



Main figures on

Road Safety Data

Spain 2013

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Preface



I'm pleased to present you the report «Main figures on Road Safety Data. Spain 2013. This report is an essential decision-making instrument in order to achieve the goal of «vision zero».

In 2013 the number of fatalities has continued to drop and has placed Spain as the fifth country in the European Union with the lowest number of fatalities per population. Also, Spain has also lower rates than other countries with significant levels of development such as the United States, Japan and Australia. The finding of this advance in the numbers of road accidents is an incentive to continue implementing actions that reduce the number of victims has been done so far.

To prepare this report we have collaborated with the National Institute of Statistics to identify fatalities within 30 days and with the Ministry of Health Social Services and Equality for information about the number of casualties that have required hospitalization, their characteristics and severity of injuries, and the number of casualties who needed emergency or outpatient care for slightly injured. Lastly, we have also collaborated with the Ministry of Transport. I would like to thank these institutions for their collaboration and the assistance given to us to have the available information. Last but not least, I would like to thank all the people who made possible the preparation of this report, specially the police and the technicians.

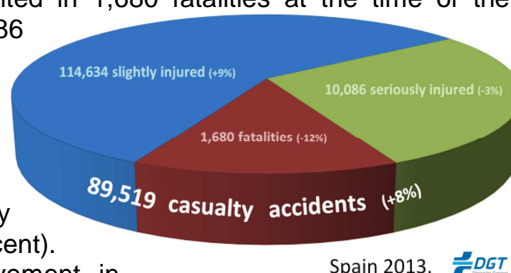
María Seguí Gómez

General Director for Traffic

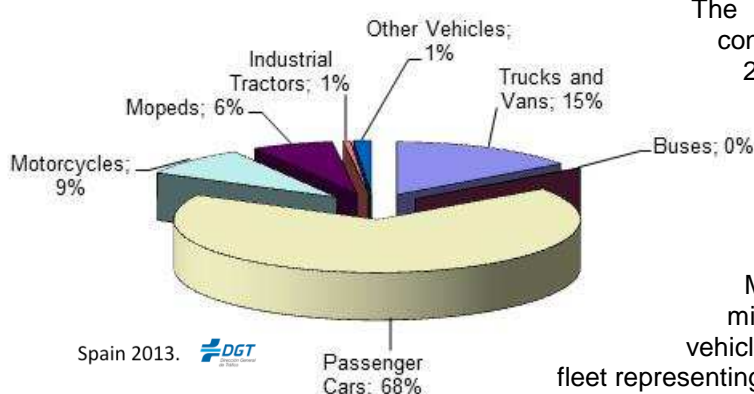
Road Safety Data 2013

Most of the traffic accidents that take place each year in Spain involve material damage only, leading to significant economic losses. However, given their importance for public health, it is essential to know the number of accidents involving any casualty, the characteristics concerning the severity of injuries, and the factors contributing to the accident.

In 2013 the different law enforcement agencies reported 89,519 casualty accidents. According to police sources, these accidents resulted in 1,680 fatalities at the time of the accident or within 30 days of its occurrence; 10,086 casualties were admitted to hospital and 114,634 people were slightly injured. Although these figures are high, they have resulted in a reduction in the number of fatalities (-12 per cent) and seriously injured (-3 per cent) over the previous year. There has been an increase in the number of casualty accidents (8 per cent) and slightly injured (9 per cent). These increases could be related to the improvement in accident reporting, specially in urban areas.



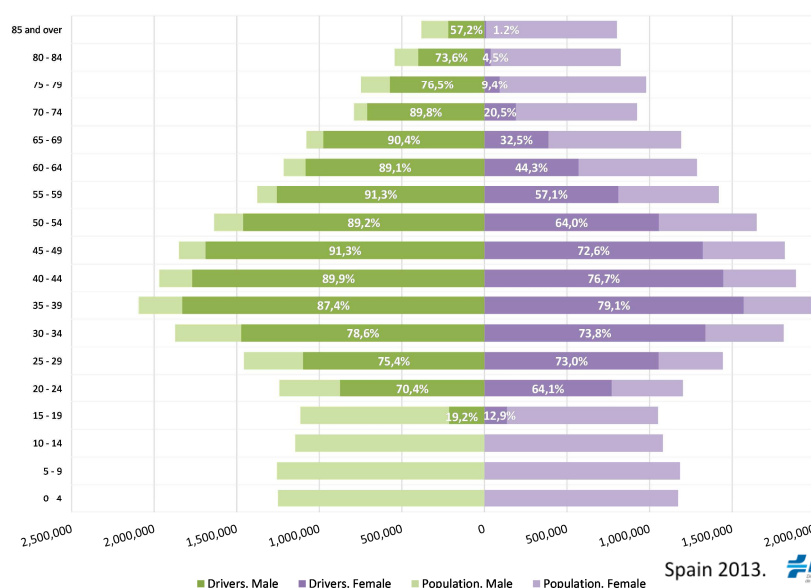
Spain 2013. DGT



Spain 2013. DGT

The vehicle fleet (including mopeds) consisted of 32.6 million vehicles in 2013. Made up predominantly of 22 million of passenger cars which account for 68% of the Spanish vehicle fleet; followed by 4.9 million of goods vehicles (trucks and vans) that represents 15% of the vehicle fleet. Motorcycles fleet came up to 2.9 million accounts a 9% of the total vehicle fleet and 2.1 million of mopeds fleet representing a 6% of it.

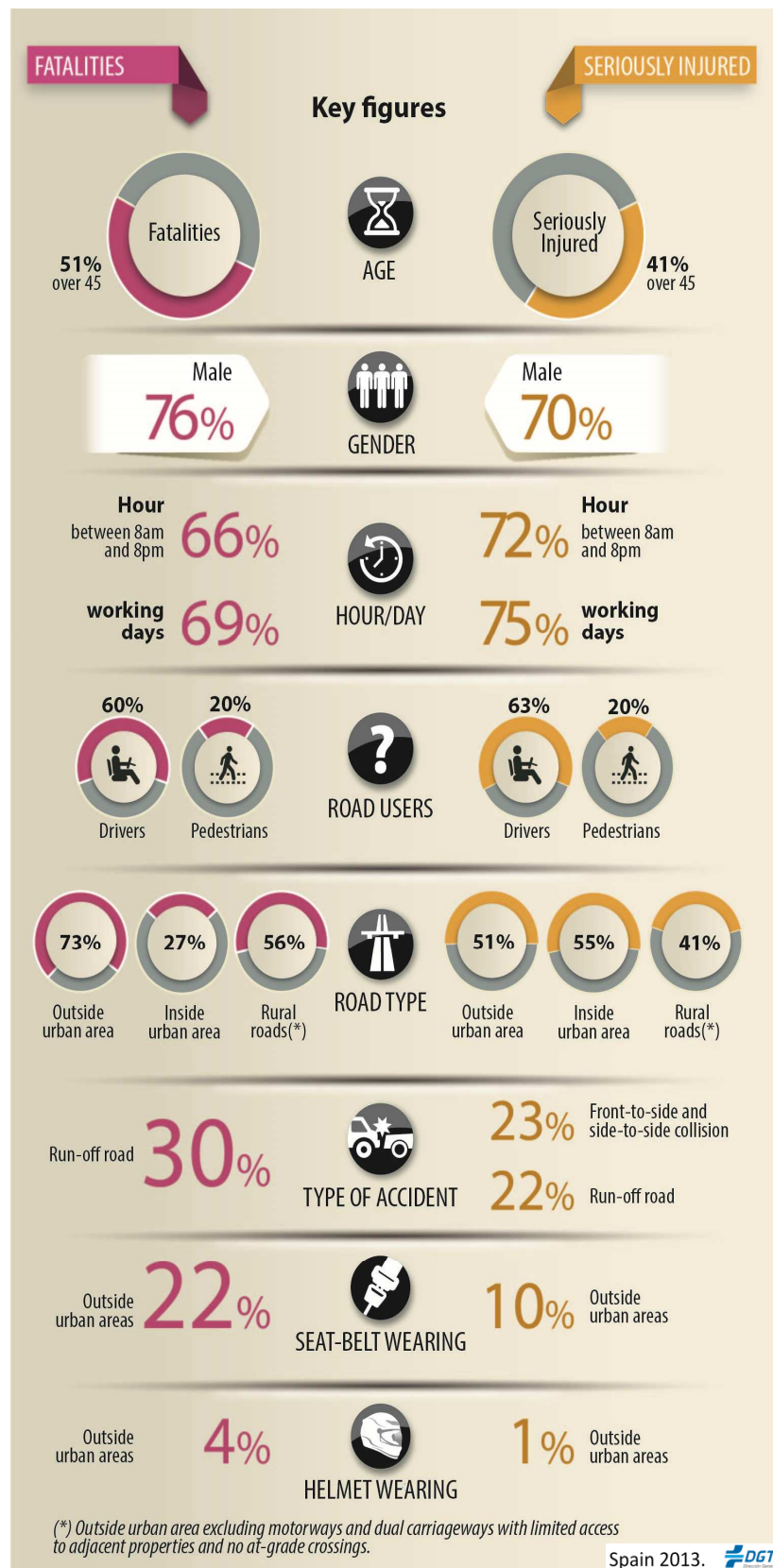
In 2013 the driver census has remained unchanged, being 666 the driver rate per thousand inhabitants with driving age; this rate is higher than the rate for the previous year. A progressive ageing of the driver population is observed; this trend is parallel to the ageing of the general population: 13.6 per cent of the drivers are 65 years old or over. Drivers with less than five years' driving experience have dropped from 24 per cent in 2008 to 17 per cent in 2013.



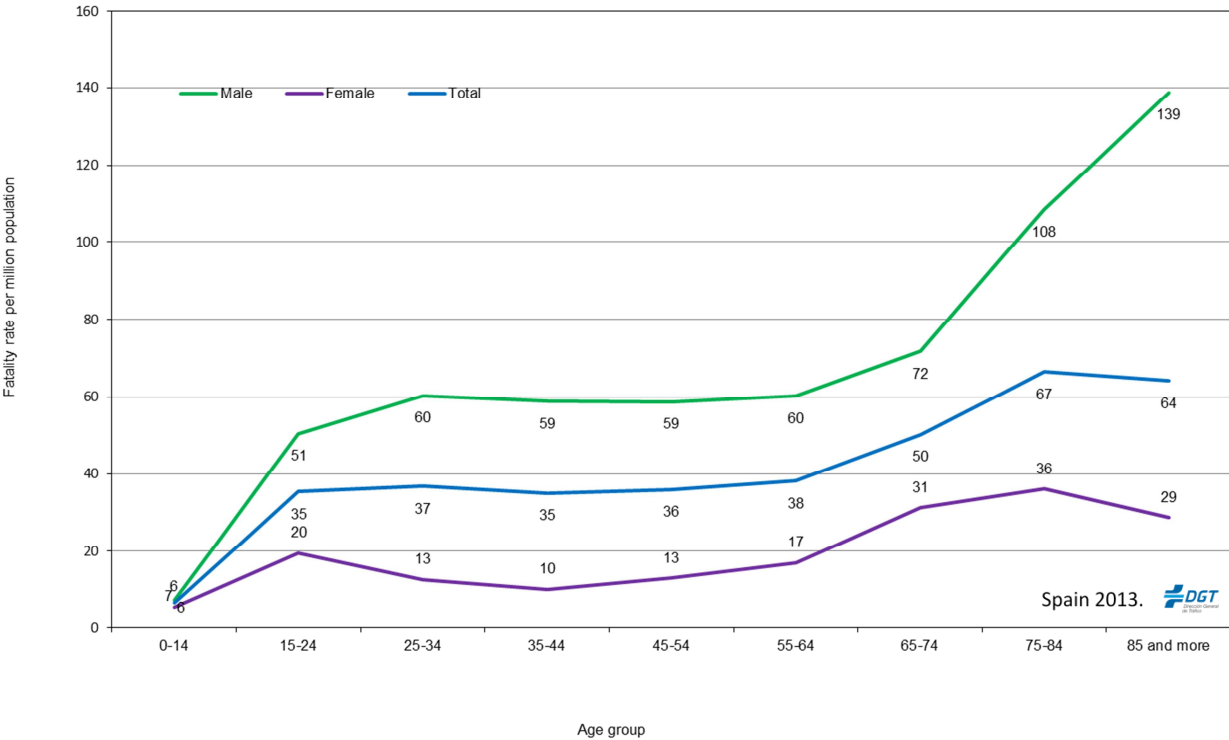
Spain 2013. DGT

As regards road accident fatalities, it is worth stressing that 76 per cent were males, 56 per cent were 45 years old or older, 43 per cent were involved in an accident as car occupants, 73 per cent had an accident outside urban areas and in particular, 56 per cent of these accidents occurred on secondary roads. 60 per cent of the fatalities were drivers and 23 per cent were pedestrians. 69 per cent of the accidents in which at least one person was killed occurred on working days and 66 per cent of these accidents occurred between 8am and 8pm. 30 per cent of the fatalities occurred in coming-off-road accidents. In 2013 fatalities in accidents occurred in Spain were evenly distributed over days, weeks and months. The number of fatalities works out at an average of 4.6 a day, in particular 3.4 fatalities inside urban areas and 1.2 fatalities outside urban areas.

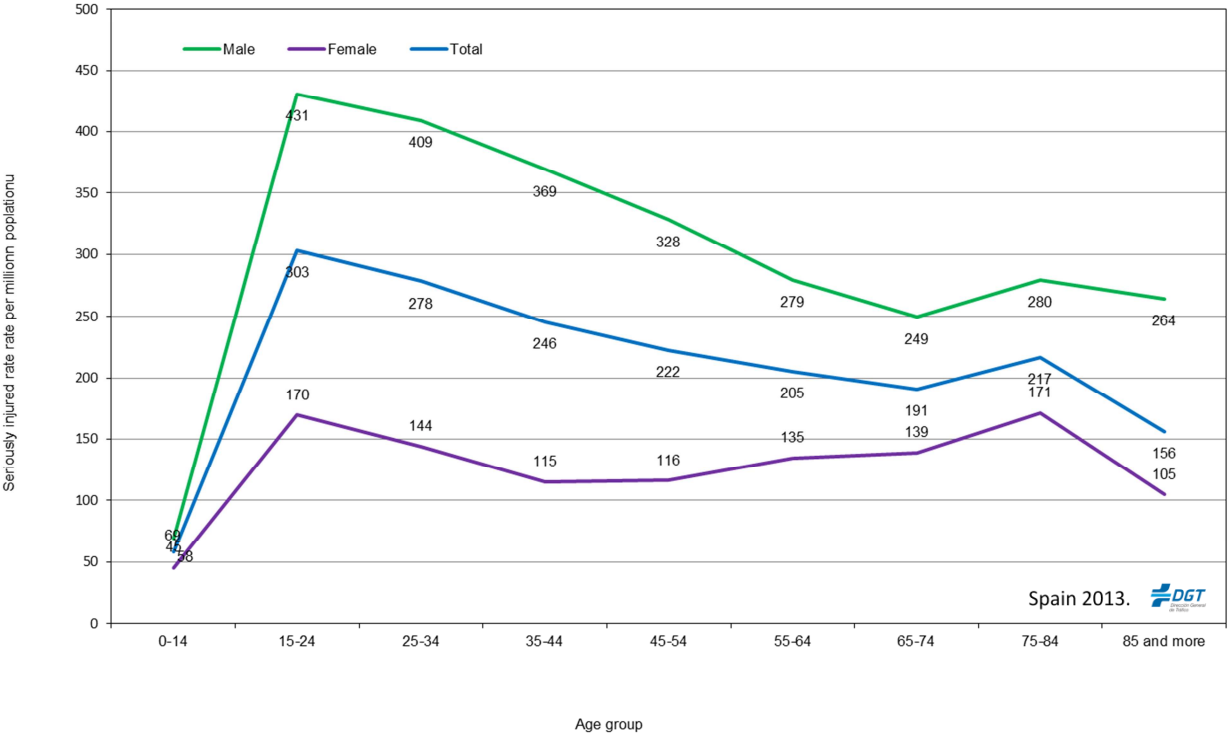
With regard to seriously injured casualties reported by law enforcement agencies, it should be noted that 70 per cent were males, 55 per cent were aged under 45, 33 per cent were involved in an accident as car occupants, 33 per cent as motorcycle or moped users and 20 per cent as pedestrians. 51 per cent had an accident outside urban areas and in particular, 41 per cent of these accidents occurred on secondary roads. 49 per cent of the seriously injured casualties occurred inside urban areas. 70 per cent of the accidents with seriously injured casualties with seriously injured casualties occurred on working days and 72 per cent of these accidents occurred between 8am and 7:59 pm.



Fatality rate by age group and gender per million inhabitants. Spain 2013



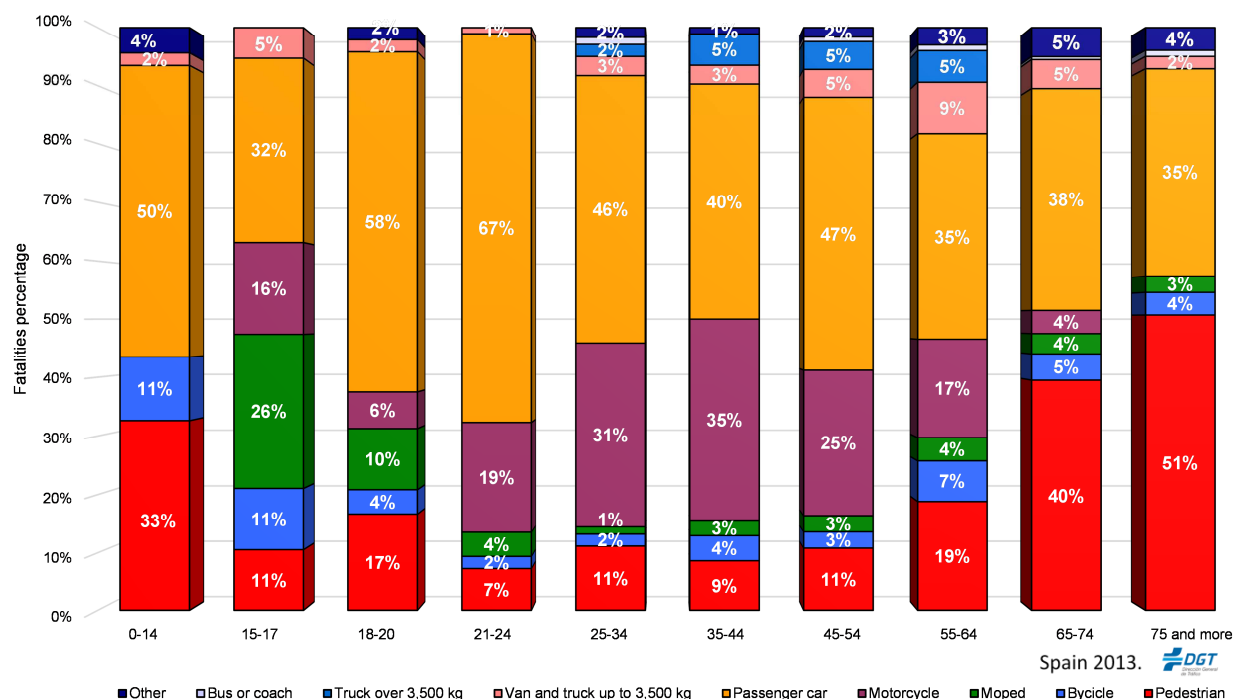
Seriously injured rate by age group and gender per million inhabitants. Spain 2013



In 2013, 46 children aged between 0 and 14 years were killed in road traffic accidents. Of these, 25 were passengers; 15 were pedestrians and 6 were riders. All the passengers were killed outside urban areas; in addition, 4 drivers and 2 pedestrians were also killed on this type of road. 15 children were killed inside urban areas, of these 13 were pedestrians and 2 were riders. 410 children were seriously injured, this figure is higher than the figure for the previous year - there were 373 seriously injured children.

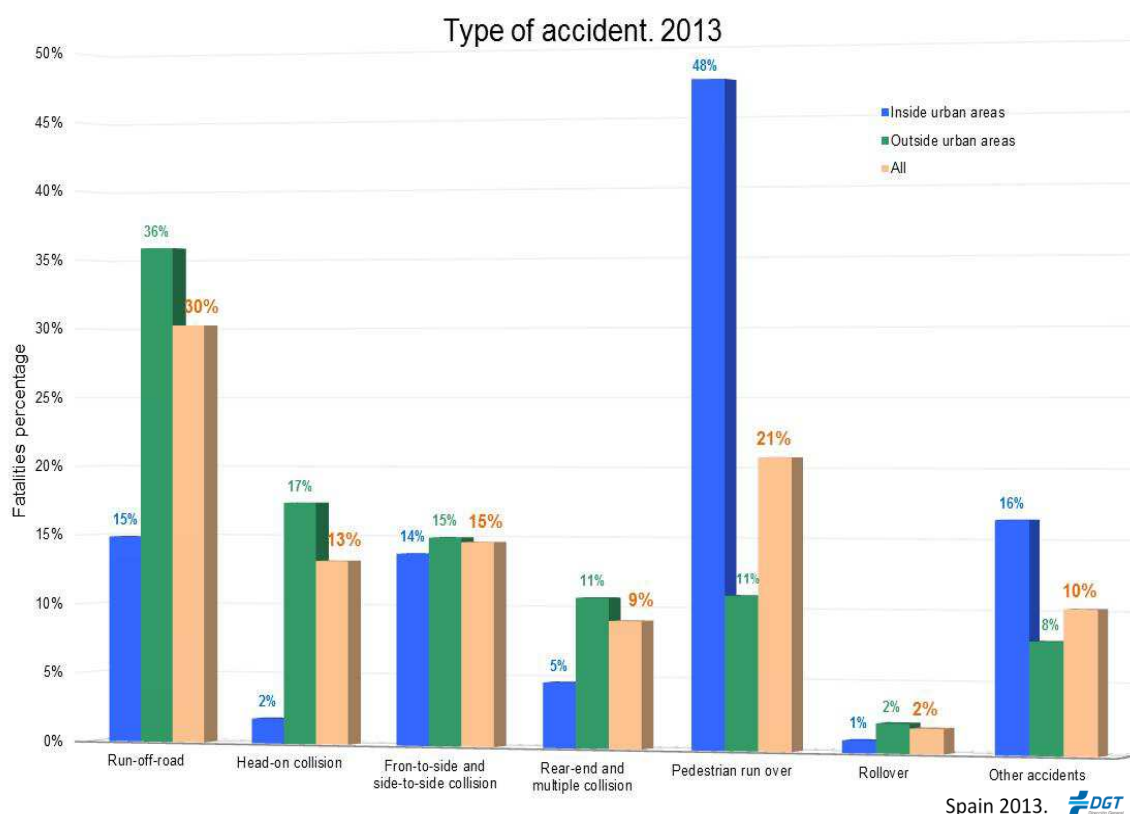
As for the use of child restraint systems, 4 out of the 20 children fatalities under 12 years old travelling in cars and vans failed to wear the CRS, neither did 14 out of the 88 seriously injured children nor 197 out of the 2,741 slightly injured children.

The fatality rate for people aged over 65 has decreased, however, this rate has increased for the 65-74 age group and the +85 age group. 482 people have been killed; 1,616 have been seriously injured and 9,202 slightly injured. Elderly people account for 29 per cent of fatalities; 16 per cent of seriously injured and 8 per cent of slightly injured. 38 per cent of the fatalities were drivers; 46 per cent were pedestrians and 16 per cent were passengers; within this group, pedestrians are most at risk of being killed.





Cyclists were involved in 5,835 accidents which resulted in 69 cyclists being killed, 646 seriously injured cyclists and 4,779 slightly injured cyclists. 73 per cent of the accidents occurred inside urban areas resulting in 54 per cent of seriously injured (349 people) and 72 per cent of all slightly injured (3,451 people). However, the greatest number of fatalities was recorded outside urban areas: 45 people. In 2013, the population aged 55-64 was the age group with the highest number of cyclist deaths, followed by the age group 35-44, the latter is the age group with more seriously (20 %) and slightly (21%) injured people.

The type of accident involving the largest number of fatalities was run-off-road outside urban areas and pedestrian run over inside urban areas.



Accidents happening at black spots amounts to 9.6% of the total and is thus essential to locate them in order to establish the reasons and to implement possible solutions. The number of fatalities at these spots has decreased from 44 in 2012 to 32 in 2013.

In 2013, 12 per cent of the drivers involved in road accidents that occurred in the area of competence of the Traffic Division of the Guardia Civil (which include all of interurban roads, except those in Catalonia, Basque country and partly Navarra) had committed offences leading to a deduction in the number of points on their driving licence and 6.9 per cent were repeat offenders. These figures are higher than those observed in the general driver population, where the proportion was 4.6 per cent for offenders and 2.2 per cent for repeat offenders.

	Drivers	Offenders in 2013	Repeat offenders
Not involved in road casualty accidents			
	26,359,037	1,207,771 (4.6 %)	590,353 (2.2%)
Involved in road casualty accidents			
	42,623	5,111 (12.0%)	2,947 (6.9%)
Spain 2013.	Total	26,401,660	1,212,882
			593,300

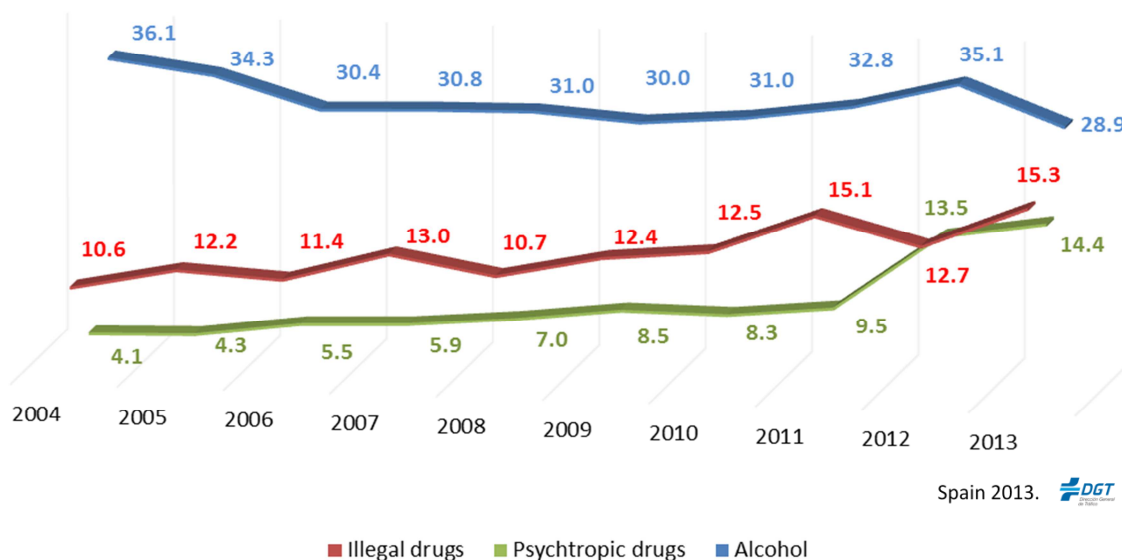
As regards the analysis of safety factors, it is worth stressing that inappropriate speed was present in 10 per cent of casualty accidents and this percentage is as high as 17 per cent when the casualty accident occurs outside urban areas. In the specific case of fatality accidents, this factor was present in 22 per cent of the accidents.

In 2013, the Traffic Division of the Guardia Civil carried out speed controls to more than 34 million vehicles; 2,170,881 vehicles were reported for potential speeding violations detected by both fixed and mobile radars.

Driving after having consumed psychoactive substances is a frequent behaviour in Spain; 12 per cent of Spanish car drivers admit having taken an illegal drug and/ alcohol before driving.

Evolution of drivers under the Influence of alcohol or/drugs fatalities. 2004-2013.

Source: INTCF (Spanish National Institute of Toxicology and Forensic Science)



According to the report by the Spanish National Toxicology and Forensic Sciences Institute, psychoactive substances were found in 43 per cent of the tested killed drivers; alcohol accounted for 67 per cent, illegal drugs accounted for 35 per cent and psychotropic drugs accounted for 33 per cent. This report also includes that 44 per cent of pedestrians tested positive in drugs and/or psychotropic drugs and/or alcohol.

Distraction appears as a concurrent factor in 38 per cent of casualty accidents, being this ratio 44 per cent outside urban areas and 33 per cent inside urban areas. One of the reasons for distraction is the use of the mobile telephone when driving. In 2013, the Traffic Division of the Guardia Civil made 126,345 complaints for the use of the mobile telephone which represented 4 per cent less than the previous year.

In 2013, at least 49 per cent of the drivers involved in accidents outside urban areas had committed an offence. In comparison with 2012, no differences in the percentage distribution of offences committed by drivers outside urban areas are observed.

Neither 22 per cent of the fatalities and 10 per cent of seriously injured casualties in cars and vans were wearing a seat belt outside urban areas, nor did 21 out of 75 fatalities who died inside urban areas and 20 per cent of seriously injured on these roads.

4 per cent of motorcycle user deaths outside urban areas did not wear the crash helmet and this percentage triples inside urban areas, resulting in 14 out of 98 fatalities. As for the crash helmet and mopeds, 8 fatalities failed to wear the crash helmet outside urban areas out of 34 fatalities in this type of road; whereas all fatalities inside urban areas did wear the helmet.

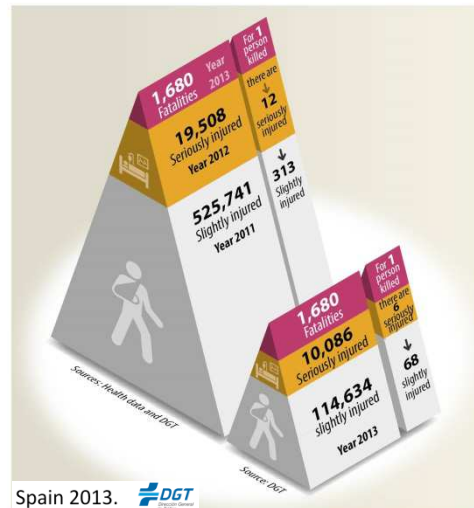
In 2013, the gradual ageing of the vehicle fleet has continued over the years. The age of the vehicle represents a risk factor because old vehicles lack safety systems and equipments recently introduced and the problems arising from their use. As it has been noticed in 2012, the risk of being killed or seriously injured multiplies by two when comparing the accidents involving vehicles less than five years old with vehicles more than 15-19 years old. The rate of fatalities and seriously injured people shows a positive correlation with the age of the vehicle.

Injuries related to traffic

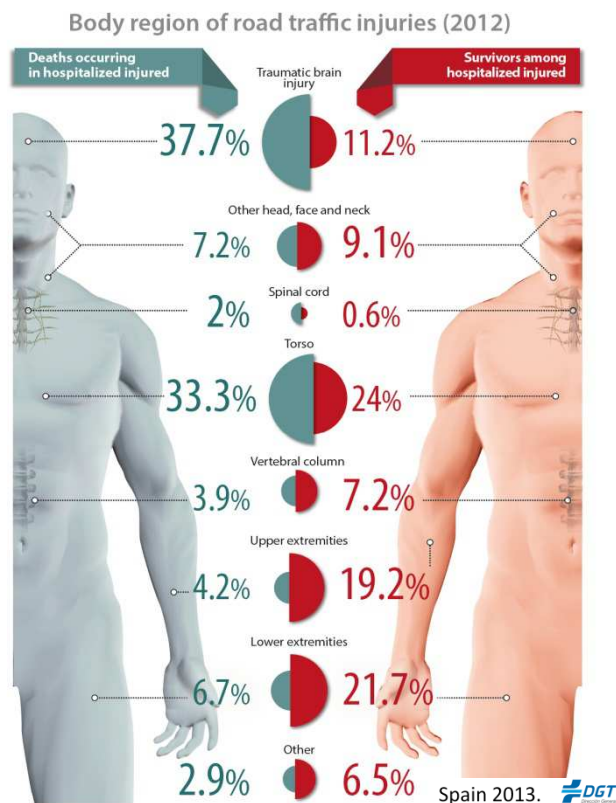
In 2012, the last year for which hospital discharge data are available, the number of years of life lost due to road traffic accidents was 46,773 for males and 10,998 for females. These years are known as potential years of life lost (PYLL). If the average PYLL value is considered, road traffic accidents are the third cause of death for males with a value of 35 years and the fourth cause of death for females with an average of 30 PYLL.

The information provided by law enforcement agencies has to be supplemented by health sources because they include hospitalized people who were injured in traffic accidents but were not reported by law enforcement officers as well as data on the injuries of road traffic casualties.

The different sources of information reflect differences in the relationship between fatalities and injured people. In 2013, according to police sources, for every fatality there were 6 seriously injured people and 68 slightly injured people, being the seriously injured person the individual who required hospitalization for more than 24 hours. In addition, the consultation of the latest available data on health information - 2012 - shows that for every traffic fatality there were at least 12 people who required hospitalization and 313 who required outpatient care or being attended at emergency services. The direct and indirect costs related to these accidents and their outcome - people being killed or injured - are estimated around 1% of the Spanish Gross Domestic Product for 2012 (latest available data).



In 2012, 19,965 people with road traffic injuries were discharged from Spanish private and public hospitals - including those people who died in hospital. These people showed 36,809 injuries and this meant an average of 1.8 injuries per person. If fatalities are excluded from this analysis, 19,454 people were discharged from a hospital and they sustained 35,653 injuries, an average of 1.8 injuries per person.



The most common injuries and their location are quite different when fatalities and injured people are analysed.

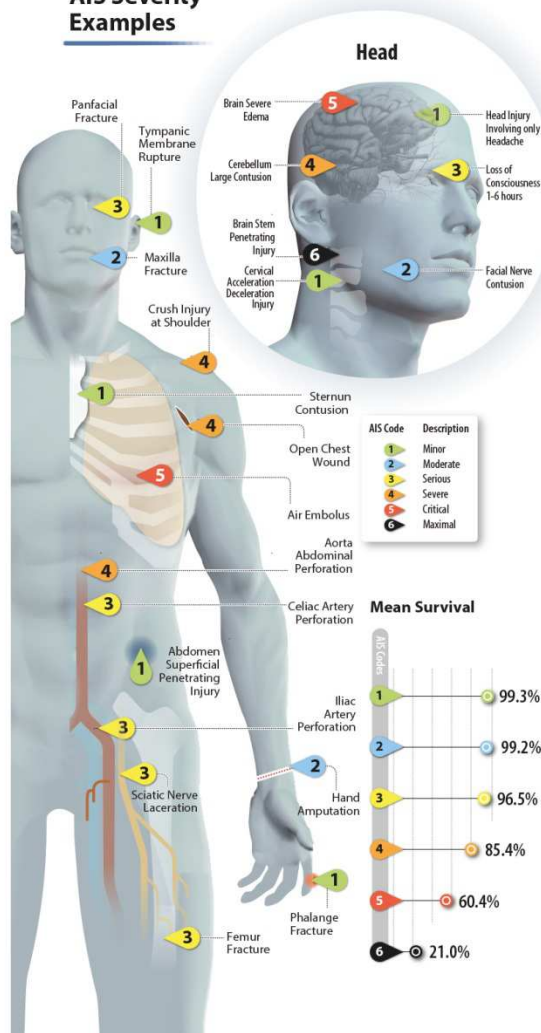
As for hospital discharges, excluding fatalities, fractures are the most common injuries after a road traffic accident - 60 per cent - followed by internal damage - 18 per cent. As regards hospital discharges because the patient died, fractures were the most common cause of injury - 48 per cent - but within this group internal damage was very high - 41 per cent.

In relation to the injury location, we can observe that in fatalities 38 per cent showed brain injuries (either fractures or internal damage) whereas in non fatalities this proportion was 11 per cent.

The Barell injury diagnosis matrix for hospital discharges data excluding those who died in Spain in 2012 is

		Fracture	Dislocation	Sprains & Strains	Internal	Open Wound	Amputations	Blood Vessels	Contusion/Superficial	Crush	Burns	Nerves	Unspecified	Total
Head and Neck	Head and Neck													
	Traumatic Brain Injury													
	Type 1 TBI	804	0	0	1,693	0	0	0	0	0	0	0	0	2,497
	Type 2 TBI	241	0	0	1,142	0	0	0	0	0	0	0	0	1,383
	Type 3 TBI	119	0	0	0	0	0	0	0	0	0	0	0	119
	Other Head	0	0	0	0	295	0	0	0	0	0	14	93	402
	Face	1,583	4	0	0	650	0	0	0	0	3	0	0	2,240
	Eye	0	0	0	0	102	0	0	81	0	3	0	0	186
	Neck	4	0	0	0	15	0	0	0	0	2	2	0	23
	Head, Face and Neck Unspecified	0	0	0	0	0	0	17	326	0	5	0	59	407
Spine and Back	Spine and Back													
	Spinal Cord (SCI)													
	Cervical SCI	69	0	0	27	0	0	0	0	0	0	0	0	96
	Thoracic/Dorsal SCI	57	0	0	5	0	0	0	0	0	0	0	0	62
	Lumbar SCI	32	0	0	2	0	0	0	0	0	0	0	0	34
	Sacrum Coccyx SCI	2	0	0	3	0	0	0	0	0	0	0	0	5
	Spine + Back unspecified SCI	0	0	0	4	0	0	0	0	0	0	0	0	4
	Vertebral Column (VCI)													
	Cervical VCI	532	59	209	0	0	0	0	0	0	0	0	0	800
	Thoracic/Dorsal VCI	652	4	6	0	0	0	0	0	0	0	0	0	662
Torso	Torso													
	Chest (Thorax)	2,956	9	2	1,872	10	0	22	214	1	3	0	0	5,089
	Abdomen	0	0	0	1,464	39	0	23	125	0	2	4	0	1,657
	Pelvis & urogenital	1,275	17	4	48	37	0	9	23	1	1	1	0	1,416
	Trunk	0	0	0	0	9	0	0	44	1	3	1	187	245
	Back and Buttock	0	0	0	0	8	0	0	103	4	3	0	0	118
Extremities	Extremities													
	Upper													
	Shoulder & Upper arm	2,346	303	38	0	32	4	0	106	1	7	0	11	2,848
	Forearm & Elbow	1,975	54	21	0	168	4	0	49	4	9	0	0	2,284
	Wrist, Hand & Fingers	901	129	50	0	264	53	0	55	12	7	0	4	1,475
	Other & Unspecified	0	0	0	0	40	2	25	67	5	4	82	6	231
	Lower													
	Hip	829	90	11	0	0	0	0	45	1	0	0	0	976
	Upper leg & Thigh	885	0	0	0	0	6	0	66	0	5	0	0	962
	Knee	291	55	85	0	0	0	0	92	1	3	0	0	527
Unclassified by site	Unclassified by site													
	Other/Multiple	14	0	0	0	0	0	6	0	0	0	34	0	54
	Unspecified	7	0	4	5	24	0	3	1,088	1	10	1	293	1,436
	System-wide & late effects	0	0	0	0	0	0	0	0	0	0	0	0	190
	TOTAL	21,439	844	651	6,265	2,377	90	155	2,689	56	84	139	674	35,653

AIS Severity Examples



The new agreement of the European Union to homogenize the definition of seriously injured person substantially changes the figures of seriously injured people since they identify the group of hospitalized injury patients whose injuries are particularly serious (MAIS 3+). In 2012, the number of seriously injured people according to the new definition, MAIS 3+, was 5,539. By age, people over 85 have suffered from more serious injuries, 58 per cent showed MAIS 3+, followed by people aged 75-84 years with 40 per cent and people aged 65-74 years with 34 per cent. By sex, 27 per cent of females and 29 per cent of males showed MAIS 3+. The use of MAIS 3+ enjoys a broad international consensus in achieving a common definition for seriously injured person ensuring the comparison among countries, being Spain one of the leading countries in obtaining data using this definition.

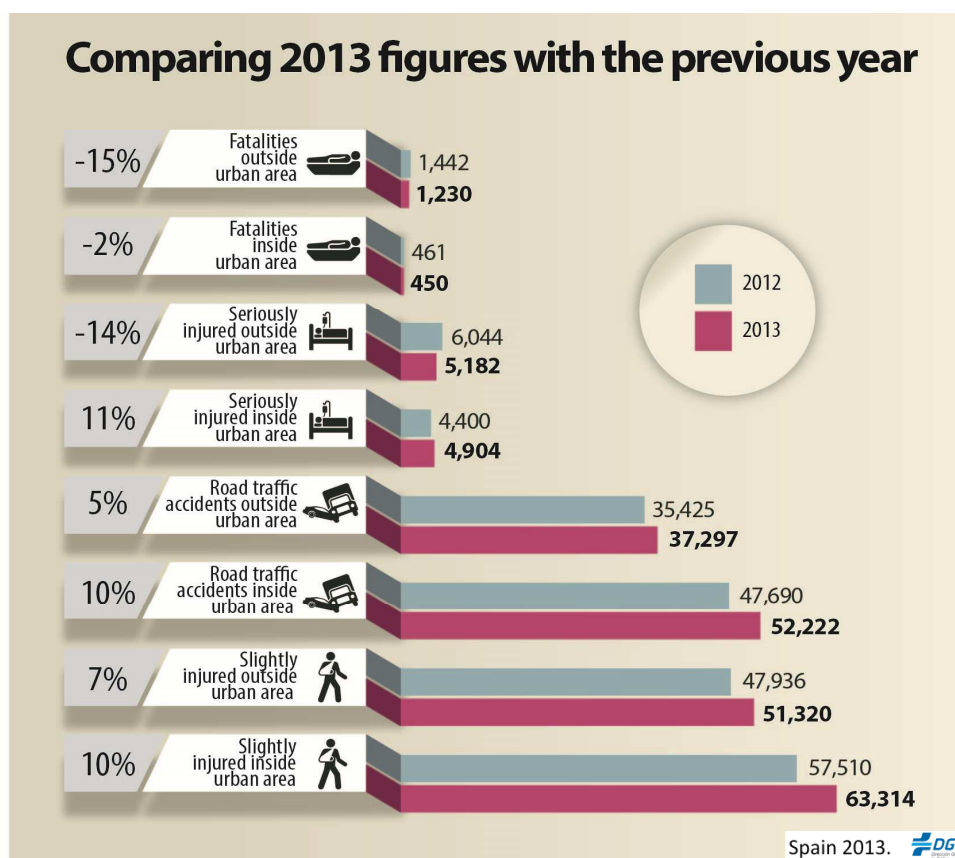
Evolution of the road safety indicators

There was a 12 per cent fall in the total number of fatalities in 2013 in comparison with the previous year. It is important to note that all the analysed categories have decreased homogeneously except in the case of pedestrians that have increased by 1 per cent and bus passengers with 8 people more being killed compared with 2012. By age, there have been decreases in every age group except for the 55-64 age group - with an increase by 1 % - and for the 65-74 age group - with an increase by 2 %.

With regard to seriously injured casualties reported by law enforcement agencies, it should be noted that 70 per cent were males, 55 per cent were aged under 45, 33 per cent were involved in an accident as car occupants, 33 per cent as motorcycle or moped users and 20 per cent as pedestrians. 51 per cent had an accident outside urban areas and in particular, 41 per cent of these accidents occurred on secondary roads. 49 per cent of the seriously injured casualties occurred inside urban areas. 70 per cent of the accidents with seriously injured casualties occurred on working days and 72 per cent of these accidents occurred between 8am and 7:59 pm.

In 2013 the total number of seriously injured casualties fell by 3 per cent in comparison with the previous year. Such decrease is observed in all age groups except for minors under 15 years of age and people aged over 84 with an increase by 10 per cent; there is an increase by 7 per cent in the 75-84 age group and by 4 per cent in the 55-64 age group.

55 per cent of the slightly injured casualties occurred inside urban areas. As already mentioned at the beginning of this section, there has been an increase by 10% that could be related to the improvement in accident reporting at urban level compared with 2012.

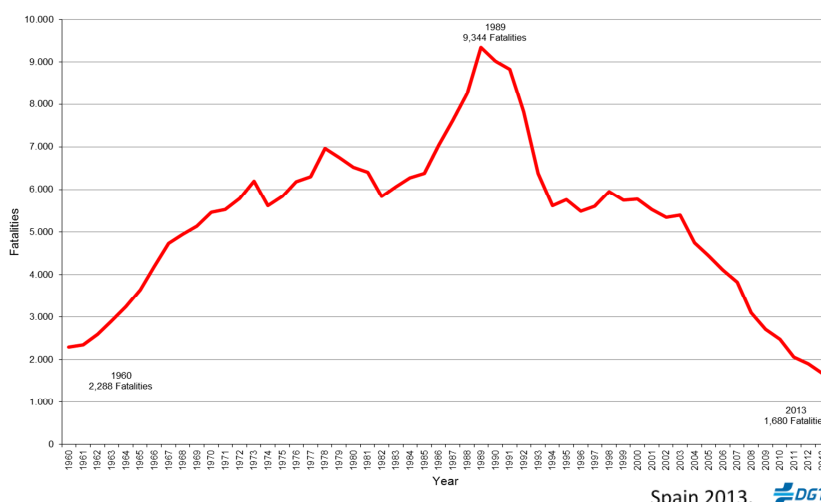


Main figures of road accidents fatalities summarized, percentage differences 2013/2012 and percentage distribution 2013

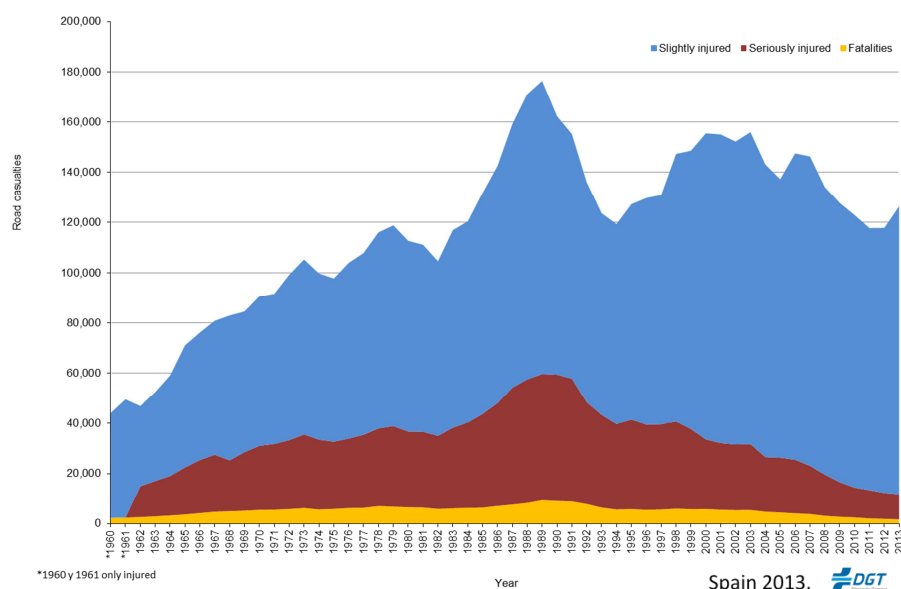
	2013				Percentage differences 2013/2012				Percentage distribution 2013			
	Casualty accidents	Fatalities	Seriously injured	Slightly injured	Casualty accidents	Fatalities	Seriously injured	Slightly injured	Casualty accidents	Fatalities	Seriously injured	Slightly injured
Total	89,519	1,680	10,086	114,634	8%	-12%	-3%	9%	100%	100%	100%	100%
Locations												
Outside urban area	37,297	1,230	5,182	51,320	5%	-15%	-14%	7%	42%	73%	51%	45%
Motorway	2,456	63	268	3,612	11%	-4	3%	8%	3%	4%	3%	3%
Autovia	8,712	227	815	12,842	34%	-2%	-6%	35%	10%	14%	8%	11%
Other roads	26,129	940	4,099	34,866	-2%	-18%	-17%	-1%	29%	56%	41%	30%
Inside urban area	52,222	450	4,904	63,314	10%	-2%	11%	10%	58%	27%	49%	55%
Cross-town link	767	38	153	869	47%	1	35%	50%	1%	2%	2%	1%
Streets	51,455	412	4,751	62,445	9%	-3%	11%	10%	57%	25%	47%	54%
Days of the week												
Weekdays	68,138	1,155	7,048	85,696	9%	-7%	-2%	10%	76%	69%	70%	75%
Weekend	21,381	525	3,038	28,938	4%	-20%	-8%	5%	24%	31%	30%	25%
Type of accident												
Head-on collision	2,661	222	787	4,050	-9%	-11%	-15%	-10%	3%	13%	8%	4%
Front-to-side and side-to-side collision	25,002	246	2,316	32,889	8%	-13%	-3%	9%	28%	15%	23%	29%
Rear-end and multiple collision	21,617	153	1,181	34,562	10%	-7%	6%	11%	24%	9%	12%	30%
Run-off-road	16,388	508	2,170	19,276	0%	-23%	-18%	1%	18%	30%	22%	17%
Rollover	3,334	30	434	3,317	13%	-17	-6%	15%	4%	2%	4%	3%
Pedestrian run over	11,026	349	1,893	10,207	10%	-2%	3%	11%	12%	21%	19%	9%
Other types	9,491	172	1,305	10,333	20%	22%	21%	20%	11%	10%	13%	9%
Vehicle												
Bicycles	5,835	69	646	4,779	13%	-3	13%	10%	7%	4%	6%	4%
Mopeds	7,441	54	818	6,953	-1%	-12	6%	-2%	8%	3%	8%	6%
Motorcycles	19,851	301	2,510	17,967	9%	0%	2%	10%	22%	18%	25%	16%
Passenger cars	71,466	715	3,326	66,742	7%	-18%	-15%	9%	80%	43%	33%	58%
Good vehicles	11,871	111	477	5,549	6%	-24%	-11%	5%	13%	7%	5%	5%
Buses or coaches	1,816	11	74	1,641	5%	8	31	23%	2%	1%	1%	1%
User												
Drivers	70,611	1,014	6,354	71,576	7%	-13%	-3%	9%	79%	60%	63%	62%
Passengers	23,958	288	1,679	33,145	6%	-21%	-14%	8%	27%	17%	17%	29%
Pedestrians ²	11,595	378	2,053	9,913	11%	1%	7%	12%	13%	23%	20%	9%
Age												
0-14	5,072	46	410	5,502	11%	-6	10%	10%	6%	3%	4%	5%
15-24	17,038	163	1,398	19,669	4%	-21%	-11%	4%	19%	10%	14%	17%
25-34	24,958	242	1,832	26,883	5%	-19%	-6%	7%	28%	14%	18%	23%
35-44	23,093	278	1,948	23,293	10%	-21%	-4%	12%	26%	17%	19%	20%
45-54	16,330	250	1,547	15,912	12%	-9%	-7%	15%	18%	15%	15%	14%
55-64	9,673	202	1,088	9,202	12%	1%	4%	14%	11%	12%	11%	8%
65-74	5,493	200	760	5,118	11%	2%	-2%	14%	6%	12%	8%	4%
75-84	3,829	206	671	3,296	9%	-13%	7%	11%	4%	12%	7%	3%
85 and more	1,019	76	185	788	2%	1	10%	-4%	1%	5%	2%	1%
Gender												
Male	62,390	1,281	7,058	67,376	7%	-11%	-4%	7%	70%	76%	70%	59%
Female	39,853	392	2,966	46,143	10%	-14%	-2%	11%	45%	23%	29%	40%

Casualties

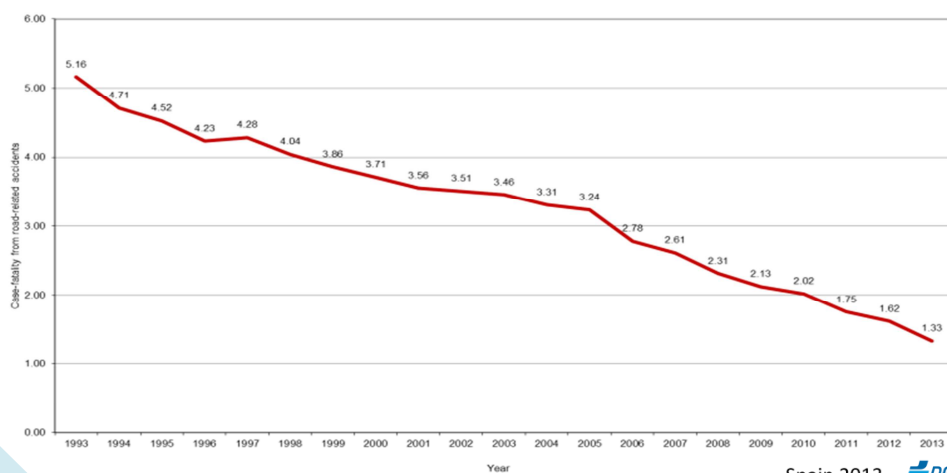
The evolution on road fatalities between 1960 and 2013 shows the existence of two differing periods: an increase on the 60s, 70s and 80s decades, road accidents mortality peaked in 1989 in Spain with 9,344 fatalities. Since then the number of deaths has been declining more or less sharply until reaching the minimum documented in this report, with 1,680 fatalities. 2013 is the eleventh consecutive year of decline.



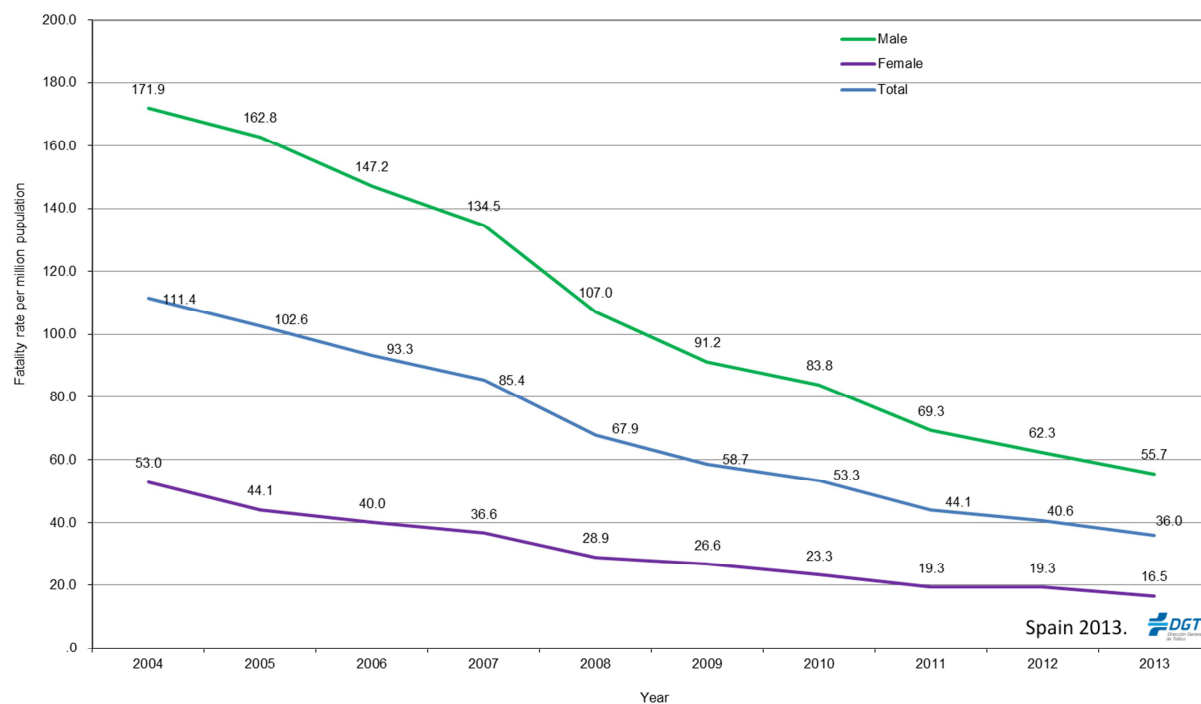
Since 1962 there is information by severity of injury, differentiating seriously injured and slightly injured. The proportional distribution of fatalities, seriously injured and slightly injured, according to preliminary reports, has varied from 1962 to 2013. In 1962 the proportions were 5% fatalities, 27% seriously injured and 68% slightly injured remaining practically until 1998 when the proportion was 4% fatalities, 24% seriously injured and 72% slightly injured. In 2003 the ratio changed to 3% fatalities and 17% seriously injured. From 2004 to 2013 the proportion of fatalities was 1%, seriously injured 8% and slightly injured 91%.



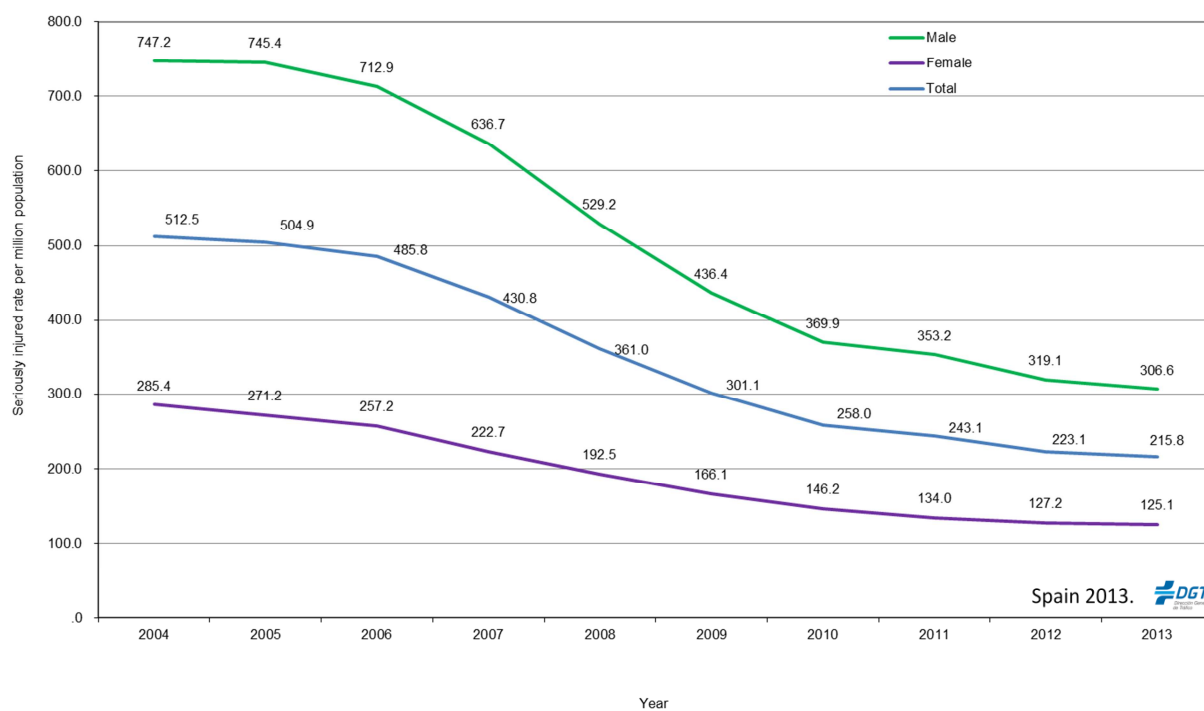
Case fatality rate has decreased from 1993. This is the result of decreasing death toll, as well as the increasing slightly injured registration which in 2013 represented the 91 % of registered casualties, while in 1993 they were 65%.



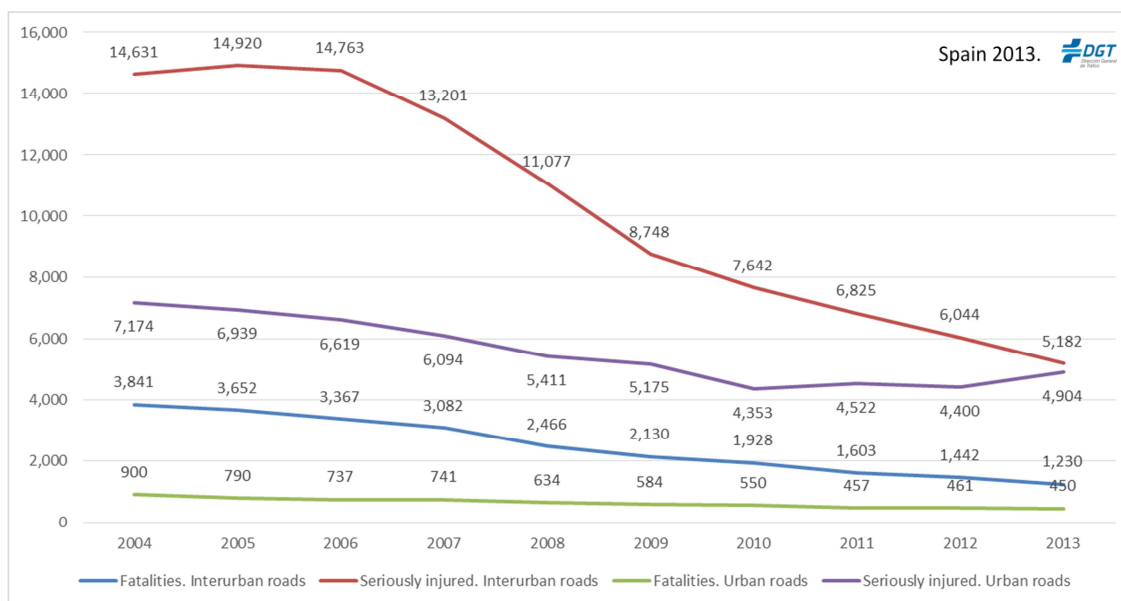
Evolution of fatality rate by gender, rates per million population, 2004-2013



Evolution of seriously injured rate by gender, rates per million population, 2004-2013

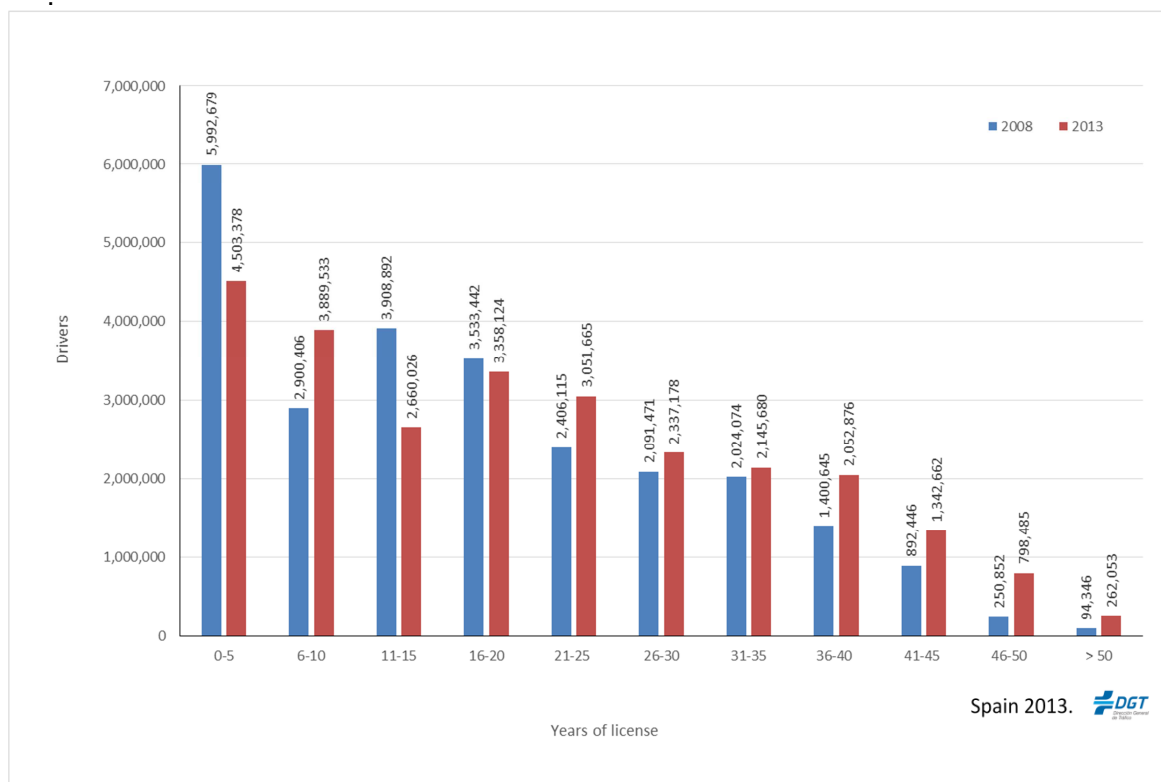


For the last ten years there have been reductions in the number of deaths and seriously injured both outside urban areas and inside urban areas although in different way. The number of deaths has decreased by 68% and the number of seriously injured 65% outside urban areas between 2004 and 2013 and the number of deaths has decreased by 50% and the number of seriously injured 32% inside urban areas between 2004 and 2013.



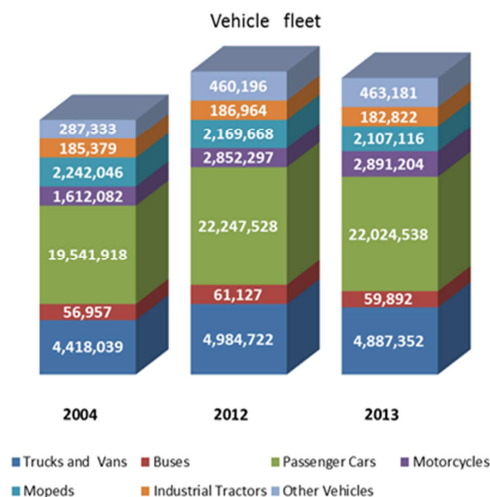
Drivers

The distribution of registered drivers in the last five six years shows how the percentage of drivers with little seniority permit 0-5 years has declined sharply between 2008 and 2013, from 24% in 2008 to 17 % of the total in 2013.



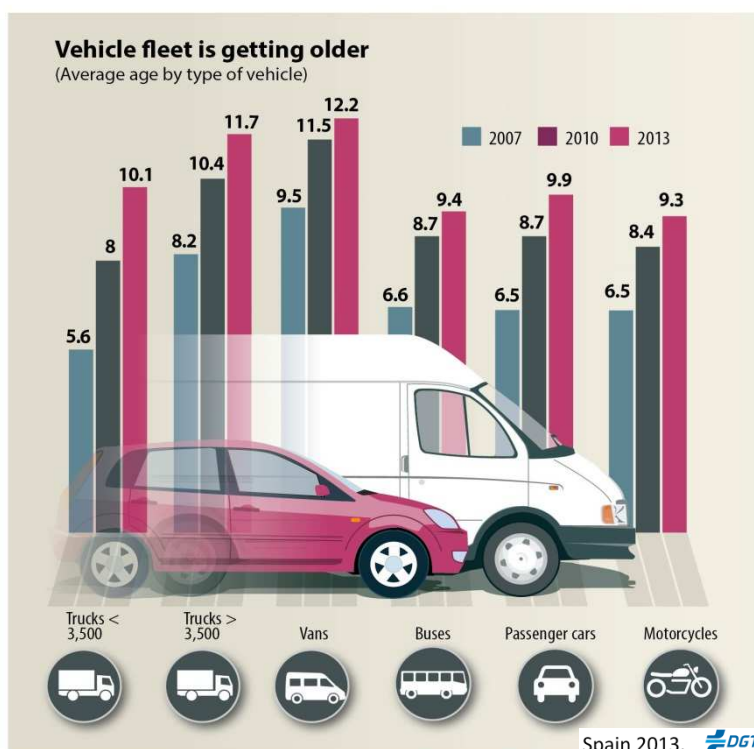
Fleet

The vehicle fleet (including mopeds) consists of 32.6 million vehicles in 2013. Made up predominantly of 22 million of passengers cars which account for 68% of the Spanish vehicle fleet; followed by 4.9 million of goods vehicles (trucks and vans) that represents 15% of the vehicle fleet. Motorcycles fleet came up to 2.9 million accounts a 9% of the total vehicle fleet and 2.1 million of mopeds fleet representing a 6% of it. The vehicle fleet has grown by 4,272,351 the past decade. In 2013, however, we observe a decrease by 1 per cent in the total vehicle fleet as compared with the previous year. But in 2013 the number of registrations increased compared with the previous year.



Spain 2013.

Fleet	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2013/2012	Annual differences 2004-2013
Trucks and Vans	4,418,039	4,655,413	4,910,257	5,140,586	5,192,219	5,136,214	5,103,980	5,060,791	4,984,722	4,887,352	-2%	1%
Buses or coaches	56,957	58,248	60,385	61,039	62,196	62,663	62,445	62,358	61,127	59,892	-2%	1%
Passengers Cars	19,541,918	20,250,377	21,052,559	21,760,174	22,145,364	21,983,485	22,147,455	22,277,244	22,247,528	22,024,538	-1%	1%
Motorcycles	1,612,082	1,805,827	2,058,022	2,311,346	2,500,819	2,606,674	2,707,482	2,798,043	2,852,297	2,891,204	1%	7%
Mopeds	2,242,046	2,311,773	2,343,124	2,430,414	2,410,685	2,352,205	2,290,207	2,229,418	2,169,668	2,107,116	-3%	-1%
Industrial Tractors	185,379	194,206	204,094	212,697	213,366	206,730	199,486	195,960	186,964	182,822	-2%	0%
Other Vehicles	287,333	339,259	388,597	427,756	436,631	447,363	450,514	459,117	460,196	463,181	1%	5%
Total	28,343,754	29,615,103	31,017,038	32,344,012	32,961,280	32,795,334	32,961,569	33,082,931	32,962,502	32,616,105	-1%	2%

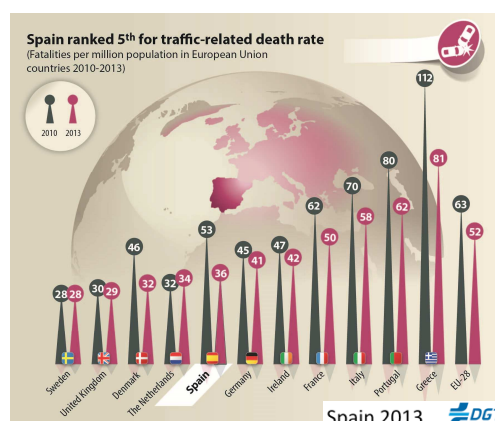


In 2013 continued the progressive aging of the vehicle fleet in recent years in all categories. The average age of the fleet of vehicles less than 25 years old ranges from 8.5 years for industrial tractors to 11.1 for trucks and vans.

World framework

This progress in fatality reduction is in line with the one being achieved in the rest of the European Union countries. In 2013 Spain ranked fifth in terms of road fatality rate with a value of 36 fatalities per million population, below the European rate which was 52 fatalities per million population and also below the target rate for the number of fatalities under the Road Safety Strategy 2011-2020.

In the European Union (28 members) there were more than 26,000 fatalities in road accidents in 2013, 6.5% of these accidents occurred in Spain. In that same year, Spanish population accounted for 9% of European population.



From 2001 to 2013, a decrease is shown in all EU state members except for Malta.

Compared fatalities in different EU countries in 2001, 2010, 2011, 2012 and 2013

Country	2001	2010	2011	2012	2013	2013/2001	2013/2010	2013/2012
Germany*	6,977	3,648	4,009	3,600	3,340	-52%	-8%	-7%
Austria*	958	552	523	531	450	-53%	-18%	-15%
Belgium*	1,486	840	858	767	720	-52%	-14%	-6%
Bulgaria*	1,011	776	657	602	600	-41%	-23%	0%
Czech Republic	1,333	802	772	742	650	-51%	-19%	-12%
Cyprus	98	60	71	51	44	-54	-16	-7
Croatia	647	426	418	390	368	-43%	-14%	-6%
Denmark*	431	255	220	167	192	-55%	-25%	15%
Slovakia	614	371	324	296	223	-64%	-40%	-25%
Slovenia	278	138	141	130	125	-55%	-9%	-4%
Spain	5,517	2,479	2,060	1,903	1,680	-70%	-32%	-12%
Estonia	199	79	101	87	81	-1	2	-6
Finland*	433	272	292	255	260	-40%	-4%	2%
France*	8,162	3,992	3,963	3,653	3,250	-60%	-19%	-11%
Greece*	1,880	1,258	1,141	1,027	900	-52%	-28%	-12%
Hungary	1,239	740	638	606	591	-52%	-20%	-2%
Ireland	412	212	186	162	190	-54%	-10%	17%
Italy*	7,096	4,114	3,860	3,653	3,400	-52%	-17%	-7%
Latvia	558	218	179	177	179	-68%	-18%	1%
Lithuania	706	299	296	302	258	-63%	-14%	-15%
Luxembourg	70	32	33	34	45	-25	13	11
Malta*	16	15	21	11	18	2	3	7
The Netherlands*	993	537	546	562	570	-43%	6%	1%
Poland	5,534	3,908	4,189	3,571	3,357	-39%	-14%	-6%
Portugal*	1,670	937	891	718	650	-61%	-31%	-9%
United Kingdom*	3,598	1,905	1,960	1,802	1,790	-50%	-6%	-1%
Romania	2,450	2,377	2,018	2,042	1,861	-24%	-22%	-9%
Sweden	583	266	319	285	223	-62%	-16%	-22%
EU-28	54,949	31,508	30,686	28,126	26,015	-53%	-17%	-8%

Sources : European Commission CARE database and Eurostat
*2013 provisional and estimated

Road Safety Strategy 2011- 2020

Indicators	Basal figures in 2009	Figures in 2012	Figures in 2013	Target figures 2020
1. Lower rate of 37 deaths per million inhabitants	59	41	36	< 37
2. Reduce the number of serious injuries by 35%	13,923	10,444	10,086	9,050
3. Zero children killed without a child retention system ¹	12	9	4	0
4. 25% less drivers between the ages of 18 and 24 killed or seriously injured at the weekend	730	406	345	548
5. 10% less drivers killed above the age of 64	203	202	182	183
6. 30% less deaths due to being run over	459	355	349	321
7. 1,000,000 more cyclists without their death rate going up	1,2	1,6	1,5	1,2
8. Zero deaths in cars in urban areas	101	71	72	0
9. 20% less deaths and serious injuries amongst motorcyclists	3,473	2,760	2,811	2,778
10. 30% less deaths due to having come off a single carriageway	520	369	285	364
11. 30% less deaths in accidents driving for work	170	100	100	119
12. 1% reduction in those testing positive for alcohol in the blood in random preventive tests	6.7%	N. a.	4.1%	< 1%
13. 50% reduction in the percentage of light vehicles which exceed the speed limit by more than 20km/h	12.3% (motorways) 6.9% (dual carriageways) 15.8% (single carriageway limit 90km /h) 16.4% (single carriageway limit 100 km / h)	8.0% (motorways) 4.3% (dual carriageways) 14.0% (single carriageway limit 90km /h) 10.8% (single carriageway limit 100 km / h)	N. a.	6.2% (motorways) 3.5% (dual carriageways) 7.9% (single carriageway limit 90km /h) 8.2% (single carriageway limit 100 km / h)

¹ Children <12



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