

SPAIN



Population: 46 076 990
 Income group: High
 Gross national income per capita: US\$ 31 460

| INSTITUTIONAL FRAMEWORK | |
|--------------------------------------|-----------------------------------|
| Lead agency | Directorate General of Traffic |
| Funded in national budget | Yes |
| National road safety strategy | Yes |
| Funding to implement strategy | Partially funded |
| Fatality reduction targets set | Yes (2011–2020) |
| Fatality reduction target | 3.7 deaths per 100 000 population |

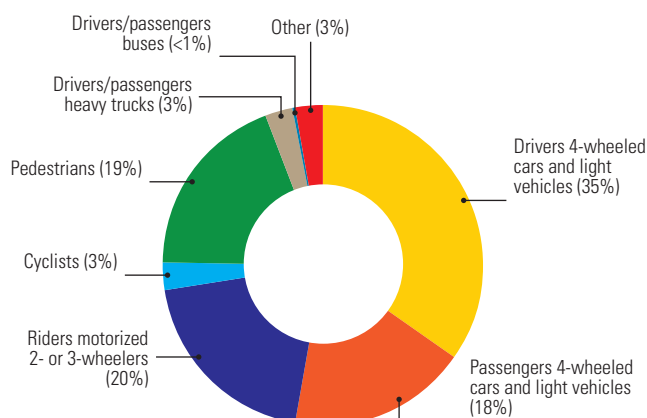
| SAFER ROADS AND MOBILITY | |
|---|-----|
| Formal audits required for new road construction | Yes |
| Regular inspections of existing road infrastructure | Yes |
| Policies to promote walking or cycling | Yes |
| Policies to encourage investment in public transport | Yes |
| Policies to separate road users to protect VRUs | Yes |

| SAFER VEHICLES | |
|---|------------|
| Total registered vehicles (2010) | 31 086 035 |
| Cars and 4-wheeled light vehicles | 24 480 538 |
| Motorized 2- and 3-wheelers | 2 707 482 |
| Heavy trucks | 2 970 383 |
| Buses | 62 445 |
| Other | 865 187 |
| Vehicle standards applied | |
| UN World forum on harmonization of vehicles standards | Yes |
| New car assessment programme | No |
| Vehicle regulations | |
| Front and rear seat-belts required in all new cars | Yes |
| Front and rear seat-belts required all imported cars | Yes |

| DATA | |
|---|---------------------------------|
| Reported road traffic fatalities (2010) | 2 478 ^a , 78%M, 22%F |
| Estimated GDP lost due to road traffic crashes | 0.4% ^b |

^a Police records. Defined as died within 30 days of crash.
^b 2009, DGT, Monetary Evaluation of a Statistical Life in Spain. Assessment in the framework of road traffic injuries. (Includes fatalities only)

DEATHS BY ROAD USER CATEGORY



Source: 2010, Directorate General of Traffic.

Further data on each country can be found in the statistical annex.

| SAFER ROAD USERS | |
|--|---|
| Penalty/demerit point system in place | Yes |
| National speed limits | Yes |
| Local authorities can set lower limits | Yes |
| Maximum limit urban roads | 50 km/h |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| National drink-driving law | Yes |
| BAC limit – general population | 0.05 g/dl |
| BAC limit – young or novice drivers | 0.03 g/dl |
| BAC limit – professional/commercial drivers | 0.03 g/dl |
| Random breath testing and/or police checkpoints | Yes |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| % road traffic deaths involving alcohol | 31% ^c |
| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | Yes |
| Helmet standard mandated | Yes |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Helmet wearing rate | 98% Drivers ^d 91% Passengers ^d |
| National seat-belt law | Yes |
| Applies to front and rear seat occupants | Yes |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Seat-belt wearing rate | 88% Front seats ^d 80% Rear seats ^d |
| National child restraint law | Yes |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| National law on mobile phones while driving | Yes |
| Law prohibits hand-held mobile phone use | Yes |
| Law also applies to hands-free mobile phones | No |

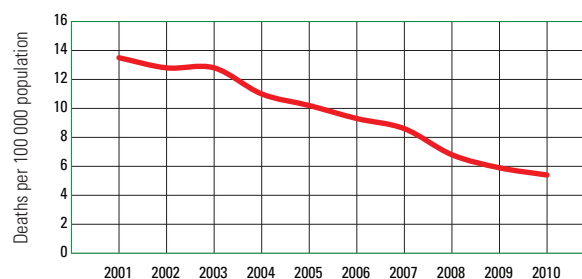
^c 2010, National Institute of Toxicology and Forensic Medicine. For alcohol levels over 0.03 g/dl.

^d 2010, Directorate General of Traffic.

| POST-CRASH CARE | |
|--|-------------------|
| Vital registration system | Yes |
| Emergency Room based injury surveillance system | No |
| Emergency access telephone number(s) | 112 |
| Seriously injured transported by ambulance | ≥75% |
| Permanently disabled due to road traffic crash | 2.1% ^e |
| Emergency medicine training for doctors | No |
| Emergency medicine training for nurses | Yes |

^e 2008, Disability Survey.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, Directorate General of Traffic.