



European Road Safety Observatory

National Road Safety Profile - Spain

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

Contract: This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

Version 1.0, September 13, 2021

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1 Highlights

Road safety outcomes

- In 2019 a total of 1,755 people were killed in reported traffic accidents in Spain.
- Spain is 8th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this number has decreased more substantially than the EU average.
- Compared to the EU average, the distribution of fatalities in Spain shows a relatively high proportion of powered two-wheelers and fatalities that occur on motorways. The proportion of people aged 18 to 24 on the other hand is much smaller than the EU average.
- Over the past ten years there has been a strong increase in the number of fatalities and serious injuries among cyclists.

Road safety performance indicators

- Self-reported speeding and distracted driving are lower than the European average.
- Self-reported frequency of driving under the influence of alcohol is higher than the European average.
- Motorway density in Spain is higher than the EU average.

Road safety policy and measures

- Enforcement of speeding is more widely perceived as effective in comparison to other countries.
- Self-reported alcohol and drugs checks are higher than in most countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Spain, a total of 1,755 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 37 road fatalities per million inhabitants, which is well below the EU average (51) and below the rates of its neighbouring countries. Since 2001, the mortality rate in Spain has declined more than the EU average. Also, taking into account the number of vehicles, Spain performs better than most EU countries with a rate of 0.52 fatalities per 10,000 registered vehicles in 2019.

The number of fatalities in Spain has decreased sharply between 2010 and 2013 and remained broadly stable between 2013 and 2019. This is similar to the trend observed for the EU as a whole. The number of serious injuries, on the other hand, showed a more steady decrease over the same period.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	2,479	1,755	-29%	29611	22700	-23%
Serious injuries	11,994	8,613	-28%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

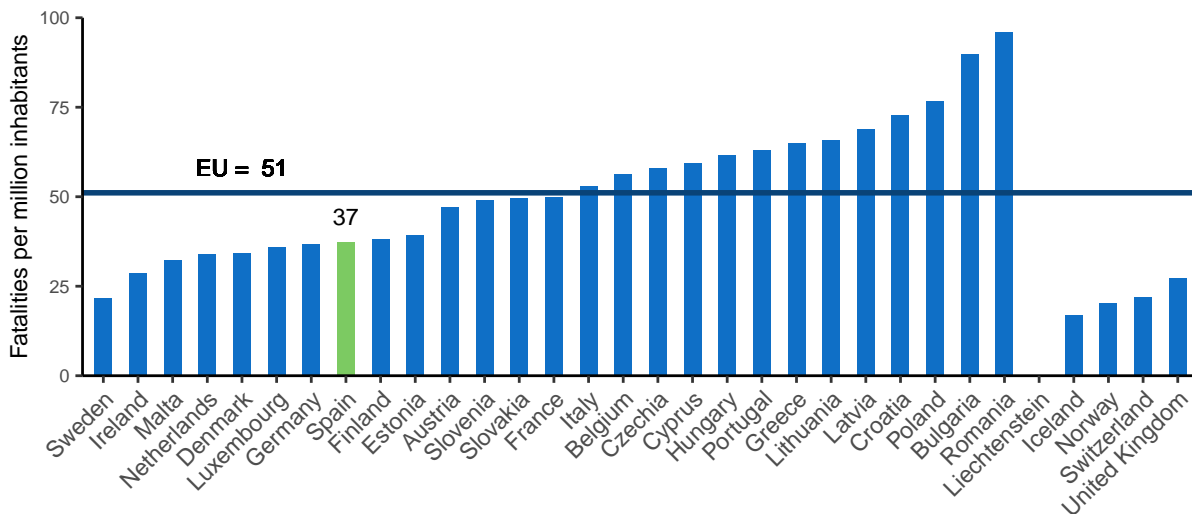


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

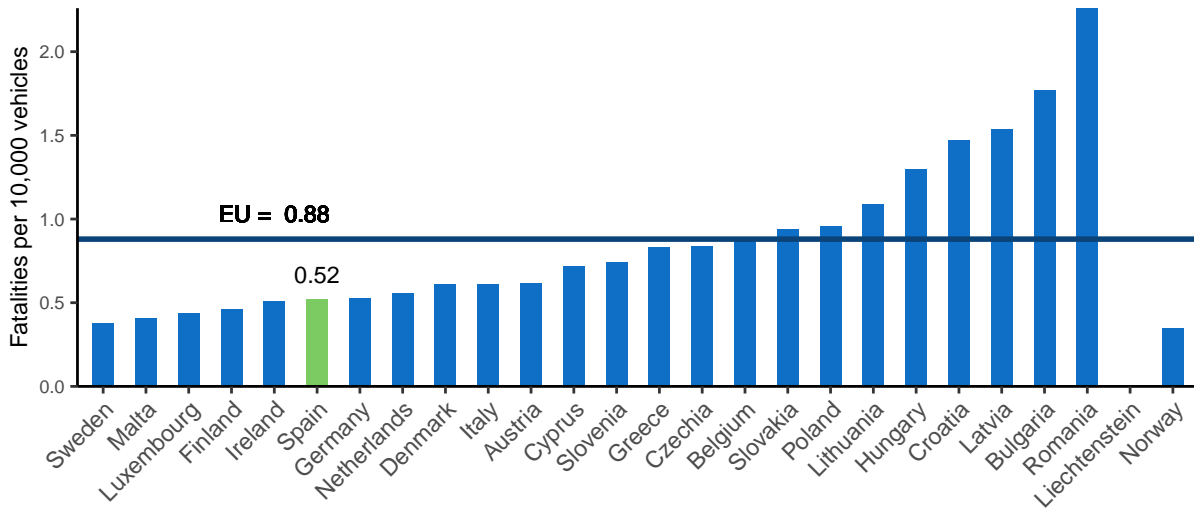


Figure 3. Number of road fatalities (2010-2019). Source: CARE

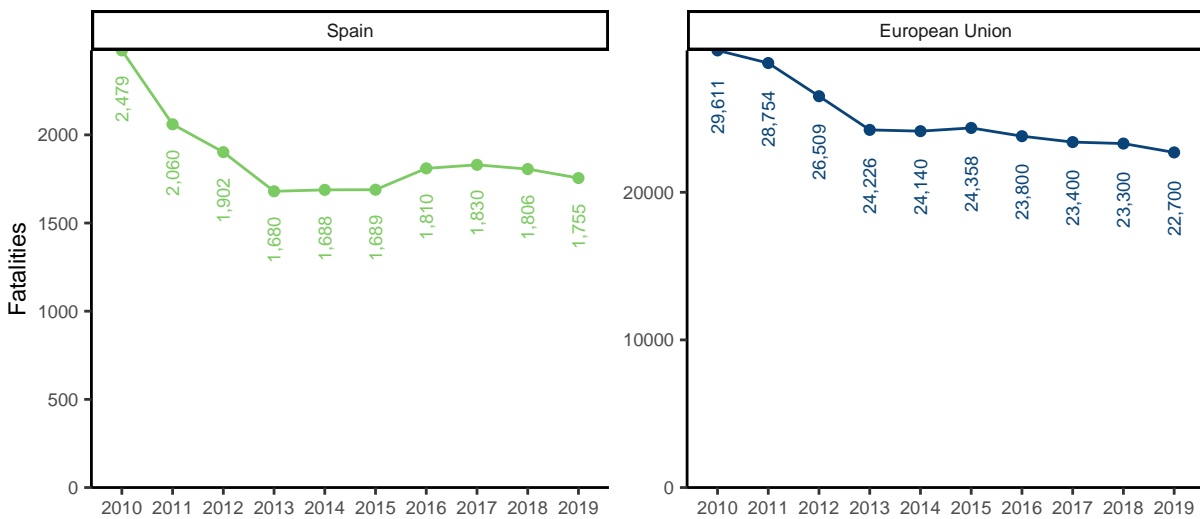
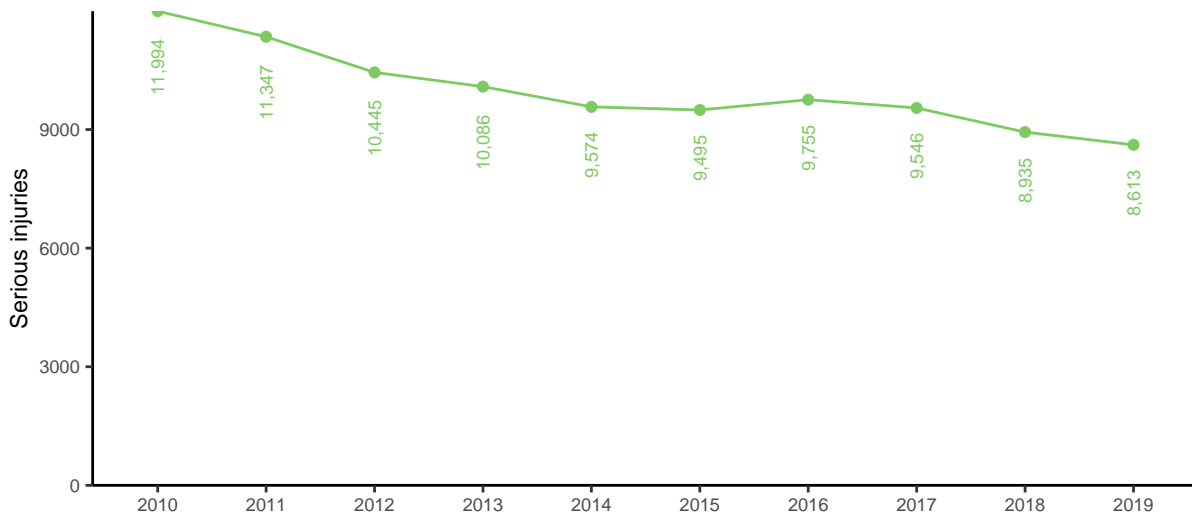
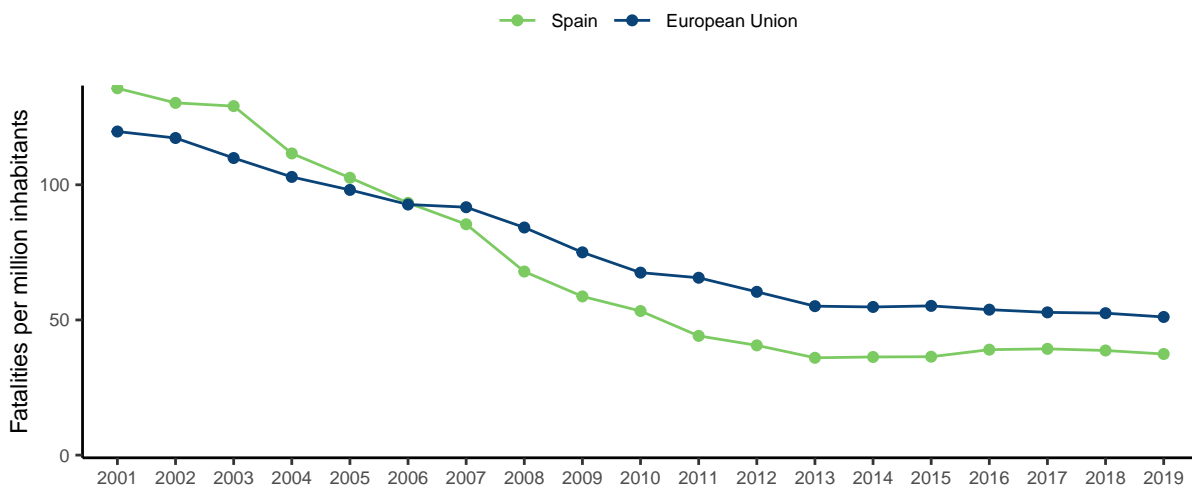


Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for more than half of road traffic fatalities in Spain. This percentage is higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of powered two-wheelers, which represented 27% of Spain's road fatalities, as opposed to 18% in the European Union. Car occupants on the other hand account for 36% of road fatalities, which is well below the proportion that is seen in the European Union (44%).

Over time there has been a decrease in the number of fatalities in Spain for all modes except cyclists and powered two-wheelers. While the number of cyclist fatalities increased by 14% over the past ten years, their number remained broadly stable in the European Union. This increase was even higher in urban areas in Spain, with the number of fatally injured cyclists increasing by 47%. Moreover, cyclists are the only transport mode for which the number of

¹For more details about the categories used in this subsection, please see section 6.2 Definitions.

serious injuries increased. The most favourable trends in terms of transport mode were related to car occupants, with the number of fatalities falling by one third and the number of serious injuries falling by 40%.

Of all vulnerable road users in Spain that were fatally injured, a third were involved in a crash with a car, and 13% were involved in a crash with a lorry or heavy goods vehicle. Only a small proportion of these victims were involved in a bus crash. In contrast with the European Union, the country shows an upward trend in the number of fatally injured vulnerable road users that were involved in crashes with buses and in crashes with lorries or heavy goods vehicles.

The overall number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) in Spain has decreased at the same rate as in the European Union. However, the number of powered two-wheeler occupants that were killed in a single vehicle crash showed a small increase.

Figure 6. Number of road fatalities by transport mode (2019). Source: CARE

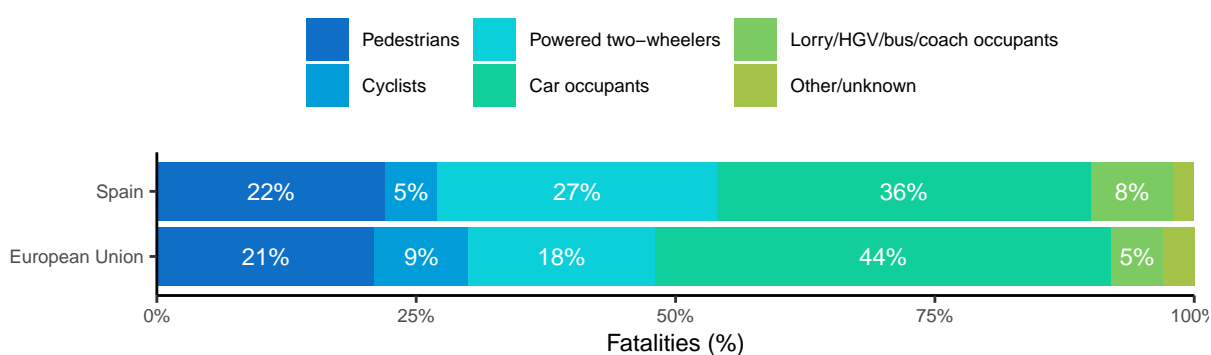


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	407	373	-8%	5,793	4,767	-18%
Cyclists	63	72	+14%	2,023	1,991	-2%
Powered two-wheelers	426	432	+1%	5,058	4,132	-18%
Car occupants	1,014	724	-29%	13,309	10,445	-22%
Lorries, under 3.5t	104	92	-12%	898	780	-13%
Heavy goods vehicles	65	57	-12%	590	408	-31%
Bus/coach occupants	4	6	/	102	98	-4%
Other/unknown	64	42	/	1,119	691	/
Total	2,147	1,797	-16%	28,291	23,133	-18%

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
Pedestrians	1,932	1,820	-6%
Cyclists	542	653	+20%
Powered two-wheelers	3,448	3,271	-5%
Car occupants	4,417	2,655	-40%
Lorries, under 3.5t	451	291	-35%
Heavy goods vehicles	187	122	-35%
Bus/coach occupants	61	53	-13%
Other/unknown	223	166	/
Total	11,262	9,031	-20%

Table 4. Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Crashes involving buses or coaches	18	19	+6%	258	201	-22%
Crashes involving cars	347	296	-15%	5,507	4,666	-15%
Crashes involving lorries or heavy goods vehicles	106	114	+8%	1,721	1,333	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Pedestrians	242	244	+1%	3,944	3,303	-16%
Cyclists	17	25	+47%	1,113	1,134	+2%
Powered two-wheelers	135	141	+4%	2,200	1,595	-28%
Car occupants	77	71	-8%	2,883	2,164	-25%
Lorries, under 3.5t	5	7	/	149	132	-11%
Heavy goods vehicles	1	2	/	82	31	-62%
Bus/coach occupants	2	1	/	24	27	+12%
Other/unknown	10	13	/	222	260	/
Total	489	506	+3%	10,730	8,837	-18%

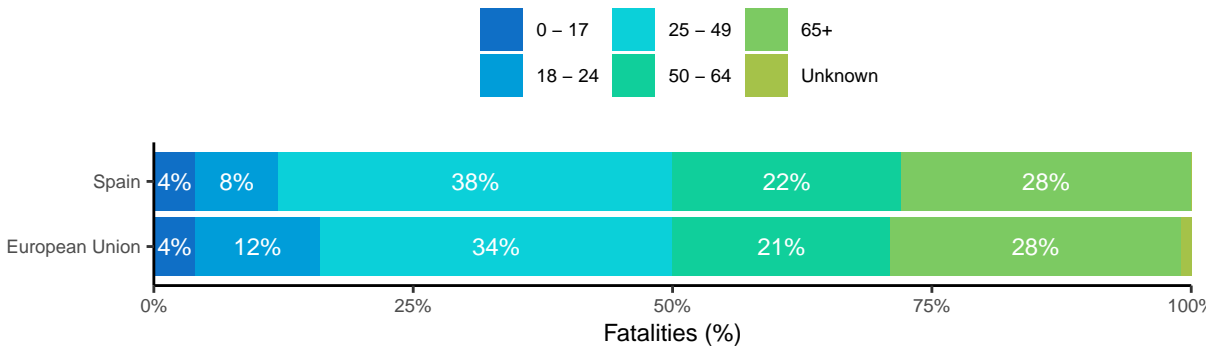
Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Cyclists	11	18	/	299	381	+27%
Powered two-wheelers	187	193	+3%	1,746	1,443	-17%
Car occupants	448	307	-31%	5,905	4,471	-24%
Lorries, under 3.5t	37	36	-3%	365	288	-21%
Heavy goods vehicles	31	27	-13%	241	147	-39%
Bus/coach occupants	3	2	/	40	35	-12%
Other/unknown	41	27	/	327	341	/
Total	758	610	-20%	8,923	7,106	-20%

2.3 Age

The distribution of road fatalities across age groups is similar to that for the European Union, with a slight overrepresentation of the 25 to 49 year group. On the other hand, young people (aged 18 to 24) represented only 8% of road traffic fatalities in Spain in 2019 while they amounted to 12% in the EU.

Over the past ten years, the trend in the number of fatalities in Spain was less favourable for people aged 50 and older. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities remained broadly stable for people of 50 years and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. A similar trend can be observed for seriously injured victims.

Figure 7. Number of road fatalities by age group (2019). Source: CARE**Table 7.** Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

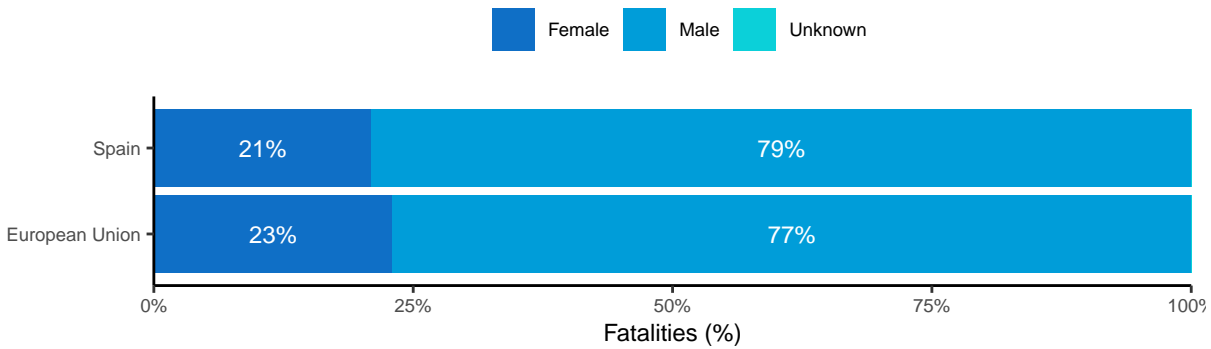
Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	58	31	-47%	744	499	-33%
15 - 17	37	29	-22%	761	493	-35%
18 - 24	240	164	-32%	4,399	2,755	-37%
25 - 49	917	701	-24%	10,458	7,915	-24%
50 - 64	371	379	+2%	5,273	4,891	-7%
65+	506	486	-4%	6,392	6,559	+3%
Unknown	19	7	/	738	148	/
Total	2,147	1,797	-16%	28,291	23,133	-18%

Table 8. Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	413	324	-22%
15 - 17	359	268	-25%
18 - 24	1,506	998	-34%
25 - 49	5,302	3,982	-25%
50 - 64	1,842	1,898	+3%
65+	1,574	1,479	-6%
Unknown	266	84	/
Total	11,262	9,031	-20%

2.4 Gender

The high proportion of males among total road fatalities in Spain (79%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2019). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

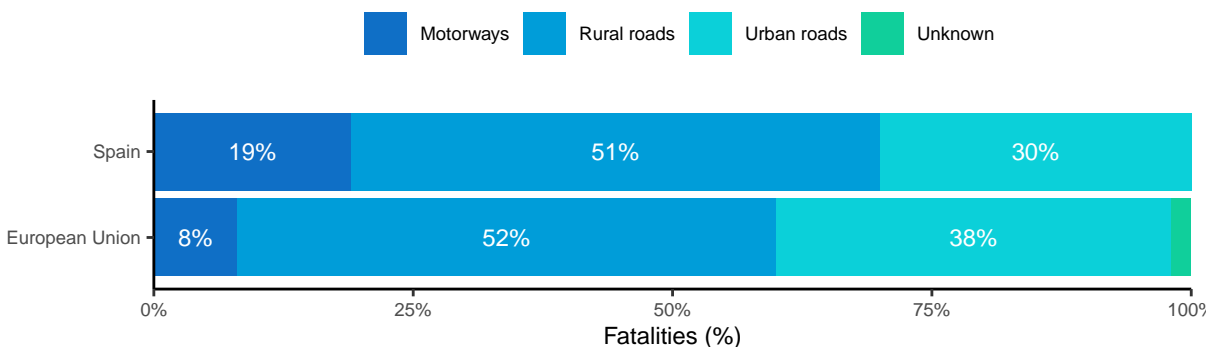
Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Female	490	400	-18%	6,656	5,453	-18%
Male	1,651	1,394	-16%	21,523	17,764	-17%
Unknown	6	2	/	1,310	42	/
Total	2,147	1,797	-16%	28,291	23,133	-18%

Table 10. Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	3,203	2,629	-18%
Male	8,008	6,375	-20%
Unknown	50	27	/
Total	11,262	9,031	-20%

2.5 Area²

Similar to the EU average, the majority of road fatalities in Spain occurred on rural roads (51%). The proportion of fatalities on motorways is much higher (19%) than for the EU as a whole, mainly because of the relatively high density of Spanish motorways. The proportion of fatalities on urban roads on the other hand is lower than the EU average.

Figure 9. Number of road fatalities by road type (2019). Source: CARE

²Motorways include expressways (“autovías”).

Table 11. Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

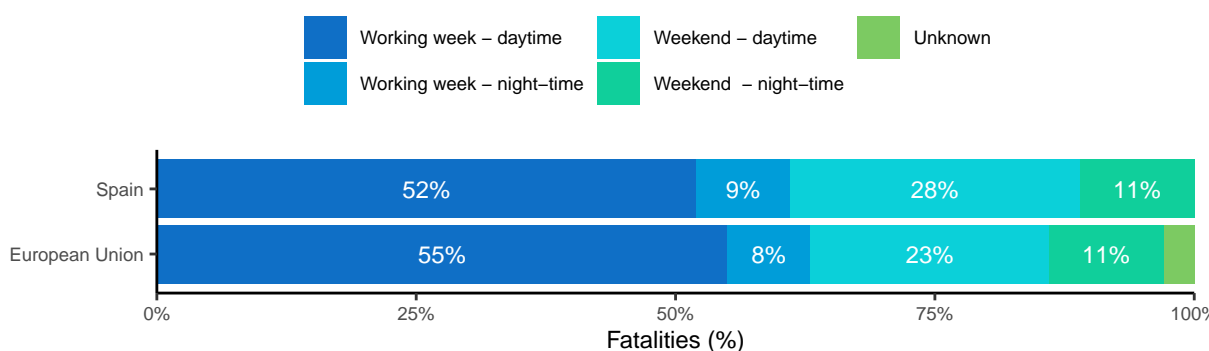
Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Motorway	349	324	-7%	2,038	1,969	-3%
Rural	1309	968	-26%	15,205	12,200	-20%
Urban	489	506	+3%	10,730	8,837	-18%
Unknown	/	/	/	770	321	/
Total	2147	1797	-16%	28,291	23,133	-18%

Table 12. Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
Motorway	1298	976	-25%
Rural	5539	3530	-36%
Urban	4425	4525	+2%
Unknown	/	/	/
Total	11262	9031	-20%

2.6 Time ³

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a higher proportion of fatalities that occur in the day-time during the weekends. Spain shows a more favourable downward trend regarding night-time fatalities (both during the week and at weekends), which is in line with the EU average.

Figure 10. Number of road fatalities by period of time (2019). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Working week - daytime	1079	990	-8%	15,404	13,265	-14%
Working week - night-time	179	151	-16%	2,566	1,980	-23%
Weekend - daytime	508	459	-10%	6,353	5,383	-15%
Weekend - night-time	235	197	-16%	3,540	2,593	-27%
Unknown	/	/	/	4,071	662	/
Total	2147	1797	-16%	28,291	23,133	-18%

2.7 Road conditions

The majority of road fatalities in Spain occur on dry roads. Only 9% of road fatalities occur on wet roads which is much smaller than the EU average. Regarding light conditions, one third of fatalities in Spain occur when it is dark.

³For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Figure 11. Number of road fatalities by surface conditions (2019). Source: CARE

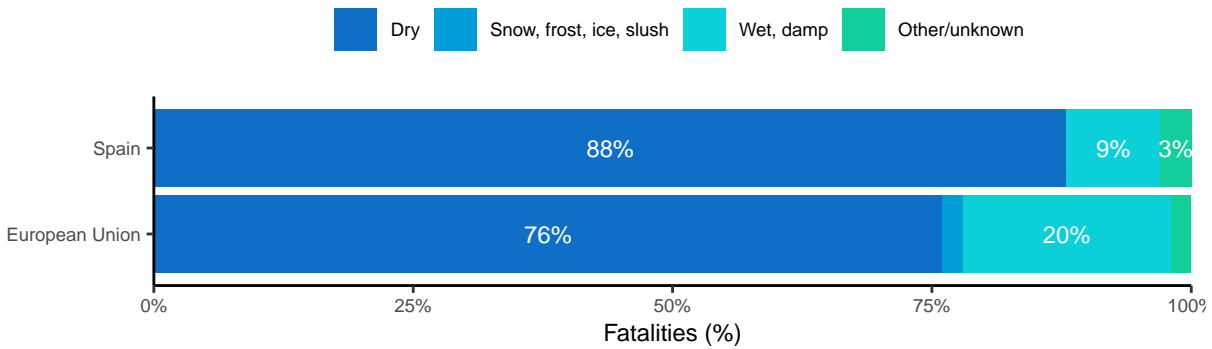


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Dry	1,802	1,568	-13%	21,091	17,711	-16%
Snow, frost, ice, slush	8	7	/	988	442	-55%
Wet, damp	262	171	-35%	5,636	4,663	-17%
Other/unknown	66	51	/	2,458	446	/
Total	2,147	1,797	-16%	28,291	23,133	-18%

Figure 12. Number of road fatalities by light conditions (2019). Source: CARE

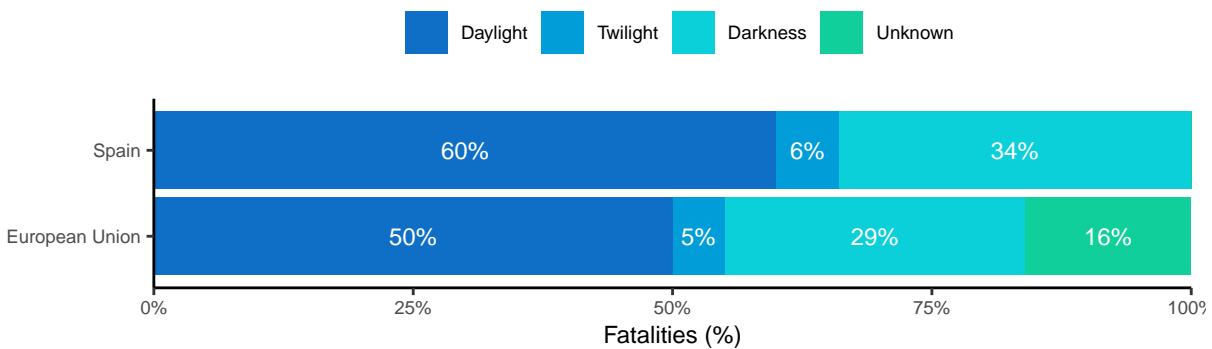


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
Darkness	745	584	-22%	8,918	6,782	-24%
Daylight	1281	1,096	-14%	13,706	11,932	-13%
Twilight	112	117	+4%	1,498	1,228	-18%
Unknown	/	2	/	5,301	3,908	/
Total	2147	1,797	-16%	28,291	23,133	-18%

3 Road safety performance indicators

3.1 Behaviour of road users

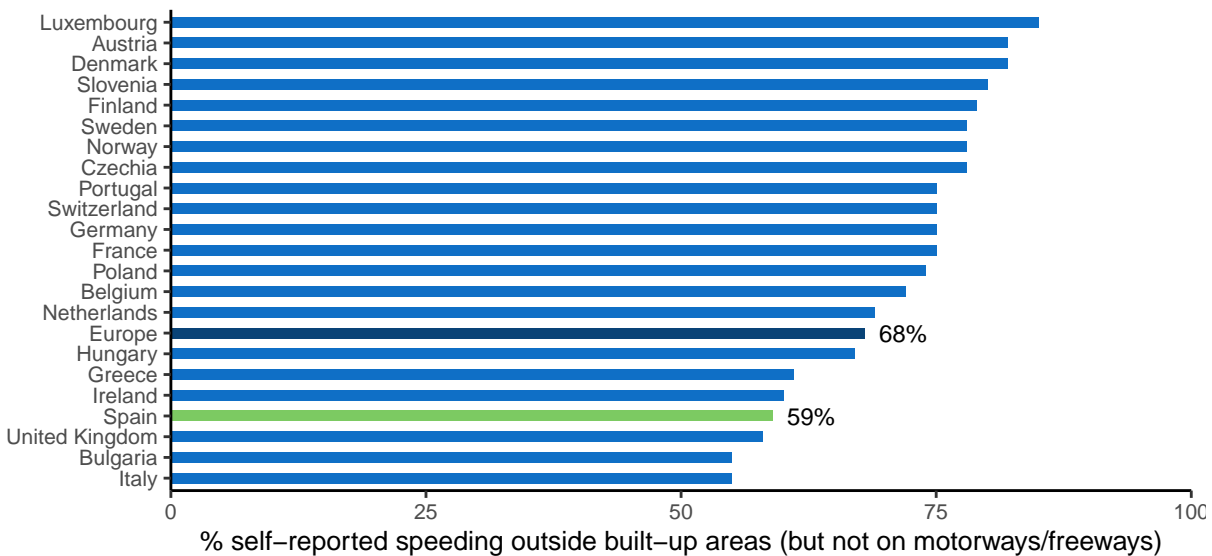
Most of the road safety performance indicators regarding behaviour in traffic are based on self-reported behaviour. Spain performs better than the European average in relation to speeding and distracted driving. On the other hand, it performs worse in relation to driving under the influence of alcohol and the use of a helmet among cyclists.

3.1.1 Speeding

Table 16. Observed speeding. Source: ETSC (2012)

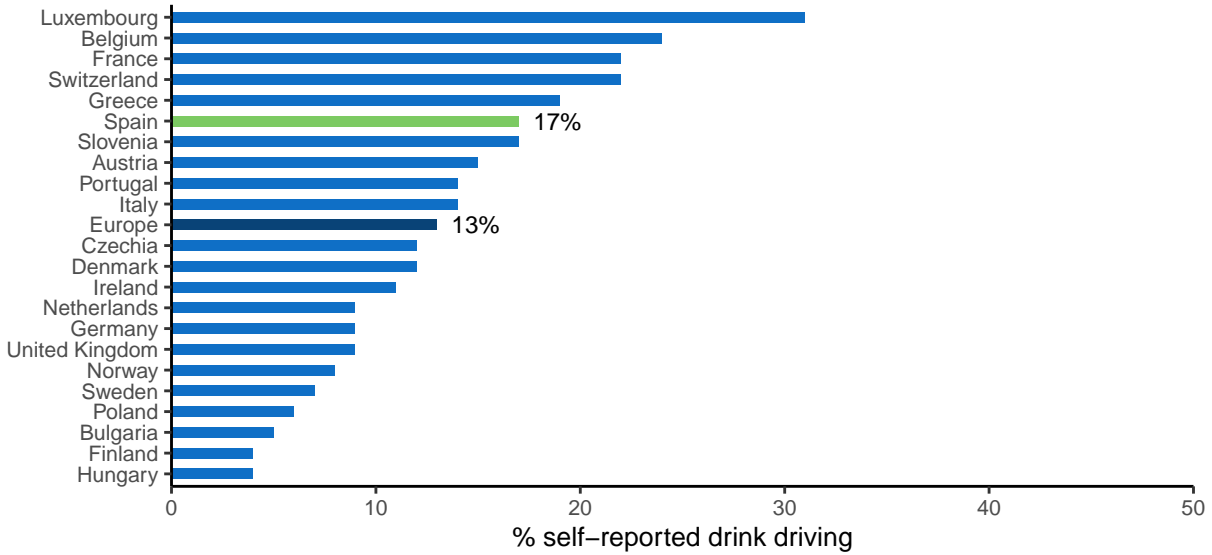
	Mean speed (km/h)	Percentage offenders
Rural roads (90km/h)	93	44%
Rural roads (100km/h)	94	37%
Motorways (120km/h)	118	38%

Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



3.1.2 Driving under the influence

Figure 14. Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



3.1.3 Use of protective systems

Figure 15. Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. Source: ESRA (2018)

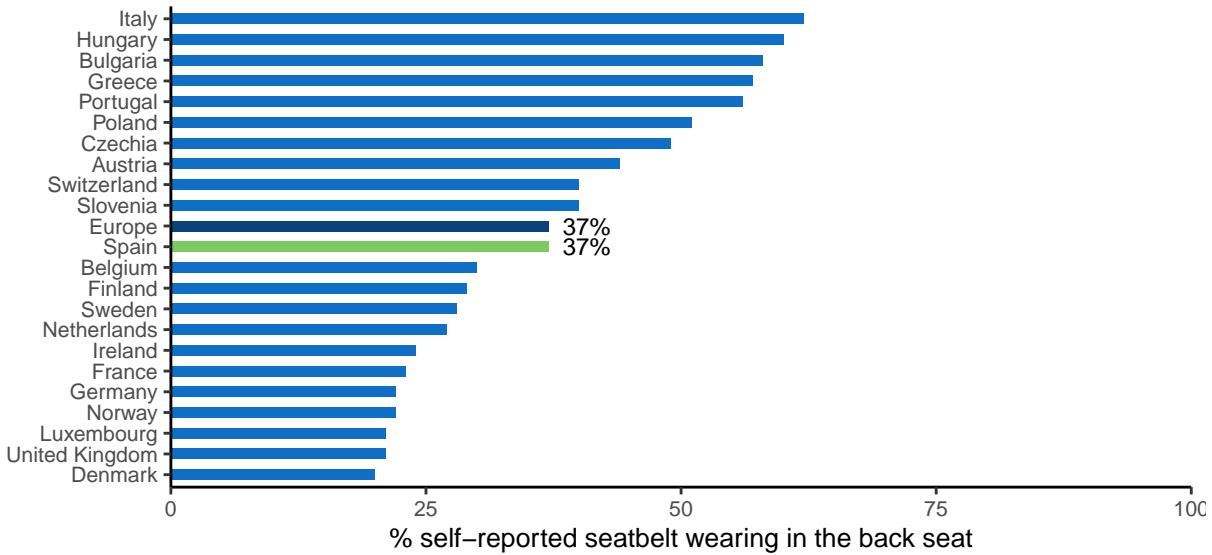
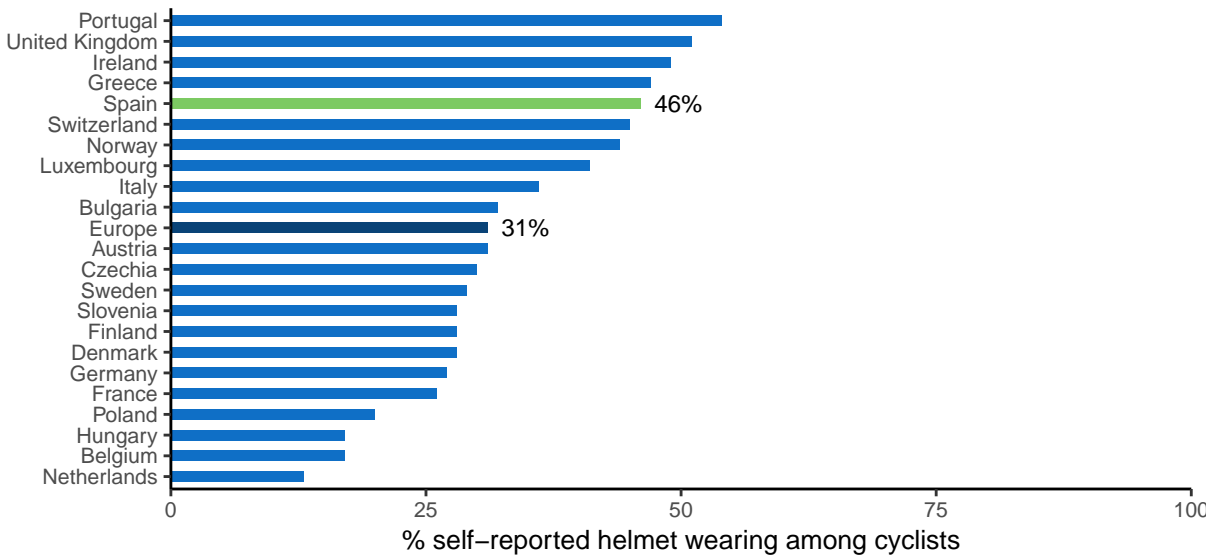
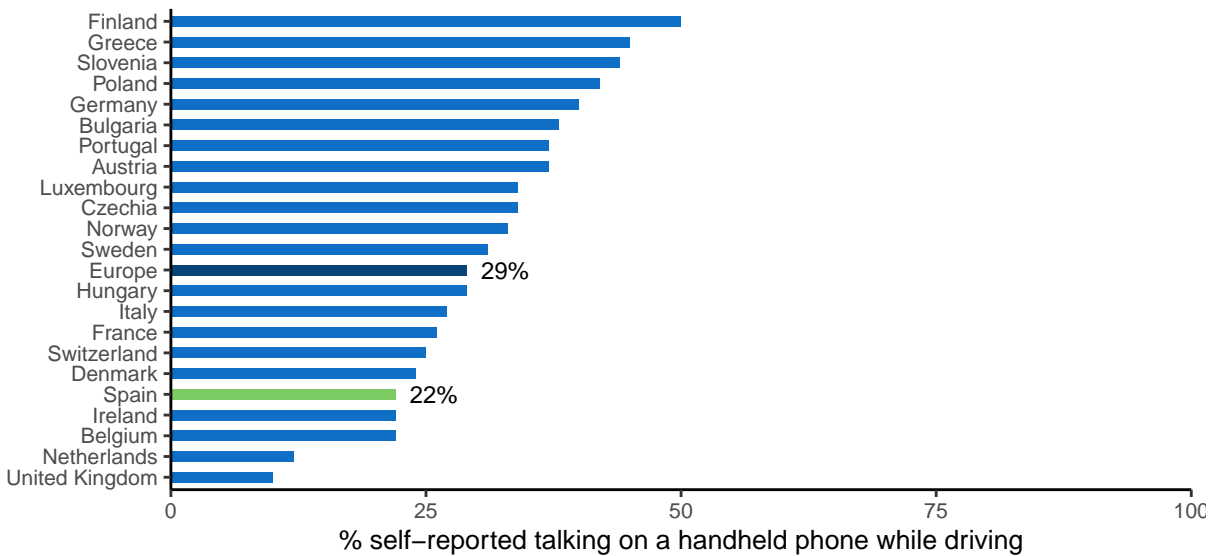


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

3.1.4 Distraction

Figure 17. Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

3.2 Infrastructure

The overall road network in Spain shows a slightly higher road density than the EU average. Motorway density is almost twice as high as the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Spain, a score of 5.5 (on a value scale from 1 to 7) is given, which is well above the score of most other countries.

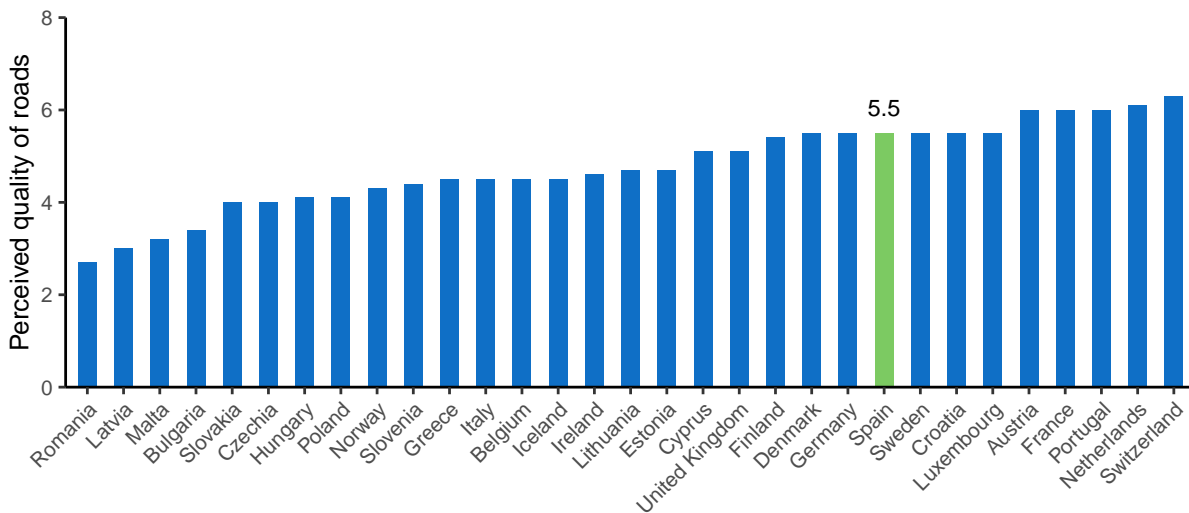
3.2.1 Road density⁴

Table 17. Road density. Source: EUROSTAT (2018)

	Spain	European Union
Motorways	31 km road/1000 km ²	18 km road/1000 km ²
Total	1042 km road/1000 km ²	954 km road/1000 km ²

3.2.2 Road quality

Figure 18. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2017-2018)



3.3 Vehicle fleet

The size of the Spanish vehicle fleet, expressed per 100 inhabitants, is similar to the EU average. Regarding the age of the vehicles, Spanish passenger cars appear to be slightly older than the EU average, with over 60% passenger cars over 10 years.

Table 18. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Spain	European Union
All vehicles (except trailers and motorcycles)	65	63
Total utility vehicles	12	9
Lorries	11	7
Road tractors	0	1
Trailers and semi-trailers	1	4
Motorcycles	8	6
Passenger cars	52	54
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

⁴Motorways include expressways (“autovías”).

Table 19. Age of registered passenger cars. Source: EUROSTAT (2019)

	Spain	European Union
Percentage of total number of passenger cars		
Less than 2 years	10%	12%
From 2 to 5 years	13%	15%
From 5 to 10 years	15%	21%
From 10 to 20 years	44%	42%
Over 20 years	18%	11%

4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Spain reflects the situation in the majority of EU countries with a few exceptions. The maximum speed on motorways is 120 km/h which is lower than in most countries (130 km/h). Furthermore, Spain is one of two countries that have an alcohol limit for novice drivers and professional drivers of 0.3 g/l.

Table 20. National road safety legislation. Source: WHO (2018)

	Spain	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	120 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.5 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.3 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.3 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 135 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Prohibited under 135 cm	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs (under 7 yrs only if the driver is a parent/legal guardian)	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	No	Yes: 18; No: 9
Standard referred to and / or specified	Yes	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Spain scores well above average for enforcement of speeding. Furthermore, both the self-reported frequency of alcohol checks and of drug checks in Spain is much higher than the European average.

Table 21. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Spain	European average
Speed legislation	8	6.8
Drink-driving legislation	7	7
Seatbelt legislation	8	7
Child restraint system legislation	8	7
Motorcycle helmet legislation	8	8

Figure 19. Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)

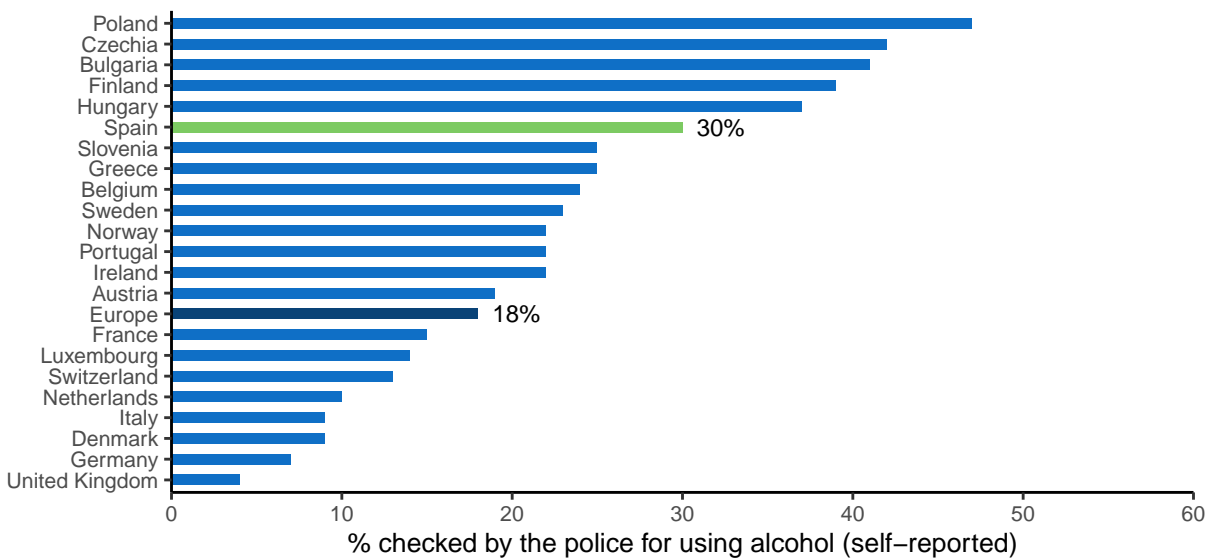
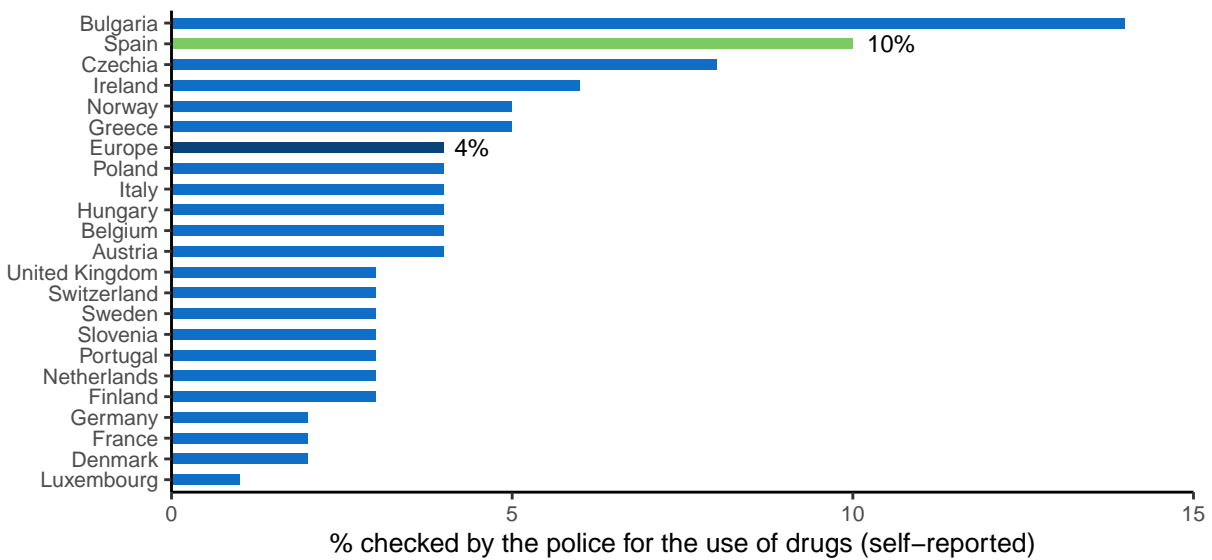


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 22. Infrastructure-related policy. Source: WHO (2018)

	Spain	EU countries
Audits or star rating required for new road infrastructure	Yes	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 23. Policy related to post-crash care. Source: WHO (2018)

	Spain	EU countries
Trauma registry	Some facilities	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	Yes	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	No	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	No	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Spain is below the EU average, and its population is mainly settled in cities. Its GDP per capita is below that of the European Union and the unemployment rate is twice as high.

Table 24. Country characteristics. Source: EUROSTAT and IRTAD

	Spain	European Union
Population-related data (2020)		
Population (2020)	47332614	447319916
Population density (inhabitants/km ²)	94	106
% Children (0-14)	14%	15%
% Adults (15-64)	66%	64%
% Elderly (65+)	20%	21%
Urbanization (2019)		
% living in cities	50%	38%
% living in suburbs and towns	24%	34%
% living in rural areas	26%	28%
Economic data		
GDP per capita (EUR, 2020)	23698.2	29768.3
Unemployment rate (2020)	16%	7%

5.2 Structure of road safety management

Table 25. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Directorate General for Traffic (DGT), Ministry of Interior
	Ministries and national authorities
	Autonomous communities
	Local entities
Monitoring of the road safety development	Directorate General for Traffic (DGT), Ministry of Interior
Improvements in road infrastructure	DGT, Ministry of Interior
	Ministry of Public Works and Transport
	Autonomous communities
	Local entities
Improvement in vehicles	DGT, Ministry of Interior
	Ministry for the Ecological Transition and the Demographic Challenge
	Ministry of Industry, Trade and Tourism
	Autonomous communities
Improvement in road user education	DGT, Ministry of Interior
	Autonomous communities
	Local entities
	DGT, Ministry of Interior
Publicity campaigns	Ministry of Health, Consumption and Social Welfare
	Ministry for the Ecological Transition and the Demographic Challenge
	Ministry of Justice
	Local entities
	Public and private actors
	DGT, Ministry of Interior
Enforcement of traffic laws	Ministry of Justice
	Ministry of Public Works and Transport
	Ministry of Health, Consumption and Social Welfare
	Ministry of Industry, Trade and Tourism
	Autonomous communities
	Local entities
	Police (ATGC autonomous communities and local polices)
	Ministry of Labor and Social Economy
Other relevant actors	Public and private actors

5.3 Attitudes

Table 26. Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving. Source: ESRA (2018)

	Spain	European average	Ranking among European countries
% of respondents that agree			
Speeding			
I often drive faster than the speed limit	11%	12%	8/22
I will do my best to respect speed limits in the next 30 days	78%	71%	20/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	19/22
I will do my best not to drive after drinking alcohol in the next 30 days	81%	76%	17/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	14/22
I often check my messages on the mobile phone while driving	3%	4%	13/22
I will do my best not to use my mobile phone while driving in the next 30 days	77%	74%	18/22

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) <https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>
Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/> Date of extraction: 7th of August 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.