



2017 Road Safety Stocktaking

Last year 1,200 lives were lost on Spanish roads as a result of road traffic accidents

- There were 336 fewer seriously injured casualties
- Distraction, inappropriate speed, drowsiness or fatigue and alcohol and drugs are the main contributory factors to fatal or serious accidents
- Car or van fatalities who were not wearing a seat belt at the time of the accident increased by 26 deaths. In 2016, there were 149 and 175 last year
- A total of 408.5 million long-distance journeys were recorded, 16.4 million more, representing an increase in mobility of 4.2% compared with the previous year and 1,787,242 vehicles were registered
- At the beginning of 2017 an emergency plan against road traffic accidents with 15 urgent measures was adopted. 90% of the 15 urgent measures announced have been implemented
- Projects for 2018 are grouped in several packages: More reforms, greater control, more education/training and communication, further research and further commitments between public administrations and the private sector.

3 January 2018.- Throughout 2017, a total of 1,067 fatal accidents occurred on interurban roads, in which 1,200 people were killed and 4,837 injured casualties were hospitalised, representing an increase by 3% for fatal accidents (+28) and fatalities (+39) and a decrease by 6% (-336) for hospitalised injured casualties.



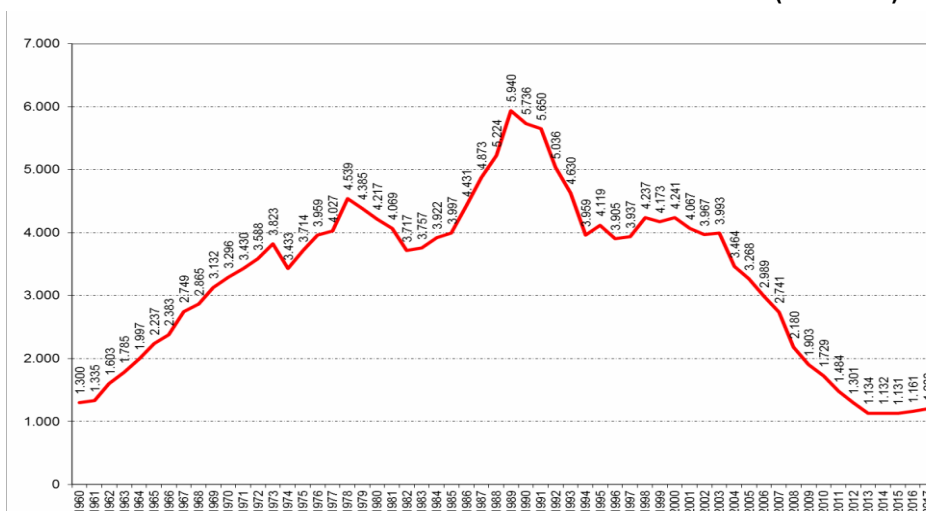
These data have been communicated by Mr. Gregorio Serrano, Director-General for Traffic, during the annual presentation of the 2017 road accident rate stocktaking.

The figures released today are provisional and only relate to fatal road accidents occurred on interurban roads and to casualties within 24 hours of the accident. Final consolidated figures which will include casualties within 30 days occurring on urban and interurban roads will be available in the coming months.

Despite this rise, the overall fatalities figure remains below the reported figure for 1960 - the first year in which statistics were recorded - when there were 1,300 fatalities, with a completely different mobility scenario (in 1960 there were one million vehicles and in 2017 the vehicle fleet is almost 33 million vehicles).

According to the Director-General for Traffic *“Despite the fact that Spain remains one of the countries with the safest roads both in the world (ranking 8th) and in Europe (5th), we all need to continue making major efforts to reduce fatality rate”. “I am certain that thanks to the new Law on Road Traffic and Road Safety and to more control, education, training, communication and research measures together we will succeed in reducing the number of fatalities on our roads”. Mr Serrano added “that no single measure can be effective on its own without involving drivers and the rest of public administrations”.*

Evolution of the number of fatalities on interurban roads (24 hours) 1960 – 2017



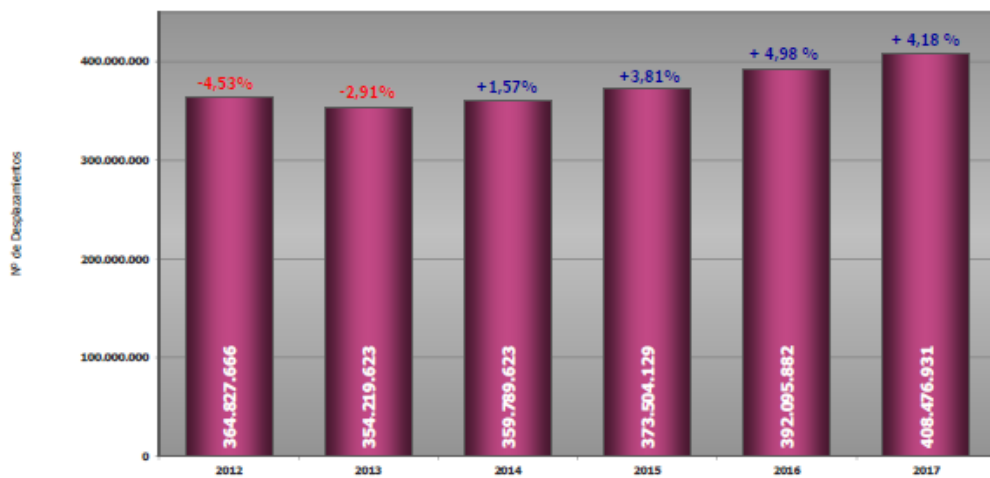


Considering these data, road accidents remain at the average daily fatalities, dropping from 11.6 daily road fatalities in 2000 to 3.3 daily fatalities in 2017.

HIGHLIGHTS

We can highlight the following features in the 2017 accident rate:

- **Mobility:** There has been an increase of 16.4 million long-distance journeys by road, which means 4.2% more compared with the previous year. A total of 408.5 million long-distance journeys were recorded in 2017 and this represents a cumulative increase of 14.5% in the last four years.



- **Increased vehicle fleet:** 1,787,242 vehicles were registered in 2017, accounting for a fleet of almost 33 million vehicles.





- **Ageing of the vehicle fleet:** In spite of new vehicle registrations, in 2017 the average age of the vehicles involved in fatal road accidents was 12 years for cars, a percentage which rises to 13.8 years for those cars in which the fatalities were travelling.

CHARACTERISTICS OF ACCIDENT RATE

By gender: There is still an increased percentage of male fatalities. The proportion of males in total fatalities was 78%, remaining stable compared with 2016.

By age: There was a significant decrease in the number of fatalities aged 65 years old or older. In 2017, 181 people were killed as against the 240 of the previous year.

The age groups showing the greatest number of fatalities were the 25-34 year-olds, with an increase by 37% and the 55-64 year-olds, with an increase by 16%.

There were 21 child fatalities (aged 0 to 14), 3 more fatalities than in 2016.

By Autonomous Regions: There have been increases in most autonomous regions, except in Galicia (-29), the Valencian Community (-17), the Basque Country (-6), Navarre (-3), La Rioja and Castile and Leon (-1) and in the Balearic Islands, where the fatality figure has remained unchanged compared with the previous year

Autonomous Regions	2016	2017	Diff. Per cent 2017/2016	Diff. Number 2017/2016
Andalusia	186	200	8%	14
Aragon	55	58		3
Asturias, Principality of	26	27		1
Balearic Islands	48	48		0
Canary Islands	38	44		6
Cantabria	9	13		4
Castile La Mancha	93	112		19
Castile-Leon	124	123	-1%	-1
Catalonia	154	169	10%	15
Extremadura	45	50		5
Galicia	106	77	-27%	-29
Madrid, Community of	52	68		16
Murcia, Region of	34	46		12
Navarre, Autonomous	18	15		-3
Rioja, La	20	19		-1
Valencian Community	117	100	-15%	-17
Basque Country	36	30		-6
Ceuta and Melilla	0	1		1
Total	1,161	1,200	3%	39



By type of road: 77% of fatalities occurred on conventional roads. In particular, last year 792 people were killed on this type of roads, 30 more people than in 2016.

Fatalities occurred on high capacity roads decreased from 24% to 23%, down from the 245 fatalities in 2016 to 239 in 2017.

By type of accident: On high capacity roads, 41% of people killed in 2017 occurred in run-off-road accidents, 20% were related to rear-end and multiple collisions and 15% in accidents involving pedestrians hit by a vehicle. On conventional roads, 42% of people killed occurred as a result of run-off-road accidents, whereas 28% occurred as a result of head-on collisions.

By contributory factors: Distracted or careless driving (32%); inappropriate speed (26%), fatigue or drowsiness (12%); alcohol (12%) and other drugs (11%), are the main contributing factors to road accidents.

By type of user: Fatalities by type of user show different patterns. Car, motorcycle, van and bicycle fatalities have increased but pedestrian fatalities have significantly dropped.

Vehicle type	2016	2017	Diff. Per cent 2017/2016 ⁽¹⁾	Diff. Number 2017/2016
Bicycle	33	44		11
Moped	22	20		-2
Motorcycle	214	240	12%	26
Car	603	646	7%	43
Van	58	75		17
Truck ≤ 3500 kg	18	6		-12
Truck > 3500 kg	48	47		-1
Bus	18	2		-16
Other vehicles	27	29		2
Pedestrian	120	91	-24%	-29
Total	1,161	1,200	3%	39

Use of safety devices: 24% of the drivers and passengers killed in cars and vans in 2017 were not wearing the seat belt at the time of the accident. So, the number of fatalities failing to wear this safety device in cars and vans increased to 175, an increase of 26 compared with the 149 fatalities on the previous year.



There were 240 motorcycle fatalities and 2 of which were not wearing the crash helmet. Of the 44 cyclist fatalities only 8 of them were not wearing the helmet although it is compulsory on interurban roads.




4 of the 16 children under age 12 who died in a car or van accident were not using any safety device at the time of the accident.

Failure to wear a seat belt is found both on high capacity roads (22%) and on conventional roads (27%).

ACTION TAKEN

At the beginning of 2017 an emergency plan against road traffic accidents with 15 urgent measures was adopted. 90% of the 15 urgent measures announced have been implemented.

IMPLEMENTATION STATUS OF THE ACTION PLAN TO REDUCE ROAD ACCIDENTS – DEC 2017	
1	New surveillance instructions for the ATGC and Operational Plan
2	Implementation of cameras to ensure the correct use of seatbelts
3	Signposting of new safe cycle routes
4	Communication measures regarding distractions
5	Real accounts of traffic accident victims
6	New methodology to determine black spots
7	New criteria for the location and management of speed cameras
8	Good practice guide on through-roads and urban stretches
9	Increased safety in overtaking areas with high accident rates
10	Smart intersections
11	Speed warning devices
12	Stretches with speed warning devices showing the licence plate number
13	Installation of speed traps and seatbelt controls on particularly dangerous stretches
14	Additional signposting on INVIVE stretches
15	Longitudinal rumble strips

	COMPLETED
	FORTHCOMING
	ONGOING

Besides, a new set of special measures regulating the movement of goods and another one on drugs and driving have been adopted; DGT has purchased for the Traffic Division of the Guardia Civil 300 new motorcycles and 156 new vans fitted with alcohol and drug testing equipment as well as



746 integrated breathalysers and 500 drug test readers.

The Basic Plan for Road Safety Education and for the Road Safety Provincial Commissions were also approved and are currently operational.

Apart from all these actions, in 2017, the 52 working groups established within the framework of the Higher Council for Road Traffic and Road Safety met to debate what changes and improvements can be made to the Law on Road Safety so that DGT can then develop the new Law to be sent to the Ministry of the Interior during the first quarter of the year.

PROJECTS FOR 2018

Projects for 2018 are grouped in several packages: more reforms, greater control, more education/training and communication, further research and further commitments between public administrations and the private sector.

- More reforms:
 - New Law on Road Traffic and Road Safety; General Regulations on Vehicles and Regulations on Roadside Assistance.
 - Adoption of the State Strategic Plan on Bicycles.
 - Road Safety Strategy 2018-2020.
 - Implementation of the connected vehicle platform DGT 3.0.
 - Strategic Plan on Vehicles.
 - Plan for measures to combat the accident rate in vulnerable road users.
- Greater control:
 - Adoption of a new action plan on speed and publication of new Guidelines on speed cameras.



- Adoption of the protocol for implementing Article 36 of the Regulations on Drivers for alcohol and drugs recidivists.
- New integral plan against the use of alcohol and drugs when driving.
- Purchase of drones for regulating traffic.
- More education, training and communication:
 - Development of the Basic Plans for the Coordination of Road Safety Education.
 - Purchase of more educational materials for school centres.
 - Purchase of 50 mobile traffic playgrounds.
 - Approval of the aid scheme for road traffic victims associations, with particular emphasis on road safety education for teenagers.
 - Changes to the model for road safety training in Spain.
 - Creation of 100 new positions of examiners.
 - Carrying out communication campaigns at all levels (TV, radio, digital media...) targeted at vulnerable road users: pedestrians and motorcyclists.
 - Launching of new communication campaigns, outside advertising and direct actions.
- Further research:
 - Investment of EUR 1 million in aid for research.
- Further commitments:
 - Approval of agreements with Autonomous Regions for giving impetus to road safety education.
 - Approval of the framework partnership agreement with the Spanish Federation of Municipalities and Provinces (FEMP).
 - Conclusion of cooperation agreements on road safety with road owners.



- Approval of bilateral agreements with Town Councils on road safety targeted at vulnerable road users.
- To continue encouraging the development of road safety at the workplace.