European Commission

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.

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Disclaimer

1 Highlights

Road safety outcomes

- In 2020 a total of 1,370 people were killed in reported traffic accidents in Spain.
- Spain is 4th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. Over the past twenty years this rate 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 1,370 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 29 road fatalities per million inhabitants, which is well below the EU average (42) 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 is one of the best performing countries with a rate of 0.4 fatalities per 10,000 registered vehicles in 2020.

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. As in most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

Table 1. Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
Fatalities	2,479	1,370	-45%	29611	18834	-36%
Serious injuries	11,994	6,681	-44%	/	/	/

Figure 1. Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

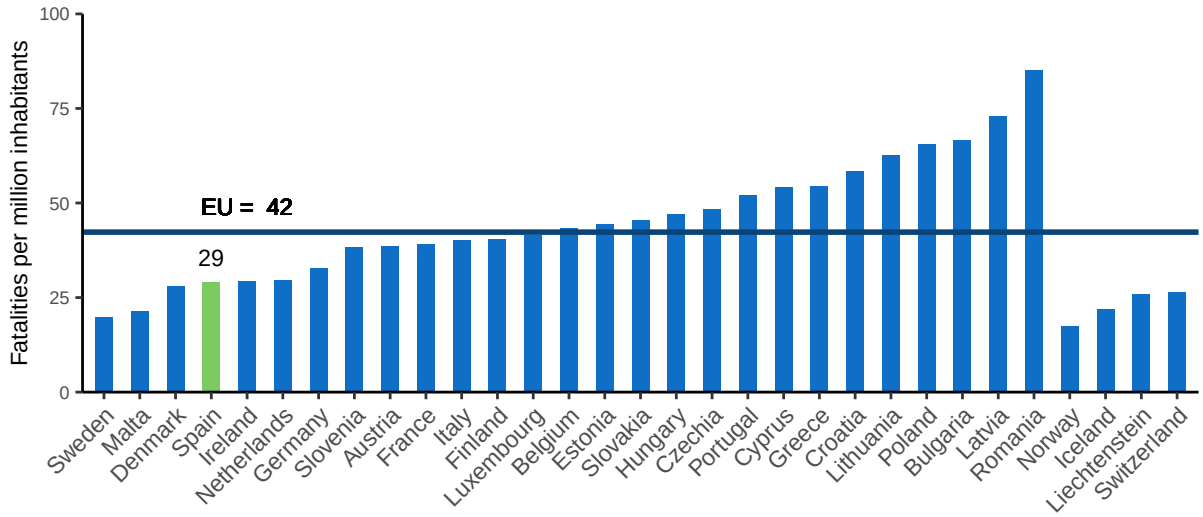


Figure 2. Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT

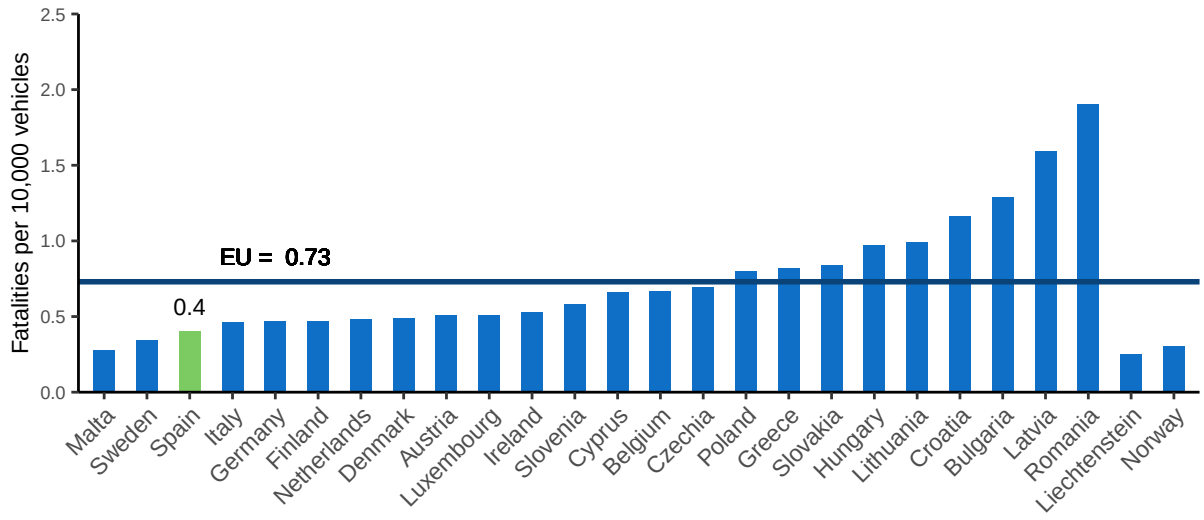


Figure 3. Number of road fatalities (2010-2020). Source: CARE

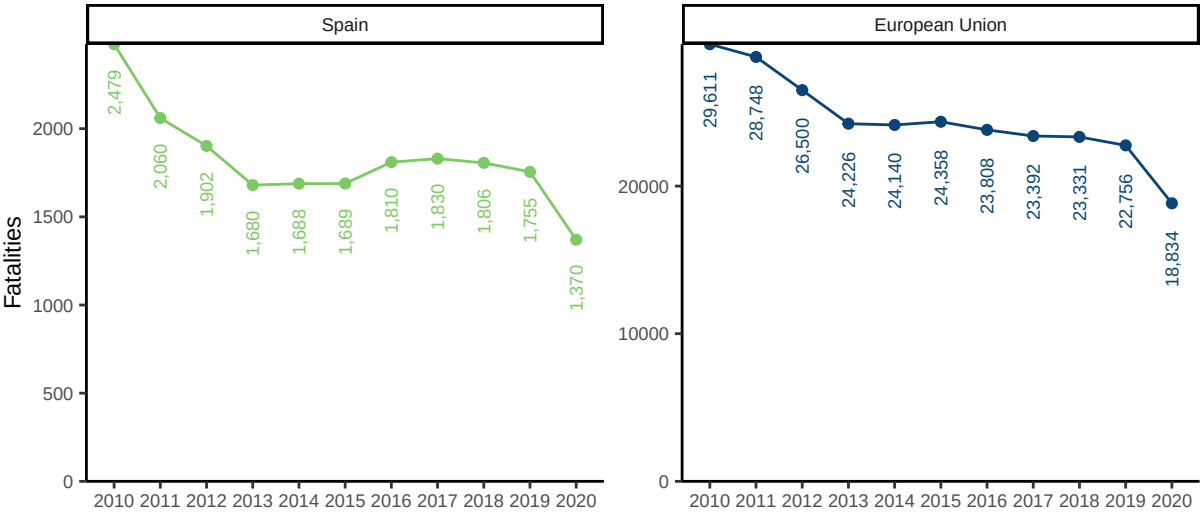


Figure 4. Number of serious injuries (2010-2020). Source: CARE

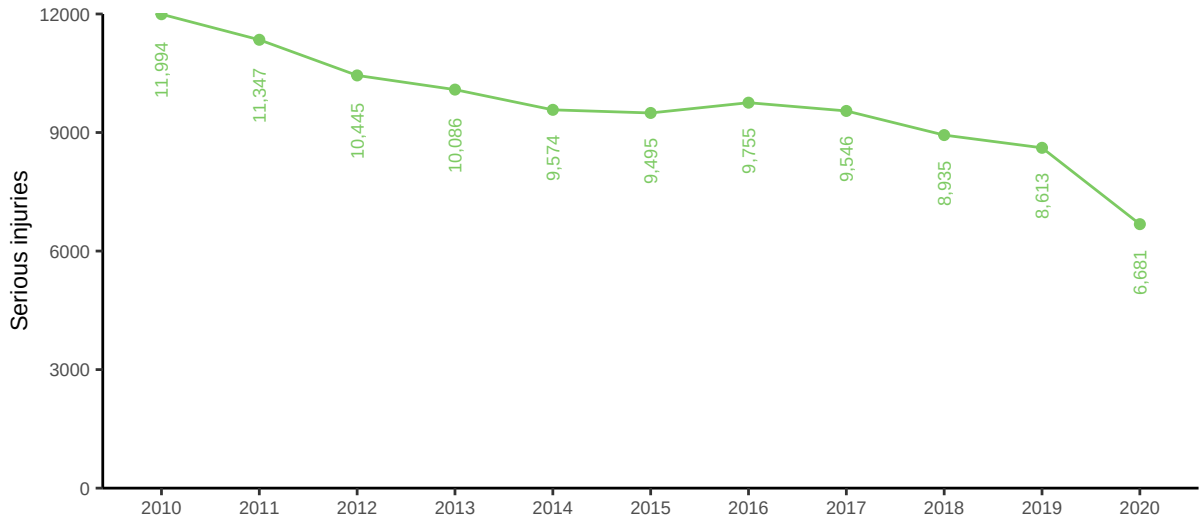
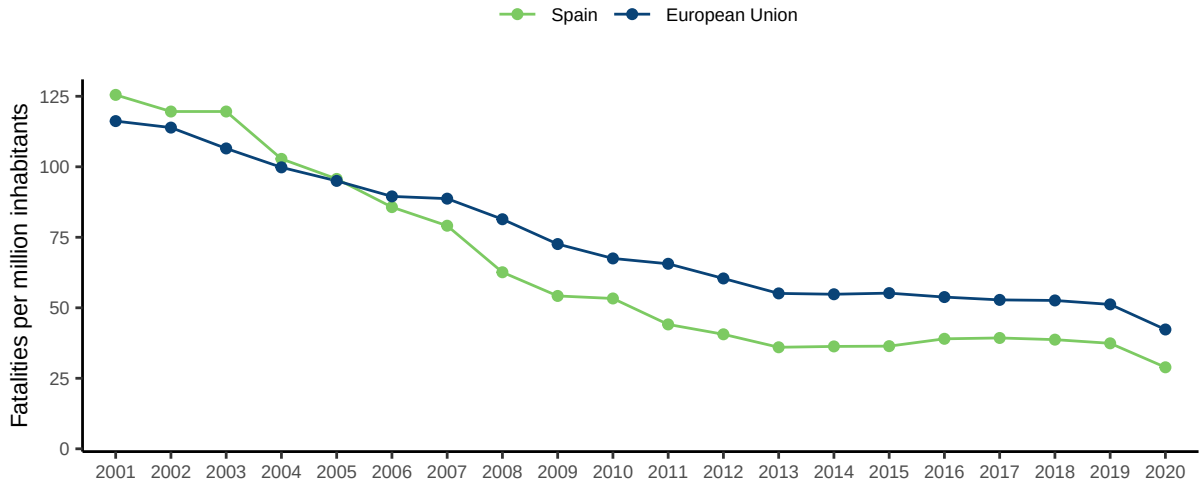


Figure 5. Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT



2.2 Transport modes[1]

In 2020, powered two-wheelers accounted for 25% of road traffic fatalities in Spain. This percentage is higher than that observed in the European Union as a whole (18%). Cyclists on the other hand account for only 5% of road fatalities, which is well below the proportion that is seen in the European Union (10%).

Over time there has been a decrease in the number of fatalities in Spain for all modes except for cyclists and occupants of heavy goods vehicles. While the number of cyclist fatalities increased by 11% 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 35%. Moreover, cyclists are the only transport mode for which the number of serious injuries increased. The most favourable trends in terms of transport mode were related to car occupants, with the number of fatalities falling by more than one third and the number

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

of serious injuries falling by 48%.

Of all vulnerable road users (pedestrians, cyclists and powered two-wheelers) in Spain that were fatally injured, one 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 number of fatally injured vulnerable road users that were involved in crashes with lorries or heavy goods vehicles increased in Spain.

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 remained broadly stable, while there was a decrease in the European Union.

Figure 6. Number of road fatalities by transport mode (2020). Source: CARE

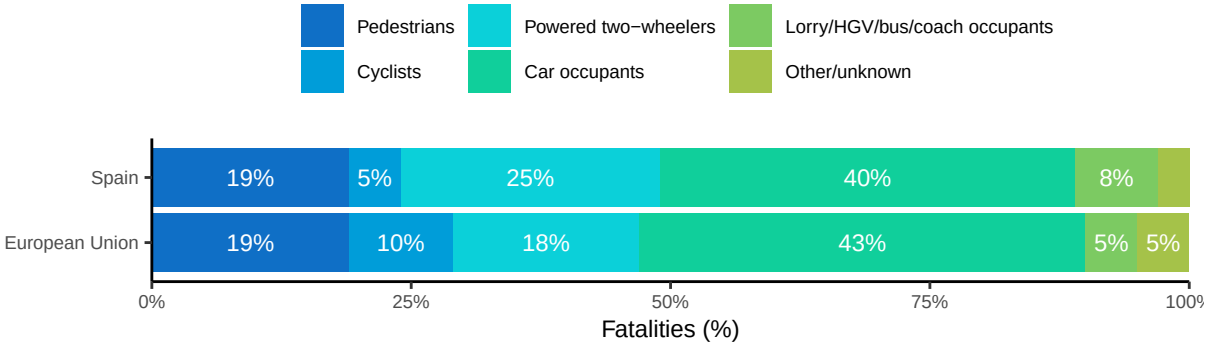


Table 2. Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	407	342	-16%	5,793	4,328	-25%
Cyclists	63	70	+11%	2,023	1,971	-3%
Powered two-wheelers	426	411	-4%	5,057	3,940	-22%
Car occupants	1,014	639	-37%	13,309	9,597	-28%
Lorries, under 3.5t	104	79	-24%	898	732	-18%
Heavy goods vehicles	65	53	-18%	590	378	-36%
Bus/coach occupants	4	6	/	102	88	-14%
Other/unknown	64	45	/	1,116	837	/
Total	*2,147*	*1,644*	*-23%*	*28,286*	*21,640*	*-23%*

Table 3. Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Pedestrians	1,932	1,553	-20%
Cyclists	542	655	+21%
Powered two-wheelers	3,448	2,979	-14%
Car occupants	4,417	2,305	-48%
Lorries, under 3.5t	451	242	-46%
Heavy goods vehicles	187	100	-47%
Bus/coach occupants	61	44	-28%
Other/unknown	223	198	/
Total	*11,262*	*8,076*	*-28%*

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 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Crashes involving buses or coaches	18	16	-11%	258	173	-33%
Crashes involving cars	347	275	-21%	5,507	4,306	-22%
Crashes involving lorries or heavy goods vehicles	106	107	+1%	1,721	1,321	-23%

Table 5. Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Pedestrians	242	212	-12%	3,944	3,079	-22%
Cyclists	17	23	+35%	1,113	1,125	+1%
Powered two-wheelers	135	142	+5%	2,200	1,562	-29%
Car occupants	77	65	-16%	2,883	2,109	-27%
Lorries, under 3.5t	5	6	/	149	137	-8%
Heavy goods vehicles	1	2	/	82	36	-56%
Bus/coach occupants	2	2	/	24	36	+50%
Other/unknown	10	15	/	219	254	/
Total	*489*	*468*	*-4%*	*10,803*	*8,406*	*-22%*

Table 6. Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Cyclists	11	19	/	299	400	+34%
Powered two-wheelers	187	188	+1%	1,746	1,429	-18%
Car occupants	448	279	-38%	5,905	4,187	-29%
Lorries, under 3.5t	37	34	-8%	365	271	-26%
Heavy goods vehicles	31	25	-19%	241	143	-41%
Bus/coach occupants	3	3	/	40	33	-18%
Other/unknown	41	24	/	327	309	/
Total	*758*	*572*	*-25%*	*8,923*	*6,772*	*-24%*

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 2020 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 decreased less significantly for the older age groups. The number of fatalities aged 85 and older even increased. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole.

Figure 7. Number of road fatalities by age group (2020). Source: CARE

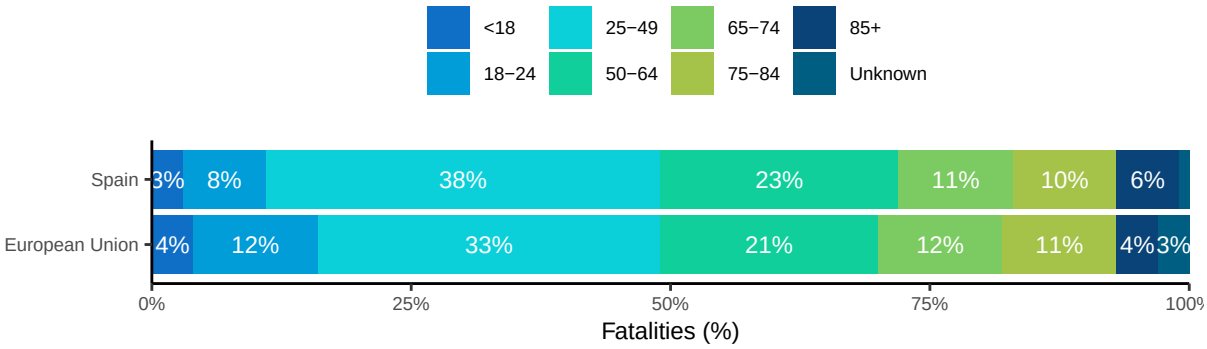


Table 7. Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	93	51	-45%	1,503	918	-39%
18-24	240	145	-40%	4,398	2,589	-41%
25-49	918	634	-31%	10,457	7,311	-30%
50-64	371	354	-5%	5,273	4,605	-13%
65-74	212	182	-14%	2,730	2,627	-4%
75-84	217	177	-18%	2,775	2,414	-13%
85+	73	92	+26%	882	1,075	+22%
Unknown	19	8	/	738	360	/
Total	*2,147*	*1,644*	*-23%*	*28,286*	*21,640*	*-23%*

Table 8. Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	773	507	-34%
18-24	1,506	893	-41%
25-49	5,301	3,533	-33%
50-64	1,841	1,763	-4%
65-74	751	697	-7%
75-84	656	451	-31%
85+	170	154	-9%
Unknown	266	78	/
Total	*11,262*	*8,076*	*-28%*

2.4 Gender

The high proportion of males among total road fatalities in Spain (81%) 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 (2020). Source: CARE

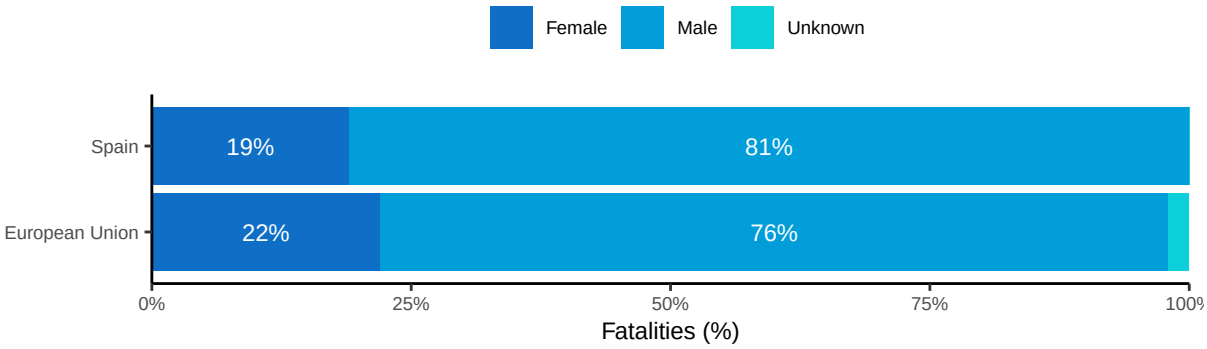


Table 9. Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Female	490	347	-29%	6,655	4,960	-25%
Male	1,651	1,294	-22%	21,519	16,659	-23%
Unknown	6	2	/	1,310	254	/
Total	*2,147*	*1,644*	*-23%*	*28,286*	*21,640*	*-23%*

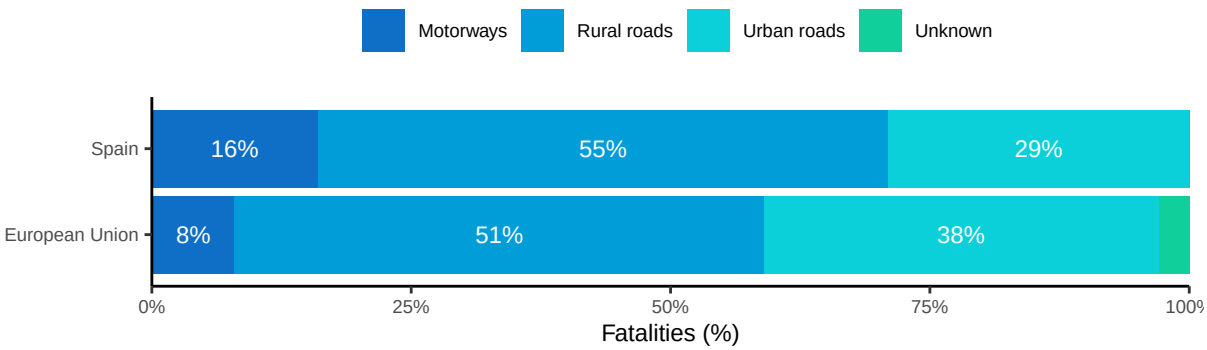
Table 10. Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Female	3,203	2,298	-28%
Male	8,008	5,755	-28%
Unknown	50	23	/
Total	*11,262*	*8,076*	*-28%*

2.5 Area[2]

Similar to the EU average, the majority of road fatalities in Spain occurred on rural roads (55%). The proportion of fatalities on motorways is much higher (16%) 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. Over the past ten years, the number of fatalities and serious injuries decreased on all road types.

Figure 9. Number of road fatalities by road type (2020). Source: CARE



[2]Motorways include expressways ("autovías").

Table 11. Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Motorway	349	296	-15%	2,072	1,812	-13%
Rural	1309	880	-33%	15,280	11,430	-25%
Urban	489	468	-4%	10,803	8,406	-22%
Unknown	/	/	/	908	543	/
Total	*2147*	*1644*	*-23%*	*28,286*	*21,640*	*-23%*

Table 12. Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
Motorway	1298	856	-34%
Rural	5539	3182	-43%
Urban	4425	4038	-9%
Unknown	/	/	/
Total	*11262*	*8076*	*-28%*

2.6 Time [3]

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week.

Figure 10. Number of road fatalities by period of time (2020). Source: CARE

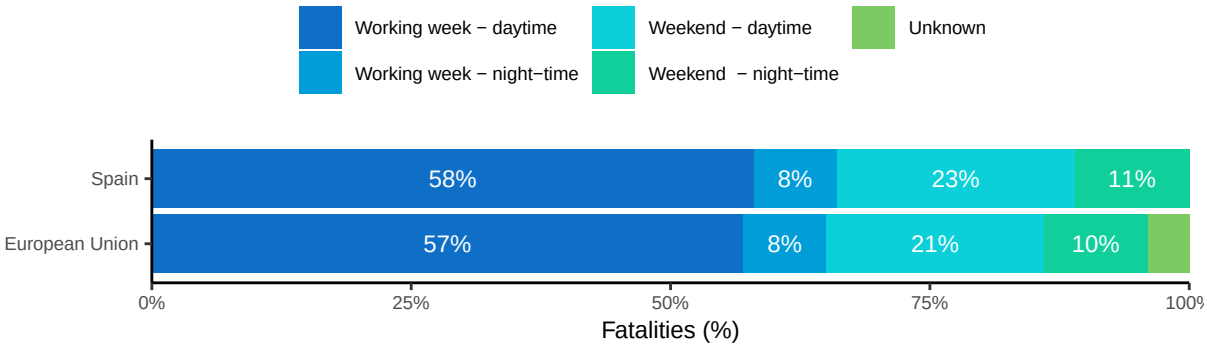


Table 13. Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Working week - daytime	1170	908	-22%	15,495	12,506	-19%
Working week - night-time	187	137	-27%	2,573	1,848	-28%
Weekend - daytime	539	419	-22%	6,383	4,974	-22%
Weekend - night-time	245	179	-27%	3,549	2,327	-34%
Unknown	/	/	/	4,226	562	/
Total	*2147*	*1644*	*-23%*	*28,286*	*21,640*	*-23%*

2.7 Road conditions

The majority of road fatalities in Spain occur on dry roads. Only 10% 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.

[3] For 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 (2020). Source: CARE

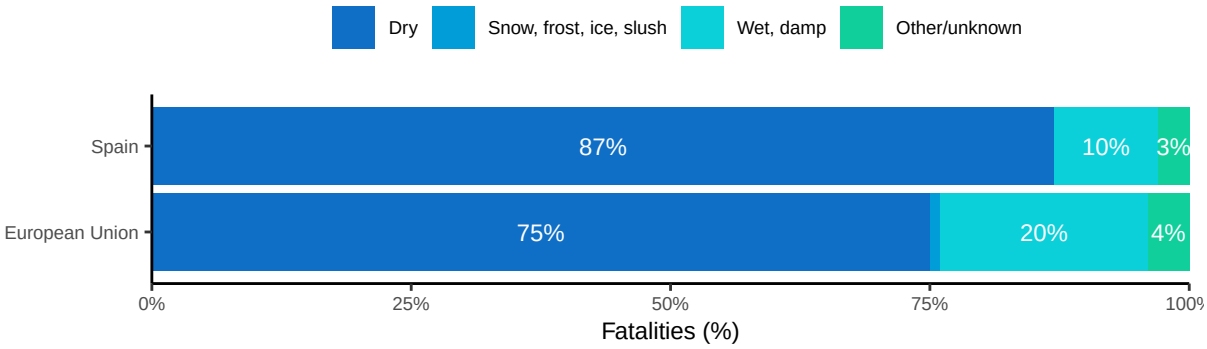


Table 14. Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Dry	1,802	1,421	-21%	21,101	16,582	-21%
Snow, frost, ice, slush	8	8	/	988	362	-63%
Wet, damp	262	172	-34%	5,638	4,328	-23%
Other/unknown	66	42	/	2,486	580	/
Total	*2,147*	*1,644*	*-23%*	*28,286*	*21,640*	*-23%*

Figure 12. Number of road fatalities by light conditions (2020). Source: CARE

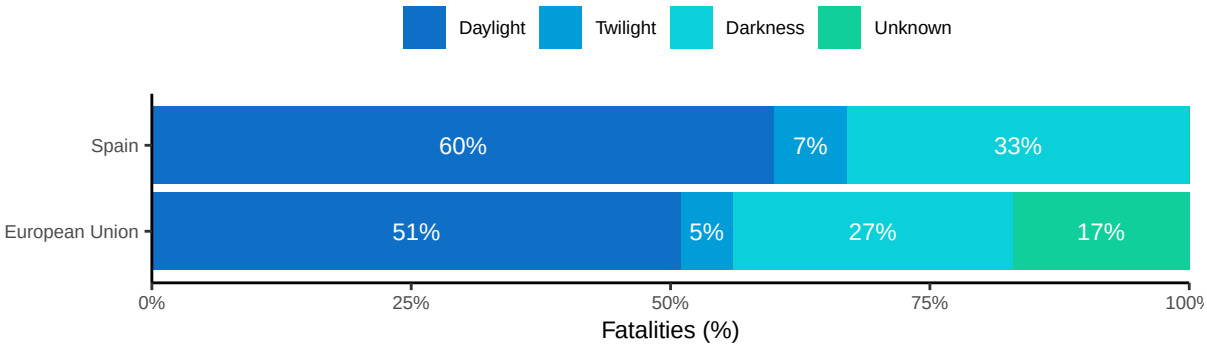


Table 15. Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
Darkness	745	540	-28%	8,922	6,275	-30%
Daylight	1281	990	-23%	13,717	11,235	-18%
Twilight	112	113	+1%	1,499	1,156	-23%
Unknown	/	1	/	5,326	3,729	/
Total	*2147*	*1,644*	*-23%*	*28,286*	*21,640*	*-23%*

3 Road safety performance indicators

3.1 Behaviour of road users

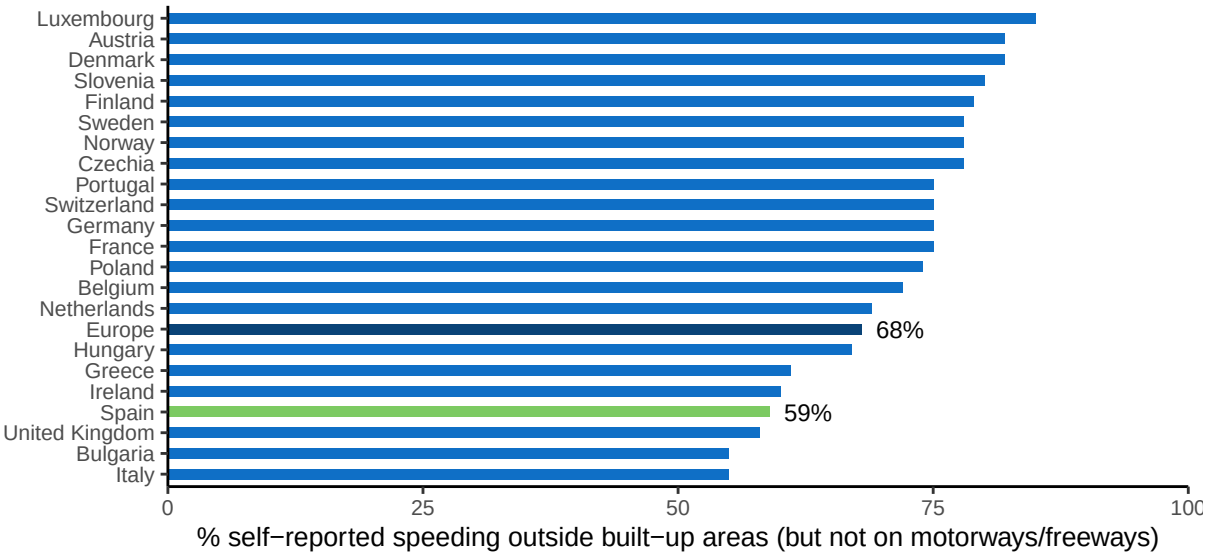
Most of the road safety performance indicators regarding behaviour in traffic that are currently available are based on self-reported behaviour. Spain performs better than the European average in relation to speeding and distracted driving. On the other hand, it performs worse in relation to driving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

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link[4]. For Spain the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Use of protective helmets: % of riders of powered two-wheelers and bicycles wearing a protective helmet;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);
- Distraction: % of drivers not using a handheld mobile device.

3.1.1 Speeding

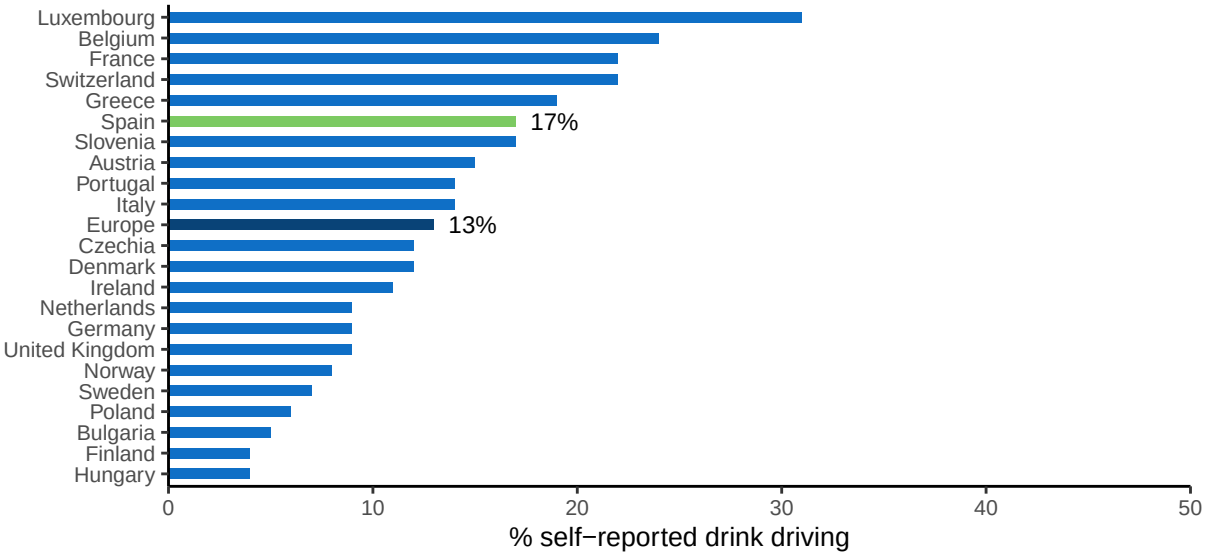
Figure 13. Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



[4] https://baseline.vias.be/

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 drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)

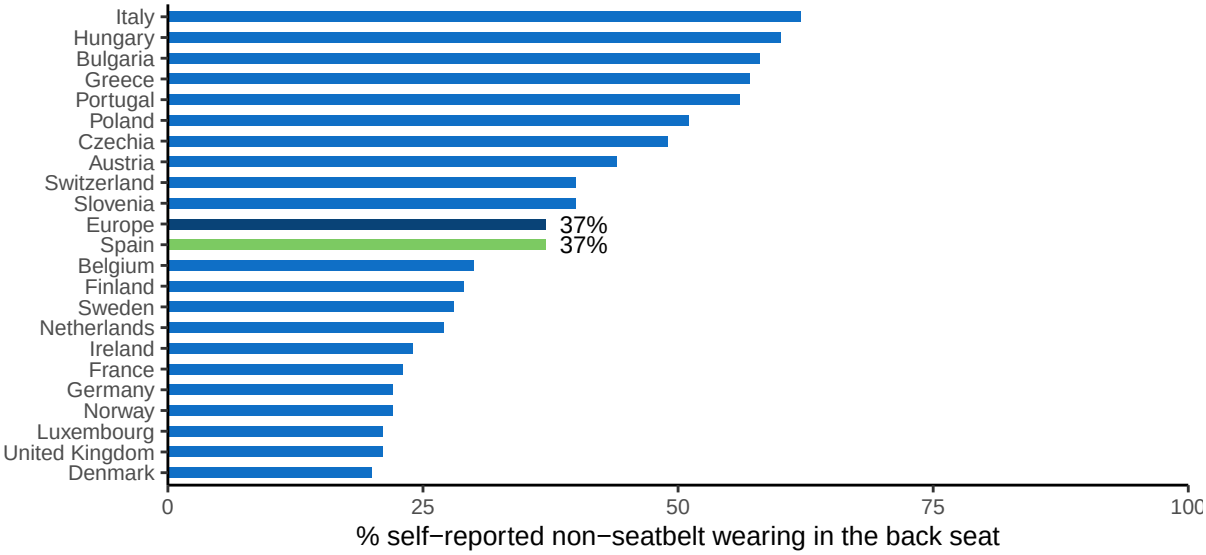
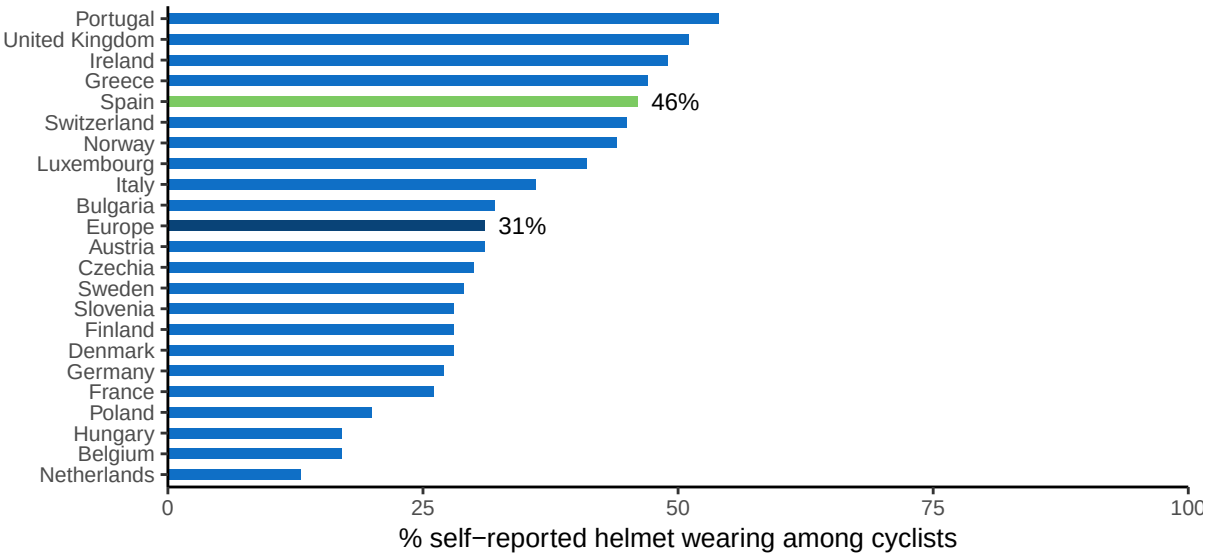
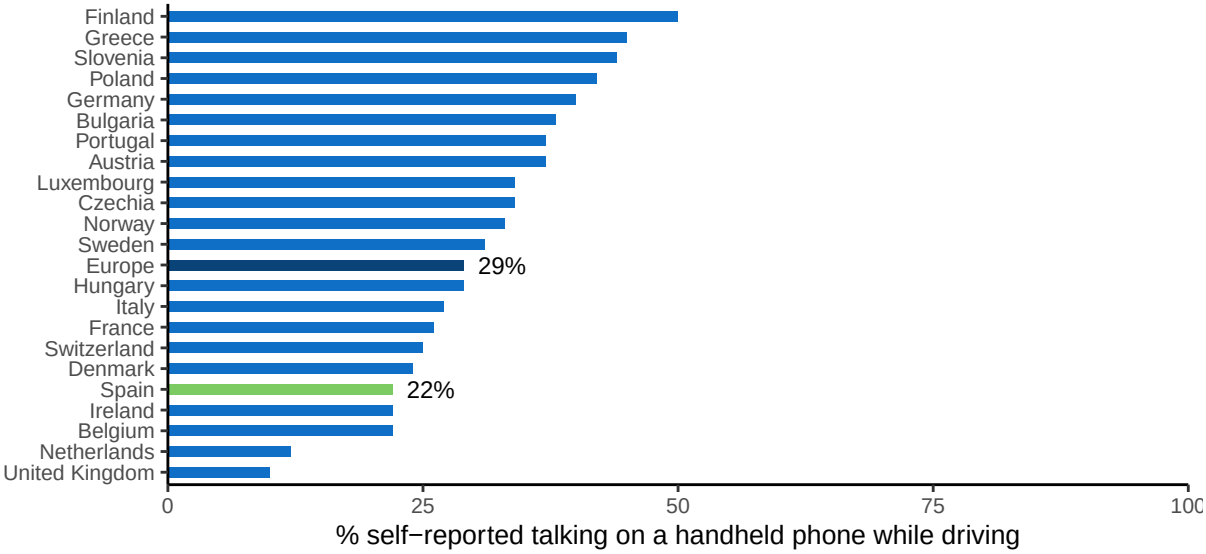


Figure 16. Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)



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 5.7 (on a value scale from 1 to 7) is given, which is well above the score of most other countries.

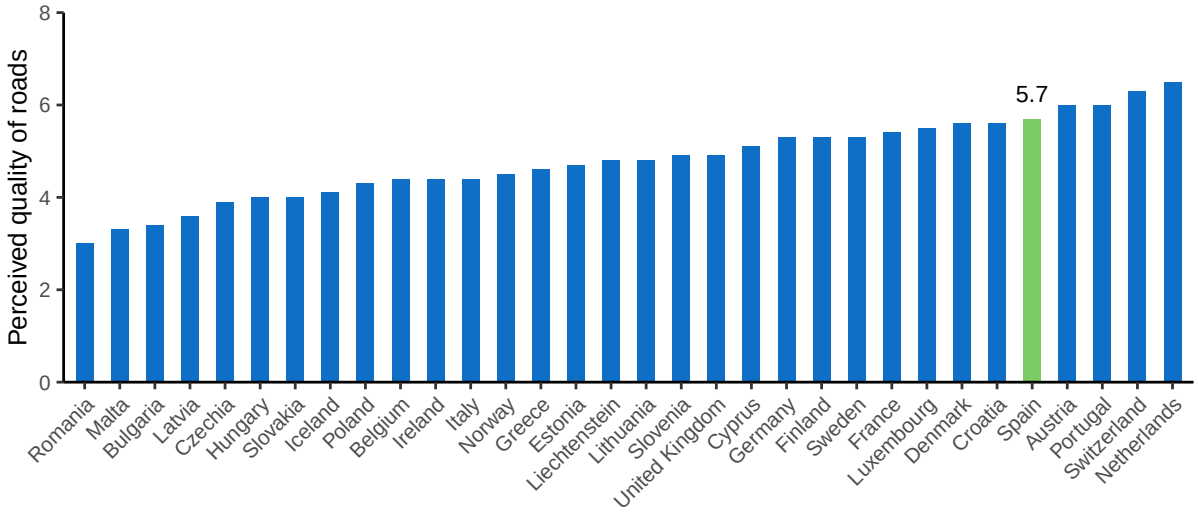
3.2.1 Road density[5]

Table 16. Road density. Source: EUROSTAT (2018)

	Spain	European Union
Motorways	31 km road/1000 km²	18 km road/1000 km²
Total	1042 km road/1000 km²	954 km road/1000 km²

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 (2019)



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.

In the framework of the EU Baseline-project a new road safety performance indicator related to vehicle safety is estimated. The KPI is defined as the percentage of passenger cars with a Euro NCAP safety rating equal or above a certain threshold. The values should be available from early 2023 via this link[6].

Table 17. Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Spain	European Union
All vehicles (except trailers and motorcycles)	65	64
Total utility vehicles	12	9
Lorries	11	7
Road tractors	0	1
Trailers and semi-trailers	1	4
Motorcycles	8	6
Passenger cars	52	56
Motor coaches, buses and trolley buses	0	0
Special vehicles	1	1

[5] Motorways include expressways ("autovías").
[6] https://baseline.vias.be/

Table 18. Age of registered passenger cars. Source: EUROSTAT (2020)

	Spain	European Union
Percentage of total number of passenger cars		
Less than 2 years	8%	11%
From 2 to 5 years	14%	15%
From 5 to 10 years	15%	20%
From 10 to 20 years	43%	41%
Over 20 years	20%	12%

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 the only country that has an alcohol limit for novice drivers and professional drivers of 0.3 g/l.

From 11th of May 2021 speed on urban roads was changed to 20 km/h (streets with a single carriageway and sidewalk platform), 30 km/h (single lane streets in each direction) and 50 km/h (streets with two or more lanes in each direction).

Table 19. National road safety legislation. Source: WHO (2018)

	Spain	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
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: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.3 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.3 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 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: 12; Up to 140 cm: 1; Up to 135 cm: 12; 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: 19; No: 8
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 20. 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)

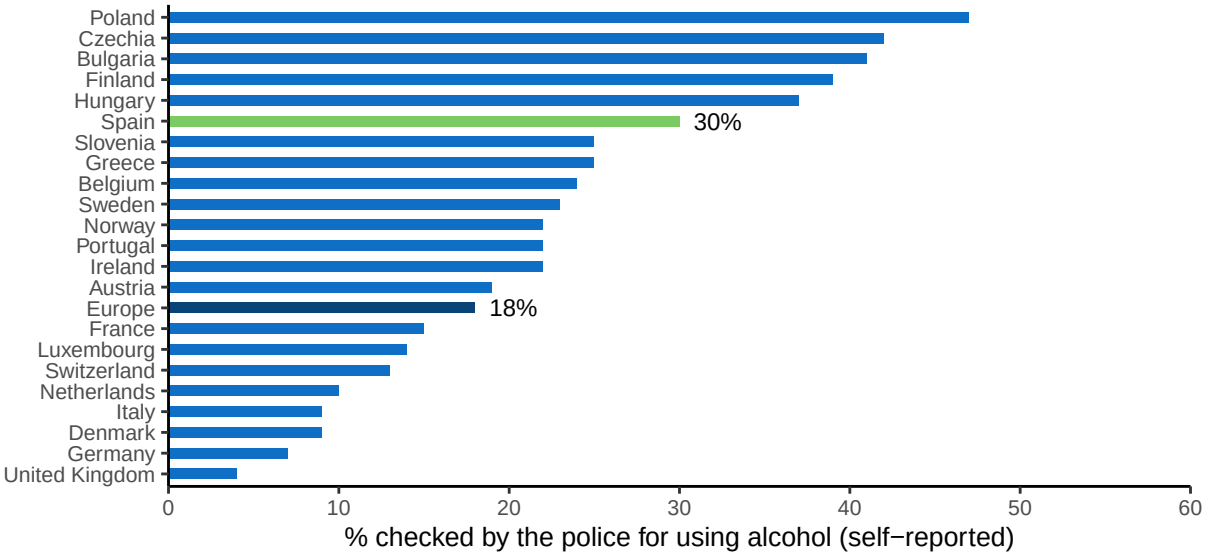
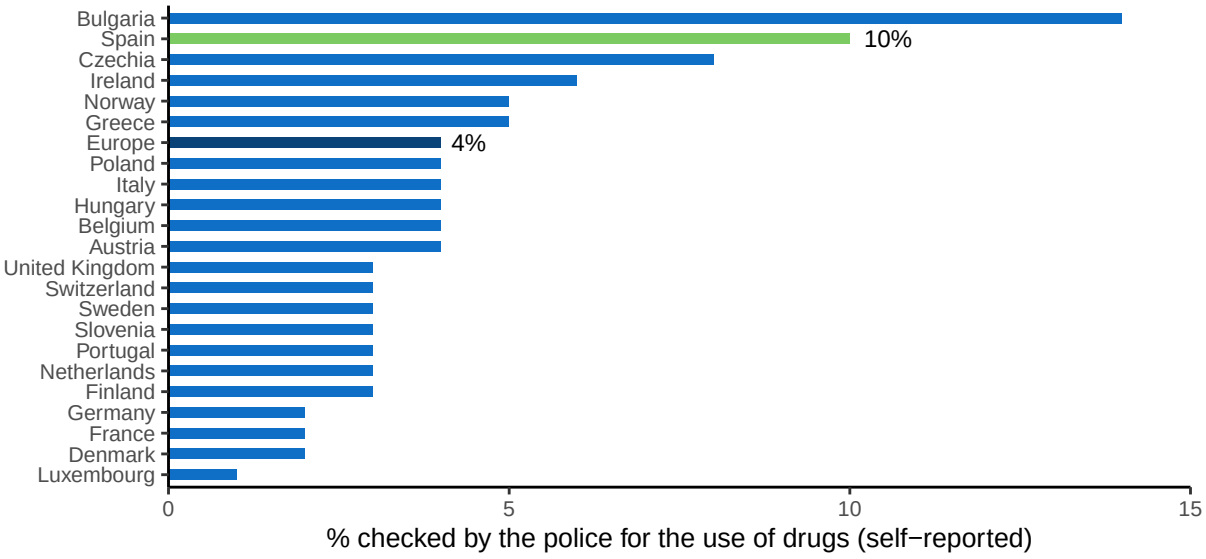


Figure 20. Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



4.3 Road infrastructure

Table 21. 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: 21 No: 6
Policies & investment in urban public transport	Yes	Yes: 24 No: 3
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 22. 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 23. Country characteristics. Source: EUROSTAT and IRTAD

	Spain	European Union
Population-related data (2021)		
Population (2021)	47398695	447218763
Population density (inhabitants/km²)	94	106
% Children (0-14)	14%	15%
% Adults (15-64)	66%	64%
% Elderly (65+)	20%	21%
Urbanization (2021)		
% living in cities	56%	39%
% living in suburbs and towns	31%	35%
% living in rural areas	13%	26%
Economic data		
GDP per capita (EUR, 2021)	25461.5	32438.4
Unemployment rate (2021)	15%	7%

5.2 Structure of road safety management

Table 24. 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 (Regional governments)
	Local entities
	Public and private actors
Monitoring of the road safety development	Directorate General for Traffic (DGT), Ministry of Interior
Improvements in road infrastructure	DGT, Ministry of Interior
	Ministry of Transport, Mobility and Urban Agenda
	Autonomous communities (Regional governments)
	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 (Regional governments)
Improvement in road user education	DGT, Ministry of Interior
	Autonomous communities (Regional governments)
	Local entities
Publicity campaigns	DGT, Ministry of Interior
	Ministry of Health
	Ministry for the Ecological Transition and the Demographic Challenge
	Ministry of Justice
	Local entities
	Public and private actors
Enforcement of traffic laws	DGT, Ministry of Interior
	Ministry of Justice
	Ministry of Transport, Mobility and Urban Agenda
	Ministry of Health
	Ministry of Industry, Trade and Tourism
	Autonomous communities (Regional governments)
	Local entities
	Police (ATGC-Traffic Civil Guard, autonomous communities and local polices)
Other relevant actors	Ministry of Labor and Social Economy
	Public and private actors

Table 25. National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2022-2030	https://seguridadvial2030.dgt.es/inicio/

Table 26. National road safety authority. Source: National sources

National road safety authority	References
Directorate General for Traffic (DGT),	https://www.dgt.es/inicio/

5.3 Attitudes

Table 27. 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%	15/22
I will do my best to respect speed limits in the next 30 days	78%	71%	3/22
Drink-driving			
I often drive after drinking alcohol	3%	2%	4/22
I will do my best not to drive after drinking alcohol in the next 30 days	81%	76%	6/22
Use of a mobile phone while driving			
I often talk on a hand-held mobile phone while driving	4%	3%	9/22
I often check my messages on the mobile phone while driving	3%	4%	10/22
I will do my best not to use my mobile phone while driving in the next 30 days	77%	74%	5/22

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: 4th of October, 2022. 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: 11th of October 2022

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 https://www.theglobaleconomy.com/rankings/roads_quality/

Date of extraction: 11th of October 2022

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 (2020). 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 2020 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.