



Road Safety 2011 – Review

Road accident rate goes down for the eighth year in a row, decreasing by 14.5%.

- In 2011, 1,479 people died in road accidents in Spain. They were 14.5% less than in 2010, a rate similar to that of 1961.
- In 2000, 4,241 people died in road accidents, and there were 11 fatalities and 52 seriously injured victims a day. In 2011, the figures dropped to 4 fatalities and 19 serious injured victims a day.
- It was the first year since 1961 with a total number of road accident fatalities lower than 1,500.

January 3, 2012. In 2011, there were 1,338 fatal road accidents, causing the death of 1,479 people and serious injuries to 7,069. (1) The number of road accident fatalities was similar to that of 1961 in a completely different mobility scenario. (In 1961, there were 1.5 million vehicles; in 2011, 31 million.)

Compared to 2010, these facts show there were 250 fewer fatalities (-14.5%) and 772 fewer serious injuries (-9.8%).

The accident rate went down for the eighth year in a row. In 2011, there were 2,762 fewer fatalities than in 2000, which means a decrease of 65.1%. Moreover, the number of seriously injured users of interurban roads also dropped. With 7,069 cases of seriously injured people, 2011 witnessed a reduction of 9.8% vis-à-vis 2010 and 62.8% over 2000.

(1) Fast indicator: Provisional road accident data until 0:00.

FATAL ROAD ACCIDENTS 2000-2011

Accident rate evolution



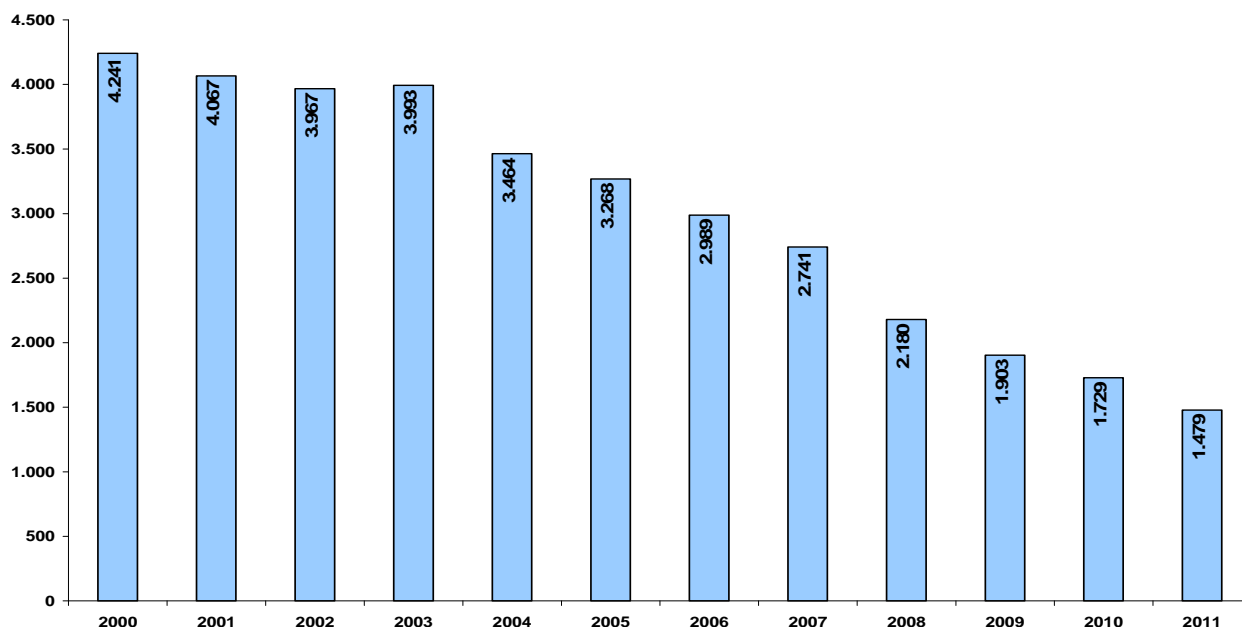
	2000	2001	2002	2003	2004	2005
Fatal accidents	3,624	3,452	3,377	3,415	2,992	2,813
Fatalities	4,241	4,067	3,967	3,993	3,464	3,268
Seriously-injured	18,989	18,944	18,693	19,493	15,008	15,304

	2006	2007	2008	2009	2010	2011
Fatal accidents	2,601	2,415	1,928	1,696	1,547	1,338
Fatalities	2,989	2,741	2,180	1,903	1,729	1,479
Seriously-injured	15,141	13,542	11,363	8,975	7,841	7,069

	Differences in numbers			
	2011/2010	2011/2009	2011/2005	2011/2000
Fatal accidents	-209	-358	-1,475	-2,286
Fatalities	-250	-424	-1,789	-2,762
Seriously-injured	-772	-1,906	-8,235	-11,920

	Variation in %			
	2011/2010	2011/2009	2011/2005	2011/2000
Fatal accidents	-13.5%	-21.1%	-52.4%	-63.1%
Fatalities	-14.5%	-22.3%	-54.7%	-65.1%
Seriously-injured	-9.8%	-21.2%	-53.8%	-62.8%

Fatality chart 2000-2011



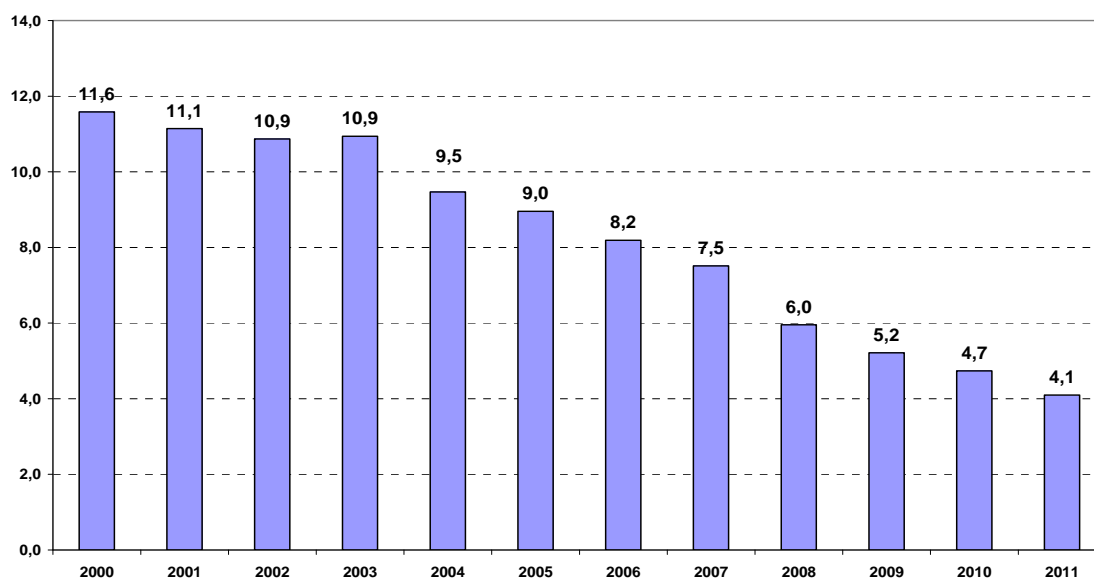
The daily average for fatalities dropped from 11.6 in 2000 to 4.1 in 2011. This means a decrease of 7.5 fatalities every day, 365 days a year.



Daily average of road accident fatalities

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
11.6	11.1	10.9	10.9	9.5	9.0	8.2	7.5	6.0	5.2	4.7	4.1

Promedio diario de víctimas mortales en carretera



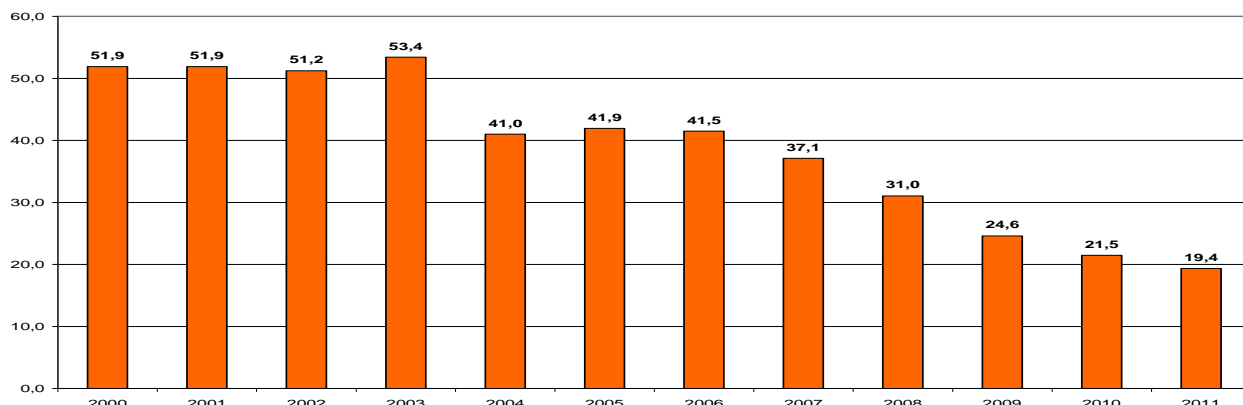
The number of **seriously injured** road users also fell:

- As compared to 2000, when they amounted to 18,989, by 63%.
- As to the daily average, from 52 in 2000 to 19 in 2011.

Daily average of seriously injured road users



Promedio diario de heridos graves en carretera

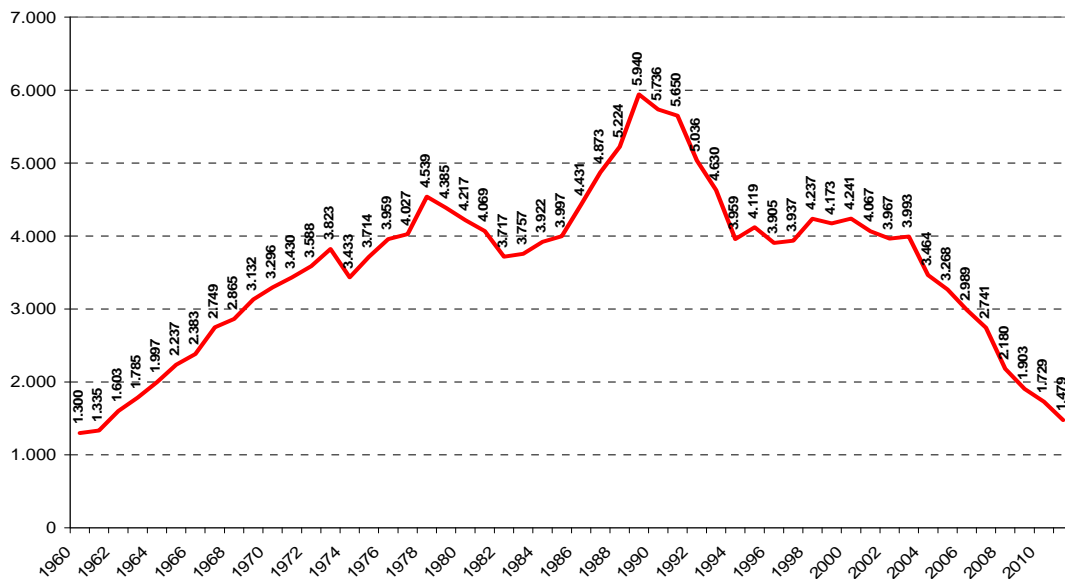


Accident rate history

The number of road accident fatalities in 2011 was similar to that of 1961, but in a completely different mobility scenario. (In 1961, there were 1.5 million vehicles; in 2011, 31 million.)

	Number of vehicles	Number of drivers	Fatalities	Number of fatalities per 1,000,000 vehicles
1960	1,004,770	2,235,192	1,300	1,294
1962	1,463,734	2,967,671	1,603	1,095
1967	3,147,868	3,498,509	2,749	873
1968	3,538,187	3,805,482	2,865	810
1969	3,969,184	4,262,495	3,132	789
1970	4,392,214	4,700,345	3,296	750
1975	7,018,906	6,854,803	3,714	529
1980	10,192,748	9,828,335	4,217	414
1985	11,716,339	11,879,455	3,997	341
1990	15,696,715	14,347,139	5,736	365
1995	18,847,245	16,761,681	4,119	218
2000	23,284,215	18,930,263	4,241	182
2001	24,249,871	19,348,667	4,067	168
2002	25,065,732	19,823,212	3,967	158
2003	25,169,452	20,301,418	3,993	159
2004	26,432,641	20,919,181	3,464	131
2005	27,657,276	21,549,477	3,268	118
2006	29,054,061	22,124,198	2,989	103
2007	30,318,457	22,777,657	2,741	90
2008	30,969,224	23,657,166	2,180	70
2009	30,855,969	25,713,071	1,903	62
2010	31,086,035	25,782,360	1,729	56
2011	31,400,000	26,050,000	1,479	47

Road accident fatalities: Historical time series



MOBILITY

In 2011, the long-haul trips recorded by DGT dropped by 3.06%.

	Long-haul trips
Variation in % 2006/2005	4.31%
Variation in % 2007/2006	0.88%
Variation in % 2008/2007	-4.75%
Variation in % 2009/2008	0.98%
Variation in % 2010/2009	-1.42%
Variation in % 2011/2010	-3.06%

ROAD ACCIDENT CHARACTERISTICS

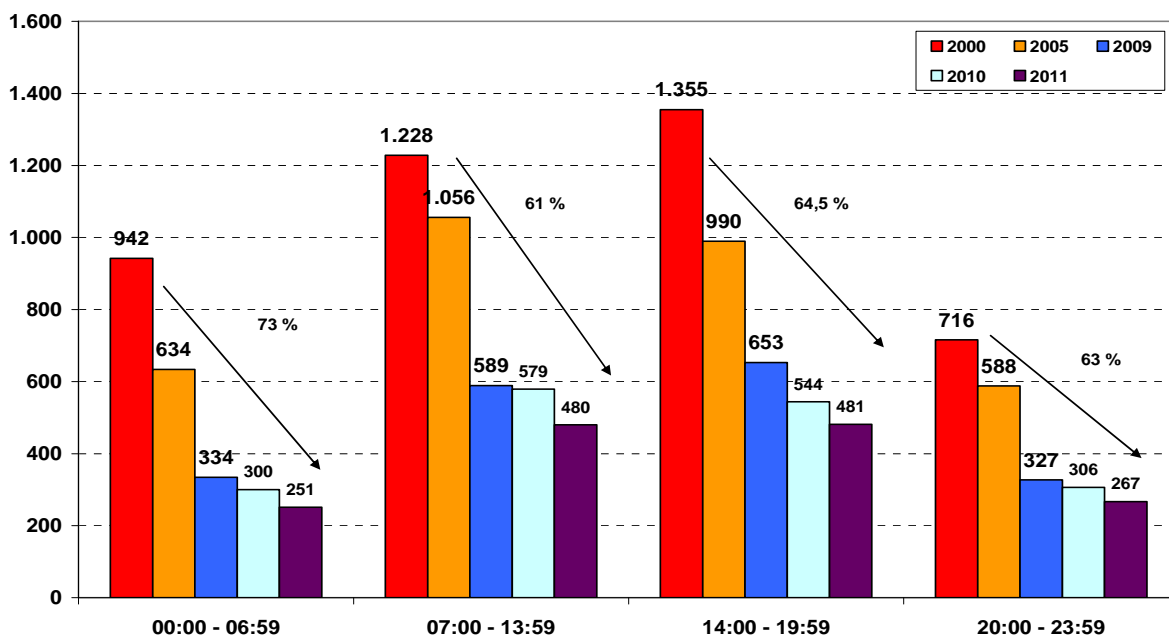
1. By hours

In 2011, the most dramatic fall in the number of fatalities occurred between 7:00 a.m. and 2:00 p.m.: -17% over 2010. The least spectacular drop, -12%, was between 2:00 and 8:00 p.m.

Compared to 2000, the sharpest drop (-73%) was between 12:00 and 7:00 a.m., followed by the reduction between 2:00 and 8:00 p.m. (afternoon/evening, -64.5%).

Road accident fatalities by hours

Víctimas mortales carretera. Tramos horarios.



2. By age

In 2011, the age group with the largest number of fatalities was 35-44, which accounted for 20% deaths (292). This group was followed by 65+, with 269 fatalities (18%) and 25-34, with 264 fatalities (18%).

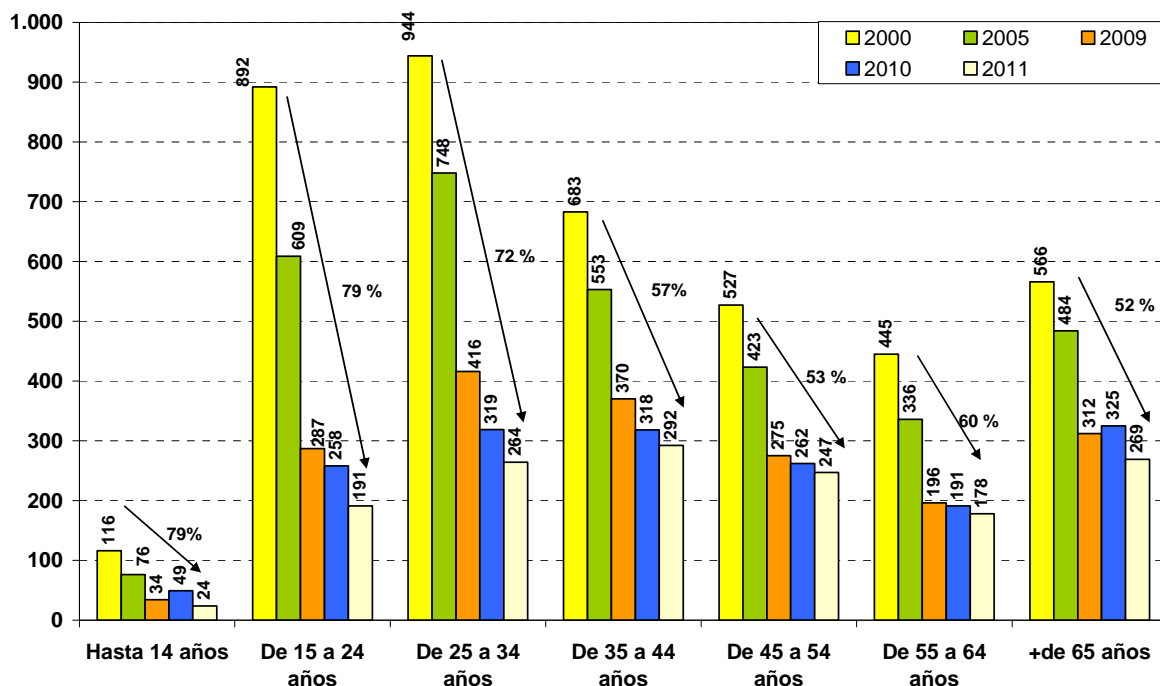
Comparing the percentage distribution with 2000, significant differences can be observed for groups of young people. The number of fatalities for road users aged 15 to 24 went down from 21% to 13%, whereas the percentage for people aged 25 to 34 fell from 22% to 18%. On the other hand, the number of fatalities increased for the group of 65+ citizens, from 13% in 2000 to 18% in 2011.

When compared to 2010, it can be seen that the age group with the most dramatic reduction in percentage (-51%) was that of 0-14 road users, with 25 fewer deaths, followed by 15-24, with a decrease of 26% (67 fewer fatalities).

Since 2000, all age groups have experienced reductions of more than 50%, with 79.3% for the 0-14 age group and 78.6% for the 15-24 group.

Road fatalities by age groups

Víctimas mortales.Carretera. Grupos de Edad.



3. By type of vehicle

	Road fatalities					% distribution 2011	% distribution 2000
	2000	2005	2009	2010	2011		
Bicycles	54	53	37	43	32	2.2%	1.3%
Mopeds	227	142	73	44	32	2.2%	5.4%
Motorcycles	259	319	284	244	235	15.9%	6.1%
Cars	2,730	2,021	1,044	1,006	824	55.7%	64.4%
Vans	239	172	128	92	78	5.3%	5.6%
Coaches	42	22	18	2	3	0.2%	1.0%
Lorries	76	58	38	29	47	3.2%	1.8%
Articulated vehicles	132	102	44	45	30	2.0%	3.1%
Other vehicles	71	69	60	55	47	3.2%	1.7%
Pedestrians	411	310	177	169	151	10.2%	9.7%
Year's total	4,241	3,268	1,903	1,729	1,479	100.0%	100.0%

By type of vehicle, those with the largest number of fatalities were cars (824, 56%), motorcycles (235, 16%), and pedestrians run over by vehicles (151, 10%).



Bicycles

32 cyclists died in road accidents in 2011.

This means a decrease of 22% over 2010 (43 fatalities) and 40.7% from 2000 (54 dead cyclists).

Coaches

3 people using/driving coaches died in road accidents in 2011.

In 2000 there had been 42, so the reduction in the number of fatalities was 92.9%.

Pedestrians

151 pedestrians died in road accidents in 2011. The previous year there had been 18 more fatal victims (-10.7).

In 2000, the number of pedestrians who died in road accidents was 411, which means it went down by 63.3% in 11 years.

Motorcyclists

235 motorcycle drivers died in road accidents in 2011.

This was the fourth straight year with a reduction in the number of fatalities for this type of road users.

In 2007, there had been 425 dead pedestrians. Therefore, their number fell by 45% in 4 years.

YEAR-BY-YEAR EVOLUTION (Motorcycle fatalities)

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
TOTAL	259	232	259	233	274	319	324	425	307	284	244	235

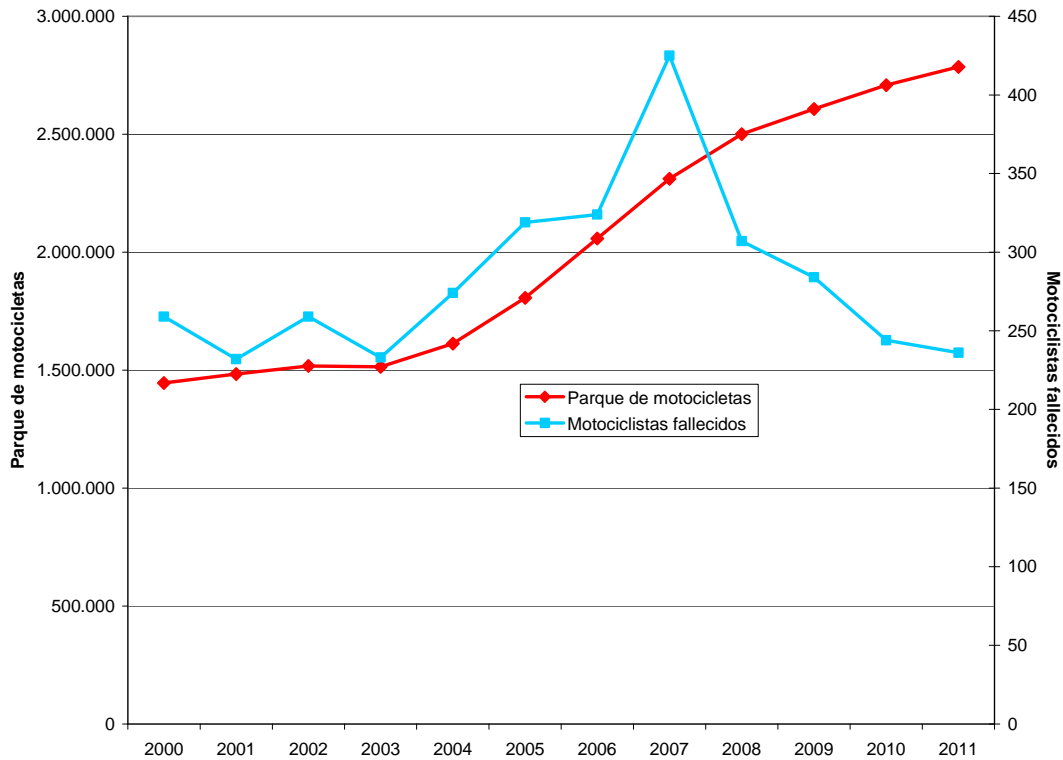
	2011/2010 variation	2011/2009 variation	2011/2005 variation	2011/2000 variation	Variation in % 2011/2010	Variation in % 2011/2009	Variation in % 2011/2005	Variation in % 2011/2000
Year's total	-9	-49	-84	-24	-3.7%	-17.3%	-26.3%	-9.3%

	2000	2005	2009	2010	2011
Number of motorcycles	1,445,644	1,805,827	2,606,674	2,707,482	2,785,000
Motorcycle fatalities	259	319	284	244	235



Rate per million motorcycles	179	177	109	90	84
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Number of motorcycles/Motorcycle fatalities



4. By type of accident

	Road fatalities					% distribution 2011
	2000	2005	2009	2010	2011	
Head-on collision	751	635	316	307	330	22%
Side collision	131	98	44	37	24	2%
T-bone collision	738	564	281	271	197	13%
Multiple and rear-end collision	347	247	153	173	131	9%
Vehicles coming off the road	1,642	1,235	752	619	540	37%
Others	181	154	142	124	80	5%
Pedestrians run over	376	297	169	157	147	10%
Overturns	75	38	46	41	30	2%
Year's total	4,241	3,268	1,903	1,729	1,479	100%



In 2011, vehicles coming off the road continued to be the type of accident with the highest number of fatalities (540), accounting for 37% total fatalities.

Head-on collisions rose by 8% over 2010, resulting in 23 more fatal victims. This type of accidents are typical of conventional roads. In fact, 24% accidents in conventional roads were head-on collisions. Likewise, this type of accidents are associated with traffic offences: 44% head-on collisions with fatalities included traffic offences, and 41% were related to drivers' distractions.

Compared to 2000, the types of accident with the most dramatic reductions in the number of fatalities were side collisions (-82%), t-bone collisions (-73%), and vehicles coming off the road (-67%). For head-on collisions, the reduction was 56%.

5. By type of road

	Fatal road accidents					% distribution 2011
	2000	2005	2009	2010	2011	
Motorways	268	162	67	69	57	4.3%
Dual carriageways	595	471	291	263	238	17.8%
Conventional roads	2,761	2,180	1,338	1,215	1,043	78.0%
Year's total	3,624	2,813	1,696	1,547	1,338	100.0%

Conventional roads continued to be the type of roads with the highest number of fatalities (79%).

However, there were 192 fewer fatalities than in 2010, which means a reduction of 14%.

As to motorways and dual carriageways, they accounted for 21% fatalities, with drops of 23.5% and 13.3%, respectively, vis-à-vis 2010.

Since 2000, the number of fatalities has fallen by more than 60% for all types of roads (-81% for motorways and 64% for dual carriageways and conventional roads).

6. By use of safety devices

The percentage of dead car drivers or passengers who were not wearing their seatbelts dropped from 42% in 2000 to 22 in 2011.

Out of the 824 car drivers or passengers who died in road accidents in 2011, 183 were not wearing their seatbelts.



As to the use of helmets by motorcyclists, the percentage of motorcycle fatalities who were not using a helmet fell from 10% in 2000 to 2% in 2011.

Out of the 235 motorcyclists who died in road accidents in 2011, 5 were not using a helmet.

Finally, the percentage of moped users dying in road accidents in 2011 without a helmet went down from 50% in 2000 to 22% in 2011.

Fatalities	Without safety devices				
Type of vehicle	2000	2005	2009	2010	2011
Cars	1,152	686	239	241	183
Vans	111	77	58	13	26
Motorcycles	26	27	10	17	5
Mopeds	113	73	22	12	7

Fatalities	Total				
Type of vehicle	2000	2005	2009	2010	2011
Cars	2,730	2,021	1,044	1,066	824
Vans	239	172	128	92	78
Motorcycles	259	319	284	244	235
Mopeds	227	142	73	44	32

Percentage of fatalities without safety devices					
Type of vehicle	2000	2005	2009	2010	2011
Cars	42%	34%	23%	23%	22%
Vans	46%	45%	45%	14%	33%
Motorcycles	10%	8%	4%	7%	2%
Mopeds	50%	51%	30%	27%	22%