



SPAIN

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Spain recorded 1 755 road fatalities in 2019, a 2.8% decrease on 2018 figures. This marks the second decrease since 2013, breaking a run of four consecutive years of increasing annual road fatalities. The Spanish Road Safety Strategy reached its objective of reducing the rate of road fatalities to under 3.7 per 100 000 inhabitants by 2020. The Council of Ministers approved a package of legal reforms which substantially amended the legislation on traffic and circulation in 2020. The aim of these legislative changes is to create a new road safety model in line with European Union (EU) policy and the recommendations of the World Health Organization (WHO) to reduce the number of deaths and serious injuries from road accidents by 50% over the next decade.

Impact of Covid-19

In response to the Covid-19 pandemic, Spain introduced lockdown measures on 15 March 2020, which affected the movement of people and goods on the road and in turn the exposure to road crashes.

According to preliminary data, compared with the average for 2017-19, in April 2020 traffic volume on roads outside urban areas decreased by 75%, while the number of road deaths (within 24 hours from the accident) on these roads decreased by 63%. During the whole of lockdown (15 March-20 June), road fatalities decreased by 59% compared to 2019, and traffic volumes decreased by a similar percentage (-62%).

**Table 1. Road fatalities by month
roads outside urban areas (fatalities within 24 hours)**

	Average 2017-19	2020	% change
January	79	82	3.8
February	85	82	-3.5
March	91	53	-41.8
April	81	30	-63.0
May	88	43	-51.1
June	105	50	-52.4
July	122	114	-6.6
August	111	87	-21.6
September	101	98	-3.0
October	109	97	-11.0
November	92	54	-41.3
December	98	80	-18.4

Table 2. Road motor vehicle traffic on roads outside urban areas (vehicle-kilometres)

	Average 2017-19	2020	% change
January	29 120 975	30 702 414	5.4
February	27 646 798	30 889 482	11.7
March	32 649 776	20 416 792	-37.5
April	34 594 234	8 794 791	-74.6
May	34 339 882	13 979 380	-59.3
June	35 028 677	25 435 958	-27.4
July	42 786 685	40 179 246	-6.1
August	46 325 963	42 612 377	-8.0
September	35 894 498	33 325 107	-7.2
October	34 493 930	28 991 562	-16.0
November	31 167 407	21 509 570	-31.0
December	33 277 195	24 382 523	-26.7

Trends

Spain registered an overall **decrease in the number of road deaths in 2019**. According to the latest available data, 1 755 persons lost their lives in traffic crashes in Spain in 2019. This represents a 2.8% decline on 2018. In 2018, 1 806 road deaths were reported, a 1.3% decrease on 2017.

The **longer-term trend for road deaths** in Spain has shown significant progress. Between 2000 and 2019,

the annual number of road fatalities fell by 70%. The greatest reductions were achieved in the 2000-13 period, when annual road fatalities dropped by 71%. Since 2013, the trend for road deaths has shifted and increased by 4% in 2019.

The number of **traffic deaths per 100 000 inhabitants** in Spain has fallen by 74% between 2000 and 2019. In 2019, 3.7 traffic deaths per 100 000 inhabitants were recorded, compared to 14.4 in 2000. By way of comparison, the average in the European Union is 5.1 deaths per 100 000 inhabitants in 2019.

Spain recorded 0.5 **road fatalities per 10 000 registered vehicles** in 2019. This represents a decrease of 79% compared to the year 2000, when the rate of deaths to registered vehicles stood at 2.2.

Country Profile

Population in 2019: 46.9 million

GDP per capita in 2019: USD 29 702

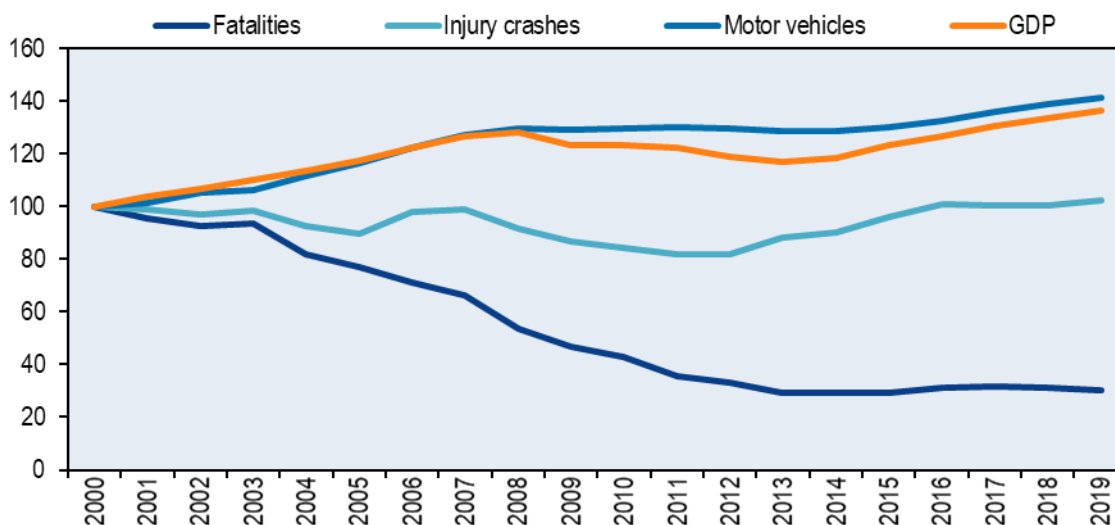
Cost of road crashes: 1% of GDP (2019)

Registered motor vehicles in 2019: 36.3 million (cars 68%; goods vehicles 14%; motorised two-wheelers 15%)

Speed limits: 30-50 km/h on urban roads; 90 km/h on rural roads; 120 km/h on motorways

Limits on Blood Alcohol Content (BAC): 0.5 g/l for general drivers; 0.3 g/l for professional drivers and novice drivers

Figure 1. Road safety, vehicle stock and GDP trends, 2000-19
Index 2000 = 100



Data for **fatalities by road user groups** show that vulnerable road users represent more than half of road deaths. In 2019, 58% of all road deaths were made up of motorcyclists (26%), pedestrians (22%) and cyclists (5%).

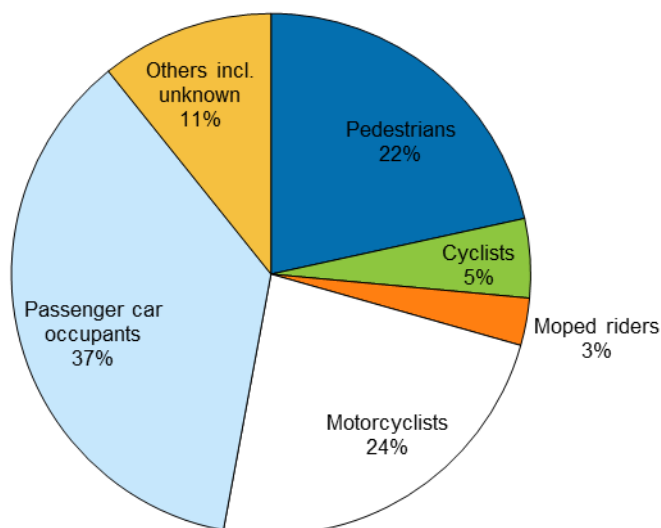
In 2019, while on average the number of road deaths decreased by 2.8%, an increase was registered among cyclists, who suffered 22 more deaths (+37.9%) compared to 2018, and for motorcyclists with 58 more deaths (+16.2%). On the other hand, moped riders suffered 13 fewer fatalities (-21%), while occupants of passenger cars counted 91 fewer fatalities (-12.4%) in 2019. Pedestrians registered five fewer fatalities (-1.3%) in 2019 compared to the previous year.

The long-term trend shows that traffic in Spain has become safer for all road user groups, with the exception of motorcyclists. The strongest decline was registered among moped riders, who saw 90% fewer fatalities in 2019 than in 2000, although this should be considered in light of the declining popularity of this mode of transport. Occupants of passenger cars registered an 81% decrease in the number of road fatalities between 2000 and 2019. Pedestrians saw annual road fatalities halved during this time, however, road fatalities for motorcyclists have increased by 6% since 2000.

More recently, since 2010 the number of car occupants killed has decreased by a greater degree than for other user groups (Figure 6). While road deaths decreased by 46% for car occupants, there was an increase in fatalities for cyclists (19%) and motorcyclists (8%). The lack of improvement in total motorcycle fatalities can be attributed, in part, to the sizeable increase of the motorcycle fleet in Spain. From 2000 to 2019, Spanish motorcycle registrations increased by 156%, more than doubling from 1.4 million units to 3.6 million. During the same period, the number of registered mopeds decreased by 20% from 2.4 million to 1.9 million, highlighting the fact that users are choosing more powerful engines. This is partly explained by the modification in the General Regulations on Drivers

in 2004, which allowed holders of a car driving licence with three years of experience to drive motorcycles up to 125 cc.

Figure 2. Road fatalities by road user group, 2019



Road deaths by age group in 2019 showed some changes compared to 2018. The number of road deaths increased among youth under 18 years of age. The age group 0-14 suffered seven more fatalities (+28%), while the age group 15-17 suffered 10 more fatalities (+41.7%). The oldest age group, above 75, suffered 30 more fatalities (+10.8%) compared to 2018. The age groups between 18 and 74 suffered less road fatalities in 2019, with the greatest improvement registered among the 21-24 age group (-32.2%).

Looking at the longer-term trend, since 2000, the number of road deaths decreased for all age groups. The strongest improvements over this period occurred among people under 25 years of age, with every sub-25 age category registering reductions of at least 82%. People over 75 years of age saw the number of annual road fatalities fall, however, only by 13% over this time.

More recently, since 2010, while the younger generation experienced fatality reductions far in excess of the average drop of 32%, there was very little improvement for older people. This significant improvement among young people can, in part, be attributed to the decreased number of registered drivers under 25 years of age in 2019 compared to 2010 (-27%) and a 9% increase in drivers over 25 years of age, over the same period.

Despite recent improvements, young adults are still some of the highest risk groups, with mortality rates much above the average. The 18-20 age group suffer traffic fatalities at a rate of 4.4 per 100 000 persons on Spanish roads, with a similar rate of 4.2 for 21-24 year olds.

Elderly people aged over 75 are the group the most at risk in traffic. Traffic fatality rates for the oldest citizens are 7.0 per 100 000 persons. Those over 75 are especially vulnerable as pedestrians in traffic.

Figure 3. Road fatality rates by age group, 2010-19
Deaths per 100 000 inhabitants in a given age group

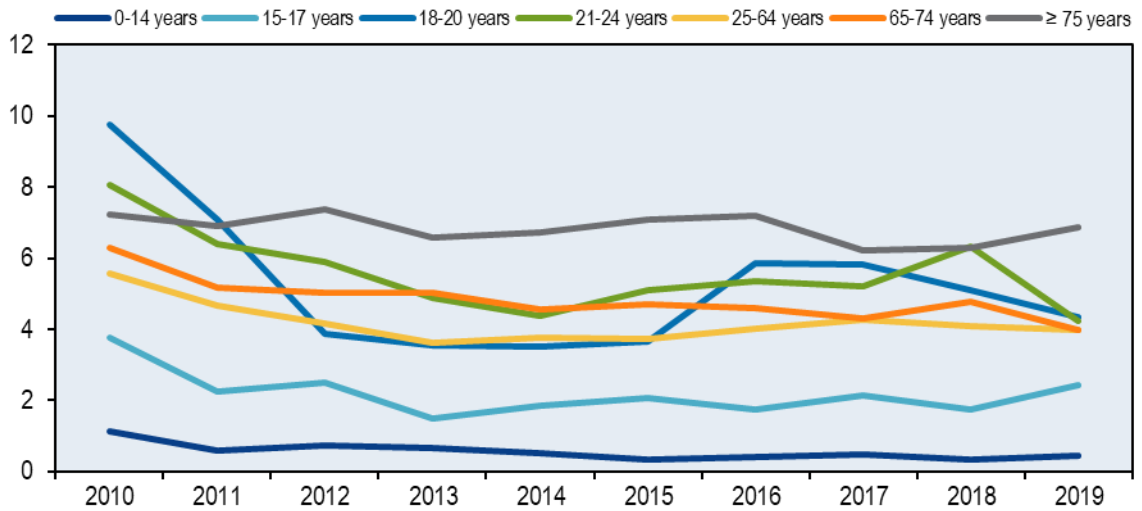
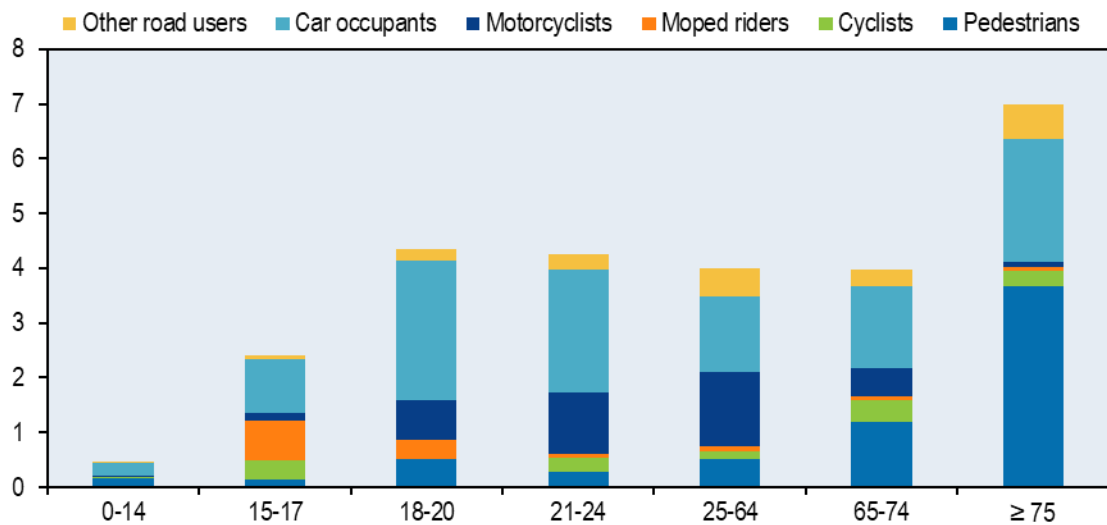


Figure 4. Road fatality rate by age and road user group, 2019
Deaths per 100 000 inhabitants



Analysis of **fatalities by road type** shows that the rural road network continues to claim the most victims. In 2019, 65% of deaths occurred on rural roads, 30% on urban roads and 5% on motorways. This division has remained relatively stable in recent years.

In 2019, in comparison to 2018, urban roads claimed 30 more road fatalities (+6.1%), motorways nine more (+11%), while rural roads fared much better, with 90 less road deaths (-7.3%).

Since 2000, road fatalities in rural areas and motorways both decreased by more than 74%. In the same period, road fatalities in urban areas were reduced by half. More recently, since 2010, fatality reduction was the strongest on rural roads (-38%).

Figure 5. Road fatalities by road type, 2000-19

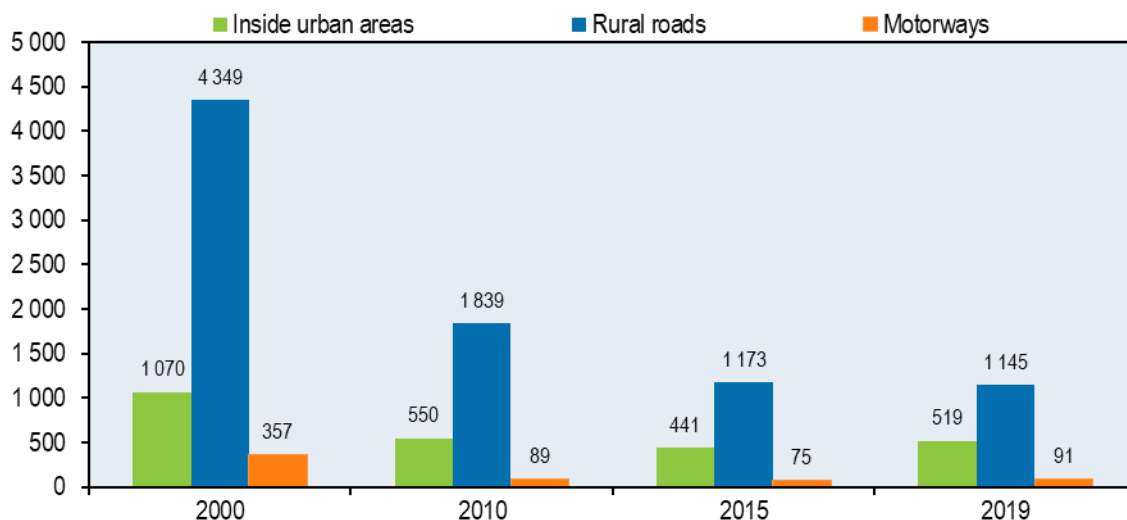
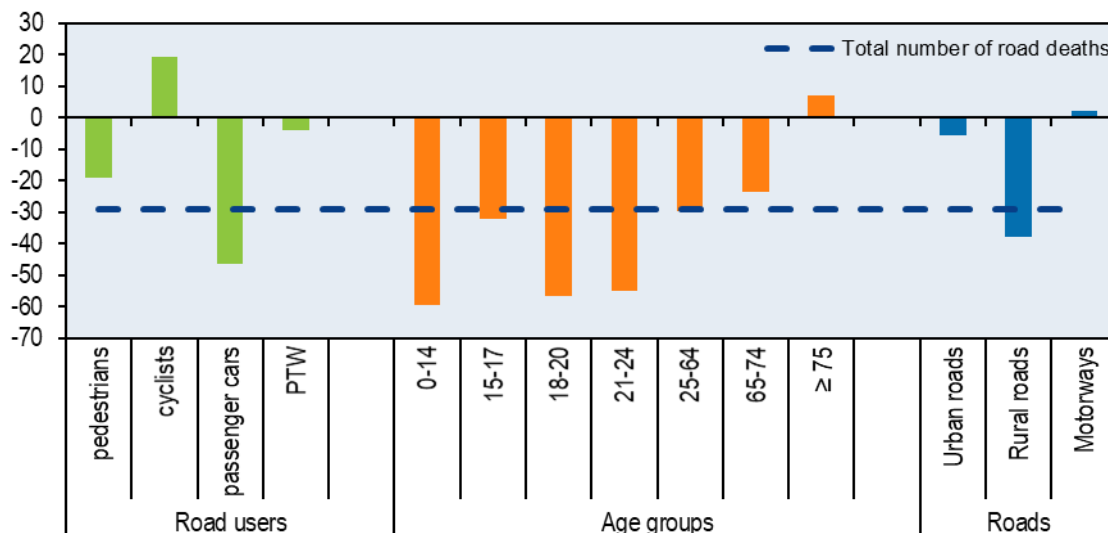


Figure 6. Evolution of road deaths by user category, age group and road type, 2010-19



Fatality data are essential for understanding road safety issues but represent only a part of the picture. Information on **serious injuries from crashes** is also critically important. However, injury data are much more difficult to obtain, validate and compare. Since 2011, Spain has recorded the number of injured persons based on hospital data according to the Maximum Abbreviated Injury Scale (MAIS) classification. In 2019, as a result of road traffic incidents 8 613 people were hospitalised, which represents a 3.6% decrease compared to the previous year.

Economic costs of road crashes

Traffic crashes represent a significant cost for society, estimated at around EUR 5.9 billion (around 0.5% of GDP) according to police-reported data. However, when health data are included, economic costs rise to EUR 11.4 billion (around 1% of GDP). These estimates do not include property damage and administrative costs.

Costs are based on the calculation of a monetary value of statistical life based on a willingness-to-pay approach. A value of a statistical life of EUR 1.6 million (2019 prices) is used to compute the social costs of fatal road crashes in Spain. The same value is used to assess the benefits of road safety measures and for the economic evaluation of Spanish transport policies.

Table 3. Costs of road crashes, 2019

	Unit cost (EUR)	Total based on police reported data (EUR)	Total when health data are included (EUR)
Fatalities	1.6 million	2.83 billion	2.83 billion
Hospitalised persons	252 676	2.18 billion	5.19 billion
Slight injuries	7 038	0.92 billion	3.36 billion
Total		5.93 billion	11.38 billion
Total as % of GDP		0.5%	1.0%

Source: DGT (2011a), DGT (2011b).

Behaviour

The behaviour of road users is an important determinant of a country's road safety performance. **Inappropriate speed**, in particular, is one of the main causes of road crashes. In 2019, inappropriate speed was reported as a contributing factor in 8% of injury crashes and 23% of fatal crashes. On non-urban roads, inappropriate speed was a contributing factor in 18% of injury crashes and 26% of fatal crashes. In 2017, 62% of traffic offences reported by the General Traffic Directorate (DGT) were speed related.

The table below summarises the main speed limits in Spain.

Table 4. Passenger car speed limits by road type, 2020

	General speed limit
Urban roads	30-50 km/h
Rural roads	90 km/h
Motorways	120 km/h

In Spain, the BAC limit is 0.5 g/l for general drivers and 0.3 g/l for novice and professional drivers.

In 2019, on interurban roads, 79% of drivers involved in injury crashes and 69% of fatally injured drivers were **tested for alcohol**, with 25% of fatally injured drivers testing positive. On urban roads, 14% of drivers involved in injury crashes and 62% of fatally injured drivers were tested for alcohol, with 36% of fatally injured drivers testing positive.

In relation to **illegal drug consumption**, in 2019, 70% of fatally injured drivers on interurban roads were administered drug tests, with 18% testing positive. On urban roads, 63% of fatally injured drivers were tested, with 25% testing positive.

Distraction was factor in 16% of injury crashes and 28% of fatal crashes in 2019. It is a more prevalent issue outside urban areas (33% of fatal crashes). Factors that may affect attention are the use of mobile phones, radios, DVDs, witnessing a previous crash, looking at the environment, absent-mindedness, and sudden illness or indisposition.

Since 2002, the use of handheld mobile phones while driving is forbidden. Only hands-free phones are permitted. As of 1 July 2006, driving while using handheld mobile phones, a GPS or other communication devices results in the loss of three points from the driving licence.

Seat belt use has been compulsory in front seats outside urban areas since 1974 and in front seats inside urban areas and rear seats since 1992. In 2019, 21% of car and van fatalities aged 12 and over were not wearing seat belts on interurban roads. This figure jumps to 25 out of the 67 fatalities on urban roads. As for people hospitalised following a crash, 10% of them were not wearing their seat belt on interurban roads and 13% on urban roads.

Children with a height of less than 135 cm must be seated on rear seats and use a dedicated child restraint system (CRS). In 2019, three of the 13 children (under the age of 12) killed in road traffic as car occupants were not using a CRSs or seat belt.

Helmet use is compulsory for riders of all motorised two-wheelers. The helmet-wearing rate is nearly 100%. Nevertheless, in 2019, 5% of those killed and 1% of hospitalised motorcyclists on interurban roads were not wearing a helmet. On urban roads, 9% of those killed and 2% of hospitalised motorcyclists were not wearing a helmet.

Road safety management and strategies

There are several **factors of influence on Spain's road safety performance** as captured by the above indicators. Road fatalities in Spain peaked in 1989 with 9 344 deaths. They reached their lowest level in 2013, with 1 680 deaths. Since 2013, the number of deaths increased each year until 2017, with an overall increase of 9%, most likely explained by the increase in traffic volume (measured in millions of vehicle-kilometres travelled) over that period, among other factors. In 2018, the number of fatalities started to fall again by a modest 1.3% and it decreased again in 2019 by 2.8%.

In the past 15 years, improvements have been introduced in all elements of the road traffic system. Safety performance indicators related to drivers' behaviour show that the incidence of speeding, drink-driving and non-wearing of seat belts has been significantly reduced. This is likely related to improvements in education and training, increased enforcement, the penalty point system and the reform of the Crime Code.

The length of motorways and dual carriageways increased from 4 693 kilometres in 1990 to 15 583 kilometres in 2018. It is estimated that the fatality risk per unit exposure on these types of roads is about 28% of the corresponding value for rural roads. There have also been improvements in the system of traffic management, with the mass roll out of traffic cameras, vehicle detectors and variable message signs. This has contributed, not only to improvements in safety, but also to reductions in congestion and travel times.

As for the vehicle fleet, important actions in the field of roadworthiness inspections and renewal schemes have been implemented.

Responsibility for the organisation of road safety in Spain lies with the Directorate-General for Traffic (DGT), which falls under the Ministry of the Interior. The core responsibilities of the DGT are at a national level on all interurban roads, except for the Basque Country, Catalonia and part of Navarre.

The DGT has many key roles, including issuing and renewing driving licences and vehicle authorisations, regulating and licensing private driving schools, and supervising the Roadworthiness Inspection System. The DGT is also responsible for controlling traffic and enforcing traffic law on all interurban roads, which includes managing the Traffic Division of the Civil Guard (the police body in charge of traffic control and traffic law enforcement), with around 10 000 officers. Vehicles, drivers and traffic offences are registered through the DGT.

In addition to the above, the DGT centralises road traffic statistics and co-ordinates crash investigations. It is also responsible for developing road safety strategies, plans and policies, in co-ordination with other relevant ministries or public bodies and supervising driving information and road safety education campaigns.

The Spanish **Road Safety Plan** 2011-20 was adopted by the Council of Ministers on 25 February 2011. A new strategy for 2021-30 is under development.

The main objective of the Spanish Road Safety Strategy is to reduce the rate of road fatalities to below 37 per million inhabitants by 2020. This target is aligned with the European objective of halving the number of people killed on the roads by 2020. A mid-term review of the strategy was conducted at the end of 2014. This review included an evaluation of the measures taken in the first half of the decade and a proposal for revised targets. The results of the review indicated that five out of 13 objectives of the strategy had already been fulfilled by the end of 2014. The review found that revisions were required for four objectives that showed a positive trend, four others that were difficult to accomplish and two objectives that were difficult to measure annually (less than

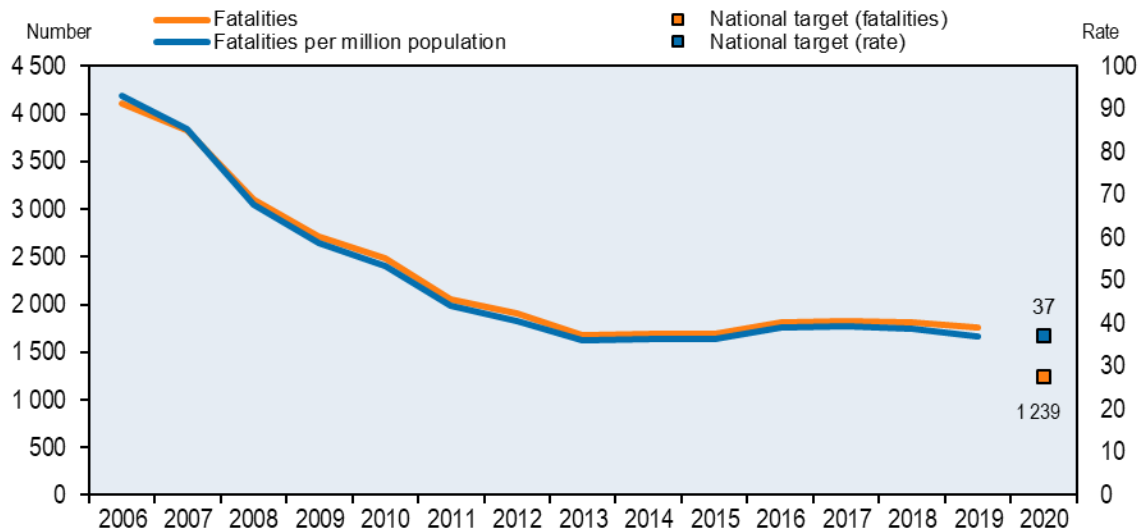
1% positive tests for alcohol in random preventive tests, 50% reduction in the percentage of light vehicles exceeding the speed limit by more than 20 km/h).

In the framework of the Road Safety Strategy, a number of indicators and targets were adopted, which are being monitored annually.

Table 5. Targets and performance indicators of the 2011-20 road safety plan

Indicators	Reference figures in 2009	Figures in 2019	Target figures 2020
Fewer than 37 deaths per million inhabitants	59	37	<37
35% fewer serious injuries	13 923	8 613	9 050
Zero deaths of children under 12 whilst not using a child restraint system	12	3	0
25% fewer deaths or serious injuries of drivers between the ages of 18 and 24 at weekends	730	329	548
10% fewer deaths of drivers above the age of 64	203	205	183
30% fewer deaths due to being run over	459	373	321
1 million additional cyclists without an increase in the mortality rate	1.2 cyclists killed per million inhabitants	1.7 cyclists killed per million inhabitants	1.2 cyclists killed per million inhabitants
Zero deaths in cars in urban areas	101	62	0
20% fewer deaths and serious injuries among motorcyclists	3 473	3 146	2 778
30% fewer deaths due to having come off a single carriageway	520	261	364
30% fewer deaths while commuting	170	n.a.	119
Fewer than 1% positive tests for alcohol in random preventive tests	6.7%	n.a.	<1%
50% fewer light vehicles exceeding the speed limit by more than 20 km/h	12.3% (motorways)	n.a.	6.2% (motorways)
	6.9% (dual carriageways)		3.5% (dual carriageways)
	15.8% (single carriageway limit 90 km/h)		7.9% (single carriageway limit 90 km/h)
	16.4% (single carriageway limit 100 km/h)		8.2% (single carriageway limit 100 km/h)

Figure 7. Trends in road fatalities towards national target, 2006-20



Measures

Speed management: In November 2020, the General Traffic Regulations changed speed limits in cities, reducing general speed limits on urban roads from 50 km/h to 30 km/h on single-carriageway roads with one lane in each direction and to 20 km/h on single carriageway roads with pavements at the same level as the carriageway. Roads with two or more lanes in each direction are limited to 50 km/h.

In December 2018, the General Regulations on Traffic were modified to reduce the general speed limit on all rural roads from 100 km/h to 90 km/h, in effect from January 2019.

Road users: Since November 2020, following a reform of the Traffic Law, the number of points withdrawn from a driving licence has increased from three to six for driving while holding a mobile phone and from three to four for not using a seat belt, helmet or child restraint system.

In November 2020, the General Vehicle Regulations defined personal mobility vehicles and prohibited their use on interurban roads, through roads, pavements, urban tunnels, and dual carriageways and/or motorways that run through towns, and they must have a traffic certificate.

In November 2020, the reform of the General Regulations for Drivers reduced the age required to drive lorries and buses, and provided the possibility for people with certain disabilities to access these driving licences.

In October 2019, the 2019-20 Plan of Special Measures for the Road Safety of Motorcycles and Mopeds was launched. The plan includes regulatory modifications to increase the penalty points for not wearing a helmet and the mandatory use of gloves for motorcycle riders.

Since early 2019, the DGT has been working on a new set of measures linked to the regulation of driver training, including introducing eight hours of mandatory theory training to obtain a driving licence, in line with other European countries.

In 2018, more than 5.5 million alcohol tests and 135 000 drug tests were carried out.

In March 2018, the new comprehensive patrol surveillance model of motorcycles was introduced. Traffic agents can now use a police motorcycle equipped with a portable breathalyser, portable drug reader and light laser LIDAR speed detection device.

In March 2018, a catalogue of Child Road Safety measures was approved, consisting of a set of essential measures around safely accommodating children in vehicles with the objective that no child should die or suffer serious injuries when traveling as a vehicle occupant.

In collaboration with the Traffic Division of the Civil Guard on interurban roads and local police forces, week-long targeted campaigns are implemented to address pressing road safety issues in urban areas. In 2017, campaigns included: school transport; trucks and vans; use of seat belts, child restraint systems and helmets; motorcycles; speed control; rural roads; consumption of alcohol and other drugs; vehicle condition; and distractions.

Awareness campaigns to address distracted driving have been implemented. The goal of these campaigns is to raise public awareness that distraction is a primary contributor to road crashes, and thus render mobile phone use while driving a social taboo. Testimonies of road crash victims are disseminated to highlight the consequences of distraction at the wheel.

Infrastructure: the DGT is co-operating with road authorities on the implementation of low-cost road safety countermeasures on rural single-carriageway roads with one lane in each direction (1+1 roads), such as reinforcing safe overtaking in areas with high crash rates. The installation of smart junctions will also improve safety at the most dangerous junctions on rural roads with dynamic signalling systems warning of the presence of vehicles.

Such steps will be strengthened by a new methodology for determining black spots, with the goal of improving the identification and analysis of dangerous areas, in order to reduce serious crashes in identified sections. New criteria have been established for the location and management of speed cameras, focusing the use of speed cameras in those sections with high crash rates or other dangerous conditions will further support crash reduction in these high-risk areas. The use of longitudinal rumble stripes will help avoid run off and head-on crashes.

New safe cycle routes will be developed with the objective of facilitating and protecting cyclists on rural roads and reducing the crash rate of this vulnerable group.

Vehicle safety: In July 2018, the use of blue lights by fire-fighting, emergency care, and civil protection vehicles was approved. Previously, the blue light was restricted exclusively to police vehicles, with yellow lights mandated for other vehicles.

In August 2017, the preparation of a Strategic Air Resource Plan incorporating the use of light aircraft and drones commenced. The Plan's main objective is the more effective regulation and control of traffic, and it is expected to result in significant road safety improvements.

Definition, methodology, data collection

A road fatality is defined as any person who dies immediately or within 30 days of a crash, as a result of injuries sustained in that crash.

A seriously injured person is any injured person hospitalised for more than 24 hours as a result of a road crash. By contrast, a slightly injured person is defined as any injured person who was not hospitalised for more than 24 hours as a result of a road crash.

Finally, a MAIS3+ injured person is defined as any person with road crash injuries for which the score on the Maximum Abbreviated Injury Scale is 3 or more.

In Spain, there are several sources of information for traffic injury data. The police collect detailed information and data on the circumstances of crashes using a dedicated form. Traffic police monitor the condition of those injured for 24 hours after the crash to classify the person as killed, seriously injured or slightly injured.

From 1993 to 2010, the procedure for estimating the number of people killed within 30 days among those initially recorded as seriously injured was based on adjusting the number statistically, after monitoring a representative sample of seriously injured people for 30 days. From 2011 onward, the number of fatalities has been determined by linking the register of crashes reported by the police and the national death register, which includes the total number of deaths registered throughout the national territory.

Since 2011, Spain has reported the number of MAIS injured persons based on hospital data. The methodology has recently been revised in the framework of the work that European Member States are conducting, with the aim of harmonising data in the CARE database. The search for specific traumatic injury codes is now performed not only among main diagnoses, but among the 14 diagnoses that may be recorded for each patient.

Resources

Websites

General Traffic Directorate: www.dgt.es/es/.

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DGT (2011b), *El valor monetario de una victim no mortal y del año de vida ajustado por la calidad en España [The monetary value of a non-fatal victim and the quality-adjusted life year in Spain]*.

Road safety and traffic data

	1990	2000	2010	2017	2018	2019	2019 % change over			
							2018	2010	2000	1990
Reported safety data										
Fatalities	9 032	5 776	2 478	1 830	1 806	1 755	-2.8%	-29.2%	-69.6%	-80.6%
Injury crashes	101 507	101 729	85 503	102 233	102 299	104 080	1.7%	21.7%	2.3%	2.5%
Injured persons hospitalised		27 764	11 995	9 546	8 935	8 613	-3.6%	-28.2%	-69.0%	..
Deaths per 100,000 population	23.3	14.4	5.3	3.9	3.9	3.7	-3.4%	-29.9%	-74.1%	-83.9%
Deaths per 10,000 registered vehicles	5.1	2.2	0.7	0.5	0.5	0.5	-4.6%	-35.0%	-78.5%	-90.6%
Fatalities by road user										
Pedestrians	1 542	898	471	351	386	381	-1.3%	-19.1%	-57.6%	-75.3%
Cyclists	160	84	67	78	58	80	37.9%	19.4%	-4.8%	-50.0%
Moped riders	683	474	100	49	62	49	-21.0%	-51.0%	-89.7%	-92.8%
Motorcyclists	792	392	386	359	359	417	16.2%	8.0%	6.4%	-47.3%
Passenger car occupants	5 034	3 289	1 197	799	732	641	-12.4%	-46.4%	-80.5%	-87.3%
Other road users	823	639	257	194	209	187	-10.5%	-27.2%	-70.7%	-77.3%
Fatalities by age group										
0-14 years	399	181	79	35	25	32	28.0%	-59.5%	-82.3%	-92.0%
15-17 years	417	223	50	29	24	34	41.7%	-32.0%	-84.8%	-91.8%
18-20 years	902	422	139	76	68	60	-11.8%	-56.8%	-85.8%	-93.3%
21-24 years	1 266	661	174	95	115	78	-32.2%	-55.2%	-88.2%	-93.8%
25-64 years	4 759	3 267	1 489	1 119	1 070	1 049	-2.0%	-29.6%	-67.9%	-78.0%
65-74 years	..	488	240	191	217	183	-15.7%	-23.8%	-62.5%	..
≥ 75 years	..	355	289	274	279	309	10.8%	6.9%	-13.0%	..
Fatalities by road type										
Urban roads	1 576	1 070	550	509	489	519	6.1%	-5.6%	-51.5%	-67.1%
Rural roads	6 916	4 349	1 839	1 236	1 235	1 145	-7.3%	-37.7%	-73.7%	-83.4%
Motorways	541	357	89	85	82	91	11.0%	2.2%	-74.5%	-83.2%
Traffic data										
Registered vehicles (thousands)	17 615	25 715	33 375	34 891	35 663	36 343	1.9%	8.9%	41.3%	106.3%
Registered vehicles per 1,000 population	453.7	642.1	717.9	749.9	764.4	774.3	1.3%	7.8%	20.6%	70.7%