in the field of occupational road safety	CNSST	January-December 2024
8	8.3	Promoting effective coordination of business activities with regard to occupational road safety	CNSST	August 2024
1	1.2	Result of the theoretical exam to obtain a driving licence on the miDGT app	DGT	March 2024
1	1.2	Improving accessibility to DGT exams	DGT	December 2024
1	1.2	Introducing new ADAS in aptitude and behavioural examination tests: Instruction COND 2024/12	DGT	August 2024
1	1.2	Extending the computer-based theory test to decentralised test centres	DGT	December 2024
1	1.2	Assessment of the risk of driving a motorcycle with a category B licence held for three years	DGT	February 2024
1	1.4	Emergency package of measures to reduce road accidents	DGT	April-December 2024
1	1.4	Information and awareness campaigns	DGT	January-December 2024
1	1.4	Improving motorcyclist safety: information and prevention campaign	DGT	May-December 2024
1	1.4	Communication campaign on the risks of drowsiness while driving	DGT	March-May 2024

Area	Line	Action	Responsible body	Date
1	1.6	Updating road safety awareness and re-education courses	DGT	September 2024
2	2.1	Emergency package of measures to reduce road accidents	DGT	April-December 2024
2	2.1	Annual instructions for the monitoring of risk behaviours. Annual campaign schedules	DGT	March 2024
2	2.1	Instruction MOV 2024/04 on the location of speed cameras	DGT	March 2024
2	2.1	Training of law enforcement officers	DGT	January-December 2024
2	2.1	Increased police presence in monitoring services	DGT	May-December 2024
2	2.2	Monitoring risk behaviours	DGT	January-December 2024
2	2.2	DGT Directive MOV 2024/11	DGT	July 2024
2	2.2	DGT Directive 2024/12	DGT	August 2024
2	2.2	Increased monitoring on dual carriageways and motorways	DGT	May-December 2024
2	2.2	Increased alcohol and drug testing	DGT	May-December 2024
2	2.2	Improving motorcyclist safety: monitoring and surveillance campaigns	DGT	May-December 2024
4	4.4	Updating the list of signs	DGT	June 2024
4	4.4	Instruction MOV 2024/05: Special traffic regulations for road safety reasons in the case of social or cultural activities on a public road	DGT	March 2024
4	4.4	Directive MOV 2024/05: Preventive and operational action of the Traffic Management Centres in matters of forest fires	DGT	May 2024
5	5.1	Entry into force of the Manual on technical characteristics of PMVs	DGT	January 2024
5	5.2	New Regulations on Historic Vehicles	DGT	September 2024
5	5.2	Registering recalls (Re-call) in the General Vehicle Register	DGT	May 2024
5	5.2	Acquisition of airbag vests for motorcyclists of the ATGC	DGT	October 2024
5	5.7	DGT Directive VEH 2024/13: Validity of digitised documentation in technical inspections. Consult of ITV stations to the Register of Vehicles	DGT	October 2024
6	6.1	Directive MOV 2024/02: Validity of the administrative authorisation to market V-16 signals	DGT	February 2024
6	6.4	Updating the statistical value of a life and of a non-fatal injury	DGT	March 2024
8	8.1	Mobility plans at Directorate-General for Traffic workplaces	DGT	December 2024
8	8.1	MORE Responsible Mobility Certificate	DGT	June 2024
8	8.7	Instruction MOV 2024/1: Planning Controls for Roadside Technical Inspection of Commercial Vehicles	DGT	January 2024



Area	Line	Action	Responsible body	Date
8	8.8	Update of the "Health Advice Guide on Occupational Road Safety"	DGT	March 2024
9	9.1	Protocol of action on road safety between DGT and FEMP	DGT	October 2024
9	9.1	Participating in the European Mobility Week	DGT	September 2024
9	9.2	International Conference on Motorcycle Road Safety	DGT	March 2024
9	9.2	Cooperating with Ibero-American countries in police matters	DGT	September 2024
9	9.2	Annual meeting of EReg in Madrid	DGT	May 2024
9	9.5	Road Safety "Interest Practices" Portal	DGT	December 2024
9	9.1	Protocol of action on road safety between DGT and FEMP	FEMP	October 2024
8	8.1	Development of a national Occupational Road Safety label.	INSST	March 2024
8	8.2	Online training on management of work-related road safety at companies	INSST	October 2024
9	9.1	Participation in the European Mobility Week	Provincial Traffic Department	September 2024
4	4.2	Identifying and raising awareness of motorcyclist accident concentration sections in the Spanish Road Network	MTMS	April 2024
4	4.3	Developing methodologies to assess the safety level	MTMS	April 2024
4	4.4	Updating the list of signs	MTMS	June 2024
6	6.4	Updating the statistical value of a life and of a non-fatal injury	SigmaDos	March 2024
6	6.4	Updating the statistical value of a life and of a non-fatal injury	University of Murcia	March 2024



ANNEX BODIES IN CHARGE OF THE ACTIONS

The following acronyms and abbreviations have been used to identify the bodies involved in undertaking the Actions:

Abbreviation	Authority
ANESDOR	National Association of Two-Wheeled Companies
ATGC	Traffic Division of the Guardia Civil
CNSST	National Health and Safety at Work Commission
DGT	Directorate-General for Traffic
FEMP	Spanish Federation of Municipalities and Provinces
INSST	National Health and Safety at Work Institute
JPT	Provincial Traffic Department
MTMS	Ministry of Transport and Sustainable Mobility
ONSV	National Road Safety Observatory