

Strategic Plan on Road Safety 2005-2008

ACTION REPORT ON ROAD SAFETY 2005



MINISTERIO
DEL INTERIOR



Dirección Gral.
de Tráfico

Presentation

The Strategic Plan on Road Safety 2005-2008 originated as a global approach including strategies and actions at several levels, i.e., education, monitor and control, vehicles, infrastructures, health, etc.; the Plan gives actions greater consistency but it makes necessary the coordination of several public and private agents.

In this context, it is essential to assess the developed actions and their impact on the main road safety-related problems comparing the strategic objectives specified in the Plan.

The positive evolution of accident rate figures for 2005- a 3% fall in the number of accidents with casualties and 6% in fatal accidents- reveals the endeavour that the social agents and the administrations are making.

Therefore, it seems that the social and political commitment made in recent years- in 2005 the commitment was articulated in the implementation of the Strategic Plan on Road Safety 2005- 2008, is starting to produce encouraging results so in next years the results can be even more significant.

Below, the Action Report on Road Safety 2005 is presented; the Report gathers the main initiatives carried out in the context of road safety in Spain.

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Introduction

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1

Introduction

2005 is the first year of operation of the Strategic Plan on Road Safety 2005-2008, the road map that directs road safety policy in Spain and constitutes a significant advance in the government fight against traffic accidents.

It is a challenge with the involvement of a great amount of agents of diverse typology, from government agencies such as the Ministry of Education and Science, Ministry of Health and Consumption, Ministry of Transport, Ministry of Industry, Ministry of Interior, Autonomous Regions, City Councils, etc. to private agents such as Associations of Victims, of Drivers, Professional Associations and Research Centres, the result of the participative methodology on which the Plan was elaborated.

As the year 2005 is over it is time to think about, analyse and assess the achieved results within the framework of said Strategic Plan, evaluating the progress made in each area and action line. This analysis will also allow to define priorities for future actions and / or to develop new actions which answer the needs that the analysis of the accident rate may require, within the dynamic the Strategic Plan was created.

This document is structured according to the following elements:

- **Development Framework.** Structure of the Strategic Plan and monitoring system and Plan control.
- **Measurement of the strategic objectives of 2005 Plan.** Assessment of each objective as compared with the previous year and with the 2008 Objective.
- **Global Assessment.** Deliberations about the main figures regarding accident rate in 2005, as compared with the European Union and main initiatives of the Plan carried out in that year.
- **Key topics 2004-2005.** Analysis of the development level of the challenges posed for this year that resulted in a set of special measures.
- **Description of the main action lines and developed initiatives.** Brief illustration of the main activities carried out that year.

And finally,

- **Challenges 2006.** On the basis of the strategic objective evolution and the level of development of the scheduled actions, the most important aspects to be promoted next year are identified.

Development framework

2

2 Development framework

Until recently, road safety has been, both in Spain and in the rest of Europe, a matter pending that authorities did not make the decision to address it comprehensively. Although the various governments have indeed developed specific actions, road safety was not a priority in the political agenda of citizens' representatives, so there was no commitment to reduce the enormous economic, social and health consequences caused by traffic accidents.

In Spain, according to a survey published by the Royal Automobile Club of Spain (RACE), it is estimated that the total cost linked to accident rate exceeds € 14000 millions a year, and one out three Europeans will suffer from serious injuries due to a traffic accident throughout their life.

In 2001, the European Union marks a significant milestone by adopting the White Paper "European transport policy for 2010: time to decide" since it establishes, as regards road safety, the need to reduce by 50% the number of deaths by 2010.

In 2003, the European Commission informs Member States about the need to work in an integral and multidisciplinary way, to set specific goals quantified in time and to identify the actions to achieve them, and it also recommended Member States to draw up strategic plans.

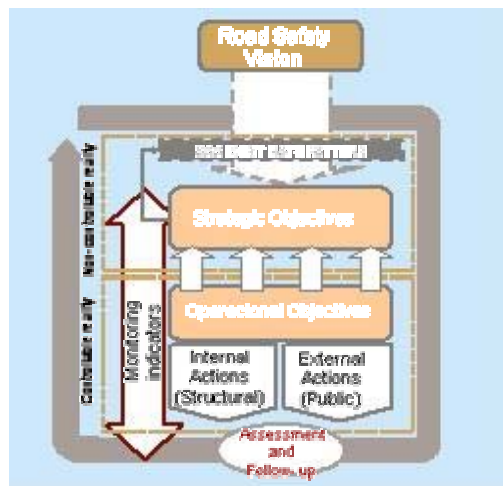
In this context, Spanish authorities decide to follow these recommendations and draw up the **Strategic Plan on Road Safety 2005-2008**.

This plan is the frame of reference to fight accident rate in roads and it is made up of the following elements:

- 1 **Special Measures on Road Safety 2004-2005**
- 2 **Key Strategic Action Plan 2005-2008**
- 3 **Type Plan on Urban Road Safety**

2 Development framework

The Key Strategic Action Plan 2005-2008 was drawn up with a collaborative spirit and the contribution of a wide range of agents linked to road safety that aims at becoming a dynamic and evolutionary instrument whose development can be evaluated and adapted to new environmental realities; and at the same time, it allows the identification and gradual introduction of those agents who may contribute to the improvement of road safety in Spain.



- A challenging **VISION** in line with our environment.
- A permanent analysis of the characteristics of accident rate in Spain.
- A set of **OBJECTIVES** established from the analysis of the accident rate.

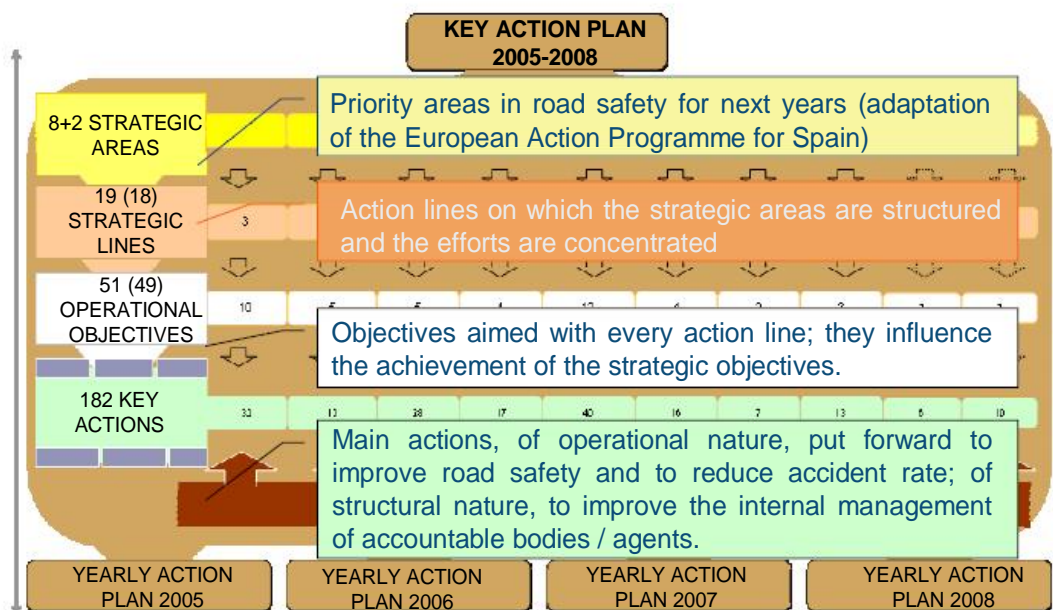
- A set of **ACTIONS** in chronological order and grouped by strategic areas (8+2)
- A system of **INDICATORS** linked to the strategy which facilitates to monitor and control the reality and an efficient management.
- A **MONITORING AND CONTROL MODEL** which ensures the permanent self-evaluation of the Plan.

2 Development framework

The Key Strategic Action Plan 2005-2008 establishes the following as strategic objectives:

- To reduce the **number** of accidents
- To reduce the **seriousness** of the accidents
- **To reduce by 40%** the deaths in traffic accidents.

In order to achieve these objectives the Plan is structured as follows:



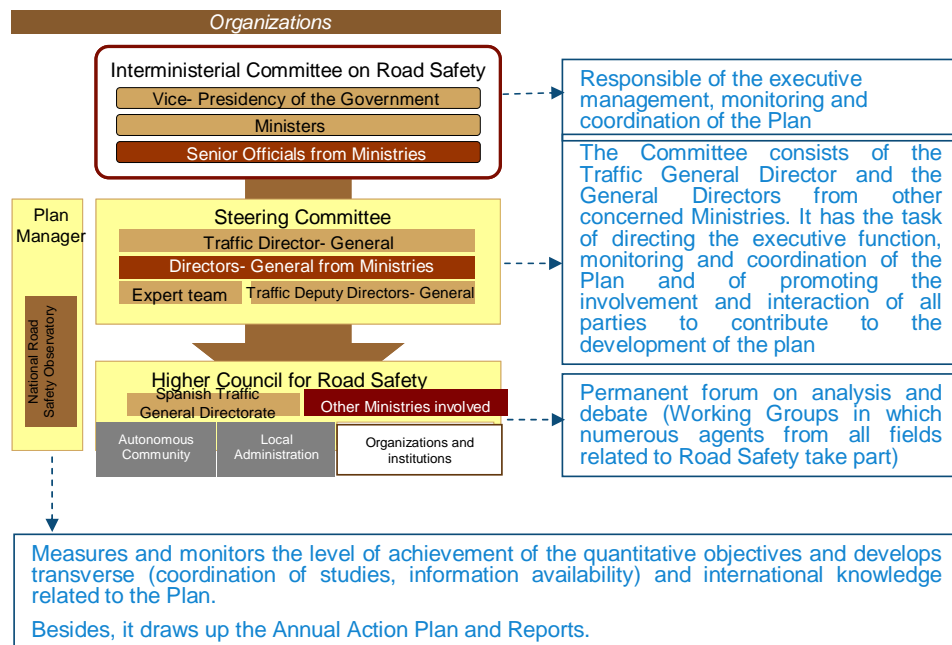
2 Development framework

The main ten priority areas are:

1	Road Safety Education & Training	<i>To achieve better behaviour and responsible, civic and safe driving</i>
2	Road Safety Awareness	<i>To raise citizens' awareness and to involve them in road safety</i>
3	Monitoring and control	<i>To make drivers' discipline more effective</i>
4	Vehicle safety	<i>To promote safety in vehicles</i>
5	Infrastructures and traffic management	<i>To have safer roads and traffic</i>
6	Labour road safety in transport	<i>To make the transport of people and goods safer</i>
7	Support to victims and their families	<i>To improve the response to traffic accidents and to the victims</i>
8	Research and analysis of road safety	<i>To inform in a coordinated way and orientated to improve road safety</i>
9	Involvement of civil society	<i>To achieve direct and effective involvement of the whole society</i>
10	Cooperation among administrations	<i>To improve the coordination of efforts and actions between the administrations</i>

2 Development framework

The development of the Plan requires a system that makes possible to lead and to promote the coordination of activities, agents and participating instruments. To that end, a monitoring and control model has been designed whose task is to achieve the objectives fixed through a set of bodies and management mechanisms that will ensure the continuous assessment.



Action Plan
2005

3

Strategic Objectives

3.1

3 Action Plan 2005

3.1 Strategic Objectives

INDICATOR		2003	2004	2005	Variation 05 - 04	Objective 2008
1	Reduction in the ratio total fatalities in accident per million inhabitants	128	110	102	-7.3%	76
2	Reduction in the total number of fatalities	5399	4741	4442	-6.3%	3250
	Reduction in the total number of serious casualties	26305	21805	21859	+0.2%	21000
3	Reduction in the ratio fatalities per 100 accidents with casualties	5.4	5.0	4.9	-2.0%	3.4
4	Reduction in the total number of accidents with casualties	99987	94009	91187★	-3.0%	95000
5	Reduction in the number of riders and passengers of mopeds between 15-20 years who died in accidents with casualties	156	154	113	-26.6%	100
	Reduction in the number of riders and passengers of motorcycles between 15-20 years seriously injured in accidents with casualties	1796	1583	1572	-0.7%	1200
6	Reduction in the number of minors (<18 years) who died as passengers in private cars in accidents with casualties	158	132	112	-15.2%	100
	Reduction in the number of minors (<18 years) seriously injured as passengers in private cars in accidents with casualties	827	600	533	-11.2%	353
7	Reduction in the number of private car drivers between 18-34 years who died in accidents with casualties	952	791	691	-12.6%	500
	Reduction in the number of private car drivers between 18-34 years seriously injured in accidents with casualties	4286	3158	3264	+3.4%	3000
8	Reduction in the number of private car drivers > 34 years who died in accidents with casualties	1060	879	861	-2.0%	750
	Reduction in the number of private car drivers > 34 years seriously injured in accidents with casualties	3922	3159	3038★	-3.8%	3300
	Reduction in the number of riders of motorcycles > 34 years who died in accidents with casualties	113	135	172	+27.4%	75
9	Reduction in the number of pedestrians > 49 years who died in built-up areas	204	210	222	+5.7%	100
	Reduction in the number of pedestrians > 49 years seriously injured in built-up areas	957	1076	1028	-4.5%	700
10	Reduction in the total number of fatalities in summertime (July and August)	1119	918	748	-18.5%	725
	Reduction in the total number of serious casualties in summertime (July and August)	5370	4060	4253★	+4.8%	4400
11	Reduction in the total number of fatalities at weekends	2401	1980	1879	-5.1%	1550
	Reduction in the total number of serious casualties at weekends	11716	9278	9275	-0.03%	8800
12	Reduction in the percentage of young people between 18-29 years who died in accident with casualties at weekends	863	718	620	-13.7%	525
	Reduction in the percentage of young people between 18-29 years seriously injured in accident with casualties at weekends	4365	3367	3370	+0.1%	3000

■ Positive evolution ★ 2008 Objective overcome
■ Negative evolution

3 Action Plan 2005

INDICATOR		2003	2004	2005	Variation 05 - 04	Objective 2008
13	Reduction in the average age of vehicle fleet (< 10 years)	59%	60%	62%	+2%	65%
14	Reduction in the total number of mopeds involved in accidents with casualties in built-up areas	16931	16078	14832	-7.7%	13500
15	Reduction in the number of motorcycles involved in accidents with casualties	10211	10591	12722	+20.1%	9500
16	Reduction in the total number of heavy goods vehicles involved in accidents with casualties in roads and conventional roads	3105	3016	2711★	-10.1%	2800
17	Reduction in the percentage of drivers who exceed the speed limit as compared with the total number of controlled drivers in roads	-	N.D.	31%	-	15%
18	Increase in the total number of alcohol controls (in millions) up to cover 20% of the driver population	2.476	3.3	3.8	+15.2%	4.6
	Percentage of alcohol controls in the driver population	11%	N.D.	14%	+3% (Variation 05 - 03)	20%
19	Reduction in the percentage of fatalities with BAC > 0.3 gr/l	37%	36%	N.D.	-	20%
20	Increase in the use of front safety belt in built-up area	61%	N.D.	69%	+8% (Variation 05 - 03)	90%
	Increase in the use of back safety belt in built-up area	34%	N.D.	46%	+12% (Variation 05 - 03)	70%
	Increase in the use of back safety belt in roads	45%	N.D.	51%	+6% (Variation 05 - 03)	75%
21	Increase in the use of crash helmet by moped riders in built-up area	66%	N.D.	94.5%	+28.5% (Variation 05 - 03)	95%
	Increase in the use of crash helmet by moped passenger in built-up area	51%	N.D.	86%★	+35% (Variation 05 - 03)	75%
22	Reduction in the total number of fatalities in motorway	370	279	219★	-21.5%	250
	Reduction in the total number of serious casualties in motorway	1219	935	888★	-5.0%	1000
	Reduction in the total number of fatalities in highways	713	651	633	-2.8%	500
	Reduction in the total number of serious casualties in highways	3142	2320	2257★	-2.7%	2500
	Reduction in the total number of fatalities in conventional roads	3309	2796	2721	-2.7%	2000
	Reduction in the total number of serious casualties in conventional roads	14212	10996	11311	+2.9%	11000
23	Reduction in the number of coming off the road accident type	19420	17761	17726	-0.2%	17000
24	Reduction in the number of accidents with casualties in which the causes are linked to the road (state/signalling, roadworks in certain stretches)	870	707	1016	+43.7%	750
25	Reduction in the total number of black spots or ACS	959	780	739★	-5.3%	860
26	Reduction in the number of fatalities per 100 accidents in black spots or ACS	5.60	6.00	5.89	-3.3%	5.00

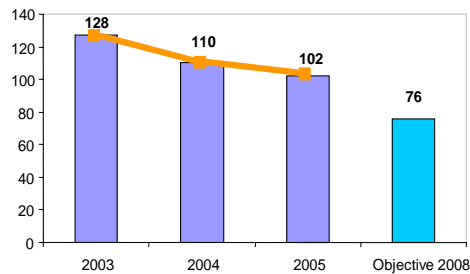
3 Action Plan 2005

Relevant facts: General indicators

We have to highlight the reduction in the number of fatalities, 6%, in 2005 in relation to 2004; this means a cumulative reduction of 17% (2003-2005) which consolidates the change in trend started in 2004.

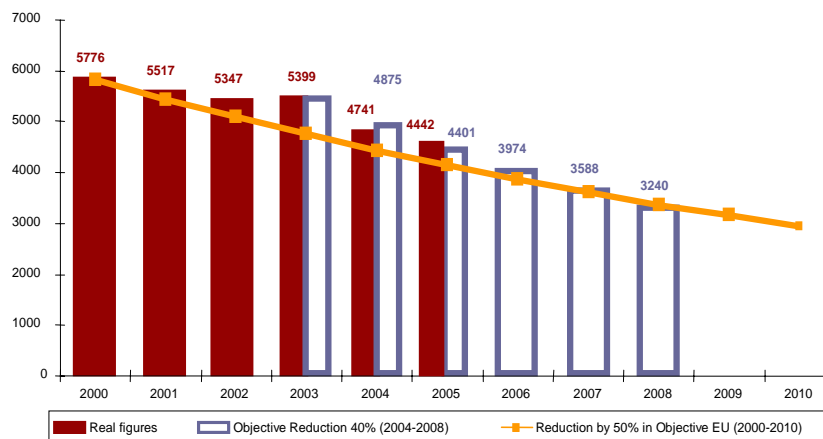
- REDUCTION IN THE NUMBER OF FATALITIES PER MILLION INHABITANTS

In 2005, there has been a 7% reduction in relation to the previous year; this means 8 fatalities less per million inhabitants



- REDUCTION IN THE TOTAL NUMBER OF FATALITIES AS COMPARED WITH THE OBJECTIVE FOR SPAIN AND FOR THE EU

In 2005, the reduction (6%) achieved in the number of fatalities in absolute terms allows to be very close to the objective fixed for this period.

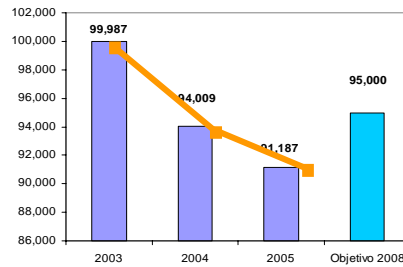


3 Action Plan 2005

Relevant facts: General indicators

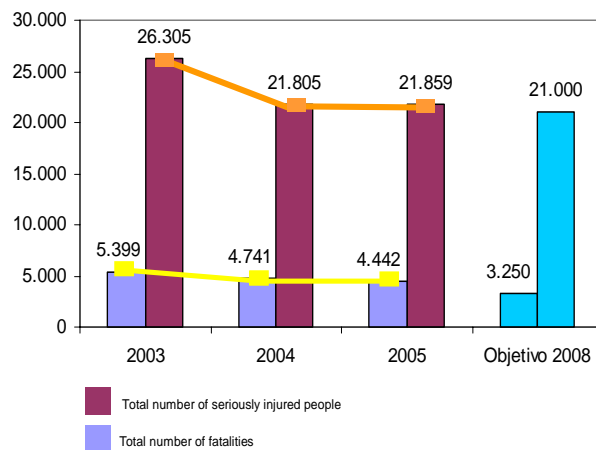
- REDUCTION IN THE NUMBER OF ACCIDENTS WITH CASUALTIES -

Decrease of 3%, in relation to 2004, in the total number of accidents with casualties; in 2005 the reached figure (91187) was below the objective fixed for 2008 (95000).



- REDUCTION IN THE TOTAL NUMBER OF FATALITIES / SERIOUSLY INJURED PEOPLE

The total number of fatalities has decreased by 6% in 2005 as compared with 2004, whereas the total number of casualties has increased.

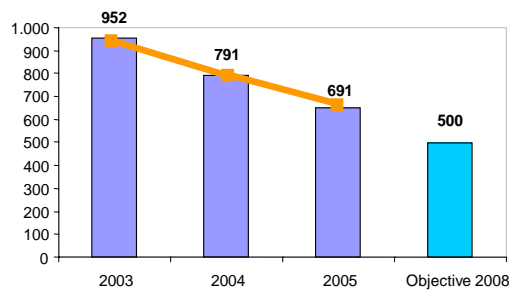


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Relevant facts: Indicators according to groups

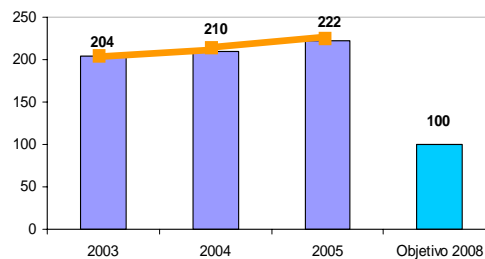
- REDUCTION IN THE NUMBER OF FATALITIES OF PRIVATE CAR DRIVERS BETWEEN 18 AND 34 YEARS OLD-

The number of private car drivers from 18 to 34 years old who died in accidents has significantly improved in 2005, as the figure is 13% lower than the figure for 2004. Similarly, there has been a slight increase in the number of seriously injured people in this group (3%)



- REDUCTION IN THE NUMBER OF PEDESTRIANS OLDER THAN 49 YEARS OLD WHO DIED IN BUILT-UP AREAS -

In 2005 the percentage of fatalities within this group has increased by 6% as compared with 2004, therefore it moves further the objective indicator established for 2008.

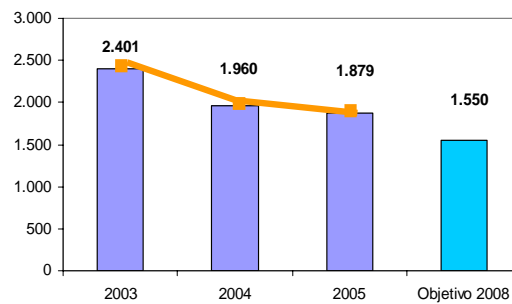


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Relevant facts: Temporary indicators

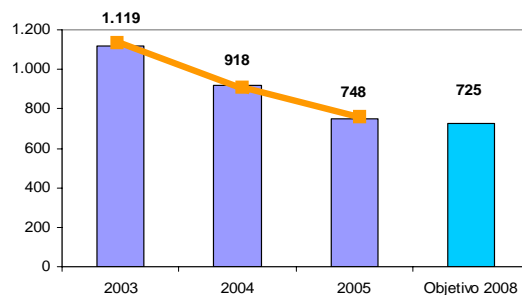
- REDUCTION IN THE TOTAL NUMBER OF FATALITIES AT WEEKENDS

The number of fatalities at weekends has decreased by 4% in 2005 as compared with 2004



- REDUCTION IN THE TOTAL NUMBER OF FATALITIES IN SUMMERTIME (JULY AND AUGUST)

A significant decrease (18%) in the number of fatalities in the summer of 2005 in relation to the same period in 2004, so the figure approaches the 2008 objective.

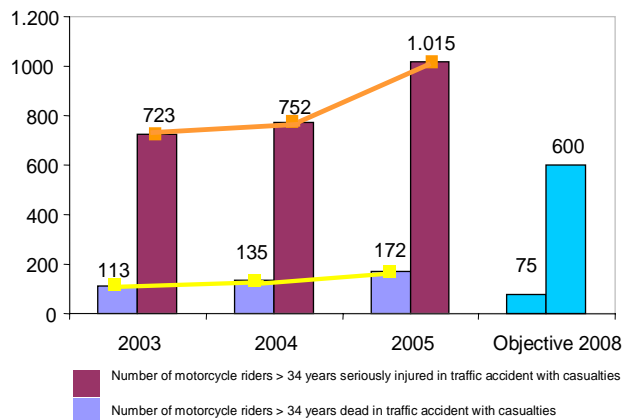


3 Action Plan 2005

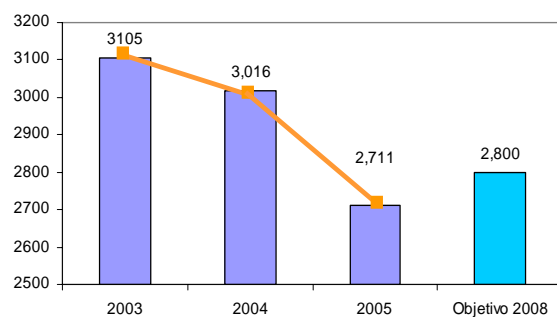
Relevant facts: Indicators relating to vehicle type

- REDUCTION IN THE NUMBER OF DEAD AND SERIOUSLY INJURED MOTORCYCLE RIDERS

The figures related to 2005 show an increase by 26% and 24% respectively in relation to 2004, so the gap with regard to the 2008 objective has increased.



- REDUCTION IN THE TOTAL NUMBER OF HEAVY GOODS VEHICLE INVOLVED IN ROAD ACCIDENTS WITH CASUALTIES AND TYPE OF CONVENTIONAL ROAD

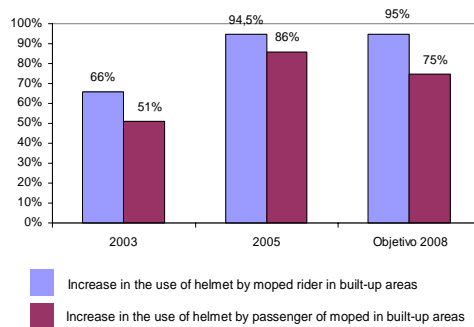


In 2005 there was a significant decrease (10%) in the total number of heavy goods vehicles involved in accidents in relation to 2004.

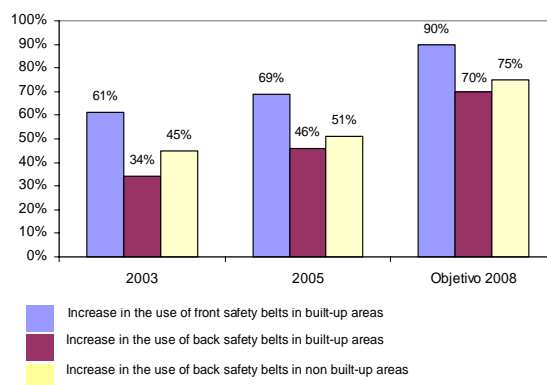
3 Action Plan 2005

Relevant facts: Risk factor-related indicators

- The studies conducted to determine the **USE OF HELMETS (rider and passenger of mopeds)** and **SAFETY BELT (front and back seats in built-up and non built-up areas)** show an increase in their use in 2005 in relation to the data for both safety systems in 2003 (2004 data are not available)



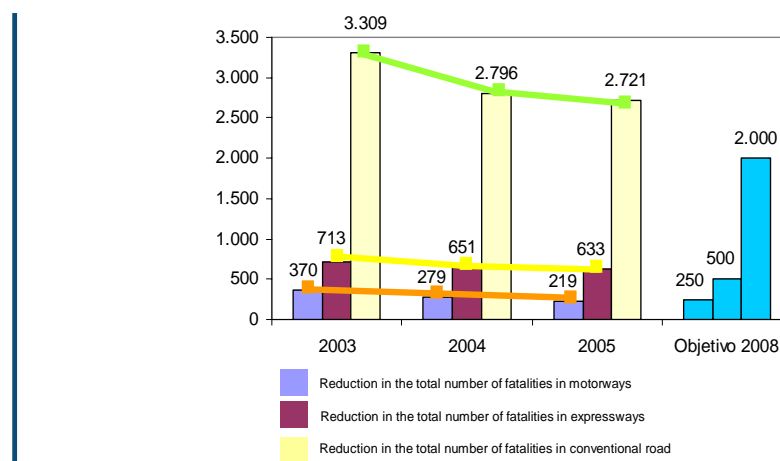
- It has to be highlighted that the helmet is less used in southern Spain



3 Action Plan 2005

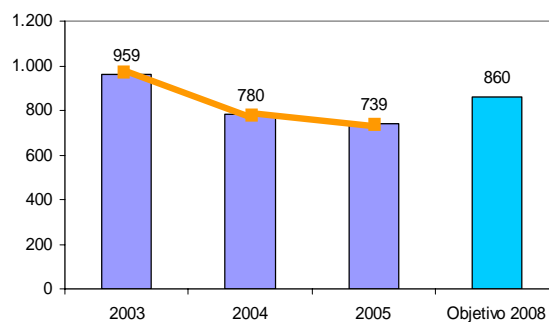
Relevant facts: Risk factor-related indicators

- The total number of **FATALITIES IN ANY ROAD** during 2005 has experienced a significant reduction, around 7% on average, but the reduction in the number of fatalities in motorways stands out (22% with regard to 2004)



- REDUCTION IN THE TOTAL NUMBER OF BLACK SPOTS OR ACCIDENT CONCENTRATION STRETCHES -

- In 2005 black spots or accident concentration stretches have been reduced by 5% with regard to the previous year, so the result is below the one fixed as 2008 objective.



Global assessment

3.2

3 Action Plan 2005

3.2 Global assessment

The positive evolution in the figures of traffic accident rate in 2005 shows the significant effort that several administrations and social agents are making although there is still work ahead to achieve the European and national objectives.

Within the **European context**¹, the data show a **reduction in accident rate** in most countries and regions, as the 14% reduction in the number of fatalities from 2001 to 2004 points out. Nine States out of the twenty-five (Germany, Estonia, France, Italy, Luxembourg, Malta, The Netherlands, Portugal and Sweden) registered a faster reduction than the abovementioned average; eight States (Belgium, Denmark, Greece, Spain, Ireland, Austria, Finland and the United Kingdom) registered limited progress with, at least, 5% reductions but below the average; six States (Czech Republic, Latvia, Hungary, Poland, Slovenia and Slovakia) hardly made any progress and in countries such as Cyprus and Lithuania the situation worsened.

With regard to the rate of fatalities per million inhabitants (estimated data for 2005), there is a decrease in practically all Member States except Malta, Lithuania and Hungary. It should be highlighted that some countries have managed to obtain a reduction above the European average, i.e. France, Luxembourg, Belgium, Portugal, Sweden, The Netherlands, Denmark, Germany, Spain and Austria.

Spain keeps making progress in the fight against accident rate, and this year the achievements in relation to the main magnitudes are:

- Decrease by 3% in the number of accidents with casualties
- Reduction of 6.3% in the number of fatalities
- Decrease in the rate of fatalities per million inhabitants, being 102

¹Intermediate Assessment of the European Action Programme

3 Action Plan 2005

Therefore, it seems that the political and social commitment made in the last few years has articulated, in 2005, in the implementation of the Road Safety Strategic Plan that is starting to produce encouraging results so, in next years, we can make even more significant progress.

This year, several initiatives have been developed with the involvement of public and civilian agents that have contributed to improve data on accident rate already discussed. Among the most significant initiatives we can highlight the following:

- The constant work on communication and road user awareness through advertising campaigns.

2005 campaign had the slogan "We cannot drive for you", and it was advertised on commercials shown on TV, in cinemas and on Internet. It is estimated that the range was 98.5% of the population.

- The preliminary work to implement the penalty point driving licence system has required significant changes in the regulations and to adapt the procedures and information systems as well.

The Parliament passed the law in July 19, 2005, no votes against and with a high degree of public acceptance.

- A boost to traffic education at all educational levels by means of developing and spreading teaching materials and conducting courses aimed at teachers and students.

In 2005 several preparatory meetings were held to add a new subject in the curricula called "Education for citizenry" with a major part devoted to road safety.

3 Action Plan 2005

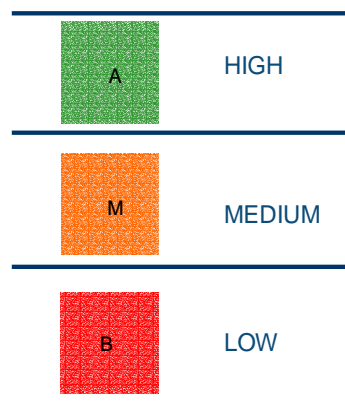
- The improvement in monitoring and control actions through several campaigns – use of mobile phones, speed, use of helmet, use of safety belt and alcohol consumption – were carried out at the same time that the appropriate awareness campaigns.

In 2005 efforts have been made to increase the resources and to update the available means for the staff who carry out their duties in this field (unmarked vehicles specialized in controlling traffic, automation of the disciplinary proceedings, installation of 91 radars, etc.)

3 Action Plan 2005

Below you will find the main activities carried out in 2005 for each strategic line and area. The development level in each strategic line has been assessed using the scale high, medium and low depending on the relation between the predicted and the implemented activities:

In order to show the development level per strategic line, the following terms have been used:



3

Action Plan 2005

Areas	Strategic lines	Main actions carried out	Involved agents	Level	Remarks
1. Traffic training and education					
1.1. A boost to traffic education		<ul style="list-style-type: none"> To strengthen road safety in syllabus Development of material on road safety for syllabus Identification of psychological variables to anticipate risk behaviours in the riding of mopeds and motorcycles by teenagers and young people and development of an assessment questionnaire 	Ministry of Education and Science, Ministry of Health and Consumption, DGT, Autonomous Regions	A	
1.2. Permits and licences: improvement in the procedures linked to traffic education		<ul style="list-style-type: none"> Works on the development of a new series of questions including aspects of road safety Updating protocols of medical attention at Driver Services Centre 	DGT	M	Throughout 2005 the preparatory work to be carried in 2006 was done.
1.3. Re-education and drivers' awareness about road safety		<ul style="list-style-type: none"> Development of the software to implement the penalty point driving licence system Changes in regulations in order to implement the penalty point driving licence system and the recovery system 	DGT	A	

3

Action Plan 2005

Areas	Strategic lines	Main actions carried out	Involved agents	Level	Remarks
2. Road safety awareness					
2.1. Growing road safety awareness		<ul style="list-style-type: none"> • Organization of general campaigns for social awareness • Participation in congresses and conferences 	DGT National Road Safety Observatory (DGT)	A	
2.2. Medical preventive actions		<ul style="list-style-type: none"> • Signing of the Framework Convention with the Ministry of Health and Consumption • Health information and control systems 	DGT, Ministry of Health and Consumption	M	Throughout 2005 the preparatory work to be carried in 2006 was done.

3

Action Plan 2005

Areas	Strategic lines	Main actions carried out	Involved agents	Level	Remarks
3. Surveillance and control					
3.1. Improvement of actions and means to monitor and control users' traffic discipline		<ul style="list-style-type: none"> • Permanent development of control actions • Increase of the staff in the Traffic Department of the Guardia Civil • Increase in the number of unmarked vehicles • Increase of radars 	DGT Traffic Department of the Guardia Civil	M	It is essential to keep on working on providing law enforcement officers with technical and human resources.
3.2. A boost to legal reforms and to the procedures to make the disciplinary proceedings more effective		<ul style="list-style-type: none"> • Courses on road safety awareness and traffic offences directed to judges, public prosecutors, clerk at courts 	DGT Ministry of Justice Judicial School-General Council of the Spanish Judiciary Professional associations	B	Throughout 2005 the preparatory work on the legal reform was done, although the implementation is scheduled for 2006.
4. Safety in vehicles					
4.1. Encouragement of safety systems in vehicles		<ul style="list-style-type: none"> • Adaptation of regulations, transposition of EU Directives • Plan PREVER • Support to research 	Ministry of Industry, Commerce & Tourism Participants in research programmes	A	
4.2. Improvement of the management system of the register of vehicles		<ul style="list-style-type: none"> • Simplification of the registration procedure for agricultural tractors by implementing an electronic information communication system 	DGT Ministry of Industry, Commerce & Tourism Ministry of Agriculture, Fisheries and Food	B	For 2006 the following was put forward: <ul style="list-style-type: none"> • Maintenance campaign promotion and inspection of the technical elements of vehicles. • A boost to harmonize standards and activities of the roadworthiness test

3

Action Plan 2005

Areas	Strategic lines	Main actions carried out	Involved agents	Level	Remarks
5. Infrastructures and management / information on traffic					
5.1. Improvement of traffic management and information		<ul style="list-style-type: none"> Development of the National Plan to implement the ITS 	DGT	A	
5.2. Maintenance, improvement and construction of infrastructures and repair in the interests of road safety		<ul style="list-style-type: none"> Implementation of actions to restore road surfaces Infrastructure maintenance actions Repair and restoration of first generation expressways 	Ministry of Public Works	A	According to data on the invitation to tender 2005.
5.3. Infrastructure exploitation improvement		<ul style="list-style-type: none"> Study on the roads most frequently used by cyclists To draw up the action plan to comply with the Order 18/2004 regarding protection barrier system for motorcyclists. 	DGT Ministry of Public Works Roads' owners	B	<p>For 2006 the following was put forward:</p> <ul style="list-style-type: none"> To handle each accident concentration stretch separately. Transposition of EU Directive 2004/54 on road tunnel safety. To prepare a methodology to analyse risks in tunnels. To implement the required equipment laid down in the Directive and in the transposed rules on tunnels Study, project and implementation of infrastructures and facilities to get greater efficiency in road conditions at wintertime. Consideration of creating new infrastructures and facilities for the likely use by cyclists.

3

Action Plan 2005

Areas	Strategic lines	Main actions carried out	Involved agents	Level	Remarks
5. Infrastructures and management/ information on traffic (continuation)					
5.4. To carry out audits, studies and regulations to improve road safety		<ul style="list-style-type: none"> Review and updating of signalling rules 	Roads' owners DGT	B	Throughout 2005 the preparatory work to be carried in 2006 was done.
6. Labour and transport road safety					
6.1. Training, awareness and control of the professional transport group as regards road safety		<ul style="list-style-type: none"> Control of trucks and buses by checking tachographs, speed limiting devices, driving time and excess of weight 	Traffic Department of the Guardia Civil Ministry of Public Works	M	It has been postponed for 2006: <ul style="list-style-type: none"> Development and implementation of rules on accesses, adapting the control system and carrying out the necessary actions to regulate road access in order to guarantee road safety.
6.2. Additional measures to promote road safety in professional transport and at work place					<ul style="list-style-type: none"> No actions were scheduled for 2005 in this regard

3

Action Plan 2005

Areas	Strategic lines	Main actions carried out	Involved agents	Level	Remarks
7. Care and support for victims and their families					
7.1. Improvement of care and assistance for traffic accident victims and their families	<ul style="list-style-type: none"> • Encouragement of training programmes on how to behave in the event of traffic accidents • E-call project • Support to and participation in events on road violence 	National Road Safety Observatory (DGT) Autonomous Regions Town Councils Ministry of Health and Consumption	B	It has been postponed for 2006: <ul style="list-style-type: none"> • To encourage the cooperation with associations of victims and families of traffic accident victims 	
8. Analysis and research on road safety					
8.1. To improve the gathering, processing, analysis and spread of information on road safety	<ul style="list-style-type: none"> • Development of ARENA programme • Participation in international working groups and road safety forums • Regular data publishing 	National Road Safety Observatory (DGT) Research centres, scientific societies, other institutions	M	It has been postponed for 2006: <ul style="list-style-type: none"> • To create the register of studies and pieces of research on traffic accidents and road safety and research centres • To implement the working group to coordinate research on road safety periodically 	
9. Involvement of civil society					
9.1. To foster the Higher Council for Road Safety as the permanent forum of social involvement	<ul style="list-style-type: none"> • To foster the Higher Council for Road Safety • To create and strengthen the working groups within the Higher Council for Road Safety 	National Road Safety Observatory (DGT) Organizations and professional, economics and social organizations connected with road safety	M	It has been postponed for 2006: <ul style="list-style-type: none"> • To encourage the associations' commitment in their plans on road safety • To create new working groups on control and discipline, education and training, young people, free time and road safety, safety in motorcycles 	

Key issues 2004-2005

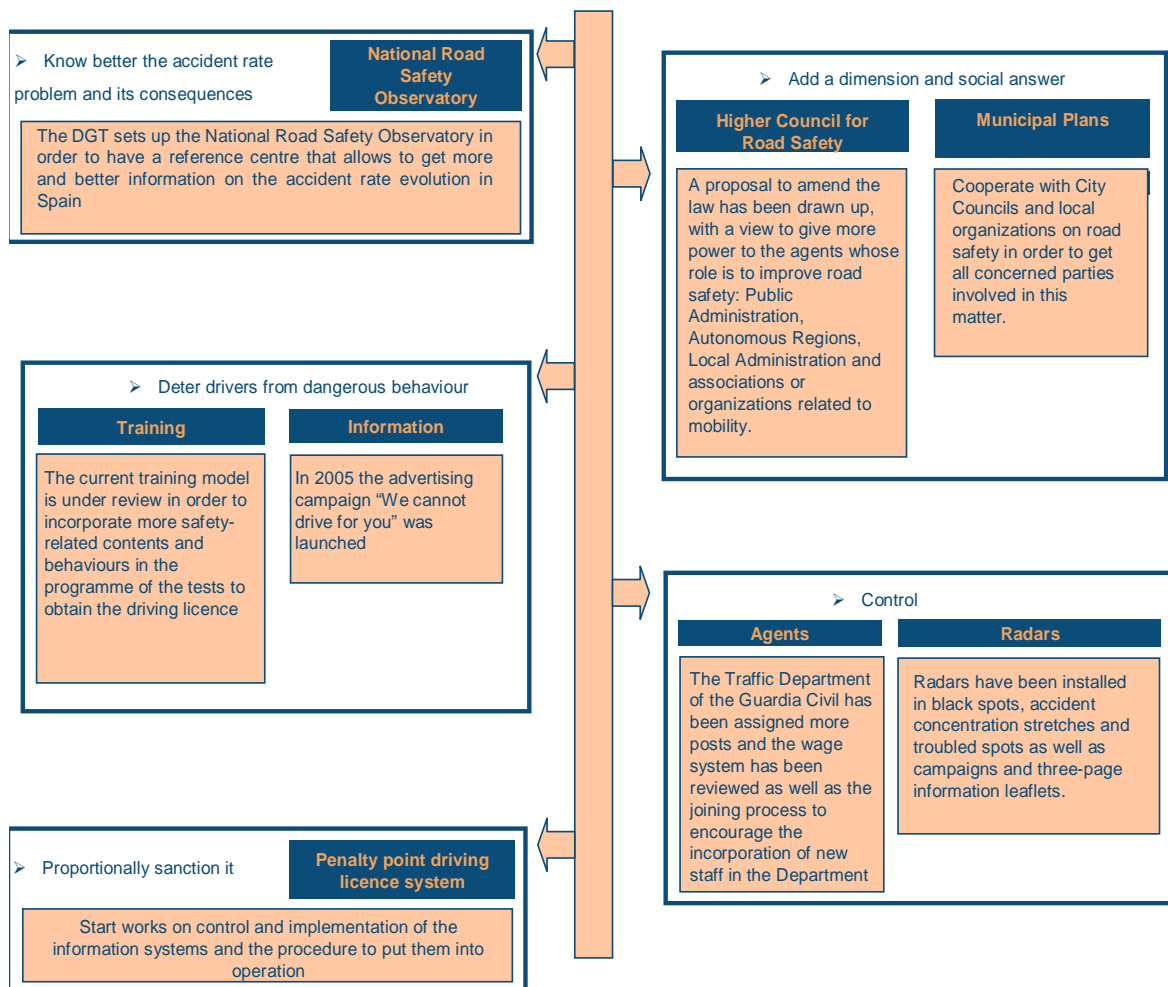
3.3

3 Action Plan 2005

Key issues 2004-2005: Special measures

The 2004-2005 special measures consist of a set of actions, to be implemented immediately, aimed at getting results quickly and a shift in the intervention of the DGT.

The 8 measures aim to:



Description of the main developed initiatives

3.4

3 Action Plan 2005

3.4. Description of the main developed initiatives

Below you will find the main initiatives carried out in 2005 in each strategic area. The aim is to provide a view of the scope in which the different agents involved in the Action Plan have been working all through 2005.

Traffic training and education

3.4.1

3 Action Plan 2005

1. Traffic training and education

1.1 A boost to traffic education

To obtain citizens with respectful behaviours who influence on traffic accident prevention is the goal of a set of actions aimed at promoting traffic education at all educational levels, both in compulsory and non-compulsory studies, as well as in specific groups such as teachers and parents.

In 2005, the foundations for introducing road safety in school syllabus were laid by its inclusion in the next Constitutional Law of Education whose passing is planned for 2006.

Similarly, we have been working in the development and spreading of specific didactic materials, in the training of teaching staff at all levels, from children to adult education, and in carrying out activities such as plays, competitions, etc. with a view to encourage civic behaviours on a road safety basis.

New designed and edited materials: Programa Familia Escuela (Family School Programme), Programa de educación vial para Acnes (Programme on Traffic Education for students with special needs), Programa de educación vial para adultos (Programme on Traffic Education for Adults), Recopilación de proyectos de la "VI Edición del Concurso de Proyectos de educación vial en el ámbito escolar" (Compilation of projects "VI Edition of the Competition for Traffic Education Projects at schools")



3 Action Plan 2005

Courses for teachers and students: “Course on traffic education for pre-primary, primary and secondary teachers” and for young people “Course on traffic education for the young”

784 teachers and students

Courses for parents and monitors: “Conferences and courses for parents and monitors”

255 parents and monitors

Courses for local policemen

230 local policemen

Editions of competitions

- **XL Traffic Education Competition in children’s traffic playgrounds**
- **XXVI National Contest of Road Safety for Mopeds**
- **VI Competition of Projects on Traffic Education at schools**
- **V Contest of “Play on road safety” aimed at disabled people**
- **VI Contest of short stories for adults “Letters for the road”**

It is also noteworthy the research carried out at national level as a result of the Cooperation Agreement between the Ministry of Education and the Spanish Road Association on road traffic “Identification of psychological variables to anticipate risk behaviours when young people drive mopeds and motorcycles and to elaborate an assessment questionnaire”

3 Action Plan 2005

1.2 Permits and licences: improvement in the procedures linked to traffic education

In order to improve drivers' abilities two fields have been worked on:

- ❖ **Intellectual ability:** inclusion of more questions related to road safety in the theory tests to obtain driving permits and licences - scheduled for 2006; and to carry out training and rehabilitation courses for teachers and managers of private driving schools.

Course for new teachers of Private Driving Schools	330 participants
Selective tests to obtain the certificate of competency as manager of driving schools	1114 passed
Training course for driver examiners	128 participants

- ❖ **Physical capacity,** updating of psychological and medical intervention protocols in medical examination centres for drivers that will be in force as of 2006 with the edition and spreading of the examination guide.

Moreover, the telematization of the communication process of these examination centres and the DGT is under way with a view to make easier for drivers the procedure to renew driving licences.

3 Action Plan 2005

1.3 Drivers' road awareness and re-education

The implementation of the new penalty point driving licence system scheduled for next year has required to take a number of actions, throughout 2005, in order to adapt the procedures, the organization and the culture to this new concept of authorization. The new system is the combination of two main elements:



- ❖ Re-educating nature: it establishes a mechanism that attempts to modify those behaviours that put at risk road users' safety.
- ❖ The punishment effect consisting of reducing or losing points from the initial credit of points is a reflection of the level of confidence that inspires in society at one stage and the loss of points reveals the reproach these behaviours deserve.

REGULATIONS

The following has been drawn up:

- Act 17/2005, 19 July, which regulates the penalty point driving licence scheme and modifies the articulated text of Ley sobre Tráfico, Circulación de Vehículos a Motor y Seguridad Vial - BOE núm. 172, de 20 de julio de 2005 - (Road Traffic, Motor Vehicles and Road Safety Act, Official State Gazette n. 172, 20 July 2005)
- Ministerial Order 2596/2005, 28 July, which regulates awareness and safety re-education courses for holders of driving permits or licences (Official State Gazette, n. 190, 20 August 2005)

3 Action Plan 2005

PROCESS

As regards point recovery, a new procedure has been established for licensing centres that will teach the courses to recover points.

INFORMATION SYSTEMS

The software to implement the penalty point driving licence system has been developed and there was a preliminary version in December 2005. This software allows the complete management of drivers' points, i.e. the granting of the initial credit to the driver who obtains the driving permit or licence, reduction of points when drivers commit an offence (regardless of the jurisdiction) and the offence is enforceable, and the recovery of points by attending courses to that end. Besides, any driver can consult it on the Internet and those drivers who have an authorized electronic certificate (digital certificate) will be able to check their sanction record (subject to revision by the Data Protection Agency)

Road Safety Awareness

3.4.2

3 Action Plan 2005

2. Road safety awareness

2.1 Growing road safety awareness

The DGT has concentrated its communication and awareness efforts directed to road users on the importance of preventive behaviours and on the consequences for health in order to make users develop “safer behaviours”.



In 2005, with the slogan “**No podemos conducir por ti**” (We cannot drive for you) a nationwide campaign was launched in Easter; the campaign lasted until the end of the year and it consisted of:

Advertisements on TV, cinemas and Internet:

Generic, explaining the “leitmotiv” of the campaign.

Speed limits.

Use of safety belt.

Use of crash helmet.

Consumption of alcohol while driving.

Use of tyre chains.

Christmas travels.

It had a range of 98.5% of the population

3 Action Plan 2005

Likewise, there has been a continual radio campaign in the most important nationwide radio channels: Cadena Ser, COPE, Onda Cero, Punto Radio and EFE Radio, that through their network of radio stations have paid permanent attention to road safety throughout this year in programmes with maximum audience rates.

Additionally, in view of the next introduction of the penalty point driving licence system, an informative videotape has been recorded to explain the main aspects: objectives, to whom affects, initial credit of points, loss of points for traffic offences, etc.

It would be worth pointing out that, on the occasion of relevant events such as the Tour of Spain 2005, several actions directed to promoting road safety were carried out: insertion of graphics, cyclists, in the Tour Itinerary, official posters of the Tour with the slogan "Usa la cabeza, Usa el casco" (Use the head, use the helmet), including the DGT slogan in the list of sponsors, etc.

As regards advertising and the transmitted messages that can have an impact on road safety, the DGT has been monitoring the advertising messages of motor vehicles and about any product or service advertised which uses an example of vehicular traffic as reference. In 2005, 209 disciplinary proceedings were initiated for incitement to careless and reckless driving at over-speed, for incitement to competition and overvalue of security measures. On the other hand, the number of advertising agencies and advertisers that send their campaigns before being released to request an assessment of compliance with the regulations in force has increased.

Other mechanism to increase awareness in several social sectors is the involvement of the DGT in congresses and conferences where the works carried out on road safety are spread. In 2005, the DGT has taken part in the following events:

Course of Traffic Medicine on "Alcohol, others drugs, medicines and road safety", within the XXI Summer Courses in Laredo, University of Cantabria.

Cooperation in the conferences on: Road violence organized by Stop Accidentes, Conference on Road Safety organized by the European Institute of Health and Social Care, I Congress on Road Accidentology organized by the Junta and AEAV, II Conferences on the search of solutions to the traffic accident problem, organized by the University of Saragossa, etc.

3 Action Plan 2005

2.2 Medical preventive actions

To prevent traffic accidents and to reduce the seriousness of the injuries derived from accidents are the objectives of this strategic line in which the Ministry of Health and Consumption and the DGT are closely working.

In 2005, the Framework Convention has been signed with the aim to promote actions directed to reduce traffic accidents related to the consumption of alcohol and other psychoactive drugs, to promote the use of passive safety measures, to inform and to raise citizens' awareness, to improve the procedures to detect and control health problems related to accidents, etc.

The following actions should be highlighted:

✓ Encouragement of Health Advice from primary health care

In December 2005, the Comisión Profesional de Sociedades Sanitarias (Professional Committee of Health Agencies) for the prevention of injuries from traffic accidents adopted the proposal of the Dirección General de Salud Pública (General Directorate of Public Health) within the Ministry of Health and Consumption and set up a working group in charge of the actions to promote the Health Advice and to harmonize the contents of informative materials relating to harmful habits, child restraint devices and safety restraint systems during pregnancy.



✓ Encouragement of the lines of action undertaken by Group 47 "Alcohol, drugs and medicines" of the Higher Council for Road Safety

Beginning of the activities of this group, whose study field is centred mainly on drugs and driving.

3 Action Plan 2005

In line with previous years, the participation in International and European Forums and Organizations continues in which the Ministry of Health and Consumption represents Spain, i.e.: WHO-Regional Office for Europe and the European Commission-Public Health Area.

Surveillance and control

3.4.3

3 Action Plan 2005

3. Surveillance and control

3.1 Improvement of the actions and means to monitor and control users' traffic discipline

Safety increase in roads from the point of view of monitoring and controlling requires the increase and optimization of human and technical resources assigned to this task.

In this regard, in 2005 the main efforts of the Traffic Department of the Guardia Civil has centred on developing several monitoring campaigns for controlling the use of mobile phones by drivers, speeding, use of crash helmet, use of safety belt and other restraint systems and driving with blood alcohol concentration; as well as random actions on reckless driving, roadworthiness test, lighting, etc. The timetabling of these campaigns has been coordinated with information campaigns on risk behaviours in order to reinforce and make more effective road safety messages.

CAMPAIGNS	No OF CONTROLLED VEHICLES	No OF COMPLAINTS MADE	% COMPLAINTS S/CONTROLLED VEHICLES
Mobile phone	588,645	4,763	0.81%
Safety belt and child restraint systems (1)	2,444,736	31,377	1.28%
Speed control	3,565,822	106,775	3%

(1) Includes: driver's safety belt, front seat passenger's safety belt, back seat passengers' safety belt, type-approved child restraint systems for children under 12 years old

CAMPAIGNS	No OF TESTS PERFORMED	No OF TESTS WITH POSITIVE RESULT	% TESTS S/ PERFORMED
Alcohol level (2)	517,404	7,732	1.49%

(2) Includes the Traffic Department of the Guardia Civil and the Regional Headquarters of the Guardia Civil.

3 Action Plan 2005



The vehicles assigned to the Servicio Unipersonal de Vigilancia de Autopistas (Individual Service of Surveillance in Motorways) have come into service, as well as the first phase of the complaint automatization programme.

In view of the importance to allocate more and better resources to law enforcement officers, new unmarked vehicles for monitoring and controlling traffic offences (66 vehicles) have been purchased and other resources (vehicles, alcoholmeters, speedmeters and radiotelephones) have been renewed; these efforts have meant a significant economic effort.

RESOURCES	UNITS
4- tyre vehicles	
Patrols	160
Blood- alcohol test patrol cars	55
Armoured patrol cars	1
Unmarked armoured patrols cars	2
Unmarked patrols cars	66
Radar- equipped vehicles	21
4- wheel drive vehicles	30
Armoured 4- wheel drive vehicles	4
Subsector vehicles	21
Police vans	18
Armoured vans	1
Ambulance	1
2- wheel vehicles	
Motorcycle patrols	208
Acquisition of surveillance equipment	
Portable ethylmeters of the Civil Guard	102
Speedmeters of the Civil Guard radar	2
Ambulance	1

3 Action Plan 2005

Among the actions to reduce accident rate it is worth mentioning those directed to obtain the reduction of maximum speeds – to adapt them to legal speed in each situation – and medium speeds since it is a proven fact that a 1% reduction in speed means a 3% reduction in accident rate.



With this objective the Guideline Plan to install 500 speedmeters from 2005 to 2007 was drawn up. In this sense, the first year, 2005, was completed except for the radars in Asturias which will be installed in 2006; and the communication radars by GPRS which will come into service in 2006.

A total of 99 speedmeters have been installed, mainly in the vicinity of black spots, accident concentration stretches and trouble spots. An information campaign was launched when the first radars came into operation and an information three-part leaflet was edited.

As regards air surveillance, the helicopter service has operated in the most important Traffic Special Operations: Easter holidays, beginning and end of summertime, Motorcycle Grand Prix, etc. The helicopter fleet has grown with the purchase of two new ones and this means an increase in the number of surveillance hours as compared with 2004 (3%)

From the point of view of human resources, the staff has increased and the wage system has been revised in order to make more attractive the post in this law enforcement agency.

3 Action Plan 2005

3.2 A boost to legal reforms and to the procedures to make the disciplinary proceedings more effective

Monitoring actions should be accompanied by a more effective disciplinary proceeding or system, capable of deciding within an appropriate period of time, thus encouraging the pedagogical nature of the sanction.

In 2005, the DGT has striven to get a greater involvement of the judicial system in the road safety policy in order to develop the perception of traffic accidents, their causes and consequences, the victims' role, the various aspects of the criminal proceedings and the unification of the action criteria by signing a cooperation framework agreement with the Centro de Estudios Jurídicos (Legal Studies Centre) under the Ministry of Justice.

The first phase of implementation of this agreement has been to hold the Conferences in Aranjuez about "Traffic accidents in justice: present and future".

Safety in vehicles

3.4.4

3 Action Plan 2005

4. Safety in vehicles

4.1 Encouragement of safety systems in vehicles

Efforts have been made, from a legal point of view, in updating the application of legislation, specifically the transposition of Directives, EU regulations, etc., necessary to carry out vehicle type-approvals. The following can be highlighted:

- Updating, provision 3 October 2005 of Annexes I and II of the Royal Decree 2028 / 1986, dated 6 June, on the requirements to apply certain EEC Directives regarding the type-approval of motor vehicles, trailers and semi-trailers and parts of said vehicles (State Official Gazette, 2 October 1986)
- As regards rules on the cleaning of tankers with dangerous goods and repair shops: Ministerial Order ITC/2765/2005, 2 September, which amends Royal Decree 948/2003, about the minimum requirements that the tanker cleaning shops have to meet.



Similarly, research (R+D+r) is being supported through the cooperation with the Fundación Instituto Tecnológico para la Seguridad del automóvil (Foundation Technological Institute for Vehicle Safety) and the Fundación de Fomento de la Investigación Industrial (Foundation Industry Research Encouragement); the presence in international forums has increased, for example, the United Nations Economic Commission for Europe (UN/ECE) and the European Commission.

From an operational point of view, the renewal of the fleet of vehicles is still a significant element to improve road safety so, thanks to the good results achieved with the PREVER programme, the economic aids to buy new vehicles are kept (private cars, commercial vehicles and tractors)

Infrastructures and management/ information on traffic

3.4.5

3 Action Plan 2005

5. Infrastructures and management / information on traffic

5.1 Improvement of traffic management and the information provided to road users before travelling and during the journey

The improvement in mobility management will provide users more and better information about traffic and road conditions, therefore work is still done on the installation of traffic management systems.



In 2005, the implementation of traffic management systems and the dynamic signalling have continued; the installation in Traffic Management Local Centres has concluded, these centres monitor and control traffic and inform users. In this regard, the works in the Local Centres of Tordesillas (Valladolid), Bailén (Jaén) and Almería have concluded as well as the works in the Local Centres of Burgos and Pedrafita de Cebreiro (Lugo), almost finished. The number of kilometres fitted with this system reached 5207.

The Real-Time Information System is still in operation; this system informs of the equipments installed in roads and video surveillance cameras, it has been incorporated in the DGT portal so it is possible to consult traffic cameras with a light version of the application.

3 Action Plan 2005

As regards the call centre and the Audiotex Service (a computer-aided system that enables to answer automatically 30 lines at the same time), the Management Centres have answered 1,702,478 phone calls, mainly related to Special Operations, holiday periods and days with special meteorological conditions.

The SOS poles installed in the network of great capacity roads have answered 35,012 requests for assistance. Each call includes: to answer the phone call, to inform the appropriate emergency service and to confirm the service to the user. A high percentage of the calls are related to requests for mechanical assistance.

5.2 Maintenance, improvement and construction of infrastructures and repair in the interests of road safety

To increase road safety is one of the objectives set in the Infrastructure and Transport Plan (PEIT) which attempts, in turn, to contribute to the achievement of the common objective, that is, to reduce accident rate.

From the maintenance point of view, it is necessary to increase the budget to that end until it reaches 2% of the State Road Network capital assets.

The 2005 budget was 551 million euros and it was allocated to the following actions:

Maintenance of road surface and structures	46 actions	179 million euros	32%
Road safety	99 actions	134 million euros	24%
Road markings	43 actions	47 million euros	9%
Integral maintenance	42 actions	191 million euros	35%
TOTAL	230 actions	551 million euros	100%

3 Action Plan 2005

These actions include works directed to the maintenance and exploitation, specific actions to improve safety and those related to the usual maintenance and road conditions, restoration and improvements, that influence improvement of road safety (repainting of road markings; maintenance and restoration of vertical signalling, traffic guidance equipment and containment systems; cleaning of road elements, potholes, repair of extraordinary damages, etc.)

As regards road improvements, in 2005 there have been works on renovation and adaptation of first generation highways to current rules.

These measures have been accompanied by the creation of new arrangements with the aim to provide several highways with service areas; the construction works started in 2004 and continued throughout 2005 (Colunga, Robledo, Ponferrada, Torrent and Ayamonte).



3 Action Plan 2005

5.3 Infrastructure exploitation improvement

Throughout 2005, the DGT efforts in this field have been directed to the cyclist and motorcyclist groups. With regard to the cyclist group two studies were prepared: "Cyclist safety" in cooperation with the Saragossa Centre and "Effects of the compulsory use of helmet by cyclists on accident rate" drawn up by INTRAS (Traffic and Road Safety Institute)

As regards motorcyclists, a plan was implemented in certain stretches of the State Road Network to adapt existing safety barriers to the provisions set out in the Order 18/2004, approved on 29 December 2004 with the aim to reduce the severe injuries caused by cut and /or amputation that motorcyclists suffer.

5.4 To carry out audits, studies and regulations to improve road safety

Within the framework of the Technical Committee on Road Safety (Road Technical Association) the review and updating of signalling rules have been carried out; the draft of the new rules -which will replace the current vertical and horizontal signalling ones- is based on their work.

Labour and transport road safety

3.4.6

3 Action Plan 2005

6. Labour and transport road safety

6.1 Training, awareness and control of the professional transport group as regards road safety

The aim is to improve professional drivers' skills, attitudes and knowledge in order to obtain a higher level of safety in the transport of goods and passengers and in the transport linked to work activity in general.

In 2005, the initiatives taken have been centred on the control activity (responsibility of the Traffic Department of the Guardia Civil) through conducting surveillance in roads: tachographs, speed limiting devices, driving and rest time and excess weight.



Controlled vehicles	Goods 820,442	Passengers 185,098	Total 1,005,540
Complaints	Tachographs 8,998	Speed limiting devices 5,703	Driving and rest time 9,230
Weight excess	Controlled vehicles 134,203	Reported vehicles 22,147	

Care and support for victims and their families

3.4.7

3 Action Plan 2005

7. Care and support for victims and their families

7.1 Improvement of care and assistance for traffic accident victims and their families



The improvement in coordination and response time to assist and help victims constitutes one of the pillars which contributes to reduce the number of victims and the seriousness of accidents.

In 2005, the implemented actions have centred on:

- ✓ Participation in the Safety Net Project (European Road Safety Observatory)

By taking part in three working groups, the DGT is collaborating in defining a common methodology to assess the infradetection of traffic victims as well as in gathering data on risk exposure and in defining activity indicators related to road safety.

- ✓ Training programme on behaviours in the event of traffic accidents and basic life support

This project has continued throughout this year being the objectives: a) to decide which contents will be included in the training programme in the event of traffic accidents and first aid; b) to prepare a basic life support programme for drivers, instructors and traffic control officers; and c) to prepare the necessary didactic material to implement the programme.

3 Action Plan 2005

- ✓ Support to and participation in the organization of events on road violence, accident care, emergency services, release, etc.

In 2005 the DGT has taken part in: conferences on road violence organized by Stop Accidentes, European Conference on Road Safety organized by the European Institute of Social Services, 1 Conferences on rescue services in road traffic accidents organized by APRAT (Professional Association of Rescue Services in Road Traffic Accidents), and two meetings with the working group to promote the project "e-rescue" (creation of an on-line database which allows emergency services to know the technical characteristics of the vehicles involved in the accident to facilitate release tasks)

Analysis and
research on road
safety

3.4.8

3 Action Plan 2005

8. Analysis and research on road safety

8.1 To improve the gathering, processing, analysis and spread of road safety information

To have better methods to obtain information will enable to better guide actions and decisions, which mean improvements in road safety.

One of the basic pillars of this new concept is **ARENA Project**, which consists of a Web application and a database that gathers and stores information on road traffic accidents of various typology, distributes the information to the users and produces reports. It was implemented on 1 June 2005 and, as of that date, the information on the offences detected by the Traffic Department of the Guardia Civil is entered only once in the system and it replaces the questionnaires in paper. The challenge for next years is to incorporate local police data and the interweaving with a system of geographical information.

In that line, although at international level, we are still cooperating with the working groups of **IRTAD**, a project for producing and exploiting an international database on road traffic accidents, providing information on a regular basis and using the data included in the database; and with the programme **CARE** of the European Commission by the regular distribution of data, attendance to the working group and on-line connection with the database.

The attendance at international forums, research groups and working sessions organized by reference organizations have continued this year; the following can be highlighted:

FERSI	The DGT joins this Forum. The objective of this organization is to encourage cooperation among European Road Safety Institutes.
CEMT	Attendance at two meetings of the European Conference of Ministers of Transport Road Safety Group
OCDE	Participation in two meetings of the Working Group TS3 Ambitious Objectives
UE	Involvement in expert groups of the European Commission in issues related to medical fitness to drive vehicles

3 Action Plan 2005



As regards the regular publication of accident rate data, the DGT, through the National Road Safety Observatory, updates on a daily basis the data on deadly traffic accidents with the most relevant information about the evolution, comparison and gathering; this information is available to citizens on the DGT Web page. The “Annual Statistics about Accidents 2004” was drawn up and published as well as the bilingual report “Main figures on road accident 2004”; and it has cooperated in producing the “Annual Statistics of the Ministry of the Interior 2004”; quarterly bulletins including data and news on road safety, pieces of research and studies have been published.

In 2005 a budget of € 1,433,809.13 was allocated to research projects, being the main ones:

- Development of a training and awareness programme on traffic medicine aimed at CRM doctors and social security doctors.
- Agreement with the University of Madrid (ARGOS renewal)
- Comparative analysis of accident indicators in Spain, within the framework of the benchmarking European project SUNflowerplus.
- Training programme on how to behave in the event of a road traffic accident and basic life support aimed at the general public.
- Impairment due to alcohol consumption when driving.

Involvement of civil society

3.4.9

3 Action Plan 2005

9. Involvement of civil society

9.1 To foster the Higher Council for Road Safety as the permanent forum of social involvement

By reviewing the structure and functioning of the Higher Council for Road Safety it is intended that the Council becomes a forum open to all organizations whose work is related to road safety.

It has worked on the draft of the Royal Decree that governs it and in the future modification of the Ley de Seguridad Vial (Road Safety Act) This new approach provides for the creation of a Road Safety Committee, shaped by the various Autonomous Regions, the implementation of a Road Safety Committee on a local administration basis and the creation of a registry of organizations related to Road Safety in order to qualify the organizations so that they can actively participate in the Council and in the Working Groups.



These Working Groups have as an objective to study and produce reports related to road safety, with the cooperation of experts, officials from public administrations and professional, economics and social organizations connected with traffic and road safety.

Throughout 2005, the following groups have met:

WG 42	<u>Problems related to towing vehicles and road accident rescue</u>
WG 43	<u>Accident rate in the transport of goods and passengers</u>
WG 44	<u>Cyclist safety</u>
WG 47	<u>Alcohol, drugs and medicines</u>
WG 49	<u>Monitoring and control (created in 2005)</u>
WG 50	<u>Drivers' education and training (created in 2005)</u>
WG 51	<u>Leisure and road safety</u>

Improvement of
the coordination
among
administrations

3.4.10

3 Action Plan 2005

10. Coordination among administrations

10.1 Improvement of the coordination among administrations at various levels

This strategic line has the objective to get that the various administrations, autonomous regions and town councils coordinate their efforts and actions improving, that way, road safety in the whole country.

The main instruments are the Committees set up in the core of the Higher Council for Road Safety : Road Safety Committee for the Autonomous Regions and Urban Safety Committee for local organizations, as previously mentioned.

Moreover, it is scheduled for next years to implement actions aimed at encouraging the development of Road Safety Municipal Plans, taking into account the DGT Type Plan on Urban Road Safety, and the organization of regular meetings between municipalities in order to improve road safety on a urbanwide basis.

Challenges for 2006

4

4 Challenges for 2006

1. Penalty point driving licence system:

The aim is to raise drivers' awareness about the importance of observing the rules by turning the driving licence into a credit of points that drivers will lose if they commit a traffic offence. Awareness courses and re-education as regards road safety will be given to risk drivers.

2. Increase in the number of law enforcement officers to reinforce their presence and improvement of their resources and means. Creation of the automatic complaint centre:

The greater police presence, the greater and better compliance with the law and the less accidents and casualties. Moreover, law enforcement officers have to be equipped with more and better means to make their work easier.

3. Special surveillance and control operations to strengthen compliance with basic road safety rules:

Special surveillance and control operations will be carried out and they will focus on road safety basic aspects, such as: preventive control of BAC, excess of speed, non-use of safety belt, crash helmet and the use of mobile phones while driving.

4. Greater involvement of the judicial system in the road safety policy:

Implementation of the agreement with the Centro de Estudios Jurídicos (Centre for Legal Studies) to conduct courses to raise awareness in road safety and traffic offences aimed at judges, public prosecutors and clerks of the court.

5. Change of the theory exam to obtain the driving licence:

Questions on road safety will gradually be included in the theory exam. Therefore, applicants will know the rules to be observed but also the risks entailed if they fail to observe the rules.

4 Challenges for 2006

6. New treatment for novice drivers:

The actions proposed for novice drivers are: the driving licence will have a trial period of three years, there will be a restriction on night driving the first year after having obtained the driving licence and rise of minimum age to ride mopeds.

7. Greater involvement of Town Councils:

It is basic a greater involvement of local administrations in road safety policy, better action planning and the appropriate handling of urban traffic specifications, as well as ensuring a better coordination between the State and local corporations.

8. Cooperation among companies to increase road safety presence at labour and professional levels:

Accidents in itinere represent 50% of industrial accidents or work-related accidents and their treatment from the company point of view means a challenge for road safety culture to settle.

9. Handling of ACS and potential conflict zones

The aim is to remove the greatest number of Accident Concentration Stretches (ACS) working efficiently on the infrastructure, given that cooperation with other Organizations will be encouraged in order to raise drivers' awareness about the importance of complying with the law.

10. Safety audits in the road network:

Specific road safety audits will be conducted in every project of the Dirección General de Carreteras (General Directorate of Road Transport) within the Ministry of Public Works, on building, alterations or improvement to roads.

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