

Rapid report:

Overtaking on the left on
conventional roads with one lane in
each direction and single
carriageway



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1 Executive Summary

On March 21, 2022, the new Law on Road Traffic and Road Safety came into force and eliminated the possibility for cars and motorcycles to exceed speed limits by 20 km/h on conventional roads when overtaking other vehicles.

This measure was intended to address the accident rate resulting from head-on collisions on conventional roads in Spain, with the exception of Catalonia and the Basque Country, caused by overtaking manoeuvres.

This report aims to analyse the 24-hour accident figures for overtaking on the left on conventional roads with one carriageway and a single lane in each direction of travel in the years 2019, 2023 and 2024.

In 2024, there were a total of 24,900 casualty accidents on interurban roads, in which 988 individuals were killed, 3,578 casualties were admitted to hospital and 34,093 were non-hospitalised injured casualties. Thus, the case fatality rate was fixed at 2.6.

Regarding accident figures on conventional roads with a single lane in each direction and a single carriageway, in 2024, 12,515 casualty accidents were recorded, in which 558 individuals were killed, 2,177 casualties were admitted to hospital and 16,204 were non-hospitalised injured casualties.

Regarding accident figures for **overtaking on the left on conventional roads with a single carriageway and a single lane in each direction**, in 2024, 705 casualty accidents were recorded, in which 38 individuals were killed, 160 were admitted to hospital and 954 were non-hospitalised injured casualties.

These figures compared to 2023 represent a decrease in the number of casualty accidents of 2% (-16), of fatalities of 3% (-1) and of hospitalised injured casualties of 15% (-28). As well as an increase in the number of non-hospitalised injured casualties of 1% (+5).

These figures compared to 2019 represent a decrease in the number of casualty accidents of 3% (-24), of hospitalised injured casualties of 1% (-1) and of non-hospitalised injured casualties of 7% (-76). However, the number of fatalities shows an increase of 15% (+5).

In 2024, 7% of fatally injured casualties on conventional roads with a single lane in each direction and a single carriageway lost their lives in overtaking on the left. This percentage represents the same proportion as that recorded in 2023 and in 2019.

Regarding the identification of accident profiles in 2024 for overtaking on the left on conventional single-carriageway roads with one lane in each direction:

- According to the **mode of transport**, the car was involved in 81% (574) of casualty accidents, and 42% (16) of the fatalities were registered in passenger cars. Motorcycles, on the other hand, were involved in 32% (226) of casualty accidents and in 34% (13) of the fatalities.
- According to the **type of accident**, 55% (387) of casualty accidents and 29% (11) of the fatalities were recorded in side and T-bone collisions. Besides, head-on collisions were recorded in 10% (74) of casualty accidents and 55% (21) of the fatalities.
- According to the **period of time** when the accident occurred:
 - Sunday was the day that recorded more casualty accidents (17%, 118) and fatalities (32%, 12).
 - The period from 07:00-13:59 recorded the highest number of casualty accidents at 48% (338) and of fatalities at 47% (18).
 - Most of casualty accidents and of fatalities were recorded during daytime with 81% (571) and 76% (29), respectively.
- According to the **location** of the accident, the highest number of casualty accidents and fatalities was recorded in Andalusia with 25% (179) and 26% (10) of the total, respectively.
- According to the **contributing factors**, in 43% (302) of the casualty accidents and 61% (22) of the fatalities, the contributing factor of improper overtaking was present, being the most predominant contributing factor in this type of accident.

- Depending on the **characteristics of the casualty**:
 - Casualty accidents involving people in the 45-54 age group registered the highest figure, i.e. 43% (300). Besides, this same age group accounts for the highest percentage of fatalities, with 24% (9) of the total.
 - In 95% (668) of casualty accidents there was, at least, a male involved. In addition, 82% (31) of the fatalities were males. In 58% (408) of casualty accidents there was, at least, a female involved. Females accounted for 18% (7) of the individuals killed.
 - 76% (29) of the fatalities were drivers. In 49% (346) of casualty accidents there was, at least, a passenger involved. Passengers accounted for 24% (9) of the individuals killed.
- Depending on the **characteristics of the driver**:
 - The 45-54 age group was present in the highest percentage of casualty accidents with 38% (268) of the total. However, the 55-64 age group registers the highest number of deaths with 28% (8).
 - Regarding the sex of the driver, in 2024, in 93% (658) of casualty accidents at least one male was involved. Male drivers accounted for 93% (27) of the drivers killed. In 38% (267) of casualty accidents there was, at least, a female involved. In addition, 7% (2) of the driver fatalities were females.

2 Contextualization

2.1 General figures on accident rate

In 2024, there were a total of 24,900 casualty accidents on Spanish interurban roads, with the exception of Catalonia and the Basque Country, in which 988 individuals were killed, 3,578 people were admitted to hospital and 34,093 were non-hospitalised injured casualties. Thus, the case fatality rate was fixed at 2.6.

Compared to 2023, the number of casualty accidents has decreased by 1% (-153), while the number of people killed, hospitalised and non-hospitalised injured casualties has increased by 3% (+32), 2% (+73) and 0% (+133), respectively. On the other hand, the case fatality rate increased by 0.1 percentage points.

Compared to 2019, the total number of casualty accidents has decreased by 7% (-1,759), as well as the total number of non-hospitalised injured casualties which has decreased by 8% (-2,874). Thus, the number of fatalities has increased by 7% (+100) and the number of hospitalised injured casualties by 5% (+182). The case fatality rate increased by 0.4 percentage points.

Table 1: Casualty accidents, fatalities, hospitalised and non-hospitalised injured casualties. Interurban roads. Spain (Except Catalonia and the Basque Country), 2019, 2022-2024

	2019	2022	2023	2024
Casualty accidents	26,659	23,735	25,053	24,900
Fatalities	888	964	956	988
Hospitalised injured casualties	3,396	3,087	3,505	3,578
Non-hospitalised injured casualties	36,967	32,008	33,960	34,093
Case fatality rate	2.2	2.7	2.5	2.6

Table 2: Variations 2024/2023 and 2024/2019

	Dif.24/23		Dif.24/19	
	Abs.	%	Abs.	%
Casualty accidents	-153	-1%	-1,759	-7%
Fatalities	32	3%	100	11%
Hospitalised injured casualties	73	2%	182	5%
Non-hospitalised injured casualties	133	0%	-2,874	-8%
Case fatality rate	0.1	4%	0.4	18%

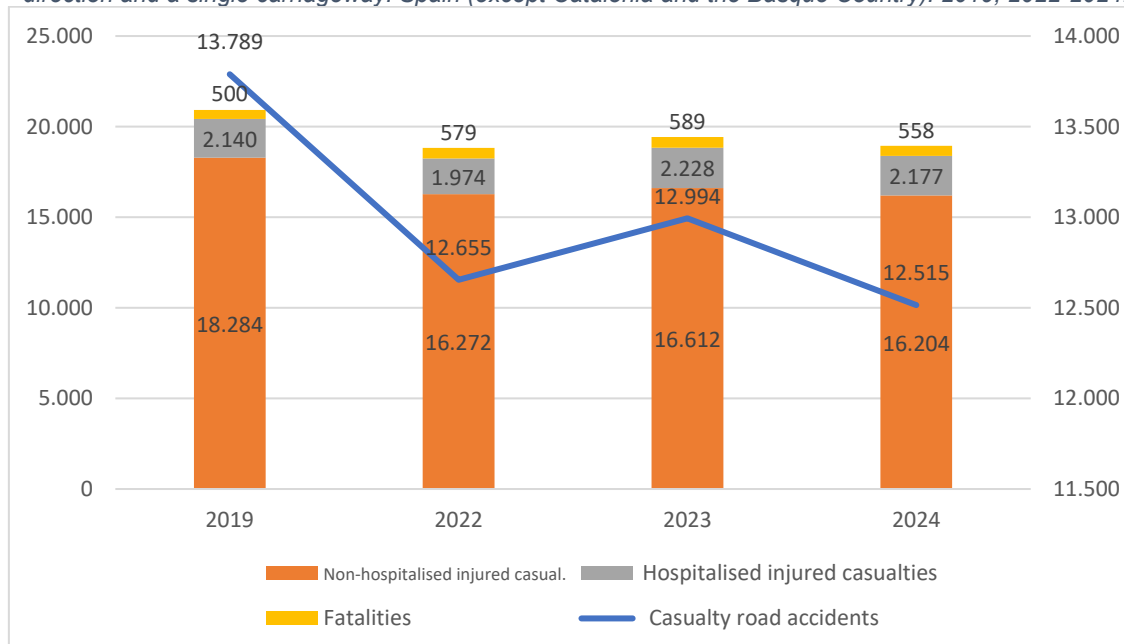
2.2 Figures on accident rate on conventional roads with one lane in each direction and a single carriageway

Regarding accident figures on conventional roads with a single lane in each direction and a single carriageway in Spain, with the exception of Catalonia and the Basque Country, in 2024, 12,515 casualty accidents were recorded, in which 558 people were killed, 2,177 were admitted to hospital and 16,204 were non-hospitalised injured casualties.

These figures compared to 2023 represent a decrease in all the indicators analysed, the number of casualty accidents has decreased by 4% (-479), as well as fatalities by 5% (-31), hospitalised injured casualties by 2% (-51) and non-hospitalised injured casualties by 2% (-408).

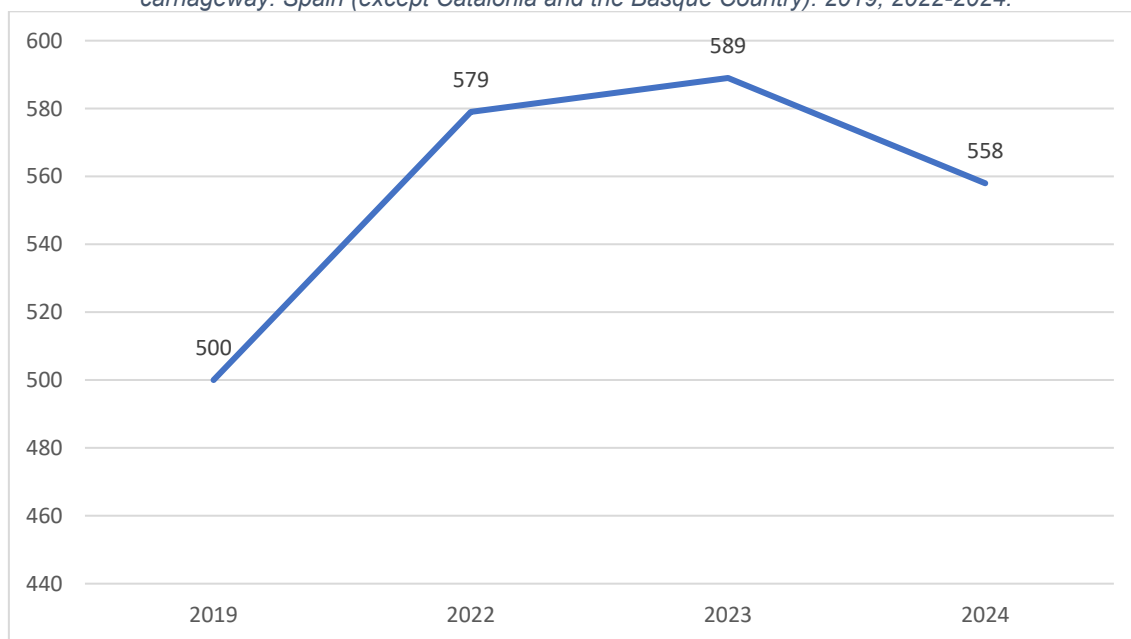
Compared to 2019, however, there was a decrease in the number of casualty accidents of 9% (-1,274) and non-hospitalised injured casualties of 11% (-2,080) and there was an increase in the number of people killed of 12% (+58) and hospitalised injured casualties of 2% (+37).

Chart 1: Evolution of the main road accident indicators on conventional roads with one lane in each direction and a single carriageway. Spain (except Catalonia and the Basque Country). 2019, 2022-2024.



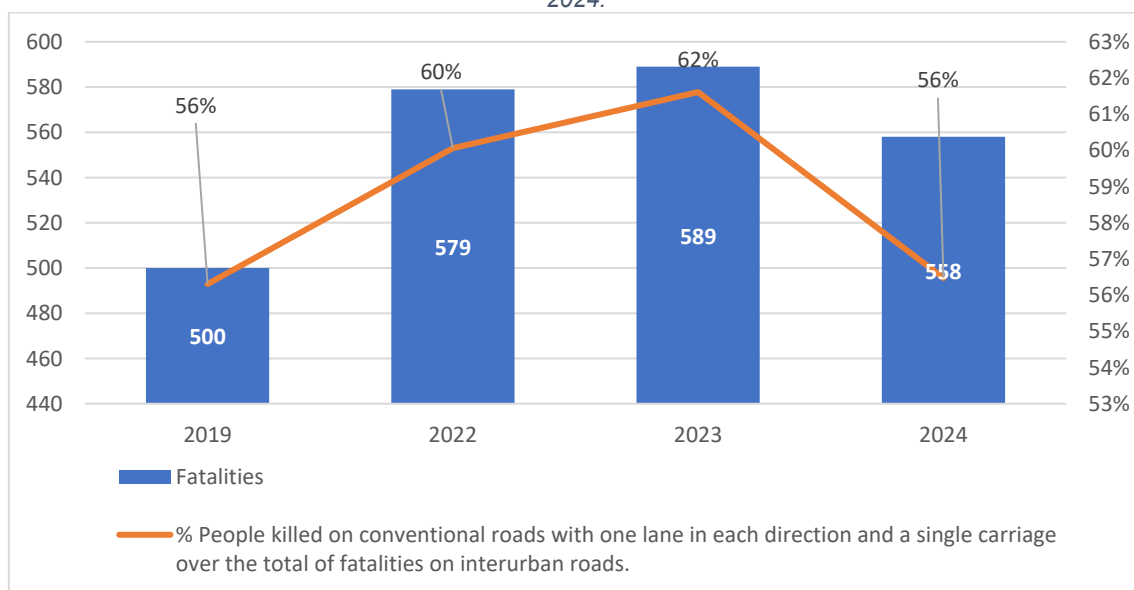
Specifically regarding the number of deaths recorded during the years 2019, 2022, 2023 and 2024 on conventional roads with a single lane in each direction and a single carriageway, an upward trend is observed during the years 2019, 2022 and 2023; however, this trend changes in the year 2024 registering a decrease of 5% (-31) compared to 2023 and of 4% (-21) compared to 2022.

Chart 2: Evolution of people killed on conventional roads with one lane in each direction and a single carriageway. Spain (except Catalonia and the Basque Country). 2019, 2022-2024.



Analysing the percentage of people killed on conventional roads with a single lane in each direction and a single carriageway out of the total number of fatalities, in 2024, 56% of the people killed on interurban roads lost their lives on conventional roads with a single lane in each direction and a single carriageway. This percentage represents a reduction of 6 percentage points compared to 2023 and remains at the same level as in 2019.

Chart 3: People killed on conventional roads with one lane in each direction and a single carriageway over the total of fatalities on interurban roads. Spain (except Catalonia and the Basque Country). 2019, 2022-2024.



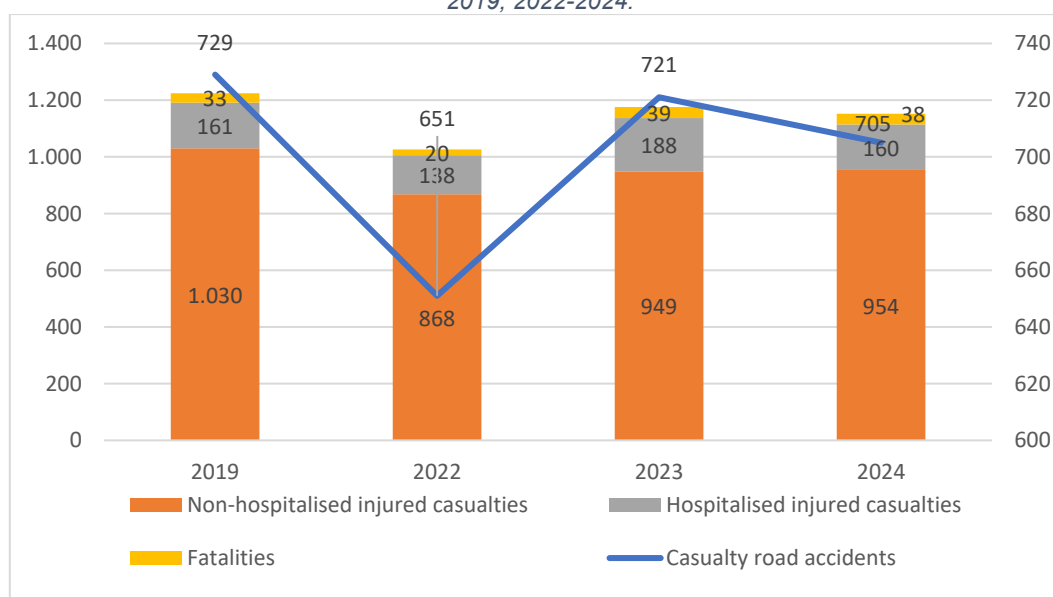
2.3 Figures on accident rate when overtaking on the left on conventional roads with one lane in each direction and a single carriageway

Regarding accident figures when overtaking on the left on conventional roads with a single carriageway and a single lane in each direction, in 2024, 705 casualty accidents were recorded, in which 38 people were killed, 160 were admitted to hospital and 954 were non-hospitalised injured casualties.

These figures compared to 2023 represent a decrease in the number of casualty accidents of 2% (-16), of fatalities of 3% (-1) and of hospitalised injured casualties of 15% (-28). As well as an increase in the number of non-hospitalised injured casualties of 1% (+5).

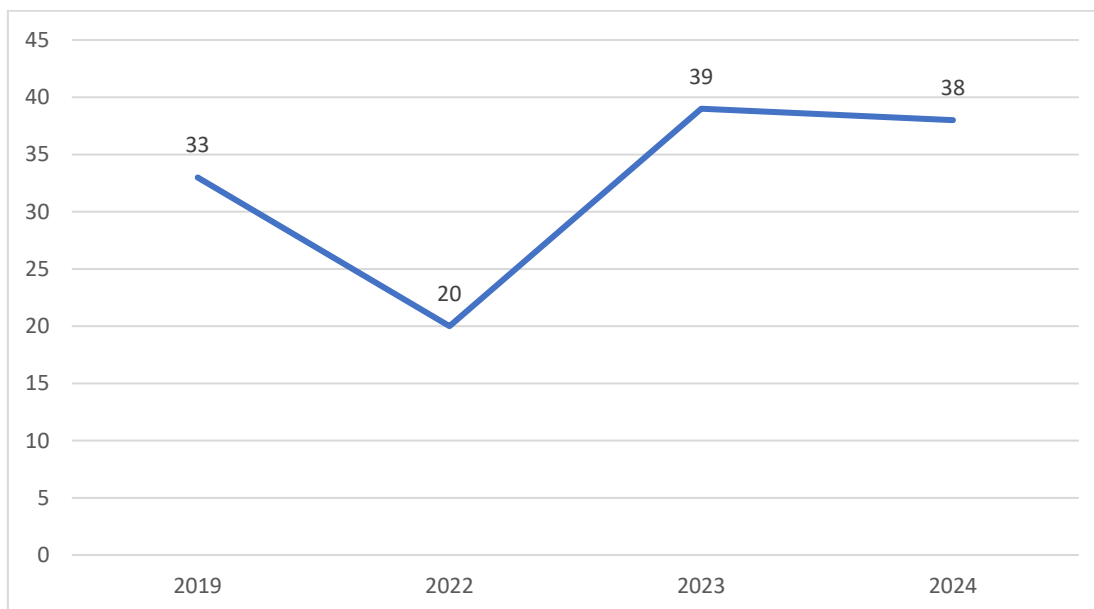
These figures compared to 2019 represent a decrease in the number of casualty accidents of 3% (-24), of hospitalised injured casualties of 1% (-1) and of non-hospitalised injured casualties of 7% (-76). However, the number of fatalities shows an increase of 15% (+5).

Chart 4: Evolution of the main road accident indicators on overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Spain (except Catalonia and the Basque Country). 2019, 2022-2024.



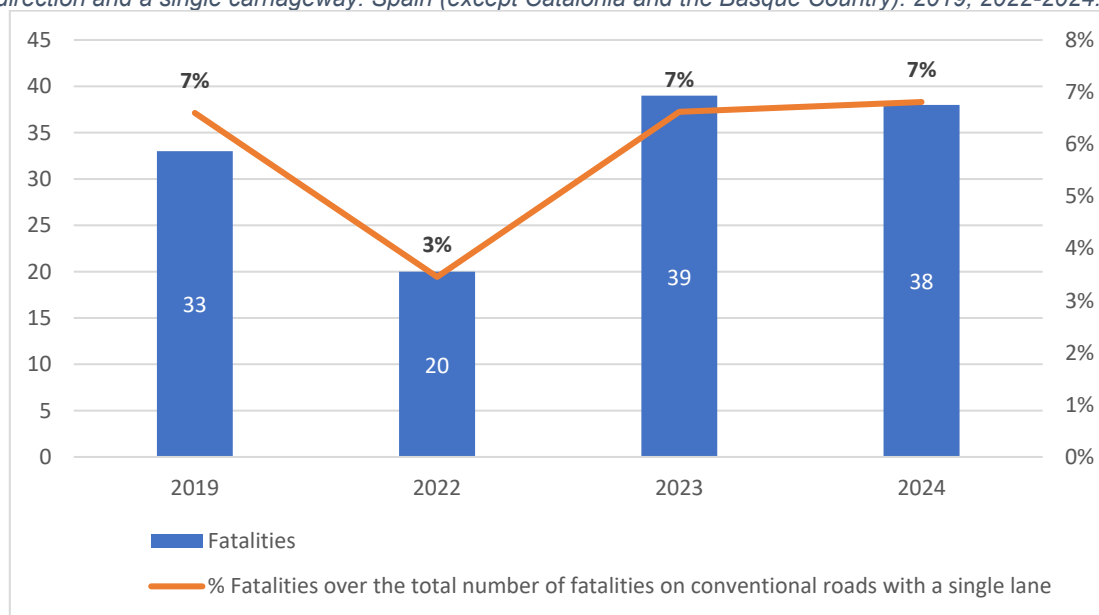
Specifically, regarding the number of deaths recorded during the years 2019, 2022, 2023 and 2024 when overtaking on the left on conventional roads with a single lane in each direction and a single carriageway, an increase in the figures is observed in the years 2023 and 2024 compared to the years 2022 and 2019.

Chart 5: Evolution of people killed when overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Spain (except Catalonia and the Basque Country). 2019, 2022-2024.



In 2024, 7% of fatally injured casualties on conventional roads with a single lane in each direction and a single carriageway lost their lives when overtaking on the left. This percentage represents the same proportion as that recorded in 2023 and in 2019.

Chart 6: People killed when overtaking on the left on conventional roads with a single lane in each direction and a single carriageway over the total number of fatalities on conventional roads with a single lane in each direction and a single carriageway. Spain (except Catalonia and the Basque Country). 2019, 2022-2024.



3 Basic characteristics of accident rate when overtaking on the left on conventional roads with one lane in each direction and a single carriageway

In 2024, 705 casualty accidents when overtaking on the left on conventional roads with a single carriageway and a single lane in each direction were recorded and as a result, 38 people were killed, 160 were admitted to hospital and 954 were non-hospitalised injured casualties.

These figures compared to 2023 represent a decrease in the number of casualty accidents of 2% (-16), of fatalities of 3% (-1) and of hospitalised injured casualties of 15% (-28). As well as an increase in the number of non-hospitalised injured casualties of 1% (+5).

According to the type of accident, 55% (387) of casualty accidents, 29% (11) of the fatalities and 46% (73) of the hospitalised injured casualties were recorded in side and T-bone collisions. Besides, head-on collisions were recorded in 10% (74) of casualty accidents, 55% (21) of fatalities and 31% (50) of the hospitalised injured casualties.

According to the day of the week, 62% (439) of casualty accidents, 42% (16) of the fatalities and 48% (76) of the hospitalised injured casualties were recorded on working days. During the weekend, 38% (266) of casualty accidents, 58% (22) of the fatalities and 53% (84) of the hospitalised injured casualties were recorded.

Regarding age, the 45-54 age group is the one that registers the highest number of casualty accidents with 43% (300), 24% (9) of the fatalities and 21% (34) of the hospitalised injured casualties.

According to the sex, 95% (668) of casualty accidents, 82% (31) of the fatalities and 73% (116) of the hospitalised injured casualties were recorded in males. In addition, females were recorded in 58% (408) of casualty accidents, 18% (7) of fatalities and 28% (44) of the hospitalised injured casualties.

Table 3. Road accidents when overtaking on the left on conventional roads with one lane in each direction and a single carriageway and casualties recorded on these accidents. Spain, 2024.

	2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatally injured casualties	Hospitalised injured casualties
Total	705	38	160	100%	100%	100%
Type of road traffic accident						
Head-on collision	74	21	50	10%	55%	31%
Side and T-bone collision	387	11	73	55%	29%	46%
Rear and multiple collision	85	0	13	12%	0%	8%
Run-off-road collision	110	6	15	16%	16%	9%
Overturning	3	0	0	0%	0%	0%
Pedestrian collision	8	0	4	1%	0%	3%
Other type	38	0	5	5%	0%	3%
Days of the week ¹						
On week days	439	16	76	62%	42%	48%
Weekend day	266	22	84	38%	58%	53%
Age ²						
0-14	55	1	3	8%	3%	2%
15-24	197	5	29	28%	13%	18%
25-34	248	5	21	35%	13%	13%
35-44	253	4	23	36%	11%	14%
45-54	300	9	34	43%	24%	21%
55-64	254	8	25	36%	21%	16%
65-74	120	1	15	17%	3%	9%
75-84	66	4	10	9%	11%	6%
85 and over	10	1	0	1%	3%	0%
Unknown/tbc	40	0	0	6%	0%	0%
Sex ²						
Male	668	31	116	95%	82%	73%
Female	408	7	44	58%	18%	28%
Unknown/tbc	18	0	0	3%	0%	0%

¹ The working day includes from 0:00 hours on Monday to 14:59 hours on Friday; weekend days start at 15:00 on Friday and end at 23:59 on Sunday.

² In the road traffic accident indicator, the addition does not correspond to the total because the same accident can fall under various subheadings.

Table 4: Year-on-year variation 2024/2023 and 2024/ 2019.

	Diff. 24/23						Diff. 24/19					
	Abs.			%			Abs.			%		
	Casualty accidents	Fatally injured casualties	Hospitalised injured casualties	Casualty accidents	Fatally injured casualties	Hospitalised injured casualties	Casualty accidents	Fatally injured casualties	Hospitalised injured casualties	Casualty accidents	Fatally injured casualties	Hospitalised injured casualties
Total	-16	-1	-28	-2%	-3%	-15%	-24	5	-1	-3%	15%	-1%

Type of road traffic accident												
Head-on collision	-1	1	-1	-1%	5%	-2%	11	2	9	17%	11%	22%
Side and T-bone collision	0	-2	-3	0%	-15%	-4%	-23	5	-4	-6%	83%	-5%
Rear and multiple collision	5	-1	-8	6%	-100%	-38%	-11	-4	-6	-11%	-100%	-32%
Run-off-road collision	-23	2	-13	-17%	50%	-46%	-8	3	-1	-7%	100%	-6%
Overturning	-3	0	0	-50%	-	-	0	0	0	0%	-	-
Pedestrian collision	1	0	2	14%	-	100%	-1	0	3	-11%	-	300%
Other type	5	-1	-5	15%	-100%	-50%	8	-1	-2	27%	-100%	-29%

Days of the week ¹												
Working days	-20	-7	-21	-4%	-30%	-22%	0	2	-10	0%	14%	-12%
Weekend day	4	6	-7	2%	38%	-8%	-24	3	9	-8%	16%	12%

Age												
0-14	-3	1	-3	-5%	-	-50%	-31	1	-2	-36%	-	-40%
15-24	-22	1	2	-10%	25%	7%	-36	2	9	-15%	67%	45%
25-34	-39	1	-28	-14%	25%	-57%	-42	-4	-7	-14%	-44%	-25%
35-44	-16	0	-5	-6%	0%	-18%	-66	-3	-13	-21%	-43%	-36%
45-54	3	-2	3	1%	-18%	10%	11	6	7	4%	200%	26%
55-64	22	0	-1	9%	0%	-4%	50	2	0	25%	33%	0%
65-74	4	-4	4	3%	-80%	36%	9	0	0	8%	0%	0%
75-84	2	1	4	3%	33%	67%	13	1	8	25%	33%	400%
85 and over	-2	1	-4	-17%	-	-100%	7	0	0	233%	0%	-
Unknown/tbc	4	0	0	11%	-	-	-9	0	-3	-18%	-	-100%

Sex												
Male	-19	1	-24	-3%	3%	-17%	-25	7	-15	-4%	29%	-11%
Female	6	-2	-4	1%	-22%	-8%	-15	-2	14	-4%	-22%	47%
Unknown/tbc	5	0	0	38%	-	-	-1	0	0	-5%	-	-

¹ The working day includes from 0:00 hours on Monday to 14:59 hours on Friday; weekend days start at 15:00 on Friday and end at 23:59 on Sunday.

4 Identification of road accident profiles

The following section refers to the analysis of various profiles on accident rate when **overtaking on the left on conventional roads with one lane in each direction and a single carriageway.**

4.1 By mode of transport

In 2024, regarding the mode of transport involved in the accident, the car was involved in 81% (574) of the casualty accidents. In addition, 42% (16) of the fatalities and 38% (61) of the hospitalised injured casualties were travelling in a car. Motorcycles, on the other hand, were involved in 32% (226) of casualty accidents. 34% (13) of the fatalities and 40% (64) of the hospitalised injured casualties were travelling in a motorcycle.

Table 5: Casualty accidents, fatalities and hospitalised injured casualties by mode of transport. Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Pedestrian	11	0	1	8	0	2	7	0	3	1%	0%	2%
Bicycle	75	3	12	77	3	11	84	4	14	12%	11%	9%
Moped	36	0	8	26	0	8	22	2	7	3%	5%	4%
Motorcycle	206	15	67	227	12	78	226	13	64	32%	34%	40%
Car	591	13	58	587	22	77	574	16	61	81%	42%	38%
Van	103	2	8	84	1	7	81	2	7	11%	5%	4%
Lorry up to 3,500 kg	10	0	1	11	0	0	12	0	1	2%	0%	1%
Lorry exceeding 3,500 kg	60	0	1	59	0	2	46	0	1	7%	0%	1%
Bus	8	0	0	7	0	0	7	0	0	1%	0%	0%
Other vehicle	51	0	5	32	1	3	34	1	1	5%	3%	1%
Unknown	6	0	0	5	0	0	8	0	1	1%	0%	1%
Total	729 ¹	33	161	721	39	188	705	38	160	-	100%	100%

¹ The total number of casualty accidents does not correspond to the sum of the cells with the accidents in which each mode of transport has been involved, since more than one mode of transport may be involved in the same accident.

These figures, compared to 2023, represent a decrease in all indicators recorded in passenger cars, of 2% (-9) in casualty accidents involving passenger cars, as well as 27% (-6) in fatalities and 21% (-16) in hospitalised injured casualties who were travelling in this mode of transport. Besides, casualty accidents involving motorcycles show a decrease of 16% (-22), as well as a decrease of 17% (-13) in the number of hospitalised injured casualties who were travelling in motorcycles; however, there is an increase of 18% (+2) in the number of people killed in this mode of transport.

Compared to 2019, there was an increase in all indicators for passenger cars, 4% (+16) in the number of casualty accidents involving passenger cars, 23% (+3) in the number of fatalities and 5% (+3) in the number of hospitalised injured casualties. As for motorcycles, there was an increase of 3% (+3) in the number of casualty accidents and a decrease of 13% (-2) in the number of fatalities and of 4% (-3) in the number of hospitalised injured casualties.

Table 6: Year-on-year difference 2024/2023 and 2024/ 2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Pedestrian	-1	-13%	0	0%	1	50%	-4	-36%	0	0%	2	200%
Bicycle	7	9%	1	33%	3	27%	9	12%	1	33%	2	17%
Moped	-4	-15%	2	0%	-1	-13%	-14	-39%	2	0%	-1	-13%
Motorcycle	-1	0%	1	8%	-14	-18%	20	10%	-2	-13%	-3	-4%
Car	-13	-2%	-6	-27%	-16	-21%	-17	-3%	3	23%	3	5%
Van	-3	-4%	1	100%	0	0%	-22	-21%	0	0%	-1	-13%
Lorry up to 3,500 kg	1	9%	0	0%	1	0%	2	20%	0	0%	0	0%
Lorry exceeding 3,500 kg	-13	-22%	0	0%	-1	-50%	-14	-23%	0	0%	0	0%
Bus	0	0%	0	0%	0	0%	-1	-13%	0	0%	0	0%
Other vehicle	2	6%	0	0%	-2	-67%	-17	-33%	1	0%	-4	-80%
Unknown	3	60%	0	0%	1	0%	2	33%	0	0%	1	0%
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

4.2 By type of accident

According to the type of accident, in 2024, 55% (387) of casualty accidents, 29% (11) of the fatalities and 46% (73) of the hospitalised injured casualties were recorded in side and T-bone collisions. Besides, head-on collisions were recorded in 10% (74) of casualty accidents, 55% (21) of fatalities and 31% (50) of the hospitalised injured casualties.

Table 7: Casualty accidents, fatalities, and hospitalised injured casualties by type of accident. Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Head-on collision	63	19	41	75	20	51	74	21	50	10%	55%	31%
Side and T-bone collision	410	6	77	387	13	76	387	11	73	55%	29%	46%
Rear and multiple collision	96	4	19	80	1	21	85	0	13	12%	0%	8%
Run-off-road collision	118	3	16	133	4	28	110	6	15	16%	16%	9%
Overturning	3	0	0	6	0	0	3	0	0	0%	0%	0%
Pedestrian collision	9	0	1	7	0	2	8	0	4	1%	0%	3%
Other type of accidents	30	1	7	33	1	10	38	0	5	5%	0%	3%
Total	729	33	161	721	39	188	705	38	160	100%	100%	100%

Compared to 2023, the figures recorded in side and T-bone collisions represent a decrease of 15% (-2) in fatalities and of 4% (-3) in hospitalised injured casualties. Besides, regarding the figures for head-on collisions, there was a decrease of 1% (-1) in the number of casualty accidents and a decrease of 2% (-1) in the number of hospitalised injured casualties, as well as an increase of 5% (+1) in the number of fatalities.

Compared to 2019, side and T-bone collisions register a decrease of 6% (-23) in the number of casualty accidents and a decrease of 5% (-4) in the number of hospitalised injured casualties, as well as an increase of 83% (+5) in the number of fatalities. Figures for head-on collisions recorded an increase in all indicators: of 17% (+11) in casualty accidents, of 11% (+2) in fatalities and of 22% (+9) in hospitalised injured casualties.

Table 8: Year-on-year difference 2024/2023 and 2024/ 2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Head-on collision	-1	-1%	1	5%	-1	-2%	11	17%	2	11%	9	22%
Side and T-bone collision	0	0%	-2	-15%	-3	-4%	-23	-6%	5	83%	-4	-5%
Rear and multiple collision	5	6%	-1	-100%	-8	-38%	-11	-11%	-4	-100%	-6	-32%
Run-off-road collision	-23	-17%	2	50%	-13	-46%	-8	-7%	3	100%	-1	-6%
Overturning	-3	-50%	0	0	0	0	0	0%	0	0	0	0
Pedestrian collision	1	14%	0	0	2	100%	-1	-11%	0	0	3	300%
Other type of accidents	5	15%	-1	-100%	-5	-50%	8	27%	-1	-100%	-2	-29%
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

4.3 By period of time

This section addresses the days of the week, the time of day and the lighting conditions of the accident when overtaking on the left on conventional roads with one lane in each direction and one carriageway. For a more detailed breakdown of the figures, please refer to the corresponding Annex.

4.3.1 Days of the week

Regarding the day of the week of the accident, in 2024, Sunday was the day that registered more casualty accidents (17%, 118), fatalities (32%, 12) and hospitalised injured casualties (28%, 45).

Table 9: Casualty accidents, fatalities and hospitalised injured casualties by the day when the accident occurred. Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Monday	99	8	25	84	7	23	89	4	20	13%	11%	13%
Tuesday	91	2	12	124	6	26	100	4	16	14%	11%	10%
Wednesday	94	4	19	96	3	19	86	4	15	12%	11%	9%
Thursday	94	0	20	98	2	18	116	2	19	16%	5%	12%
Friday	114	2	21	119	8	37	92	7	20	13%	18%	13%
Saturday	126	5	28	105	11	38	104	5	25	15%	13%	16%
Sunday	111	12	36	95	2	27	118	12	45	17%	32%	28%
Total	729	33	161	721	39	188	705	38	160	100%	100%	100%

Compared to 2023, Sunday registered an increase of 24% (+22) in the number of casualty accidents, of 500% (+10) in fatalities and of 67% (+18) in hospitalised injured casualties. Sunday was the day that registered the greatest increases in all indicators.

Compared to 2019, Sunday registered an increase of 6% (+7) in the number of casualty accidents and of 25% (+9) in hospitalised injured casualties. The number of fatalities remained stable. Thursday saw the largest increase in casualty accidents, with a 23% increase (+22). Friday, meanwhile, saw the largest increase in the number of people killed, with a 250% increase (+5), and Sunday saw the largest increase in hospitalised injured casualties.

Table 10: Year-on-year difference 2024/2023 and 2024/ 2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Monday	5	6%	-3	-43%	-3	-13%	-10	-10%	-4	-50%	-5	-20%
Tuesday	-24	-19%	-2	-33%	-10	-38%	9	10%	2	100%	4	33%
Wednesday	-10	-10%	1	33%	-4	-21%	-8	-9%	0	0%	-4	-21%
Thursday	18	18%	0	0%	1	6%	22	23%	2	0	-1	-5%
Friday	-27	-23%	-1	-13%	-17	-46%	-22	-19%	5	250%	-1	-5%
Saturday	-1	-1%	-6	-55%	-13	-34%	-22	-17%	0	0%	-3	-11%
Sunday	23	24%	10	500%	18	67%	7	6%	0	0%	9	25%
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

According to the working days or the weekend, in 2024, 62% (439) of casualty accidents, 42% (16) of the fatalities and 48% (76) of the hospitalised injured casualties were recorded on working days. During the weekend, 38% (266) of casualty accidents, 58% (22) of the fatalities and 53% (84) of the hospitalised injured casualties were recorded.

Table 11: Casualty accidents, fatalities and hospitalised injured casualties at weekends or working days.
Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
On working days	439	14	86	459	23	97	439	16	76	62%	42%	48%
Weekend days	290	19	75	262	16	91	266	22	84	38%	58%	53%
Total	729	33	161	721	39	188	705	38	160	100%	100%	100%

The working day includes from 0:00 hours on Monday to 14:59 hours on Friday; weekend days start at 15:00 on Friday and end at 23:59 on Sunday.

Compared to 2023, there was a decrease in all indicators for working days, 4% (-20) in casualty accidents, 30% (-7) in the number of fatalities and 22% (-21) in the number of hospitalised injured casualties. The figures recorded at weekends showed an increase in the number of casualty accidents of 2% (+4) and of 38% (+6) in fatalities. However, there was a decrease in the number of hospitalised injured casualties.

Compared to 2019, working days saw a 14% (+2) increase in fatalities and a 12% decrease (-10) in the number of hospitalised injured casualties. The weekends recorded an 8% decrease (-24) in the number of casualty accidents, as well as a 16% increase (+3) in the number of fatalities and a 12% increase (+9) in the number of hospitalised injured casualties.

Table 12: Year-on-year difference 2024/2023 and 2024/ 2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
On working days	-20	-4%	-7	-30%	-21	-22%	0	0%	2	14%	-10	-12%
Weekend days	4	2%	6	38%	-7	-8%	-24	-8%	3	16%	9	12%
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

The working day includes from 0:00 hours on Monday to 14:59 hours on Friday; weekend days start at 15:00 on Friday and end at 23:59 on Sunday.

4.3.2 Times of the day

Regarding the time when the accident occurred, in 2024, the period from 07:00-13:59 recorded the highest number of casualty accidents with 48% (338), of fatalities with 47% (18) and of hospitalised injured casualties with 48% (76).

Table 13: Casualty accidents, fatalities, and hospitalised injured casualties by time slot in which the accident occurred. Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
00:00-06:59	29	2	3	24	3	6	28	4	4	4%	11%	3%
07:00-13:59	336	11	77	325	17	73	338	18	76	48%	47%	48%
14:00-19:59	276	10	61	289	16	79	261	11	60	37%	29%	38%
20:00-23:59	88	10	20	83	3	30	78	5	20	11%	13%	13%
Total	729	33	161	721	39	188	705	38	160	100%	100%	100%

As for 2023, the period from 07:00-13:59 recorded the highest number of casualty accidents at 4% (+13) and of fatalities at 4% (+3). The period from 20:00-23:59 recorded the greatest increase in the number of fatalities: 67% (+2).

Compared with 2019, the period from 07:00 to 13:59 saw a 1% increase (+2) in the number of casualty accidents and a 64% increase (+7) in the number of fatalities, as well as a 1% decrease (-1) in the number of hospitalised injured casualties.

Table 14: Year-on-year difference 2024/2023 and 2024/ 2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
00:00-06:59	4	17%	1	33%	-2	-33%	-1	-3%	2	100%	1	33%
07:00-13:59	13	4%	1	6%	3	4%	2	1%	7	64%	-1	-1%
14:00-19:59	-28	-10%	-5	-31%	-19	-24%	-15	-5%	1	10%	-1	-2%
20:00-23:59	-5	-6%	2	67%	-10	-33%	-10	-11%	-5	-50%	0	0%
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

4.3.3 Lighting conditions

With regard to the time of day at which accidents occurred in 2024, the majority of casualty accidents took place during the day, accounting for 81% (571) of the total. Similarly, 76% of fatalities (29) and 81% of hospitalised injured casualties (130) were also recorded during the day.

Table 15: Casualty accidents, fatalities and hospitalised injured casualties depending on the lighting conditions at the time of the accident. Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Day	593	21	127	571	30	137	571	29	130	81%	76%	81%
Sunset	28	1	6	41	2	10	37	0	11	5%	0%	7%
At night in light conditions	31	1	4	15	0	5	18	2	3	3%	5%	2%
At night with no light conditions	77	10	24	94	7	36	79	7	16	11%	18%	10%
Total	729	33	161	721	39	188	705	38	160	100%	100%	100%

With regard to 2023, the only increase—both in the number of casualty accidents (20%, or +3) and in the number of fatalities (+2)—occurred at night in well-lit conditions. Furthermore, twilight was the only time of day when there was an increase in the number of hospitalised injured casualties.

Compared with 2019, the largest increase in the number of casualty accidents and hospitalised injured casualties was recorded during twilight hours, 32% (+9) and 83% (+5) respectively. Meanwhile, the number of deaths recorded during the day saw the largest increase, rising by 38% (+8).

Table 16: Year-on-year difference 2024/2023 and 2024/2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Day	0	0%	-1	-3%	-7	-5%	-22	-4%	8	38%	3	2%
Sunset	-4	-10%	-2	-100%	1	10%	9	32%	-1	-100%	5	83%
At night in light conditions	3	20%	2	-	-2	-40%	-13	-42%	1	100%	-1	-25%
At night with no light conditions	-15	-16%	0	0%	-20	-56%	2	3%	-3	-30%	-8	-33%
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

4.4 By the location of the accident

As for the Autonomous Region, in 2024, the highest number of casualty accidents, fatalities and hospitalised injured casualties was recorded in Andalusia, accounting for 25% (179), 26% (10) and 18% (29) of the total, respectively.

4.4.1 Autonomous Region

Table 17: Casualty accidents, fatalities and hospitalised injured casualties by the Autonomous Region where the accident occurred. Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Andalusia	181	8	34	165	9	44	179	10	29	25%	26%	18%
Aragon	34	3	13	39	2	10	25	0	10	4%	0%	6%
Asturias, Principality of	22	0	4	37	0	4	16	0	5	2%	0%	3%
Balearic Islands	55	1	16	44	2	14	74	5	21	10%	13%	13%
Canary Islands	60	0	15	69	1	16	57	4	12	8%	11%	8%
Cantabria	16	0	5	12	0	2	10	1	2	1%	3%	1%
Castile-La Mancha	35	1	4	57	2	10	43	1	8	6%	3%	5%
Castile-Leon	65	11	16	74	5	15	69	6	20	10%	16%	13%
Catalonia	0	0	0	0	0	0	0	0	0	0%	0%	0%
Extremadura	33	1	9	24	1	6	18	2	5	3%	5%	3%
Galicia	81	2	8	64	1	15	66	3	12	9%	8%	8%
Madrid, Community of	36	2	8	29	6	15	21	0	3	3%	0%	2%
Murcia, Region of	20	0	6	16	3	8	23	0	4	3%	0%	3%
Navarre, Autonomous Community of	7	2	5	7	0	1	8	1	1	1%	3%	1%
Rioja, La	7	0	2	10	0	5	12	1	9	2%	3%	6%
Valencian Community	75	2	16	72	7	22	84	4	19	12%	11%	12%
Basque Country	0	0	0	0	0	0	0	0	0	0%	0%	0%
Ceuta and Melilla	2	0	0	2	0	1	0	0	0	0%	0%	0%
Total	729	33	161	721	39	188	705	38	160	100%	100%	100%

Compared with 2023, the largest increase in the number of casualty accidents and hospitalised injured casualties of 68% (+30) and of 50% (+7) respectively was recorded in the Balearic Islands.

Compared with 2019, the Balearic Islands also recorded the largest increase in the indicators analysed: of 35% (+19) in casualty accidents, of 400% (+4) in fatalities and of 2000% (+20) in hospitalised injured casualties.

Table 18: Year-on-year difference 2024/2023 and 2024/2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Andalusia	14	8%	1	11%	-15	-34%	-2	-1%	2	25%	21	263%
Aragon	-14	-36%	-2	-100%	0	0%	-9	-26%	-2	-100%	7	233%
Asturias, Principality of	-21	-57%	0	-	1	25%	-6	-27%	0	0	5	
Balearic Islands	30	68%	3	150%	7	50%	19	35%	4	400%	20	2000%
Canary Islands	-12	-17%	3	300%	-4	-25%	-3	-5%	4	0	12	0
Cantabria	-2	-17%	1	-	0	0%	-6	-38%	1	0	2	0
Castile-La Mancha	-14	-25%	-1	-50%	-2	-20%	8	23%	0	0%	7	700%
Castile-Leon	-5	-7%	1	20%	5	33%	4	6%	-1	-14%	9	82%
Catalonia	0	-	0	-	0	-	0	0	0	0	0	0
Extremadura	-6	-25%	1	100%	-1	-17%	-15	-45%	1	100%	4	400%
Galicia	2	3%	2	200%	-3	-20%	-15	-19%	1	50%	10	500%
Madrid, Community of	-8	-28%	-6	-100%	-12	-80%	-15	-42%	-2	-100%	1	50%
Murcia, Region of	7	44%	-3	-100%	-4	-50%	3	15%	0	0	4	0
Navarre, Autonomous Community of	1	14%	1	-	0	0%	1	14%	0	0%	-1	-50%
Rioja, La	2	20%	1	-	4	80%	5	71%	1	0	9	0
Valencian Community	12	17%	-3	-43%	-3	-14%	9	12%	2	100%	17	850%
Basque Country	0	-	0	-	0	-	0	0	0	0	0	0
Ceuta and Melilla	-2	-100%	0	-	-1	-100%	-2	-100%	0	0	0	0
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

4.5 By contributing factors

With regard to the analysis of the contributing factors, in 43% (302) of the casualty accidents and 49% (78) of the fatalities, the contributing factor of illegal overtaking was present, being the most predominant contributing factor in this type of accident.

Table 19: Casualty accidents, fatalities and hospitalised injured casualties by the contributing factors present in the accident. Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Illegal overtaking	346	22	94	314	26	100	302	23	78	43%	61%	49%
Inattentive or distracted driving	114	4	29	99	3	24	108	5	19	15%	13%	12%
Improper turn	116	2	21	128	4	26	107	5	23	15%	13%	14%
Failure to yield/right of way	90	1	17	101	7	15	84	3	9	12%	8%	6%
Failure to keep safety distance	75	3	8	48	1	10	61	2	15	9%	5%	9%
Inappropriate speed	60	3	16	53	11	17	32	8	17	5%	21%	11%
Alcohol*	38 (out of 485)	14 (out of 24)	9 (out of 70)	31 (out of 469)	6 (out of 34)	14 (out of 70)	39 (out of 483)	2 (out of 4)	6 (out of 62)	6%	5%	4%
Other infringement	48	3	10	46	5	20	37	4	15	5%	11%	9%
Negligent driving	9	1	3	31	0	6	27	1	5	4%	3%	3%
Reckless driving	9	1	0	14	0	10	17	2	12	2%	5%	8%
Inexperienced driver	7	0	0	21	3	3	18	1	2	3%	3%	1%
Total	912	54	207	886	66	245	832	56	201	-	-	-

* The total number of road accidents recorded in 2019 was 729. Several factors may be present in a single road traffic accident.

*As regards alcohol, the sample considered is 485 road traffic accidents, in which all drivers involved were submitted to test. Of these accidents, alcohol is considered a contributing factor when, at least, one of the drivers involved in the accident tests positive.

* The total number of road accidents recorded in 2023 was 721. Several factors may be present in a single road traffic accident.

*As regards alcohol, the sample considered is 469 road traffic accidents, in which all drivers involved were submitted to test. Of these accidents, alcohol is considered a contributing factor when, at least, one of the drivers involved in the accident tests positive.

* The total number of road accidents recorded in 2024 was 705. Several factors may be present in a single road traffic accident.

*As regards alcohol, the sample considered is 483 road traffic accidents, in which all drivers involved were submitted to test. Of these accidents, alcohol is considered a contributing factor when, at least, one of the drivers involved in the accident tests positive.

Compared with 2023, the largest increase in the number of casualty accidents and of hospitalised injured casualties was recorded for the contributing factor of failing to keep a safe distance, 27% (+13) and 50% (+5) respectively. Besides, distracted or inattentive driving and reckless driving saw the largest increase in the number of fatalities (+2).

Compared with 2019, the largest increase in casualty accidents was recorded in the category of negligent driving, 200% (+18); the number of fatalities due to inappropriate speed rose by 167% (+5) as well as the number of hospitalised injured casualties due to reckless driving (+12).

Table 20: Year-on-year difference 2024/2023 and 2024/2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Illegal overtaking	-12	-4%	-3	-12%	-22	-22%	-44	-13%	1	5%	-16	-17%
Inattentive or distracted driving	9	9%	2	67%	-5	-21%	-6	-5%	1	25%	-10	-34%
Improper turn	-21	-16%	1	25%	-3	-12%	-9	-8%	3	150%	2	10%
Failure to yield/right of way	-17	-17%	-4	-57%	-6	-40%	-6	-7%	2	200%	-8	-47%
Failure to keep safety distance	13	27%	1	100%	5	50%	-14	-19%	-1	-33%	7	88%
Inappropriate speed	-21	-40%	-3	-27%	0	0%	-28	-47%	5	167%	1	6%
Alcohol*	8	26%	-4	-67%	-8	-57%	1	3%	-12	-86%	-3	-33%
Other infringement	-9	-20%	-1	-20%	-5	-25%	-11	-23%	1	33%	5	50%
Negligent driving	-4	-13%	1	-	-1	-17%	18	200%	0	0%	2	67%
Reckless driving	3	21%	2	-	2	20%	8	89%	1	100%	12	-
Inexperienced driver	-3	-14%	-2	-67%	-1	-33%	11	157%	1	-	2	-
Total	-54	-6%	-10	-15%	-44	-18%	-80	-9%	2	4%	-6	-3%

4.6 Characteristics of the casualty

4.6.1 By the age of the casualty

As regards the age of the casualties, in 2024, casualty accidents aged between 45 and 54 accounted for the highest number, at 43% (300). Meanwhile, 24% (9) of fatalities and 21% (34) of hospitalised injured casualties were in the 45–54 age group, which also accounted for the highest figures of the total.

Table 21: Casualty accidents, fatalities and hospitalised injured casualties by the age of the casualty.
Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024.

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
0 - 14 years	86	0	5	58	0	6	55	1	3	8%	3%	2%
15 - 24 years	233	3	20	219	4	27	197	5	29	28%	13%	18%
25 - 34 years	290	9	28	287	4	49	248	5	21	35%	13%	13%
35 - 44 years	319	7	36	269	4	28	253	4	23	36%	11%	14%
45 - 54 years	289	3	27	297	11	31	300	9	34	43%	24%	21%
55 - 64 years	204	6	25	232	8	26	254	8	25	36%	21%	16%
65 and over	167	5	17	192	8	21	196	6	25	28%	16%	16%
Unknown	49	0	3	36	0	0	40	0	0	6%	0%	0%
Total ²	729	33	161	721	39	188	705	38	160	-	100%	100%

In 2023, the largest increase in casualty accidents was recorded among those involving people aged 55 to 64, at 9% (22). As for the number of hospitalised injured casualties, the largest increase was recorded among those aged 65 and over. There has been no significant increase in the number of fatalities.

Compared with 2019, the largest increase in the number of casualty accidents was also recorded among those involving people aged 55 to 64, with a rise of 25% (+50). Meanwhile, the largest increase in the number of deaths was

² The total number of casualty accidents does not match the sum of the accidents across the relevant age groups, as a single accident may involve several people from one or more age groups.

recorded in the 45–54 age group, at 200% (+6), whilst the 15–24 age group recorded a 45% rise (+9) in the number of hospitalised injured casualties.

Table 22: Year-on-year difference 2024/2023 and 2024/2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
0 - 14 years	-3	-5%	1	-	-3	-50%	-31	-36%	1	-	-2	-40%
15 - 24 years	-22	-10%	1	25%	2	7%	-36	-15%	2	67%	9	45%
25 - 34 years	-39	-14%	1	25%	-28	-57%	-42	-14%	-4	-44%	-7	-25%
35 - 44 years	-16	-6%	0	0%	-5	-18%	-66	-21%	-3	-43%	-13	-36%
45 - 54 years	3	1%	-2	-18%	3	10%	11	4%	6	200%	7	26%
55 - 64 years	22	9%	0	0%	-1	-4%	50	25%	2	33%	0	0%
65 and over	4	2%	-2	-25%	4	19%	29	17%	1	20%	8	47%
Unknown	4	11%	0	-	0	-	-9	-18%	0	-	-3	-100%
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

4.6.2 By the sex of the casualty

In 2024, in 95% (668) of casualty accidents there was, at least, a male involved. However, males accounted for 82% (31) of the fatalities and 73% (116) of hospitalised injured casualties.

In addition, in 58% (408) of casualty accidents there was, at least, a female involved. As for the casualties, females accounted for 18% (7) of the individuals killed and 28% (44) of the hospitalised injured casualties.

Table 23: Casualty accidents, fatalities and hospitalised injured casualties by the sex of the casualty.
Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024.

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Male	693	24	131	687	30	140	668	31	116	95%	82%	73%
Female	423	9	30	402	9	48	408	7	44	58%	18%	28%
Unknown	19	0	0	13	0	0	18	0	0	3%	0%	0%
Total ³	729	33	161	721	39	188	705	38	160	-	100%	100%

As regards 2023, no significant increases have been recorded by sex. Meanwhile, compared with 2019, there has been a 29% increase (+7) in the number of registered male fatalities.

Table 24: Year-on-year difference 2024/2023 and 2024/2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Male	-19	-3%	1	3%	-24	-17%	-25	-4%	7	29%	-15	-11%
Female	6	1%	-2	-22%	-4	-8%	-15	-4%	-2	-22%	14	47%
Unknown	5	38%	0	-	0	-	-1	-5%	0	-	0	-
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

³ The total number of casualty accidents does not correspond to the sum of accidents involving males and those involving females, as a single accident may involve several people of the same sex or of both sexes.

4.6.3 By the position of the casualty

As regards the position of the casualty in the vehicle involved in the accident, in 2024, 76% (29) of those killed and 78% (125) of hospitalised injured casualties were recorded as drivers. In addition, in 49% (346) of casualty accidents at least one passenger was involved; furthermore, 24% (9) of those killed and 19% (31) of hospitalised injured casualties were passengers.

Table 25: Casualty accidents, fatalities and hospitalised injured casualties by the position of the casualty.
Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Driver	729	26	121	721	32	144	705	29	125	100%	76%	78%
Passenger	351	7	39	339	7	42	346	9	31	49%	24%	19%
Pedestrian	11	0	1	8	0	2	7	0	3	1%	0%	2%
Unknown	8	0	0	6	0	0	11	0	1	2%	0%	1%
Total ⁴	729	33	161	721	39	188	705	38	160	-	100%	100%

Compared with 2023, there was a 2% increase (+7) in the number of casualty accidents involving passengers, as well as a 29% rise (+2) in the number of passenger fatalities.

Compared with 2019, there has been an increase in both the number of drivers (12%, +3) and passengers (29%, +2) killed.

⁴ The total number of casualty accidents does not match the sum of the accidents involving drivers, passengers or pedestrians, as a single accident may involve several people with the same position or a different one.

Table 26: Year-on-year difference 2024/2023 and 2024/2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Driver	-16	-2%	-3	-9%	-19	-13%	-24	-3%	3	12%	4	3%
Passenger	7	2%	2	29%	-11	-26%	-5	-1%	2	29%	-8	-21%
Pedestrian	-1	-13%	0	-	1	50%	-4	-36%	0	-	2	200%
Unknown	5	83%	0	-	1	-	3	38%	0	-	1	-
Total	-16	-2%	-1	-3%	-28	-15%	-24	-3%	5	15%	-1	-1%

4.7 Characteristics of the driver

4.7.1 By the age of the driver

As for the age of the driver involved in the accident, in 2024, the 45–54 age group accounted for the highest percentage of casualty accidents, at 38% (268) of the total. However, the 55–64 age group accounts for the highest number of driver fatalities, at 28% (8), as well as the highest number of hospitalised injured drivers, at 22% (+27).

Table 27: Casualty accidents, fatalities and hospitalised injured casualties by the age of the driver.
Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
0 - 14 years	2	0	0	2	0	1	0	0	0	0%	0%	0%
15 - 24 years	182	3	13	162	3	17	149	4	0	21%	14%	0%
25 - 34 years	240	7	22	256	3	35	204	4	19	29%	14%	15%
35 - 44 years	285	5	29	234	4	23	227	3	17	32%	10%	14%
45 - 54 years	259	2	19	262	9	30	268	7	20	38%	24%	16%
55 - 64 years	173	6	23	200	5	19	227	8	27	32%	28%	22%
65 and over	143	3	14	166	8	19	156	3	42	22%	10%	34%
Unknown	13	0	1	9	0	0	10	0	0	1%	0%	0%
Total ⁵	729	26	121	721	32	144	705	29	125	-	100%	100%

⁵ The total number of casualty accidents does not match the sum of the accidents across the relevant age groups, as a single accident may involve several people from one or more age groups.

In 2023, the largest increase in casualty accidents was recorded among those involving people aged 55 to 64, at 14% (+27). This age group also saw the largest increase in the number of fatalities, with a rise of 60% (+3). Meanwhile, there has been a significant increase in the number of hospitalised injured casualties aged 65 and over, with a rise of 121% (+23).

Compared with 2019, the largest increase in the number of casualty accidents was also recorded among those involving people aged 55 to 64, at 31% (54); however, the largest increase in the number of fatalities was among those aged 45 to 54, at 250% (+5). In addition, the largest increase in the number of hospitalised injured casualties was recorded among those aged 65 and over, at 200% (+28).

Table 28: Year-on-year difference 2024/2023 and 2024/2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatally injured casualties		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
0 - 14 years	-2	-100%	0	-	-1	-100%	-2	-100%	0	-	0	-
15 - 24 years	-13	-8%	1	33%	-17	-100%	-33	-18%	1	33%	-13	-100%
25 - 34 years	-52	-20%	1	33%	-16	-46%	-36	-15%	-3	-43%	-3	-14%
35 - 44 years	-7	-3%	-1	-25%	-6	-26%	-58	-20%	-2	-40%	-12	-41%
45 - 54 years	6	2%	-2	-22%	-10	-33%	9	3%	5	250%	1	5%
55 - 64 years	27	14%	3	60%	8	42%	54	31%	2	33%	4	17%
65 and over	-10	-6%	-5	-63%	23	121%	13	9%	0	0%	28	200%
Unknown	1	11%	0	-	0	-	-3	-23%	0	-	-1	-100%
Total	-16	-2%	-3	-9%	-19	-13%	-24	-3%	3	12%	4	3%

4.7.2 By the sex of the driver

Regarding the sex of the driver, in 2024, in 93% (658) of casualty accidents at least one male was involved. 93% (27) of the fatalities and 84% (105) of the hospitalised injured casualties were male drivers.

In addition, in 38% (267) of casualty accidents there was, at least, a female involved. Besides, 7% (2) of the fatalities and 16% (20) of the hospitalised injured casualties were females.

Table 29: Casualty accidents, fatalities and hospitalised injured casualties by the sex of the driver.
Absolute figures years 2019, 2023 and 2024 and percentage distribution in 2024

	2019			2023			2024			Dist. 2024		
	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties	Casualty accidents	Fatalities	Hospitalised injured casualties
Male	679	23	107	676	27	122	658	27	105	93%	93%	84%
Female	253	3	14	261	5	22	267	2	20	38%	7%	16%
Unknown	10	0	0	7	0	0	9	0	0	1%	0%	0%
Total ⁶	729	26	121	721	32	144	705	29	125	-	100%	100%

As regards 2023, no significant increases have been recorded by sex. Meanwhile, compared with 2019, there has been a 17% increase (+4) in the number of registered male fatalities and of 43% (+6) in the number of hospitalised injured females.

⁶ The total number of casualty accidents does not correspond to the sum of accidents involving males and those involving females, as a single accident may involve several people of the same sex or of both sexes.

Table 30: Year-on-year difference 2024/2023 and 2024/2019

	Diff. 24/23						Diff. 24/19					
	Casualty accidents		Fatalities		Hospitalised injured casualties		Casualty accidents		Fatalities		Hospitalised injured casualties	
	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%	Abs.	%
Male	-18	-3%	0	0%	-17	-14%	-21	-3%	4	17%	-2	-2%
Female	6	2%	-3	-60%	-2	-9%	14	6%	-1	-33%	6	43%
Unknown	2	29%	0	-	0	-	-1	-10%	0	-	0	-
Total	-16	-2%	-3	-9%	-19	-13%	-24	-3%	3	12%	4	3%

Annex I: Breakdown of accidents by time of day

Casualty accidents

Table 31: Accidents involving casualties, by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2024

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	1	0	0	2	0	1	4	8
01:00-01:59	1	0	0	1	0	0	0	2
02:00-02:59	0	0	0	0	0	0	1	1
03:00-03:59	0	0	0	0	0	0	0	0
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	0	2	0	1	2	0	2	7
06:00-06:59	3	1	2	3	0	1	0	10
07:00-07:59	9	7	5	7	2	0	0	30
08:00-08:59	5	8	9	10	3	6	2	43
09:00-09:59	5	12	8	5	2	6	9	47
10:00-10:59	5	4	6	6	7	6	9	43
11:00-11:59	2	5	9	4	6	14	17	57
12:00-12:59	9	7	5	8	8	13	14	64
13:00-13:59	6	8	5	7	4	12	12	54
14:00-14:59	9	10	7	9	14	6	5	60
15:00-15:59	5	8	7	11	6	3	4	44
16:00-16:59	4	5	4	10	8	7	6	44
17:00-17:59	4	6	4	7	7	8	8	44
18:00-18:59	4	7	2	9	4	3	6	35
19:00-19:59	7	3	4	4	5	5	6	34
20:00-20:59	6	3	2	5	2	2	4	24
21:00-21:59	2	0	3	3	5	8	3	24
22:00-22:59	1	3	3	3	5	2	4	21
23:00-23:59	1	1	1	1	2	1	2	9
Total	89	100	86	116	92	104	118	705

Table 32: Casualty accidents by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2023

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	0	0	0	0	0	0	0	0
01:00-01:59	1	0	0	0	0	0	1	2
02:00-02:59	0	0	0	0	0	1	0	1
03:00-03:59	0	0	0	0	0	3	0	3
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	0	1	0	1	0	0	1	3
06:00-06:59	3	4	0	2	3	1	2	15
07:00-07:59	5	9	11	4	6	3	1	39
08:00-08:59	3	3	7	12	6	0	0	31
09:00-09:59	6	11	5	5	6	7	5	45
10:00-10:59	4	11	3	8	5	13	13	57
11:00-11:59	3	9	8	8	4	12	9	53
12:00-12:59	8	11	4	5	10	9	8	55
13:00-13:59	5	8	2	6	9	6	9	45
14:00-14:59	9	5	12	8	8	12	7	61
15:00-15:59	5	3	9	4	7	5	6	39
16:00-16:59	4	10	7	9	7	6	8	51
17:00-17:59	4	7	9	10	7	7	5	49
18:00-18:59	7	7	3	6	8	7	6	44
19:00-19:59	5	12	7	2	13	1	5	45
20:00-20:59	5	4	5	5	11	5	3	38
21:00-21:59	4	5	2	2	7	3	3	26
22:00-22:59	2	3	2	1	1	2	2	13
23:00-23:59	1	1	0	0	1	2	1	6
Total	84	124	96	98	119	105	95	721

Table 33: Casualty accidents by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2019

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	1	1	1	1	0	4	0	8
01:00-01:59	0	2	0	0	1	0	2	5
02:00-02:59	0	0	0	0	0	3	0	3
03:00-03:59	0	0	0	0	0	0	2	2
04:00-04:59	0	0	0	0	0	1	0	1
05:00-05:59	0	0	0	0	0	1	1	2
06:00-06:59	2	3	1	0	1	0	1	8
07:00-07:59	8	3	8	3	5	4	3	34
08:00-08:59	10	6	8	6	7	3	2	42
09:00-09:59	6	3	5	6	8	8	8	44
10:00-10:59	4	1	6	4	12	10	4	41
11:00-11:59	5	8	9	6	8	10	10	56
12:00-12:59	4	7	8	9	7	10	12	57
13:00-13:59	8	8	5	8	6	11	16	62
14:00-14:59	6	5	6	9	6	12	5	49
15:00-15:59	7	7	7	16	7	5	4	53
16:00-16:59	6	5	7	7	8	15	6	54
17:00-17:59	7	11	4	5	3	13	5	48
18:00-18:59	3	5	5	3	9	2	6	33
19:00-19:59	9	4	4	4	6	3	9	39
20:00-20:59	3	6	6	5	7	6	8	41
21:00-21:59	6	5	3	2	3	2	2	23
22:00-22:59	4	0	0	0	6	3	3	16
23:00-23:59	0	1	1	0	4	0	2	8
Total	99	91	94	94	114	126	111	729

Fatalities

Table 34: Fatalities by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2024

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	0	0	0	1	0	0	1	2
01:00-01:59	2	0	0	0	0	0	0	2
02:00-02:59	0	0	0	0	0	0	0	0
03:00-03:59	0	0	0	0	0	0	0	0
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	0	0	0	0	0	0	0	0
06:00-06:59	0	0	0	0	0	0	0	0
07:00-07:59	0	0	0	0	0	0	0	0
08:00-08:59	0	1	2	0	0	0	2	5
09:00-09:59	0	1	0	0	0	0	2	3
10:00-10:59	0	0	0	0	0	1	1	2
11:00-11:59	0	0	0	0	0	0	2	2
12:00-12:59	1	0	1	0	2	0	0	4
13:00-13:59	0	0	1	0	0	0	1	2
14:00-14:59	1	0	0	0	0	0	0	1
15:00-15:59	0	2	0	0	0	1	1	4
16:00-16:59	0	0	0	0	1	0	0	1
17:00-17:59	0	0	0	0	1	0	1	2
18:00-18:59	0	0	0	1	2	0	0	3
19:00-19:59	0	0	0	0	0	1	0	1
20:00-20:59	0	0	0	0	1	1	0	2
21:00-21:59	0	0	0	0	0	1	1	2
22:00-22:59	0	0	0	0	0	0	0	0
23:00-23:59	0	0	0	0	0	0	0	0
Total	4	4	4	2	7	5	12	38

Table 35: Fatalities by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2023

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	0	0	0	0	0	0	0	0
01:00-01:59	0	0	0	0	0	0	0	0
02:00-02:59	0	0	0	0	0	0	0	0
03:00-03:59	0	0	0	0	0	2	0	2
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	0	1	0	0	0	0	0	1
06:00-06:59	0	0	0	0	0	0	0	0
07:00-07:59	0	0	0	0	2	0	0	2
08:00-08:59	0	0	1	1	0	0	0	2
09:00-09:59	0	0	0	0	0	0	0	0
10:00-10:59	0	1	0	0	1	3	1	6
11:00-11:59	1	1	0	0	0	1	0	3
12:00-12:59	0	0	0	0	0	0	0	0
13:00-13:59	0	3	0	0	1	0	0	4
14:00-14:59	3	0	1	1	1	3	0	9
15:00-15:59	0	0	0	0	0	1	0	1
16:00-16:59	0	0	0	0	0	0	0	0
17:00-17:59	0	0	1	0	1	0	0	2
18:00-18:59	1	0	0	0	0	0	1	2
19:00-19:59	1	0	0	0	1	0	0	2
20:00-20:59	0	0	0	0	1	1	0	2
21:00-21:59	0	0	0	0	0	0	0	0
22:00-22:59	1	0	0	0	0	0	0	1
23:00-23:59	0	0	0	0	0	0	0	0
Total	7	6	3	2	8	11	2	39

Table 36: Fatalities by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2019

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	0	0	0	0	0	1	0	1
01:00-01:59	0	0	0	0	0	0	0	0
02:00-02:59	0	0	0	0	0	1	0	1
03:00-03:59	0	0	0	0	0	0	0	0
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	0	0	0	0	0	0	0	0
06:00-06:59	0	0	0	0	0	0	0	0
07:00-07:59	1	0	0	0	0	0	0	1
08:00-08:59	1	0	0	0	0	0	0	1
09:00-09:59	1	0	0	0	0	0	1	2
10:00-10:59	0	0	0	0	0	0	0	0
11:00-11:59	0	0	1	0	0	0	0	1
12:00-12:59	0	0	0	0	0	0	5	5
13:00-13:59	0	0	0	0	0	0	1	1
14:00-14:59	0	1	1	0	0	0	0	2
15:00-15:59	0	0	0	0	0	0	0	0
16:00-16:59	0	0	0	0	1	0	0	1
17:00-17:59	2	1	0	0	1	1	0	5
18:00-18:59	0	0	2	0	0	0	0	2
19:00-19:59	0	0	0	0	0	0	0	0
20:00-20:59	0	0	0	0	0	1	4	5
21:00-21:59	0	0	0	0	0	0	1	1
22:00-22:59	3	0	0	0	0	1	0	4
23:00-23:59	0	0	0	0	0	0	0	0
Total	8	2	4	0	2	5	12	33

Hospitalised injured casualties

Table 37: Hospitalised injured casualties by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2024

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	0	0	0	0	0	0	1	1
01:00-01:59	2	0	0	0	0	0	0	2
02:00-02:59	0	0	0	0	0	0	0	0
03:00-03:59	0	0	0	0	0	0	0	0
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	0	0	0	0	0	0	1	1
06:00-06:59	0	0	0	0	0	0	0	0
07:00-07:59	1	3	1	2	0	0	0	7
08:00-08:59	0	2	2	5	1	0	0	10
09:00-09:59	0	0	1	0	0	1	7	9
10:00-10:59	1	1	2	1	0	0	1	6
11:00-11:59	0	2	1	1	3	4	9	20
12:00-12:59	5	1	0	1	0	6	0	13
13:00-13:59	0	0	0	1	1	3	6	11
14:00-14:59	2	2	2	0	1	1	2	10
15:00-15:59	3	0	0	2	6	1	1	13
16:00-16:59	0	3	0	1	3	1	6	14
17:00-17:59	1	1	2	0	0	4	2	10
18:00-18:59	1	0	1	1	0	1	4	8
19:00-19:59	1	0	1	0	2	0	1	5
20:00-20:59	1	1	1	1	0	0	1	5
21:00-21:59	1	0	1	2	1	1	0	6
22:00-22:59	0	0	0	1	2	1	0	4
23:00-23:59	1	0	0	0	0	1	3	5
Total	20	16	15	19	20	25	45	160

Table 38: Hospitalised injured casualties by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2023

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	0	0	0	0	0	0	0	0
01:00-01:59	0	0	0	0	0	0	0	0
02:00-02:59	0	0	0	0	0	0	0	0
03:00-03:59	0	0	0	0	0	4	0	4
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	0	0	0	0	0	0	0	0
06:00-06:59	2	0	0	0	0	0	0	2
07:00-07:59	1	2	2	0	0	2	1	8
08:00-08:59	0	0	0	0	0	0	0	0
09:00-09:59	0	1	1	0	1	4	0	7
10:00-10:59	1	8	0	2	0	8	4	23
11:00-11:59	0	1	1	2	0	3	2	9
12:00-12:59	3	0	2	0	3	4	5	17
13:00-13:59	0	0	2	1	3	2	1	9
14:00-14:59	3	0	2	5	4	2	2	18
15:00-15:59	2	0	1	2	1	1	3	10
16:00-16:59	3	2	1	1	3	0	1	11
17:00-17:59	1	2	2	2	2	2	2	13
18:00-18:59	3	1	1	1	6	2	0	14
19:00-19:59	0	4	1	2	3	0	3	13
20:00-20:59	0	3	1	0	5	1	0	10
21:00-21:59	4	1	0	0	5	0	0	10
22:00-22:59	0	1	2	0	1	1	3	8
23:00-23:59	0	0	0	0	0	2	0	2
Total	23	26	19	18	37	38	27	188

Table 39: Hospitalised injured casualties by date and time of the accident. Overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2019

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
00:00-00:59	0	0	0	0	0	0	0	0
01:00-01:59	0	0	0	0	0	0	0	0
02:00-02:59	0	0	0	0	0	1	0	1
03:00-03:59	0	0	0	0	0	0	2	2
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	0	0	0	0	0	0	0	0
06:00-06:59	0	0	0	0	0	0	0	0
07:00-07:59	8	0	4	0	0	1	0	13
08:00-08:59	0	0	3	2	0	0	0	5
09:00-09:59	0	1	1	1	0	1	2	6
10:00-10:59	0	0	0	0	4	2	0	6
11:00-11:59	2	2	2	2	0	3	2	13
12:00-12:59	1	0	1	4	4	3	3	16
13:00-13:59	1	3	2	4	1	0	7	18
14:00-14:59	1	0	0	0	1	4	3	9
15:00-15:59	1	0	2	2	2	1	1	9
16:00-16:59	1	3	1	2	3	2	3	15
17:00-17:59	0	0	0	2	0	8	0	10
18:00-18:59	2	0	0	0	3	0	2	7
19:00-19:59	3	0	2	0	1	0	5	11
20:00-20:59	0	1	1	0	0	0	3	5
21:00-21:59	2	2	0	1	0	0	2	7
22:00-22:59	3	0	0	0	2	2	1	8
23:00-23:59	0	0	0	0	0	0	0	0
Total	25	12	19	20	21	28	36	161

Annex II: Collision matrices

Fatalities

Table 40: Collision matrix. Fatalities when overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2024.

	More than one vehicle	Single vehicle	Bicycle + PMV	Pedestrian	Motorcycle and Moped	Car	Lorry	Other vehicle	Total
Pedestrian	0	0	0	0	0	0	0	0	0
Bicycle + PMV	0	1	0	0	0	1	1	1	4
Motorcycle and Moped	1	4	0	0	0	8	1	1	15
Car	5	0	0	0	0	8	2	1	16
Lorry	0	0	0	0	0	0	0	0	0
Other vehicle	0	0	0	0	0	3	0	0	3
Total	6	5	0	0	0	20	4	3	38

Table 41 : Percentage differences

	More than one vehicle	Single vehicle	Bicycle + PMV	Pedestrian	Motorcycle and Moped	Car	Lorry	Other vehicle	Total
Pedestrian	-	-	-	-	-	-	-	-	-
Bicycle + PMV	0%	25%	0%	0%	0%	25%	25%	25%	100%
Motorcycle and moped	7%	27%	0%	0%	0%	53%	7%	7%	100%
Car	31%	0%	0%	0%	0%	50%	13%	6%	100%
Lorry	-	-	-	-	-	-	-	-	-
Other vehicle	0%	0%	0%	0%	0%	100%	0%	0%	100%
Total	16%	13%	0%	0%	0%	53%	11%	8%	100%

Hospitalised injured casualties

Table 42: Collision matrix. Hospitalised injured casualties when overtaking on the left on conventional roads with one lane in each direction and a single carriageway. Absolute figures year 2024.

	More than one vehicle	Single vehicle	Bicycle + PMV	Pedestrian	Motorcycle and Moped	Car	Lorry	Other vehicle	Total
Pedestrian	0	0	0	0	0	2	0	1	3
Bicycle + PMV	3	1	0	1	2	5	1	1	14
Motorcycle and moped	6	9	0	0	8	39	2	7	71
Car	14	0	0	0	0	37	2	8	61
Lorry	1	1	0	0	0	0	0	0	2
Other vehicle	2	1	0	0	0	3	3	0	9
Total	26	12	0	1	10	86	8	17	160

Table 43: Percentage distribution

	More than one vehicle	Single vehicle	Bicycle + PMV	Pedestrian	Motorcycle and Moped	Car	Lorry	Other vehicle	Total
Pedestrian	0%	0%	0%	0%	0%	67%	0%	33%	100%
Bicycle + PMV	21%	7%	0%	7%	14%	36%	7%	7%	100%
Motorcycle and moped	8%	13%	0%	0%	11%	55%	3%	10%	100%
Car	23%	0%	0%	0%	0%	61%	3%	13%	100%
Lorry	50%	50%	0%	0%	0%	0%	0%	0%	100%
Other vehicle	22%	11%	0%	0%	0%	33%	33%	0%	100%
Total	16%	8%	0%	1%	6%	54%	5%	11%	100%

Annex III: Methodological notes

Databases used

National Register for road traffic accident victims

The National Register for Road Traffic Accident Victims (regulated by Order INT/2223/2014, of 27 October, governing the report of information to the National Register for Road Traffic Accident Victims) contains the data concerning road traffic casualty accidents, defined as those accidents in which at least one of the persons involved was injured.

The data are reported to the register by law enforcement officers responsible for monitoring and controlling traffic. In the case of the Autonomous Regions of Catalonia and the Basque Country, the data are provided by the regional authorities responsible for traffic matters.

Provisional nature of the information

The figures for 2024 are provisional. The figures for previous years are consolidated. The information used to compile reports within the first 24 hours of an accident occurring is subject to change at a later date, once the traffic police investigation teams have carried out an in-depth road traffic investigation. That is why this information should be regarded as entirely provisional.

Furthermore, many of the indicators in this type of report have a small number of occurrences, meaning they are subject to considerable variability.

Methodology

Whereas on March 21, 2022, the new Law on Road Traffic and Road Safety came into force and eliminated the possibility for cars and motorcycles to exceed speed limits by 20 km/h on conventional roads when overtaking other vehicles, this report aims to analyse the changes in accident figures caused by overtaking on the left on conventional single-carriageway roads with a single lane in the years 2024, 2023 and 2019.

It should be noted that the year-on-year variation calculated for the years under review should be interpreted separately, as the aforementioned legislative reform came into force at the beginning of 2022. The report thus presents two complementary perspectives: the year-on-year variation for two consecutive years fully affected by the legislative reform (i.e. 2024/2023) and the year-on-year variation between two years with similar mobility, with and without the impact of the legislative reform (i.e. 2024/2019). All of these figures are calculated on a 24-hour basis.

To this end, under the section 2. *Contextualization* of this report provides the figures on accident rate, fatality data and morbidity recorded in the years 2019, 2022, 2023 and 2024, both for all interurban roads in Spain (which includes motorways, dual carriageways and rest of interurban roads) and for conventional single-carriageway roads with one lane in each direction (which is the type of road under consideration in this report). In addition, figures are provided for conventional roads with a single lane in each direction and a single carriageway where overtaking on the left occurred (the subject of this report).

Subsequently, in sections 3. *Basic characteristics of accident rate when overtaking on the left on conventional roads with one lane in each direction and a single carriageway* and 4. *Identification of road accident profiles* the accident figures recorded for overtaking on the left on conventional single-carriageway roads with one lane in each direction according to the variables of *mode of travel, type of accident, season, location, contributing factors, characteristics of the casualty and characteristics of the driver* are broken down under three basic indicators: *casualty accidents, fatalities and hospitalised injured casualties*.

The annexes are designed to provide additional information. Thus, *Annex I: Breakdown of accidents by time of day* provides a more detailed breakdown of the hourly incidence of accidents and casualties involving overtaking on the left on conventional single-carriageway roads with a single lane in each direction, whilst *Annex II: Collision matrices* offers further insight into the interaction of different modes of transport in such accidents.

Annex IV: Glossary

Fatal road traffic accident: Road traffic accident in which, at least, one person is killed within 24 hours after the accident.

Casualty accident: a road traffic accident in which, at least, one person is killed, injured or requires hospitalisation or not within 24 hours after the accident.

Fatality: a person who, as a result of a road traffic accident, is killed within 24 hours after the accident.

Hospitalised injured casualty: any person injured who, as a result of a road traffic accident, requires hospitalisation for more than 24 hours.

Non-hospitalised injured casualty: any person injured in a road traffic accident who does not require hospitalisation.

Case fatality rate: Case fatality rate is defined as the number of people killed per 100 casualties.

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Josefa Valcárcel, 44 - 28027 Madrid