Main figures on

# Road Safety Data

## Spain 2014

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# Preface



I'm pleased to present you the report "Main figures on Road Safety Data. Spain 2014". This report is an essential decision-making instrument in order to achieve the goal of "vision zero".

In 2014 the number of fatalities positions Spain as the sixth country in the European Union with the lowest number of fatalities per population. Also, Spain has 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 in the same way it 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. 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*

# 1 Road Safety Data 2014



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 2014 the different law enforcement agencies reported 91,570 casualty accidents. According to police sources, these accidents resulted in 1,688 fatalities at the time of the accident or within 30 days of its occurrence; 9,578 casualties were admitted to hospital and 117,058 people were slightly injured. Although these figures are high, they have meant the stabilization as regards fatalities in the previous year (0%) and a reduction in the number of hospitalizations (-5%). There has been an increase in the number of casualty accidents (2 per cent) and slightly injured (2 per cent).

**Main figures of road accidents fatalities summarized and percentage distribution 2014**

| | 2014 | | | | Percentage distribution 2014 | | | |
|---|---|---|---|---|---|---|---|---|
| | Casualty accidents | Fatalities | Seriously injured | Slightly injured | Casualty accidents | Fatalities | Seriously injured | Slightly injured |
| **Total** | **91,570** | **1,688** | **9,574** | **117,058** | **100%** | **100%** | **100%** | **100%** |
| **Locations** | | | | | | | | |
| Outside urban area | 35,147 | 1,247 | 4,834 | 48,693 | 38% | 74% | 50% | 42% |
| Motorway | 2,369 | 64 | 263 | 3,391 | 3% | 4% | 3% | 3% |
| Dual carriageway | 8,411 | 226 | 758 | 12,755 | 9% | 13% | 8% | 11% |
| Other roads | 24,367 | 957 | 3,813 | 32,547 | 27% | 57% | 40% | 28% |
| Inside urban area | 56,423 | 441 | 4,740 | 68,365 | 62% | 26% | 50% | 58% |
| Cross-town link | 1,443 | 43 | 205 | 1,807 | 2% | 3% | 2% | 2% |
| Streets | 54,935 | 392 | 4,529 | 66,506 | 60% | 23% | 47% | 57% |
| Urban motorway or autovia | 45 | 6 | 6 | 52 | | | | |
| **Days of the week** | | | | | | | | |
| Weekdays | 69,566 | 1,114 | 6,628 | 87,394 | 76% | 66% | 69% | 75% |
| Weekend | 22,004 | 574 | 2,946 | 29,664 | 24% | 34% | 31% | 25% |

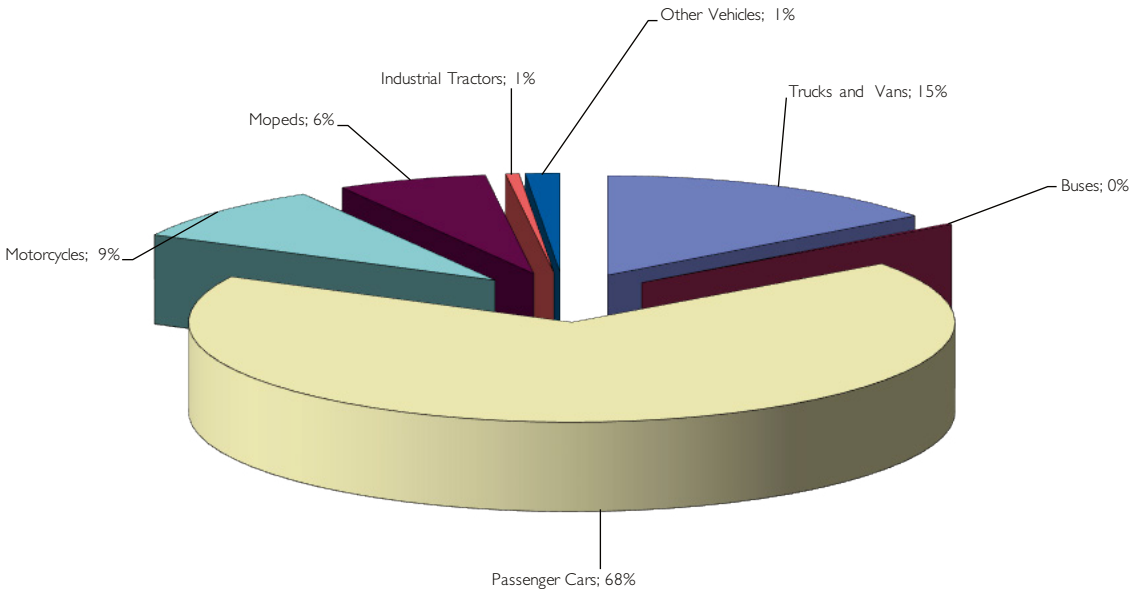
| | 2014 | | | | Percentage distribution 2014 | | | |
|---|---|---|---|---|---|---|---|---|
| | Casualty accidents | Fatalities | Seriously injured | Slightly injured | Casualty accidents | Fatalities | Seriously injured | Slightly injured |
| **Type of accident** | | | | | | | | |
| Head-on collision | 2,907 | 225 | 705 | 4,480 | 3% | 13% | 7% | 4% |
| Front-to-side and side-to-side collision | 24,797 | 204 | 1,957 | 32,713 | 27% | 12% | 20% | 28% |
| Rear-end and multiple collision | 22,371 | 145 | 1,017 | 35,615 | 24% | 9% | 11% | 30% |
| Run-off-road | 16,081 | 548 | 2,122 | 19,102 | 18% | 32% | 22% | 16% |
| Rollover | 2,375 | 17 | 197 | 2,420 | 3% | 1% | 2% | 2% |
| Pedestrian run over | 11,724 | 310 | 1,786 | 11,121 | 13% | 18% | 19% | 10% |
| Other types | 11,315 | 239 | 1,790 | 11,607 | 12% | 14% | 19% | 10% |
| **Vehicle** | | | | | | | | |
| Bicycles | 6,890 | 75 | 670 | 5,887 | 8% | 4% | 7% | 5% |
| Mopeds | 7,548 | 53 | 638 | 7,311 | 8% | 3% | 7% | 6% |
| Motorcycles | 21,654 | 287 | 2,583 | 19,919 | 24% | 17% | 27% | 17% |
| Passenger cars | 70,306 | 722 | 2,993 | 63,821 | 77% | 43% | 31% | 55% |
| Good vehicles | 14,857 | 160 | 549 | 7,065 | 16% | 9% | 6% | 6% |
| Buses or coaches | 1,951 | 26 | 124 | 1,685 | 2% | 2% | 1% | 1% |
| **User** | | | | | | | | |
| Drivers | 72,370 | 1,043 | 6,014 | 73,758 | 79% | 62% | 63% | 63% |
| Passengers | 23,579 | 309 | 1,658 | 32,675 | 26% | 18% | 17% | 28% |
| Pedestrians | 12,033 | 336 | 1,902 | 10,625 | 13% | 20% | 20% | 9% |
| **Age** | | | | | | | | |
| 0-14 | 5,080 | 37 | 351 | 5,610 | 6% | 2% | 4% | 5% |
| 15-24 | 17,441 | 154 | 1,356 | 20,169 | 19% | 9% | 14% | 17% |
| 25-34 | 24,992 | 211 | 1,607 | 26,974 | 27% | 13% | 17% | 23% |
| 35-44 | 23,680 | 277 | 1,770 | 24,261 | 26% | 16% | 18% | 21% |
| 45-54 | 17,357 | 298 | 1,667 | 16,838 | 19% | 18% | 17% | 14% |
| 55-64 | 10,242 | 216 | 1,070 | 9,853 | 11% | 13% | 11% | 8% |
| 65-74 | 6,036 | 188 | 808 | 5,713 | 7% | 11% | 8% | 5% |
| 75-84 | 3,722 | 204 | 579 | 3,250 | 4% | 12% | 6% | 3% |
| 85 and more | 1,045 | 85 | 184 | 807 | 1% | 5% | 2% | 1% |
| **Gender** | | | | | | | | |
| Male | 63,166 | 1,290 | 6,663 | 68,276 | 69% | 76% | 70% | 58% |
| Female | 41,411 | 398 | 2,897 | 48,389 | 45% | 24% | 30% | 41% |

As regards road accident fatalities, it is worth stressing that 76 per cent were males, 59 per cent were 45 years old or older, 43 per cent were involved in an accident as car occupants, 74 per cent had an accident outside urban areas and in particular, 57 per cent of these accidents occurred on secondary roads. 62 per cent of the fatalities were drivers and 20 per cent were pedestrians. 76 per cent of the accidents in which at least one person was killed occurred on working days and 63 per cent of these accidents occurred between 8am and 8pm. 30 per cent of the fatalities occurred in coming-off-road accidents. In 2014 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 outside urban areas and 1.2 fatalities inside urban areas.

With regard to seriously injured casualties reported by law enforcement agencies, it should be noted that 70 per cent were males, 53 per cent were aged under 45, 31 per cent were involved in an accident as car occupants, 34 per cent as motorcycle or moped users and 20 per cent as pedestrians. 50 per cent had an accident outside urban areas and in particular, 40 per cent of these accidents occurred on secondary roads. 50 per cent of the seriously injured casualties occurred inside urban areas. 69 per cent of the accidents with seriously injured casualties occurred on working days and 69 per cent of these accidents occurred between 08:00 am and 07:59 pm.

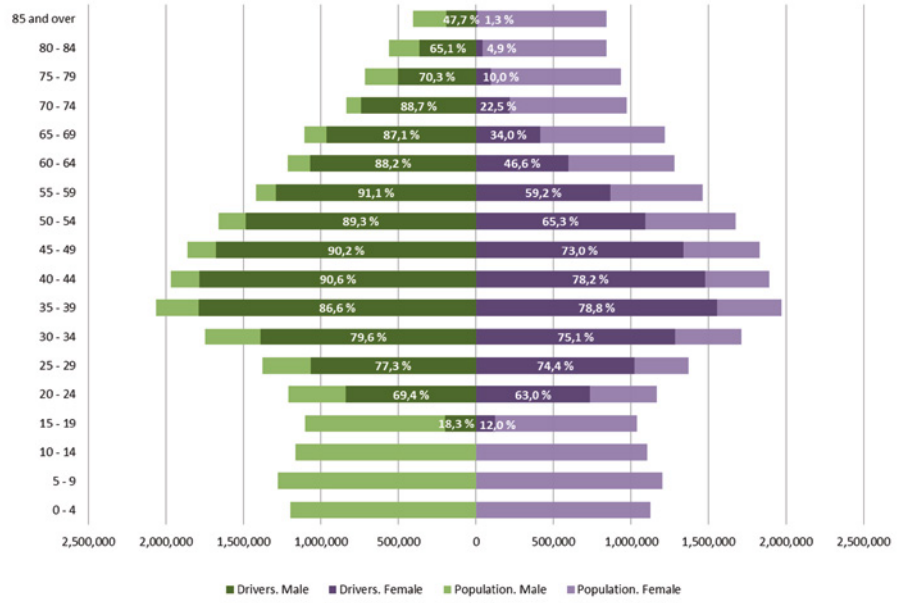
The vehicle fleet (including mopeds) consisted of 32.6 million vehicles in 2014. Made up predominantly of 22 million of passengers cars which account for 68% of the Spanish vehicle fleet; followed by 4.8 million of goods vehicles (trucks and vans) that represents 15% of the vehicle fleet. Motorcycles fleet came up to 3.0 million and accounted for 9% of the total vehicle fleet and 2.1 million of mopeds fleet representing a 6% of it.

**Distribution of the vehicle fleet. Spain, 2014**



In 2014 the driver census has decreased by 1%, being 665 the driver rate per thousand inhabitants with driving age. 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 2014.

**Driver census by age and gender. Spain, 2014**



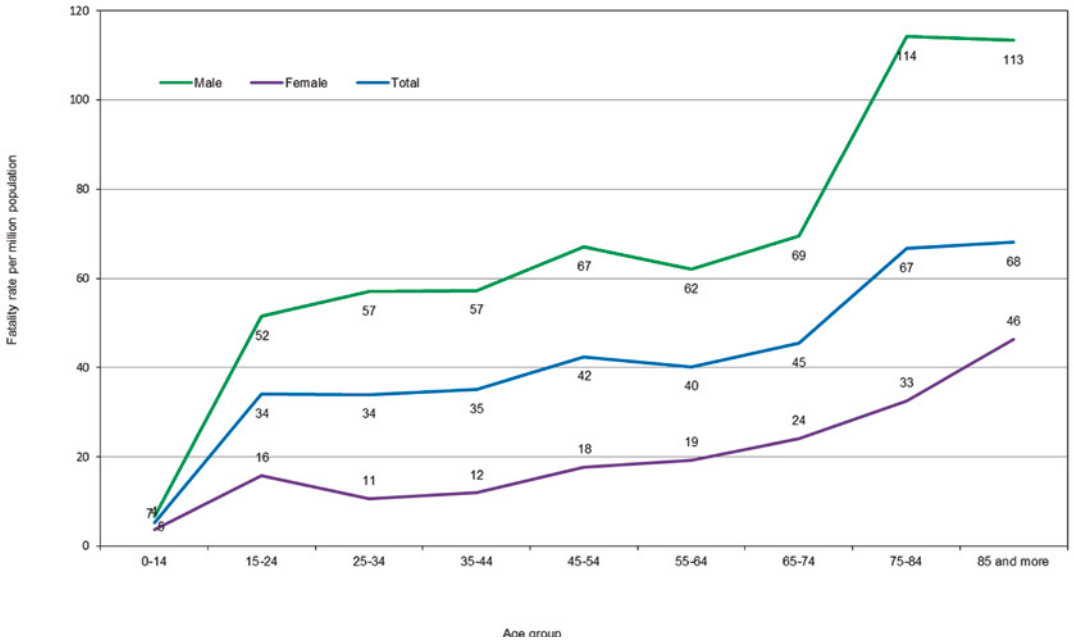



In 2014, 37 children aged between 0 and 14 years were killed in road traffic accidents. Of these, 23 were passengers; 13 were pedestrians and 1 were riders. 22 passengers were killed outside urban areas; and 3 pedestrians were also killed on this type of road. 12 children were killed inside urban areas, of these 10 were pedestrians, 1 were passenger and 1 were rider. 351 children were seriously injured, this figure is lower than the figure for the previous year - there were 410 seriously injured children.

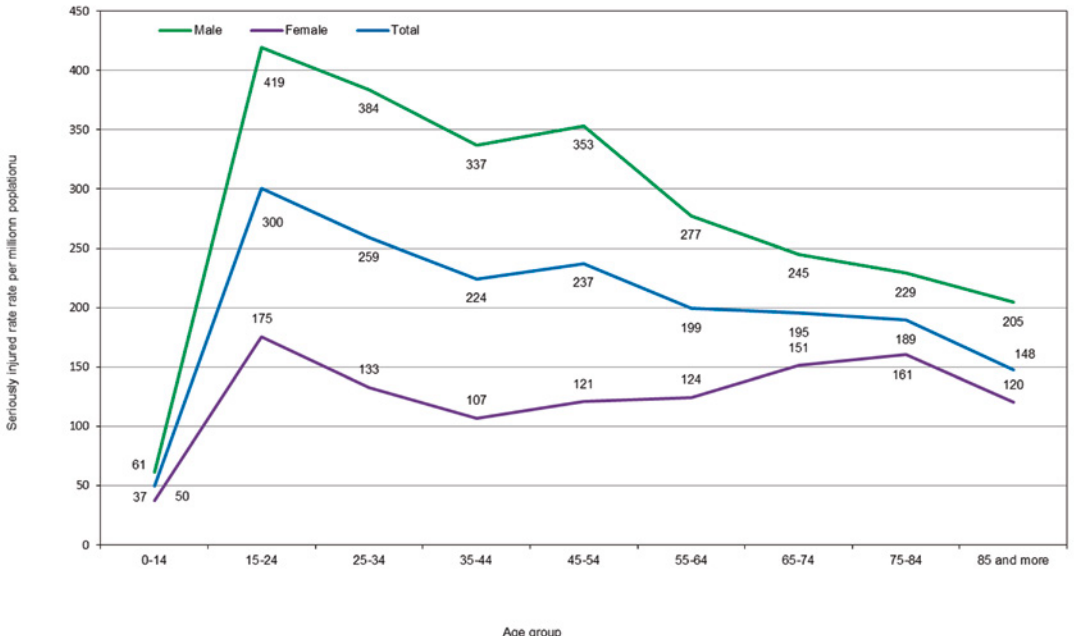
As for the use of child restraint systems, 2 out of the 14 children fatalities under 12 years old travelling in cars and vans failed to wear the CRS, neither did 9 out of the 82 seriously injured children nor 107 out of the 2,724 slightly injured children.

The fatality rate for people aged over 65 is similar to that of the previous year: there have been 5 fatalities fewer in this age group. 477 people have been killed; 1,571 have been seriously injured and 9,770 slightly injured. Elderly people account for 28 per cent of fatalities; 16 per cent of seriously injured and 8 per cent of slightly injured. 45 per cent of the fatalities were drivers; 37 per cent were pedestrians and 18 per cent were passengers.

**Fatality rate by age group and gender per million inhabitants. Spain, 2014**



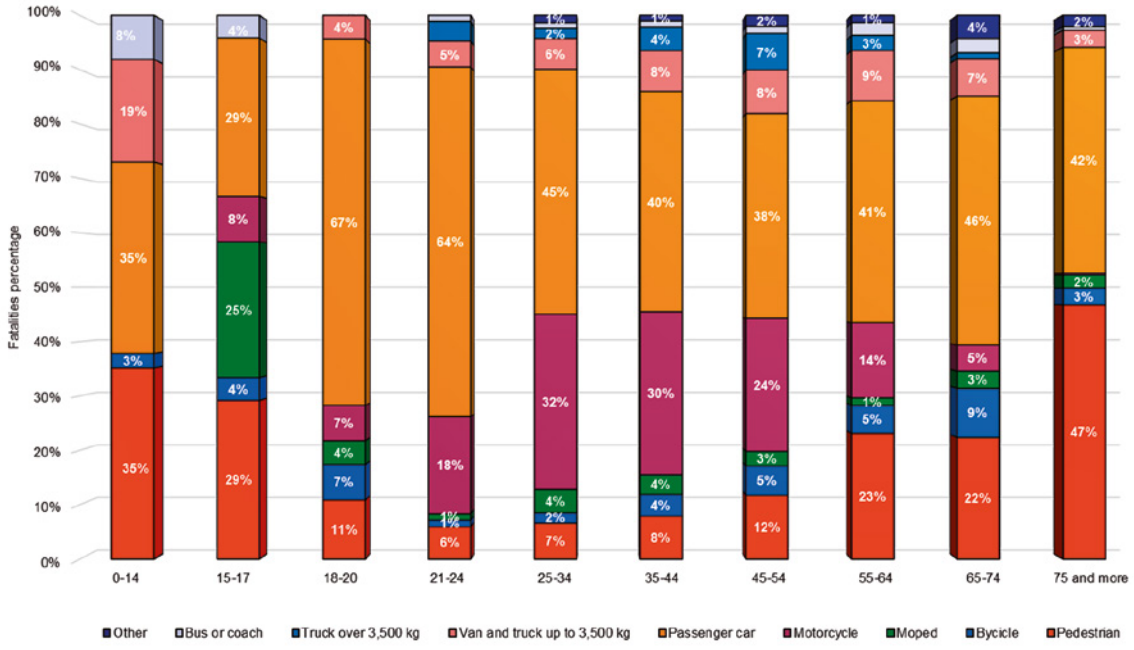

**Seriously injured rate by age group and gender per million inhabitants. Spain, 2014**




Cyclists were involved in 6,890 accidents which resulted in 75 cyclists being killed 670 seriously injured cyclists and 5,887 slightly injured cyclists. 72 per cent of the accidents occurred inside urban areas resulting in 53 per cent of seriously injured (358 people) and 71 per cent of all slightly injured (4,165 people). However, the greatest number of fatalities was recorded outside urban areas: 54 people. In 2014, the population aged 65-74 was the age group with the highest number of cyclist

deaths, followed by the age group 45-54; the age group 35-44 shows the highest numbers of seriously injured (20%) and of slightly injured (20%).

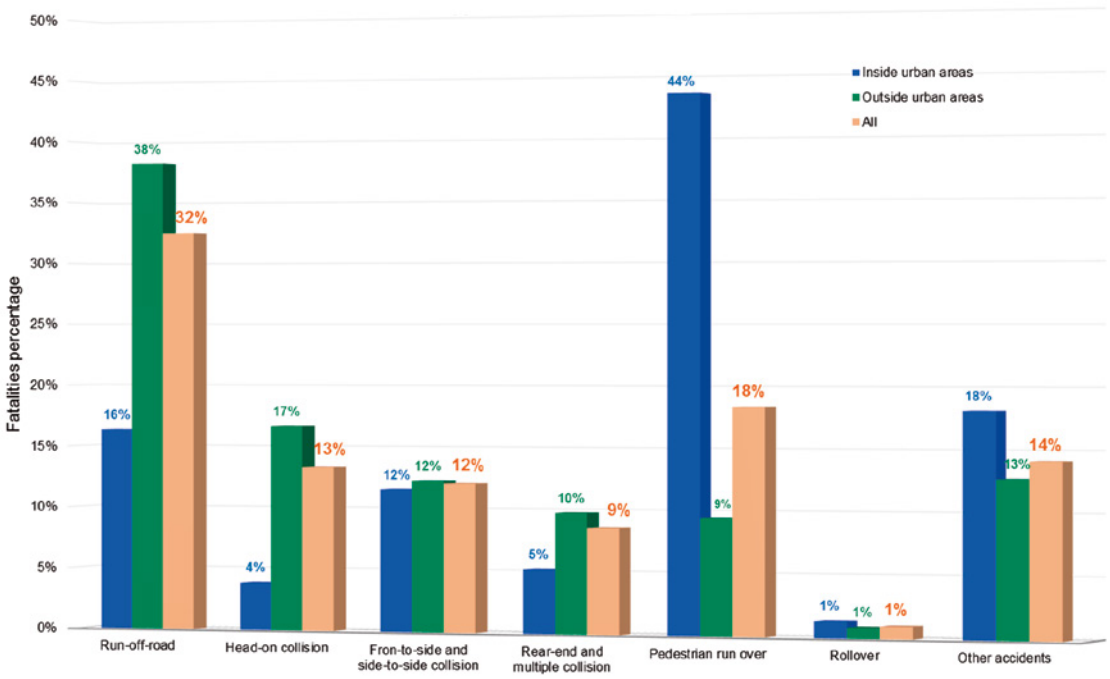
**Distribution of fatalities by mean of transport and age. Spain, 2014**




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



**Distribution of fatalities by type of accident. Spain, 2014**



Accidents happening at black spots amounts to 8.5% 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 32 in 2013 to 24 in 2014.

In 2014, 11 per cent of the drivers involved in road accidents except Catalonia and the Basque Country had committed offences leading to a deduction in the number of points on their driving licence and 6 per cent were repeat offenders. These figures are higher than those observed in the general driver population, where the proportion was 5 per cent for offenders and 2 per cent for repeat offenders.

**Drivers, offenders and repeat offenders. Spain, 2014**

| | Drivers | Offenders in 2014 | Repeat offenders |
|---|---|---|---|
| Involved in road casualty accidents | 94,988 | 10,239 (11%) | 6,118 (6%) |
| Not involved in road casualty accidents | 26,122,214 | 1,188,953 (5%) | 597,811 (2%) |
| **Total** | **26,217,202** | **1,199,192** | **603,929** |



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 21 per cent of the accidents.

In 2014, the total amount of DGT reported complaints – excluding public roads in the Autonomous Regions of Catalonia and Basque Country as well as municipalities with their own police force – were 4,259,659. Of these, 2,456,240, 58% are related to speeding. These offences were reported by the Traffic Division of the Guardia Civil and by fixed and point-to-point speed cameras and helicopters.

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. 2005-2014.**


*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 39 per cent of the tested killed drivers; alcohol accounted for 67 per cent, illegal drugs accounted for 34 per cent and psychotropic drugs accounted for 27 per cent. This report also includes that 40 per cent of pedestrians tested positive in drugs and/or psychotropic drugs and/or alcohol.



Distraction appears as a concurrent factor in 30 per cent of casualty accidents, being this ratio 36 per cent outside urban areas and 26 per cent inside urban areas. One of the reasons for distraction is the use of the mobile telephone when driving. In 2014, the Traffic Division of the Guardia Civil made 135,852 complaints for the use of the mobile telephone which represented 7 per cent more than the previous year.

In 2014, at least 44 per cent of the drivers involved in accidents outside urban areas had committed an offence, 3 per cent lower than the figure registered the previous year. On urban roads, this percentage was 56 per cent which means 6 per cent less than the previous year.

Neither 23 per cent of the fatalities and 9 per cent of seriously injured casualties in cars and vans were wearing a seat belt outside urban areas, nor did 23 out of 76 fatalities who died inside urban areas and 17 per cent of seriously injured on these roads.

3 per cent of motorcycle user deaths outside urban areas did not wear the crash helmet and this percentage triples inside urban areas, resulting in 10 out of 99 fatalities. As for the crash helmet and mopeds, all the fatalities were wearing the helmet on interurban roads but 1 fatality was not wearing it on urban roads.

In 2014, 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 was noticed in 2013, 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.

The proper maintenance of the vehicle is key to ensure appropriate safety conditions throughout the life of the vehicle. These safety conditions are regularly checked at the technical inspections. The period of time between one inspection and the next depends on the type of vehicle and its intended use.

In 2014, the percentage of vehicles involved in casualty accidents on interurban roads whose roadworthiness certificate had expired at the time of the accident fluctuates between 1% in buses and 11% in trucks up to 3,500kg.



**Status of the roadworthiness certificate at the time of the accident. Vehicles involved in casualty accidents on interurban roads*. Spain, 2014**

| Vehicle type | Valid | Expired | Not specified | TOTAL | % expired |
|---|---|---|---|---|---|
| **Motorcycles** | 3,287 | 270 | 117 | 3,674 | 7% |
| **Cars** | 27,371 | 1,590 | 365 | 29,326 | 5% |
| **Vans** | 3,107 | 265 | 49 | 3,421 | 8% |
| **Trucks up to 3,500kg** | 463 | 57 | 6 | 526 | 11% |
| **Trucks exceeding 3,500kg** | 2,421 | 95 | 31 | 2,547 | 4% |
| **Bus** | 217 | 2 | 2 | 221 | 1% |

** Those accidents occurring in the Autonomous Regions of Catalonia and the Basque Country are not included.*

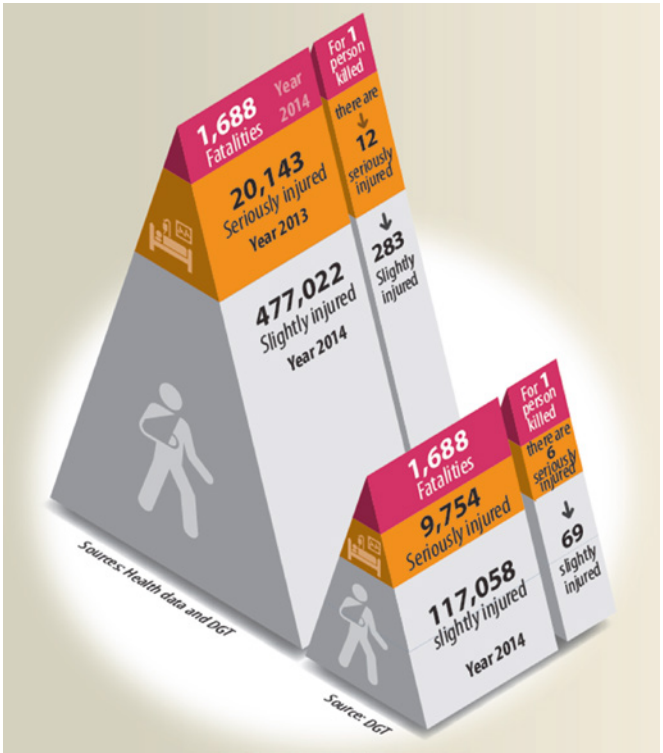
# 2 Injuries related to traffic



In 2013, the last year for which hospital discharge data are available, the number of years of life lost due to road traffic accidents was 41,343 for males and 11,015 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 34 years and the fourth cause of death for females with an average of 32 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.

**Pyramids of injuries related to traffic**



The different sources of information reflect differences in the relationship between fatalities and injured people. In 2014, according to police sources, for every fatality there were 6 seriously injured people and 69 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 –2013– shows that for every traffic fatality there were at least 12 people who required hospitalization and 283 who required out-patient 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 2014.

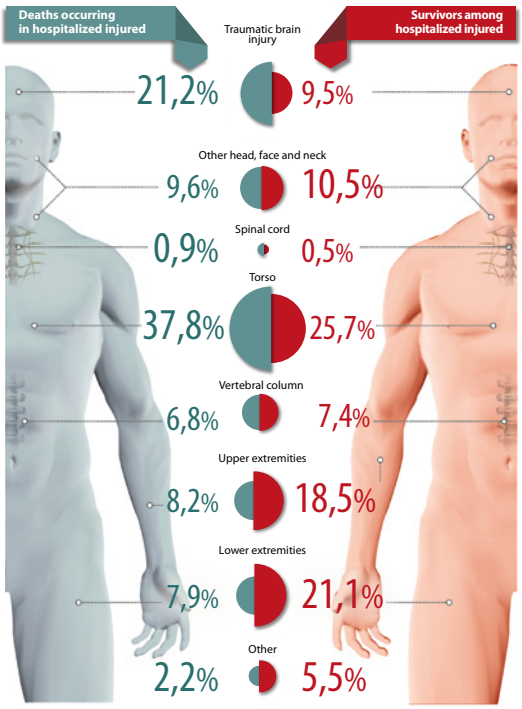
In 2013, 20,525 people with road traffic injuries were discharged from Spanish private and public hospitals - including those people who died in hospital. These people showed 52,045 injuries and this meant an average of 2.5 injuries per person. 77 per cent of road traffic fatalities occurred at the accident scene or at emergency services prior to being admitted to hospital; therefore, hospital data contains only a specific part of road traffic fatalities. If we exclude from the analysis those people who die after having been admitted to hospital the number of those discharged was 20,103, sustaining 49,956 injuries and an average of 2.5 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 - 54 per cent - followed by internal damage - 17 per cent. As regards hospital discharges because the patient died, fractures were the most common cause of injury - 52 per cent - but within this group internal damage was very high - 31 per cent.

In relation to the injury location, we can observe that in fatalities 21 per cent showed brain injuries (either fractures or internal damage) whereas in non fatalities this proportion was 10 per cent.

**Body region of road traffic injuries. Spain, 2013**

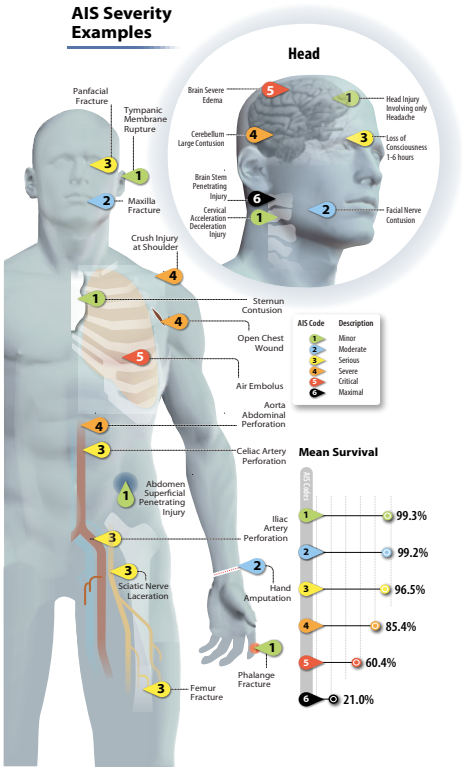


The Barell injury diagnosis matrix for hospital discharges data excluding those who died in Spain in 2013 is

## Barell injury matrix. Spain, 2013

| | | | Fracture | Dislocation | Sprains & Strains | Internal | Open Wound | Amputations | Blood Vessels | Contusion/ Superficial | Crush | Burns | Nerves | Unspecified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Head an Neck | Traumatic Brain Injury | Type 1 TBI | 870 | 0 | 0 | 1,805 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2,676 |
| | | Type 2 TBI | 286 | 0 | 0 | 1,684 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,970 |
| | | Type 3 TBI | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| | Other head, face and neck | Other Head | 0 | 0 | 0 | 0 | 536 | 0 | 0 | 0 | 0 | 0 | 30 | 158 | 724 |
| | | Face | 2,051 | 5 | 1 | 0 | 1,281 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3,340 |
| | | Eye | 0 | 0 | 0 | 0 | 160 | 0 | 0 | 198 | 0 | 0 | 7 | 0 | 365 |
| | | Neck | 13 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 43 |
| | | Head, Face and Neck Unspecified | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 606 | 2 | 7 | 3 | 139 | 784 |
| Spine and Back | Spinal Cord (SCI) | Cervical SCI | 84 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| | | Thoracic/Dorsal SCI | 70 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| | | Lumbar SCI | 45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| | | Sacrum Coccyx SCI | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | Spine + Back unspecified SCI | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Vertebral Column (VCI) | Cervical VCI | 741 | 82 | 445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,268 |
| | | Thoracic/Dorsal VCI | 818 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 829 |
| | | Lumbar VCI | 1,151 | 4 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,179 |
| | | Sacrum Coccyx VCI | 326 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 343 |
| | | Spine + Back unspecified VCI | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Torso | Torso | Chest (Thorax) | 3,957 | 11 | 2 | 3,027 | 14 | 0 | 38 | 374 | 2 | 6 | 0 | 0 | 7,431 |
| | | Abdomen | 0 | 0 | 0 | 1,929 | 59 | 0 | 40 | 242 | 0 | 6 | 3 | 0 | 2,279 |
| | | Pelvis & urogenital | 1,954 | 33 | 5 | 67 | 60 | 0 | 17 | 47 | 1 | 0 | 1 | 0 | 2,185 |
| | | Trunk | 2 | 0 | 0 | 0 | 21 | 0 | 0 | 113 | 3 | 4 | 0 | 673 | 816 |
| | | Back and Buttock | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 158 | 2 | 4 | 0 | 0 | 178 |
| Extremities | Upper | Shoulder & Upper arm | 3,199 | 394 | 57 | 0 | 72 | 2 | 0 | 229 | 3 | 1 | 0 | 49 | 4,006 |
| | | Forearm & Elvow | 2,238 | 85 | 27 | 0 | 255 | 2 | 0 | 75 | 6 | 11 | 0 | 0 | 2,699 |
| | | Wrist, Hand & Fingers | 1,231 | 137 | 95 | 0 | 379 | 43 | 0 | 145 | 15 | 12 | 0 | 35 | 2,092 |
| | | Other & Unspecified | 2 | 0 | 0 | 0 | 54 | 0 | 35 | 156 | 1 | 6 | 123 | 35 | 412 |
| | Lower | Hip | 896 | 93 | 16 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 1,093 |
| | | Upper leg & Thigh | 910 | 0 | 0 | 0 | 0 | 5 | 0 | 102 | 3 | 5 | 0 | 0 | 1,025 |
| | | Knee | 299 | 124 | 149 | 0 | 0 | 0 | 0 | 178 | 1 | 2 | 0 | 0 | 753 |
| | | Lower leg & Ankle | 4,281 | 40 | 169 | 0 | 0 | 6 | 0 | 110 | 9 | 9 | 0 | 0 | 4,624 |
| | | Foot & Toes | 1,134 | 87 | 12 | 0 | 156 | 20 | 0 | 59 | 23 | 6 | 0 | 0 | 1,497 |
| | | Other & Unspecified | 18 | 0 | 104 | 0 | 774 | 0 | 77 | 362 | 4 | 6 | 0 | 144 | 1,489 |
| Unclasificable by site | Other & Unspec site | Other/Multiple | 23 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 52 | 0 | 88 |
| | | Unspecified | 36 | 1 | 8 | 10 | 61 | 0 | 7 | 2,004 | 4 | 22 | 6 | 534 | 2,693 |
| | | System-wide & late effects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 654 |
| | | TOTAL | 26,800 | 1,117 | 1,123 | 8,577 | 3,917 | 78 | 254 | 5,246 | 79 | 111 | 233 | 1,767 | 49,956 |

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 2013, the number of seriously injured people according to the new definition, MAIS 3+, was 6,613. By age, people over 85 have suffered from more serious injuries, 54 per cent showed MAIS 3+, followed by people aged 75-84 years with 44 per cent and people aged 65-74 years with 41 per cent. By sex, 30 per cent of females and 34 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.



# 3 Evolution of the road safety indicators



Eight more people were killed in 2014 than in the previous year, this means 0 per cent as against 2013. It is worth noting that variations were not homogeneous: there has been a decline in the number of pedestrian fatalities by 17%, motorcycle users by 5% and moped users by 2%. The number of freight vehicle fatalities has increased by 44%; car, bicycle and bus fatalities by 1%. This year, there have been 6 more cyclist fatalities and 15 bus users as compared to the previous year. All age groups have seen a reduction in fatality rates except in the age group 45-54 with an increase by 19%; in the age group 55-64 with an increase by 7% and in the age group 85+ with 9 more fatalities than in the previous year.

With regard to seriously injured casualties reported by law enforcement agencies, it should be noted that 70 per cent were males, 53 per cent were aged under 45, 31 per cent were involved in an accident as car occupants, 34 per cent as motorcycle or moped users and 20 per cent as pedestrians. 50 per cent had an accident outside urban areas and in particular, 40 per cent of these accidents occurred on secondary roads. 50 per cent of the seriously injured casualties occurred inside urban areas. 69 per cent of the accidents with seriously injured casualties occurred on working days.

In 2014 the total number of seriously injured casualties fell by 5 per cent in comparison with the previous year. Such decrease is observed in all age groups except in the 45-54 and 65-74 age groups, with an increase by 8 per cent and 6 per cent respectively.

Slightly injured casualties have increased by 2 per cent as against the previous year, 58 per cent of them occurred on built-up area. Non-hospitalized injured increased by 8 per cent in built-up area and decreased by 5 per cent in interurban area.

**Main figures of road accidents fatalities summarized and percentage differences 2014**

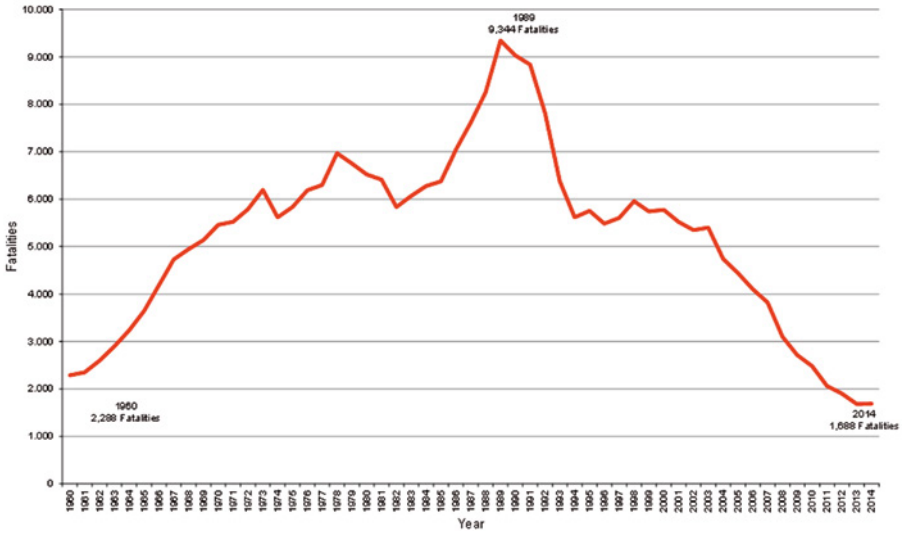
| | 2014 | | | | Percentage differences 2014/2013 | | | |
|---|---|---|---|---|---|---|---|---|
| | Casualty accidents | Fatalities | Seriously injured | Slightly injured | Casualty accidents | Fatalities | Seriously injured | Slightly injured |
| **Total** | **91.570** | **1.688** | **9.574** | **117.058** | **2%** | **0%** | **-5%** | **2%** |
| **Locations** | | | | | | | | |
| Outside urban area | 35.147 | 1.247 | 4.834 | 48.693 | -6% | 1% | -7% | -5% |
| Motorway | 2.369 | 64 | 263 | 3.391 | -4% | 1 | -2% | -6% |

| | 2014 | | | | Percentage differences 2014/2013 | | | |
|---|---|---|---|---|---|---|---|---|
| | Casualty accidents | Fatalities | Seriously injured | Slightly injured | Casualty accidents | Fatalities | Seriously injured | Slightly injured |
| Dual carriageway | 8.411 | 226 | 758 | 12.755 | -3% | 0% | -7% | -1% |
| Other roads | 24.367 | 957 | 3.813 | 32.547 | -7% | 2% | -7% | -7% |
| Inside urban area | 56.423 | 441 | 4.740 | 68.365 | 8% | -2% | -3% | 8% |
| Cross-town link | 1.443 | 43 | 205 | 1.807 | 88% | 5 | 34% | 108% |
| Streets | 54.935 | 392 | 4.529 | 66.506 | 7% | -5% | -5% | 7% |
| Urban motorway or autovia | 45 | 6 | 6 | 52 | | | | |
| **Days of the week** | | | | | | | | |
| Weekdays | 69.566 | 1.114 | 6.628 | 87.394 | 2% | -4% | -6% | 2% |
| Weekend | 22.004 | 574 | 2.946 | 29.664 | 3% | 9% | -3% | 3% |
| **Type of accident** | | | | | | | | |
| Head-on collision | 2.907 | 225 | 705 | 4.480 | 9% | 1% | -10% | 11% |
| Front-to-side and side-to-side collision | 24.797 | 204 | 1.957 | 32.713 | -1% | -17% | -16% | -1% |
| Rear-end and multiple collision | 22.371 | 145 | 1.017 | 35.615 | 3% | -5% | -14% | 3% |
| Run-off-road | 16.081 | 548 | 2.122 | 19.102 | -2% | 8% | -2% | -1% |
| Rollover | 2.375 | 17 | 197 | 2.420 | -29% | -13 | -55% | -27% |
| Pedestrian run over | 11.724 | 310 | 1.786 | 11.121 | 6% | -11% | -6% | 9% |
| Other types | 11.315 | 239 | 1.790 | 11.607 | 19% | 39% | 37% | 12% |
| **Vehicle** | | | | | | | | |
| Bicycles | 6.890 | 75 | 670 | 5.887 | 18% | 6 | 4% | 23% |
| Mopeds | 7.548 | 53 | 638 | 7.311 | 1% | -1 | -22% | 5% |
| Motorcycles | 21.654 | 287 | 2.583 | 19.919 | 9% | -5% | 3% | 11% |
| Passenger cars | 70.306 | 722 | 2.993 | 63.821 | -2% | 1% | -10% | -4% |
| Good vehicles | 14.857 | 160 | 549 | 7.065 | 25% | 44% | 15% | 27% |
| Buses or coaches | 1.951 | 26 | 124 | 1.685 | 7% | 15 | 50 | 3% |
| **User** | | | | | | | | |
| Drivers | 72.370 | 1.043 | 6.014 | 73.758 | 2% | 3% | -5% | 3% |
| Passengers | 23.579 | 309 | 1.658 | 32.675 | -2% | 7% | -1% | -1% |
| Pedestrians | 12.033 | 336 | 1.902 | 10.625 | 4% | -11% | -7% | 7% |
| **Age** | | | | | | | | |
| 0-14 | 5.080 | 37 | 351 | 5.610 | 0% | -9 | -14% | 2% |
| 15-24 | 17.441 | 154 | 1.356 | 20.169 | 2% | -6% | -3% | 3% |
| 25-34 | 24.992 | 211 | 1.607 | 26.974 | 0% | -13% | -12% | 0% |
| 35-44 | 23.680 | 277 | 1.770 | 24.261 | 3% | 0% | -9% | 4% |
| 45-54 | 17.357 | 298 | 1.667 | 16.838 | 6% | 19% | 8% | 6% |
| 55-64 | 10.242 | 216 | 1.070 | 9.853 | 6% | 7% | -2% | 7% |
| 65-74 | 6.036 | 188 | 808 | 5.713 | 10% | -6% | 6% | 12% |
| 75-84 | 3.722 | 204 | 579 | 3.250 | -3% | -1% | -14% | -1% |
| 85 and more | 1.045 | 85 | 184 | 807 | 3% | 9 | -1% | 2% |
| **Gender** | | | | | | | | |
| Male | 63.166 | 1.290 | 6.663 | 68.276 | 1% | 1% | -6% | 1% |
| Female | 41.411 | 398 | 2.897 | 48.389 | 4% | 2% | -2% | 5% |

## Casualties

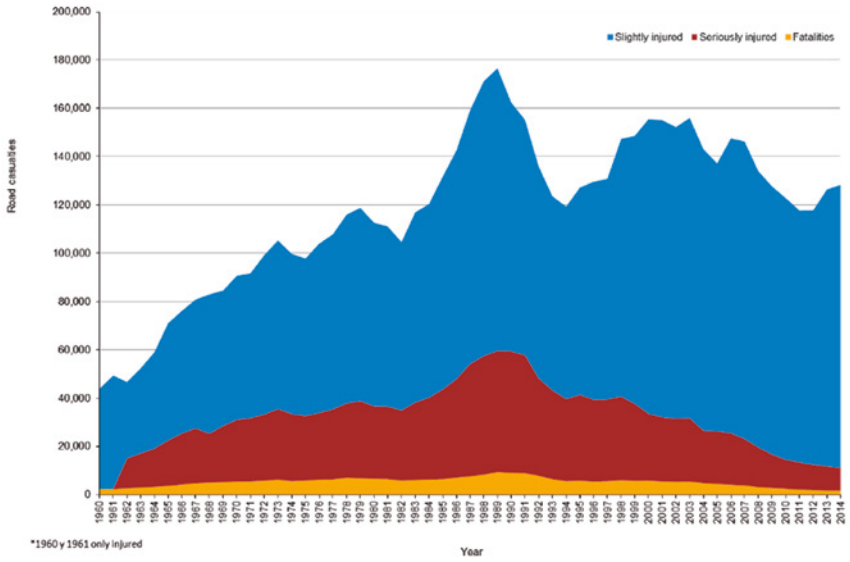
The evolution on road fatalities between 1960 and 2014 shows the existence of two differing periods: an increase on the 60s, 70s and 80s decades, road accidents mortality peaked in 1989 in Spain with 9,344 fatalities. Since then, the number of deaths has steadily decreased, more or less markedly, until reaching the lowest annual total on record in 2013 with 1680 people being killed. In 2014, the last year on record, 1688 people were killed in road traffic accidents, and that meant 8 more fatalities than in 2013.

**Evolution of road fatalities. Spain, 1960-2014**



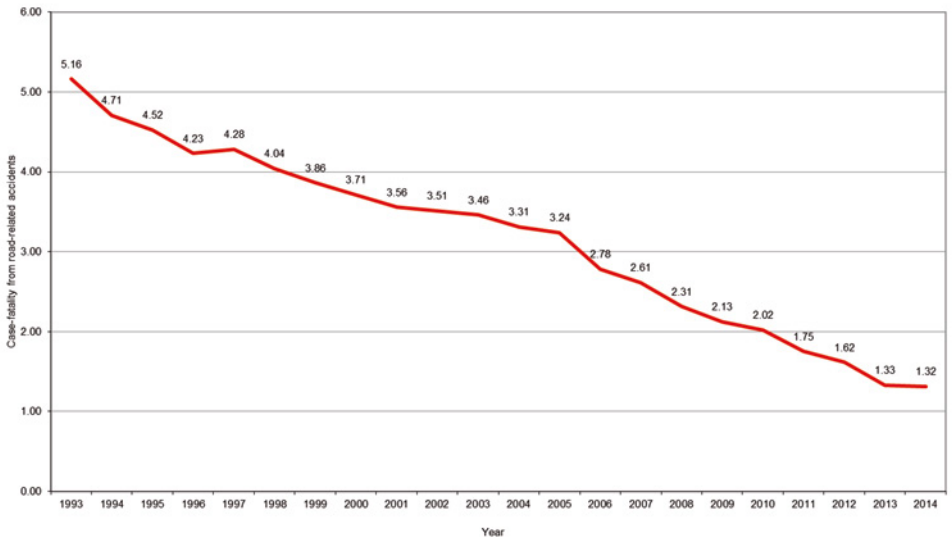

Since 1962 there is information by severity of injury, differentiating seriously injured and slightly injured. The proportional distribution of fatalities, seriously injured and slightly injured, according to preliminary reports, has varied from 1962 to 2014. In 1962 the proportions were 5% fatalities, 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 2014 the proportion of fatalities was 1%, seriously injured 8% and slightly injured 91%.

**Evolution of road casualties. Spain, 1960-2014**

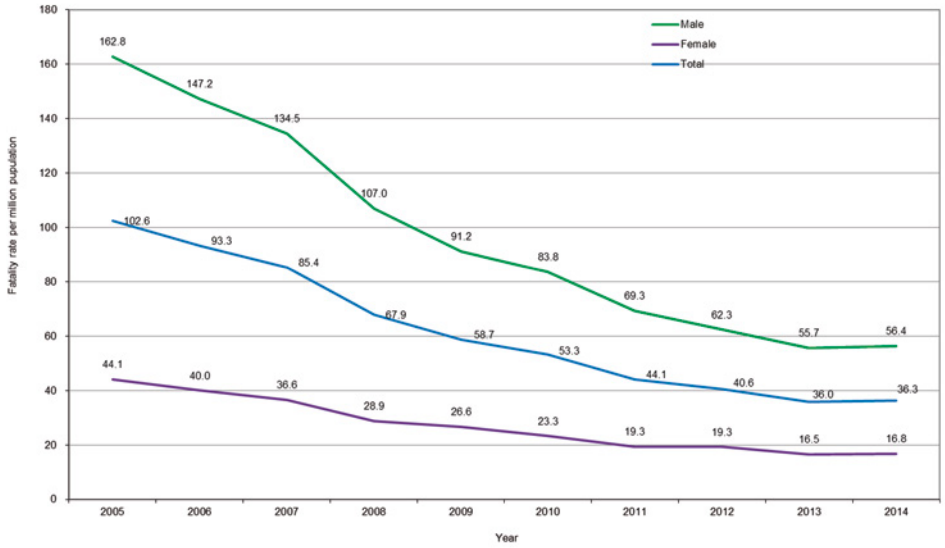


Case fatality rate has decreased from 1993. This is the result of decreasing death toll, as well as the increasing slightly injured registration which in 2014 represented 91 % of the registered casualties, while in 1993 they were 65%.

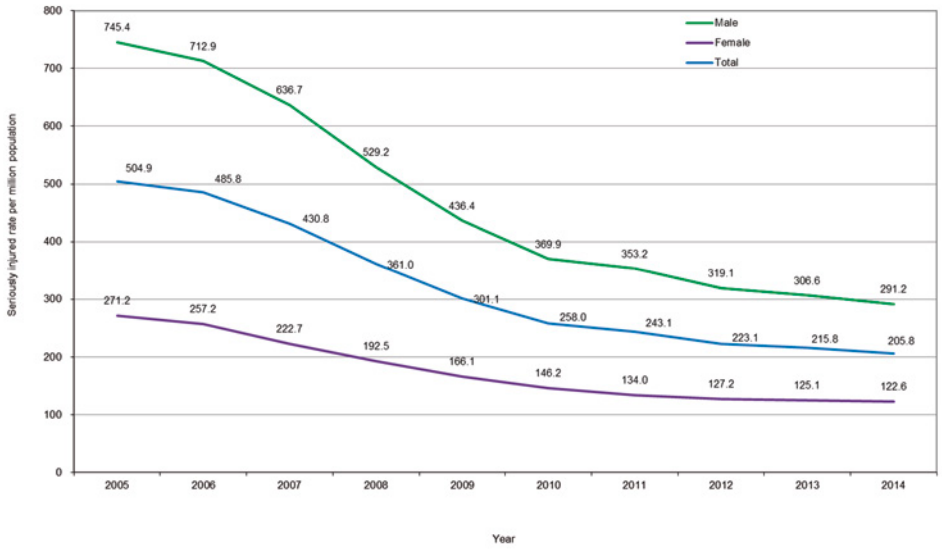
**Evolution of case fatality rate. Spain, 1993-2014**




**Evolution of fatality rate by gender, rates per million population, 2005-2014**

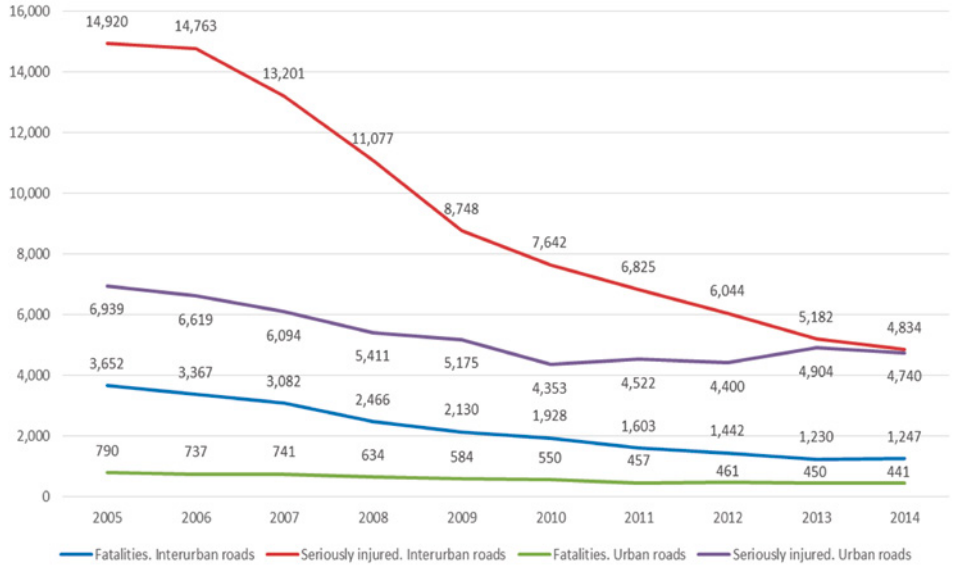


## Evolution of seriously injured rate by gender, rates per million population, 2005-2014




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 66% and the number of seriously injured 68% outside urban areas between 2005 and 2014 and the number of deaths has decreased by 44% and the number of seriously injured 32% inside urban areas between 2005 and 2014.

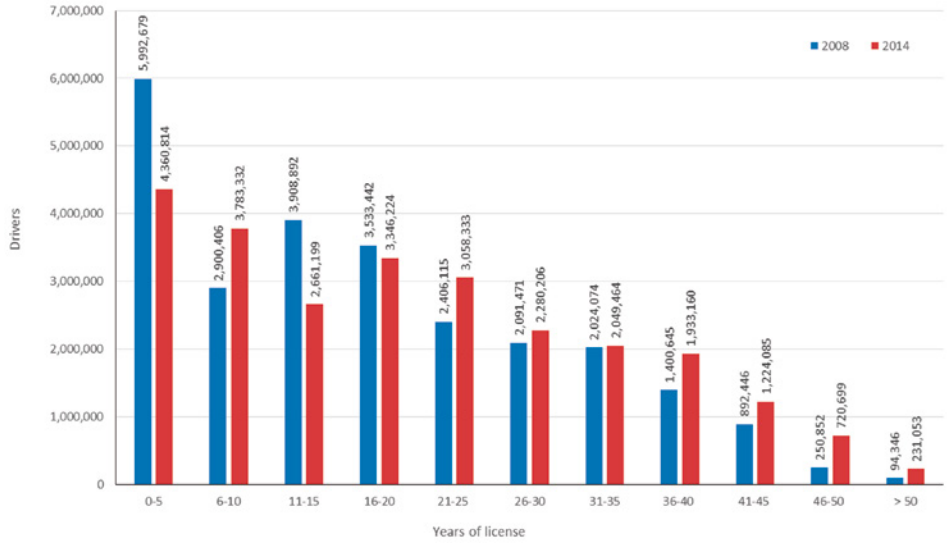
## Evolution of road casualties on urban and interurban roads. Spain, 2005-2014



## Drivers

The distribution of registered drivers in the last six years shows how the percentage of drivers with little seniority permit 0-5 years has declined sharply between 2008 and 2014, from 24% in 2008 to 17 % of the total in 2014.

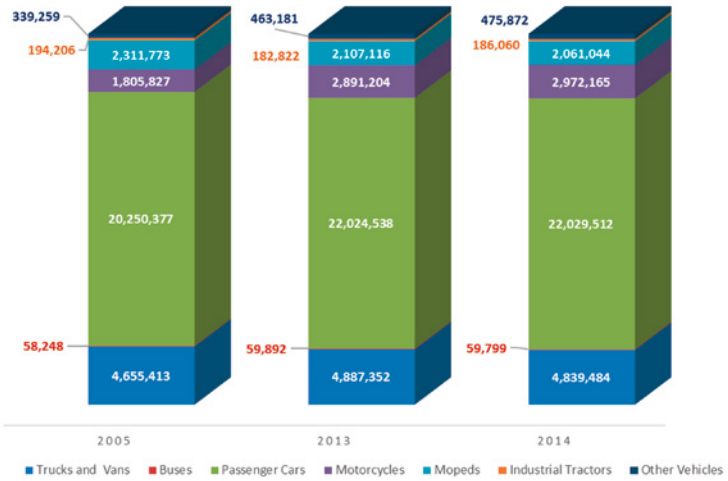
**Registered drivers by years of license. Spain 2008 and 2014**




## Fleet

The vehicle fleet (including mopeds) consists of 32.6 million vehicles in 2014 made up predominantly of 22 million passenger cars which account for 68% of the Spanish vehicle fleet; followed by 4.8 million goods vehicles (trucks and vans) that represent 15% of the vehicle fleet. Motorcycle fleet reached 3 million and this accounts for 9% of the total vehicle fleet; 2.1 million mopeds represent 6% of vehicle fleet. The fleet has grown by more than 3 million vehicles over the past decade. In 2014, we can see an increase in the total number of vehicles as regards the previous year.

**Vehicle fleet. Spain, 2005, 2013, 2014**

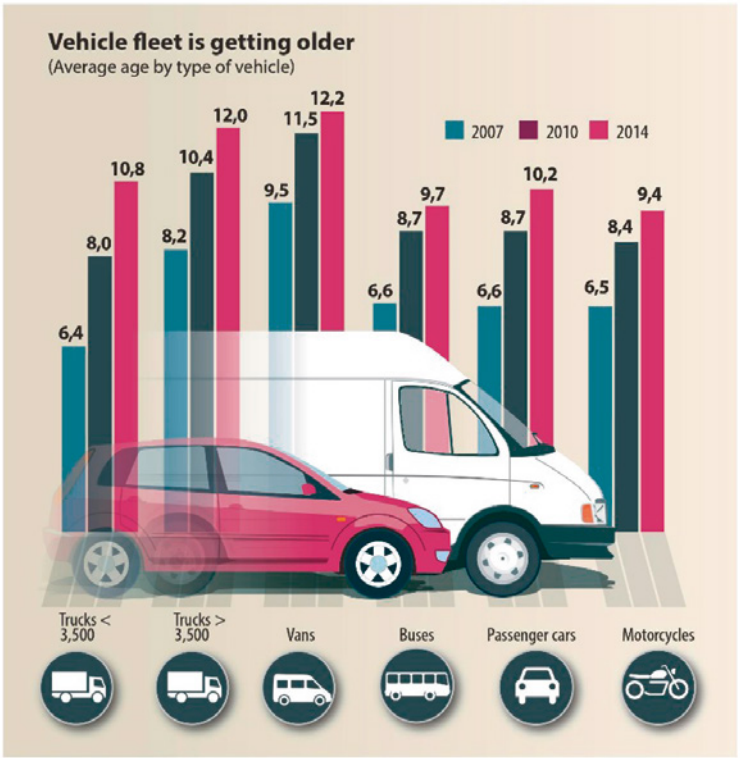


## Evolution of vehicle fleet. Spain, 2005-2014

| Fleet | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2014/2013 | Annual differences 2005-2014 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Trucks and Vans | 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 | 4,839,484 | -1% | 0% |
| Buses or coaches | 58,248 | 60,385 | 61,039 | 62,196 | 62,663 | 62,445 | 62,358 | 61,127 | 59,892 | 59,799 | 0% | 0% |
| Passenger Cars | 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 | 22,029,512 | 0% | 1% |
| Motorcycles | 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 | 2,972,165 | 3% | 6% |
| Mopeds | 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 | 2,061,044 | -2% | -1% |
| Industrial Tractors | 194,206 | 204,094 | 212,697 | 213,366 | 206,730 | 199,486 | 195,960 | 186,964 | 182,822 | 186,060 | 2% | 0% |
| Other Vehicles | 339,259 | 388,597 | 427,756 | 436,631 | 447,363 | 450,514 | 459,117 | 460,196 | 463,181 | 475,872 | 3% | 4% |
| **Total** | **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** | **32,623,936** | **0%** | **2%** |

In 2014 the progressive ageing of the vehicle fleet in recent years has continued in all categories. The average age of the fleet of vehicles less than 25 years old ranges from 9.4 years for motorcycles to 12.2 for vans.

## Average age of vehicle fleet by type of vehicle. Spain, 2014



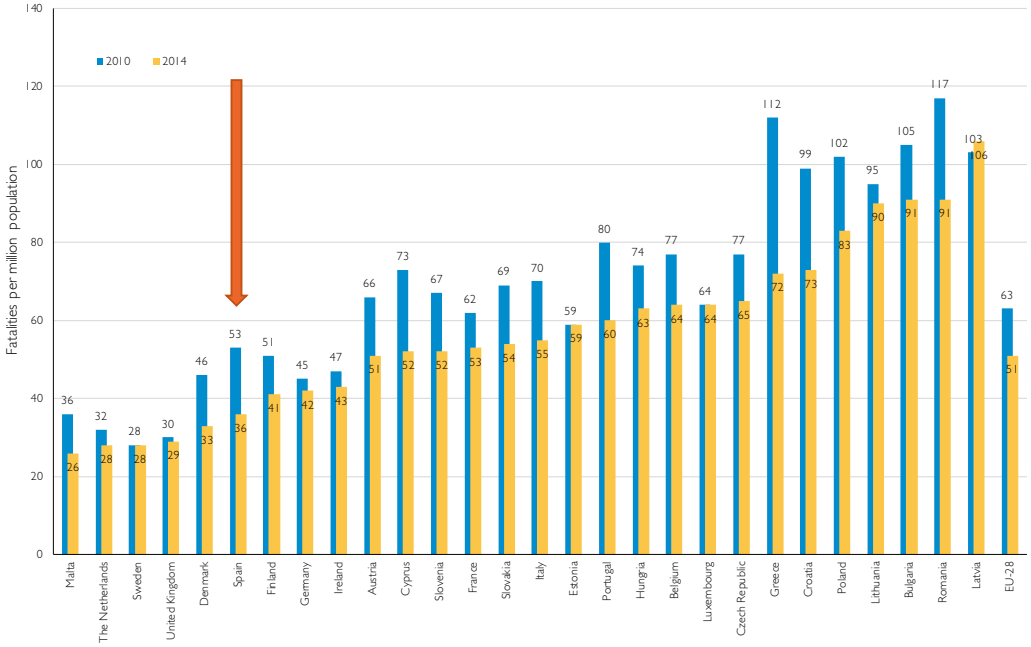
# 4 World framework



In the European Union (28 Member States) there were more than 25,000 fatalities in road accidents in 2014, 6.6% of these accidents occurred in Spain. In that same year, Spanish population accounted for 9% of the European population.

The evolution of fatality rate per million population from 2010 – base year for calculating the 50 per cent reduction in the fatality rate stated in the European Road Safety Strategy – to 2014 shows that in 24 out of the 28 EU Member States the fatality rate was reduced as compared to 2010; this rate has increased in 1 MS - Latvia - and it remains stable in 3 MS – Sweden, Estonia and Luxembourg. In Spain, there were 53 fatalities per million population in 2010 – we ranked ninth – and this figure dropped to 36 in 2014 – we ranked sixth among the EU MS.

**Fatality rate. European Union, 2010 and 2014**




Ources: European Commission, CARE database and Eurostat

From 2001 to 2014, a decrease is shown in all EU Member States.

## Compared fatalities in different EU countries in 2001, 2010, 2013 and 2014

| Country | 2001 | 2010 | 2013 | 2014 | 2014/2001 | 2014/2010 | 2014/2013 |
|---|---|---|---|---|---|---|---|
| **Germany*** | 6,977 | 3,648 | 3,340 | 3,368 | -52% | -8% | 1% |
| **Austria** | 958 | 552 | 450 | 430 | -55% | -22% | -5% |
| **Belgium*** | 1,486 | 840 | 720 | 715 | -52% | -15% | -1% |
| **Bulgaria*** | 1,011 | 776 | 600 | 655 | -35% | -16% | 9% |
| **Czech Republic** | 1,333 | 802 | 650 | 688 | -48% | -14% | 5% |
| **Cyprus** | 98 | 60 | 44 | 45 | -53 | -15 | 1 |
| **Croatia** | 647 | 426 | 368 | 308 | -52% | -28% | -16% |
| **Denmark*** | 431 | 255 | 192 | 183 | -58% | -28% | -4% |
| **Slovakia** | 614 | 371 | 223 | 258 | -58% | -30% | 16% |
| **Slovenia** | 278 | 138 | 125 | 108 | -61% | -22% | -14% |
| **Spain** | 5,517 | 2,479 | 1,680 | 1,688 | -69% | -32% | 0% |
| **Estonia*** | 199 | 79 | 81 | 78 | -61% | -1 | -3 |
| **Finland*** | 433 | 272 | 260 | 224 | -48% | -18% | -13% |
| **France** | 8,162 | 3,992 | 3,250 | 3,384 | -59% | -15% | 4% |
| **Greece*** | 1,880 | 1,258 | 900 | 793 | -58% | -37% | -9% |
| **Hungary** | 1,239 | 740 | 591 | 626 | -49% | -15% | 6% |
| **Ireland*** | 412 | 212 | 190 | 195 | -53% | -8% | 3% |
| **Italy*** | 7,096 | 4,114 | 3,400 | 3,330 | -53% | -19% | -2% |
| **Latvia** | 558 | 218 | 179 | 212 | -62% | -3% | 18% |
| **Lithuania** | 706 | 299 | 258 | 265 | -62% | -11% | 3% |
| **Luxembourg** | 70 | 32 | 45 | 35 | -35 | 3 | -10 |
| **Malta** | 16 | 15 | 18 | 10 | -6 | -5 | -8 |
| **The Netherlands** | 993 | 537 | 570 | 570 | -43% | 6% | 0% |
| **Poland** | 5,534 | 3,908 | 3,357 | 3,202 | -42% | -18% | -5% |
| **Portugal*** | 1,670 | 937 | 650 | 607 | -64% | -35% | -5% |
| **United Kingdom*** | 3,598 | 1,905 | 1,790 | 1,807 | -50% | -5% | 2% |
| **Romania** | 2,450 | 2,377 | 1,861 | 1,818 | -26% | -24% | -2% |
| **Sweden** | 583 | 266 | 223 | 270 | -54% | 2% | 4% |
| **EU-28** | **54,949** | **31,508** | **26,015** | **25,872** | **-53%** | **-18%** | **-1%** |

*Sources: European Commision CARE database and Eurostat*
** 2014 provisional and estimated*

# 5 Road Safety Strategy 2011-2020



| Indicators | Basal figures in 2009 | Figures in 2013 | Figures in 2014 | Target figures 2020 |
|---|---|---|---|---|
| **1. Lower rate of 37 deaths per million inhabitants** | 59 | 36 | 36 | < 37 |
| **2. Reduce the number of serious injuries by 35%** | 13,923 | 10,086 | 9,574 | 9,050 |
| **3. Zero children killed without a child retention system**[1] | 12 | 4 | 2 | 0 |
| **4. 25% less drivers between the ages of 18 and 24 killed or seriously injured at the weekend** | 730 | 345 | 360 | 548 |
| **5. 10% less drivers killed above the age of 64** | 203 | 182 | 213 | 183 |
| **6. 30% less deaths due to being run over** | 459 | 349 | 310 | 321 |
| **7. 1,000,000 more cyclists without their death rate going up** | 1,2 | 1,5 | 1.6 | 1,2 |
| **8. Zero deaths in cars in urban areas** | 101 | 72 | 71 | 0 |
| **9. 20% less deaths and serious injuries amongst motorcyclists** | 3,473 | 2,811 | 2,870 | 2,778 |
| **10. 30% less deaths due to having come off a single carriageway** | 520 | 285 | 277 | 364 |
| **11. 30% less deaths in accidents driving for work** | 170 | 100 | 99 | 119 |
| **12. 1% reduction in those testing positive for alcohol in blood in random preventive tests** | 6.7% | 4.1% | N.a. Biennial survey | < 1% |
| **13. 50% reduction in the percentage of light vehicles which exceed the speed limit by more than 20km/h** | 12.3% (motorways)<br>6.9% (dual carriageways)<br>15.8% (single carriageway limit 90 km/h)<br>16.4% (single carriageway limit 100 km/h) | N.a. | N.a. | 6.2% (motorways)<br>3.5% (dual carriageways)<br>7.9% (single carriageway limit 90 km/h)<br>8.2% (single carriageway limit 100 km/h) |

[1] *Children <12.*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