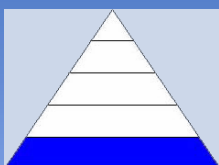


## Spain



### Structure and Culture

- **Basic data**

**Table 1:** Basic data of Spain in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA)

Basic data of Spain	European average
– Population: 46.0 million inhabitants (2010)	17.1 million (2010) <sup>[1,2]</sup>
– Area: 506 000 km <sup>2</sup> (2010) (1.3% water) (2010)	156 225 km <sup>2</sup> (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 8°C Average summer temperature (May to Oct.): 21°C Annual precipitation level: 424 mm	(2010) 6°C 16°C 747 mm
– Exposure: no information available on vehicle km  32.5 million vehicles (2008) (68% cars, 17% lorries and trucks, 8% motorcycles, 7% mopeds)	168 billion vehicle km (2010 <sup>ii</sup> ) [1] 12 million vehicles (2010 <sup>iii</sup> ) [1,2]
– 0.72 motorised vehicles per person (2008)	0.7(2010 <sup>iv</sup> ) [1,2]

Spain has one of the largest amounts of tourists.

- **Country characteristics**

**Table 2:** Characteristics of Spain in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of Spain	European average
– Population density: 91 inhabitants/km <sup>2</sup> (2010)	110 inhabitants km <sup>2</sup> (2010) <sup>[1,2,3]</sup>
– Population composition (2009): 15% children (0-14 years), 59% adults (15-64 years), 17% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 <sup>iv</sup> ) [1,2]
– Gross Domestic Product (GDP) per capita: €23 100 (2010)	€26 100 (2010) [1,2]
– 51% of population lives inside urban area (2010)	42% (2010 <sup>v</sup> ) [1,2]
– Special characteristics: Spain has one of the largest amounts of tourists, which is 7% of the world total.	



<sup>i</sup> Based on 30 European countries; data of HU = 2009.

<sup>ii</sup> Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

<sup>iii</sup> Based on 28 European countries (excl. CY and LT); data of EL, IT, PL, PT and UK = 2009; data of BE, EE, ES, RO and NO = 2008; data of IE = 2007; data of MT and SK (2002).

<sup>iv</sup> Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

<sup>v</sup> Based on 29 European countries (excl. IS).

# Road Safety Country Overview-Spain

- **Structure of road safety management**

- Policy making is centralized in Spain.

The following key-actors are responsible for road safety (RS) management:

**Table 3: Key actors per function in Spain.** (Sources: DG-TREN, 2005; 2010)

Key functions	Key actors
1. <ul style="list-style-type: none"> <li>– Formulation of national RS strategy</li> <li>– Setting targets</li> <li>– Development of the RS programme</li> </ul>	<ul style="list-style-type: none"> <li>– The General Directorate of Traffic (DGT; part of the Ministry of Interior): responsible for road safety.</li> <li>– The Inter-Ministerial Commission for Road Safety: lead agency dealing with road safety. This commission consists of the first vice-prime minister and ministers and DG's from Internal Affairs, Traffic and Public Works (MFOM), Justice, Education, Industry, Social Affairs, Tourism and Commerce, Agriculture and Fisheries, and Public Health.</li> <li>– The Superior Council for Traffic and Road Safety (a technical consultative body): supports the Inter-Ministerial Commission. This Council is the forum where the DGT and its Basque and Catalan equivalents share visions and projects.</li> </ul>
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> <li>– The Superior Council for Traffic and Road Safety.</li> <li>– DGT.</li> <li>– Basque and Catalan equivalents.</li> </ul>
3. Improvements in road infrastructure	The General Directorate for Roads (DGC; part of the Ministry of Transport and Public Works (MFOM)).
4. Vehicle improvement	The Inter-Ministerial Commission for Road Safety
5. Improvement in road user education	The Inter-Ministerial Commission for Road Safety
6. Publicity campaigns	<ul style="list-style-type: none"> <li>– The Superior Council for Traffic and Road Safety.</li> <li>– DGT.</li> <li>– Basque and Catalan equivalents.</li> <li>– The police.</li> <li>– Regional and local counties.</li> </ul>
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> <li>– The General Directorate for Road Traffic (DGT; part of the Ministry of Internal Affairs).</li> <li>– Basque and Catalan equivalents.</li> <li>– The police.</li> </ul>
8. Other relevant actors	<ul style="list-style-type: none"> <li>– Public administrations of Environment, Economy, Defense, Science and Technology (via the Superior Council of Traffic and Road Safety);</li> <li>– The National Federation of Municipalities (via the Superior Council of Traffic and Road Safety);</li> <li>– Representatives from: the Spanish Royal Automobile Club (RACE), Spanish Red Cross, car insurance companies, highway concessionary companies, road construction, maintenance and consultancy companies, consumer associations, driving schools, road vehicle manufacturers, road vehicle repair companies, road assistance companies, the media, etc (via the Superior Council of Traffic and Road Safety);</li> <li>– Research: Road Research Centre (part of the Public Works Research Centre (CEDEX)).</li> </ul>

The Inter-Ministerial Commission for Road Safety is the lead agency for road safety policy in Spain.



# Road Safety Country Overview-Spain

- **Attitudes towards risk taking**

- More than one third of the Spanish drivers admit to speeding on the motorways, which is more than drivers in other countries.
- Spanish drivers are less supportive for higher penalties for speeding and drink driving, but they are more in favour of lower BAC limits than drivers in other countries.

Spanish drivers are more supportive for higher penalties of speeding and drink-driving, but more supportive for lower BAC levels than drivers in other countries.

**Table 4:** Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)

	Spain	SARTRE average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour often or more</b>	
Too close following	6%	9%
Inappropriate overtaking	4%	5%
Exceeding speed limit on motorways	37%	25%
Exceeding speed limit on main inter-urban roads	21%	18%
Exceeding speed limit on country roads	13%	13%
Exceeding speed limit in built-up areas	11%	8%
<b>Support of stricter legislation</b>	<b>% of drivers that support stricter legislation</b>	
Higher penalties for speeding offences	58%	60%
Higher penalties for drink-driving offences	76%	88%
Lower BAC levels	19%	8%
<b>Perceived probability of being checked</b>	<b>% of drivers that believe that probability is high</b>	
Speeding	17%	18%
Alcohol use	9%	9%

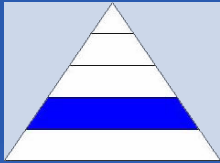
**Legend**

(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse



# Road Safety Country Overview-Spain



Spain has set a number of sub-targets, even at SPI-level.

## Programs and measures

- **National strategic plans and targets**

- The Spanish government annually releases the national targets and actions concerning the Road Safety Plan. The current Road Safety Strategy covers the period 2011-2020.
- Targets:

**Table 5: Road safety targets for Spain**

Year	Fatalities	Serious injuries	Casualties	Safety performance indicators
2020	<ul style="list-style-type: none"> <li>– Max. 37/ million inhabitants</li> <li>– 0 children without restraint system</li> <li>– -10% senior drivers (&gt;64 year)</li> <li>– -30% run-over crashes</li> <li>– 1 000 000 more cyclists on the road without increase of fatalities.</li> <li>– 0 in cars in urban areas</li> </ul>	-35%	<ul style="list-style-type: none"> <li>– -25% youngsters (18-24 year) in weekends</li> <li>– -20% motorcyclists</li> <li>– -30% on single carriageway roads</li> <li>– -30% in work-related traffic</li> </ul>	<ul style="list-style-type: none"> <li>– -1% positives in random breath tests</li> <li>– -50% of light vehicles exceeding speed limit &gt; 20 km/h</li> </ul>

- Priority topics:
  - education and training,
  - raising awareness and communication,
  - compliance with regulations,
  - the infrastructure and the vehicle,
  - the urban area,
  - the company and professional transport,
  - victims,
  - research and knowledge management,
  - coordination and participation.

(Sources: DG-TREN, 2005; 2010; OECD/ITF, 2011; national sources)

- **Road infrastructure**

**Table 6: Description of the road categories and their characteristics in Spain (Source: TiS.PT, 2003; national sources).**

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	90/110
Motorways	120

- Special rules for:
  - Light motorcycles (A1; until 18 years): 80 km/h
- Guidelines and strategic plans for infrastructure are available in Spain.



# Road Safety Country Overview-Spain

Spain has already implemented formal audits on new roads and inspections on existing roads.

**Table 7: Obligatory parts of infrastructure management in Spain and other European countries.** (Sources: DG-TREN, 2010; national sources)

Obligatory parts in Spain:	European countries with obligation
Safety impact assessment: -	-
Road safety audits: yes	50%
Road safety inspections: yes	60%
Black spot treatment: yes	47% <sup>vi</sup>

- Recent infrastructural actions have been addressing:
  - o Risk mapping from EuroRAP
  - o Black spot specific actions
  - o Signalling of black spots on main network
  - o Road safety master plan for built up areas to inspire local authorities
  - o Building new highways
  - o Improve junctions

## • Traffic laws and regulations

**Table 8: Description of the regulations in Spain in relation to the most common regulations in other European countries.** (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010; [4] DG-TREN, 2008)

Regulations in Spain	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; - Novice drivers: 0.3‰; - Professional drivers: 0.3‰. [1]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: - Hand held: prohibited - Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: - Driver: obligatory - Front passenger: obligatory - Rear passenger: obligatory - Children: obligatory [2, 3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: - Motor riders: obligatory - Moped riders: obligatory - Cyclists: obligatory outside build up areas; not compulsory in case high temperatures etc. [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% <sup>vii</sup> ) [2,3]
- No mandatory DRL [4]. - A demerit point system is in place [3].	

Spain has a 0.3 drink-driving limit for novice and professional drivers, which is lower than the limit in most other European countries.



<sup>vi</sup> Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

<sup>vii</sup> Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

# Road Safety Country Overview-Spain

## • Enforcement

**Table 9:** Effectiveness of enforcement effort in Spain according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Spain	Most common in Europe (% of countries)
Speed legislation enforcement	8	7 (35%)
Seat-belt law enforcement	8	7 (43%) <sup>viii</sup>
Child restraint law enforcement	7	6 (27%) <sup>ix</sup>
Helmet legislation enforcement	8	9 (39%) <sup>ix</sup>

**Table 10:** Performance of enforcement effort in Spain according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for Spain	Most common in Europe (% of countries)
Speeding	need to do more	Is improving (50%)
Drink driving	need to do more	Is improving (79%) <sup>x</sup>
Seat belt use	is improving need to do more	Is improving (52%) <sup>xi</sup>

## • Road user education and training

**Table 11:** Road user education and training in Spain, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Spain	Most common in Europe (% of countries)
<b>General education programmes:</b> <ul style="list-style-type: none"> <li>Primary school: compulsory (horizontal topic in curricula).</li> <li>Secondary school: voluntary, but integrated in several subjects</li> <li>Other groups: no information</li> </ul>	Compulsory (65%) <sup>xii</sup> Compulsory (50%) <sup>xiii</sup> [1,2] -
<b>Driving licences thresholds:</b> <ul style="list-style-type: none"> <li>Passenger car: 18</li> <li>Motorised two wheeler: 16, 18 years for A2, 20 years for A (gradually). Mopeds AM 15 years.</li> <li>Busses and coaches: 21 years for D1, 24 years for D, 18 years for C1, 21 years for C</li> <li>Lorries and trucks: 21 years for D1, 24 years for D, 18 years for C1, 21 years for C</li> </ul>	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%) <sup>xiv</sup> 21 years (79%) <sup>xv</sup> [2,3]

Most enforcement issues are assessed as better than the European average but still need to do more according to experts.

Spain has very differentiated driving licence thresholds.



<sup>viii</sup> Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

<sup>ix</sup> Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

<sup>x</sup> Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

<sup>xi</sup> Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

<sup>xii</sup> Based on data of 26 countries (excl. BG, CH, NO and RO).

<sup>xiii</sup> Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

<sup>xiv</sup> Based on data of 29 countries (excl. NO).

<sup>xv</sup> Based on data of 28 countries (excl. IE and NO).

# Road Safety Country Overview-Spain

## Public campaigns

**Table 12:** Public campaigns in Spain, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Spain	Most common issues in Europe (% of countries)
<b>Organisation:</b> – The Superior Council for Traffic and Road Safety; – The General Directorate of Traffic; – Basque and Catalanian equivalents; – The police; – Regional and local counties;	
<b>Main themes:</b> – Drink-driving, – Seat-belt, – Speeding, – Penalty point system, – Child restraint systems, – Motorcycles, – Mobile phone use, – Helmets, – Information on changed legislation, – Peak traffic campaign (holidays).	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - - - - -

## Vehicles and technology (national developments)

**Table 13:** Developments of vehicles and technology in Spain, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

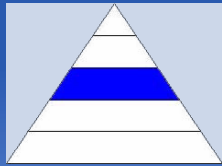
Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: every 12 to 24 months	Every 12 months (41%)
Motorcycles: checked every 24 months	Every 12 months (35%)
Busses or coaches: every 12 to 24 months	Every 12 months (41%)
Lorries or trucks: every 12 to 24 months	Every 12 months (41%) <sup>xvi</sup>

Mandatory inspection periods are somewhat longer for most vehicle types than the most common period in Europe.



<sup>xvi</sup> Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU, LT, MT, NO, RO, SI, SK).

# Road Safety Country Overview-Spain



Average speed and speeding offences on motorways have decreased significantly between 2001-2009.

## Road Safety Performance Indicators

### • Speed

**Table 14:** Number of speed checks in Spain versus the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	90.8 <sup>xvii</sup>

**Table 15:** Percentage of speed offenders per road type in Spain compared to the European average (Source: ETSC, 2010)

Road type	2001	2009	Average annual change	European average
Motorways	73%	35%	- 52%	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

**Table 16:** Mean speed per road type in Spain compared to the European average (Source: ETSC, 2010)

Road type	2001	2009	Average annual change	European average
Motorways	132 km/h	116 km/h	- 12%	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

### • Alcohol

**Table 17:** Road side surveys for drink-driving in Spain compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	88	102	16%	145.8 <sup>xviii</sup>
% tested over the limit	2.5%	1.8%	-28%	Not available

The amount of alcohol tests increased between 2006-2008, while the share of offenders decreased.



<sup>xvii</sup> Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

<sup>xviii</sup> Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).



# Road Safety Country Overview-Spain

## • Vehicles

**Table 18:** State of the vehicle fleet in Spain compared to the European average  
(Source: ETSC, 2009)

Vehicle fleet in Spain	European average
Total vehicle fleet per age group (2008): <ul style="list-style-type: none"> <li>- 19% ≤ 2 years,</li> <li>- 20% 2 to 5 years,</li> <li>- 28% 6 to 10 years,</li> <li>- 33% &gt; 10 year.</li> </ul>	Passenger cars (2008) <sup>xx</sup> 16% ≤ 2 years, 15% 2 to 5 years, 21 % 6 to 10 years, 33% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> <li>- 5 stars: no information</li> <li>- 4 stars: no information</li> <li>- 3 stars: no information</li> <li>- 2 stars: no information</li> </ul>	49% 35% 6% 1% <sup>xx</sup>

## • Protective systems

**Table 19:** Protective system use in Spain versus the average in Europe (Source: Vis & Eksler, 2008; national sources)

Use of protective systems in Spain	European average
Daytime seat belt wearing in cars and vans (2010): <ul style="list-style-type: none"> <li>- 88% front,</li> <li>- 88% driver</li> <li>- 88% front passenger</li> <li>- 76% rear,</li> <li>- 88% child restraint systems</li> </ul>	(2007) 85% front <sup>xxi</sup> , Not available Not available 60% rear <sup>xxii</sup> , Not available
Helmet use: <ul style="list-style-type: none"> <li>- 97.5% motor rides,</li> <li>- 95.5% moped riders,</li> <li>- No information on % cyclists</li> </ul>	Not available Not available Not available

The vehicle fleet seems somewhat newer in Spain than the European average.

Seat-belt and helmet wearing rates are quite high in Spain.



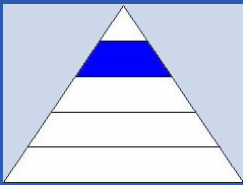
<sup>xix</sup> Based on data of 22 countries (excl. CH, CY, DE, EL, IS, LT, NO and SK).

<sup>xx</sup> Based on data of 27 countries (excl. CY, IS and MT).

<sup>xxi</sup> Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

<sup>xxii</sup> Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

# Road Safety Country Overview-Spain



## Road Safety Outcomes

- General positioning

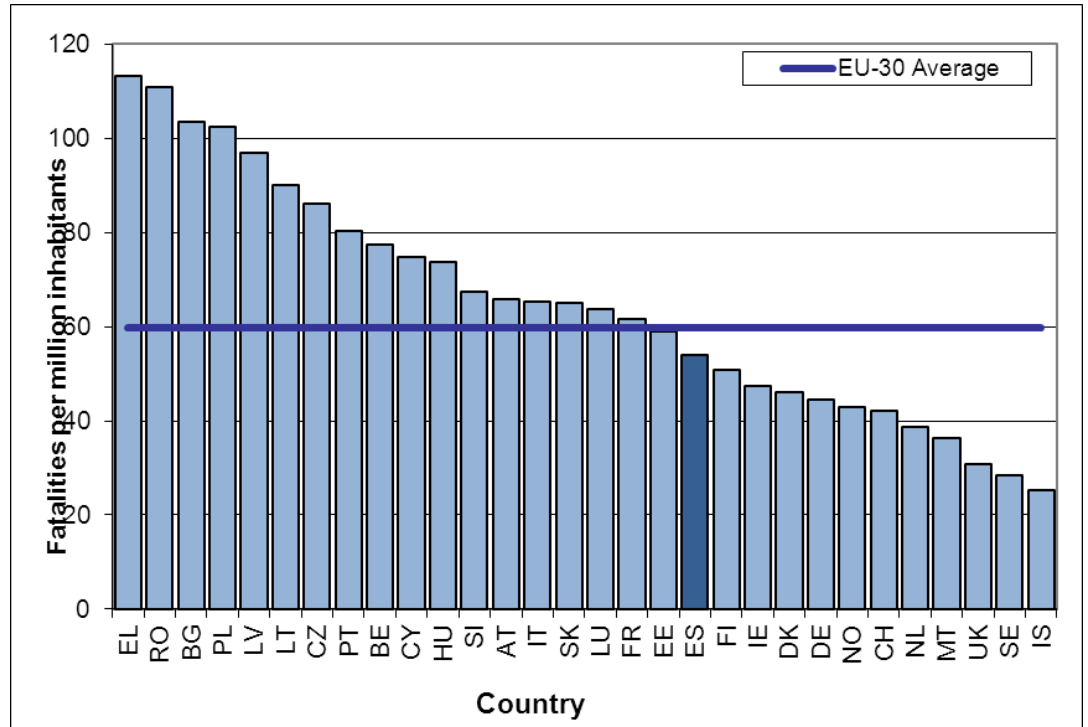


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

Spain has somewhat less fatalities per million inhabitants than the European average and the decrease in fatalities has gone faster than in most other countries.

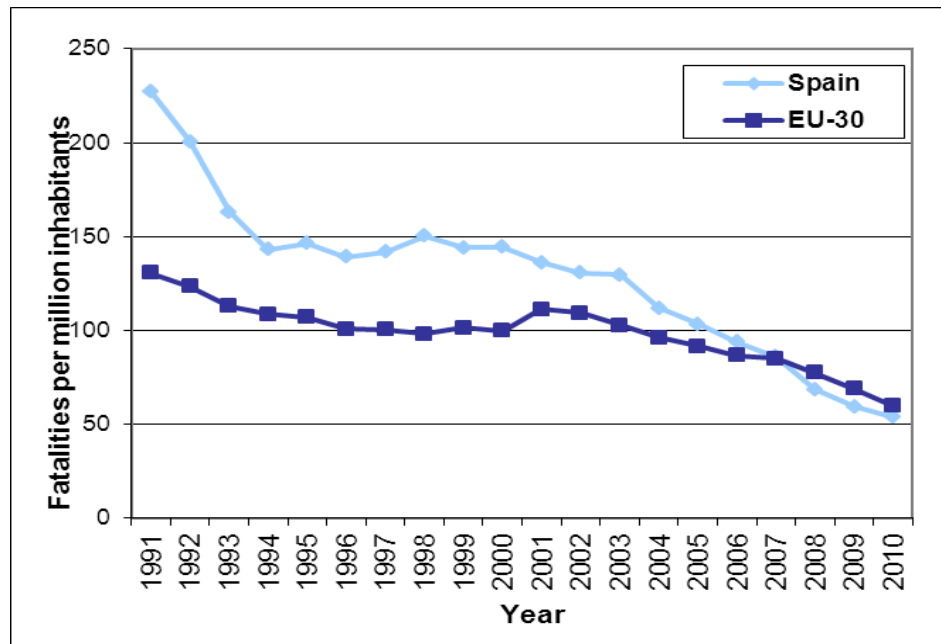


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010 for. (Source: CARE, Eurostat).



# Road Safety Country Overview-Spain

## • Transport mode

**Table 20:** Reported fatalities by mode of road transport in Spain compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2010	Average annual change	% in 2010	European average (2009 <sup>xxiii</sup> )
Pedestrians	846	471	-6.1%	19%	18%
Car occupants	3 107	1 197	-9.8%	48%	47%
Motorcyclists	370	386	1.7%	16%	13%
Mopeds	461	100	-14.9%	4%	2%
Cyclists	100	67	-2.7%	3%	5%
Bus/coach occupants	50	4	32.9%	0%	<1%
Lorries or truck occupants	414	185	-8.1%	7%	4%

## • Age, gender and nationality

**Table 21:** Reported fatalities by age, gender and nationality in Spain versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2010	Average annual change	% in 2010	European average (2009 <sup>viii</sup> )
<b>Females</b>					24%
0-14 years	58	32	-3.7%	1%	1%
15 – 17 years	36	13	-8.8%	1%	1%
18 – 24 years	189	62	-11.0%	3%	4%
25 – 49 years	476	173	-10.0%	7%	7%
50 – 64 years	212	82	-9.8%	3%	3%
65+ years	335	180	-6.5%	7%	7%
<b>Males</b>					75%
0-14 years	102	47	-6.9%	2%	2%
15 – 17 years	165	37	-14.2%	1%	2%
18 – 24 years	782	251	-11.5%	10%	13%
25 – 49 years	1 878	910	-7.4%	37%	31%
50 – 64 years	599	321	-6.4%	13%	12%
65+ years	532	349	-4.4%	14%	12%
<b>Nationality of driver or rider killed</b>					
National	245	129	-5.5%	5%	Not available
Non-national	27	18	-2.6%	1%	Not available

## • Location

**Table 22:** Reported fatalities by location in Spain compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2001	2010	Average annual change	% in 2010	European average (2009 <sup>viii</sup> )
Built-up areas	974	550	-6.0%	22%	33%
Rural areas	4 543	1 928	-8.9%	78%	49%
Motorways	1 178	419	-10.6%	17%	5%
Junctions	856	461	-6.4%	19%	12%

Motorcyclists' fatalities are slightly over-represented in Spain compared to the EU average.

Middle aged and older men are slightly overrepresented in the fatalities per million inhabitants.

8 in 10 fatalities in Spain occur in rural areas, while the European average is 5 in 10.



<sup>xxiii</sup> Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

# Road Safety Country Overview-Spain

- **Lighting and weather conditions**

**Table 23:** Reported fatalities by lighting and weather conditions in Spain compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2010	Average annual change	% in 2010	European average (2009 <sup>xxiv</sup> )
<b>Lightning conditions</b>					
During daylight	3,019	1,482	-7.5%	60%	55%
During nighttime	2,202	858	-9.7%	35%	39%
<b>Weather condition</b>					
While raining	690	265	-9.5%	11%	10%

- **Single vehicle crashes**

**Table 24:** Reported fatalities by type in Spain compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2010	Average annual change	% in 2010	European average (2009 <sup>xxv</sup> )
Single vehicle crash	2 748	1 250	-8.3%	50%	40%

- **Under-reporting of casualties**

- Fatalities: 100%. (2008) This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalised: no information.

(Source: WHO)

A somewhat higher share of single vehicle crashes happen in Spain than on average in Europe.



<sup>xxiv</sup> Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

<sup>xxv</sup> Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

# Road Safety Country Overview-Spain

- Risk figures

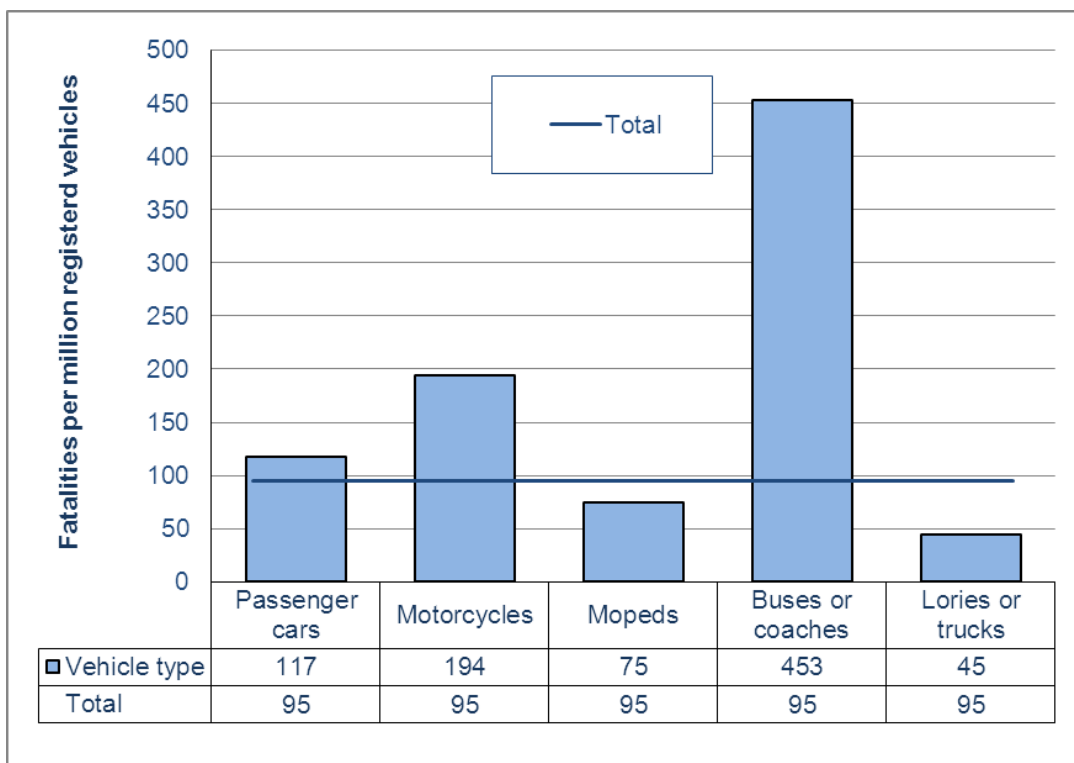


Figure 3: Fatalities by vehicle type for Spain in 2010 (Sources: CARE).

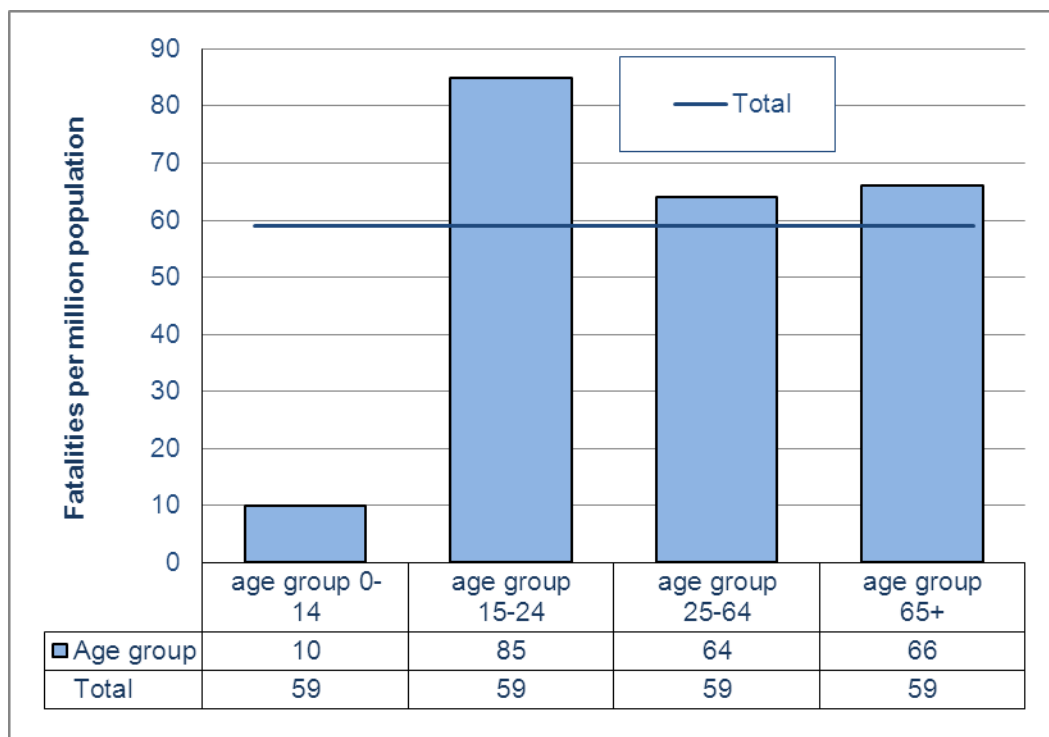
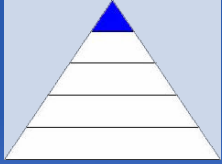


Figure 4: Fatalities by million inhabitants in Spain in 2010 (Sources: CARE, OECD/ITF, 2011).

Motor riders and bus occupants have the highest fatality risk in Spain.



# Road Safety Country Overview-Spain



The estimated costs of road injuries are lower in Spain than on average in Europe.

## Social Cost

- Total costs of road crashes: 6.3 billion euros (2006).
- Percentage of GDP: 0.6%

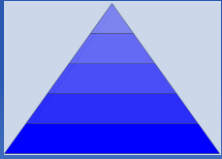
**Table 25:** Cost (in million Euro) per injury type in Spain versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average <sup>xxvi</sup>
Fatal	0.12	1.28
Hospitalised	0.14	0.18
Slightly injured	0.01	0.02



<sup>xxvi</sup> Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

# Road Safety Country Overview-Spain



Spain has set sub-targets at the level of safety performance indicators.

## Synthesis

- **Safety position**

- Spain has somewhat less fatalities per million inhabitants than the European average

- **Scope of problem**

- Motorcyclists fatalities are slightly over-represented in Spain compared to the EU average, and they have a three times higher risk than passenger cars.
- Middle aged and older men are slightly overrepresented in the fatalities per million inhabitants.
- Fatalities on rural road are strongly over-represented in Spain.
- A somewhat higher share of single vehicle crashes happen in Spain than on average in Europe.

- **Recent progress**

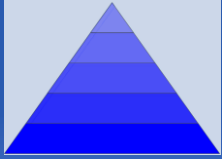
- A strong decrease of fatalities (55%) was observed within the period 2001-2010. Fatality rate dropped below the EU-average in the last 5 years.
- Average speed and speeding offences on motorways have decreased significantly between 2001-2009 and the number of yearly speed checks have increased between 2006 and 2008..
- The amount of alcohol tests increased between 2006-2008, while the share of offenders decreased

- **Remarkable road safety policy issues**

- Spain has set a number of sub-targets, also at the level of Safety Performance Indicators.
- Spain has already implemented formal audits on new roads and inspections on existing roads.
- Spain has a 0.3 drink-driving limit for novice and professional drivers, which is lower than the common limit in the majority of other European countries.
- Most enforcement issues are assessed as better than the European average and seat-belt and helmet wearing rates are quite high in Spain.



# Road Safety Country Overview-Spain



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