



## Structure and Culture

### Basic Data

**Table 1: Basic data of Spain in relation to the EU average**

Basic data of Spain	EU average
- Population: 46,45million inhabitants (2015)[2]	18,1 million (2015)
- Area: 505.997 km <sup>2</sup> (2015)[2] (1,26% water) (2015)[4]	159.663 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 11,3°C	6,5°C
- Average summer temperature (May to Oct.): 24,7°C	17,8°C
- Annual precipitation level: 436 mm	651 mm
- Exposure: 224 billion vehicle km (2014) [5]	122,4 billion vehicle km (2014) <sup>1</sup>
- 0,71 vehicles per person (2014) [1]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA [5] OECD

Spain has a lower GDP per capita and a higher number of vehicles per person than the EU on average.

### Country characteristics

**Table 2: Characteristics of Spain in comparison to the EU average**

Characteristics of Spain	EU average*
- Population density: 92 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]	
15,2% children (0-14 years)	15,6% children
66,3% adults (15-64 years)	65,5% adults
18,5% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €23.100 (2015) [2]	€26.300 (2015)
- 79,6% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: large, flat plateau surrounded by rugged hills	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

<sup>1</sup> Based on the average of 24 EU countries.

## Structure of road safety management

The Spanish road safety strategy is aligned with existing international and European policies. The Spanish Road Safety Strategy 2011-2020 was published early in 2011. The document sets out the important progress made in recent years on issues such as driver behaviour, infrastructure improvement, and the national vehicle fleet.

This vision, is based upon five values (green mobility, safe mobility, universal mobility, competitive mobility, healthy mobility) which will define the national actions to be implemented in order to reduce the socio-economic impact of road traffic accidents in the next ten years.

The following key actors are responsible for Road Safety (RS) policy making:

**Table 3: Key actors per function in Spain**

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Directorate General for Traffic (DGT), Ministry of Interior - Ministries and national authorities - Autonomous communities - Local entities - Public and private actors
2. Monitoring of the RS development in the country	- Directorate General for Traffic (DGT), Ministry of Interior
3. Improvements in road infrastructure	- DGT, Ministry of Interior - Ministry of Public Works and Transport - Other road authorities - Local entities
4. Vehicle improvement	- DGT, Ministry of Interior - Ministry of Agriculture, Food and Environment - Ministry of Industry, Energy and Tourism - Autonomous communities
5. Improvement in road user education	- DGT, Ministry of Interior - Autonomous communities - Local entities
6. Publicity campaigns	- DGT, Ministry of Interior - Ministry of Health, Social Policy and Equality - Ministry of Agriculture, Food and Environment - Ministry of Justice - Local entities - Public and private actors
7. Enforcement of road traffic laws	- DGT, Ministry of Interior - Ministry of Justice - Ministry of Public Works and Transport - Ministry of Health, Social Policy and Equality - Local entities - Police (ATGC and local polices)
8. Other relevant actors	- Ministry of Employment and Social Security - Public and private actors

Sources: national sources

The Spanish road safety strategy is aligned with existing international and European policies.

The National Road Safety Council, a high level group of consultation, is the permanent forum for analysis and discussion among all of the involved actors.



Spanish drivers are much more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

## Attitudes towards risk taking

- Spanish drivers are much more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is higher than the ESRA-average.

**Table 4: Road safety attitudes and behaviour of drivers**

	Spain	ESRA average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour at least once</b>	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	59%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	35%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	65%	68%
<b>Supporting stricter legislation</b>	<b>% of drivers that disagree with the following</b>	
What do you think about the current traffic rules and penalties in your country for each of the following themes? <b>The penalties are too severe: for speeding</b>	48%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes? <b>The penalties are too severe: alcohol</b>	81%	87%
Do you support the following measure?: <b>Zero tolerance for alcohol (0,0‰) for all drivers</b>	31%	41%
<b>Perceived probability of being checked</b>	<b>% of drivers with answers in following categories</b>	
In the past 12 months, have you been stopped by the police for a check? <b>(once or more)</b>	33%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? <b>(Very (big) chance)</b>	42%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? <b>(once or more)</b>	30%	19%

Source: ESRA 2016

## 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

## Programmes and measures

### National strategic plans and targets

- The current Road Safety Strategy covers the period 2011-2020. It formulates thirteen quantitative targets and eleven areas of intervention.
- Targets (referred to 2009):

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

Year	Fatalities	Serious injuries	Killed or serious injuries	Safety performance indicators
2020	Max. 37 per million inhabitants			
	0 children without restraint system			
	10% less senior drivers (>64 years)		25% less young drivers (18-24 years) in weekends	Less than 1% positives in random breath tests
	30% less in run-over accidents	35% less	20% less motorcyclists	50% less of vehicles exceeding speed limit > 20 km/h
	1.000.000 more cyclists on the road without an increase of fatalities.			
	30% less in run-off accidents on rural roads			
	30% less in work related accidents (during commuting)			

Source: IRTAD, 2016

- Priority topics:
  - health and road safety
  - safety in vehicles
  - education and training
  - raising awareness and communication
  - compliance with regulations
  - the urban area
  - the company and professional transport
  - infrastructure and ITS
  - victims
  - research and knowledge management
  - coordination and participation

(Source: IRTAD, 2014)

The current Road Safety Strategy covers the period 2011-2020. It formulates thirteen quantitative targets and eleven areas of intervention.

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

## Road infrastructure

**Table 6: Description of the road categories and their characteristics in Spain**

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90/100
Motorways	120

Source: IRTAD, 2015

- Special rules: no information
- Guidelines and strategic plans for infrastructure are available in Spain.

**Table 7: Obligatory parts of infrastructure management in Spain and other EU countries**

Obligatory parts in Spain:	EU countries with obligation
Safety impact assessment: -	32%
Road safety audits: yes (federal projects; otherwise recommended)	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: DG-TREN, 2010; national sources

- Recent infrastructural actions have been addressing:
  - DGT will implement measures to improve safety and accessibility for persons with disabilities.

(Source: IRTAD, 2016)

## Traffic laws and regulations

**Table 8: Description of the regulations in Spain in relation to the most common regulations in other EU countries**

Regulations in Spain [1]	Most common in EU (% of countries)
Allowed BAC <sup>2</sup> levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,3‰;	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,3‰‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: obligatory up to 16 years and outside urban areas for older than 16	Not obligatory (46%)
- Daytime running lights are mandatory only for motorcycles and in conditions of reduced visibility for other vehicles.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move 2016; [2] WHO, 2013

Spain has a 0,5‰ general drink-driving limit and a demerit point system is in place.

<sup>2</sup> Blood Alcohol Concentration

Most enforcement issues are on the level of the EU average except for seat-belt law enforcement which is better.

## Enforcement

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

Issue	Score for Spain	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	9	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	8	8 (43%)

Source: WHO, 2015

## Road User Education and Training

**Table 10: Road user education and training in Spain compared to the situation in other EU countries**

Education and training in Spain	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory (horizontal topic in curricula)	Compulsory (71%)
- Secondary school: voluntary, but integrated in several subjects	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 16, 18 years for A2, 20 years for A (gradually). Mopeds AM 15 years.	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years for D1, 24 years for D	21 years (86%)
- Lorries and trucks: 18 years for C1, 21 years for C	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC 2011; [3] national sources

Road safety education is compulsory at primary schools in Spain.

Every month, at least one special public campaign about the main road safety topics is carried out in Spain.

## Public Campaigns

**Table 11: Public campaigns in Spain compared to the situation in other EU countries**

Campaigns in Spain	Most common issues in EU (% of countries)
<b>Organisation:</b> <ul style="list-style-type: none"> <li>- The General Directorate of Traffic</li> <li>- Basque and Catalan equivalents</li> <li>- The police (Guardia Civil ATGC, local polices)</li> <li>- Regional and local counties</li> <li>- Traffic Division of the Civil Guard</li> </ul>	
<b>Main themes:</b> <ul style="list-style-type: none"> <li>- Drink-driving</li> <li>- Driving and drugs</li> <li>- Seat-belt</li> <li>- Speeding</li> <li>- Child restraint systems</li> <li>- Motorcycles</li> <li>- Mobile phone use</li> <li>- School transport</li> <li>- Trucks and vans</li> <li>- Distractions</li> <li>- Rural roads</li> </ul>	Drink-driving (96%) Speeding (86%) Seat-belt (79%)

Sources: IRTAD, 2015; national sources

Mandatory inspection periods in Spain are shorter or at least equal to the most common in the EU.

## Vehicles and technology (national developments)

**Table 12: Developments of vehicles and technology in Spain, compared to the situation in other EU countries**

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months for vehicles between 4 and 10 years and every 12 months for vehicles older than 10 years	Every 12 months (39%)
Motorcycles: first inspection after 4 years, then every 24 months	Every 24 months (32%)
Buses or coaches: every 12 months for 5 years, then every 6 months	Every 12 months (61%)
Lorries or trucks: every 12 months for 10 years, then every 6 months	Every 12 months (68%)

Sources: EC website, national sources



## Road Safety Performance Indicators

### Speed

The number of speed tickets per population increased in the period 2010-2015.

**Table 13: Number of speed tickets per population in Spain versus the EU average**

Measure	2010	2015	Average annual change	EU average (2015)
Number of speed tickets/ 1.000 population <sup>3</sup>	55	86	9,4%	94

Source: ETSC, 2016

**Table 14: Percentage of speed offenders per road type in Spain compared to the EU average**

Road type	2010	2012	Average annual change	EU average
Motorways	49%	38%	-11,9%	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015 (Note: Motorways include autovías.)

**Table 15: Mean speed per road type in Spain compared to the EU average**

Road type	2005	2007	Average annual change	EU average
Motorways	117 km/h	118 km/h	0,4%	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015 (Note: Motorways include autovías.)

### Alcohol

The amount of alcohol tests increased between 2010-2015, while the share of offenders decreased.

**Table 16: Road side surveys for drink-driving in Spain compared to the EU average**

Measure	2010	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population <sup>4</sup>	124	132	1,3%	209
% tested over the limit	2,1%	1,7%	-4,1%	2,2%

Source: ETSC, 2016

<sup>3</sup> Data on the number of tickets following checks on roads in urban areas and in the region of the Basque Country are not available.

<sup>4</sup> Data on the number of checks on roads in urban areas and in the region of the Basque Country are not available. Data for Catalonia covers checks on all roads.

The vehicle fleet has an occupant protection score slightly higher than the EU average.

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

## Vehicles

**Table 17: State of the vehicle fleet in Spain compared to the EU average**

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012) [2]
- ≤ 2 years: 11%	≤ 2 years: 9%
- 3 to 5 years: 15%	3 to 5 years: 13%
- 6 to 10 years: 31%	6 to 10 years: 28%
- > 10 years: 43%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 53,4%	5 stars: 52,5%
- 4 stars: 4,1%	4 stars: 4,5%
- 3 stars: 2,4%	3 stars: 2,9%
- 2 stars: 0,4%	2 stars: 0,5%
- not tested: 39,6%	not tested: 39,6% <sup>5</sup>

Sources: [1] EUROSTAT, 2015; [2] ETSC, 2016

## Protective systems

**Table 18: Protective system use in Spain versus the average in EU**

Protective systems	EU average <sup>6</sup>
Daytime seat-belt wearing in cars and vans (2012):	(2015)
- 90% front	89,7% front
- 90% driver	not available
- 91% front passenger	not available
- 81% rear	69,5% rear
- no information on child restraint use	not available
Helmet use (2009):	
- 98% motorcycle riders	
- 96% moped riders	not available
- no information on % cyclists	

Sources: IRTAD, 2015; national sources

<sup>5</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

<sup>6</sup> Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

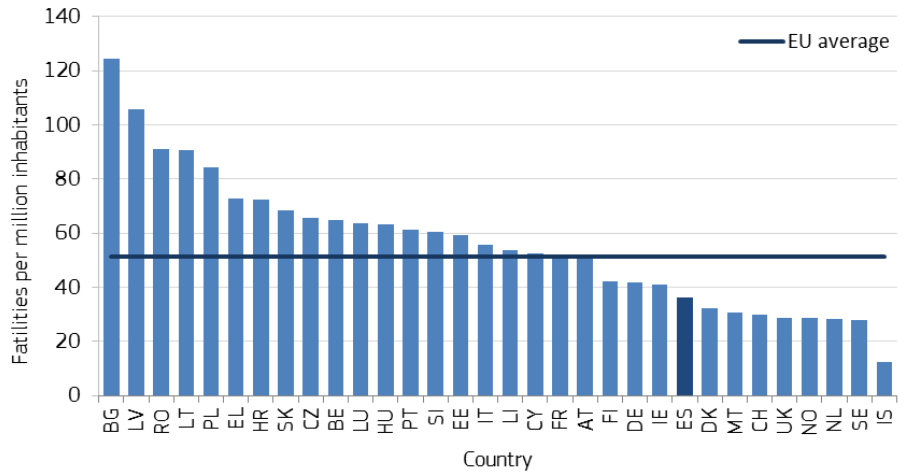
## Road Safety Outcomes

### General positioning

The fatality rate of Spain is now lower than the EU average (around 36 fatalities per million population in 2014). From 2001 to 2007 the Spanish rate was a bit higher, since 2008 it is lower than the EU average rate.

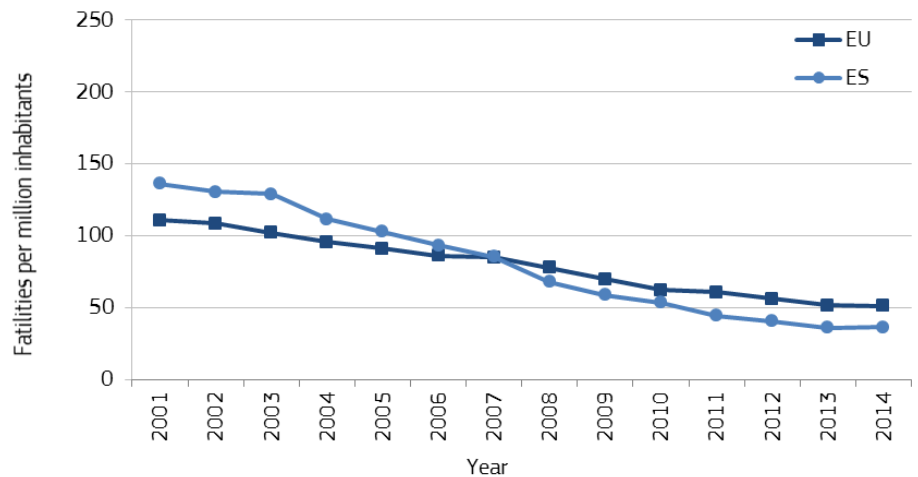
Since 2008 the Spanish fatality rate has been lower than the EU average.

**Figure 1: Fatalities per million inhabitants in 2014 with EU average**



Sources: CARE, Eurostat

**Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Spain and the EU average**



Sources: CARE, Eurostat

The share of lorry or truck occupant fatalities is a bit higher compared to the EU average.

## Transport mode

The share of lorries or truck occupants is a bit higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2014 was only 2%, it was 11% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 7% and 2%.

**Table 19: Reported fatalities by mode of road transport in Spain compared to the EU average**

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	846	336	-7%	20%	22%
Car occupants	3.144	722	-11%	43%	45%
Motorcyclists	370	287	-2%	17%	15%
Mopeds	461	54	-15%	3%	3%
Cyclists	100	75	-2%	4%	8%
Bus/coach occupants	50	26	-5%	2%	1%
Lorries or truck occupants	475	160	-8%	9%	5%

Sources: CARE, national sources

## Age, gender and nationality

**Table 20: Reported fatalities by age, gender and nationality in Spain versus the EU average**

Age and gender	2001	2014	Average annual change	Share in 2014	EU average (2014)
<b>Females</b>					
0 - 14 years	58	13	-11%	1%	1%
15 - 17 years	36	7	-12%	0%	1%
18 - 24 years	189	27	-14%	2%	3%
25 - 49 years	476	113	-10%	7%	6%
50 - 64 years	212	82	-7%	5%	4%
65+ years	335	152	-6%	9%	9%
<b>Males</b>					
0 - 14 years	102	24	-10%	1%	1%
15 - 17 years	165	16	-16%	1%	2%
18 - 24 years	782	103	-14%	6%	12%
25 - 49 years	1.878	535	-9%	32%	29%
50 - 64 years	599	276	-6%	17%	15%
65+ years	532	327	-4%	20%	16%
<b>Nationality of driver or rider killed</b>					
National	4.218	1.379	-8%	82%	n/a
Non-national	1.298	309	-10%	18%	n/a

Sources: CARE, national sources

Spain has a somewhat higher share of road fatalities of males over 25 years than the EU average. The share of non-nationals fatalities is 18%.

Fatalities on motorways are over-represented in Spain.

## Location

Fatalities on motorways are over-represented in Spain compared to the EU average.

**Table 21: Reported fatalities by location in Spain compared to the EU average**

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	973	441	-6%	26%	38%
Rural areas	3.396	957	-9%	57%	54%
Motorways	1.146	290	-10%	17%	7%
Junctions	856	353	-7%	21%	19%

Sources: CARE, national sources

## Lighting and weather conditions

**Table 22: Reported fatalities by lighting and weather conditions in Spain compared to the EU average**

Conditions	2001	2014	Average annual change	Share in 2014	EU average (2014)
<b>Lightning conditions</b>					
During daylight	3.019	1.038	-8%	61%	49%
During night-time	2.202	548	-10%	32%	30%
<b>Weather conditions</b>					
While raining	690	139	-12%	8%	9%

Sources: CARE, national sources

The share of fatal single vehicle accidents is substantially higher than the EU average.

## Single vehicle accidents

**Table 23: Reported fatalities by type in Spain compared to the EU average**

Accident Type	2001	2014	Average annual change	Share in 2014	EU average (2014)
Single vehicle accidents	1.986	591	-9%	35%	28%

Sources: CARE, national sources

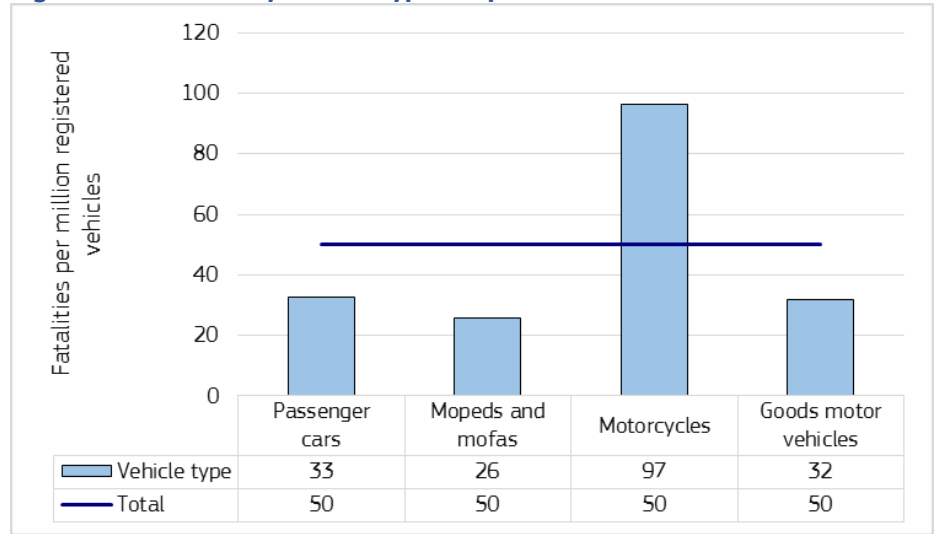
## Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.



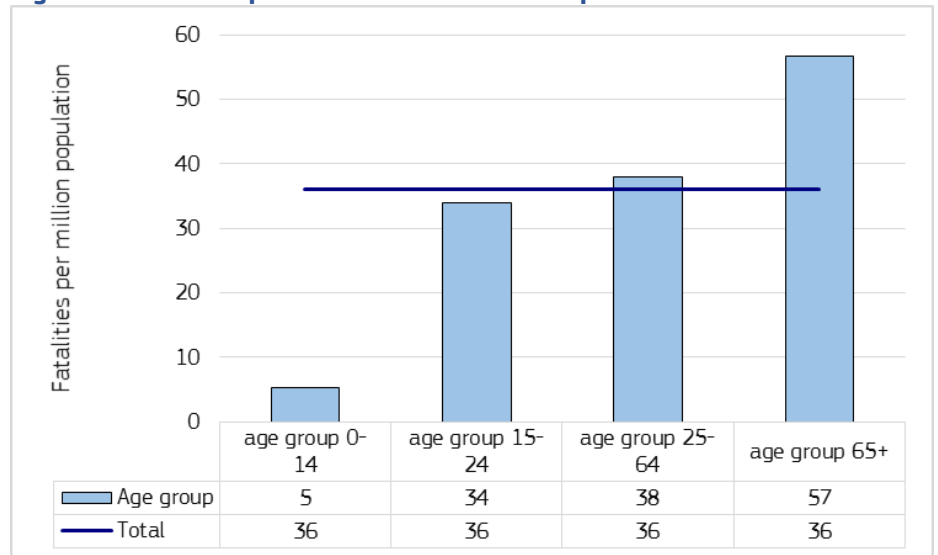
## Risk Figures

**Figure 3: Fatalities by vehicle type in Spain in 2014**



Sources CARE, IRTAD

**Figure 4: Fatalities per million inhabitants in Spain in 2014**



Sources: CARE, EUROSTAT

In Spain, risk is highest for motorcyclists and the elderly.

## Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL<sup>7</sup> for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

**Table 24: Cost (€) per injury type in Spain versus the EU average**

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
<b>Spain</b>	<b>1.913.000</b>	<b>237.800</b>	<b>17.900</b>
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
<b>EU average</b>	<b>1.870.000</b>	<b>243.100</b>	<b>18.700</b>

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Estimated road safety costs in Spain are slightly higher for fatalities, but lower for injured people than on average in the EU.

<sup>7</sup> Value of Statistical Life

---

Spain is one of the countries where the mortality rate is among the lowest in the European Union.

---

## Synthesis

### Safety position

- Spain is one of the countries where the mortality rate is among the lowest in the European Union.

### Scope of problem

- The shares of the different modes of transport are mostly very similar to the EU average. The share of lorry or truck occupant fatalities is a bit higher compared to the EU average.
- Spain has a somewhat higher share of road fatalities of males over 25 years than the EU average.
- Fatalities on motorways are over-represented in Spain.

### Recent progress

- From 2001 to 2007 the Spanish rate was a bit higher than the EU average, however since 2008 it is lower.
- The number of speed tickets per population increased in the period 2010-2015.
- The amount of alcohol tests increased between 2010-2015, while the share of offenders decreased.

### Remarkable road safety policy issues

- The Spanish Road Safety Strategy 2011-2020 is aligned with existing international and European policies.
- Because of the available evidence about the magnitude of drug-driving problem, Spain has implemented during recent years changes in legislation and new surveillance and control programs on drugs. In 2014, nearly 70.000 drug tests were carried out to drivers. Since 2009, when control measures began to be implemented, the prevalence of drug use in drivers has been reduced from 11% to 9% of the Spanish driver population.
- Spain has already implemented formal audits on new roads and inspections on existing roads.
- A demerit point system is in place in Spain.
- Most enforcement issues are on the level of the EU average, except for seat-belt law enforcement which is better. Seat-belt and helmet wearing rates are also quite high in Spain.

## References

1. CARE database (2016).
2. CIA database (2016).
3. DG-TREN (2010). Technical Assistance in support of the Preparation of the European Road Safety Action Program 2011-2020. Final Report. DG-TREN, Brussels.
4. European Commission website (2016).  
[http://europa.eu/youreurope/citizens/vehicles/registration/formalities/index\\_en.htm](http://europa.eu/youreurope/citizens/vehicles/registration/formalities/index_en.htm)
5. European Commission DG Move website (2016).  
[http://ec.europa.eu/transport/road\\_safety/index\\_en.htm](http://ec.europa.eu/transport/road_safety/index_en.htm)
6. ETSC (2009). Boost the market for safer cars across Europe. + Background tables PIN Flash no. 13. ETSC, Brussels.
7. ETSC (2010). Road Safety Target in Sight: Making up for lost time. + Background tables 4th Road Safety PIN report. ETSC, Brussels.
8. ETSC (2014). Ranking EU progress on car occupant safety. + Background tables PIN Flash no. 27. ETSC, Brussels.
9. ETSC (2015). Enforcement in the EU-Vision 2020. + Background tables. ETSC, Brussels.
10. ETSC (2015). Making walking and cycling on Europe's roads safer. + Background tables PIN Flash no. 29. ETSC, Brussels.
11. ETSC (2015). Ranking EU progress on improving motorway safety. + Background tables PIN Flash no. 28. ETSC, Brussels.
12. ETSC (2016). How safe are the new cars sold in the EU? An analysis of the market penetration of Euro NCAP-rated cars. + Background tables PIN Flash no. 30. ETSC, Brussels.
13. ETSC (2016). How traffic law enforcement can contribute to safer roads. + Background tables PIN Flash no. 31. ETSC, Brussels.
14. Eurostat database (2016).
15. European Commission (2014). Handbook on External Costs of Transport. Final Report. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014.
16. European Commission (2015). Road Safety in the European Union: Trends, statistics and main challenges. European Commission, Mobility and Transport DG, Brussels.
17. National Sources (2016): via national CARE experts and official national sources of statistics.
18. OECD/ITF (2014). Road Safety Annual Report 2014. OECD Publishing, Paris.
19. OECD/ITF (2015). Road Safety Annual Report 2015. OECD Publishing, Paris.
20. OECD/ITF (2015). Road Infrastructure Safety Management. OECD Publishing, Paris.
21. OECD/ITF (2016). Road Safety Annual Report 2016. OECD Publishing, Paris.
22. ROSE25 (2005). Inventory and compiling of a European good practice guide on road safety education targeted at young people. Final report. KfV, Vienna.
23. SUPREME (2007) Final Report Part F1. Thematic Report: Education and Campaigns. European Commission, Brussels.
24. Torfs, K., Meesmann, U., Van den Berghe, W., & Trotta M., (2016). ESRA 2015 – The results. Synthesis of the main findings from the ESRA survey in 17 countries. ESRA project (European Survey of Road users' safety Attitudes). Belgian Road Safety Institute, Brussels.
25. WHO (2013). Global status report on road safety 2013: supporting a decade of action. World Health Organisation, Geneva.
26. WHO (2015) Global status report on road safety 2015. World Health Organisation, Geneva.
27. UNECE database (2016).

## Notes

### 1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: [http://ec.europa.eu/transport/road\\_safety/pdf/statistics/cadas\\_glossary.pdf](http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf)

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)<sup>1/n</sup>-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

This report has been produced by the National Technical University of Athens ([NTUA](#)), the Austrian Road Safety Board ([KFV](#)) and the European Union Road Federation ([ERF](#)) under a contract with the [European Commission](#). Whilst every effort has been made to ensure that the information presented in this report is relevant, accurate and up-to-date, the Partners cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

Any information and views set out in this report are those of the author(s) and do not necessarily reflect the official opinion of the Commission. The Commission does not guarantee the accuracy of the data included in this study. Neither the Commission nor any person acting on the Commission's behalf may be held responsible for the use that may be made of the information contained therein.

8. Please refer to this Report as follows:

*European Commission, Road Safety Country Overview - Spain, European Commission, Directorate General for Transport, September 2016.*





[www.erso.eu](http://www.erso.eu)