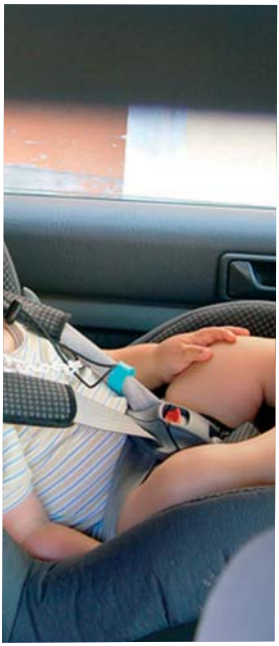
Main figures on Road Accidents

Spain 2005

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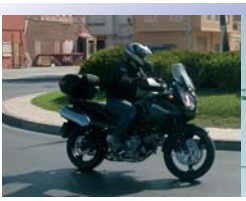
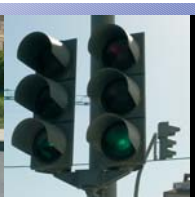

Presentation

We are now presenting the third series of this document which, under the title of "Main figures on road accident rate", begun with the aim of spreading the knowledge on the main data and details lying behind road traffic accidents. This document is the corner stone to favour the necessary social debate, and to contribute in the taking of decisions to tackle traffic accidents in our roads.

In this series, we are presenting 2005 results during which 91.187 road accidents involving casualties occurred and out of which 4.442 people died 21.859 were seriously injured and 110.950 slightly injured.

These figures though still large, mean a 6, 3% decrease in the number of fatalities in relation to the figures of last year, which mean 229 fatalities less. Such fall, spreads among a 4, 9% fall in road accidents and a 12, 2% fatalities in the urban area. These results were achieved in a context where the fleet of vehicles recorded 4, 6% increase and the increase in the number of registered drivers was 2, 62%.

The decrease in fatalities take on special significance put in contrast to those of 2003, year in which begins the publication of this collection, which means a 17, 7% decrease in the number of fatalities in two years; in other words , 957 fatalities less.

The continuous decrease in the fatality rate per million inhabitants, which has fallen from 128 in 2003 to 110 in 2004, enables us to stand at 102 in 2005, which seems to confirm the change in the trend. These figures bring us closer to the average in Europe at the same time shows that traffic accidents are avoidable and encourage us to go on working to consolidate on this line of improvement.

The debate opened for the introduction of the Penalty Point Driving Permit, which law, was passed on 19 July 2005 with no votes against it and with a high level of acceptance by citizens, may have contributed to a higher public awareness about the risks on the roads and to a subsequent change in the conducts. Persistent special campaigns, stressing on road safety vital points, like the use of seat belt, crash helmet, drinking and alcohol and over speeding may as well lay behind the improvement in the figures. For this reason I want to emphasize that without more implication of citizens it wouldn't have been possible to achieve these promising figures.

We are probably attending a grate change in the conduct of our citizens when taking the wheel, which might be characterized by a higher level of social commitment and an improvement of civic conscience, both of them indicators of a greater social maturity.

Only time will report to what extent, all of us together, are ready to go on with this passionate social challenge of bringing down the traffic accident rate.

Alfredo Pérez Rubalcaba
Home secretary

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The figures in 2005

In 2005 91.187 casualty traffic accidents occurred in Spain, being such type of accident one in which one or several people are killed or injured and at least one vehicle in motion is involved.

In those accidents 4.442 people died within the following 30 days to the accident, 132.809 people were injured and 21.859 out of them were seriously injured; that is, needed medical attention in a hospital for more than 24 hours.

In 2005 the seriousness index was 4,9 fatalities in every 100 accidents with casualties and the death index was 3,2 death in every 100 victims occurred.

In 2005, 89% of fatality accidents recorded just one person killed and in 0,7% of them more than three occurred. The first of this percentages keeps stable since 2000 to 2005 however, the percentage of accidents with more than three people death has shifted to an upward trend in the period 2000 to 2002, moving from 0,7% to 1% and beginning a decrease which reached its lowest figure in 2004 (0,6%).

	Road	Urban area	Total
Casualty accidents	42.624	48.563	91.187
Fatalities	3.652	790	4.442
Seriously injured	14.920	6.939	21.859
Slightly injured	53.869	57.081	110.950
Fatalities per 100 accidents	8,6	1,6	4,9
Fatalities per million population			102
Fleet of vehicles			29.624.879
Fleet of vehicles per thousand inhabitants			681
Number of drivers registered (including licenses)			23.621.906

ACCIDENT TYPE

Road and urban area	Casualty accidents		Fatalities	
	Number	%	Number	%
Coming off the road	20.429	22%	1.509	34%
Front collision	4.502	5%	733	17%
Front lateral collision	29.884	33%	928	21%
Run over pedestrians	16.578	18%	326	7%
Overturning	10.387	11%	660	15%
Other type of accidents	3.303	4%	66	1%
Total	6.104	7%	220	5%
	91.187	100%	4.442	100%

26% of accidents were due to vehicles coming off the road or overturning which caused 35% of fatalities. Run over pedestrian accidents was 11% which account for a 15% of fatalities. With regard to moving car crashes, 33% of these accidents were lateral collisions in which a 21% of fatalities occurred, whereas a 5% were front collisions which amounted to 17% of fatalities.

Road	Casualty accidents		Fatalities	
	Number	%	Number	%
Coming off the road	17.726	42%	1.386	38%
Front collision	3.046	7%	688	19%
Front lateral collision	9.394	22%	745	20%
Run over pedestrians	7.500	18%	284	8%
Overturning	1.317	3%	334	9%
Other type of accidents	1.248	3%	46	1%
Total	2.393	6%	169	5%
	42.624	100%	3.652	100%

The most frequently occurring type of accident on the road, was the coming off the road type (42%), followed by side-on and head-on and front-side collisions (22%) and rear end and multiple collisions (18%). 38% of fatalities occurred in accidents with vehicles coming off the road, 19% in head-on and a 20% in side and head-on side accidents.

Urban area	Casualty accidents		Fatalities	
	Number	%	Number	%
Coming off the road	2.703	6%	123	16%
Front collision	1.456	3%	45	6%
Front lateral collision	20.490	42%	183	23%
Run over pedestrians	9.078	19%	42	5%
Overturning	9.070	19%	326	41%
Other type of accidents	2.055	4%	20	3%
Total	3.711	8%	51	6%
	48.563	100%	790	100%

In the urban areas side and head-on -side collisions are the most frequent accidents (42%), followed by running over pedestrians (19%). Forty one per cent of deadly casualties were due to run over accidents. 23% to side and head-on collisions and, 16% to coming off the road accidents.

The figures in 2005

THE FLEET OF VEHICLES IN THE COUNTRY

	2004	2005	2005/2004
Goods Lorries and vans	4.418.039	4.655.413	5%
Buses	56.957	58.248	2%
Private cars	19.541.918	20.250.377	4%
Motorcycles	1.612.082	1.805.827	12%
Moped	2.242.046	2.311.773	3%
Industrial tractors	185.379	194.206	5%
Other vehicles	287.333	349.035	21%
Total	28.343.754	29.624.879	5%

The fleet of vehicles in the country in 2005 (including mopeds) was above 29 million vehicles out of which 20 million were private cars. The rate number of vehicles per thousand inhabitants was 681.

Comparing to the figures in 2004, the number of vehicles in the country has increased in 5%, keeping the trend which began two years ago. It is outstanding the increase in the number of mopeds in 2005 (12%) which had already became apparent in 2004, when a 7% increase was recorded.

DRIVERS' REGISTRATION

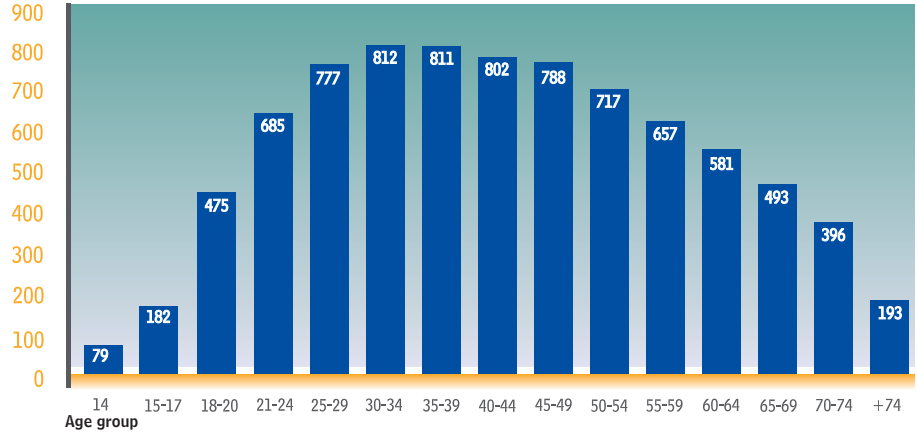
	2004	2005	2005/2004
Number of driving license holders	23.019.420	23.621.906	3%

The number of drivers exceeded 23 million in 2005 among which 48% was under 48 years old. The driver's rate per thousand inhabitants was 543, noting that the 30 to 44 year old group exceeds of 800 drivers for every thousand inhabitants.

Respecting 2004, the drivers' register underwent a 3% increase, which means an increasing rate similar to that in recent years.

The figures in 2005

Drivers registry per 1.000 inhabitants



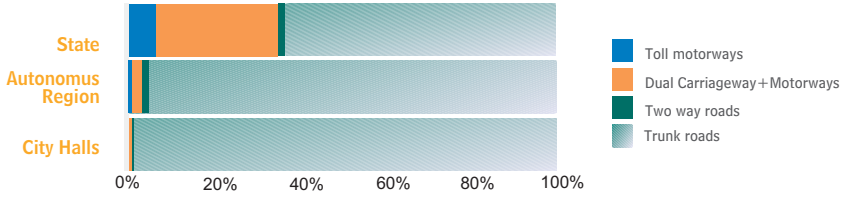
ROAD SYSTEM

Of all 165.675 Kms. Making the road system of Spain up, 25.415 Kms were owned by the Spanish government, 70.784 Kms are property of autonomous regions called "Comunidades Autónomas" and 69.476 belong to councils.

Year 2005	State	Autonomus Region	Delegations City Councils	Total
Toll motorways	2.163	359	126	2.648
Dual Carriageway + motorway	6.573	1.652	559	8.784
Two way roads	729	764	260	1.753
Trunk roads	15.950	68.009	68.531	152.490
Total	25.415	70.784	69.476	165.675

37% of roads which are state owned are of the high density traffic type (freeway, carriageway and two lane two way roads. In the case of autonomous regions "Comunidades Autónomas" the percentages are 4% for the delegations and 1%

Road system Length and Ownership, Road Type Distribution



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The Trends

In 2005, the total figures of accidents resulting in both, casualties and fatalities decreased respecting the previous year in 3% and 6% respectively. Regarding the figures for injured people in accidents, seriously injured people increased in 0.3% while for minor injured persons a 5% decrease has been recorded.

When choosing year 2000 as a base period, the following decreases may be advised: As for casualty traffic accidents, 10%, fatality accidents, 23%, accidents resulting in seriously injured people, 21%, accidents resulting in slightly injured people, 9%. In contrast, the fleet of vehicles underwent 19% increase, driver's registry, 10% and road mobility, 18%.Thus, after pondering the previous data in a context where the referred variables are increasing, asserting accident rates have undergone decrease would be accurate.

	2000	2001	2002	2003	2004	2005	Diferencia 2005/2000	Diferencia % 2005/2000
Casualty accidents	101.729	100.393	98.433	99.987	94.009	91.187	-10.542	-10%
Fatalities	5.776	5.517	5.347	5.399	4.741	4.442	-1.334	-23%
Seriously injured	27.764	26.566	26.156	26.305	21.805	21.859	-5.905	-21%
Slightly injured	122.017	123.033	120.761	124.330	116.578	110.950	-11.067	-9%
Fatalities million population	143	135	128	128	110	102		
Fatalities 100 accidents	5,7	5,5	5,4	5,4	5,0	4,9		
Fleet of cars	24.825.478	25.791.134	26.822.754	27.006.203	28.343.754	29.624.879	4.799.401	19%
Fatalities million Vehicles in the fleet Of vehicles	233	214	199	200	167	150		
Number of drivers registered	21.417.106	21.548.439	21.967.507	22.381.585	23.019.420	23.621.906	2.204.800	10%
Road net length	163.557	163.799	164.139	164.544	165.152	165.675	2.118	1%
Great capacity Roads	10.443	11.152	11.406	11.973	12.444	13.179	2.736	26%
Vh-Km -year*10^6 (road)	208.508	217.682	228.172	236.355	241.715	245.073	36.565	18%

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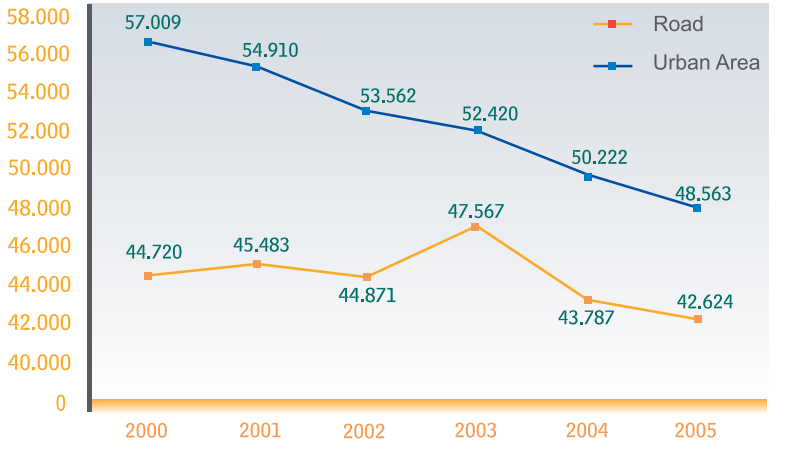
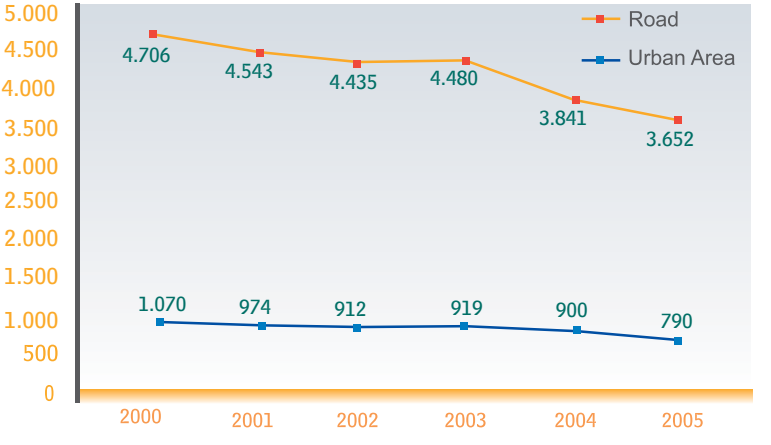
Casualty Road Accident Figures Evolution. 2000-2005



As regards fatality figures on the road in 2001 and 2002, records show 3% and 2% decreases respectively, in 2003 the number of fatalities increased in 1% to add up 4.480 people. In 2004 a 14% decrease took place; the tendency went on in 2005 that is, 5%.

The number of fatalities in the urban area showed as well improvements in 2001 and 2002, 9 and 6% respectively, a 1% worsening in 2003 and again picking up on improvement in 2004, 2%, and in 2005, 12%.

Fatality number evolution, 2000-2005



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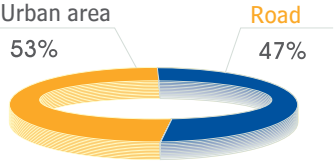
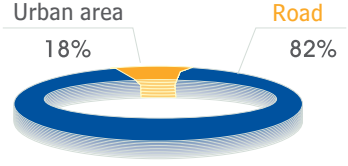
Highlight

- Traffic road accidents are the first cause of death among people under39 years old in Spain.
- For the 2003-2005 period 17, 7% fall in the number of fatalities has been registered which means 957 fatalities less.
- Among casualties, 82% of fatalities and 68% of seriously injured took place in the long distance range.
- Conventional roads are the most hazardous.
- 34% of fatalities occurred in the coming off the road accident type.
- 42% of fatalities took place during Friday 15 hours to Sunday 24 hours.
- 54% of fatalities are private car users and 33% of fatalities in this type of accident didn't use seat belt.
- 18% of fatalities were moped or motorcycle users, in both types of accidents 23% of fatalities didn't wear a crash helmet
- 21% of fatalities on the road took place in accidents in which, at least one heavy vehicle was involved
- 34% of pedestrian fatalities were over 64 years old.
- Males between 18 and 20 years old are those at higher risk of having an accident.
- Alcohol was present in a 36% of deceased drivers.
- Over speeding is present in a 31% of fatal road accidents while traffic offences in a 36%.

Distribution of accident and fatality numbers according to area



Casualty accidents



Fatalities

THE ROAD

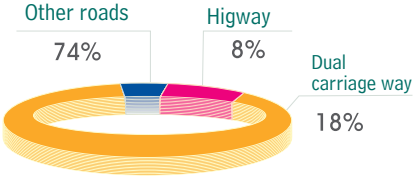
During 2005, in 47% of registered road traffic accidents (46.624), 82% of fatalities occurred (3.652).

In Spain, the existing165.675 Kms. of roads withstood in 2005 traffic for 245.073 million vehicles. This figure means a 1.4% increase in relation to the previous year.

Of 42.624 accidents that took place on the road, 3.311 occurred in the motorway and 219 people died in them which means, 6% of fatalities on the road. On dual carriageway 7.854 accidents occurred in which 633 fatalities were recorded which is, 17% of total fatalities on the road.

Existing big capacity roads are in total 13.179 Kms, out of which 2.647 are toll motorways, 8.786 motorways and free motorways and 1.746kms are double carriageway. The number of Kms. has increased 5.9% in 2005 with respect to the previous year.

Distribution of accident and fatality number in **roads** according to road type



Fatality accidents

Road type	Number	%
Higways	219	6%
Dual Carriage way	633	17%
Other Roads	2.800	77%
Total	3.652	100%

Fatalities on the Roads

The environment

THE URBAN AERA

53% of traffic road accidents with fatalities (48.563) occurred in urban areas and 18% in the total figure of fatalities (790).

Cities with a population over 500.000 inhabitants had 50% of accidents (24.248) and 29% of fatalities (227) took place in the urban areas.

4% of traffic accidents and 14% of fatalities were on side streets

THE ROAD ACCIDENT RATE BY MONTH

In 2005, a general fall in the number of fatalities took place in every month, except in February and March. The fact that during these months Eastern brake takes place makes of these two variables not good samples.

The sharpest decrease took place in October (18%) and for the first time the figures of August is smaller than in July.

The fatality number by month

	2004 (Number)	2005 (Number)	2005/2004 (Variation)	2005/2004 (Variation)	2004 (Dayly average)	2005 (Dayly average)
January	373	344	-29	-8%	12	11
February	335	341	6	2%	12	12
March	361	365	4	1%	12	12
April	388	340	-48	-12%	13	11
May	400	372	-28	-7%	13	12
June	428	402	-26	-6%	14	13
July	459	443	-16	-3%	15	14
August	459	414	-45	-10%	15	13
September	364	363	-1	0%	12	12
October	455	372	-83	-18%	15	12
November	345	324	-21	-6%	12	11
December	374	362	-12	-3%	12	12
Total	4.741	4.442	-299	-6%	13	12

The daily fatality average of road traffic accidents in 2005 was 12, in 2004 was 13 and in 2003 15.

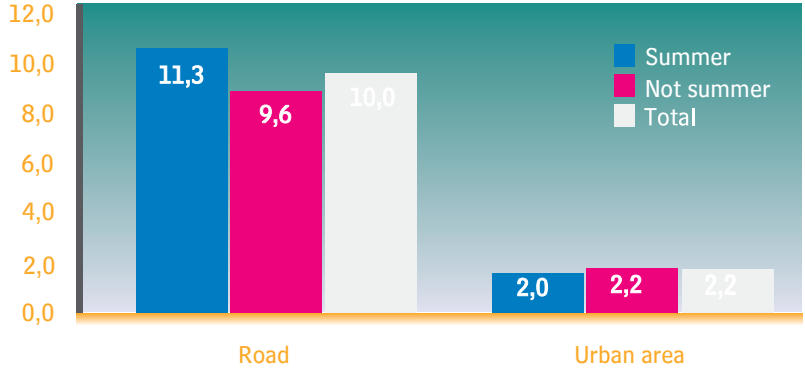
On a monthly basis, January, April and November have showed the smallest fatality daily average (11) and July showed the biggest (14).

During 2005 the daily fatality average was 10.

During the summer season (from July the first to September the thirtieth) the average raises up to 11, 3 whereas for the rest of the year is 9, 6.

In the urban area, the fatality average was 2, 2, being during the summer slightly smaller 2, 0.

Fatality accident rate per day

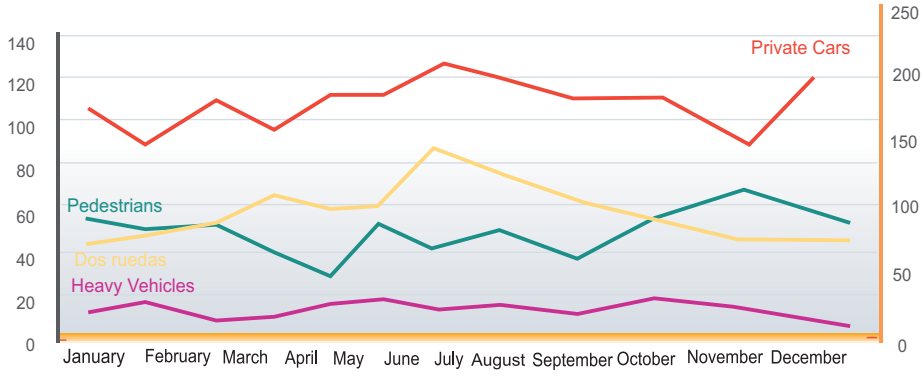


When comparing seasonal road accidents and the type of vehicle, the following data is worth pointing out:

As for private cars, July had the biggest fatality figures which is a 10% of the total annual figure while in May, June and August the rate is 9%. February, April and November had the smallest figures. June and October had the biggest figures in terms of fatalities in accidents where heavy vehicles are involved.

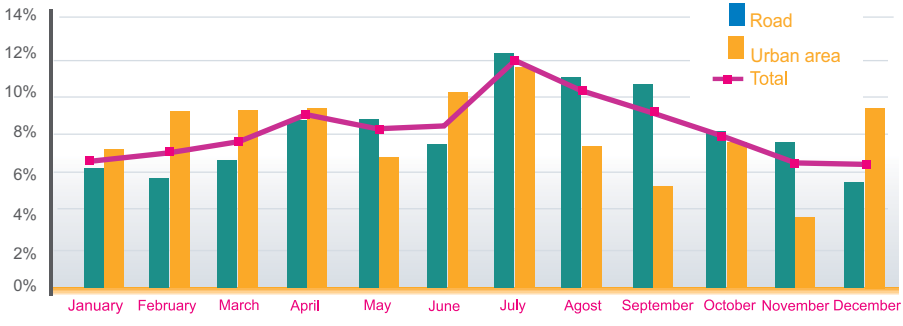
The environment

Fatality number according to months of the year and user type



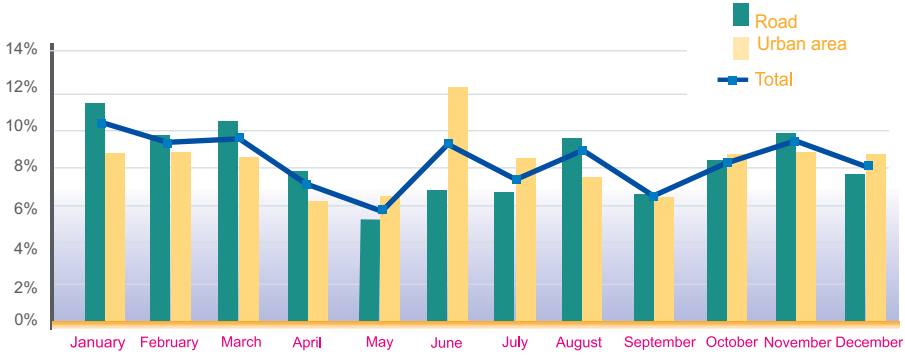
In relation to accidents in which two wheel vehicles were involved, 867 people died; from May to October 57% of the total number of victims occurred, clearly worsening in July and August (12% and 11% respectively).
On the road the highest percentages of fatalities showed in July, August and September while in the urban area in June and july.

Fatalities in accidents where two wheel vehicles are involved



As for pedestrians, which fatality figures in 2005 was 680, January had the biggest number of fatalities, 10% of all pedestrians killed, being May the month showing the smallest rate (6%).On the road, was the first quarter of the year together with August and November when the largest figures of fatalities on pedestrians were shown. In the urban areas, the figure of June it is outstanding, 12% of all pedestrians killed in the urban area.

Fatalities among pedestrians



THE DAYS OF THE WEEK

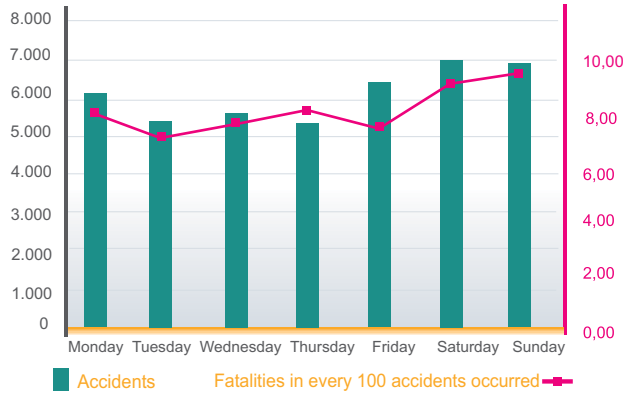
Fridays were the days of the week when more casualty accidents occurred, a total of 14.556 (16%), however was on Saturdays when more fatalities were recorded, 780 that is, 17% of the total.

Saturdays and Sundays are the days of the week when more accidents and fatalities occured. 32% of on road fatal accidents occurred during the weekends (considering as such, Saturdays and Sundays), in them 1.320 deaths were recorded, which is 36% of fatalities occurred on the road. By working out a seriousness index, number of deaths per hundred of accidents, the weekend figures yield the higher rates. On the contrary to what is customary for on road accidents, on urban roads Saturdays and Sundays are the days which number of accidents occurred is smaller and however the seriousness index is higher.

The environment

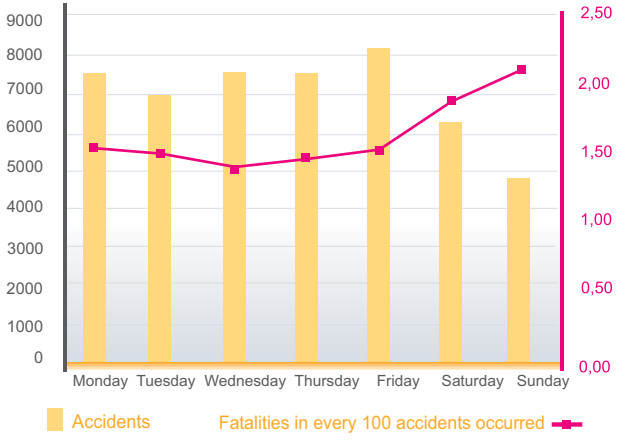
ON ROAD

Casualty accidents and seriousness index in relation to the days of the week



URBAN ROADS

Casualty accidents and seriousness index in relation to the days of the week

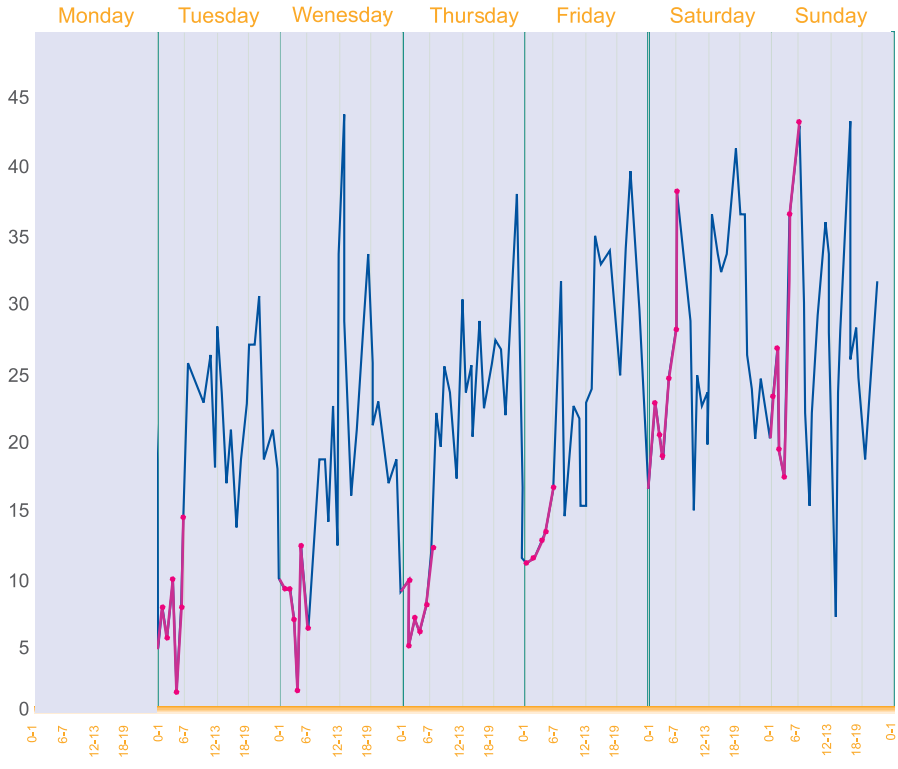


THE DAYS HOURS

It is between 13 to 14 hours and between 17 to 20 hours that the biggest part of accidents take place though, however is during the night time , while traffic is not intense, that is more dangerous to drive, which explains that 38% of fatal road accidents occurred during this period.

In 2005, 42% of all the people killed in road traffic accidents occurred from 15 hours on Fridays to 24 hours on Sundays. It was on Sundays, in the time close to six o'clock that one of the largest numbers of fatalities was recorded (43).

Number of fatalities in relation to the time of the day and day of the week



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The people

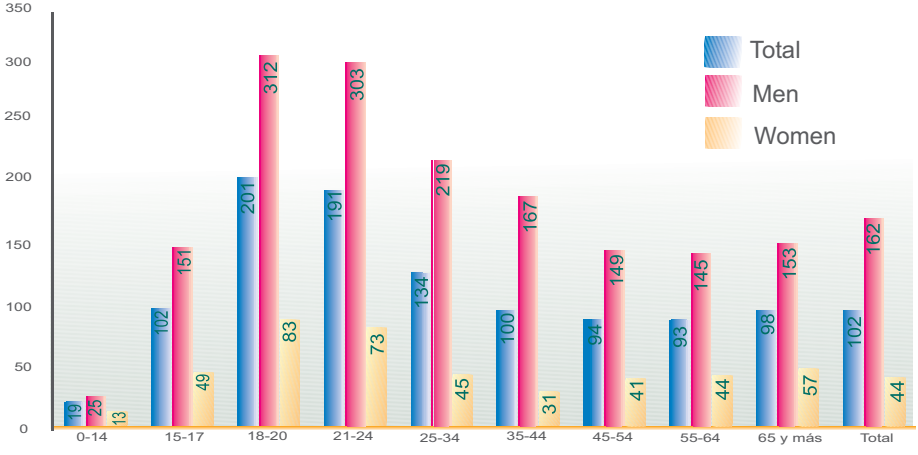
In absolute terms, road traffic accidents resulting in fatalities mainly affect to the age group ranging from 25 to 34 years old with almost 1.000 fatalities followed by the age group ranging from 15 to 24 years old with nearly 900.On the road, these two age groups show the higher figures and on that very same order. On the other hand the age group most affected in the urban area is that comprising the people from 65 years on, with nearly 200 people killed, followed by the group of young people whose age ranges from 15 to 24 years with a total of 178 people killed.

Number of fatalities

Age	Road	Urban aera	Total	Fatalities million people
0-14	89	32	121	19
15-24	695	178	873	170
25-34	851	144	995	134
35-44	623	77	700	100
45-54	467	70	537	94
55-64	366	63	429	93
65 +	517	196	713	98
Not specified	44	30	74	-
Total	3.652	790	4.442	102

The highest toll of fatalities per million people is in the age group ranging between 15 to 24 years, though big differences are remarkable within it, particularly from 15 to 17, from 18 to 20 and from 21 to 24 as well as by sex, which makes it worth to stop to read the next bar chart.

Number of fatalities in relation to age and sex per million people



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Comparing the number of fatalities occurred in 2005 to those in 2003 a decrease in the fatalities in all age groups can be appreciated.

When comparing to the number of fatalities in 2004 only the 21 to 24 year group has recorded an increase.

Fatalities per million people

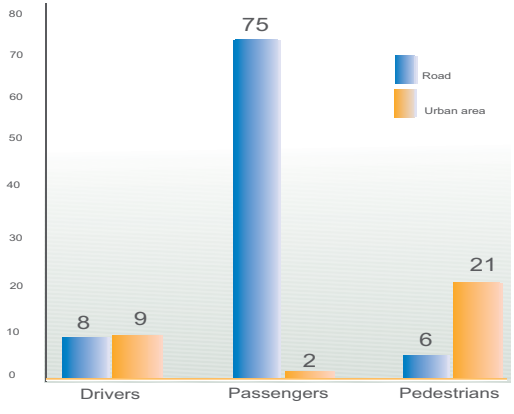
Age	2003	2004	2005
0-14	25	20	19
15-17	141	126	102
18-20	271	230	201
21-24	225	186	191
25-34	168	147	134
35-44	121	105	100
45-54	115	100	94
55-64	106	94	93
65 +	114	102	98
Total	128	110	102

THE FIGURES IN CHILDREN

The biggest number of fatalities among children is in the up to 14 year old group when they travel as passengers in vehicles. 77 children out of 121 killed in road accidents, were passengers, 27 were pedestrians and 17 while ridding a bike or a moped.

On the road, 75 children out of 89 who died were passengers, representing this figure 84% of all fatalities occurred on the road for that age group. In urban areas, where the number of fatalities among children was 32, 66% died as a result of run overs.

Number of fatalities between 0 and 14 years in relation to the area and the type of user



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The people

THE YOUNG PEOPLE

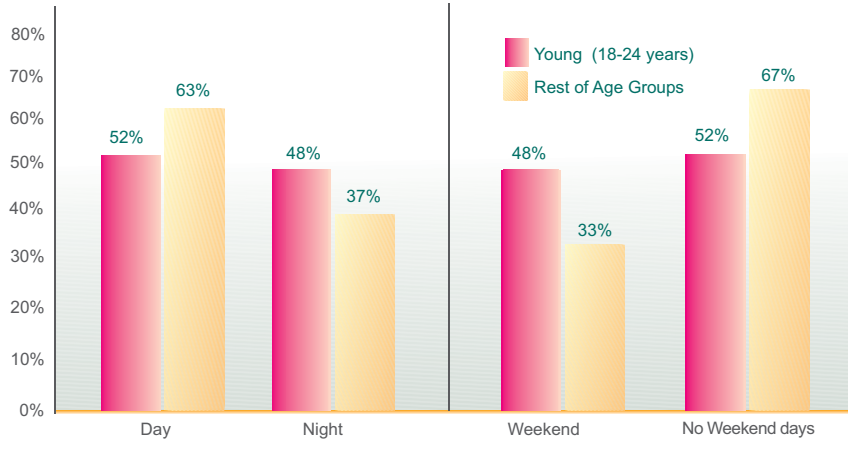
Road traffic accidents still are the main cause of mortality for the group of people from 15 to 24 years. 38% of people deceased in this group in 2004 occurred as a result of traffic accidents. Nevertheless, it is important to highlight that during the year 2000 traffic accidents caused 42% of fatalities in this age group.

The young between 15 and 24 years old who represent 12% of the Spanish population and 11% of all registered drivers also represent 20% of the total of fatalities and 26% of seriously injured casualties.

The fatality rate per million people in that age group is 170 fatalities, by braking down that figure in relation to the sex of drivers, remarkable differences appear: 226 for males and 70 for females; also in the group from 15 to 24 there are some differences according to age and thus, the group from 18 to 20 years show the highest rate, 201, followed by the group from 21 to 24 years, 191.

Driving in the weekends and at night, represent the highest risk for the young. During Saturdays and Sundays 48% of fatalities in the group from 18 to 24, whereas for the rest of the population is 33%.
During the night, the percentage is 48% for the young and 37% for the rest of the population.

Percentage distribution of young fatalities and the rest of age groups in relation to day/night and weekend/no weekend parameters.



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THE ELDER

In 2005 the total number of fatalities among the people conforming the 64 years old on group was 713; 290 were driving a vehicle, 194 were passengers, and 229 were pedestrians.

When taking into consideration the number of pedestrians killed, 34% of them belonged to this group although those older than 74 are at higher risk of being killed in a run over in fact, 26% pedestrians killed in a run over were older than 74.

The figure of fatalities occurred in the urban area for the 64 year old-on- group, has not been surpassed in 2005 by the figure of any other age category considered in this paper, being pedestrians who withstand the highest rates. Actually, of 196 people in the 64 year old-on-group killed in the urban area, 163 were pedestrians or in other words, an 83%.

THE DRIVERS

In 2005 156.496 drivers were involved in traffic accidents, 79% of them were men, 50% were under 35 and for the most part, 63%, were private car drivers

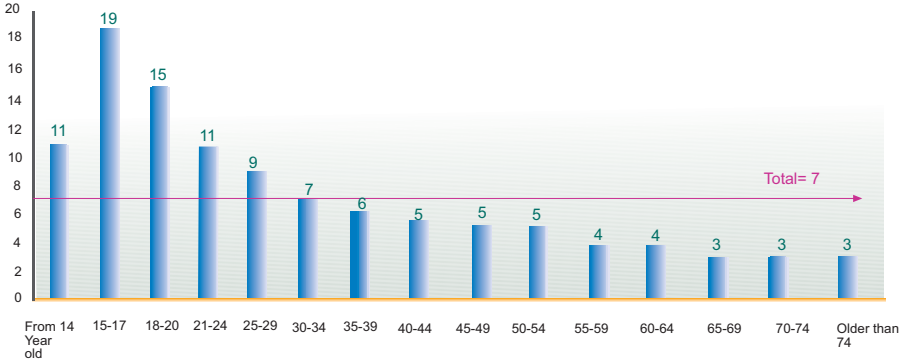
The figure relating to drivers who died in 2005 was 2.738, which means 62% of the total of fatalities, although the number of drivers killed has been on decrease since the year 2000; it has not fallen evenly to the total number of fatalities.

	Total Fatalities	Fatalities among drivers	% Fatalities among drivers over total fatalities
2000	5.776	3.349	58%
2001	5.517	3.220	58%
2002	5.347	3.140	59%
2003	5.399	3.196	59%
2004	4.741	2.861	60%
2005	4.442	2.738	62%

The rate of drivers involved in a traffic accident per thousand of registered drivers is 7 with regard to the total number of registered drivers. The age groups under 30 show higher rates, particularly those groups from 15 to 17 years and from 18 to 20 which rates are 19 and 15 respectively.

The people

Drivers involved in casualty accidents per thousand drivers registered



The vehicles

In the year 2005 for every vehicle category, except for motorcycles which had a 20% increase, compared to the figures in the previous year, a fall in the number of accidents occurred. The number of accidents in which bicycles were involved also underwent a fall compared to the figures in 2004; however, the figure of 2005 is higher than that in 2003.

Casualty accidents in which one of the vehicles listed below was involved

	2003	2004	2005	2004/2003	2005/2004
Bicycles	2.266	2.485	2.338	10%	-6%
Mopeds	20.331	19.170	17.635	-6%	-8%
Motorcycles	9.938	10.252	12.302	3%	20%
Private cars	81.932	76.128	72.828	-7%	-4%
Goods lorries	17.844	17.035	16.384	-5%	-4%
Coaches	2.009	1.894	1.822	-6%	-4%
Total accidents	99.987	94.009	91.187	- 6%	-3%

Note: In same accident more than one type of the same type could be involved and as well, more than one type of vehicle.

With regard to the number of fatalities in relation to vehicle category, the situation for motorcycles and bicycles it is similar to that shown for accidents. The number of fatalities in coaches increased in 2005 compared to 2004 but still is smaller than that in 2003. Further to it should be taken into account, since for this type of vehicles the number of accidents has decreased in 2004 and 2005.

Fatalities

	2003	2004	2005	2004/2003	2005/2004
Bicycle	78	89	82	14%	-8%
Moped	391	361	313	-8%	-13%
Motorcycle	367	400	472	9%	18%
Private car	3.211	2.692	2.390	-16%	-11%
Goods lorry	476	442	385	-7%	-13%
Bus	27	4	26	-85%	550%

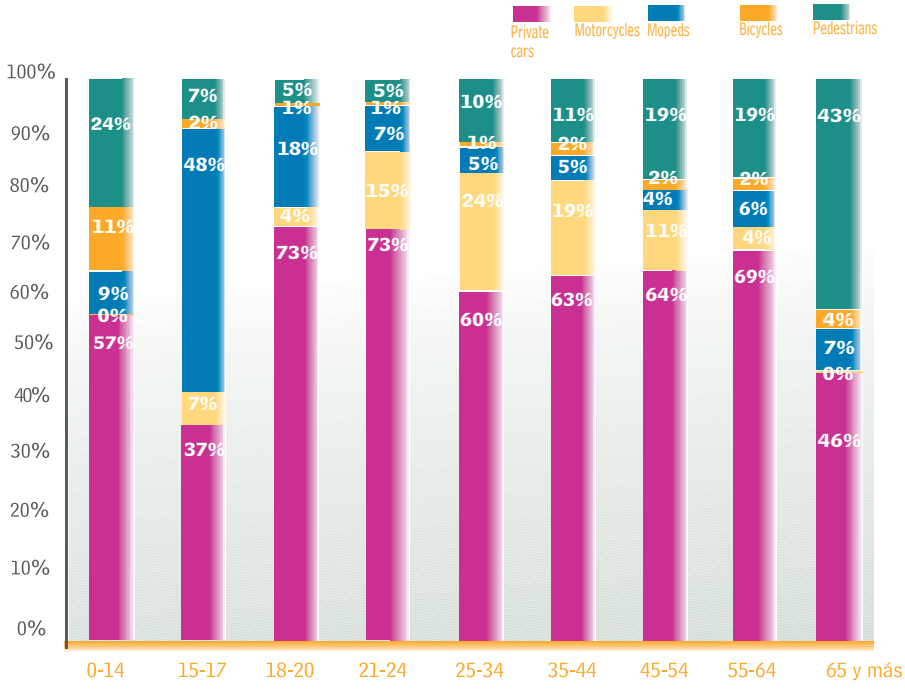
BICYCLES

Bicycles were involved in 2.338 traffic accidents with fatalities. These accidents were mainly in the urban area (68%) and 74% were collisions against other vehicles.

In those accidents 82 cyclists died and 2.201 were casualties. The age group in which more fatalities among cyclists were recorded is that from 64 year old on, 28%, followed by the group between 35 and 44 years old, 17%.

The vehicles

Percentage distribution on number of fatalities, type of vehicle and age



MOPEDS

The number of accidents in which mopeds were involved was 17.635 that is 19% of the total number of accidents, which is a high percentage considering the ratio of mopeds in the whole fleet of vehicles is 8%. Accidents in which at least one motorcycle was involved were mainly in the urban area (81%) and 72% out of the total were collisions against other vehicles.

In those cases 313 motorcycle users died and 19.579 were injured; 20% of fatalities were among the 15 to 17 year old group and 16% among the 18 to 20 that is, 36% of motorcycle users who died were in the 15 to 20 year old group.

THE MOTORCYCLES

Motorcycles were 13% of total accidents that is, in 12.302 accidents at least one motorcycle was involved. Collision against other vehicles is the main type of accident, 61% of all the cases. Accidents in which motorcycles were involved mainly took place in the urban area, 69%.

In total, 472 people were killed and 12.664 people were injured; 45% of fatalities were among the 25 to 34 year old group.

PRIVATE CARS

Private cars were involved in 72.828 accidents, that is, 80% of all accidents recorded in 2005 which means a 68% stake in the national fleet.

The most common types of accidents in which private cars were involved were front lateral (27%) and pull off the road (21%). In the urban area there were 53% of all accidents in which at least one vehicle was involved.

54% of fatalities in traffic accidents in 2005 were private car passengers that is, 2.390 people died while travelling in this type of vehicle.

48% of fatalities occurred in private cars, were under 35 years old whereas the age group from 25 to 34 meant 22% of the total of fatalities in this type of vehicle.

56% of the total number of people injured were users of private cars (74.621) and out of them 55% were under than 35.

GOODS AND PASSENGERS VEHICLES

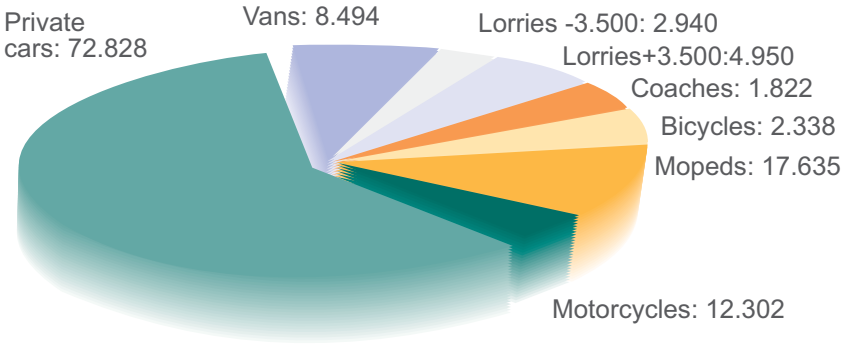
The number of casualty traffic accidents, in which at least one van was involved, is 8.494.As a result, and in which 394 people died during the course of the first 24 hours, in them 46% over 394 fatalities were passengers
Lorries with a "MAM" under 3.500 kgs were involved in 2.940 accidents in which 188 persons were killed during the next 24 hours to the accident, being 19% of them passengers.

Lorries with a "MAM" over 3.500 Kgs. were in a total of 4.950 accidents in which died 673 people within the next 24 hours, 19% of them were passengers.

The vehicles

Coaches were involved in 1.822 accidents in which there were fatalities. A total of 98 people died within the next 24 hours to the accidents of which 22% were passengers.

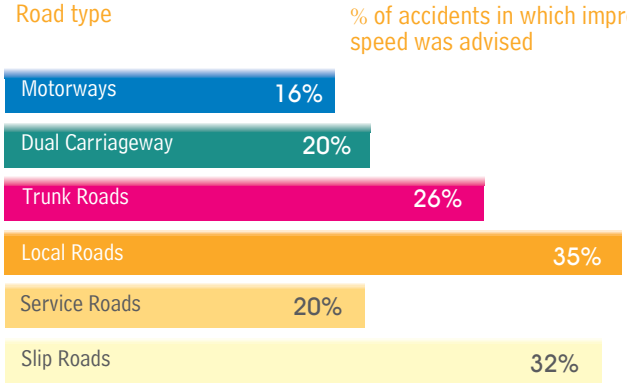
Accident distribution according to the type of vehicle involved



Concurrent factors

SPEED

Improper speed was present in 16% of accidents occurred in 2005. This percentage shot up to 31% when in accidents, fatalities are involved, and to 24% when accidents occured on the roads.
Attending to road types, local road accidents hold the highest percentage of improper speed.



In 2005 the Spanish traffic police force "La Guardia Civil de tráfico" performed over 20 million speed checks using speed cameras, as a result, 685.430 vehicles were reported, that is 3% of all the vehicles checked.

ALCOHOL

The review, "Toxicological Analysis and Road accident fatalities. Year 2004" published by the National Institute of Toxicology draws the following conclusions with regard to the 1.349 dead drivers:

There were 1.283 private car drivers and two-wheel vehicle riders dead, 30.3% (390) of which gave an alcohol rate above the allowed one (0.5 gr/l. With regard to lorry and bus drivers, 66 cases were tested and 8 of them gave a rate above the allowed one of 0.3 gr/ 1 (12.1%)

In 2005 the Spanish traffic police force "Agrupación de tráfico de la Guardia Civil" carried out over 3 million alcohol tests (3.302.896), where 84.153 proved positive, in other words 2, 57%. In those tests carried out right after accident occurrence 5, 49% proved positive, in those carried as result of traffic offences 1, 42% and in those on preventive purposes 2,58%.

Concurrent factors

LACK OF ATTENTION

Lack of attention becomes apparent in the form of a concurrent factor in 37% of accidents occurred. Lack of attention is present in 42% of road accidents, while in urban areas in 32% of all accidents occurred.

In 2005, there were 72.055 drivers reported for mobile phone use while driving, which means an 18% increase when compared to the previous year.

OFFENCES

Of all 5.503 drivers involved in fatal accidents, over 68% had committed a traffic offence.

In 540 accidents occurred were pedestrians got killed, 71% of the cases pedestrians committed an offence.

During 2005, 153.010 drivers were punished with driving permit withdrawal, temporal suspension or withdrawal of the administrative authorization required for driving.

SEAT BELT AND CRASH HELMET

In 2005 32% of private car users involved in fatal road traffic accidents had not put their seat belts; in the urban areas this percentage was even higher, 47%

Among motorcycle users, the figure of fatal accidents where motorcycle users didn't wear crash helmet was 8%, the figure for in urban area fatal accidents was 19%.

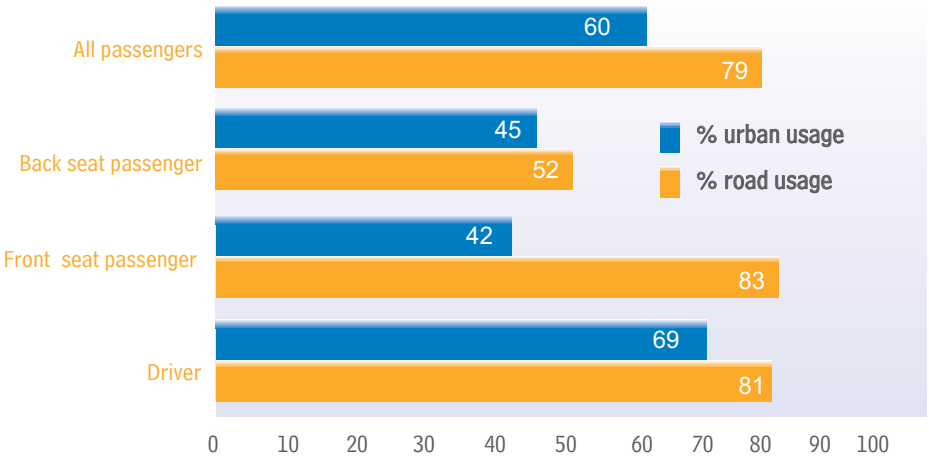
As to the number of fatalities among moped users, 47% of them involved in on the road accidents were not wearing crash helmet whereas the figure for fatalities on urban area traffic accidents was 34%.

Fatalities	Road	Urban aera
Not using seat belt	32%	47%
Not using crash helmets on motorcles	8%	19%
Not using hemelts on mopeds	47%	34%

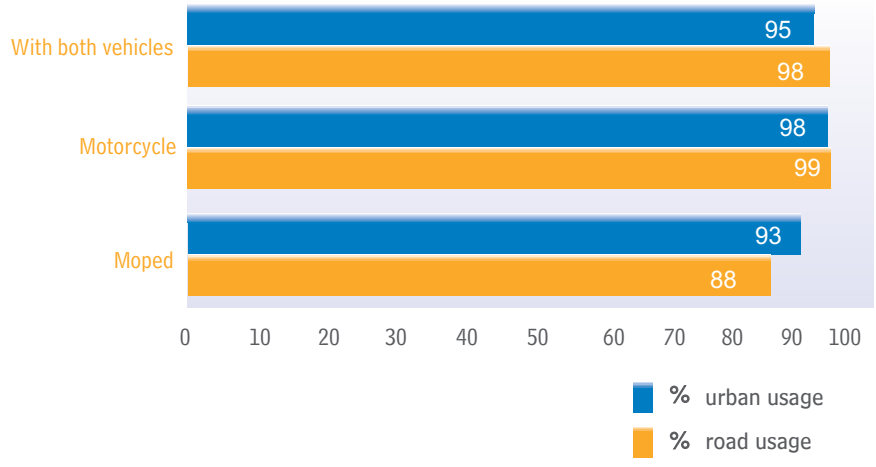
Concurrent factors

Reports conducted during 2005 based on seat belt and crash helmet use, show the results in the next charts.

Seat belt use in private cars and vans Number of cases studies : 5.207



Crash helmet use in mopeds and motorcycles Number of cases studies : 38.940



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THE SITUATION IN SPAIN

Fuente: Care (Community Road Accident Database).

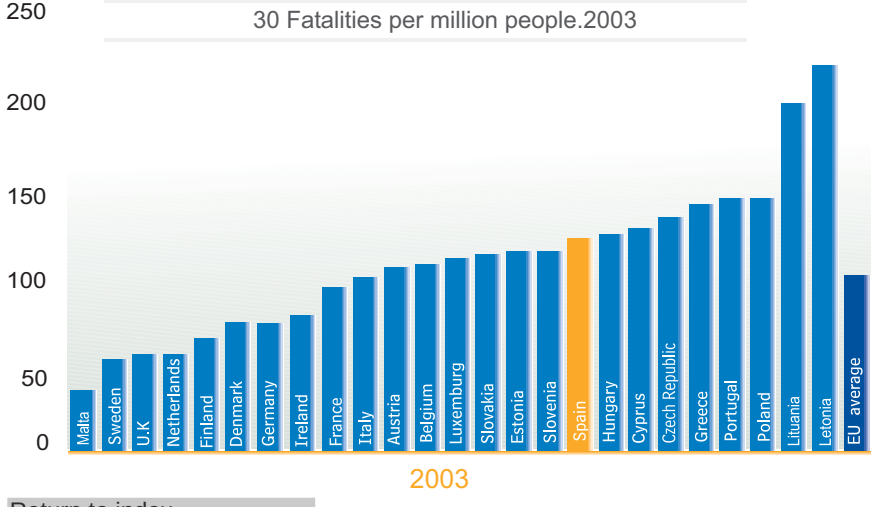
In 2004, the total number of traffic accidents occurred in the European Union (15 Member States) was above 1.100.000, in which, nearly 33.000 people died. Spain accounted for 8% of those accidents which yielded 14% of fatalities occurred in Europe.

While in Europe (15 Member States) of all fatalities occurred, 73% were males, their age ranged between 18 to 25 years old and 51% were passengers in private cars or taxies; in Spain percentages are very similar: Male fatalities, 75%, fatalities ranging between 18 to 25 years old, 20% passengers in private cars and taxies, 57%.

For comparison purposes among different countries, the definition of dead within 30 days is adopted (that is, some one dying as a result of a traffic accident, either was instantly or within the next 30 days after the accident occurred). Moreover, rates indicating number of fatalities in absolute figures with influence variables (a country's population), are worked out. Thus, in 2004 the rate number per million people of fatalities in Spain stood at 112 while in the European Union at 95 which means we are still far behind the countries that traditionally through time have achieved better results like Sweden, United Kingdom or the Netherlands.

In spite of official figures on road accidents in 2005 not having been announced by the time this publication was edited by the European Commission, estimated rates of fatalities per million people had been announced.

In relation to the situation in Spain, the rates have improved in such a way that, in 2003, Spain was in the 17Th position and a 130 rate, in 2005 was in the 13th position and a 105 rate.



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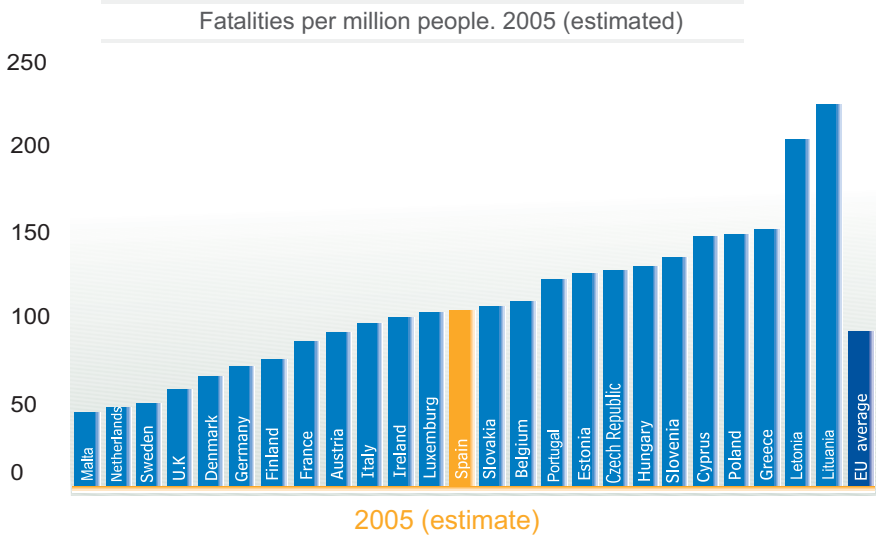


EVOLUTION

The white book on transportation (the EU politics on transportation for the forthcoming 2010: The crunch, 2001) set out as a target to halve the number of fatalities in road accidents by 2010 while the EU actions program insisted on that very same issue.
In 2001, in the heart of a 25 Member Estate European Union, 50.000 fatalities were recorded and thus the common target set out for the 2010 was to hold the number of fatalities down to 25.000 people dead in every year.

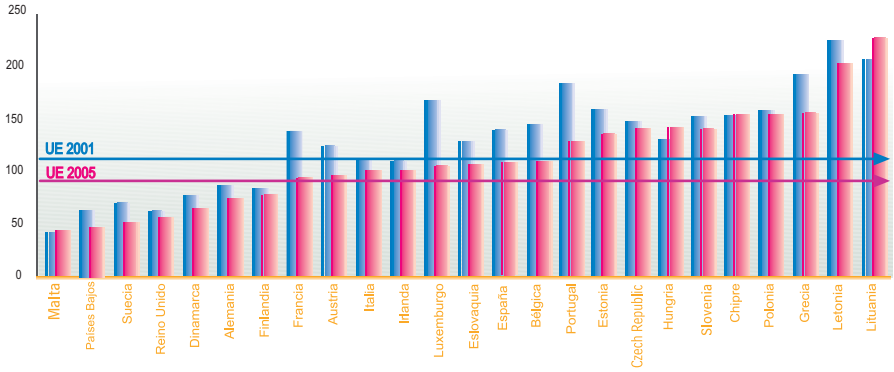
The Commission has taking stock of the mid term of the EU actions program, in which report, among other various questions, appeared that in 2005 the rough number of fatalities occurred was 41.600, which means an insufficient improvement to reach the target of halving the number of fatalities by 2010. In the case that the trend of the last four years was kept (17.5% between the 2001 to 2005 period) by 2010 in the EU 32.500 fatalities would have occurred instead of the 25.000 set out as a target.

However, among Member Estates, there are differences the global figures of EU do not reflect. As for the improvement in the number of fatalities, between 2001 and 2004, is concerned, there are nine Estates (Germany, Estonia, France, Italy, Luxembourg, Malta, the Netherlands, Portugal and Sweden) recorded a reduction which was achieved quicker than the average of 25 European countries (-14%); there are eight Member States (Belgium, Denmark, Greece, Spain, Ireland, Austria, Finland and the United Kingdom) which recorded limited improvements with reductions of at least 5% but still below the average; other six countries (Czech

Republic, Latvia, Hungary, Poland, Slovenia and Slovakia) underwent a very limited improvement and even there were cases were a step backwards took place while in Cyprus and Lithuania the situation deteriorated.

The following graph shows the rate of fatalities per million people in the 25 Member Estates between 2001 and 2005 (estimated) in it can be seen that between 2001 and 2005 almost all Member Estates have reduced their rates except for Malta, Lithuania and Hungary. The countries that recorded improvements above the EU average have been: France, Luxemburg, Belgium, Portugal, Sweden, The Netherlands, Denmark, Germany, Spain and Austria. The rest of the countries recorded variations ranging from 0% in the case of Cyprus to 15% in the case of Finland and Greece.

32 Fatalities per population 2001-2005



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