MAIN FIGURES ON ACCIDENT RATE

SPAIN 2006

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Introduction

In 2006, and on three consecutive years, fatality rate in traffic accident has decreased and the accumulated decrease since 2003 amounts to 24%. In 2006 there were 4,104 fatalities, 1,295 fatalities less than in 2003, a year which ended with 5,399 fatalities.

We are now presenting the fourth issue of "Main figures on road accident rate"; this report was first published in 2003 with the aim of spreading the reality of traffic accidents in order to promote the involvement of citizens and the Administration and to obtain a change in the worrying number of fatalities and injured people from traffic accidents. From 2003 to 2006 we have noticed how most of the indicators for accident rate decreased.

The most significant decreases have taken place in car and moped users and pedestrians. However, the number of fatalities in motorcycles has increased. As regards age, the sharpest decrease occurred in the age group 15-24 years old and 25-34 years old. The most significant decrease in accident rate was in the journeys made in summertime, at weekends and at night-time. Coming-off the road is still the type of accident with the highest number of fatalities.

The Strategic Plan on Road Safety 2005-2008, following the EU recommendations, has been the roadmap which has directed the government policy on road safety, focusing its efforts in basic elements of road safety such as alcohol and driving, the use of safety belt and crash helmet, speed and persistent offenders.

Nowadays, the number of positive drivers in alcohol tests has halved, the percentages of use of safety belt and crash helmet in road are over 90%, comparable to European standards, and the average speeds have decreased by 3 and 4 km/h, depending on the type of road.

As for persistent offenders, on 1 July 2006 the penalty point driving licence system was implemented with a wide social consensus. The simple concept that driving is not an absolute right but a confidence credit granted by society to share public roads that reduces when committing offences and the idea that, by appealing to drivers' responsibility, each driver will manage its points have contributed to its consolidation as a new and useful instrument within the framework of fight against road accidents and their consequences.

These measures, together with the significant effort made by traffic policies in monitoring and controlling drivers' behaviour, and the information and formative campaigns have allowed strengthening the shift in driving behaviours that, in turn, have a positive reflection in accident rate.

Alfredo Pérez Rubalcaba
Minister of the Interior

2006 Figures

In 2006 there were 99,797 road traffic accidents with casualties; meaning by a traffic accident with casualties an accident in which one or several persons die or are injured and, at least, a vehicle in motion is involved.

In these accidents, 4,104 people died within 30 days after having occurred the accident, 143,450 were injured, of whom 21,382 were seriously injured, that is, they had to be at hospital more than 24 hours.

In 2006, the accident severity index was 4.1 deaths per 100 casualty accidents and the fatality rate was 2.8 fatalities per 100 casualties. In 2006, there was more than one death in 10% of fatal accidents and more than three deaths in 0.8% of fatal accidents.

	ROAD	**BUILT-UP AREA**	**TOTAL**
Casualty accidents	49,221	50,576	99,797
Fatalities	3,367	737	4,104
Serious injured people	14,763	6,619	21,382
Light injured people	62,306	59,762	122,068
	6.8	1.5	4.1
Fatalities per million inhabitants			93
Vehicle fleet (mopeds included)			30,497,773
Vehicle fleet per thousand inhabitants			693
Register of drivers (licences included)			24,143,483

Evolution from 2003 to 2006

In these four years, the death toll on the roads has been reduced by 24%, that is, 1,295 less people have died in 2006 than in 2003. The number of seriously injured people has considerably reduced in the studied period; in 2006, there have been 4,923 less seriously injured people than in 2003, this means a decrease by 19%.

Nevertheless, the number of accidents with casualties and slight injured people has increased this last year; special mention has to be made of the implementation, in 2006, of a **new system to gather accident data** that makes use of new technologies – the accident is registered from the place and time it has occurred; the new system has facilitated the recording of minor road accidents.

TOTAL	**2003**	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**

Accidents with casualties	99,987	94,009	91,187	99,797	9%	0%
Fatalities	5,399	4,741	4,442	4,104	-8%	-24%
Seriously injured people	26,305	21,805	21,859	21,382	-2%	-19%
Lightly injured people	124,330	116,578	110,950	122,068	10%	-2%
Fatalities per 100 accidents	5.4	5.0	4.9	4.1		

The death toll in 2006 as compared with 2005 has decreased both in roads and in built-up areas. In the studied period, it can be observed that the most significant decrease has taken place in roads; as regards seriously injured people, there has been a standstill, mainly in roads.

ROAD	**2003**	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**
Accidents with casualties	47,567	43,787	42,624	49,221	15%	3%
Fatalities	4,480	3,841	3,652	3,367	-8%	-25%
Seriously injured people	19,006	14,631	14,920	14,763	-1%	-22%
Lightly injured people	60,466	56,459	53,869	62,306	16%	3%
Fatalities per 100 accidents	9.4	8.8	8.6	6.8		

BUILT-UP AREA	**2003**	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**
Accidents with casualties	52,420	50,222	48,563	50,576	4 %	-4 %
Fatalities	919	900	790	737	-7 %	-20 %
Seriously injured people	7,299	7,174	6,939	6,619	-5 %	- 9 %
Lightly injured people	63,864	60,119	57,081	59,762	5 %	-6 %
Fatalities per 100 accidents	1.8	1.8	1.6	1.5		

Accident typology

Provided that accident typology is different in roads and in built-up areas, these two areas will be analyzed separately.

Road fatalities	**2003**	**2004**	**2005**	**2006**	**Distribution % 2006**	**2006/2005**	**2006/2003**
Coming-off the road	1,707	1,466	1,386	1,191	35 %	-14%	-30%
Head-on collision	843	693	688	618	18%	-10%	-27%
Side and head-on collision	907	826	745	560	17%	-25%	-38%
Multiple rear-end collision	364	303	284	332	10%	17%	-9%
Pedestrian knockdown	407	319	334	284	8%	-15%	-30%
Overturn	71	70	46	57	2%	24%	-20%
Other type of accidents	181	164	169	325	10%	92%	80%
Total	4,480	3,841	3,652	3,367	100%	-8%	-25%

In ROADS, in 2006, 35% of the fatalities occurred in coming-off the road accidents, 18% in head-on collisions and 17% in side head-on collisions. As compared with 2005, the number of fatalities in side collisions and side head-on collisions (-25%) has reduced significantly as well as pedestrian knockdown (-15%) and fatalities in coming-off the road (-14%). On the other hand, the number of overturns (24%) and multiple rear-end collisions (17%) has increased.

With regard to 2003, road fatalities have decreased by 25% and as compared with the registered data according to accident type the figure has decreased over the percentage of fatalities in side collisions and side head-on collisions (-38%), coming-off the road (-30%), knockdowns (-30%) and head-on collisions (-27%)

In BUILT-UP AREA, in 2006, 38% of the fatalities were caused by pedestrian knockdown, 22% in side collisions and side head-on collisions and 15% in coming-off the road. As regards 2005, the number of fatalities has reduced significantly in knockdown (-14%), in coming-off the road (-12%), in side collisions and side head-on collisions and head-on collisions (-11%)

As regards 2003, the number of fatalities in built-up area has decreased by 20% and as compared with the data according to accident type has decreased over the percentage of fatalities in side collisions and side head-on collisions (-28%), coming-off the road (-26%), knockdowns (-22%) and head-on collisions (-23%)

Fatalities in built-up area	**2003**	**2004**	**2005**	**2006**	**Distribution % 2006**	**2006/2005**	**2006/2003**
Coming-off the road	146	158	123	108	15%	-12%	-26%
Head-on collision	52	51	45	40	5%	-11%	-23%
Side and head-on collision	225	228	183	163	22%	-11%	-28%

Multiple rear-end collision	40	37	42	38	5%	-10%	-5%
Pedestrian knockdown	360	333	326	281	38%	-14%	-22%
Overturn	11	20	20	19	3%	-5%	73%
Other type of accidents	85	73	51	88	12%	-73%	4%
Total	919	900	790	737	100%	-7%	-20%

Vehicle fleet

Fleet	**2003**	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**
Trucks and vans	4188910	4418039	4655413	4835670	4%	15%
Buses	55993	56957	58248	58286	0%	4%
Cars	18688320	19541918	20250377	20636738	2%	10%
Motorcycles	1513526	1612082	1805827	2042298	13%	35%
Mopeds	2143593	2242046	2311773	2343124	1%	9%
Agricultural tractor	174507	185379	194206	196866	1%	13%
Other vehicles	241354	287333	339259	384791	13%	59%
Total	27006203	28343754	29615103	30497773	3%	13%

The vehicle fleet (including mopeds) exceeded 30 million of vehicles in 2006, of which 20 million were cars. The ratio vehicle per thousand inhabitants was 693.

Compared with 2005, the fleet has increased by 3%, so the upwards tendency showed during the last years is maintained. It has to be highlighted the increase in the number of motorcycles in 2006 (13%) which started in 2005 with an increase by 12%.

Driver register

In 2006, the number of drivers exceeded 24 millions of whom 48% was under 40 years. The ratio driver per thousand inhabitants was 549, and from 30 to 44 years the ratio is over 800.

Compared with 2005, the driver register increased by 2%, a growth rate similar to the most recent years. The ratio driver per thousand inhabitants grouped by age has not shown significant changes in the period 2003-2006.

	Driver register per 1000 inhabitants. 2006
	Up to 14 Age group

Register					
2003	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**
22,381,585	23,019,420	23,621,906	24,143,483	2.21%	8%

Road network

In 2006, there were 166,339 kilometres in the Spanish road network; of them, 25,804 kilometres belonged to the State, 15% of the total; 70,995 kilometres belonged to the Autonomous Regions, 43%; 69,540 kilometres belonged to County Offices and Town Councils, 42% of the total.

39% of the State roads are high capacity (motorway, highway and dual carriageway); only 4% of the roads of the Autonomous Regions are high capacity and in the case of County Offices and Town Councils the percentage is 1%.

Road network kilometres

Year 2006	State	Autonomous Regions	County Offices and Town Councils	Total
Toll motorway	2,338	351	126	2,815
Highway + motorway	7,013	1,670	575	9,258
Dual carriageway	730	791	278	1,799
Conventional road	15,723	68,183	68,561	152,467
Total	25,804	70,995	69,540	166,339

Source: Ministry of Transport yearbook. Year 2006

Road network length according to ownership and type of road
State
Autonomous Regions
County Offices and Town Councils

Toll motorway
Highway + motorway
Dual carriageway
Conventional road

Between 2006 and 2003, the number of kilometres of toll motorways increased by 298 kilometres, of which 290 kilometres were in the State road network. The number of kilometres of highways and motorways increased by 1479 kilometres; of which, 986 kilometres were State roads.

Increase in the number of km from 2003 to 2006	**State**	**Autonomous Regions**	**County Offices and Town Councils**	**Total**
Toll motorway	290	-1	9	298
Highway + motorway	986	396	97	1,479
Dual carriageway	11	56	19	86
High capacity roads	1,287	451	125	1,863

Evolution of km in high capacity roads

State
Autonomous Regions
County Offices and Town Councils

Trends

The following chart shows the evolution in the number of fatalities from 1980 to 2006. Three periods can be distinguished: from 1983 to 1989: an upwards trend with an increase in the number of fatalities in traffic accidents by 54%; from 1990 to 1994: a downwards trend, in four years, with a decrease by 33%; from 1995 to 2003: there is no clear trend (± 5%); from 2003 to 2006 there is a downwards period again, in three years there has been a decrease by 24%.

Death toll within 24 hours Death toll within 30 days

1983-1989 upwards trend 1990-1994 downwards trend
1995-2003 deadlock period 2004-2006 downwards trend

Taking the year 2000 as reference, we can observe the following decreases: 2% in the number of accidents with casualties; 29% in the number of fatalities and 23% in the number of seriously injured people. The number of slightly injured people equals the number for 2000. On the other hand, vehicle fleet increased by 23% in that period, the number of drivers increased by 13% and road mobility by 19%. So we can state that in a growing scene there have been decreases in all figures related to accident rate.

	2000	2003	2004	2005	2006	Difference 2006/2000	Difference % 2006/2000
Accidents with casualties	101,729	99,987	94,009	91,187	99,797	-1,932	-2%
Fatalities	5,776	5,399	4,741	4,442	4,104	-1,672	-29%
Seriously injured people	27,764	26,305	21,805	21,856	21,382	-6,382	-23
Slightly injured people	122,017	124,330	116,578	110,950	122,068	51	0%
Fatalities per million inh.	143	128	110	102	93		
Fatalities per 100 acct.	5.7	5.4	5	4.9	4.1		
Fatality daily average	16	15	13	12	11		
Vehicle fleet	24,825,478	27,006,203	28,343,754	29,624,879	30,497,773	5,672,295	23%
Fatalities per million vehicle fleet	233	200	167	150	135		
Driver register	21,417,106	22,381,585	23,019,420	23,621,906	24,143,483	2,726,377	13%
Road network length	163,557	164,544	165,152	165,646	166,339	2,782	2%
High capacity roads	10,443	11,973	12,444	13,156	13,872	3,429	33%
Vh-km-year x 10^6 (road)	208,508	236,355	241,715	245,073	247,877	39,369	19%

The environment

Distribution of the number of accidents and fatalities according to area

Accidents with casualties		Fatalities	
Built-up area	Road	Built-up area	Road
51%	49%	18%	82%

The road

In 2006, 49% of the accidents were in roads (49,221) with 82% of the fatalities (3,367). The number of fatalities in roads has decreased by 8% as regards 2005.

The 166,339 kilometres of roads had 247,877 million vehicle-km in 2006; this figure means an increase by 1.1% as compared with the year before.

There were 49,221 accidents in roads, of which 4,771 were in motorways and 232 people died, this figure means an increase by 6% as compared with the year before; in highways, there were 9,726 accidents with 565 fatalities, this means a decrease by 11% as compared with 2005.

The number of kilometres of motorways and highways in 2006 has increased by 5.6% as compared with 2005 and the number of fatalities in these roads has decreased by 6.4%.

Distribution of the number of accidents and fatalities in roads according to type of road

Accidents with casualties

Rest of roads 70%
Motorway 10%
Highway 20%

Fatalities in roads

Type of road	Number	%
Motorways	232	7%
Highways	565	17%
Rest of roads	2570	76%
Total	3367	100%

In the period 2003-2006, the number of fatalities in motorways has decreased by 37%, in highways by 21% and in the rest of interurban roads by 24%.

Fatalities in roads	2003	2004	2005	2006	Variation % 2006/2005	Variation % 2006/2003
Motorway	370	279	219	232	6%	-37%
Highway	713	651	633	565	-11%	-21%
Rest or roads	3397	2911	2800	2570	-8%	-24%
Total	4480	3841	3652	3367	-8%	-25%

Built-up area

51% of the accidents with casualties occurred in built-up area (50,576) and 18% of the fatalities (737).

53% of the accidents (26,804) occurred in cities with more than 500,000 inhabitants and 23% of the fatalities (172) also occurred in built-up areas.

In the period 2003-2006, the number of fatalities in built-up areas has decreased by 25% and in cities with more than 500,000 inhabitants the decrease percentage has been higher, 39%.

Fatalities	2003	2004	2005	2006	Variation % 2006/2005	Variation % 2006/2003
TOTAL BUILT-UP AREA	919	900	790	737	-8%	-25%
Cities with more than 500,000 inhabitants	281	178	227	172	-24%	-39%

2% of the accidents in built-up areas occurred in urban connectors with 10% of fatality total.

Months of the year

In 2006 there were decreases in the number of fatalities in all months of the year, except January and April. The greatest decrease was in August (20%) and on second year consecutive, the number of fatalities was lower in August than in July.

Fatalities per month	2003	2004	2005	2006	Difference 2006/2005	Difference % 2005/2006	Difference % 2006/2003
January	407	373	344	375	31	9%	-8%
February	380	335	341	282	-59	-17%	-26%
March	395	361	365	339	-26	-7%	-15%
April	410	388	340	368	28	8%	-10%
May	395	400	372	367	-5	-1%	-7%
June	490	428	402	352	-50	-12%	-28%
July	524	459	443	380	-63	-14%	-27%
August	595	459	414	331	-83	-20%	-44%
September	444	364	363	350	-13	-4%	-21%
October	435	455	372	317	-55	-15%	-27%
November	453	345	324	319	-5	-2%	-30%
December	468	374	362	324	-38	-10%	-31%
Total	5399	4741	4442	4104	-338	-8%	-24%

Considering the period 2003-2006, it can be observed decreases in all months. March and April are not comparable since Easter holiday is included.

	2003	2004	2005	2006
Fatality daily average	15	13	12	11

In 2003 there were 15 fatalities daily and in 2006 this figure went down to 11; that is, there are four fatalities less every day. In July and August 2006, the daily average was similar to the rest of the year, lessening the traditional upturn in the number of fatalities at summer; this trend started the previous year but the implementation of the penalty point driving licence system on 1 July 2006 has contributed enormously.

Fatality daily average
January
February
March
April
May
June
July
August
September
October
November
December
Total yearly

In **roads** and in **built-up areas**, in the summer of 2006 (July and August), the fatality daily average is similar to the rest of the year. To be precise, in **roads**, the average was 9.5 whereas during the rest of the year it was 9.2; in 2003, the average was 15.2 in summer and 11.7 during the rest of the year.

In **built-up areas**, in 2006, fatality daily average was the same in both periods; in 2003, the average was 2.9 in summer and 2.4 during the rest of the year.

Fatalities	**2003**	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**
Summer	1119	918	857	711	-17%	-36%
Other than summer	4280	3823	3585	3393	-5%	-21%
Total	5399	4741	4442	4104	-8%	-24%

If we relate seasonal accident rate to type of vehicle involved in the accident we can observe the following:

As regards **cars**, January registered the highest fatality rate (216), 10% of the total annual; in April there was a recovery (9% of the fatality total) as Easter holidays fell in this month as well as in July (9% of the fatality total) The lowest fatality rate in cars occurred in October and November. **Heavy goods vehicles** registered the highest fatality rate in May and September.

Number of fatalities according to months and type of user
Cars Pedestrians Two-wheeled vehicles Heavy goods vehicles
January, February, March, April, May, June, July, August, September, October, November, December

As regards **two-wheeled vehicles** with a rate of 864 fatalities, 44% of these fatalities occurred from April to July. In roads, 60% of the fatalities in two-wheeled vehicles occurred for April to September. December is the month with fewer fatalities in this type of vehicle. We can observe, therefore, an increase in fatality rate in spring and summer, perhaps because climatological conditions are more favourable to use this type of vehicle and the number of journeys made by riders increase.

Fatalities in two-wheeled vehicles
Road Built-up area Total
January, February, March, April, May, June, July, August, September, October, November, December

As regards **pedestrians**, fatality rate in 2006 was 613 and, unlike in two-wheeled vehicles, the highest fatality rate occurred in autumn and winter. December is the month with the highest number of dead pedestrians (12% of the total) and June with the lower percentage (6%) In roads and built-up areas we can observe a similar trend, except in February since fatality percentage was lower in built-up area.

Dead pedestrians
Road Built-up area Total
January, February, March, April, May, June, July, August, September, October, November, December

Days of the week

Friday is the day of the week with the highest fatality rate; in 2006 there were 16,265 - 16% of the total; this percentage has been the same since 2003.

Saturday and Sunday are the days of the week with the highest number of fatalities, 747 and 725 respectively in 2006 (36% of the total)

In 2003-2006 the number of fatalities has decreased all days of the week, especially on Wednesday, Thursday and Sunday. As compared with 2005, the only day of the week with no fatality decrease was on Friday.

Fatalities	**2003**	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**
Monday	667	630	614	525	-14%	-21%
Tuesday	635	580	519	492	-5%	-23%
Wednesday	665	551	551	456	-17%	-31%
Thursday	671	599	573	477	-17%	-29%
Friday	774	751	644	682	6%	-12%
Saturday	977	798	780	747	-4%	-24%
Sunday	1010	832	761	725	-5%	-28%
Total	5399	4741	4442	4104	-8%	-24%

In **roads**, at weekends (Saturday and Sunday) the highest number of fatalities is registered proportionally. In 2006, there were 1257 fatalities, that is, 37% of the total. As compared with 2005, the greatest decrease in fatalities occurred during working days (10%) and, however, in the period 2003/2006 fatality figures at weekends and working days showed a similar decrease (26% and 24% respectively)

Fatalities in roads	2003	2004	2005	2006	2006/2005	2006/2003
Weekends	1692	1375	1320	1257	-5%	-26%
Working days	2788	2466	2332	2110	-10%	-24%
Total	4480	3841	3652	3367	-8%	-25%

In roads, at weekends, there are more accidents and they are more serious. Taking the index seriousness fatalities per 100 accidents for 2006, we can observe that the highest values correspond to Friday-Sunday.

Accidents with casualties and seriousness index according to day of the week						
Accidents	Fatalities per 100 accidents					
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

In **built-up area**, in 2006, at weekends, there were 215 fatalities, this means 29% of the accidents occurred in this field. As compared with 2005, the greatest decrease in fatalities has been in working days (8%) – as in roads. However, in 2003-2006 the greatest decrease in the number of fatalities occurred at weekends, 27%, whereas in working days the decrease was by 16%.

Fatalities in built-up areas	2003	2004	2005	2006	2006/2005	2006/2003
Weekends	295	255	221	215	-3%	-27%
Working days	624	645	569	522	-8%	-16%
Total	919	900	790	737	-7%	-20%

In built-up areas, there are fewer accidents at weekends than during the rest of the week and, however, they are more serious, so the index risk fatality per 100 accidents is higher on Fridays, Saturdays and Sundays.

Accidents with casualties and seriousness index according to day of the week						
Accidents	Fatalities per 100 accidents					
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

Day hours

In 2006, 59% of the fatalities registered in accidents happened from 8 to 19 hours. Although night-time is the time of the day with less volume of traffic, night-time is,

however, the most dangerous time since 41% of the fatalities occurred between 20:00 and 07:00.

As compared with 2005, fatalities have decreased in the periods 8:00-19:00 and 20:00-7:00 in a similar proportion. In 2003-2006, the highest decrease in the number of fatalities happened at night-time, 27%, whereas the number of fatalities during the rest of the day has decreased by 21%.

Fatalities	2003	2004	2005	2006	2006/2005	2006/2003
From 8:00 to 19:00	3053	2732	2586	2401	-7%	-21%
From 20:00 to 07:00	2346	2009	1856	1703	-8%	-27%
Total	5399	4741	4442	4104	-8%	-24%

44% of the fatalities in 2006 occurred from 15:00 on Friday to 24:00 on Sunday. There are only two periods of time with more than 50 fatalities: on Friday between 17:00 and 18:00 and on Sunday between 18:00 and 19:00.

People

In absolute terms, fatalities in traffic accidents are centred on the age group from 25 to 34 years – 1000 fatalities approximately, followed by the age group from 15 to 24 years and by 35 to 44 years with 741 and 717 fatalities respectively. In **road**, the highest figures fall also into those three groups and in the same order. However, in **built-up area** the group with the highest figure is 65 years and over – 25% of the fatalities.

Number of fatalities according to age	Road	Built-up area	Total	Total fatalities per million inhabitants
0-14	81	34	115	18
15-24	582	159	741	148
25-34	816	139	955	129
35-44	632	85	717	100
45-54	443	51	494	84
55-64	308	60	368	78
65 and over	480	187	667	90
Unspecified	25	22	47	-
Total	3367	737	4104	93

The highest rate of fatalities per million inhabitants is in the age group from 15 to 24 years, within this group there are great differences from 15 to 17, from 18 to 20 and from 21 to 24 and also between the sexes, so it is worthwhile to have a look at the figures in the following chart.

Fatalities according to age and sex per million inhabitants (2006)

Total Men Women

In the period 2003-2006, the number of fatalities has reduced in all age groups. The greatest decrease in percentage and absolute value corresponds to the age group 15-24 with a reduction by 426 fatalities.

Fatalities	**2003**	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**
0-14	153	124	121	115	-5%	-25%
15-24	1167	968	873	741	-15%	-37%
25-34	1220	1089	995	955	-4%	-22%
35-44	808	725	700	717	2%	-11%
45-54	616	556	537	494	-8%	-20%
55-64	460	421	429	368	-14%	-20%
65 and over	811	738	713	667	-6%	-18%
Unspecified	164	120	74	47	-36%	-71%
Total	5399	4741	4442	4104	-8%	-24%

If we compare fatality rate per million inhabitants in 2006 as compared with 2003, we can observe that there have been decreases in all age groups. Along these four years there has been a downwards tendency in the number of fatalities per million inhabitants.

Fatalities per million inhabitants	**2003**	**2004**	**2005**	**2006**
0-14	25	20	19	18
15-24	216	184	170	148
25-34	168	147	134	128
35-44	121	105	100	100
45-54	115	100	94	84
55-64	106	94	93	78
65-and over	114	102	98	90
Total	128	110	102	93

Children

The greatest number of fatalities in the age group 0-14 occurred when the children were passengers of the vehicle; of the 115 children who died in accidents, 76 were passengers, 27 were pedestrians and 12 were riding a bicycle or a moped.

In **roads**, 81 children died - 72 of them were passengers - this represents 89% of the number of fatalities of that age group.

In **built-up area**, 34 children died, 65% of the fatalities were as a result of being knocked down.

Cuadro: carretera: road

Zona urbana: built-up area
Conductores: drivers
Pasajeros: passengers
Peatones: pedestrians

Young people

Traffic accidents are still the main cause of mortality in the age group 15-24. In 2005, 37% of the fatalities in this group were due to this cause. However, it is important to highlight that in 2000, traffic accidents represented 42% of the number of fatalities in that age group, and so there has been a substantial decrease.

Young people from 15 to 24 years old represent 11% of the Spanish population and 10% of the driver population, even though they represent 18% of the fatalities and 24% of seriously injured people. Death toll per million inhabitants in this age group is 148.

In 2003-2006, although fatality rate from 15 to 24 years showed the sharpest decrease (-37%) this group also had the highest fatality rate per million inhabitants (148).

Within young people there are great differences among age groups from 15 to17 (102 fatalities per million inhabitants); from 18 to 20 (163) and from 21 to 24 (165); it can be observed that between 2003 and 2006 these are the age groups with the sharpest decrease: -39, -108 and -60 respectively. Fatality rate per million inhabitants of the age group 18 – 20 has experienced the greatest decrease in this period.

Cuadro: evolution of fatality rate per million inhabitants

Weekends and night-time involve higher risks for young people. 41% of the fatalities among young people from 18 to 24 years occurred on Saturday and Sunday, whereas for the rest of the population the percentage is 35%. At night-time, the percentage for young people is 45% and for the rest of the population is 35%.

Cuadro: Percentage distribution of dead young people and rest of age groups according to the criteria day / night and weekend / non weekend
Jóvenes (18-24 años): Young people (18 – 24 years)
Resto de edades: Rest of age groups
Día: Day
Noche: Night
Fin de semana: Weekend
No fin de semana: Non weekend

Elderly drivers

In 2006, 667 people over 64 years died: 257 were driving a vehicle, 156 were passengers and 254 were pedestrians.

If we consider the figure of dead pedestrians, 43% of them belonged to this age group of people over 64 years; but people over 74 years are the group with the highest risk of dying being knockdown (25% of the dead pedestrians were over 74 years old)

Fatality toll in built-up area for the age group of people over 64 years has not been broken by any other age group since pedestrians record the highest figures, in fact, 152 out of the 187 dead people over 64 years in urban area were pedestrians, that is, 81%.

The drivers

In 2006, 172004 drivers got involved in road traffic accidents, 79% were men, 49% were people under 35 years of age and were mainly driving cars (63%)

Driver fatality toll was 2569 people in 2006; this means 63% of the fatality total. Although the number of dead drivers has gradually decreased since 2000, the total fatality figure has not decreased at the same pace.

	Fatality total	**Dead drivers**	**% dead drivers out of the total**
2000	5776	3349	57.98 %
2001	5517	3220	58.37 %
2002	5347	3140	58.72 %
2003	5399	3196	59.20 %
2004	4741	2861	60.35 %
2005	4442	2738	61.64 %
2006	4104	2569	62.60 %

The rate of drivers involved in accidents per thousand drivers is 7 for the total number of drivers. The age group under 30 years show higher rates, especially the age group 15 – 17 years and 18 – 20 years, with a rate of 16.

Tabla: Number of drivers involved in casualty accidents per thousand registered drivers

Vehicles

Percentage distribution of casualty traffic accident in which at least one of the following vehicles is involved:

Casualty accident	**2003**	**2004**	**2005**	**2006**
Bicycle	2 %	3 %	3 %	3 %
Moped	20 %	20 %	19 %	18 %
Motorcycle	10 %	11 %	13 %	15 %
Car	82 %	81 %	80 %	79 %
Goods vehicle	18 %	18 %	18 %	18 %
Bus	2 %	2 %	2 %	2 %
Accident total	100 %	100 %	100 %	100 %
Note 1: more than one vehicle of the same type and more than one type of vehicle can be involved in a traffic accident				

In 2006, the involvement of mopeds and cars decreased as compared with the previous year. Motorcycles are involved in a higher percentage of casualty accidents. As compared with 2003, it can be observed a decrease by 2 points in mopeds and by 3 points in cars; motorcycles show an increase by 5 points; the rest of the vehicles do not show any change.

As for fatalities according to vehicle type in 2006 and compared with the previous year, the number of fatalities decreased in cars (-259), in bicycles (-7), in mopeds (-5) and pedestrians (-67); the number of fatalities increased in motorcycles (9), bus (9) and goods vehicle (18).

With regard to 2003, we can highlight the fatality decrease in cars (-1116) and in the number of dead pedestrians (-174) and the increase in the number of fatalities in motorcycles (114) and bus (8).

Fatalities	**2003**	**2004**	**2005**	**2006**	**2006/2005**	**2006/2003**
Bicycle	78	89	82	75	-9 %	-4 %
Moped	391	361	313	308	-2 %	-21 %
Motorcycle	367	400	472	481	2 %	31 %
Car	3211	2692	2390	2095	-12 %	-35 %
Goods vehicle	476	442	385	403	5 %	-15 %
Bus	27	4	26	35	35 %	30 %
Other vehicles	62	70	94	94	0 %	52 %
Pedestrians	787	683	680	613	-10 %	-22 %
Total accidents	5399	4741	4442	4104	-8 %	-24 %

(Tabla)
Percentage distribution of the number of fatalities according to vehicle type and age

Bicycles

Bicycles were involved in 2520 road traffic accidents with casualties, 75 cyclists died and 2366 were injured. The accidents occurred mainly in built-up area (63%) but, on the contrary, the greatest number of fatalities occurred in roads (73%).

Both in road and built-up area road traffic accidents are mainly collisions with other vehicles, in roads 63% of the cases and in built-up areas 75%.

Of the 75 fatalities occurred in bicycles, 93% of them were men, 23% were between 55 – 64 years old and 17% between 35 – 44 years old.

	ACCIDENTS WITH CASUALTIES		FATALITIES		INJURED PEOPLE	
	Number	**%**	**Number**	**%**	**Number**	**%**
Road	937	37%	55	73%	926	39%
Built-up area	1583	63%	20	27%	1440	61%
Total	2520	100%	75	100%	2366	100%

Mopeds

Mopeds were involved in 18300 accidents, that is, 18 % of the total; this percentage is quite high if we take into account that the share of mopeds in the vehicle fleet is 8%. Accidents with the involvement of at least one moped occurred mainly in built-up area (79%) As regards the typology of urban traffic accidents, collisions with other vehicles meant 58% of the accidents and in built-up area that percentage was 74%; coming-off the road and overturn were 30% in roads and 11% in built-up area.

	ACCIDENTS WITH CASUALTIES		FATALITIES		INJURED PEOPLE	
	Number	**%**	**Number**	**%**	**Number**	**%**
Road	3889	21%	175	57%	4316	21%
Built-up area	14411	79%	133	43%	15849	79%
Total	18300	100%	308	100%	20165	100%

In 2006, 308 moped users died, 57% in roads and 20165 people were injured, 79% of them in built-up area. 24% of the fatalities were between 15 – 17 years old and 54% of the fatalities were in the age group 10-24 years.

Motorcycles

Motorcycles were involved in 15% of the accident total, that is, at least one motorcycle was involved in 15448 accidents, being its share in the vehicle fleet of 7%. The

accidents with the involvement of motorcycles occurred mainly in built-up areas (67%). 73% of the accidents in built-up area are collisions with other vehicles – 47% in roads. Coming-off the road and overturns in built-up area mean 10% of the cases and 43% in roads.

	ACCIDENTS WITH CASUALTIES		FATALITIES		INJURED PEOPLE	
	Number	**%**	**Number**	**%**	**Number**	**%**
Road	5095	33%	368	77%	5315	33%
Built-up area	10353	67%	113	23%	10704	67%
Total	15448	100%	481	100%	16019	100%

481 motorcyclists died and 16019 were injured. 58% of the fatalities were between 25-39 years and 12% between 40-44 years.

Cars

Cars were involved in 78618 accidents, that is, in 79% of the accidents registered in 2006; cars represent 72% of the vehicle fleet. 51% of the accidents occurred in built-up area; 93% of the fatalities and 69% of the injured people in car accidents occurred in road traffic accidents.

Collisions between vehicles represented 55% of the road accidents and 73% of the urban accidents. Coming-off the road and overturns represented 37% of the road accidents and 5% of urban accidents.

	ACCIDENTS WITH CASUALTIES		FATALITIES		INJURED PEOPLE	
	Number	**%**	**Number**	**%**	**Number**	**%**
Road	38817	49%	1941	93%	54301	69%
Built-up area	39801	51%	154	7%	24935	31%
Total	78618	100%	2095	100%	79236	100%

Of the 4104 fatalities in traffic accidents in 2006, 51% of them were car passengers, that is, 2095 people died when they were travelling in that type of vehicle. Of the fatalities occurred in cars, 49% were people under 35 years old and 25% were in the age group 25 – 34 years.

Of the 143450 injured people in 2006, 55% were car users (79236) and of them, 53% were under 35 years old.

Goods vehicles and passenger vehicles

ACCIDENTS WITH CASUALTIES	Vans	%	Trucks < 3500 kg	%	Trucks > 3500 kg	%
Road	6021	59%	1986	59%	5102	91%
Built-up area	4214	41%	1381	41%	496	9%
Total	10235	100%	3367	100%	5598	100%

DEATH TOTAL	Vans	%	Trucks < 3500 kg	%	Trucks > 3500 kg	%
Road	384	91%	136	74%	629	95%
Built-up area	38	9%	49	26%	35	5%
Total	422	100%	185	100%	664	100%

PASSENGERS DEAD	Vans	%	Trucks < 3500 kg	%	Trucks > 3500 kg	%
Road	225	98%	37	97%	135	100%
Built-up area	5	2%	1	3%	0	0%
Total	230	100%	38	100%	135	100%

THIRD PARTIES DEAD	Vans	%	Trucks < 3500 kg	%	Trucks > 3500 kg	%
Road	159	83%	99	67%	494	93%
Built-up area	33	17%	48	33%	35	7%
Total	192	100%	147	100%	529	100%

% third parties dead out of the total number of accidents with at least one of these vehicles involved	Vans	Trucks < 3500 kg	Trucks > 3500 kg
Road	41%	73%	79%
Built-up area	87%	98%	100%
Total	45%	79%	80%

The percentage of accidents with casualties with the involvement of a van is very similar in roads and in built-up area. However, of the 230 passengers who died in this type of vehicle 225 occurred in road accidents, i.e. 98%.

Trucks with a MAM not exceeding 3500 kg were involved in 3367 accidents and the percentage of accidents in roads and in built-up area are very similar. 185 people died

and of those 38 (21%) were passengers in this type of vehicle. Fatalities occurred in roads in 74% of the cases.

Trucks with a MAM exceeding 3500 kg were involved in 5598 traffic accidents and 91% of these accidents occurred in roads. 664 people died and 135 fatalities (20%) were occupants of this type of vehicle. Fatalities occurred in roads in 95% of the cases.

Casualty accidents	**Buses**	**%**
Road	480	24 %
Built-up area	1528	76 %
Total	2008	100 %
Fatality total		
Road	84	84 %
Built-up area	16	16 %
Total	100	100 %
Fatality occupants		
Road	34	97 %
Built-up area	1	3 %
Total	35	100 %
Third party fatalities		
Road	50	77 %
Built-up area	15	23 %
Total	65	100 %
% of third fatalities out of the total of fatalities in accidents with involvement of a bus		
Road	60 %	
Built-up area	94 %	
Total	65 %	

Buses were involved in 2008 accidents with casualties, 76% of them occurred in built-up area. In these accidents, 100 people died and of them 35 (35%) were occupants in this type of vehicle. Fatalities occurred in road in 84% of the cases.

Furgoneta = van
Camión = truck
Autobús = bus
Bicicleta = bicycle
Ciclomotor = moped
Motocicleta = motorcycle
Turismo = car

Speed

Inappropriate speed was present in 15% of the casualty accidents occurred in 2006 and this percentage increased to 21% when the casualty accident occurred in roads. In the case of fatal accidents, in 27% of them speed was a concurrent factor in the accident.

In 2006, as compared with 2003, we can observe that the percentage of accidents with inappropriate speed decreased by 2 points in motorways and dual carriageways. In conventional roads the decrease was by 1 point.

Type of road	**% of accidents with inappropriate speed**			
	2003	**2004**	**2005**	**2006**
Motorway	17 %	17 %	16 %	15 %
Dual carriageway	19 %	21 %	20 %	17 %
Conventional road	24 %	24 %	26 %	23 %
Local road	32 %	35 %	35 %	28 %
Service road	22 %	21 %	20 %	19 %
Slip road	30 %	29 %	32 %	30 %
Total	15 %	15 %	16 %	15 %

In 2006 the Traffic Department of the Civil Guard carried out more than 20 millions of radar speed control in roads; 648,481 vehicles were reported and this means 3% of the controlled vehicles. From 2003 to 2006, 6.5 million vehicles more were controlled and the number of reported vehicles has decreased from 3.23 % to 2.88 %.

Controls carried out by the Traffic Department of the Civil Guard

Vehículos controlados = controlled vehicles
% de vehículos denunciados = % of reported vehicles

The following chart shows the monthly evolution of the average speed from January 2005 to December 2006. It can be observed a downward tendency in the average speed so that in 2006 the average speed was 114.5 km/h – it reduced by 2 km/h as compared with 2005 (the speed was 116.7 km/h)

Evolution of average speeds

Alcohol

In 2006, 1360 drivers who died in a road traffic accident were submitted to toxicological analysis; of them, 391 drivers exceeded the level of 0.3 g/l (28.8%); 363 exceeded the level of 0.5 g/l (26.7%) and 333 exceeded the level of 0.8 g/l (24.5%)

From 2003 to 2006 the percentage of the tested drivers against the total fatalities has increased from 50.7% in 2003 to 52.9% in 2006. The percentage of drivers whose level exceeded 0.3 g/l has decreased from 34.7 % in 2003 to 28.8 % in 2006. The percentage of drivers exceeding the level of 0.5 g/l has also decreased: from 31.6% in 2003 to 26.7 % in 2006.

Dead drivers submitted to toxicological analysis

% de conductores analizados = % of controlled drivers
% de conductores tasa superior a 0,3 g/l = % of drivers with level above 0.3 g/l
% de conductores tasa superior a 0,5 g/l = % of drivers with level above 0.5 g/l
Source: National Toxicological Institute

From 2003 to 2006, the number of toxicological analysis carried out by the Traffic Department of the Civil Guard has practically doubled and the number of positive results has decreased by 40%. In 2003, 1.7 million tests were conducted, 71685 were positive (4.18%); in 2006, the number of tests carried out was 3,347,015 and, of these, 82,729 were positive (2.47%). 6.73% of the blood alcohol tests conducted because of an accident, 1.48% of the tests because of an offence and 2.47% of the preventive control tests tested positive.

Pruebas en controles preventivos = Preventive control tests
% pruebas positivas = % positive tests

Distraction

Distraction appears as a concurrent factor in road traffic accidents. In non built-up areas distraction appears as a factor in 42% of the cases and in built-up area in 31%.

In 2006, there were 91385 formal complaints for using the mobile telephone while driving; this figure means an increase by 26% as compared with the previous year and more than double the complaints filed in 2003.

Offences

In 2006, 67% of the drivers involved in a casualty accident had committed a traffic offence. In roads, that percentage was 58% which has meant a decrease by 9 points as compared with 2003. In built-up area, the percentage was 75% in 2006 which represents a decrease by 3 points as compared with 2003.

% of drivers involved in a casualty accident who had committed a traffic offence

	2003	2004	2005	2006
Roads	67 %	67 %	65 %	58 %
Built-up area	78 %	79 %	74 %	75 %
Total	73 %	73 %	70 %	67 %

Safety belt and crash helmet

In roads, in 2006, 29% of the car fatalities did not wear the safety belt. In built-up area this percentage was 32%.

7% of the motorcyclists who died in roads did not wear the crash helmet; in built-up area the percentage increased to 16%.

As regards the dead moped users, 34% of them did not wear the crash helmet in roads and 36% of them did not wear it in built-up area.

Dead	Roads	Built-up area
Not wear safety belt	29 %	32 %
Not wear crash helmet in motorcycle	7 %	16 %
Not wear crash helmet in moped	34 %	36 %

In order to know driver's behaviour as regards the use of safety devices, several studies on field observation have been conducted since the beginning of 2006; the results are set out below.

In road, in July 2006, it was observed a significant increase in the percentages in the use of safety belt in all the seats of the vehicle, especially in the back seats.

% Use of safety belt in cars and vans
February 2006
July 2006

In built-up area, in July 2006, it was also observed a considerable increase in the percentages in the use of safety belt in all the seats of the vehicle, being the percentage very similar in all the seats.

% Use of safety belt in cars and vans
February 2006
July 2006

In road, in July 2006, it was observed a significant increase in the percentages in the use of crash helmet in mopeds. The percentage in the use of crash helmet in motorcycles is considered to be good.

% Use of crash helmet
December 2005
July 2006

In built-up area, in July 2006, it was observed a decrease in the use of the crash helmet both by motorcyclists and moped riders, although it has to be taken into account that the data were gathered in climatologically different months: the first results relate to December 2005 and the second to July 2006.

The European framework

Source: Care (Community Road Accident Database)

In the European Union (25 members) there were more than 1,255,768 accidents in 2005; 41,391 people died. 7% of these accidents occurred in Spain with 11% of the European fatalities.

When making international comparisons, the definition of death within 30 days is used (a person who, as a consequence of a road traffic accident, dies instantly or within the following 30 days) and the rate is calculated using absolute figures in fatalities with influence variable, for example the population in every country. Therefore, the rate fatality per million inhabitants was 102 in Spain and 91 in the European Union; this result ranks us quite far from countries that traditionally have got the best results such as Sweden, United Kingdom or The Netherlands.

Although at the publication date the European Commission had not made accident rate data for 2006 officially public, the estimated rate for 2006 for every Member State had already been published. In the case of Spain, the rate has developed in such a way that in 2003, with a rate of 128, Spain ranked 17 within the EU of 25 members and in 2006 Spain ranks 14 with an estimated rate of 93.

Deaths per million inhabitants:
Malta = Malta
Suecia = Sweden
Reino Unido = United Kingdom
Países Bajos = The Netherlands
Finlandia = Finland
Dinamarca = Denmark
Alemania = Germany
Irlanda = Ireland
Francia = France
Italia = Italy
Austria = Austria
Bélgica = Belgium
Luxemburgo = Luxembourg
Eslovaquia = Slovakia
Estonia = Estonia
Eslovenia = Slovenia
España = Spain
Hungría = Hungary
Chipre = Cyprus
Rep Checa = Czech Republic
Grecia = Greece
Portugal = Portugal
Polonia = Poland
Lituania = Lithuania
Letonia = Latvia
Media UE = EU average

Source: CARE
2006 (provisional data)

The evolution

The White Paper on transport (European Transport policy for 2010: time to decide, 2001) set the objective to reduce by half the number of road fatalities by 2010 and the 2003 European Road Safety Action Plan insisted on that objective. In 2001, in the Europe of 25 members there were 50000 fatalities, so the common objective for 2010 is that this figure does not exceed 25000 fatalities per year.

The Commission has prepared the Intermediate Evaluation of the European Action Plan which gathers, among other issues, the fact that the figure of 41300 fatalities in 2005 is an insufficient reduction to reach the 2010 objective. Should the rate of these last four

years maintain (17.5% in the period 2001-2005) there would be 32500 fatalities in the EU in 2010 instead of 25000, as a maximum, which was the set objective.

	2001	2006	Differences	Differences %
Belgium	1486	1069	-417	-28 %
Czech Republic	1334	1063	-271	-20 %
Denmark	431	306	-125	-29 %
Germany	6977	5091	-1886	-27 %
Estonia	199	204	5	-3 %
Ireland	412	368	-44	-11 %
Greece	1880	1657	-223	-12 %
Spain	5517	4104	-1413	-26 %
France	8162	4709	-3453	-42 %
Italy	6691	no data		
Cyprus	98	86	-12	-12 %
Latvia	558	407	-151	-27 %
Lithuania	706	759	53	8 %
Luxembourg	70	36	-34	-49 %
Hungary	1239	1305	66	5 %
Malta	16	10	-6	-38 %
The Netherlands	993	730	-263	-26 %
Austria	958	730	-228	-24 %
Poland	5534	5243	-291	-5 %
Portugal	1670	969	-701	-42 %
Slovenia	278	262	-16	-6 %
Slovakia	614	579	-35	-6 %
Finland	433	336	-97	-22 %
Sweden	583	445	-138	-24 %
United Kingdom	3598	3297	-301	-8 %
Total EU	50437	33765	-16672	-33 %

There are differences among the European countries that do not reflect the EU global figures. The countries with the sharpest reduction in the number of fatalities in the period 2001-2006, in percentage terms, have been:

Luxembourg (-49%), Portugal and France (42%), Malta (-38%), Denmark (-29%), Belgium (-28%), Germany and Latvia (-27%), Spain and the Netherlands (-26%), Austria and Sweden (-24%) and the Czech Republic (-20%)

In absolute figures, the countries with the sharpest reduction in the number of fatalities as compared with 2001 are France (3453 fatalities less than in 2001); Germany (1886); Spain (1413); Portugal (701); Belgium (417); United Kingdom (301) and the rest of countries below 300.