



2018 STATISTICAL YEARBOOK OF TRAFFIC ACCIDENTS IN CATALONIA





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We are pleased to present the 2018 edition of the *Statistical Yearbook of Traffic Accidents in Catalonia*, the document that, as it has collected in recent years, presents all of the data on urban and interurban road accidents compiled by the Traffic Accident Data Collection System, always keeping the main variables of road safety in mind.

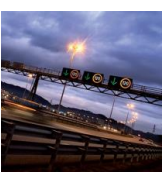
The year 2018 ended with an alarming increase in the number of fatalities recorded in road accidents, with a noticeable cumulative reduction since the beginning of the decade but with a clear upturn last year with respect to the positive trend we had consolidated since the first decade of the new century. This new result, 326 people killed in traffic accidents, highlights the need for increased shock measures to deter risky behaviour on our roads and in our cities.

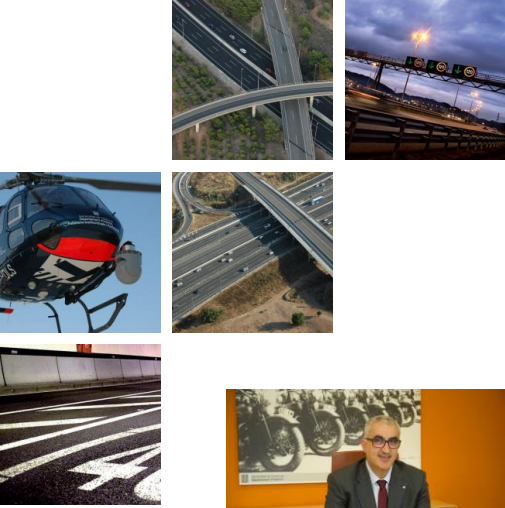
Catalonia, which continues to rank among the European territories with the fewest fatalities due to traffic accidents per million inhabitants, has experienced this increase especially in the interurban area, where we began the year with figures which, with intensive surveillance planning, we managed to mitigate over the course of the year. We can now say that the post-crisis situation, with an increase in mobility, has unfortunately been accompanied by a certain relaxation in civic awareness of road safety.

We are in the final stretch of the 2014-2020 Strategic Road Safety Plan, which we have put into practice through successive three-year plans, and obviously we knew it would not be easy to fully reverse a situation that is seen as something normal socially speaking, i.e. traffic accidents, in a society that still does not perceive them as a scourge to be eradicated. But we will continue striving to achieve the objective of "Vision Zero: no fatal accidents" by 2050, as called for by the European Union.

In any case, this Yearbook continues to be a useful tool for following the positive evolution of accidents, and we appreciate the work on collecting and analysing data that is done by the *Mossos d'Esquadra*, local police, the Institute of Legal Medicine and Forensic Sciences of Catalonia, and the team of road safety experts at the Catalan Traffic Service.

Miquel Buch i Moya
Minister of the Interior





The *2018 Statistical Yearbook of Traffic Accidents in Catalonia* is the report that records the status of the road safety issue in complete years, with overall accident data on urban and interurban roads, with the aim of shedding light not only on statistical changes from one year to the next but also to observe the accumulated trend and draw conclusions that will help us take the most appropriate measures at any given time.

In 2018, in which increased mobility has become consolidated as a symptom of the economic recovery that we have been experiencing since 2013, the most alarming figure is a 15% increase in fatalities. It is true that we still maintain a certain buffer from the downward trend that we have been accumulating particularly over the last two decades, but we must also bear in mind that 2020 is approaching and we have a commitment to reduce the number of fatalities by 50% compared to the figures we had in 2010.

The data for 2018 are alarming because there are various elements in this yearbook that show an increase in alcohol and drug consumption among fatal victims, according to the analysis provided by the Institute of Legal Medicine and Forensic Sciences of Catalonia, and also because the *Mossos d'Esquadra* (autonomous police force) informs us that the number of people not wearing seat belts in accidents has increased.

The global and specific analysis provided by this yearbook provides us with a changing picture of road safety, even in areas of positive development that we thought we had satisfactorily overcome, such as the examples I have given you, but it is still in our hands, in the hands of the human factor, both in the measures adopted by the administrations and in the decisions taken at any given time by each citizen, to ensure our society is increasingly aware of safe, sustainable and healthy mobility.

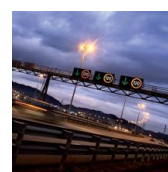
As I said at the beginning, we are reaching the end of the decade and we must comply with the 2017-2019 Road Safety Plan to which we committed ourselves; We now have to set our sights on the next ten years up to 2030, and in the medium term we have to imagine what mobility will be like in 2050, with technology and infrastructure as permanent major allies, and with the diversity of vehicles and intermodality as growing elements. That is why we stand firm in our attitude of social change in favour of safe travel, because only in this way will we achieve a "Zero Vision: no accidents" future in road safety.

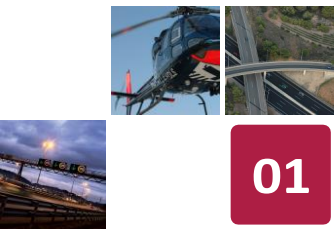
Juli Gendrau i Farguell

Director

2018 STATISTICAL YEARBOOK OF TRAFFIC ACCIDENTS IN CATALONIA

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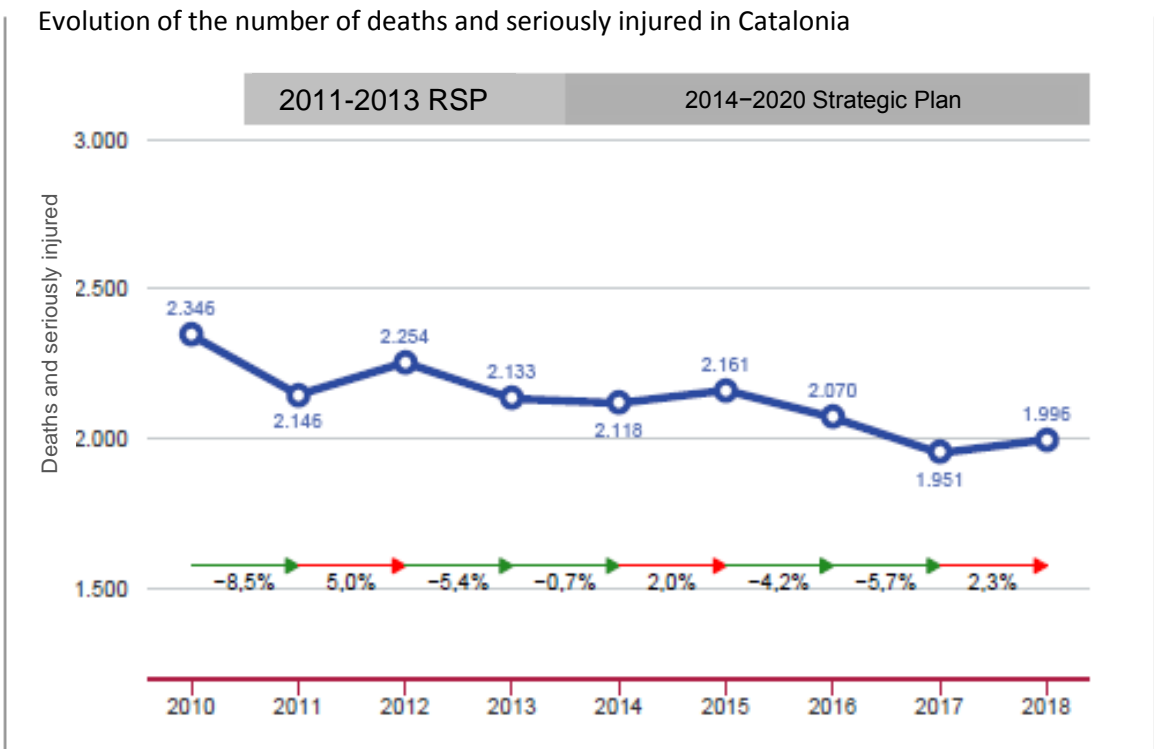
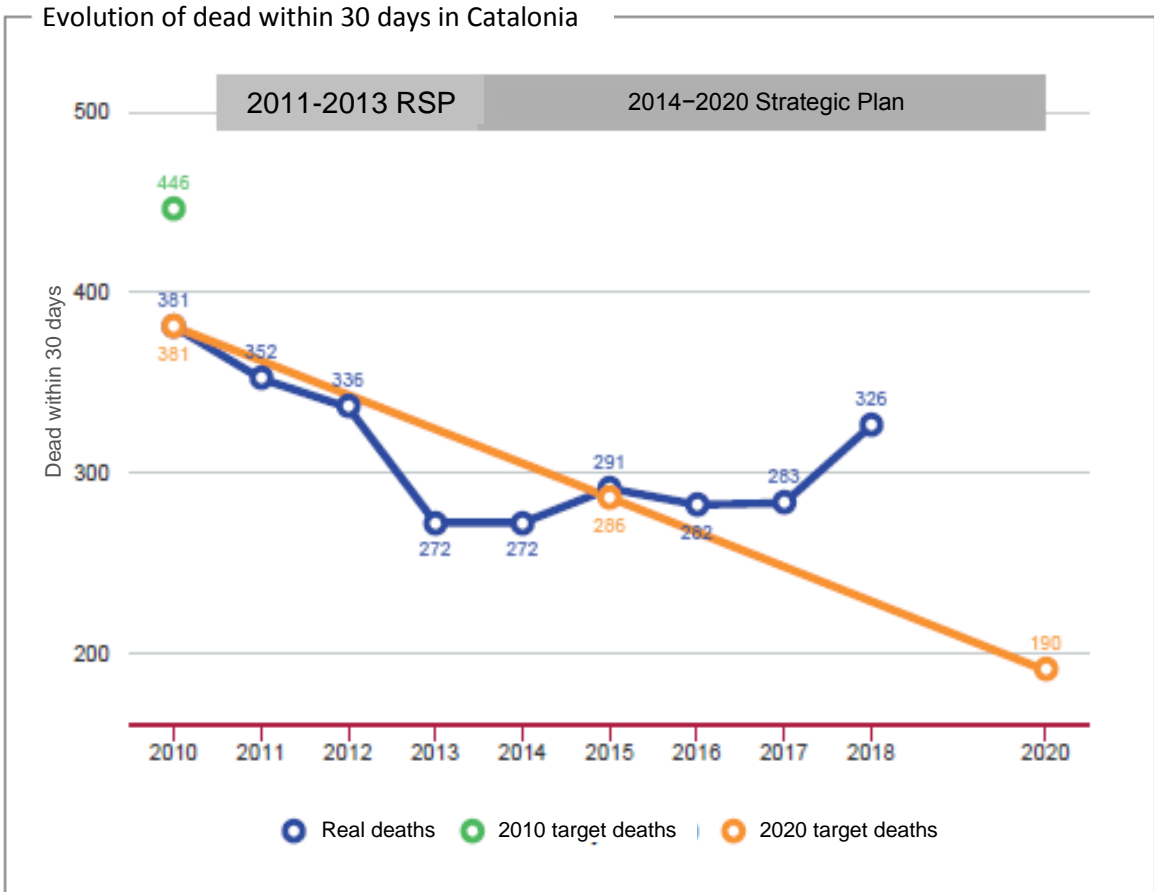




01

Evolution of the main variables in road safety

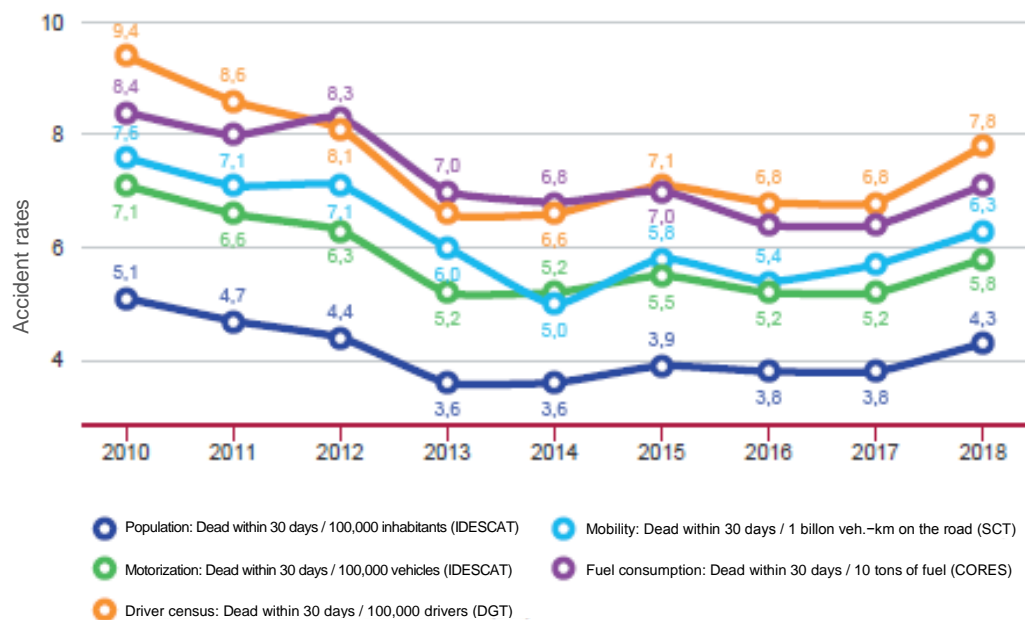
Accident rate indicators





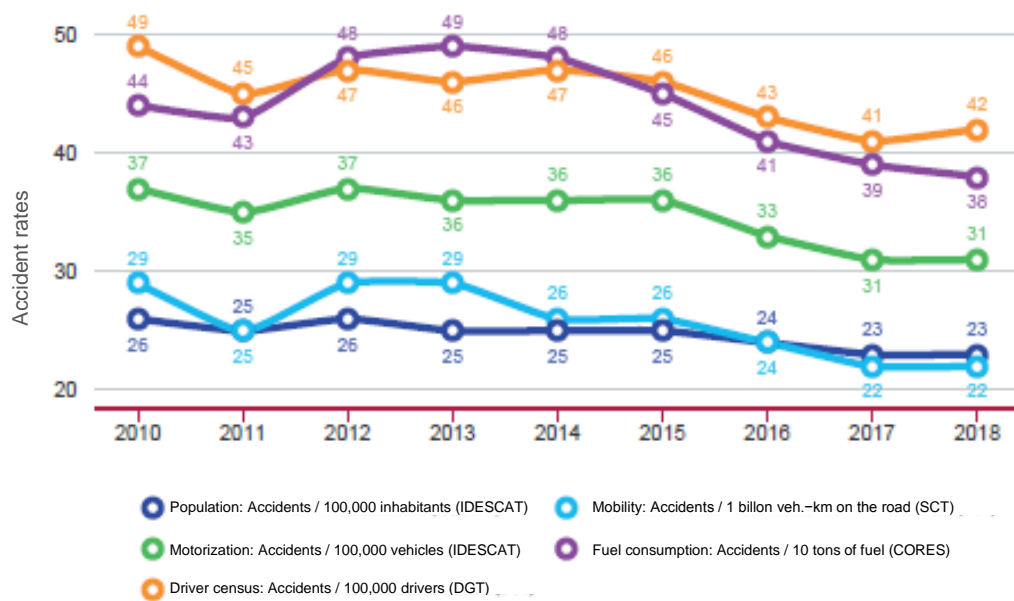
Accident rate indicators

Evolution of accident rates (dead within 30 days)

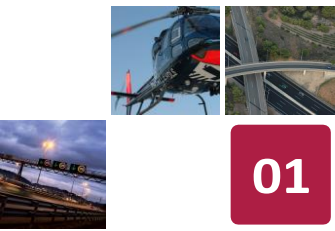


Data from the 2018 driver census and motorization are provisional.

Evolution of accident rates (accidents with deaths and seriously injured)



Data from the 2018 driver census and motorization are provisional.

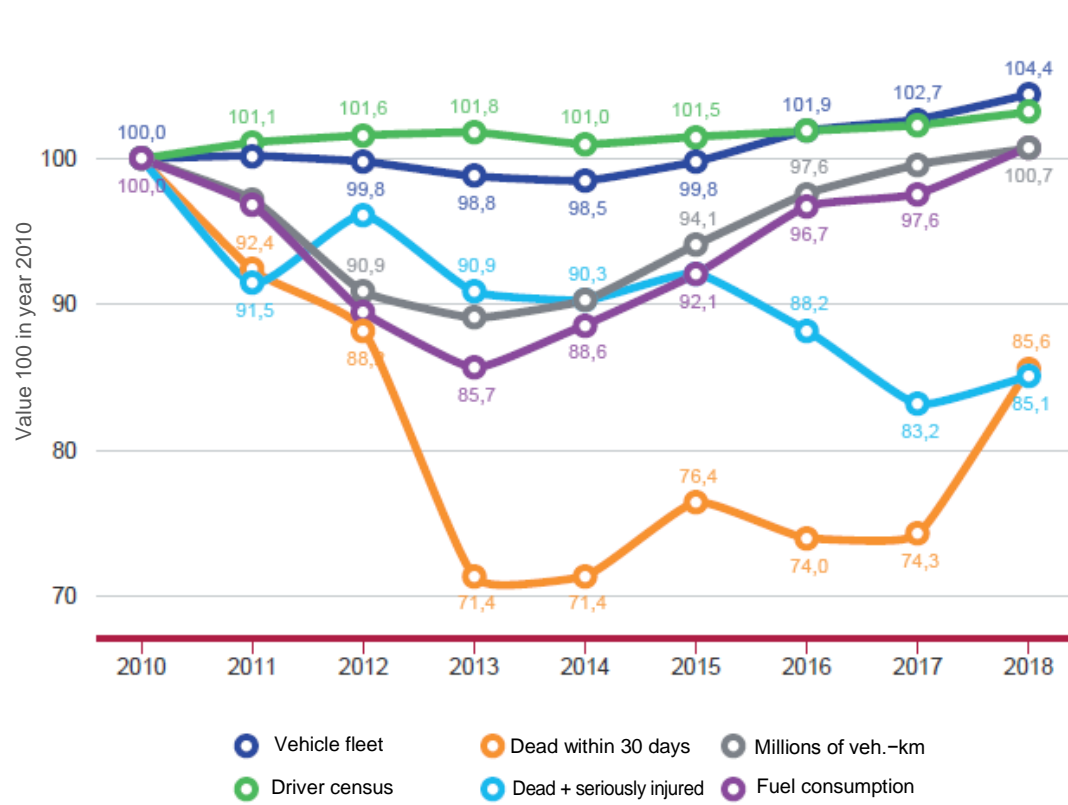


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Evolution of the main variables in road safety

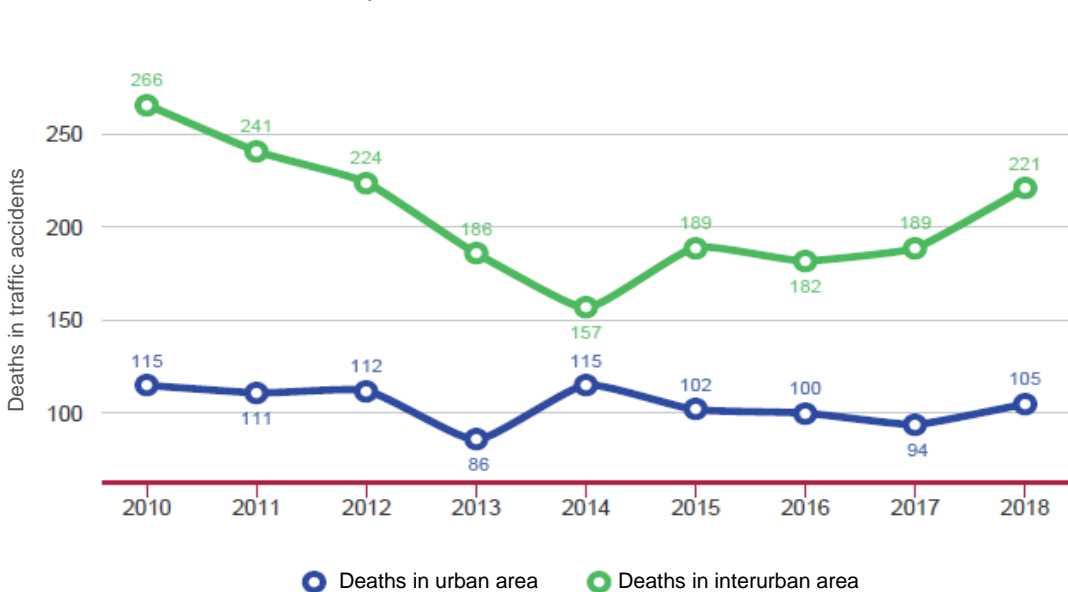
Accident rate indicators

Evolution of mobility and accident rates



Data from the 2018 driver census and motorization are provisional.

Evolution of dead within 30 days in urban and interurban areas





Evolution of drug abuse positive tests

Evolution of alcohol indicators

There are several indicators to assess alcohol consumption among drivers on Catalan roads:

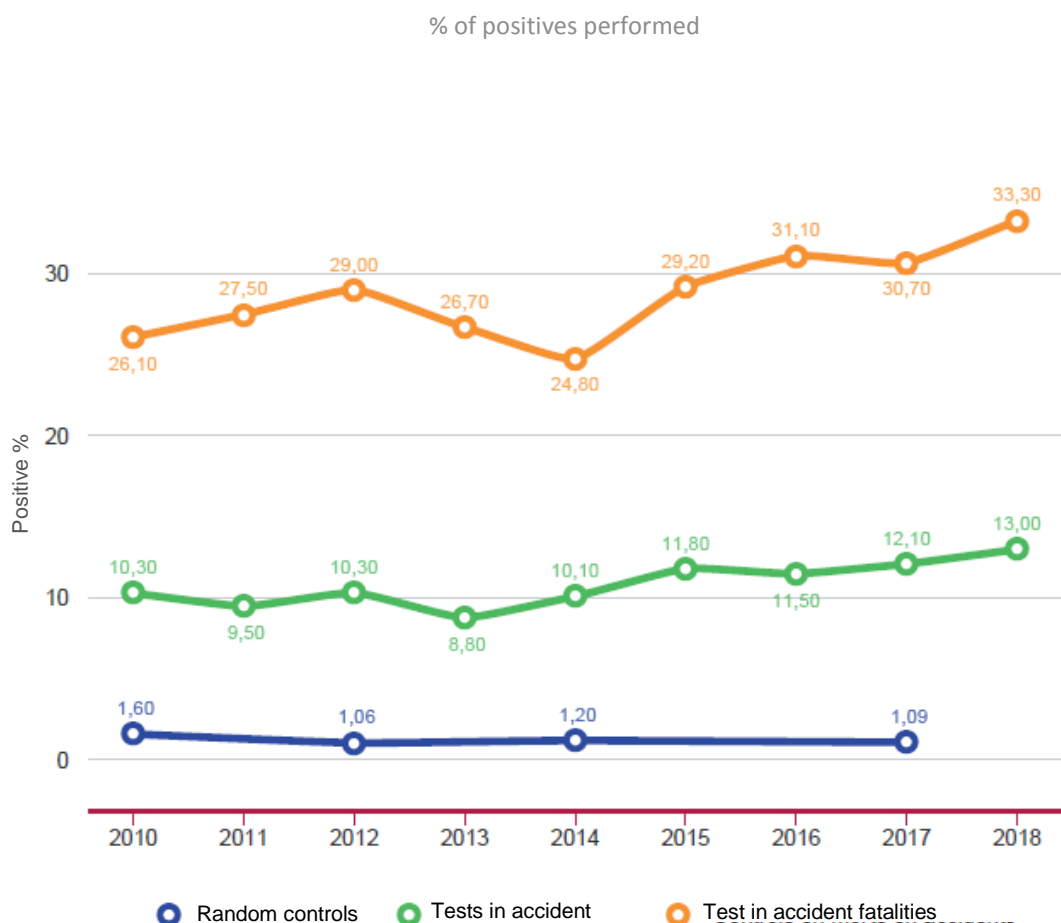
-The Institute of Forensic Medicine performs toxicological tests on some drivers killed in traffic accidents in both urban and interurban areas.

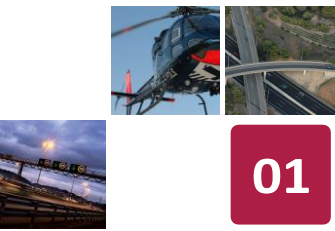
-The Catalan police (*Mossos d'Esquadra*) or local police make alcohol tests on drivers involved in traffic accidents in both urban and intercity routes.

-The Catalan Traffic Service, together with the *Mossos d'Esquadra*, conduct random alcohol tests to calculate what percentage of drivers exceed the alcohol limit allowed, only in the interurban areas. This study was done in 2010, 2012, 2014 and 2017.

The percentage of positives detected in each test allows to obtain a direct relation between alcohol consumption, accidents and accident fatalities.

Approximately 1% of drivers in traffic have an alcohol level above that allowed. Among the injured, this percentage is 13% and among drivers killed in 2018 it exceeds 33%.





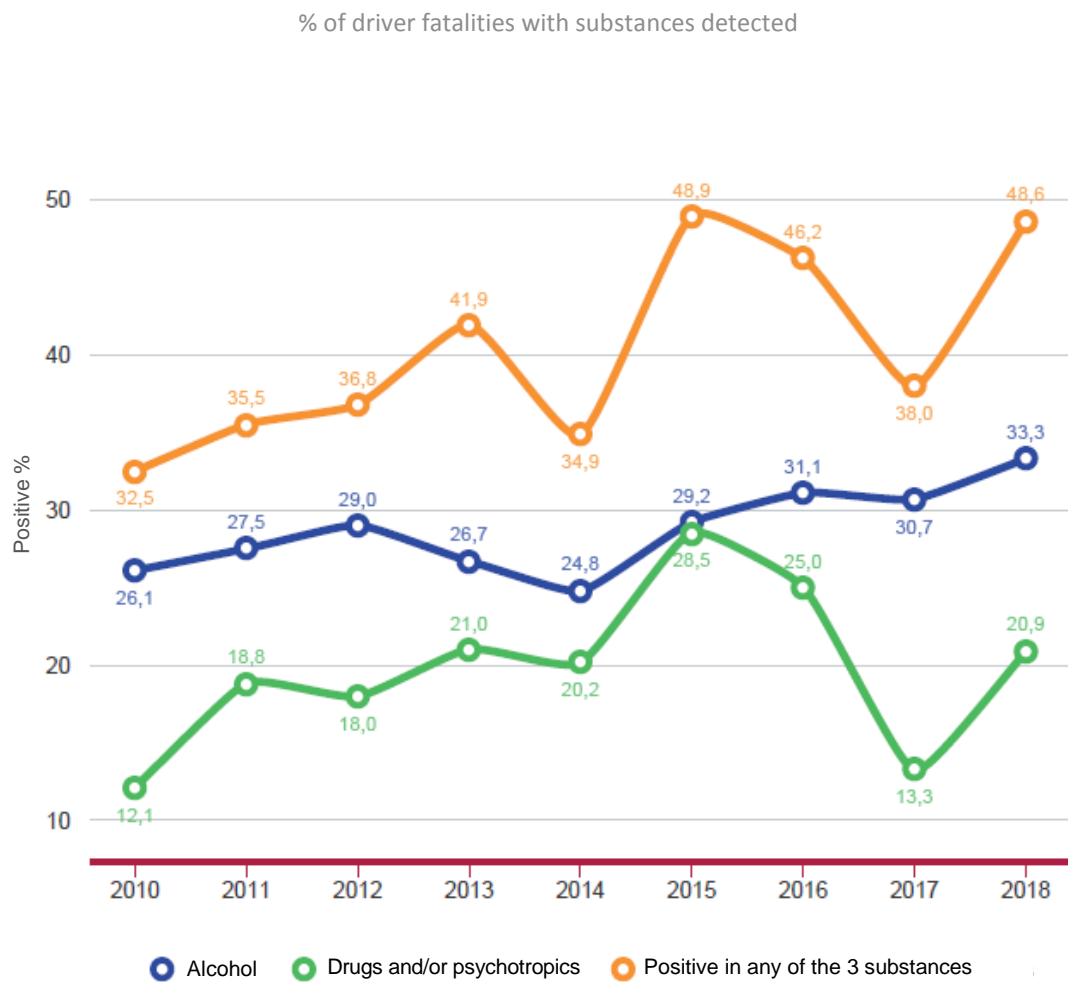
01 Evolution of the main variables in road safety

Evolution of drug abuse positive tests

Evolution of toxicology tests according to the IMLC

The Institute of Forensic Medicine of Catalonia (IMLC), aside from detecting alcohol also performs toxicology tests in search of drugs or psychotropic drugs.

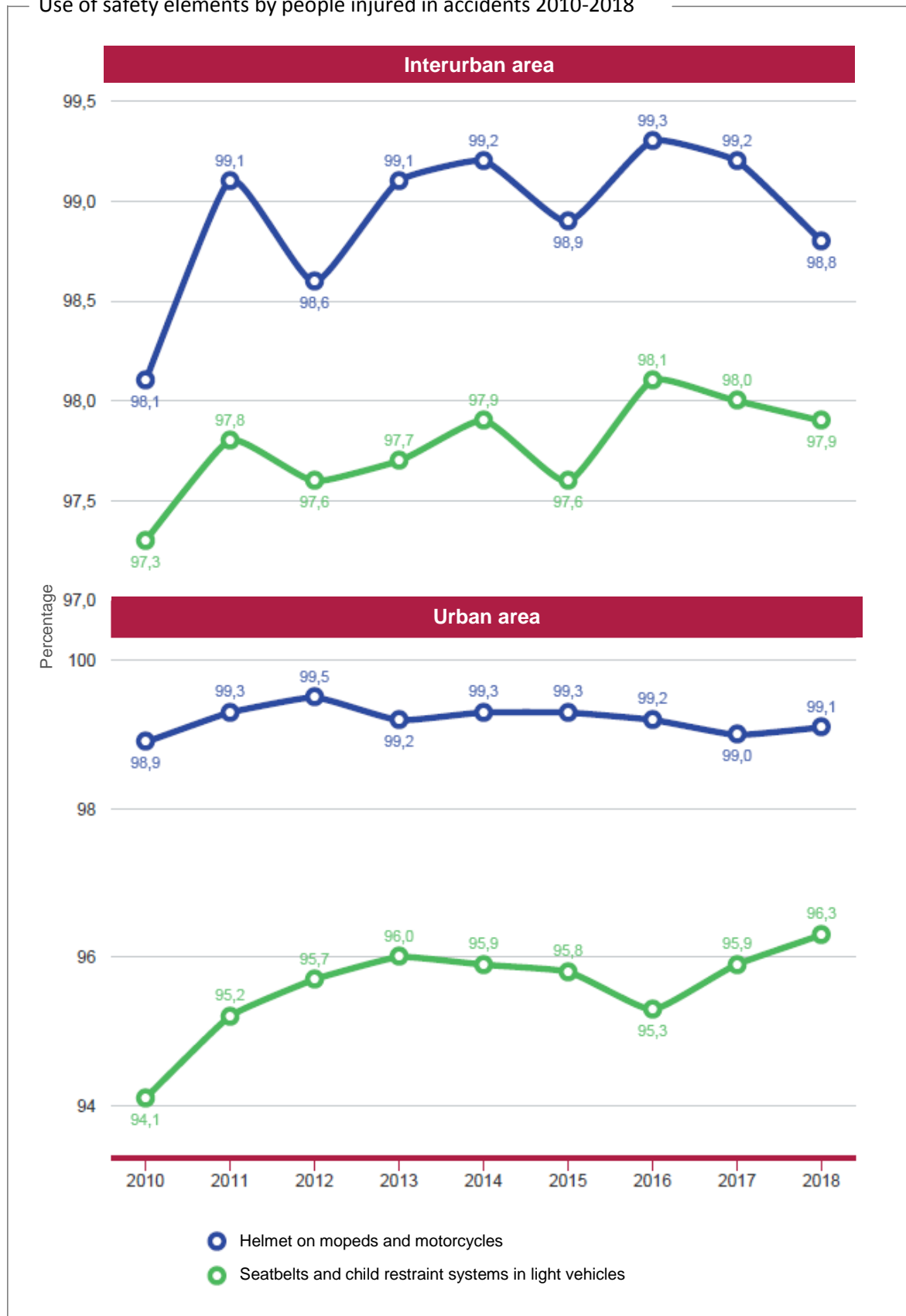
This year, of every 10 drivers killed in accident, almost half had consumed some type of substance.





Evolution of passive safety elements

Use of safety elements by people injured in accidents 2010-2018



Summary of indicators. 2017-2018 benchmark

Evolution of accident rate indicators

Indicator	Year 2017	Year 2018	Increase	Evolution
Dead within 30 days	283	326	15.2%	✗
Dead + seriously injured	1,951	1,996	2.3%	✗
Accidents with D+SI	1,721	1,745	1.5%	✗
Acc. with D+SI / 1,000 tons of fuel	0.39	0.38	-2.6%	✓
Control and prevention indicators. Inducers	Year 2017	Year 2018	Increase	Evolution
Alcohol and drug consumption	Year 2017	Year 2018	Increase	Evolution
% of positive tests of drivers in accidents	283	326	15.2%	✗
% of positive alcohol tests of dead	30.7	33.3	2.6%	✗
% of positive drug tests of dead	3.0	6.2	3.2%	✗
% of positive psychotropic drug tests of dead	10.2	14.7	4.5%	✗
Passive safety	Year 2017	Year 2018	Increase	Evolution
% of helmet users in motorcycle accidents. Urban area	99.0	99.1	0.1%	✓
% of helmet users in motorcycle accidents. Interurban area	99.2	98.8	-0.4%	✗
% of use of safety belt and child restraint systems. Urban area	95.9	96.3	0.4%	✓
% of use of safety belt and child restraint systems. Interurban area	98.0	97.9	-0.1%	✗



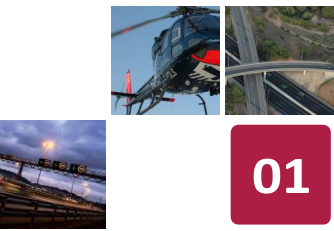
Summary of indicators. 2010-2018 benchmark

Evolution of accident rate indicators

Indicator	Year 2010	Year 2018	Increase	Evolution
Dead within 30 days	381	326	-14.4%	✓
Dead + seriously injured	2,346	1,996	-14.9%	✓
Accidents with D+SI	1,984	1,745	-12.0%	✓
Acc. with D+SI / 1,000 tons of fuel	0.44	0.38	-13.6%	✓

Control and prevention indicators. Inducers	Year 2010	Year 2018	Increase	Evolution
Alcohol and drug consumption	Year 2010	Year 2018	Increase	Evolution
% of positive tests of drivers in accidents	10.3	13.0	2.7%	✗
% of positive alcohol tests of dead	26.1	33.3	7.2%	✗
% of positive drug tests of dead	7.0	6.2	-0.8%	✓
% of positive psychotropic drug tests of dead	5.1	14.7	9.6%	✗

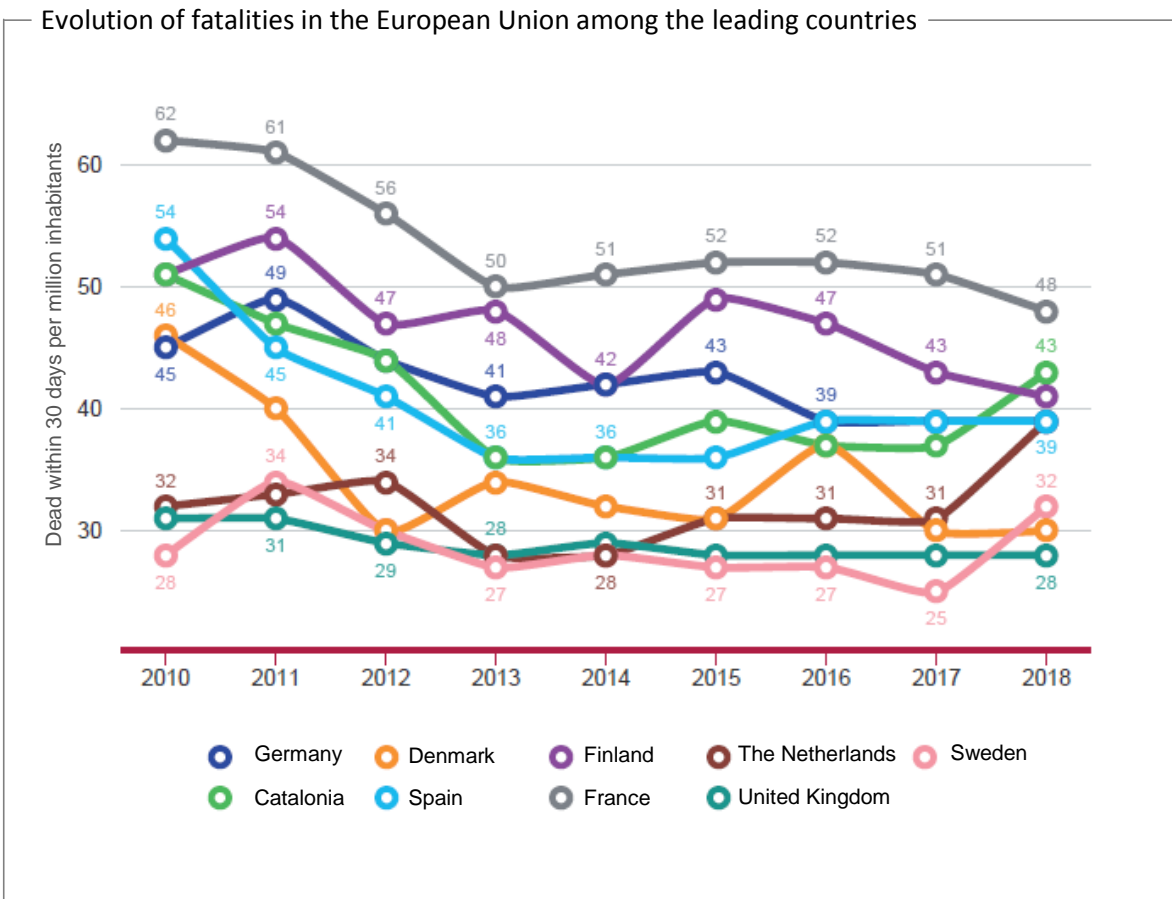
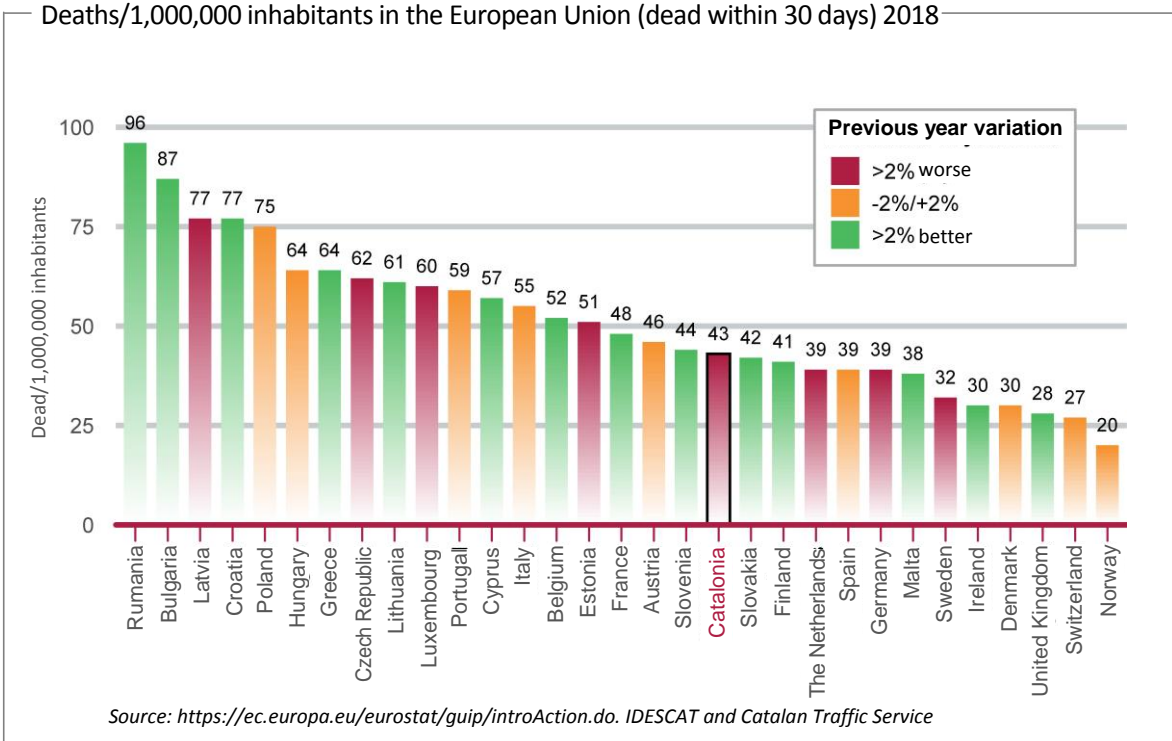
Passive safety	Year 2010	Year 2018	Increase	Evolution
% of helmet users in motorcycle accidents. Urban area	98.9	99.1	0.2%	✓
% of helmet users in motorcycle accidents. Interurban area	98.1	98.8	0.7%	✓
% of use of safety belt and child restraint systems. Urban area	94.1	96.3	2.2%	✓
% of use of safety belt and child restraint systems. Interurban area	97.3	97.9	0.6%	✓



01

Evolution of the main variables in road safety

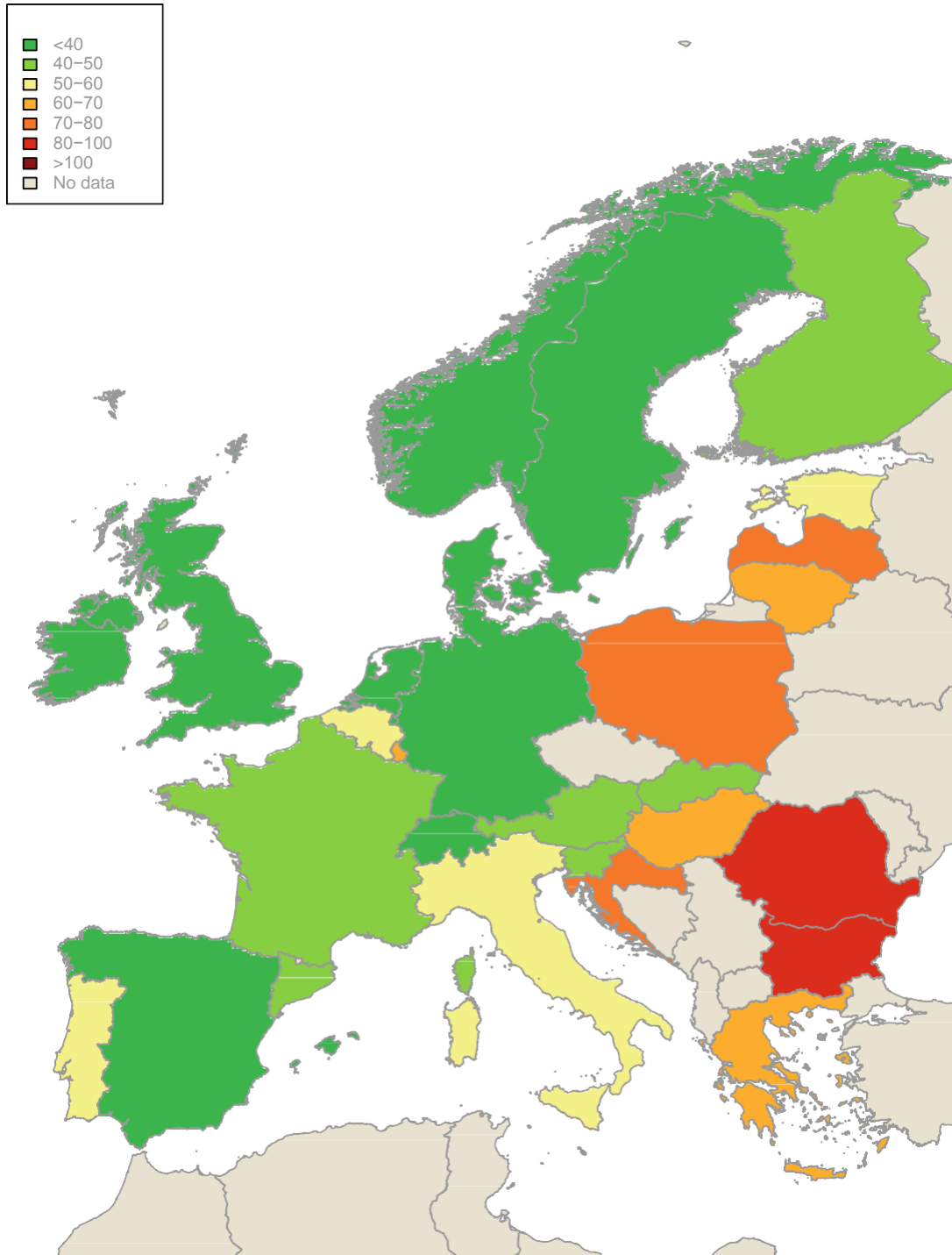
European benchmark





European benchmark

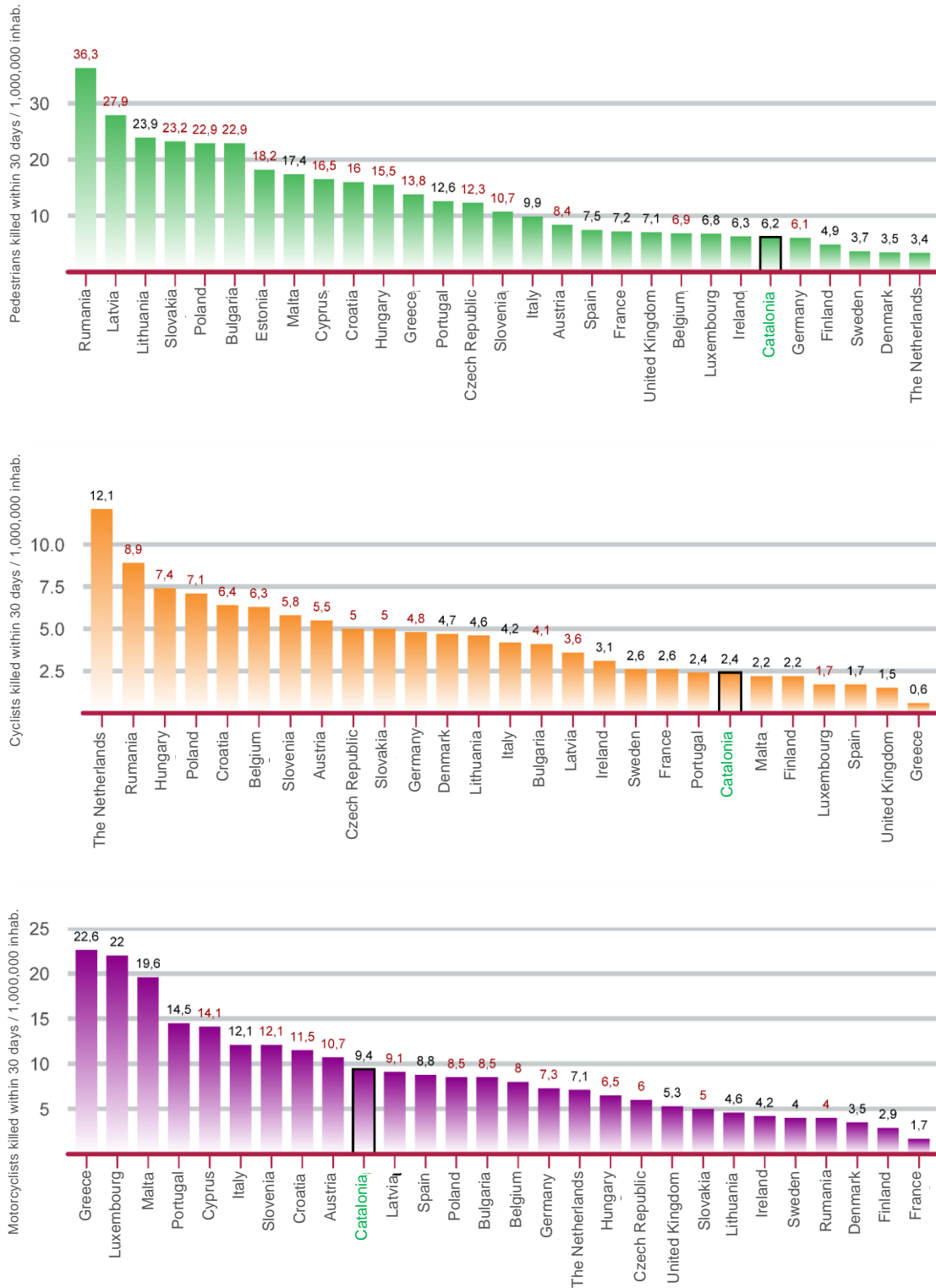
Dead/1,000,000 inhabitants in the European Union 2018



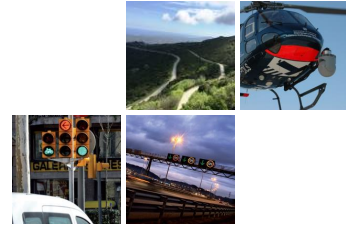
Source: Care

European benchmark

Pedestrians, cyclists and motorcyclists killed / 1,000,000 inhabitants in the European Union 2017

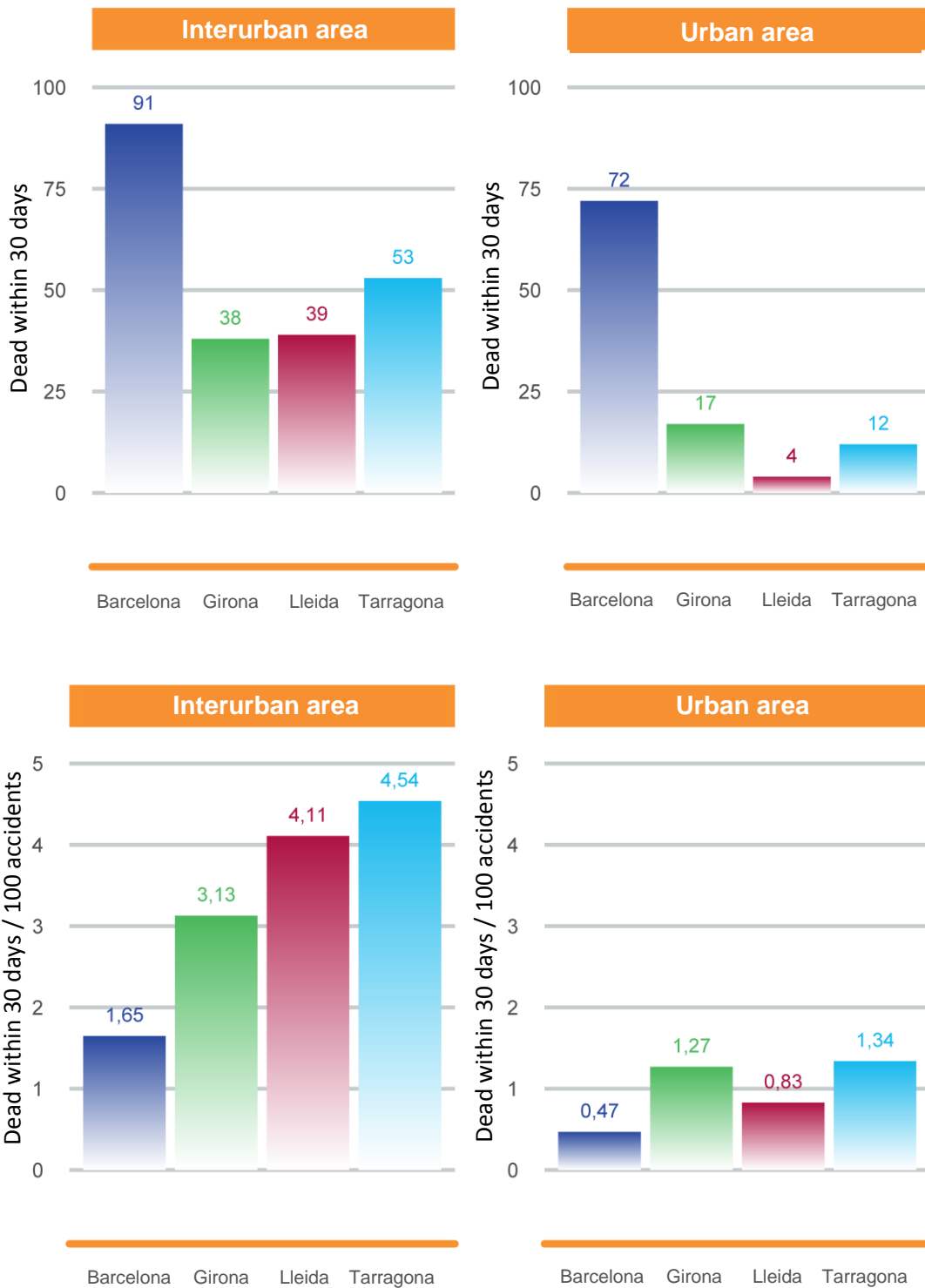


The countries for which we only know the number of deaths within 30 days for 2016 are shown in red



Dead within 30 days

Dead within 30 days per district



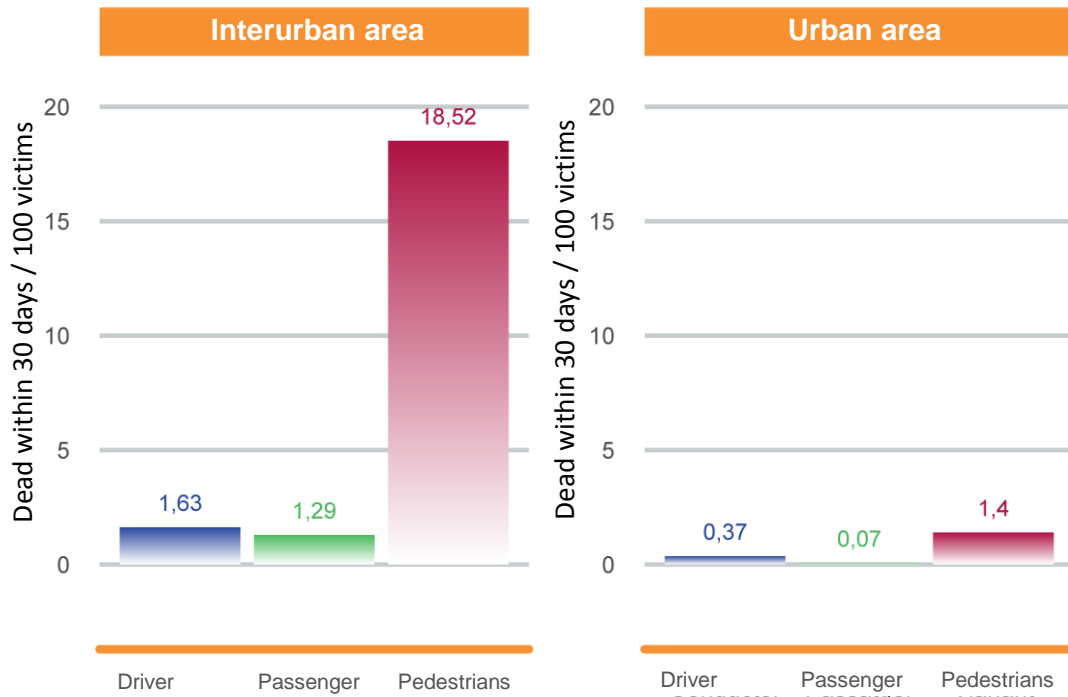
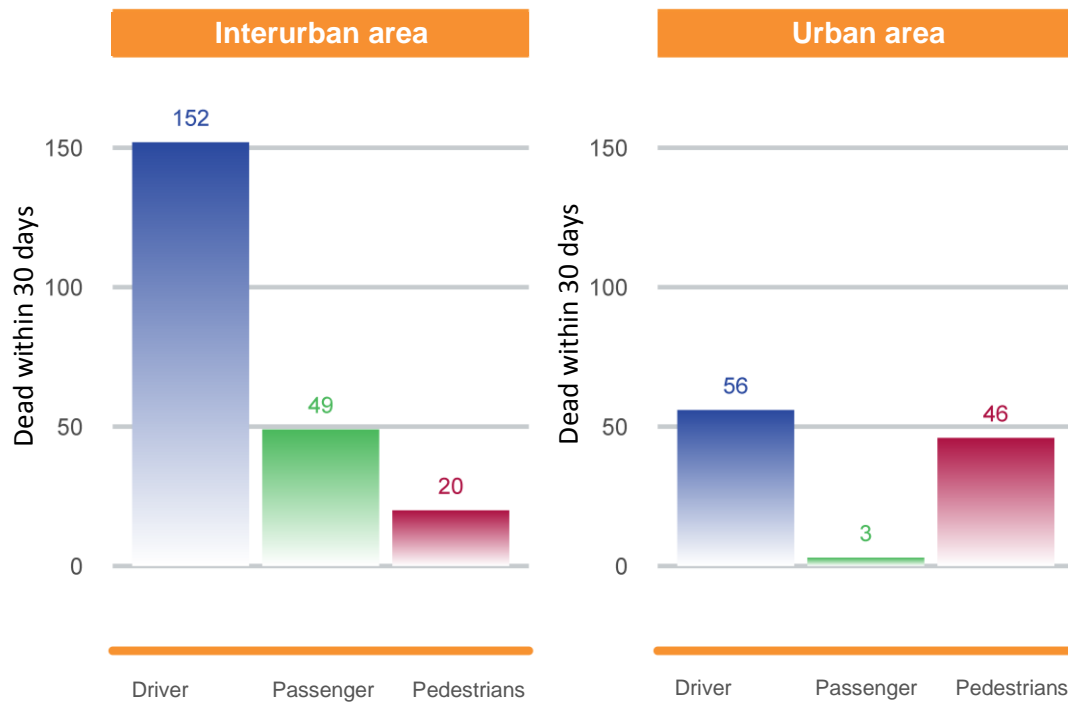


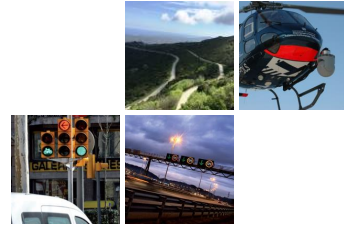
02

Main results in Catalonia in 2018

Dead within 30 days

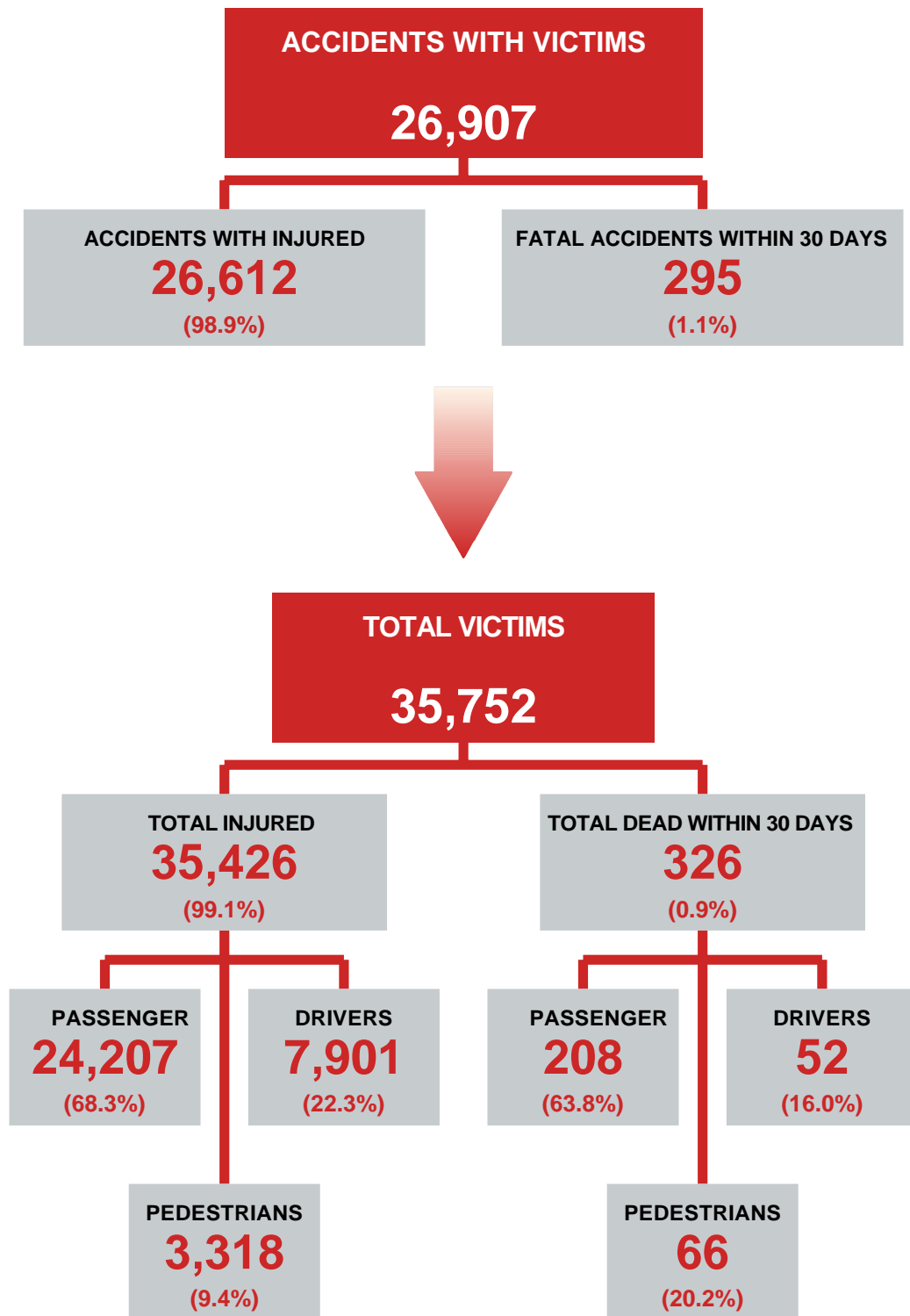
Dead within 30 days by position





Dead within 30

Accidents with casualties and type of casualty



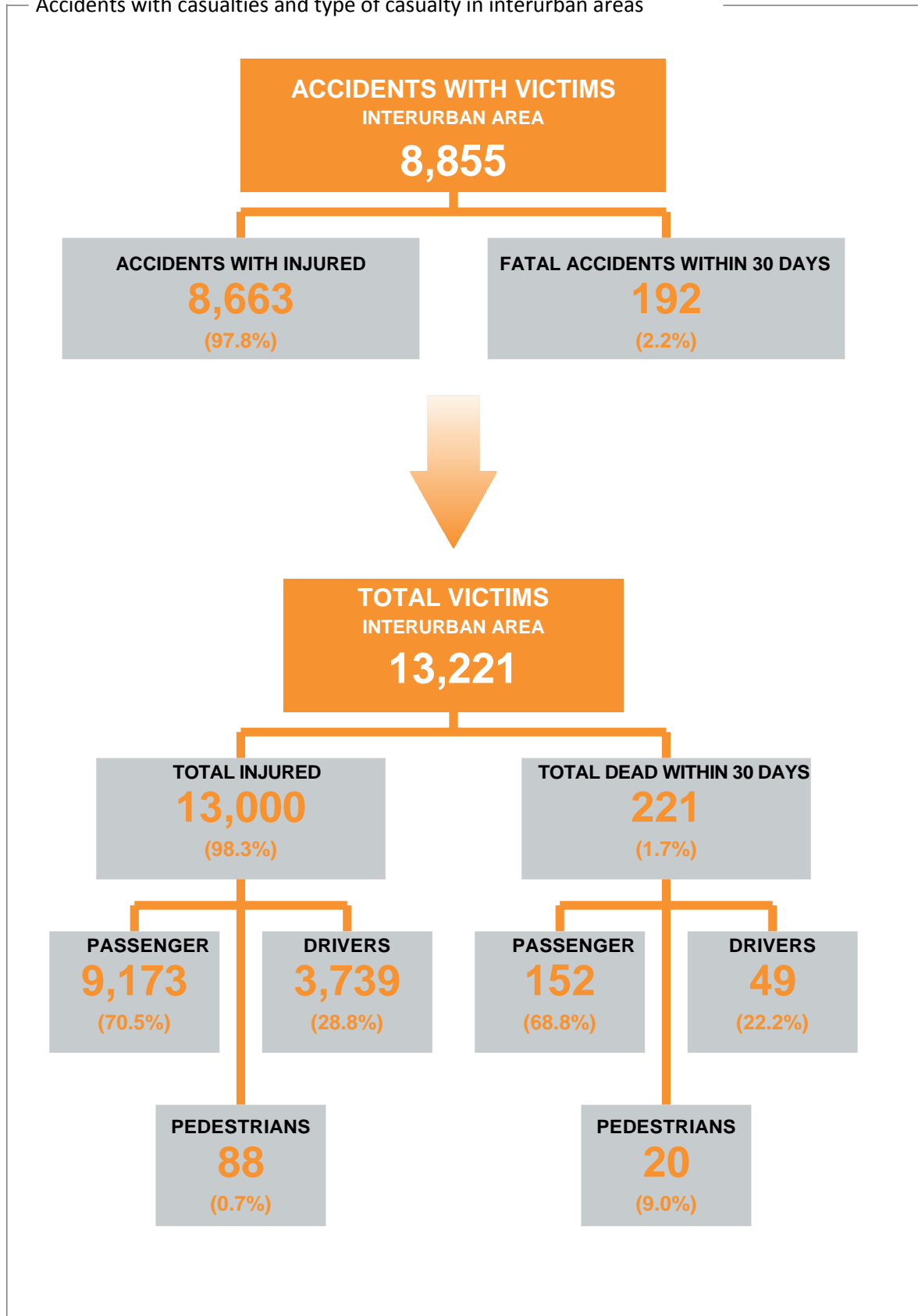


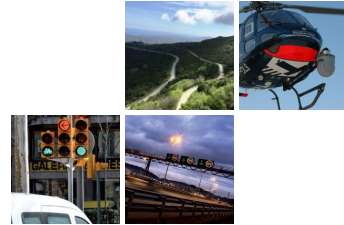
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Main results in Catalonia in 2018

Dead within 30 days

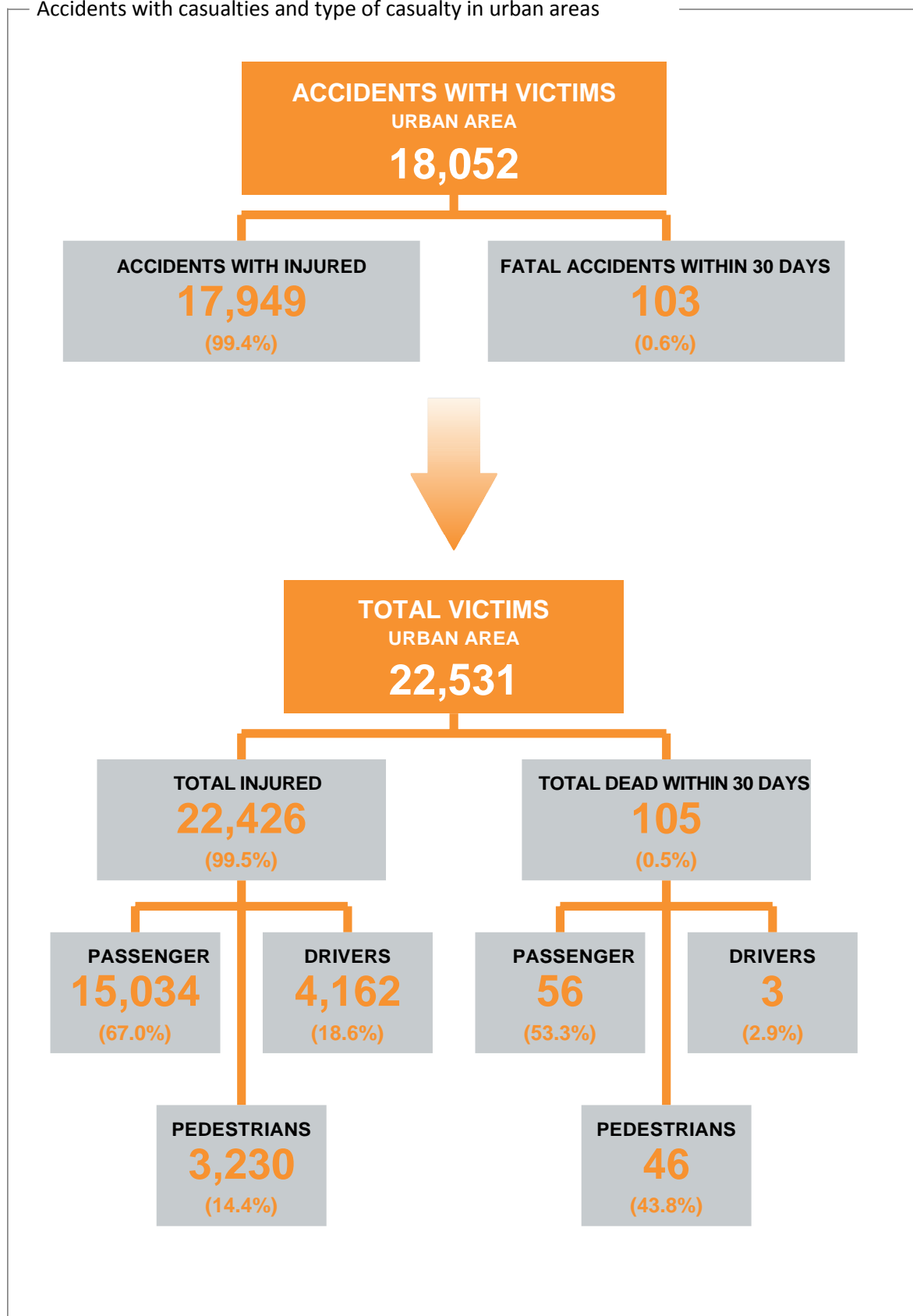
Accidents with casualties and type of casualty in interurban areas





Dead within 30 days

Accidents with casualties and type of casualty in urban areas



Description of overall (dead in 24 hours)

— Data in accident rate per sphere

Area	Sphere	Accidents with victims	Fatal accidents	Deaths and seriously injured	Slightly injured		
Interurban	Barcelona	5,524	67	78	460	382	7,773
	Girona	1,215	30	35	195	160	1,654
	Lleida	948	29	34	174	140	1,310
	Tarragona	1,168	40	46	147	101	1,508
	Total	8,855	166	193	976	783	12,245
Urban	Barcelona	15,338	45	45	736	691	18,365
	Girona	1,335	13	13	122	109	1,551
	Lleida	483	1	1	46	45	557
	Tarragona	896	8	8	116	108	1,038
	Total	18,052	67	67	1,020	953	21,511

— Status of traffic accident casualties

Area	Status	Dead	Deaths and seriously injured	Slightly injured
Interurban	Driver	134	710	8,615
	Passenger	41	209	3,283
	Pedestrians	18	41	67
	Other	0	16	280
	Total	193	976	12,245
Urban	Driver	38	582	14,508
	Passenger	1	56	1,885
	Pedestrians	28	345	2,931
	Other	0	37	2,187
	Total	67	1,020	21,511

— Transport modes of traffic accident casualties

Area	Transport mode	Dead	Deaths and seriously injured	Slightly injured
Interurban	2-wheel motor vehicles	43	346	2,364
	Light vehicles	112	480	9,047
	Heavy vehicles	16	39	343
	Bicycles	2	59	379
	Other vehicles	2	11	45
	Pedestrians	18	41	67
	Total	193	976	12,245
Urban	2-wheel motor vehicles	21	450	9,523
	Light vehicles	15	123	6,794
	Heavy vehicles	1	15	762
	Bicycles	1	74	1,297
	Other vehicles	1	13	205
	Pedestrians	28	345	2,930
	Total	67	1,020	21,511



Description of overall (dead in 24 hours)

— Data in accident rate per sphere (%)

Area	Sphere	Accidents with victims	Fatal accidents	Dead	Deaths and seriously injured	Seriously injured	Slightly injured
Interurban	Barcelona	62.4	40.3	40.4	47.1	48.8	63.5
	Girona	13.7	18.1	18.2	20.0	20.4	13.5
	Lleida	10.7	17.5	17.6	17.8	17.9	10.7
	Tarragona	13.2	24.1	23.8	15.1	12.9	12.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0
Urban	Barcelona	84.9	67.2	67.2	72.1	72.5	85.4
	Girona	7.4	19.4	19.4	12.0	11.5	7.2
	Lleida	2.7	1.5	1.5	4.5	4.7	2.6
	Tarragona	5.0	11.9	11.9	11.4	11.3	4.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0

— Status of traffic accident casualties (%)

Area	Status	Dead	Deaths and seriously injured	Seriously injured	Slightly injured
Interurban	Driver	69.4	72.8	73.6	70.4
	Passenger	21.3	21.4	21.5	26.8
	Pedestrians	9.3	4.2	2.9	0.5
	Other	0.0	1.6	2.0	2.3
	Total	100.0	100.0	100.0	100.0
Urban	Driver	56.7	57.1	57.1	67.4
	Passenger	1.5	5.5	5.8	8.8
	Pedestrians	41.8	33.8	33.2	13.6
	Other	0.0	3.6	3.9	10.2
	Total	100.0	100.0	100.0	100.0

— Transport modes of traffic accident casualties (%)

Area	Transport mode	Dead	Deaths and seriously injured	Seriously injured	Slightly injured
Interurban	2-wheel motor vehicles	22.3	35.5	38.7	19.3
	Light vehicles	58.1	49.2	47.0	73.9
	Heavy vehicles	8.3	4.0	2.9	2.8
	Bicycles	1.0	6.0	7.3	3.1
	Other vehicles	1.0	1.1	1.2	0.4
	Pedestrians	9.3	4.2	2.9	0.5
	Total	100.0	100.0	100.0	100.0
Urban	2-wheel motor vehicles	31.3	44.1	45.0	44.3
	Light vehicles	22.4	12.0	11.3	31.6
	Heavy vehicles	1.5	1.5	1.5	3.5
	Bicycles	1.5	7.3	7.7	6.0
	Other vehicles	1.5	1.3	1.2	1.0
	Pedestrians	41.8	33.8	33.3	13.6
	Total	100.0	100.0	100.0	100.0



02

Main results in Catalonia in 2018

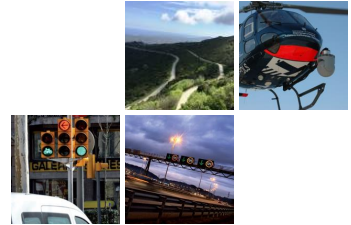
Territorial description

Location of fatal road accidents

Metropolitan Area of Barcelona

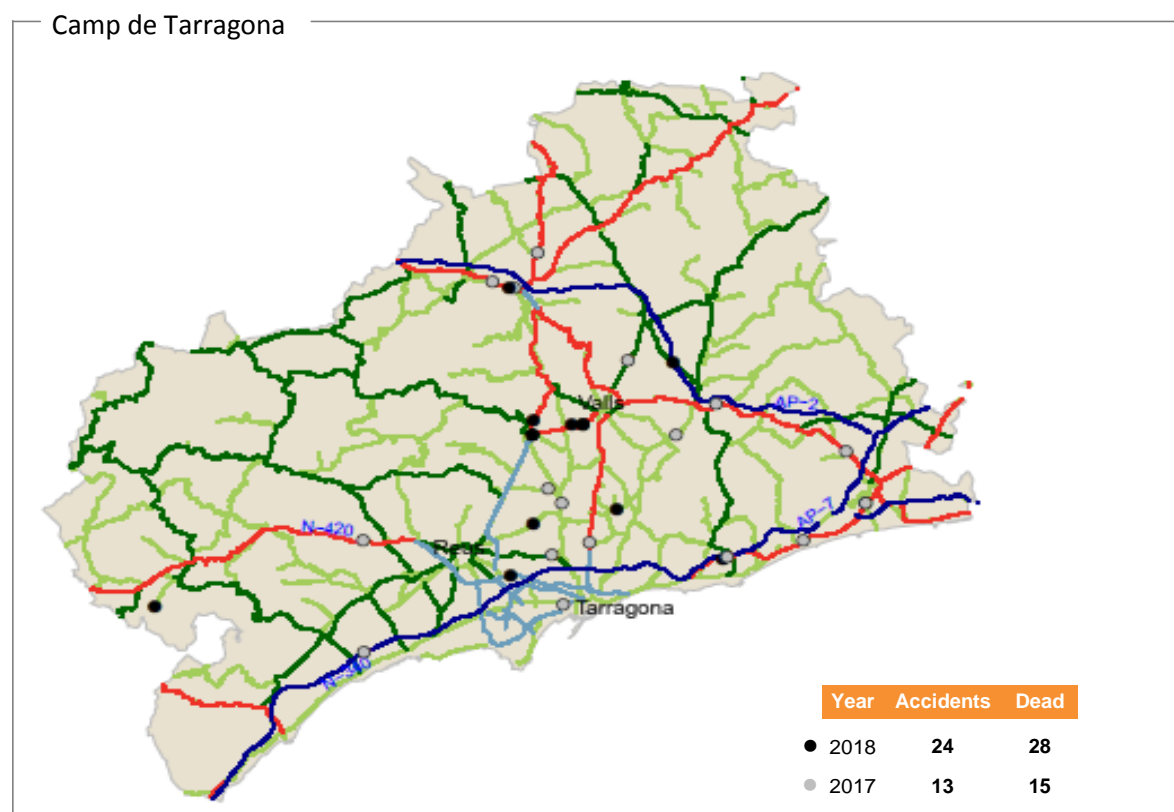
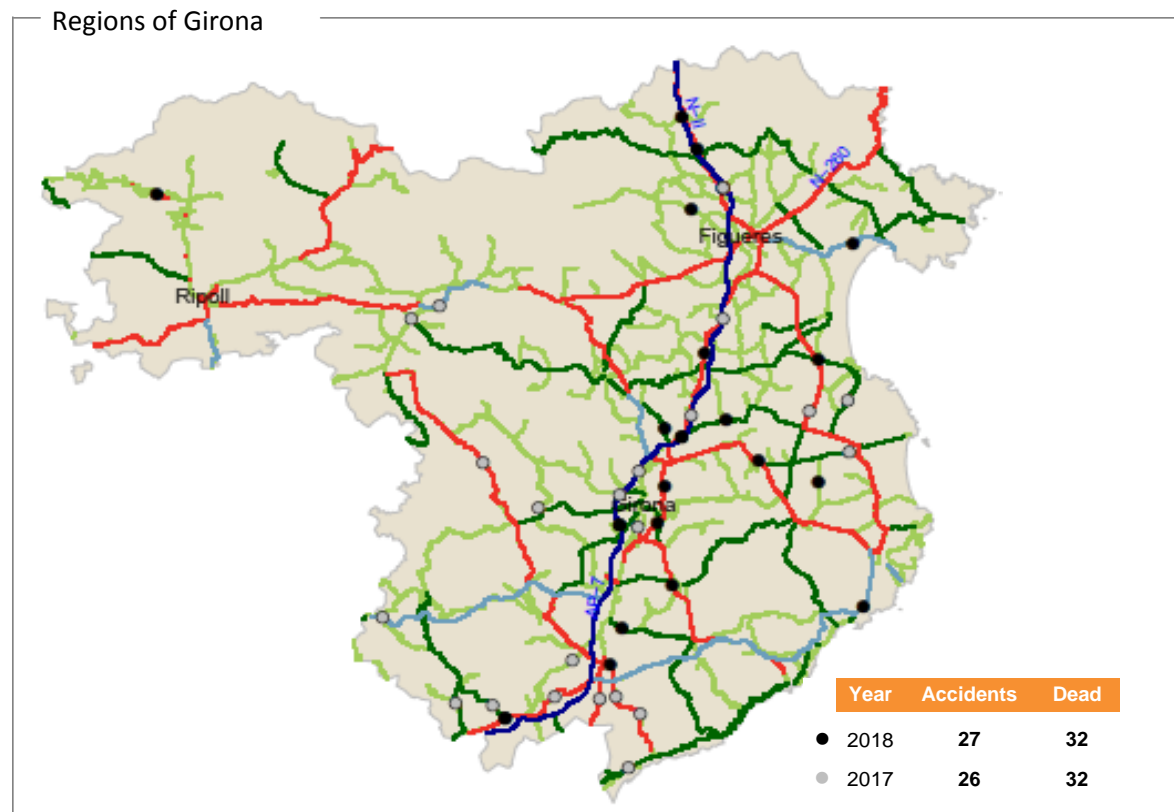


Year	Accidents	Dead
● 2018	46	53
● 2017	47	52



Territorial description

Location of fatal road accidents



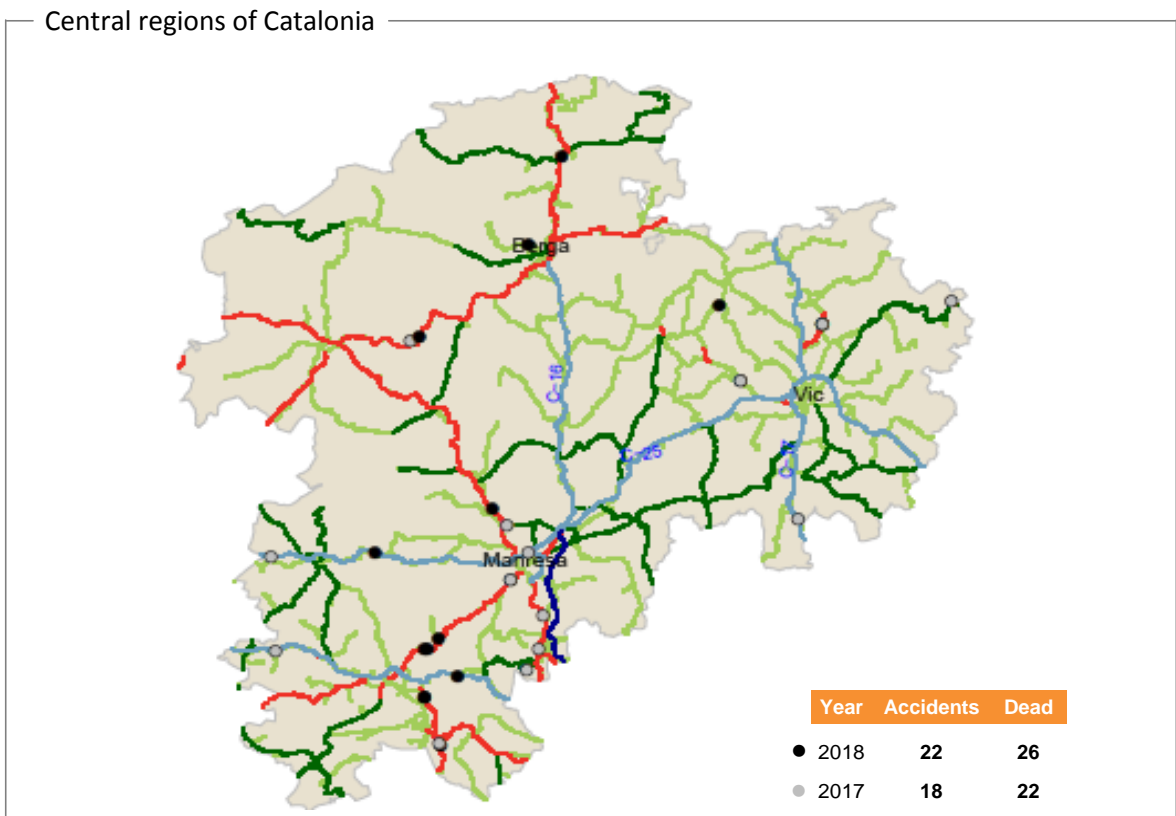
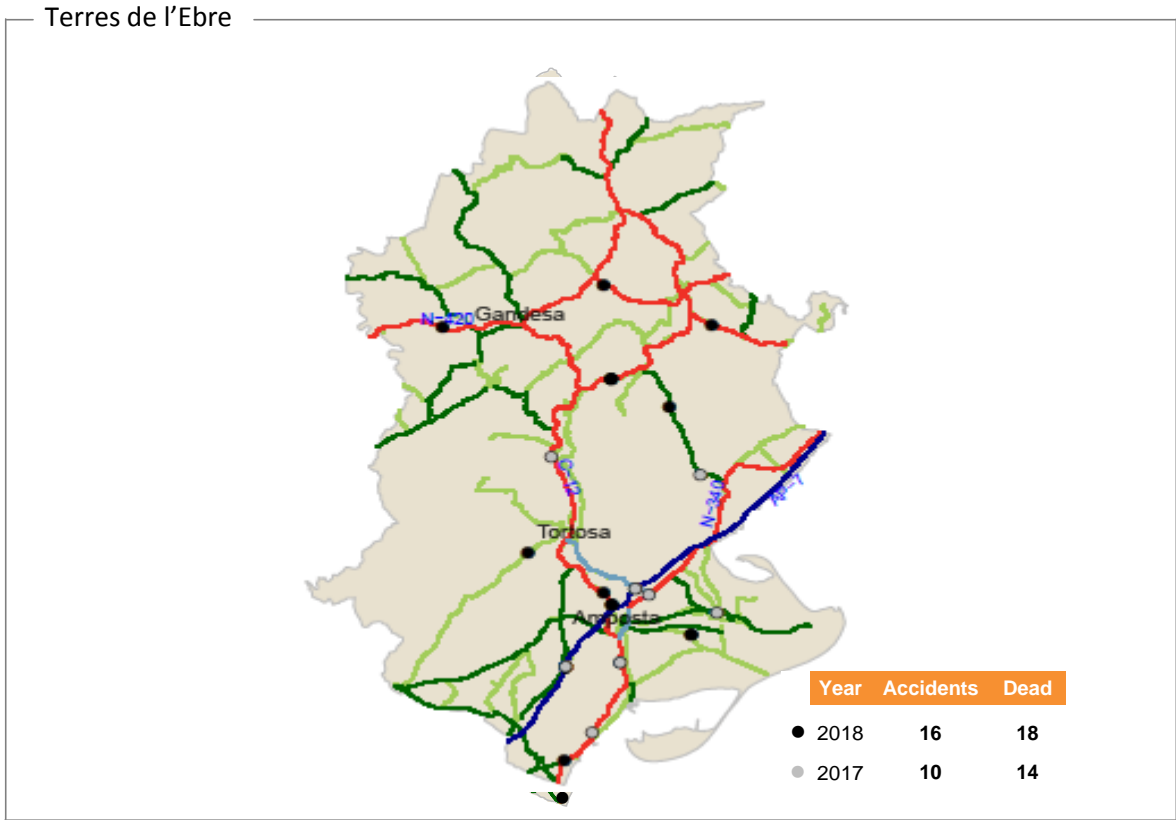


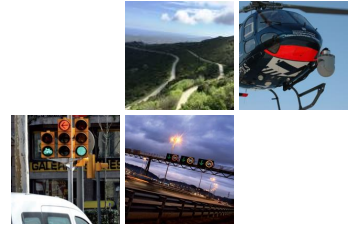
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Main results in Catalonia in 2018

Territorial description

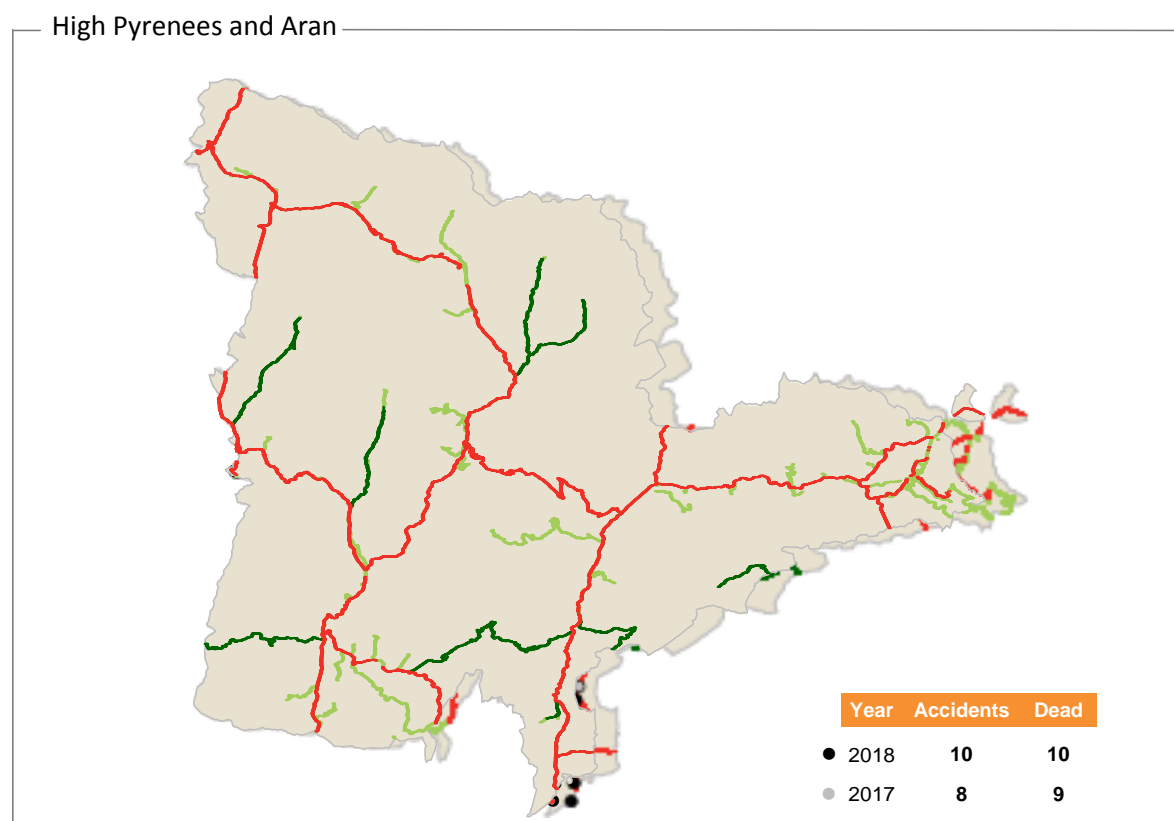
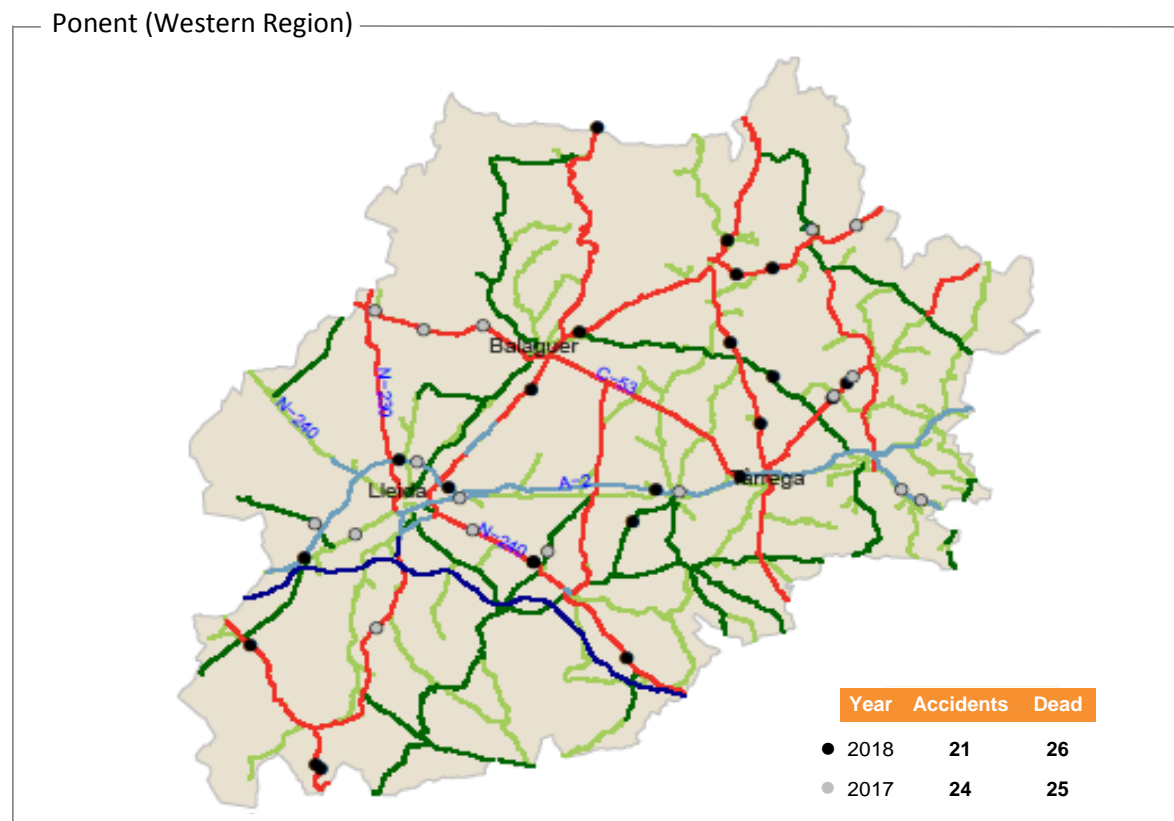
Location of fatal road accidents





Territorial description

Location of fatal road accidents



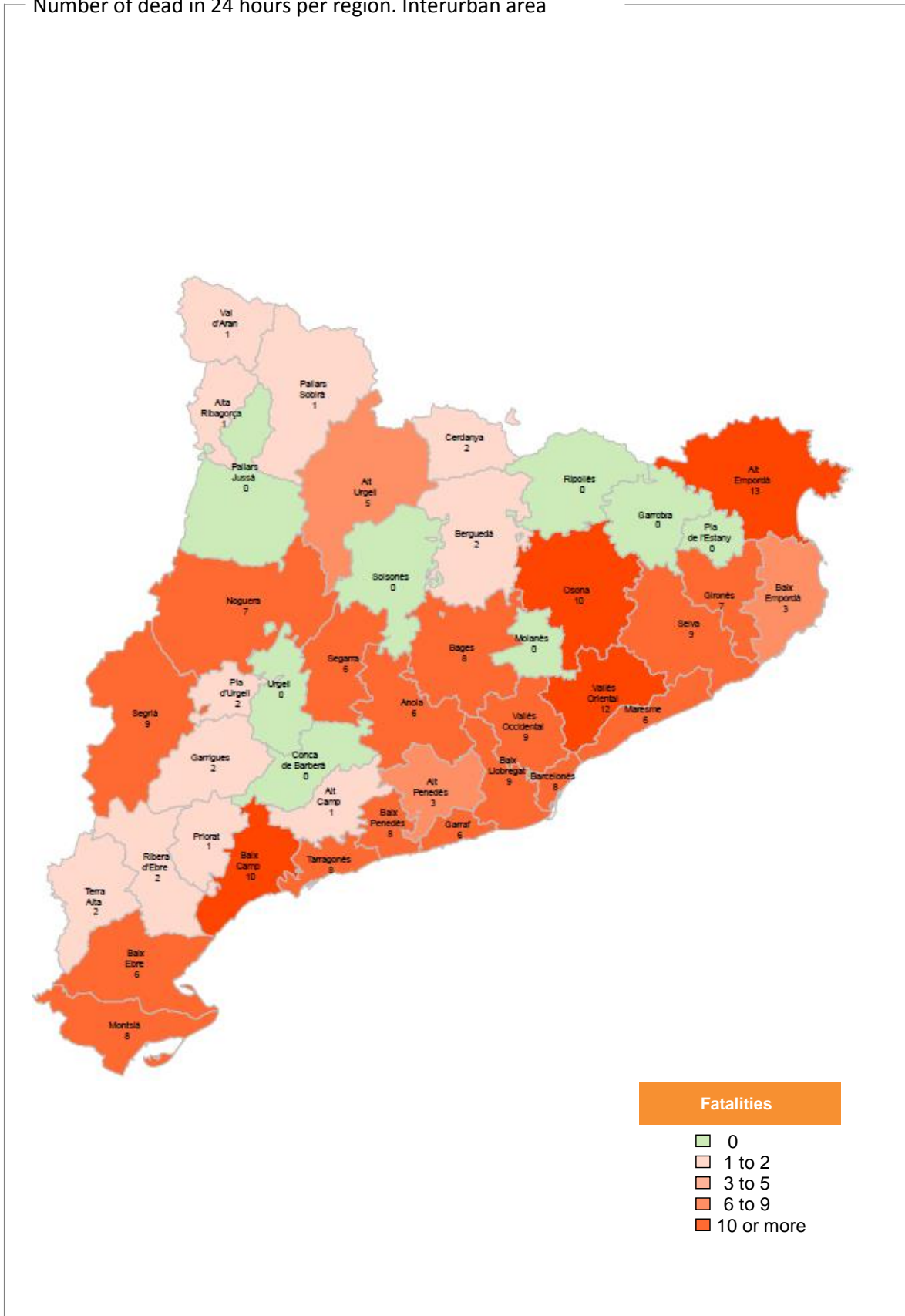


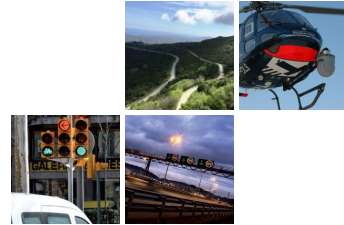
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Main results in Catalonia in 2018

Territorial description

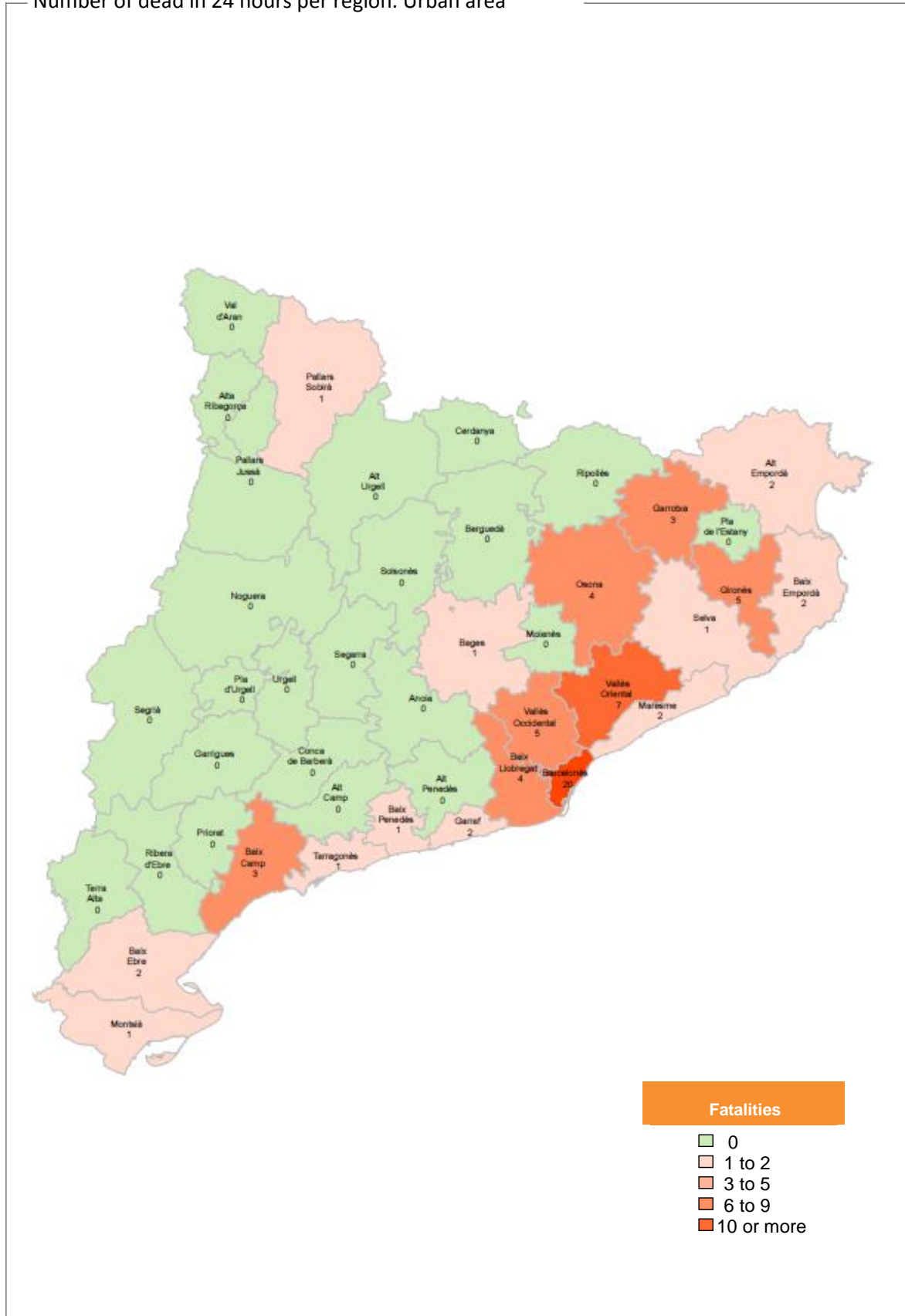
Number of dead in 24 hours per region. Interurban area





Territorial description

Number of dead in 24 hours per region. Urban area



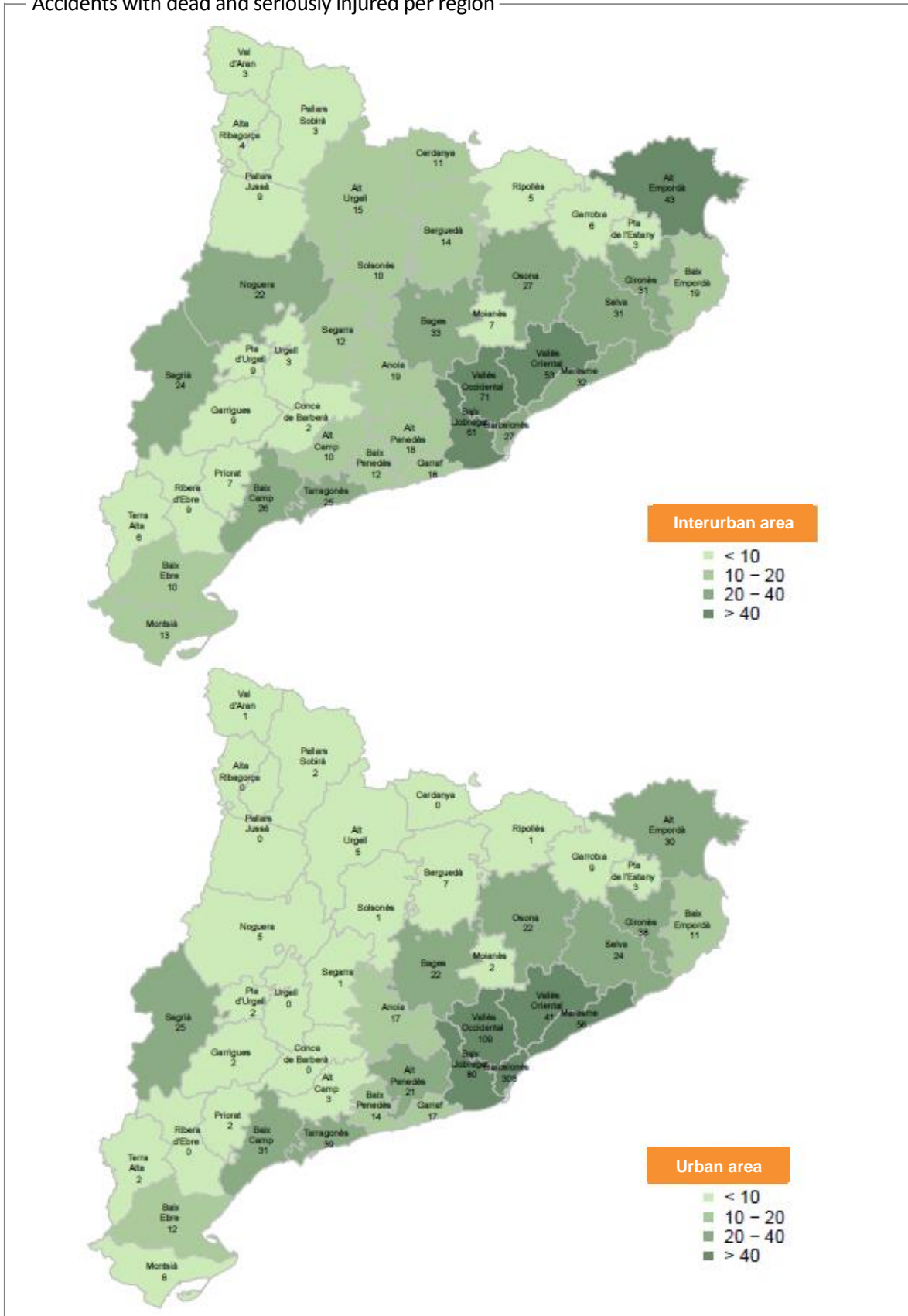


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Main results in Catalonia in 2018

Territorial description

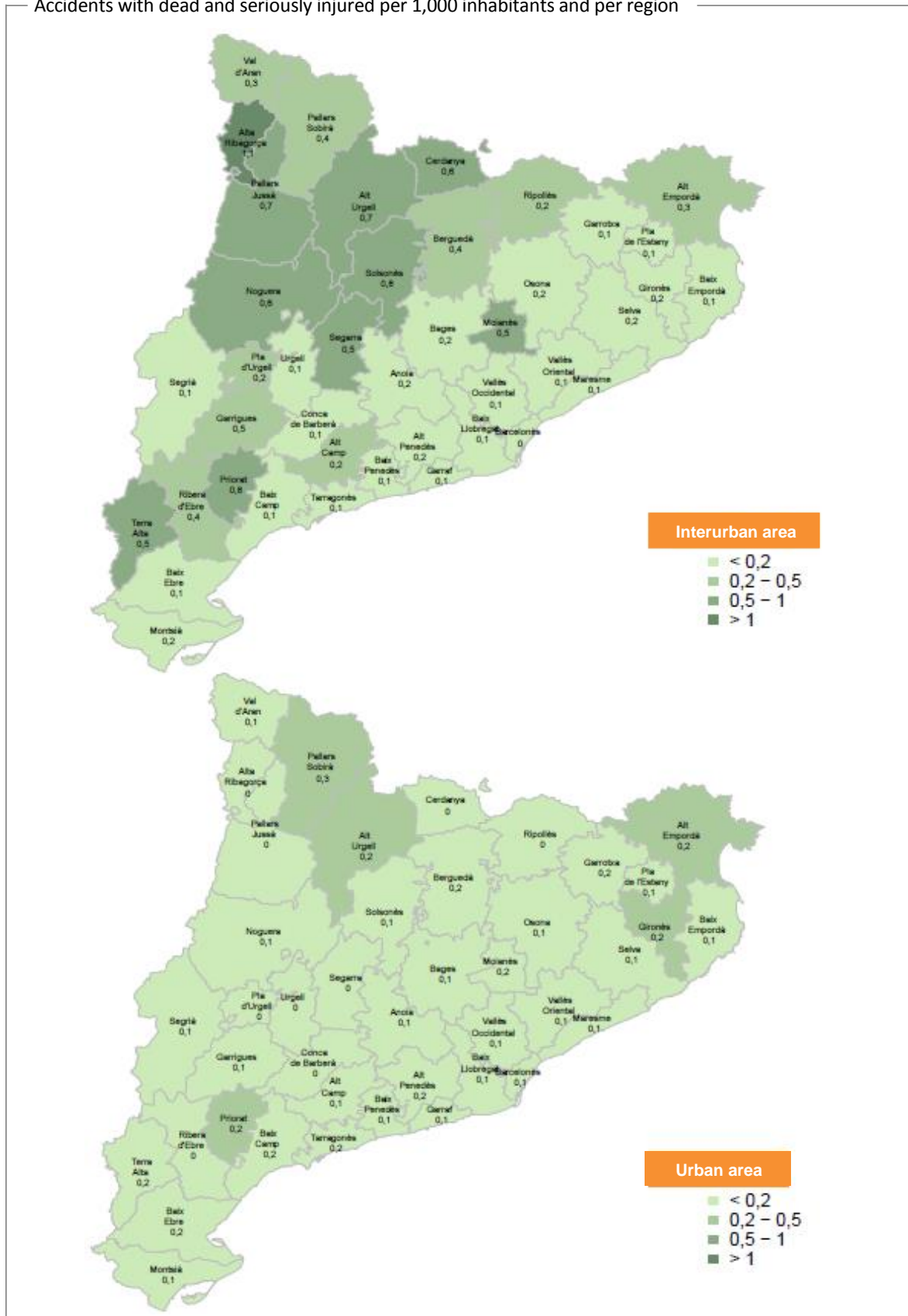
Accidents with dead and seriously injured per region





Territorial description

Accidents with dead and seriously injured per 1,000 inhabitants and per region



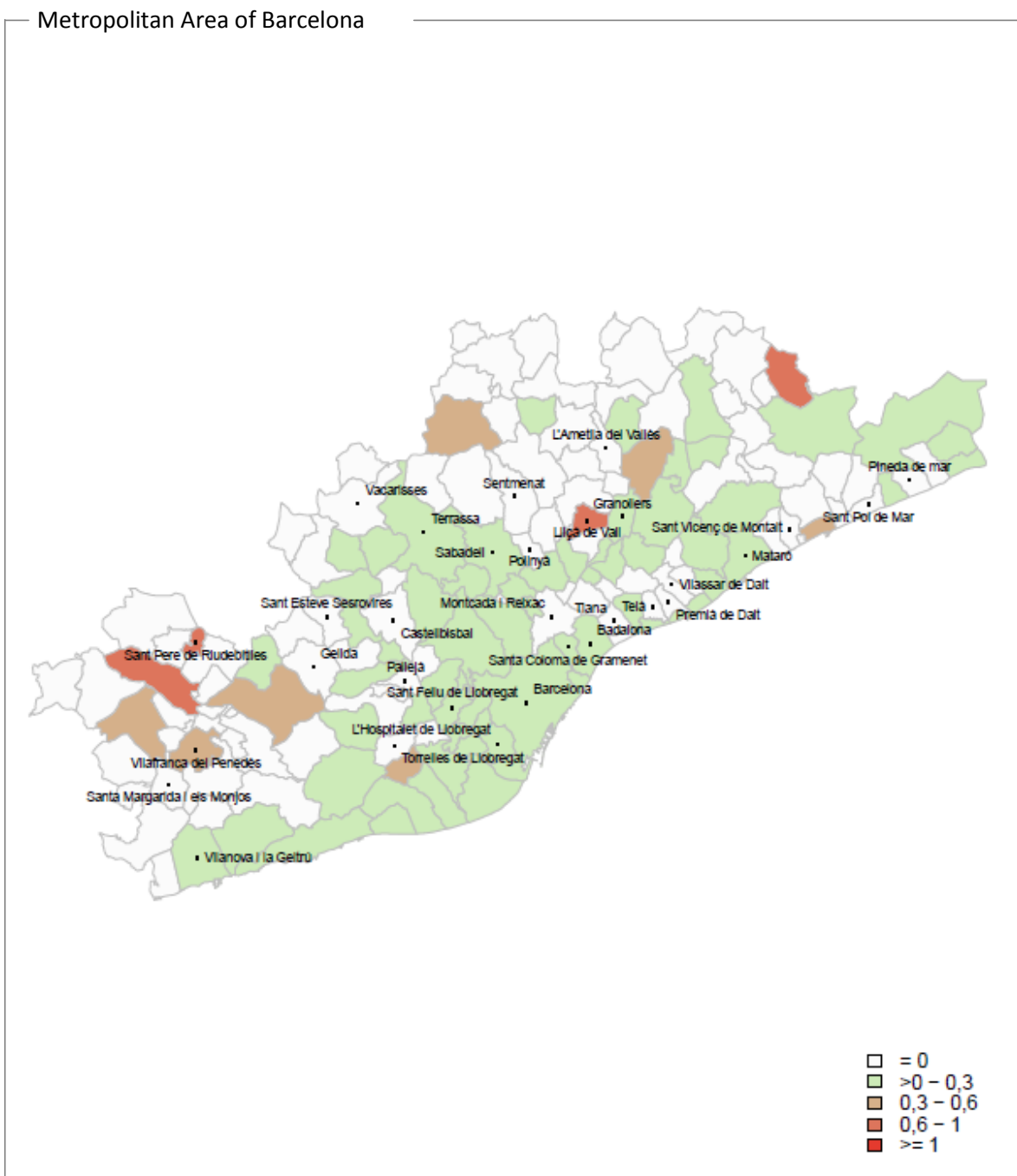


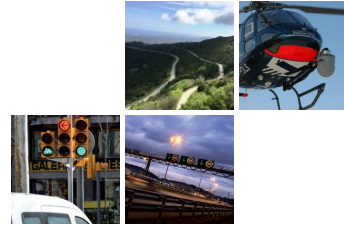
02

Main results in Catalonia in 2018

Territorial description

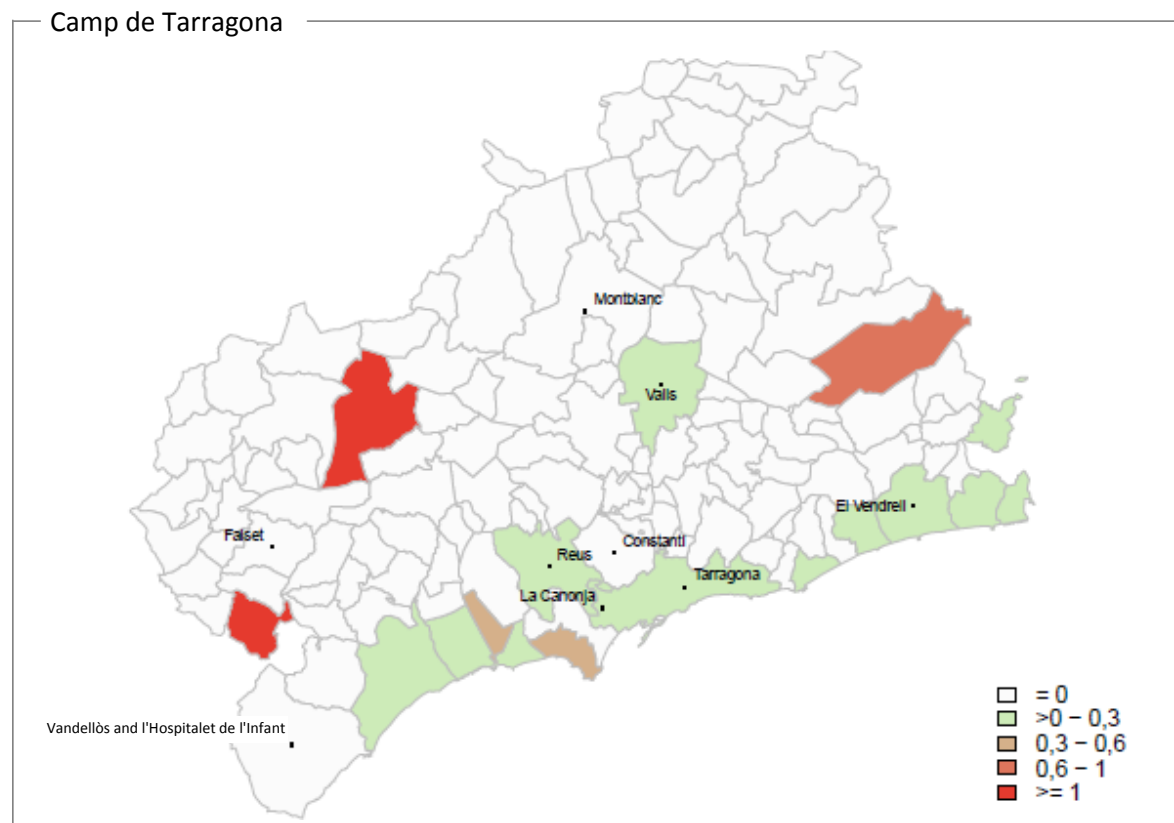
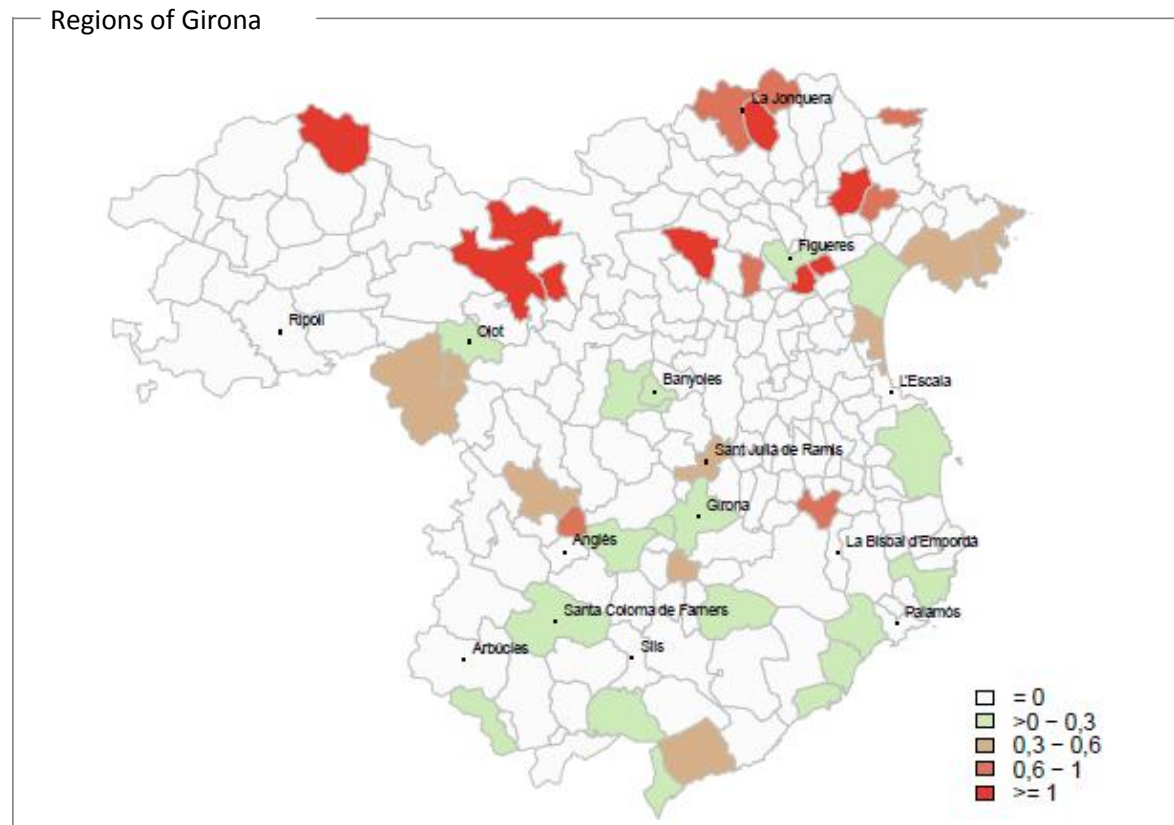
Accidents with dead or seriously injured in urban areas per 1,000 inhabitants, per municipality





Territorial description

Accidents with dead or seriously injured in urban areas per 1,000 inhabitants, per municipality





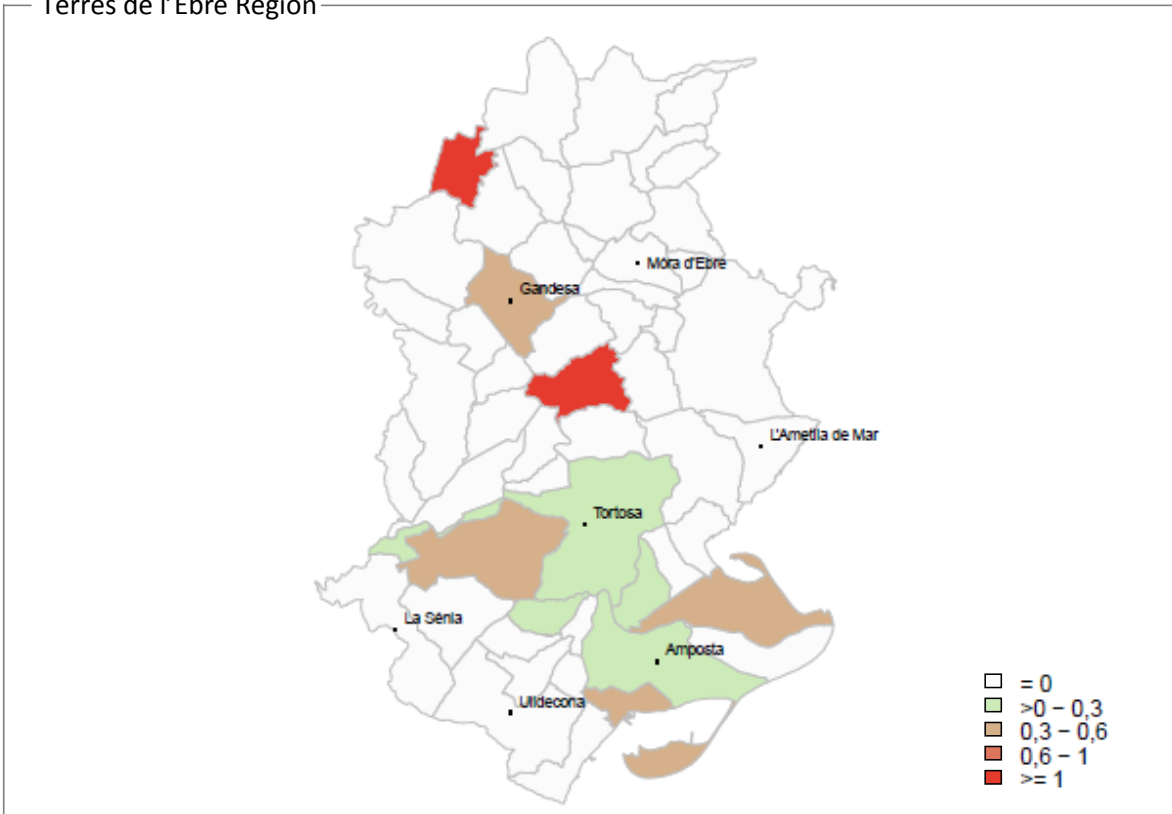
02

Main results in Catalonia in 2018

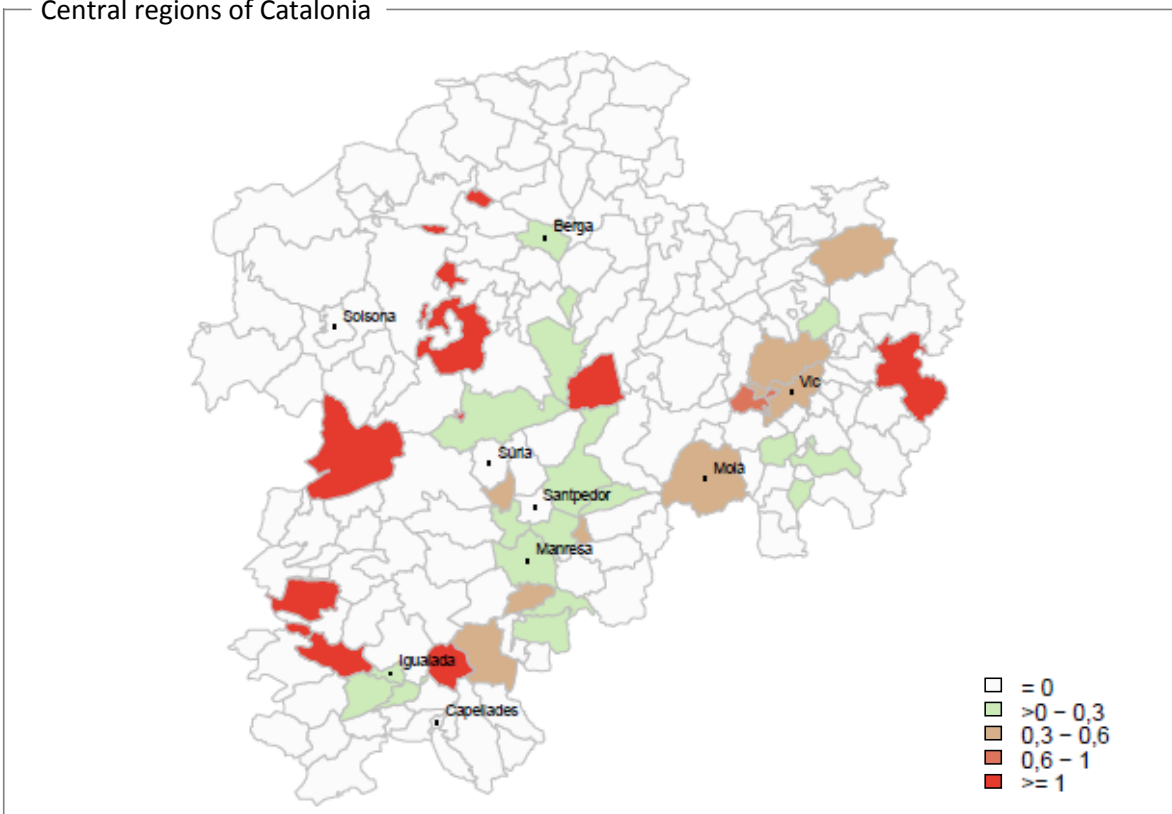
Territorial description

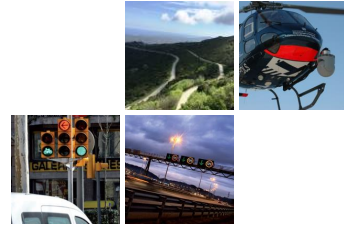
Accidents with dead or seriously injured in urban areas per 1,000 inhabitants, per municipality

Terres de l'Ebre Region



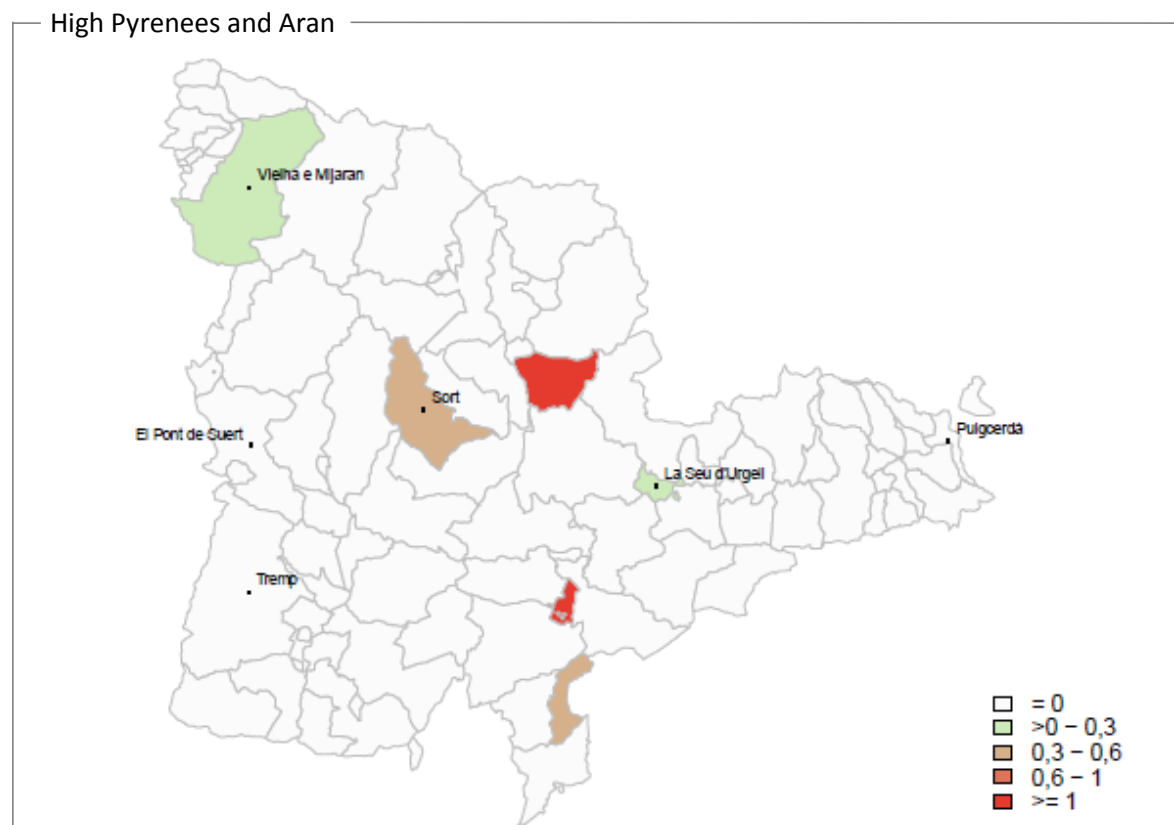
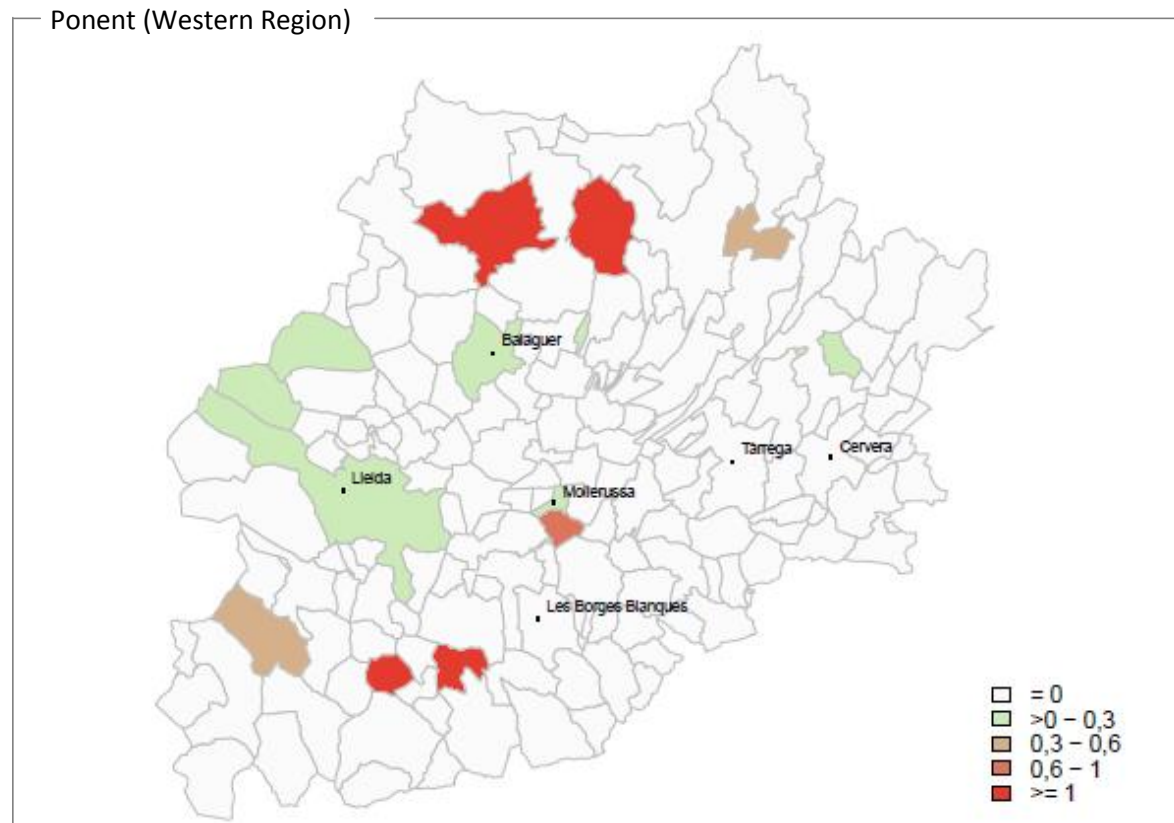
Central regions of Catalonia





Territorial description

Accidents with dead or seriously injured in urban areas per 1,000 inhabitants, per municipality



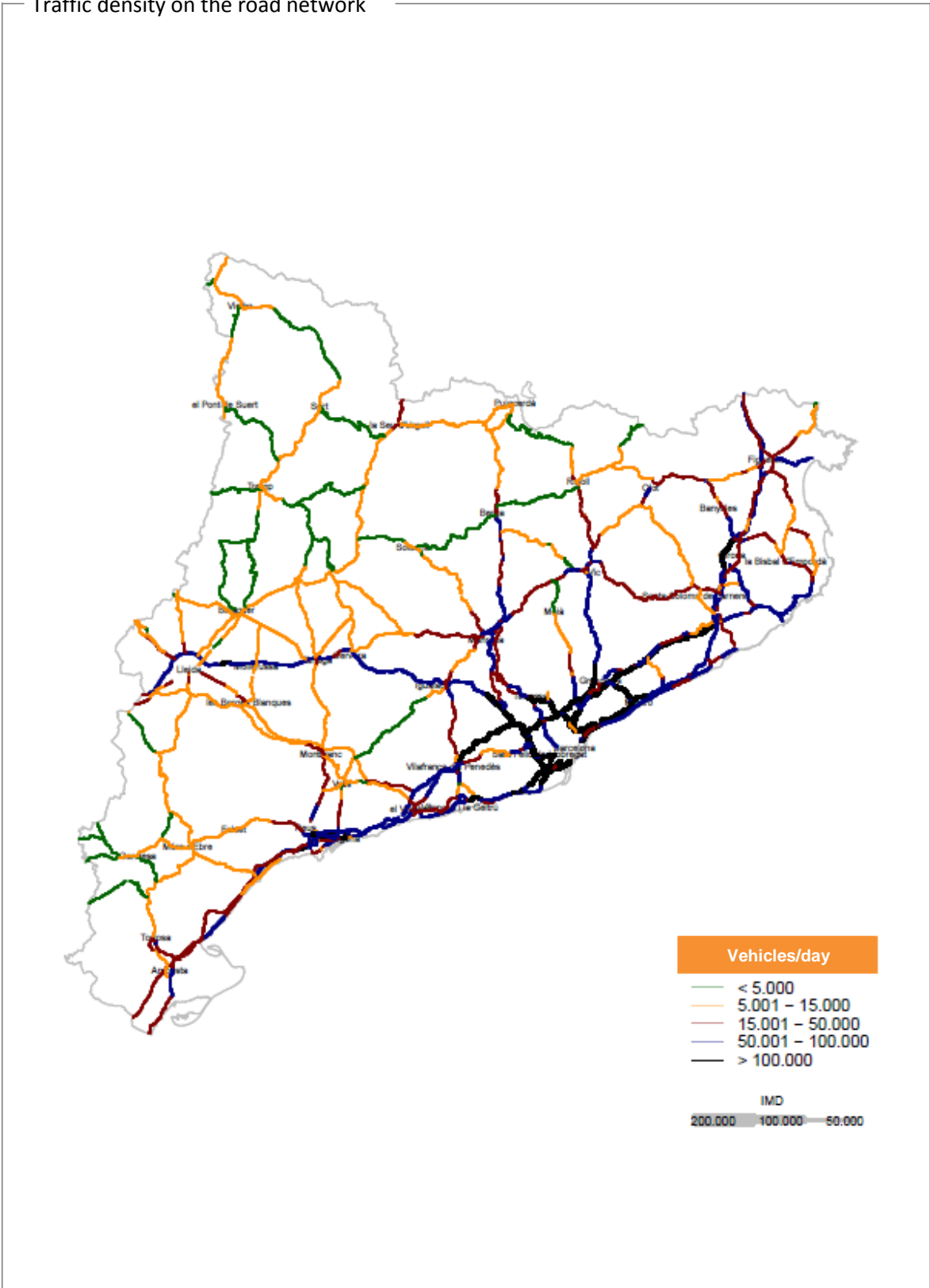


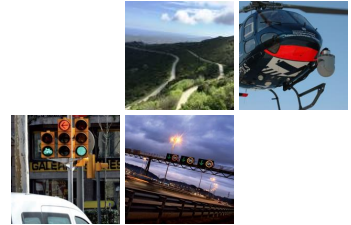
02

Main results in Catalonia in 2018

Territorial description

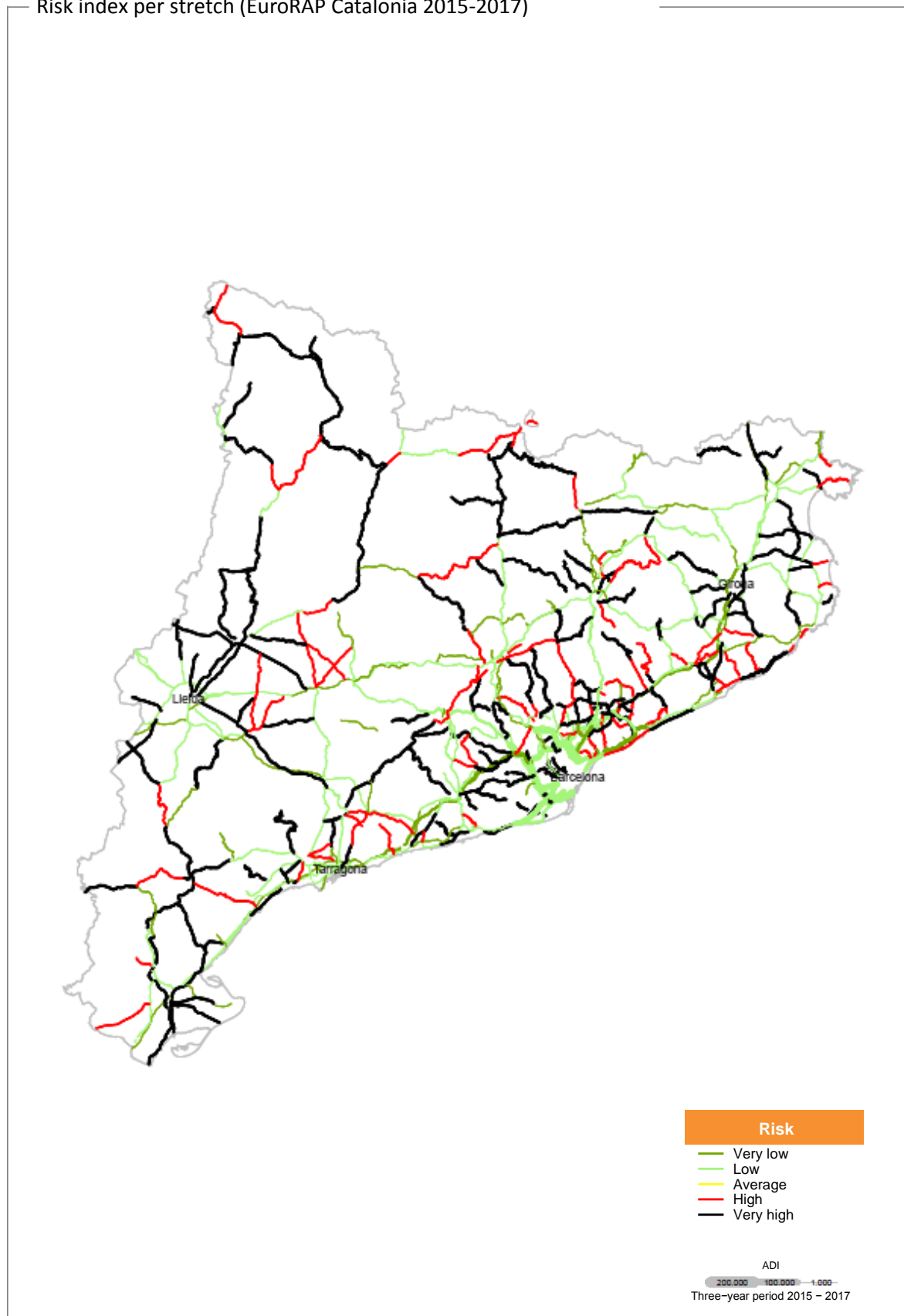
Traffic density on the road network





Territorial description

Risk index per stretch (EuroRAP Catalonia 2015-2017)



Territorial description

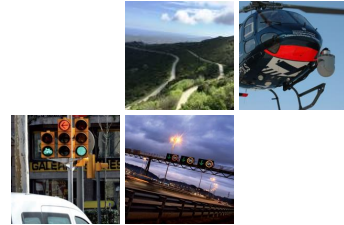
— Ranking of the 10 most dangerous stretches. EuroRAP Catalonia 2015-2017

Road	Beginning	End	Accidents	Dead	Seriously injured	Total victims	ADI	RI*
BP-1417	Barcelona (X B-20)	St. Cugat del Vallès (X BV-1462)	5.0	0.3	5.3	86.3	7,693	156
BP-2121	Vilafranca del Penedès (X N-340a)	X BV-2122 (Sant Martí Sarroca)	2.3	0.3	2.3	20.3	7,355	97
BV-1221	Terrassa (X B-40)	Matadepera UA ending (Natural Park limit)	1.3	0.3	1.0	7.3	8,208	82
BV-5001	Martorelles (X B-500, X BV-5006)	Vilanova del Vallès (X BP-5002)	2.3	0.0	2.7	16.7	9,367	105
BV-5224	Manlleu (X B-522)	Torelló (X BV-5225)	1.7	1.0	1.3	17.7	8,427	86
C-14	X C-1412b to Ponts	X C-26 to Bassella	3.7	1.0	3.7	28.7	6,289	93
C-243c	Martorell (X N-IIa)	Terrassa (X N-150)	4.7	0.0	6.0	69.0	12,299	85
C-37	Alcover (X C-14)	N-240 / N-240aa, Valls (roundabout)	2.0	1.0	2.0	14.0	8,223	100
L-310	Tàrraga (X A-2)	Guissona	3.0	2.0	2.3	17.7	5,236	85
N-154	Puigcerdà (X N-152)	Llívia enclave	1.0	0.0	1.3	3.7	5,143	87

— Stretches without accidents with fatalities or seriously injured

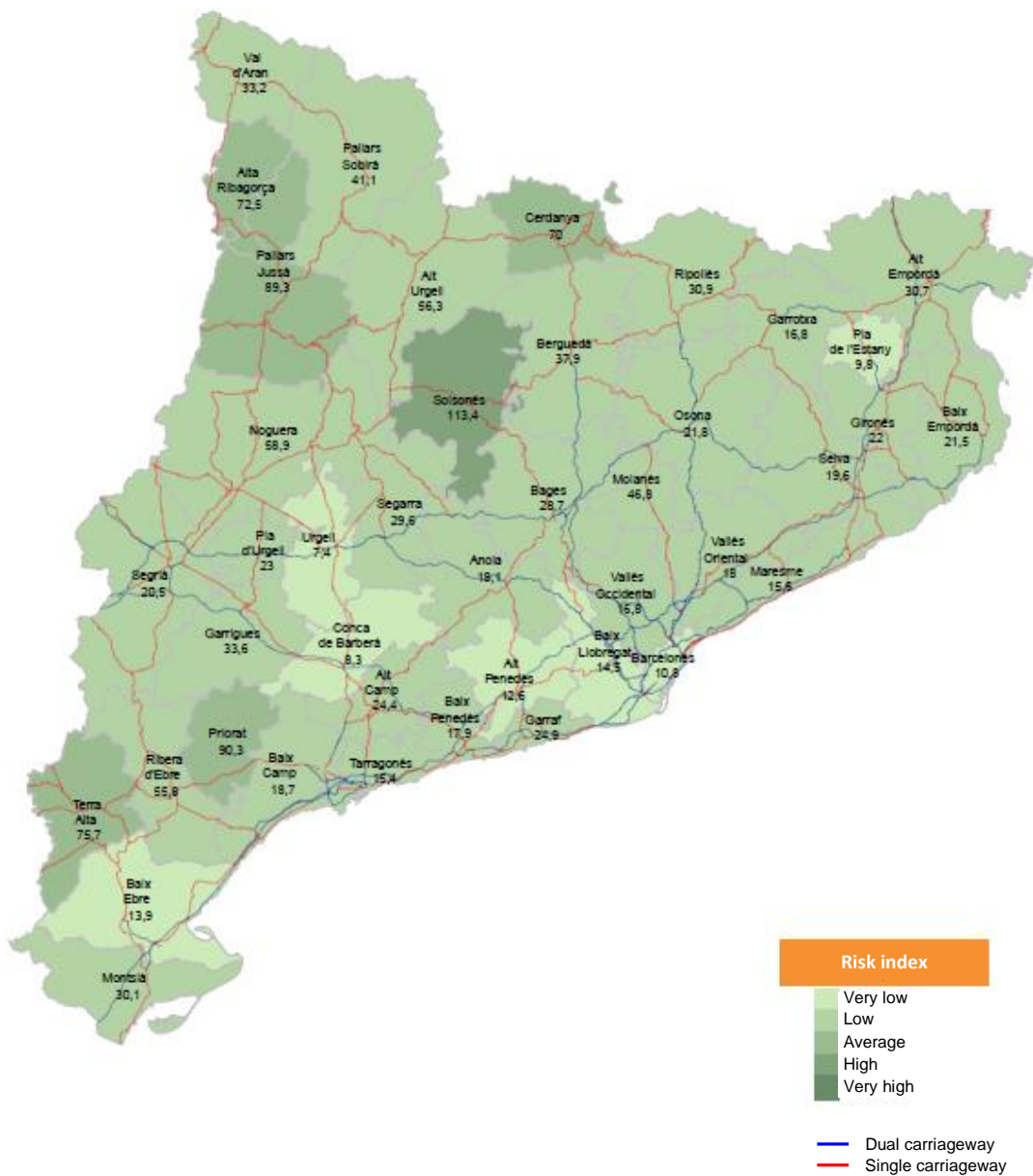
Road	Beginning	End	Total victims	ADI	RI*
AP-2	Aragon / Catalonia border	Lleida crossing	4.0	8,087	0
B-141	Ripollet (X BV-1411)	Sta. Perpètua de Mogoda (X B-140)	11.7	11,334	0
BV-1229	St. Vicenç de Castellet (X C-55)	Pont de Vilomara	1.3	5,104	0
BV-2005	St. Vicenç dels Horts (X BV-2002)	Torrelles de Llobregat	15.3	8,900	0
BV-4501	Manresa, crossing road from C-55	Santpedor (BV-4511)	7.3	7,502	0
BV-4608	Sant Hipòlit de Voltregà (X BV-4609)	Manlleu (centre)	5.7	6,292	0
BV-5022	Vilassar de Mar (X N-II)	Cabrils (centre, X Can Pero s.)	2.0	9,778	0
BV-5103	Cardedeu (X BV-5108)	X C-35	7.0	8,397	0
BV-5108	Cardedeu (X Dr. Klein s.)	Cànoves and Samalús (X BP-5107)	1.3	5,754	0
BV-6001	Malgrat de Mar (X N-II)	Palafolls (change of district)	11.3	9,311	0
C-13/C-13B	Lleida (X LL-12)	Lleida (X C-11)	1.7	5,674	0
C-1413a	Sabadell (Boccaccio s. X Molins de Rei road)	Sabadell (X C-155)	0.0	13,006	0
C-16	Terrassa (X C-58)	Terrassa (Start of concession, X C-58, X B-120)	9.0	48,166	0
C-16	St. Cugat de Vallès (X B-30)	Terrassa (X C-58)	12.3	24,535	0
C-25	C-17 (Gurb) common stretch end	Calldetenes (X N-141d)	3.3	16,129	0
C-32	El Vendrell (X N-340, AP-7 entrance)	Vilanova i la Geltrú (X C-15)	8.7	16,091	0
C-32	Calella (X N-II, BV-5126)	Palafolls (N-II crossing)	8.3	15,565	0
C-35	Maçanet de la Selva (AP-7 crossing)	Hostalric (X GI-555)	21.3	20,102	0
C-66	La Bisbal UA starting (Vulpellac)	La Bisbal d'Empordà UA ending	6.7	14,774	0
N-260	St. Joan de les Abadesses (X C-38)	Ripoll (centre)	7.7	6,853	0
N-340	Start variant Amposta	End variant Amposta	1.3	22,497	0
T-315	Reus (X city ring)	Vila-seca (X N-340)	10.3	16,501	0
T-721	Constantí (X TV-7211)	La Pobla de Mafumet (X T-750)	2.0	5,391	0
TP-2125	El Vendrell - Santa Oliva municipality limit	TV-2122, Sant Jaume dels Domenys	18.3	7,482	0
TV-3146	Port of Tarragona (X C-31B)	Salou Lighthouse	1.0	7,552	0

(RI) Risk Index = Accidents with dead and seriously injured * 10⁹ / Average Daily Intensity of vehicles * length * 365

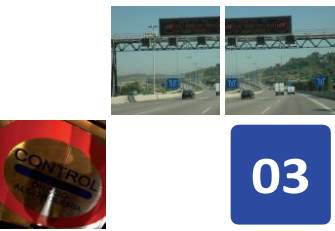


Territorial description

Risk index in interurban areas per region



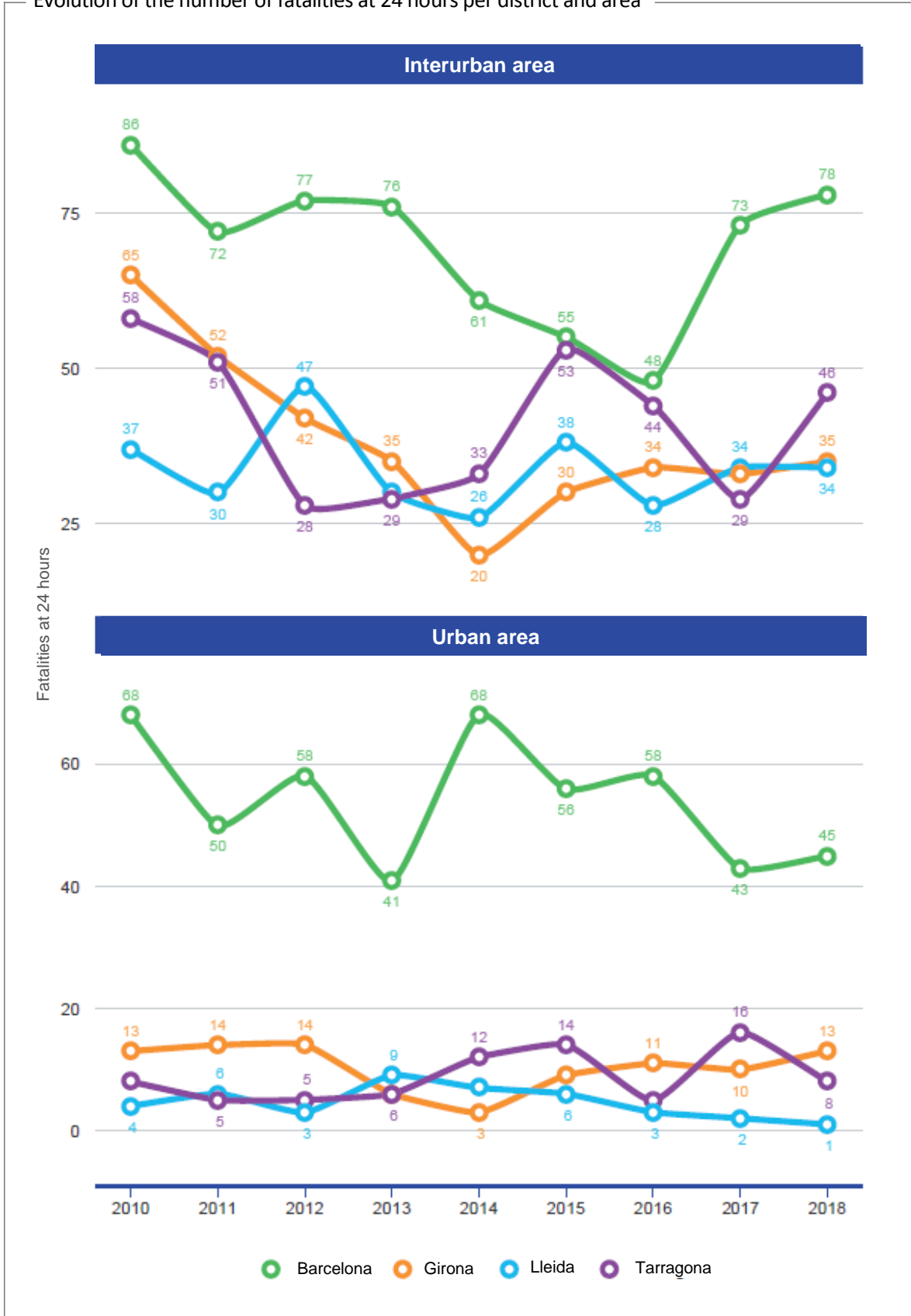
(RI) Risk Index = Accidents with dead and seriously injured * 10⁹ / Average Daily Intensity of vehicles * length * 365



Evolution of fatalities at 24 hours in Catalonia

Territorial

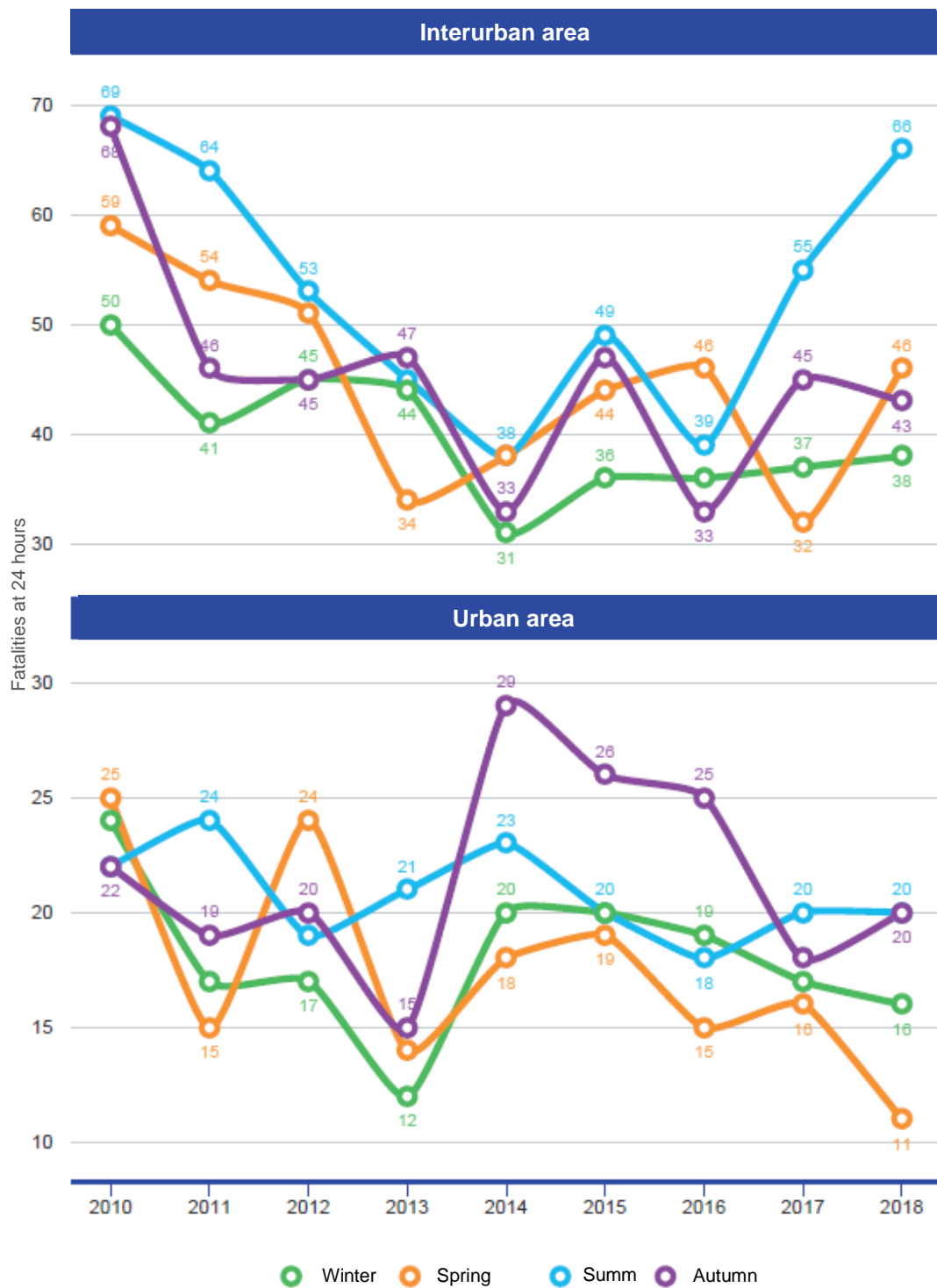
Evolution of the number of fatalities at 24 hours per district and area



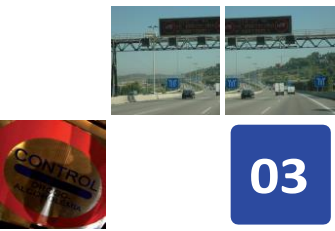


Temporary

Evolution of the number of fatalities at 24 hours per season and area



To define the seasons, calendar months are used. Summer includes the full months of June, July and August. Autumn includes the full months of September, October and November. The winter to December, January and February. And the spring to March, April and May.



03

Evolution of fatalities at 24 hours in Catalonia

Temporary

Evolution of the number of fatalities at 24 hours per type of day and area

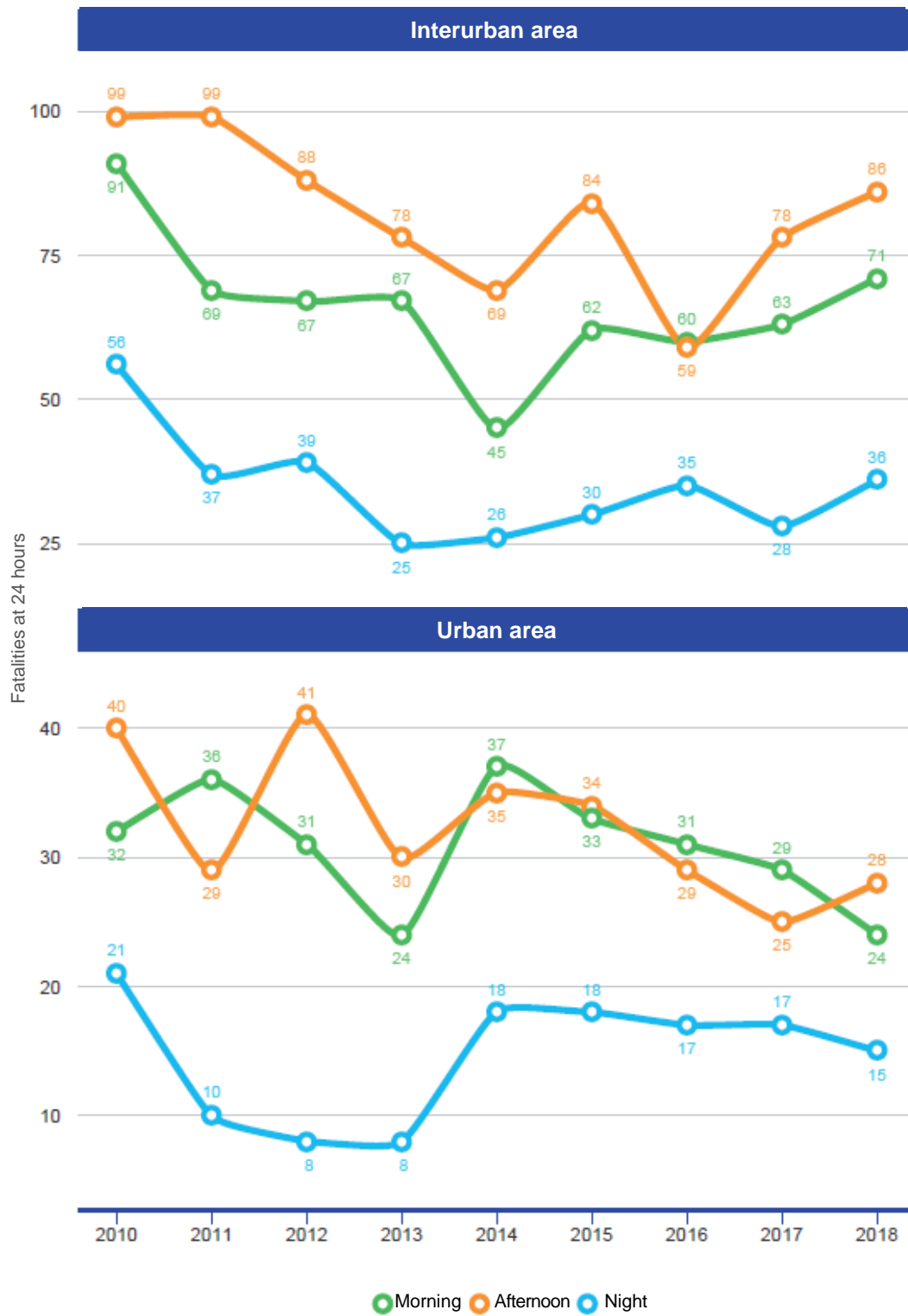


Saturdays, Sundays and national holidays are considered non working days.

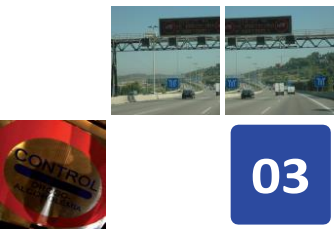


Temporary

Evolution of the number of fatalities at 24 hours per day and area



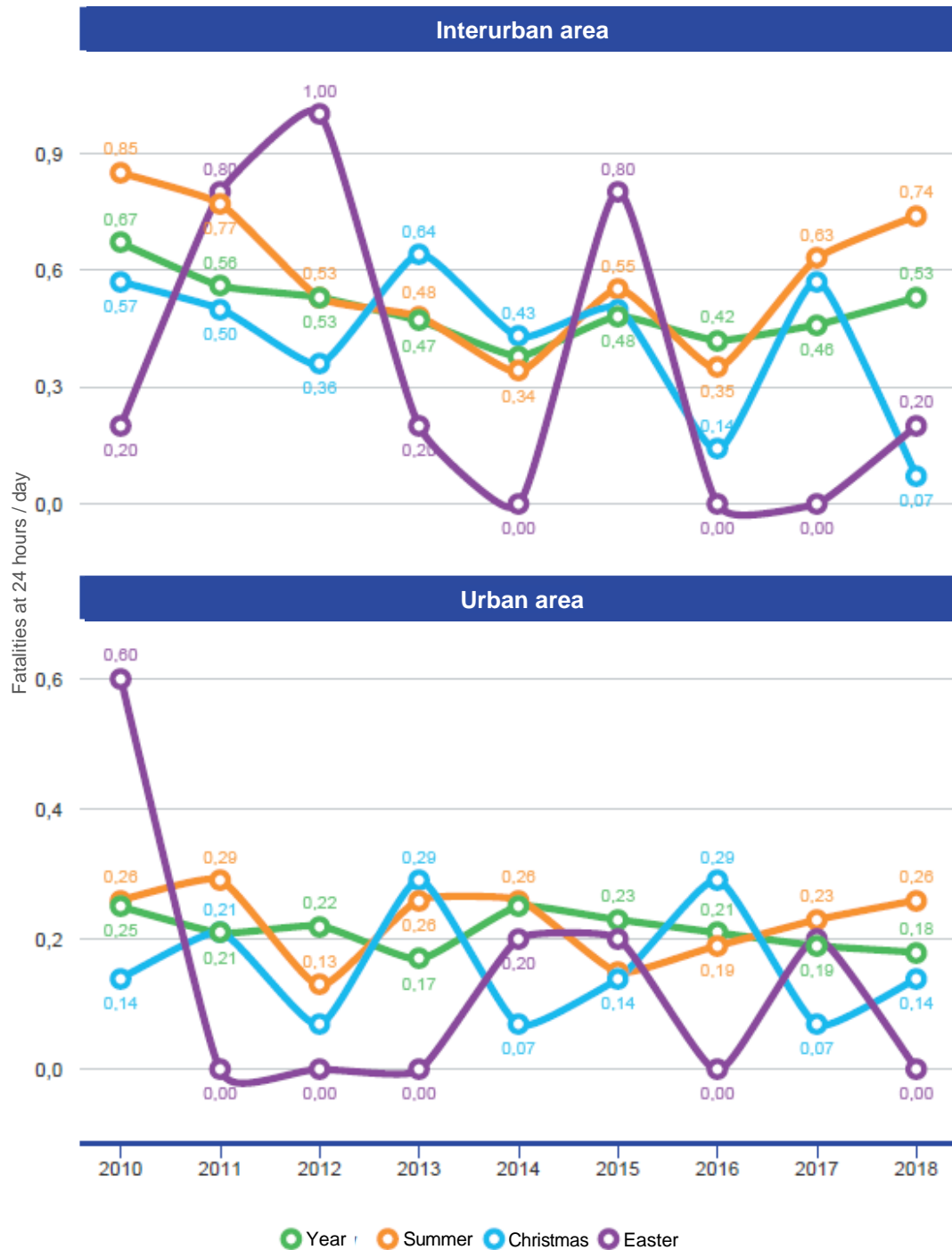
Morning is considered from 6:00h to 13:59h, afternoon from 14:00h to 21:59h, and night from 22:00h to 5:59h.



Evolution of fatalities at 24 hours in Catalonia

Temporary

Evolution of the number of fatalities at 24 hours per period of the year



Easter: Thursday to Easter Monday / Summer: July and August / Christmas: 24 December to 6 January.

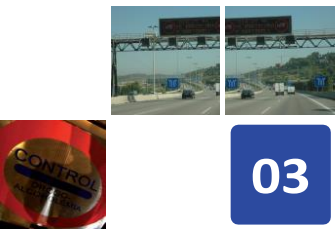
The Christmas series figures are calculated including accidents occurred at the beginning of January of the following year. The database for this year is not yet officially closed and there could be in changes in the Christmas series in the publication of next year's yearbook.



Types of accident

Evolution of the number of fatalities at 24 hours per type of accident and area

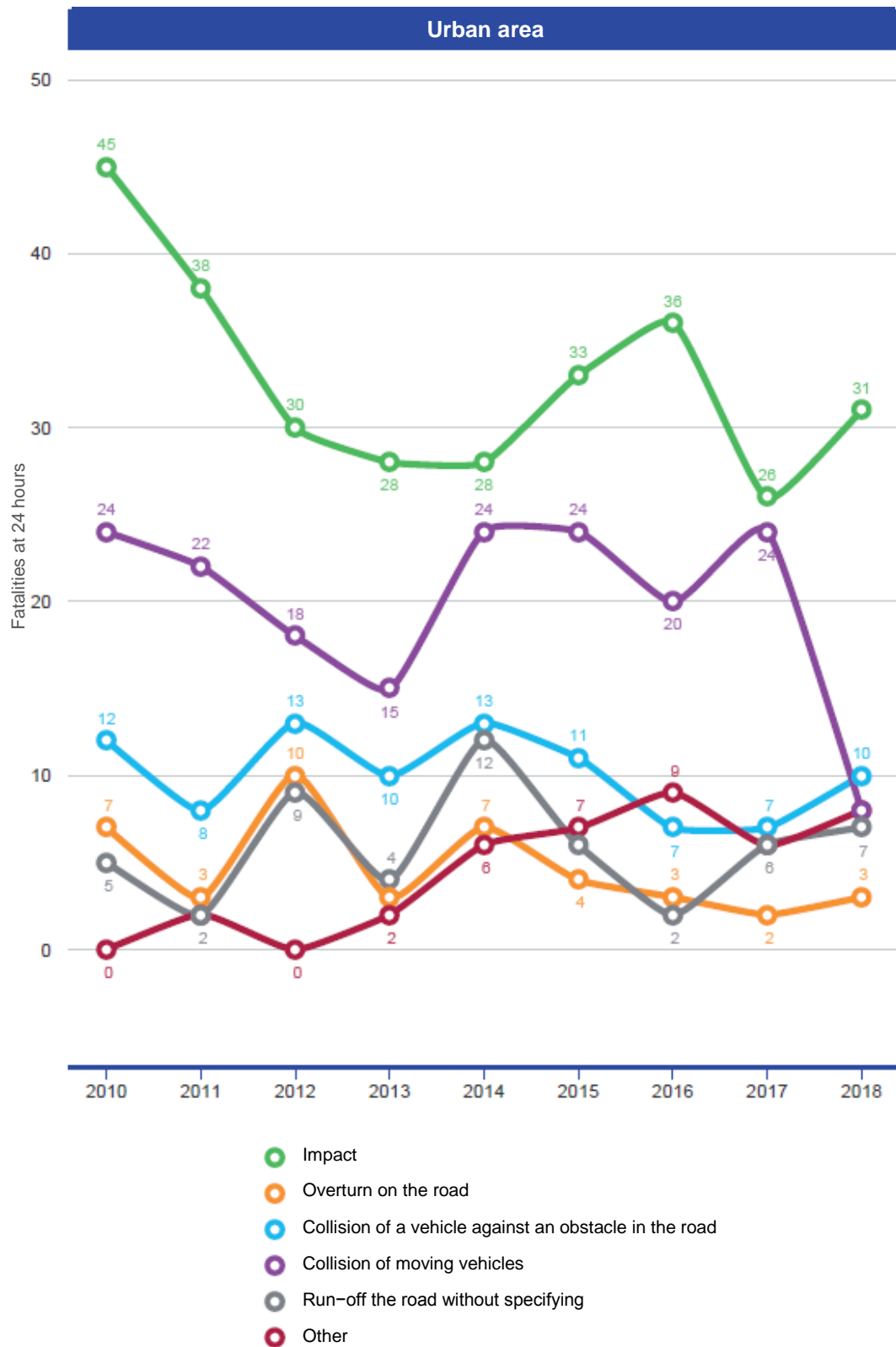




Evolution of fatalities at 24 hours in Catalonia

Types of accident

Evolution of the number of fatalities at 24 hours per type of accident and area

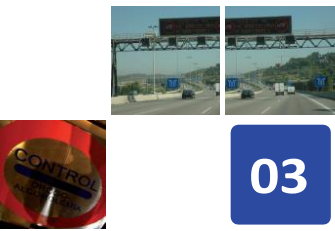




Location

Evolution of the number of fatalities at 24 hours inside intersection vs. outside intersection and area

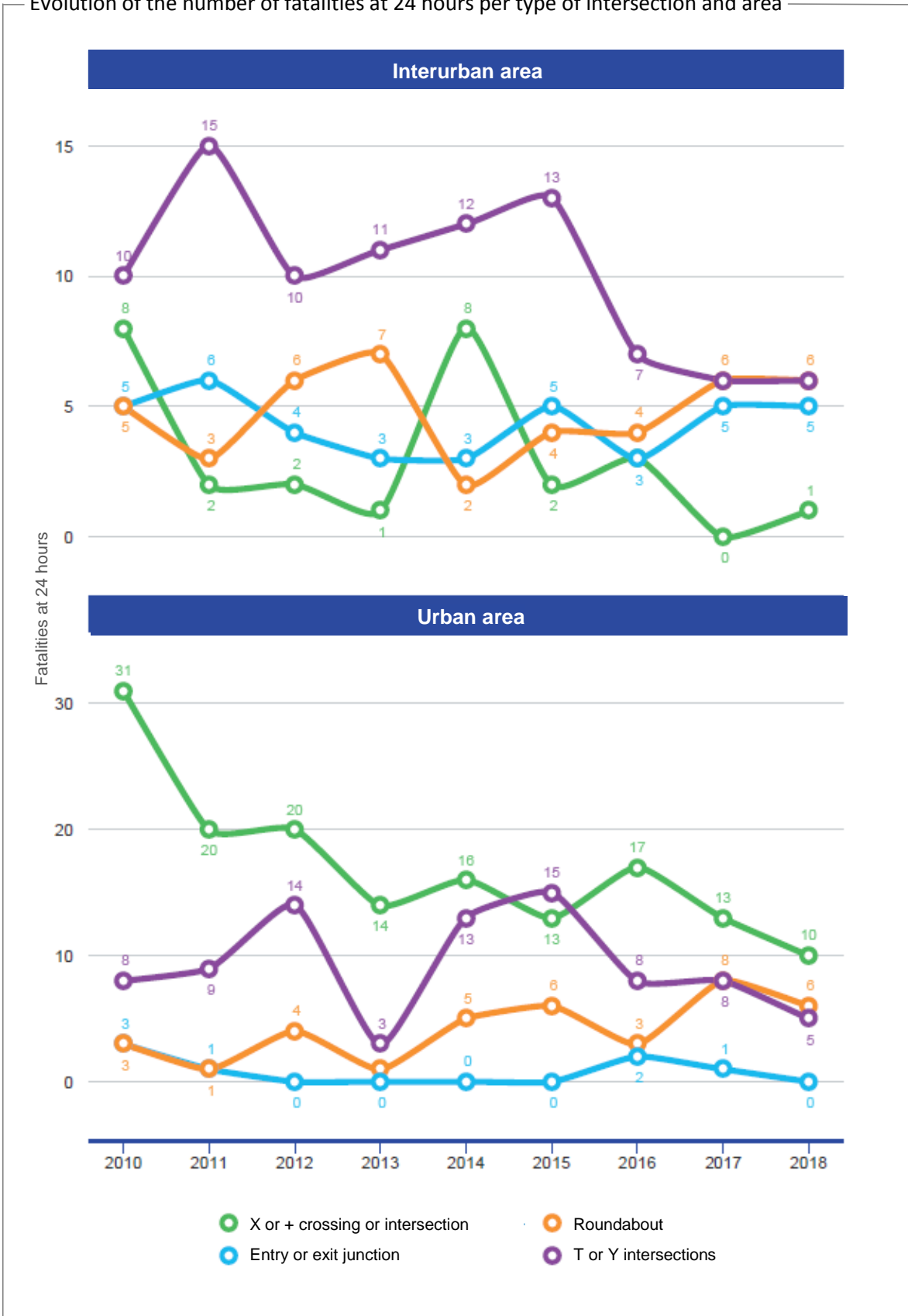




Evolution of fatalities at 24 hours in Catalonia

Location

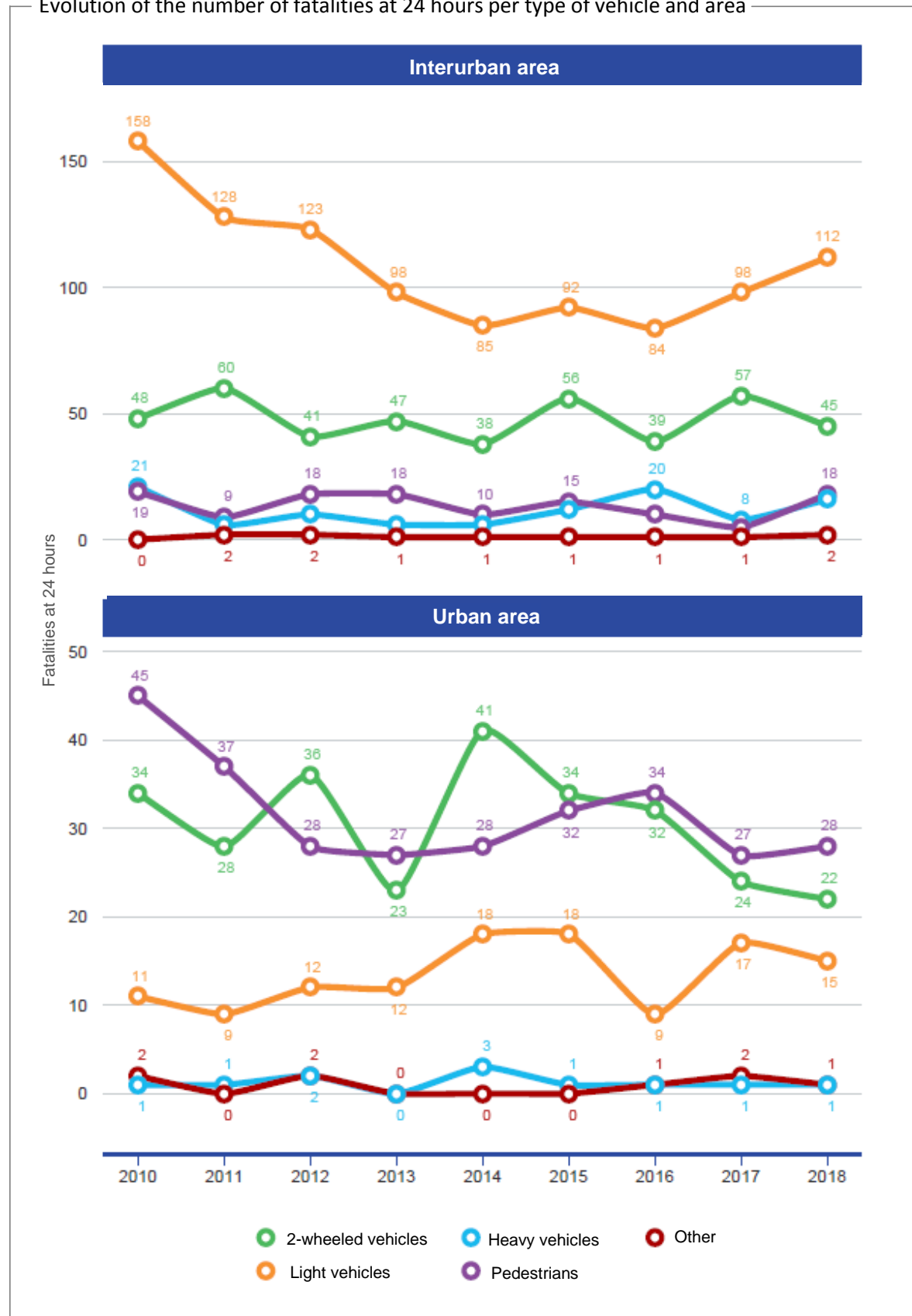
Evolution of the number of fatalities at 24 hours per type of intersection and area

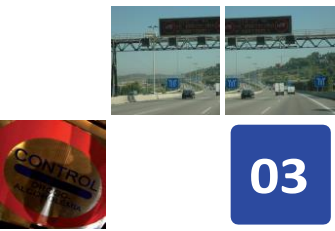




Transport mode

Evolution of the number of fatalities at 24 hours per type of vehicle and area





Evolution of fatalities at 24 hours in Catalonia

Transport mode

Evolution of the number of fatalities at 24 hours per 2-wheel vehicle and area

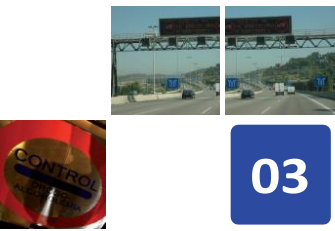




Transport mode

Evolution of the number of fatalities at 24 hours per number of vehicles involved and area

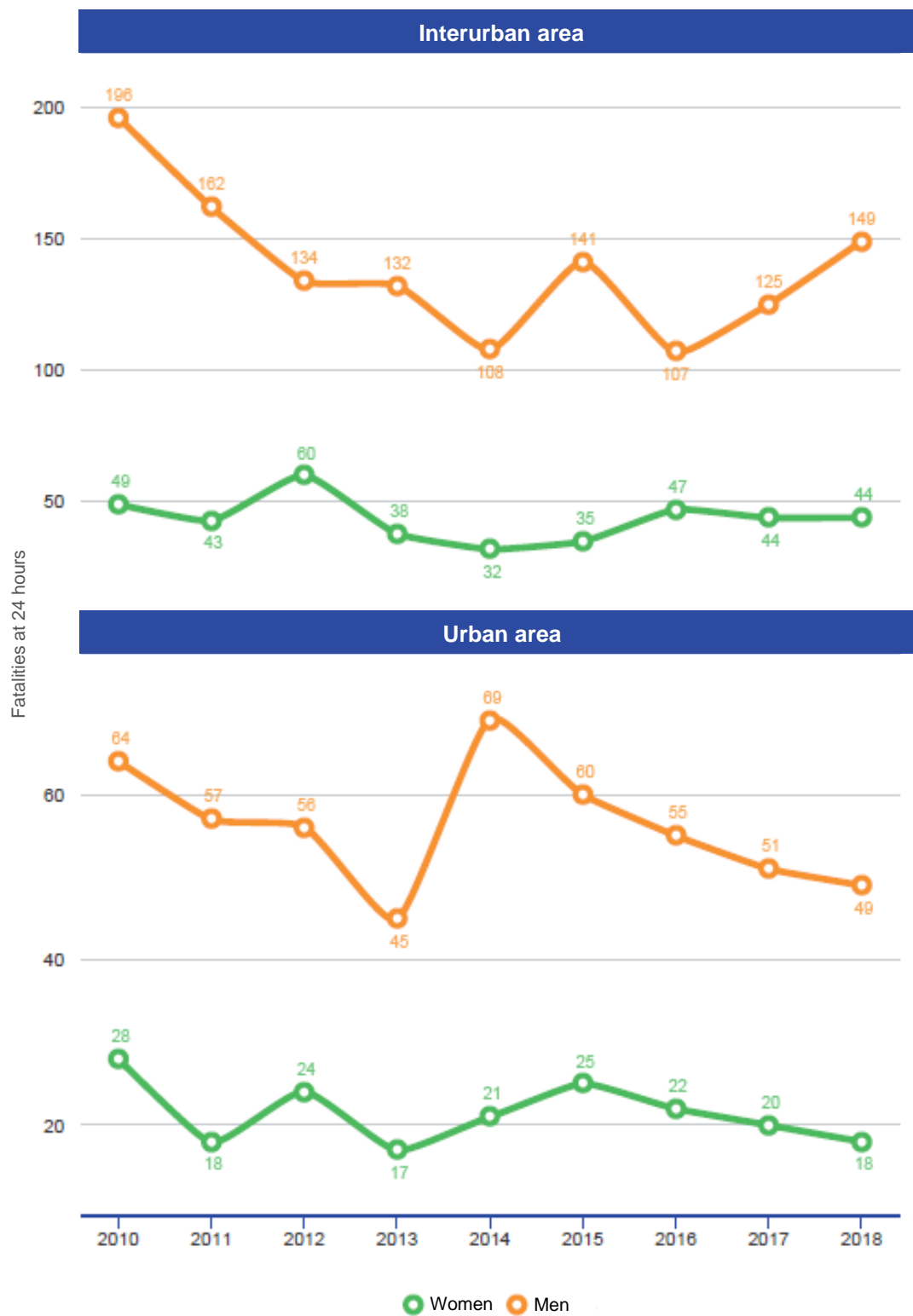




Evolution of fatalities at 24 hours in Catalonia

Profile of casualties

Evolution of the number of fatalities at 24 hours per gender of casualties and area

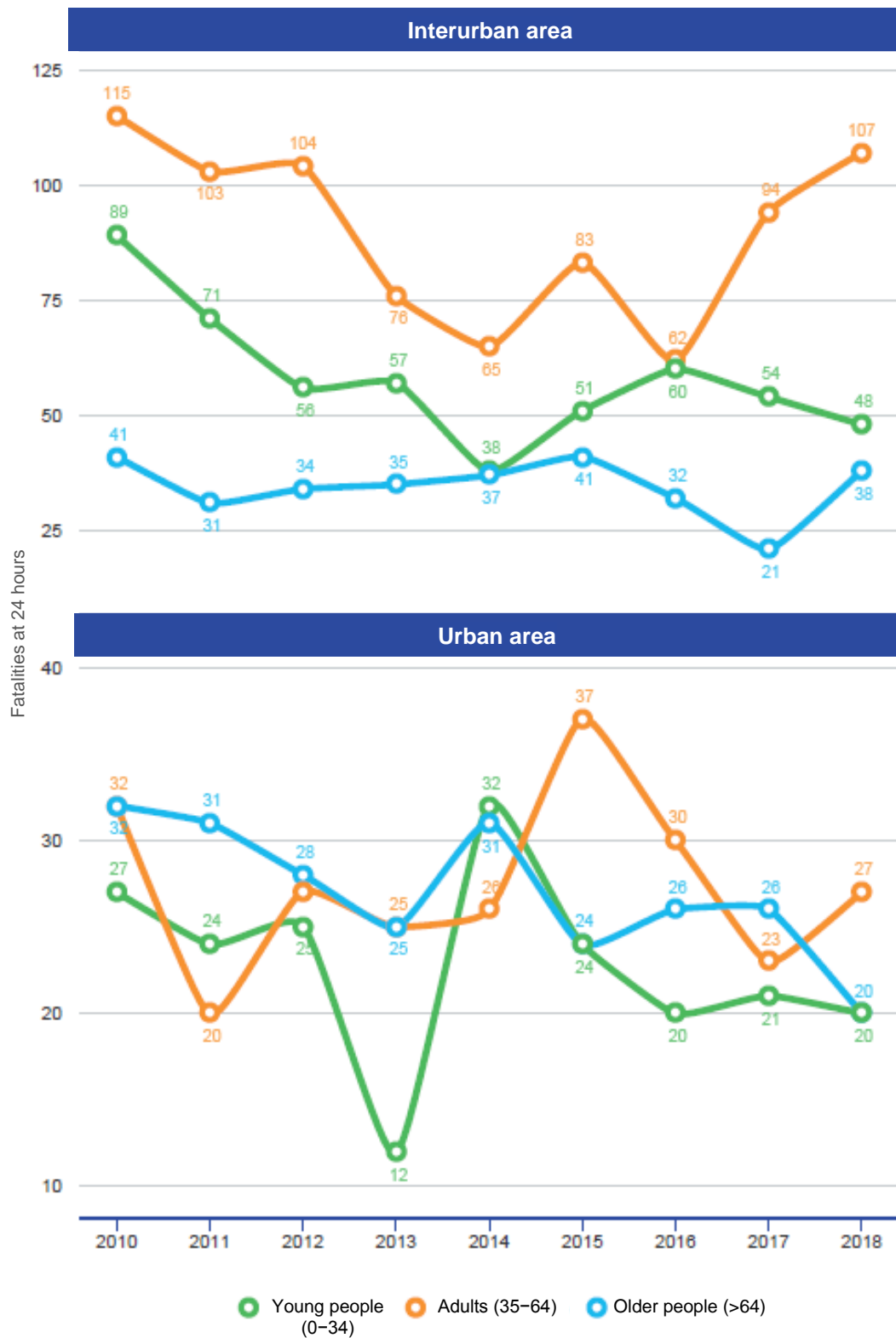


The graphs only record fatalities at 24 hours whose gender is known.

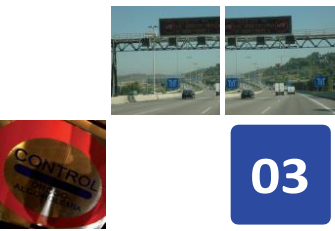


Profile of casualties

Evolution of the number of fatalities at 24 hours per age of casualties and area



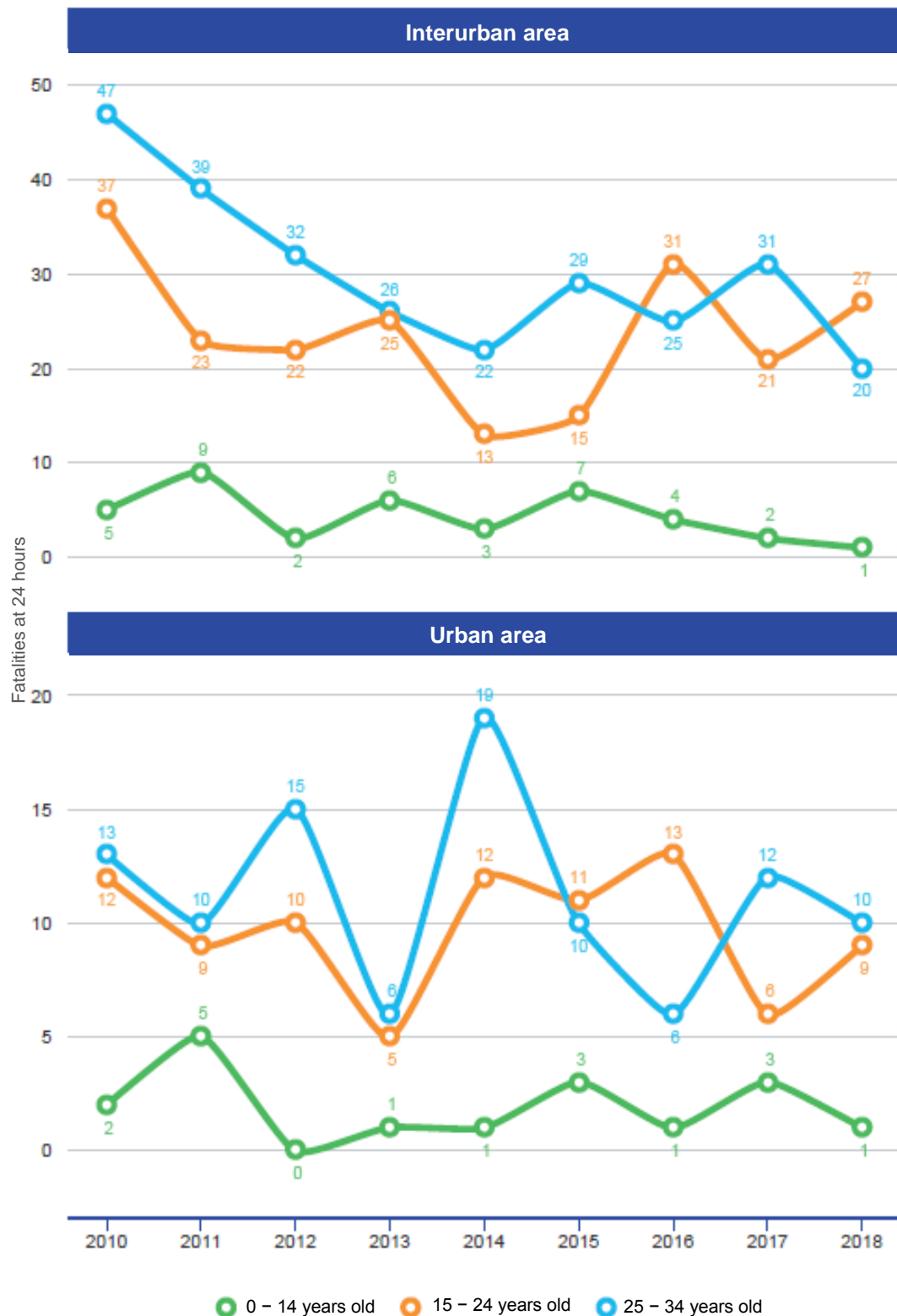
The graphs only record fatalities at 24 hours whose age is known.



Evolution of fatalities at 24 hours in Catalonia

Profile of casualties

Evolution of the number of fatalities at 24 hours per age group – young people

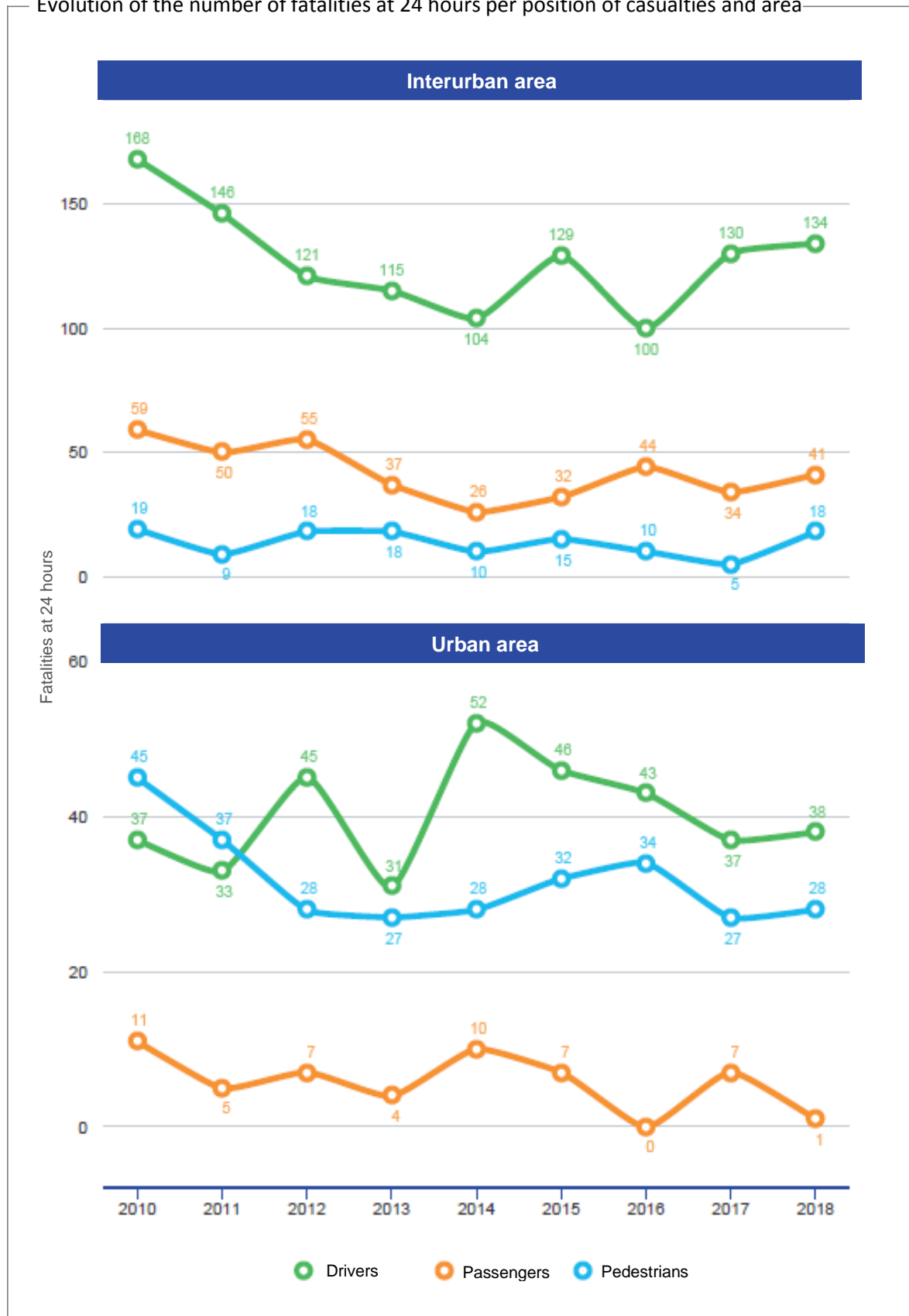


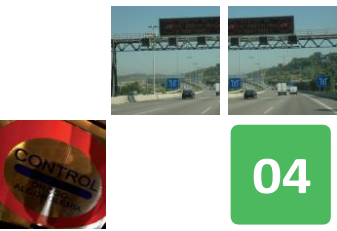
The graphs only record fatalities at 24 hours whose age is known.



Profile of casualties

Evolution of the number of fatalities at 24 hours per position of casualties and area



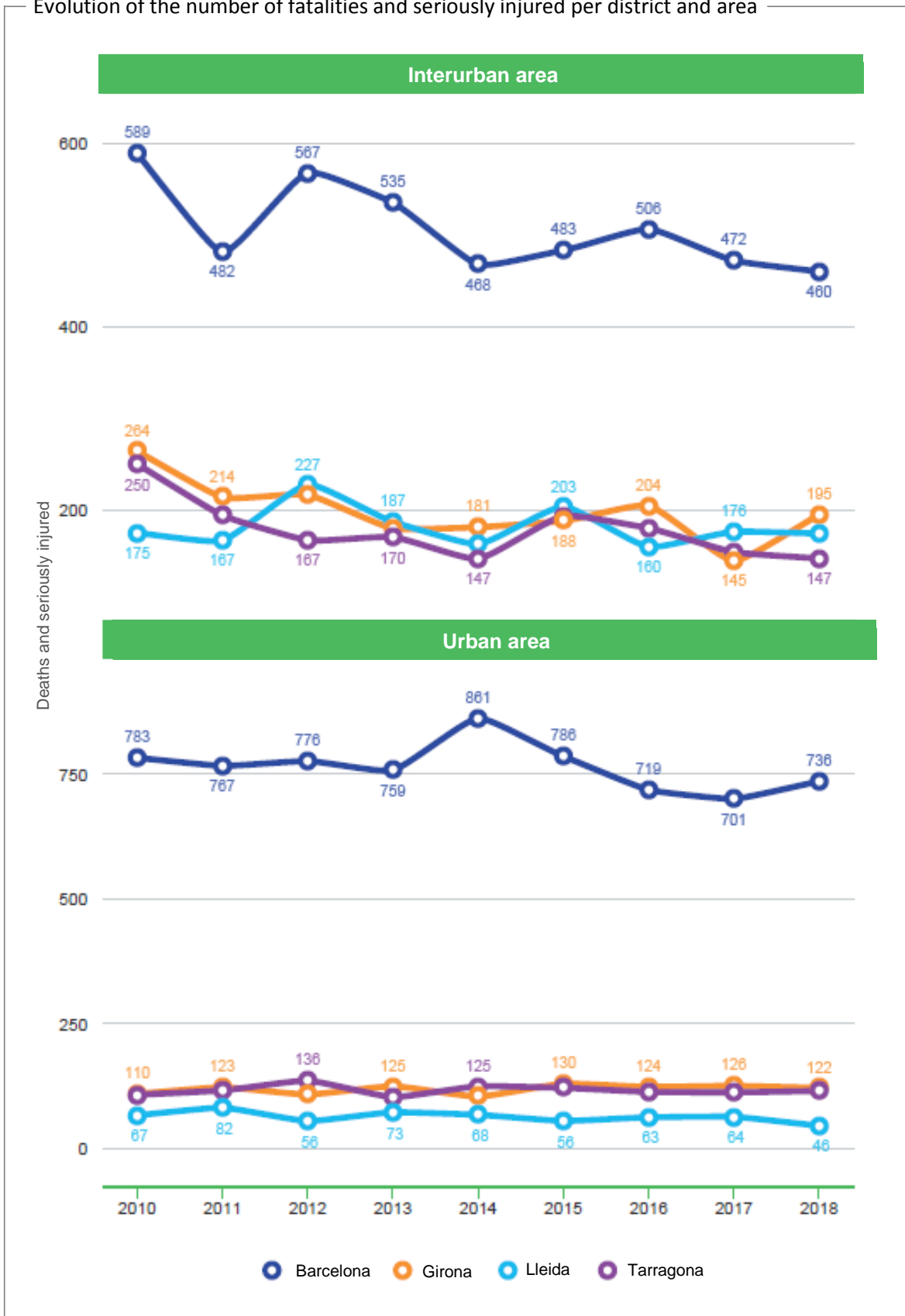


04

Evolution of dead and seriously injured in Catalonia

Territorial

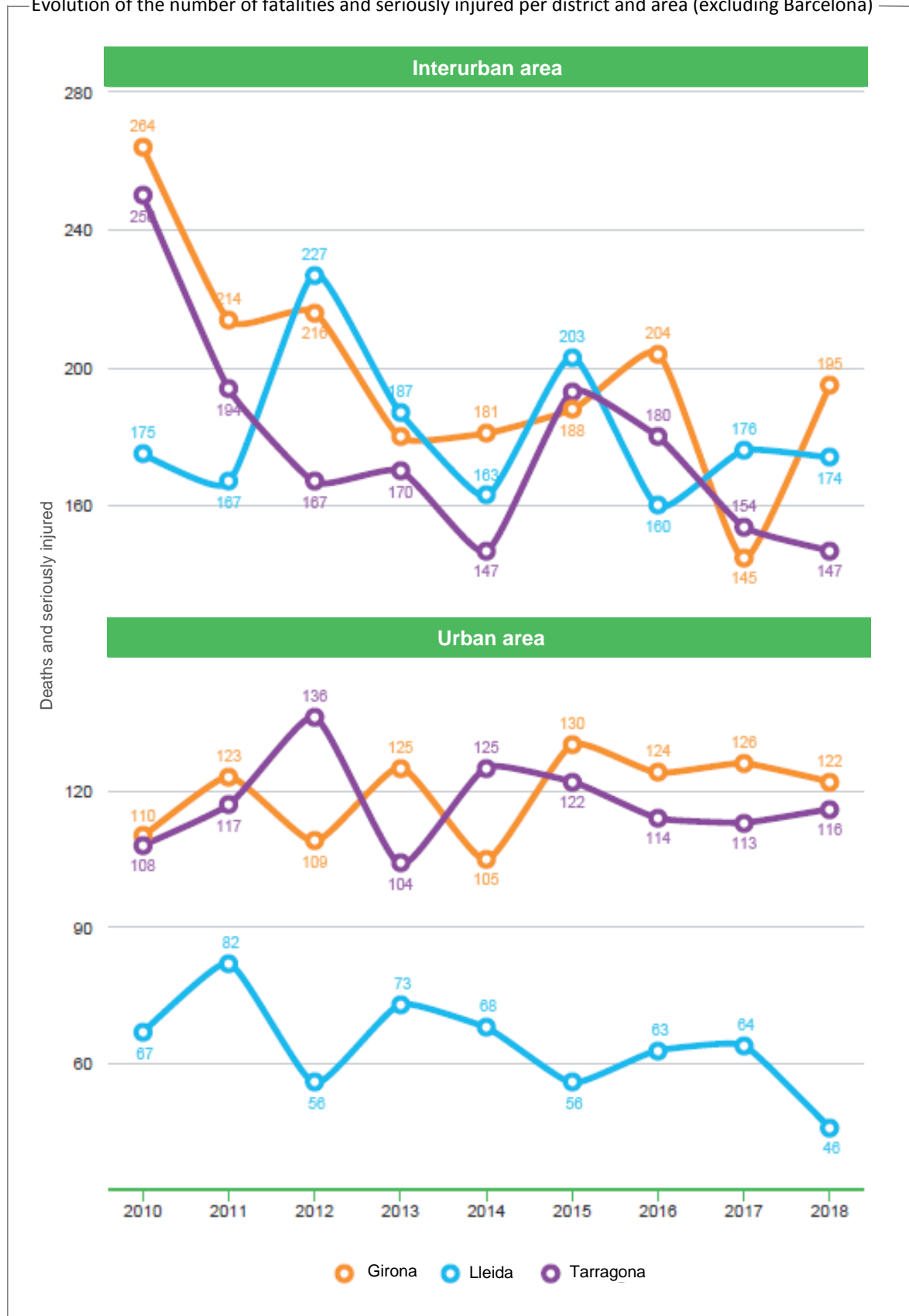
Evolution of the number of fatalities and seriously injured per district and area

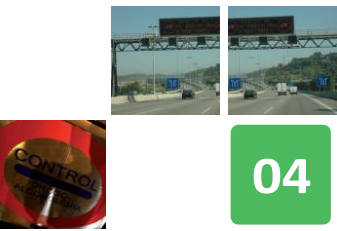




Territorial

Evolution of the number of fatalities and seriously injured per district and area (excluding Barcelona)

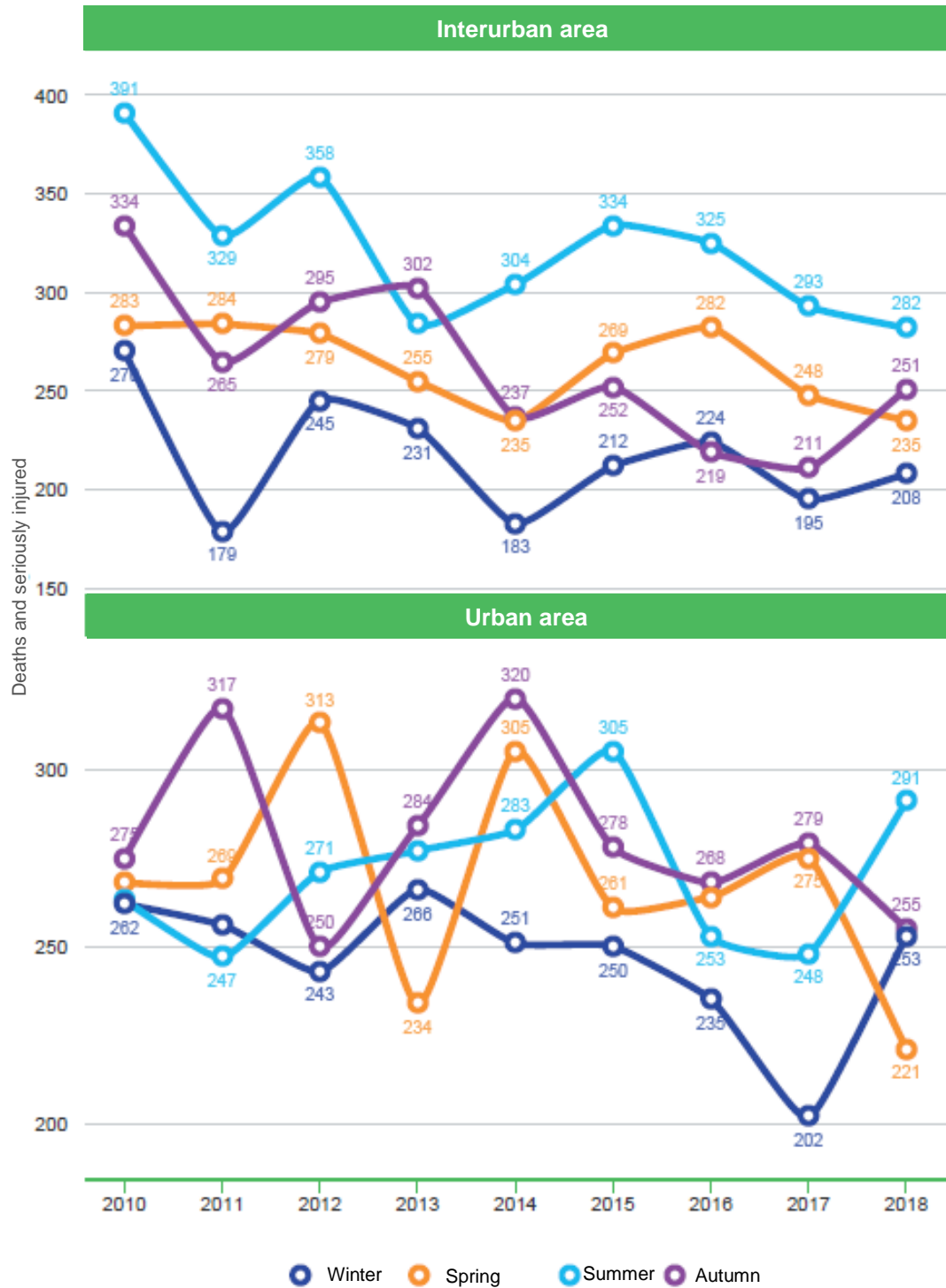




Evolution of dead and seriously injured in Catalonia

Temporary

Evolution of the number of fatalities and seriously injured per season and area

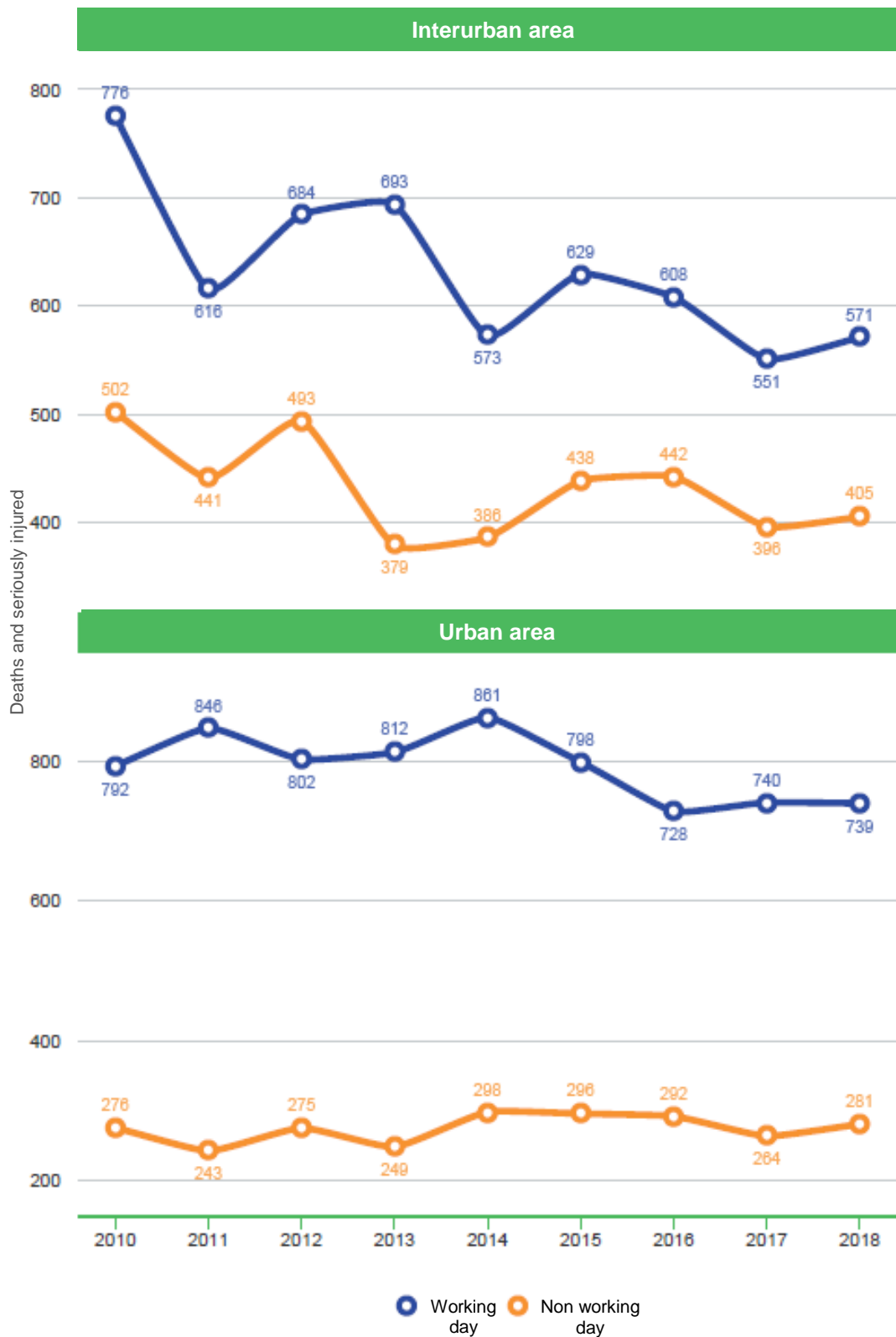


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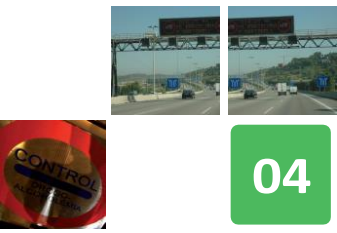


Temporary

Evolution of the number of fatalities and seriously injured per working day, weekend and area



Saturdays, Sundays and national holidays are considered non working days.

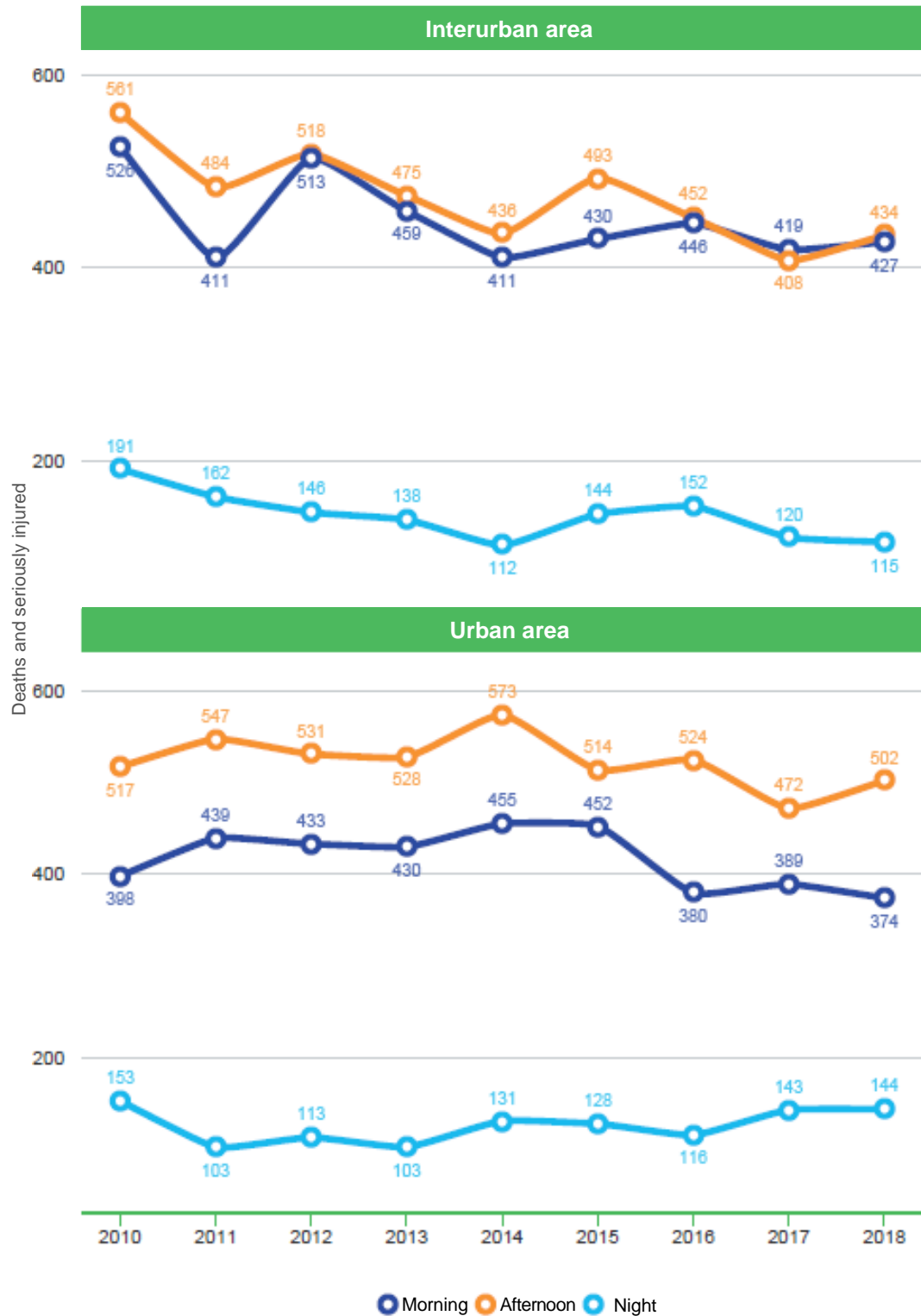


04

Evolution of dead and seriously injured in Catalonia

Temporary

Evolution of the number of fatalities and seriously injured per day and area slot



Morning is considered from 6:00h to 13:59h, afternoon from 14:00h to 21:59h, and night from 22:00h to 5:59h.



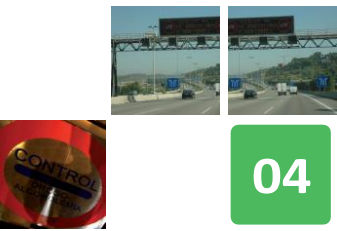
Temporary

Evolution of the number of fatalities and seriously injured per period of the year



Easter: Thursday to Easter Monday / Summer: July and August / Christmas: 24 December to 6 January.

The Christmas series figures are calculated including accidents occurred at the beginning of January of the following year. The database for this year is not yet officially closed and there could be in changes in the Christmas series in the publication of next year's yearbook.

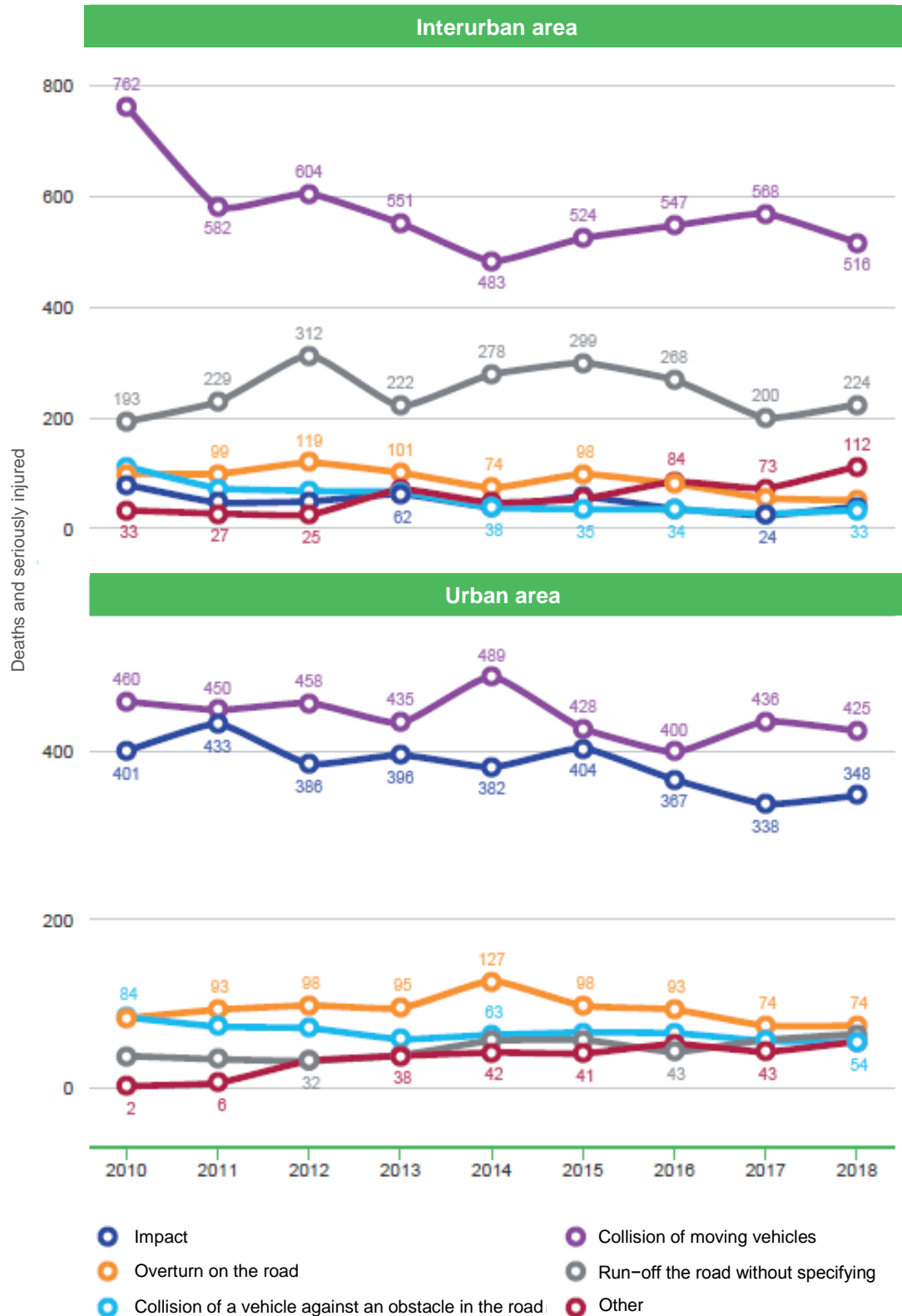


04

Evolution of dead and seriously injured in Catalonia

Types of accident

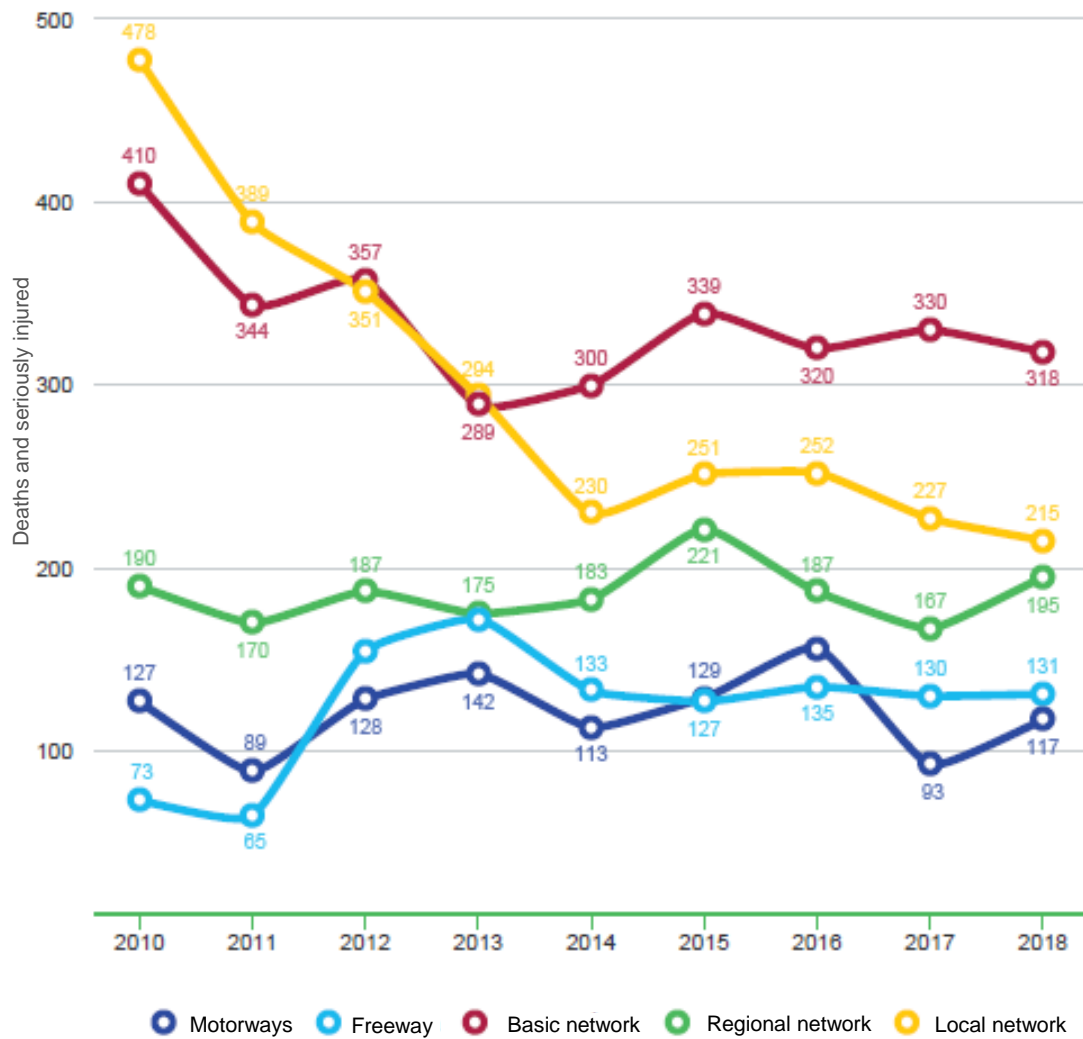
Evolution of the number of fatalities and seriously injured per type of accident and area

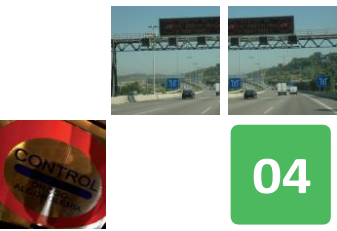




Location

Evolution of the number of fatalities and seriously injured in interurban areas per type of road



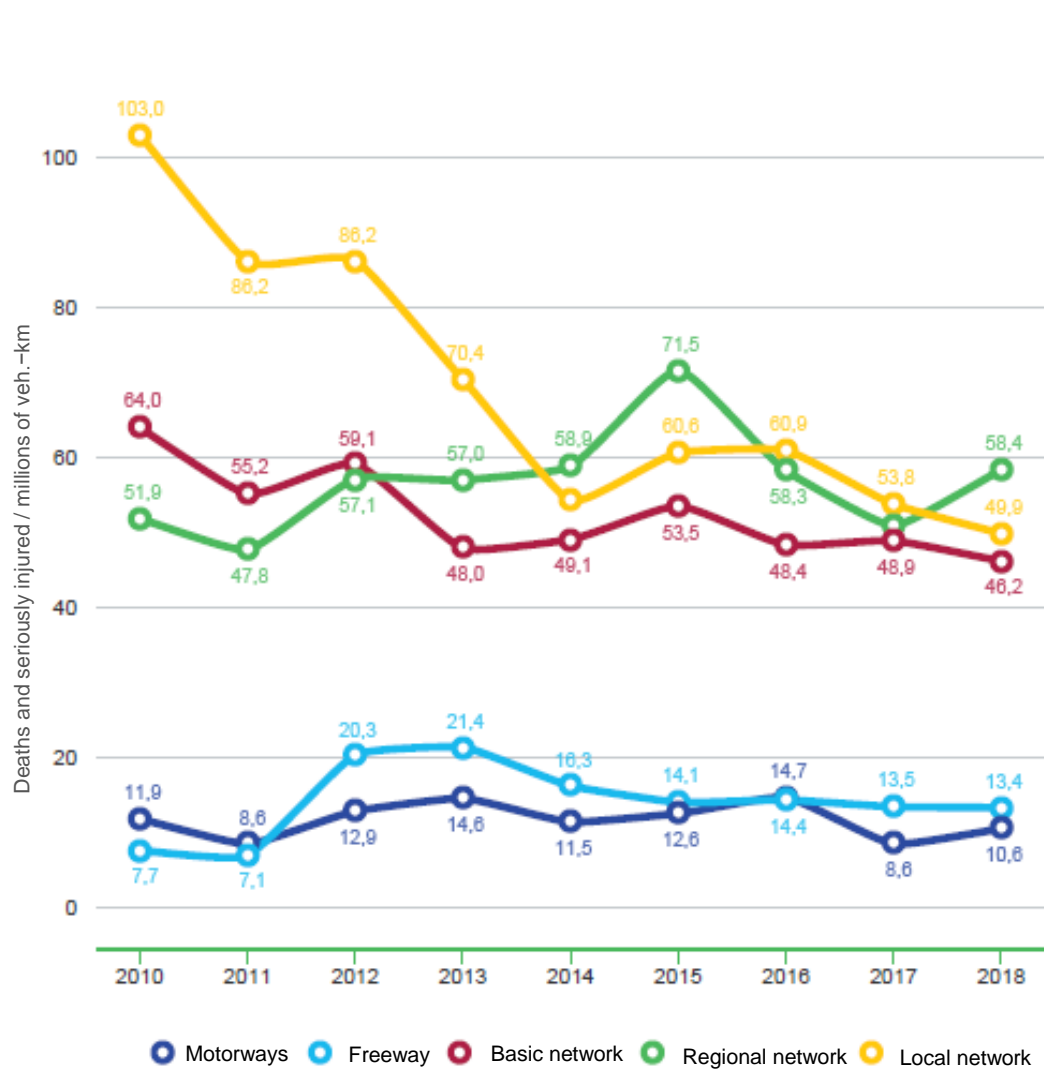


04

Evolution of dead and seriously injured in Catalonia

Location

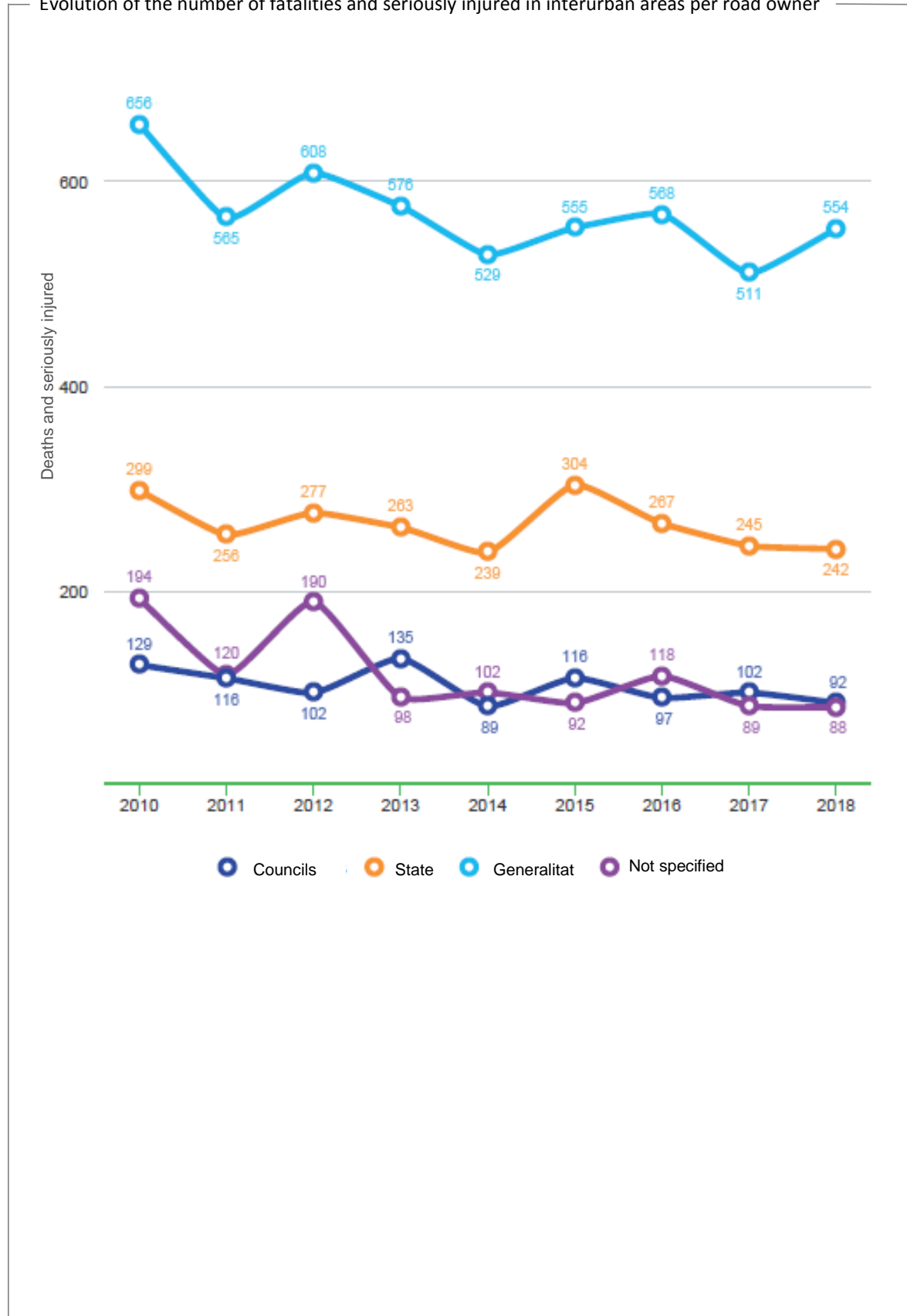
Evolution of accident rates per type of road

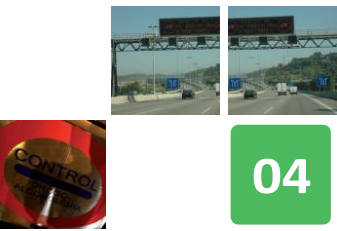




Location

Evolution of the number of fatalities and seriously injured in interurban areas per road owner



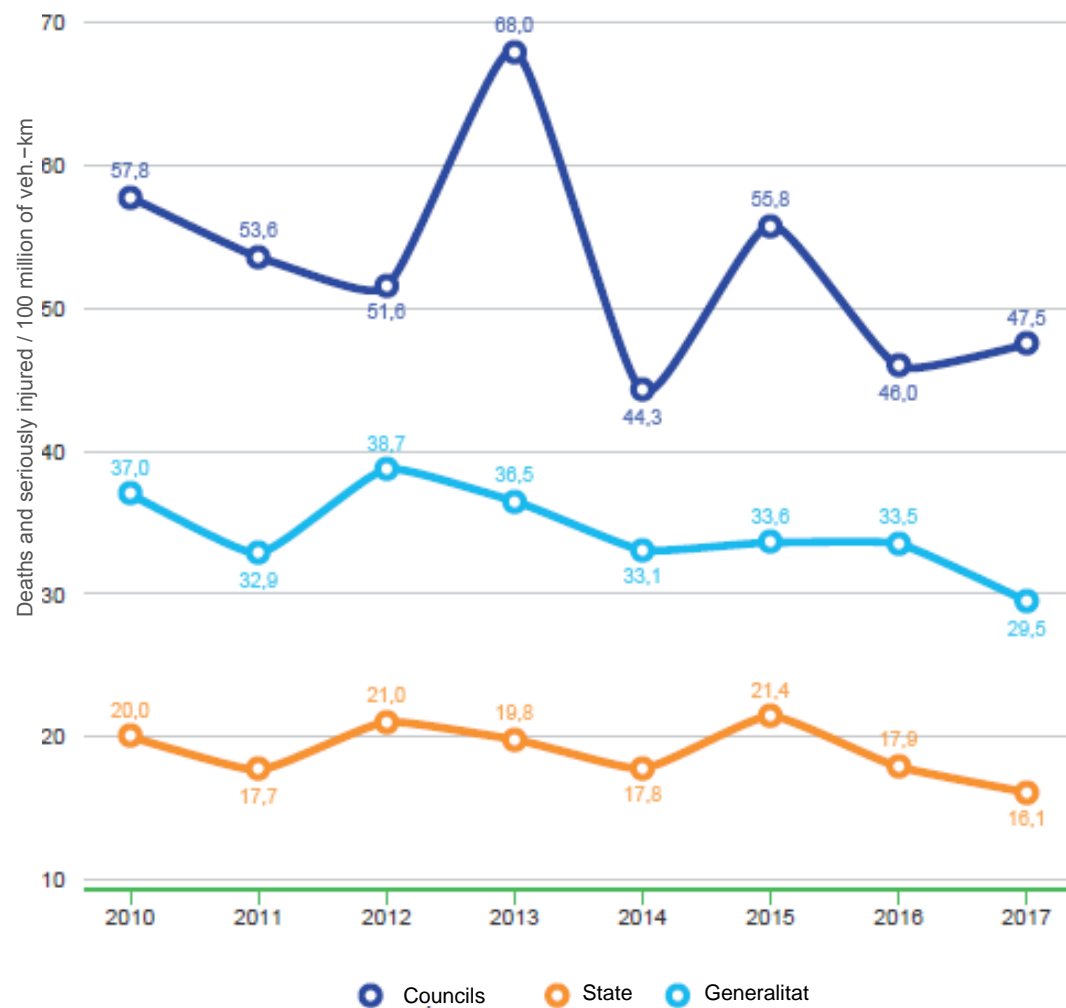


04

Evolution of dead and seriously injured in Catalonia

Location

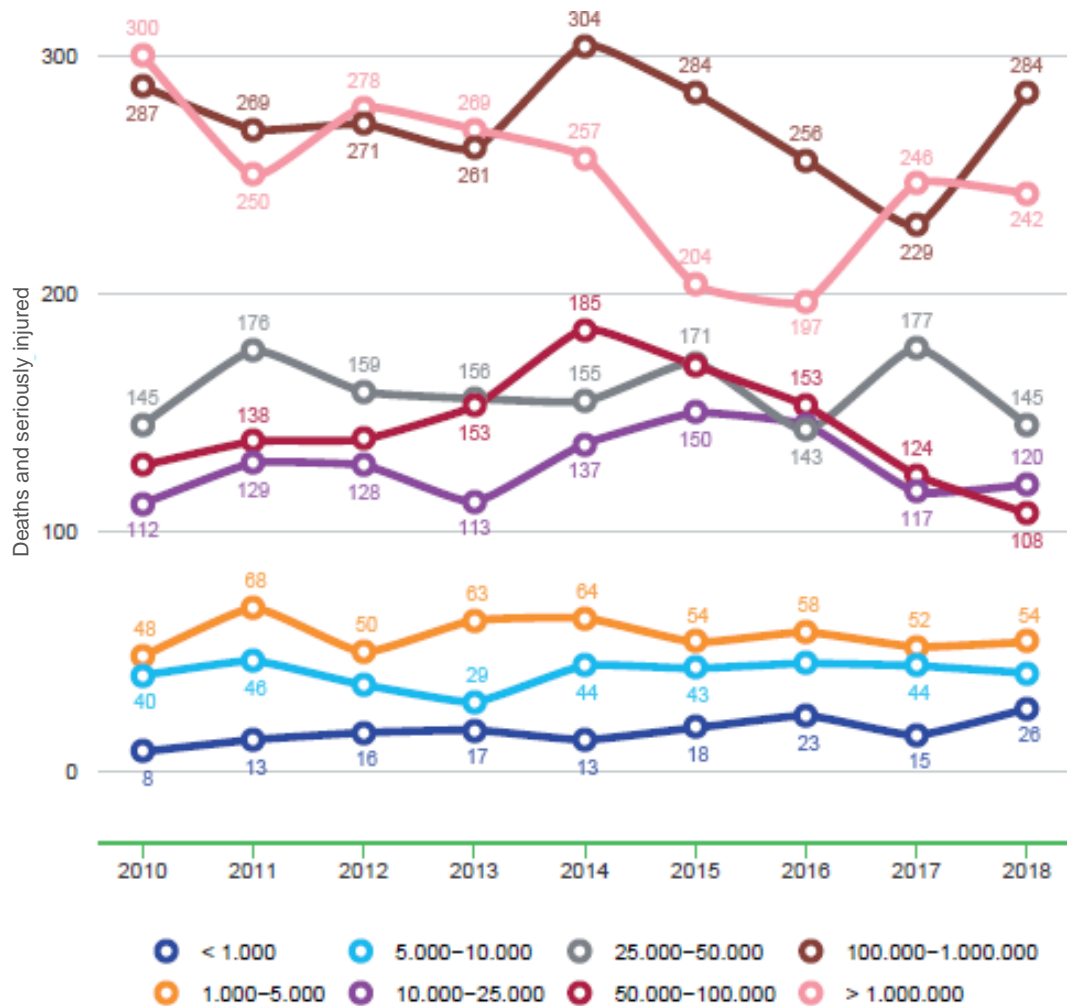
Evolution of accident rates per road owner

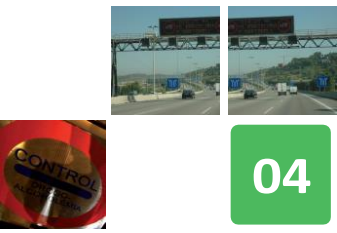




Location

Evolution of the number of fatalities and seriously injured in urban areas per town population



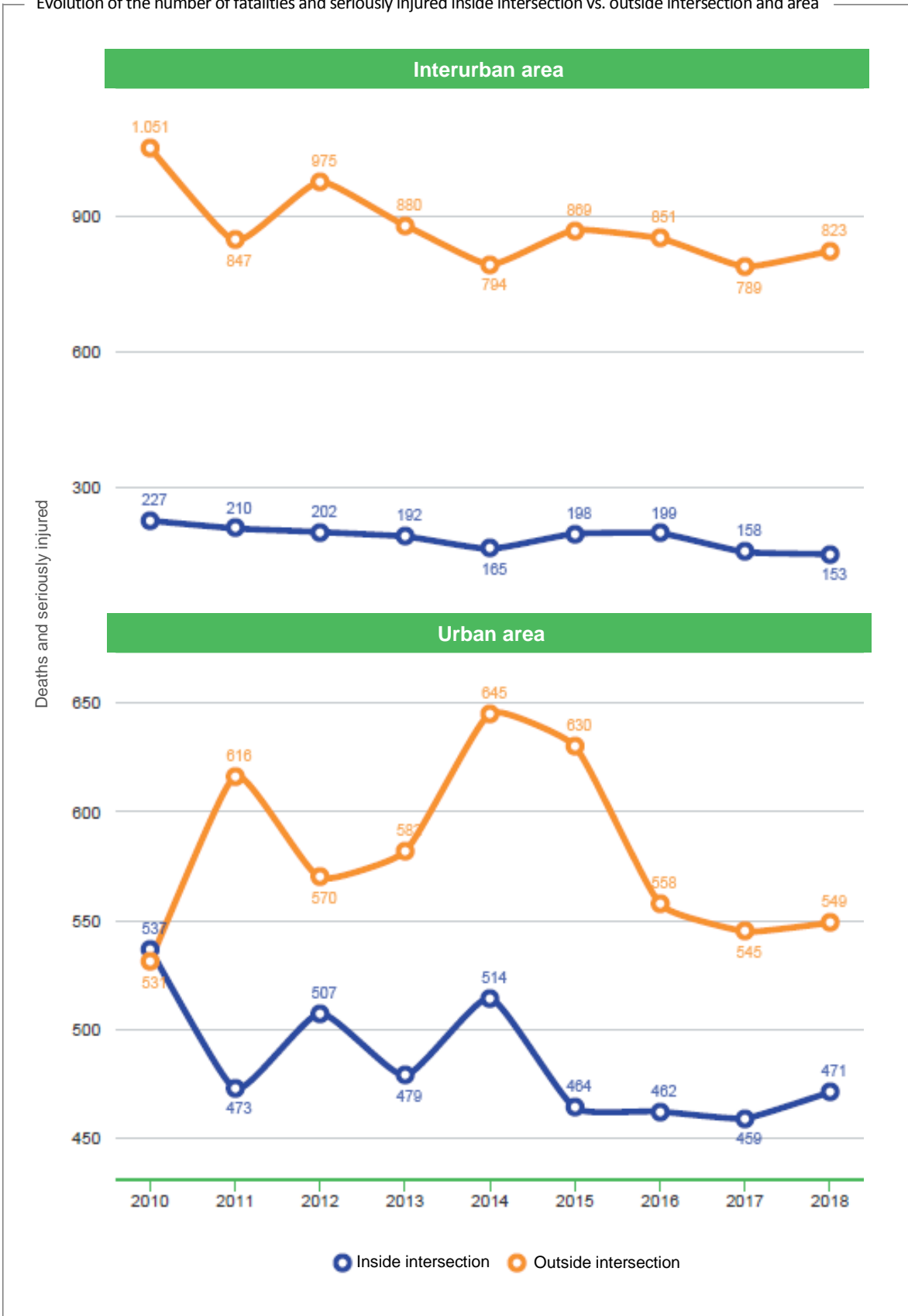


04

Evolution of dead and seriously injured in Catalonia

Location

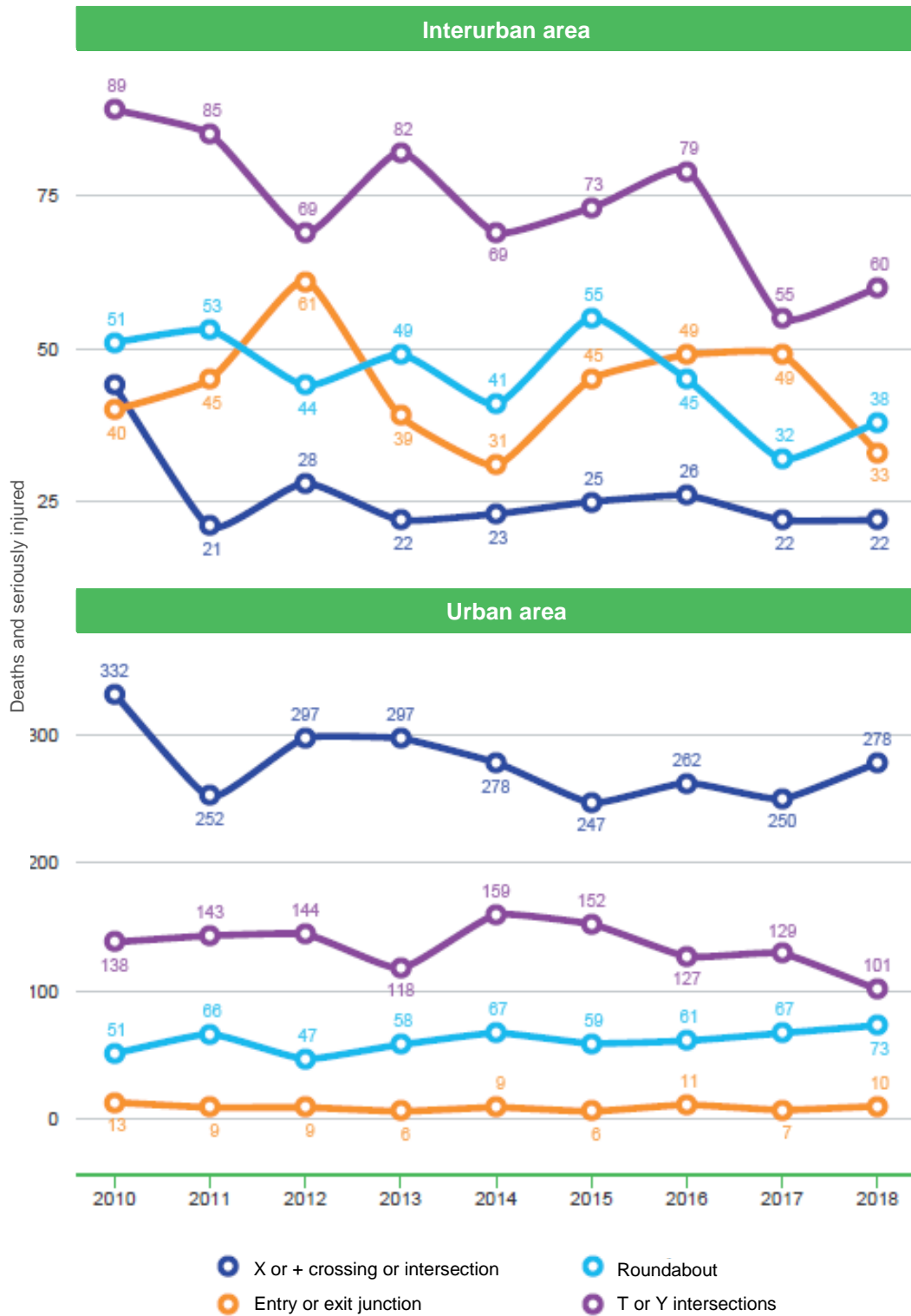
Evolution of the number of fatalities and seriously injured inside intersection vs. outside intersection and area



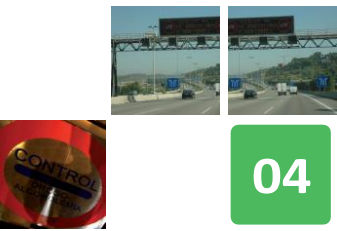


Location

Evolution of the number of fatalities and seriously injured per type of intersection and area



The graphs only record fatalities and seriously injured for which the type of intersection is known.

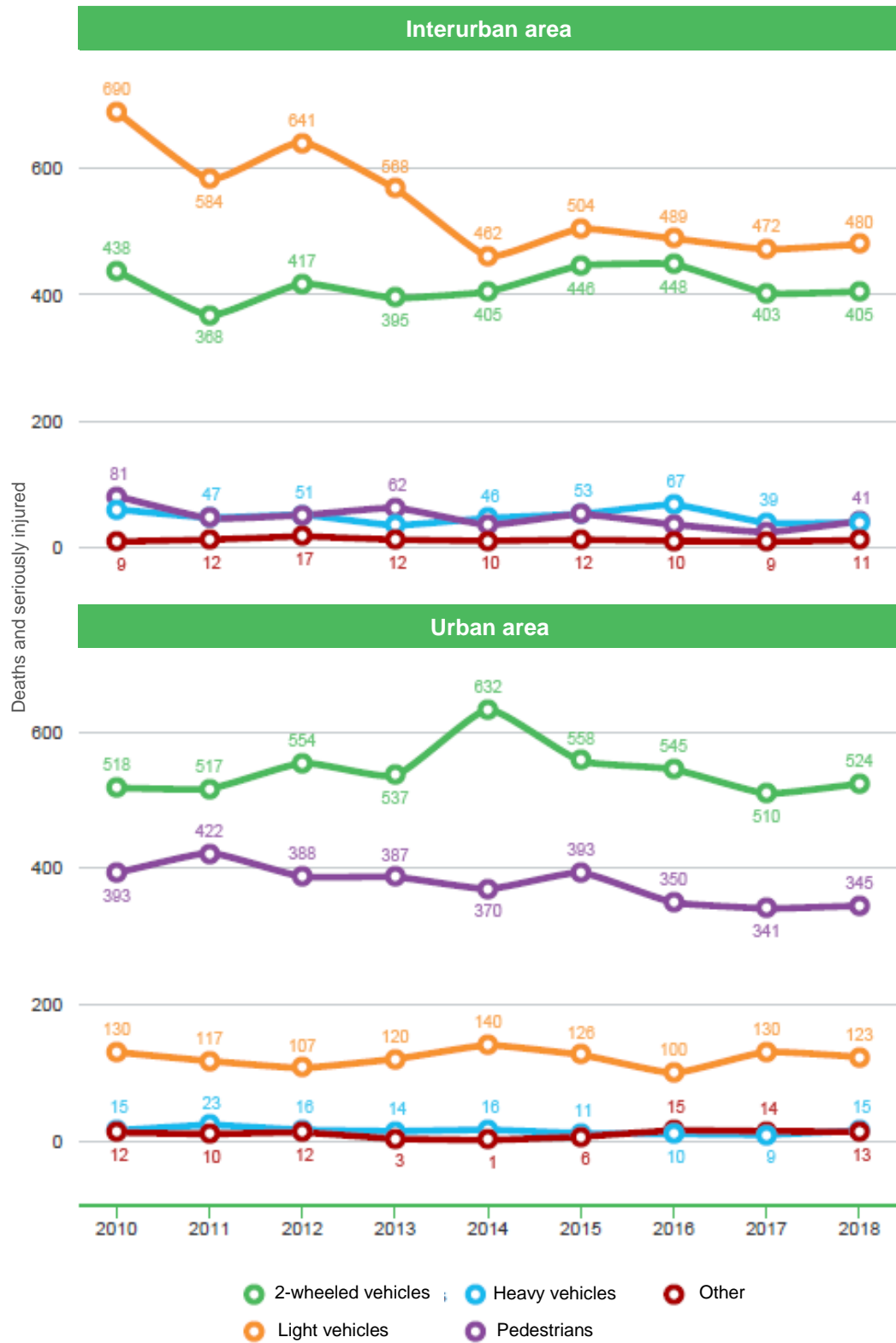


04

Evolution of dead and seriously injured in Catalonia

Transport mode

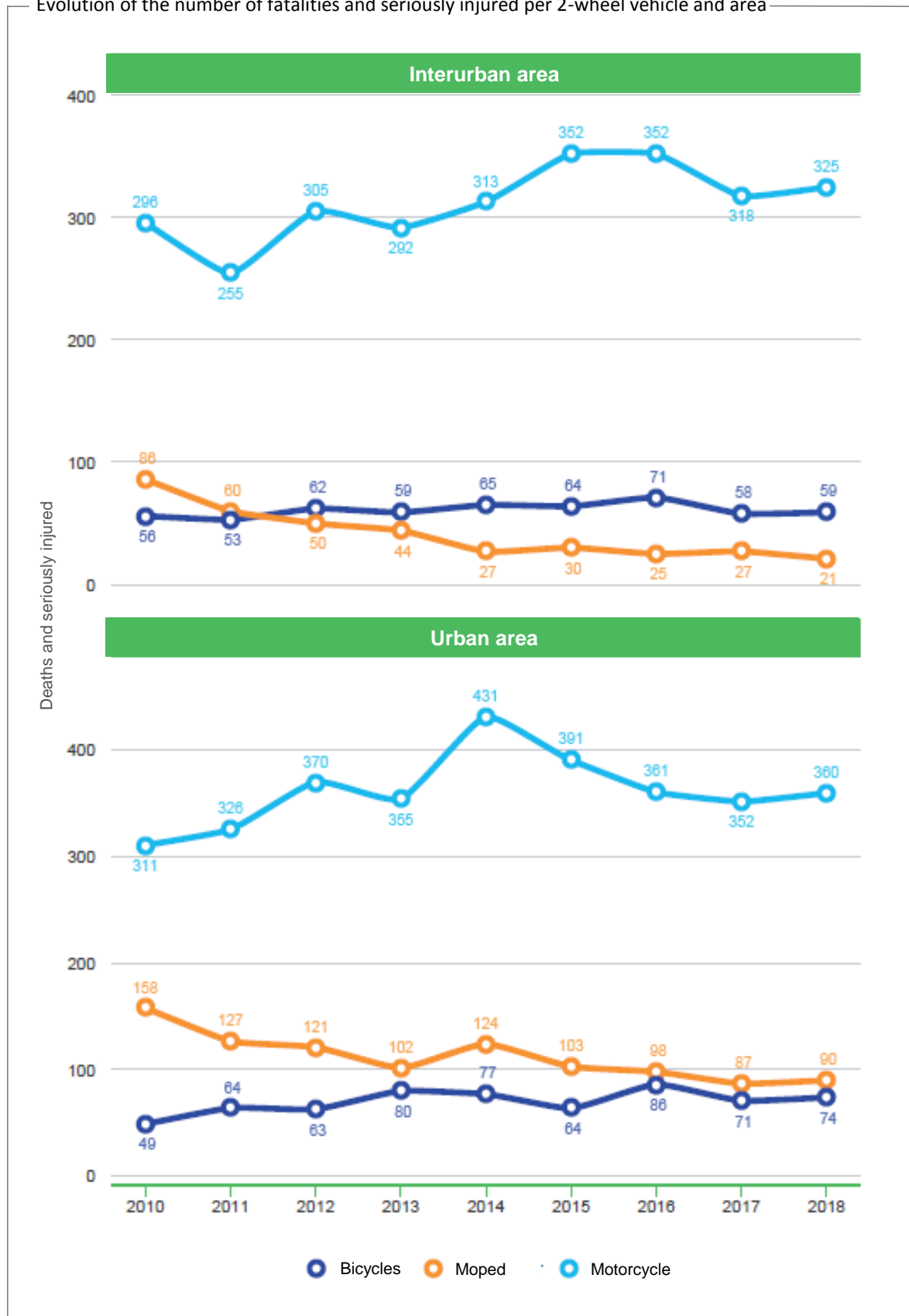
Evolution of the number of fatalities and seriously injured per type of vehicle and area

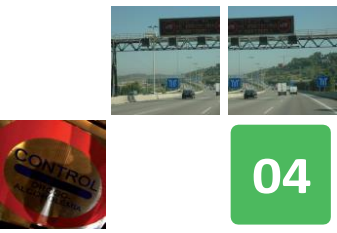




Transport mode

Evolution of the number of fatalities and seriously injured per 2-wheel vehicle and area



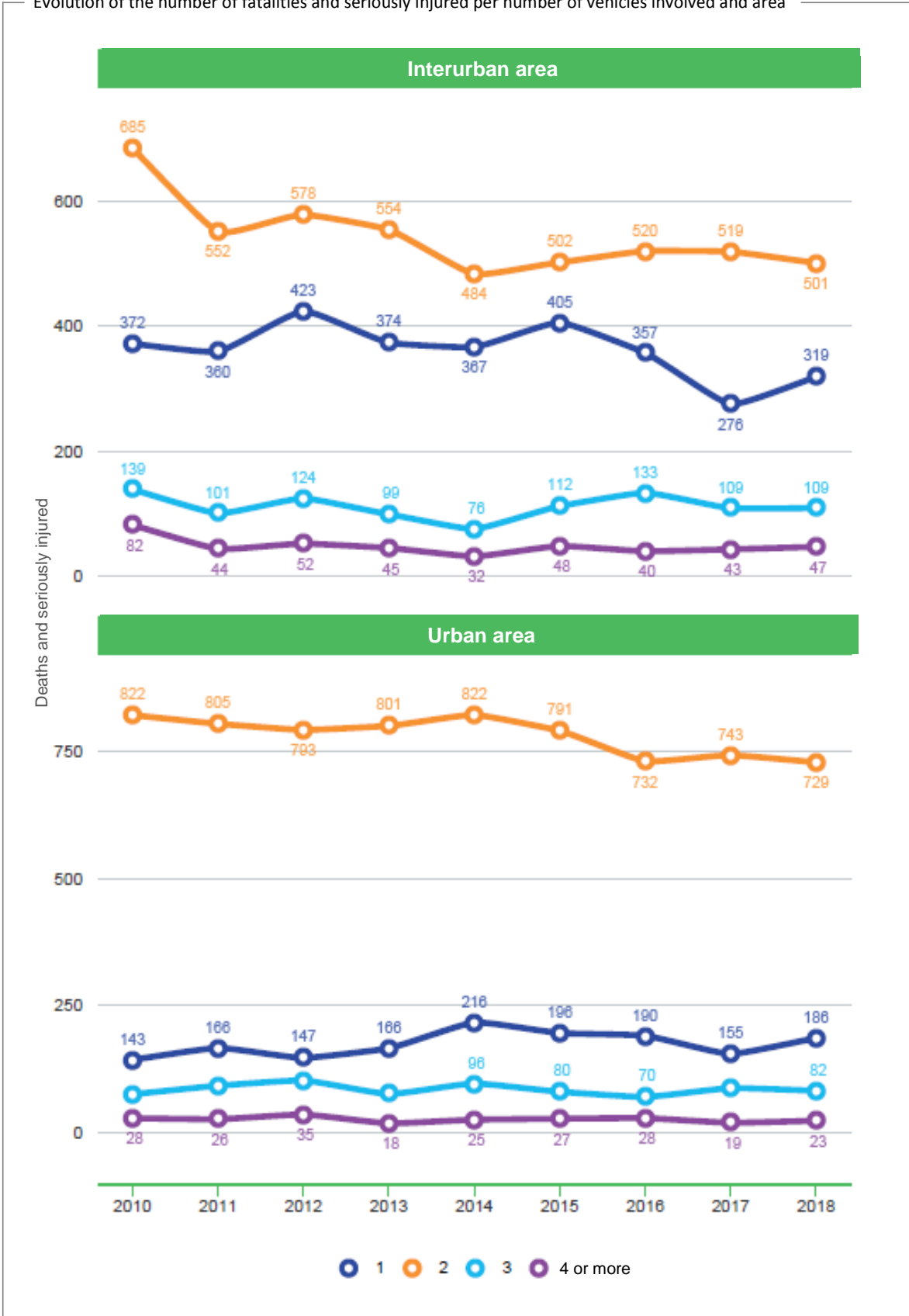


04

Evolution of dead and seriously injured in Catalonia

Transport mode

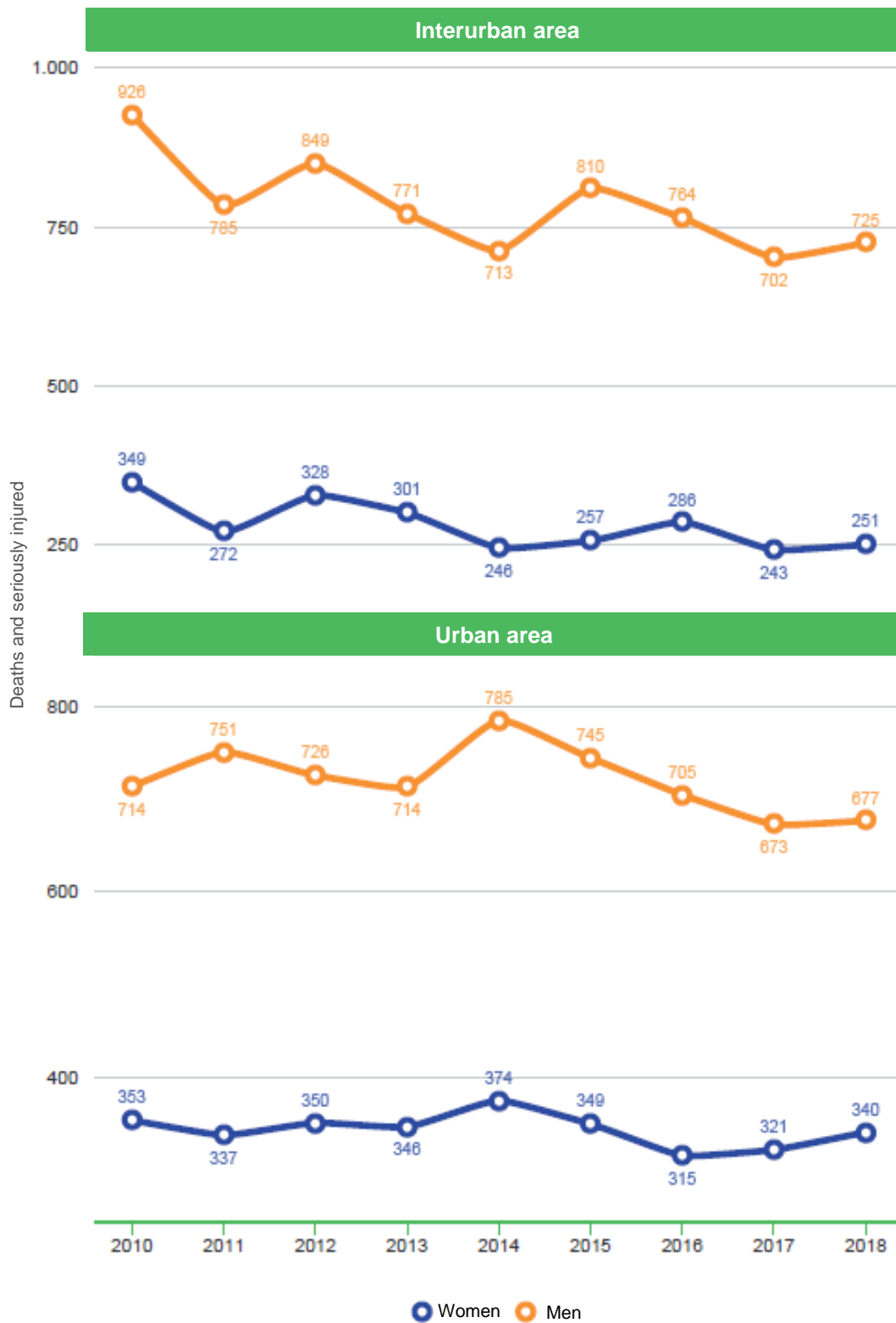
Evolution of the number of fatalities and seriously injured per number of vehicles involved and area



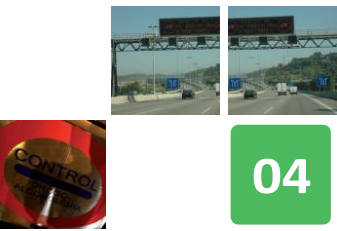


Profile of casualties

Evolution of the number of fatalities and seriously injured per gender of casualties and area



The graphs only record fatalities and seriously injured whose gender is known.

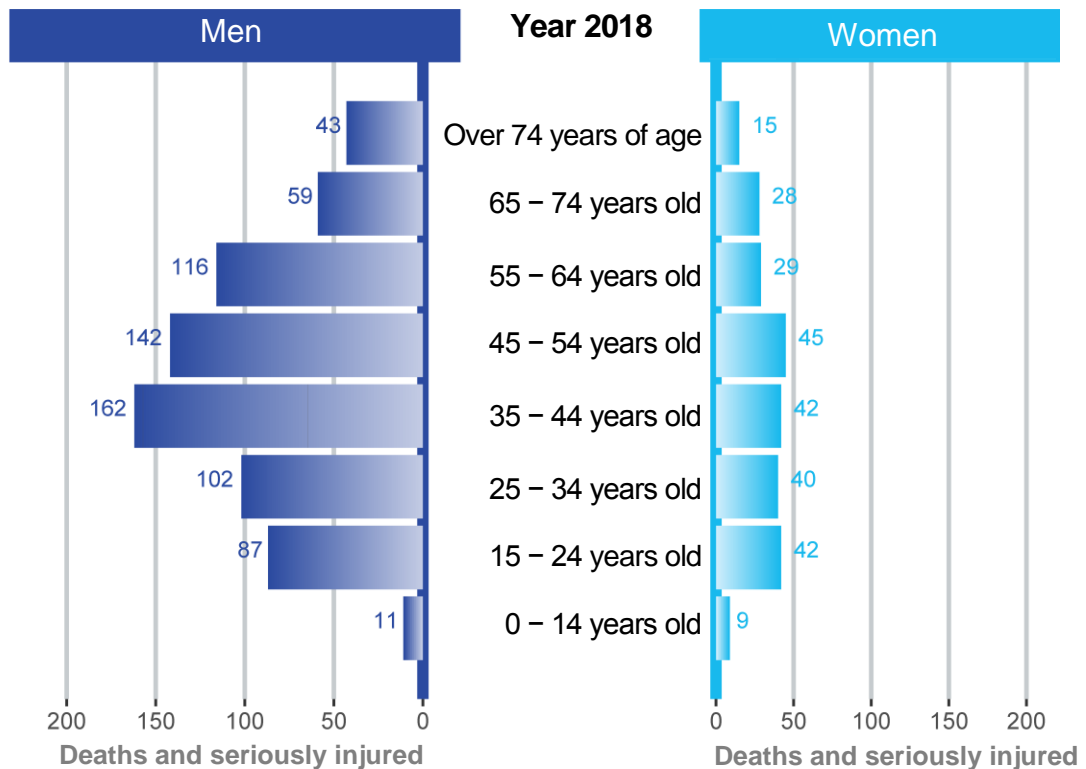
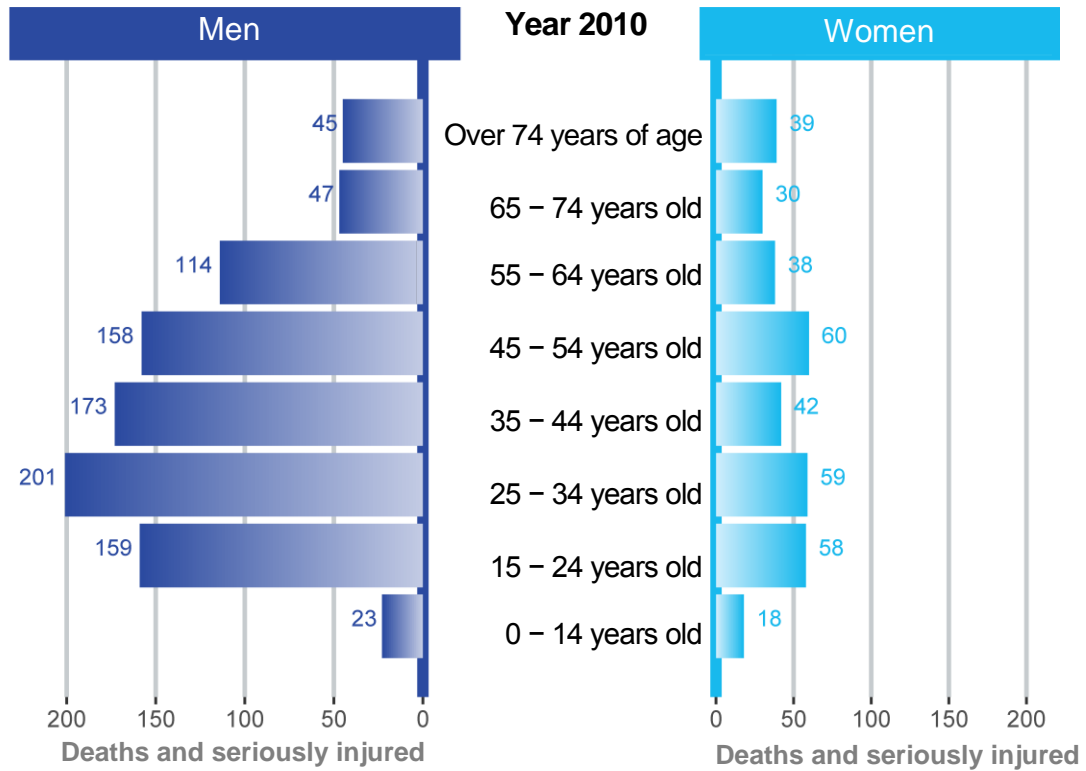


04

Evolution of dead and seriously injured in Catalonia

Profile of casualties

Deaths and seriously injured in interurban area, 2010 and 2018

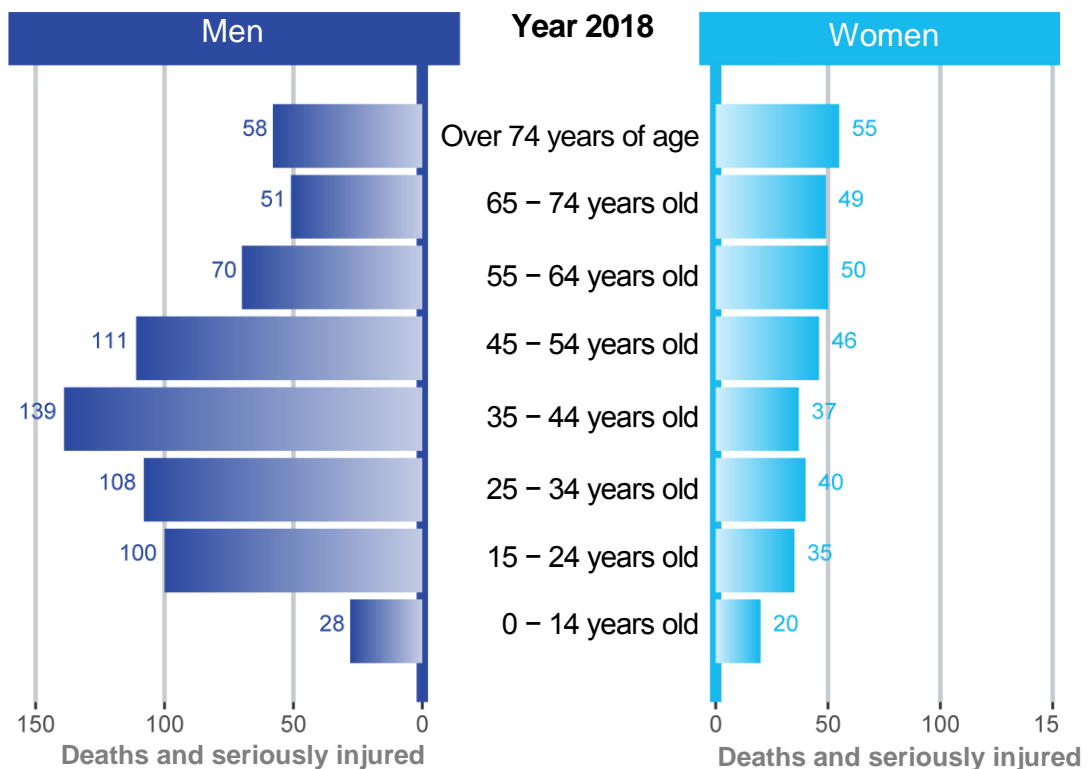
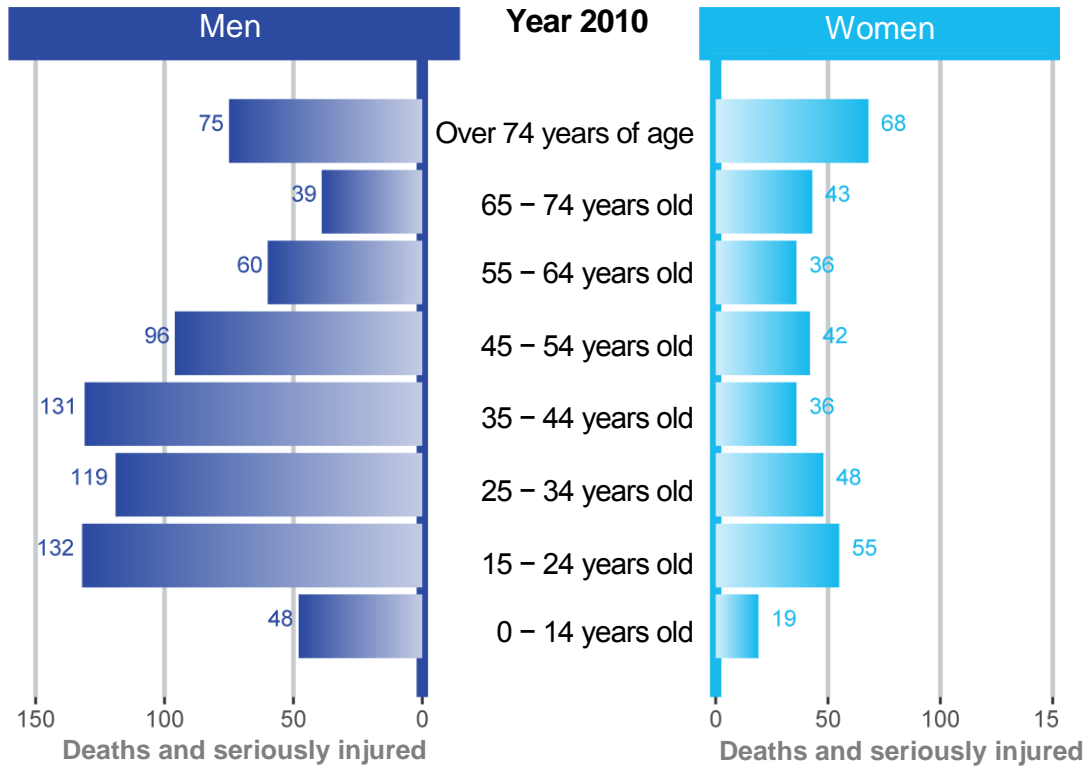


The graphs only record fatalities and seriously injured whose gender is known.

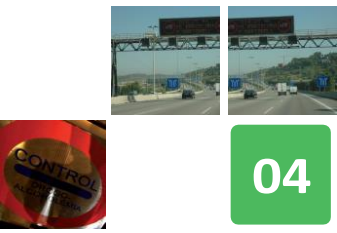


Profile of casualties

Deaths and seriously injured in urban area, 2010 and 2018



The graphs only record fatalities and seriously injured whose gender is known.

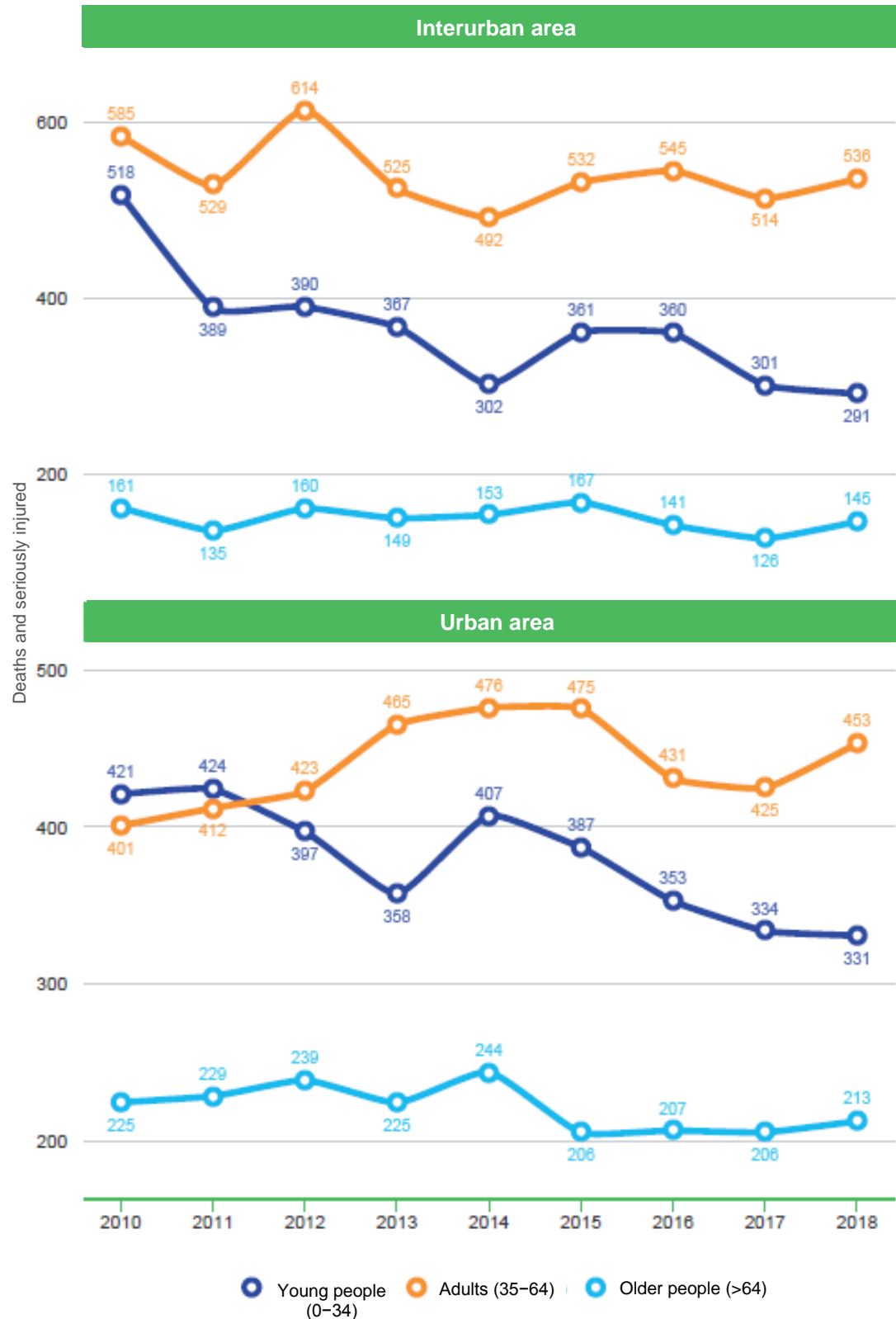


04

Evolution of dead and seriously injured in Catalonia

Profile of casualties

Evolution of the number of fatalities and seriously injured per age of casualties and area

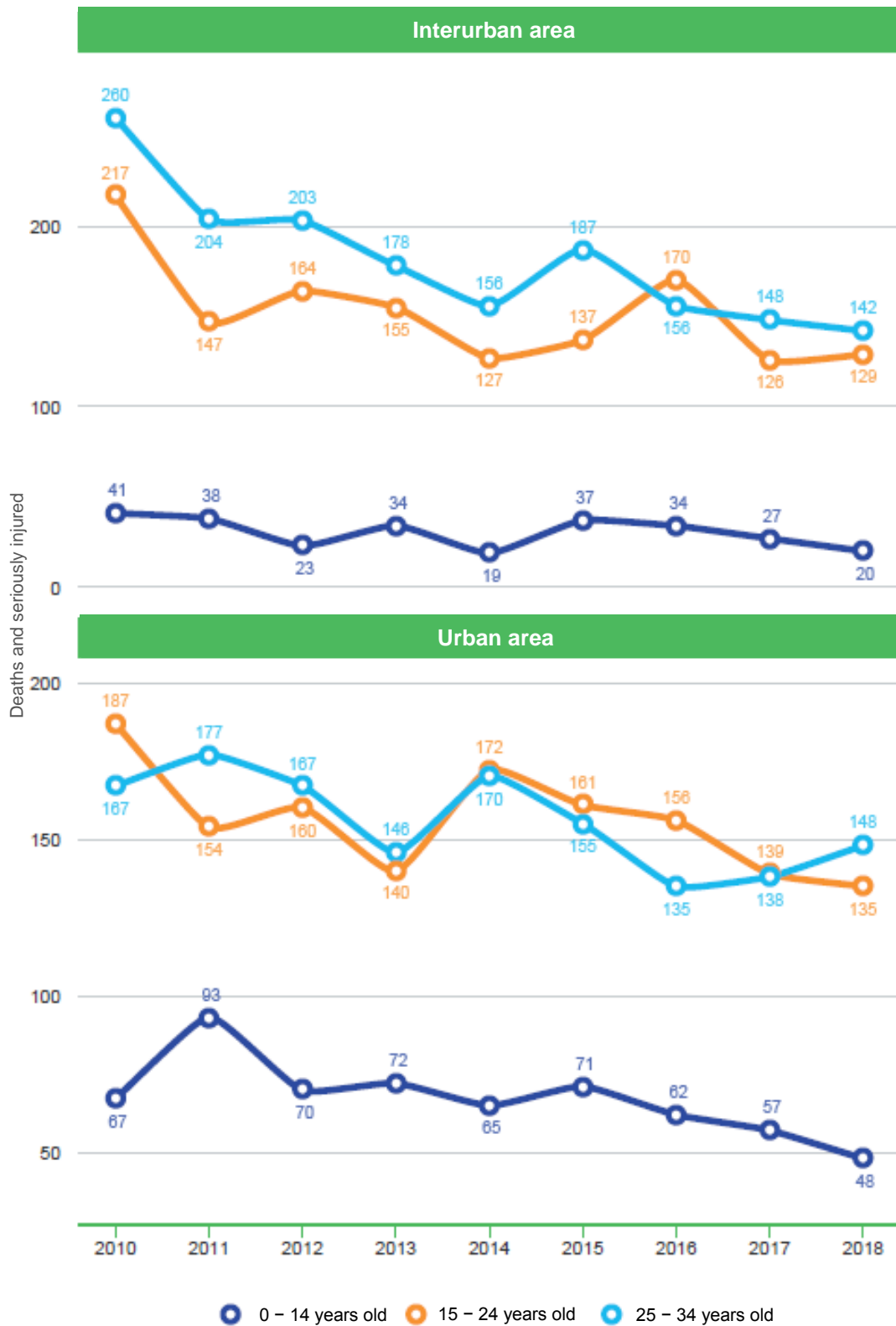


The graphs only record fatalities and seriously injured whose age is known.

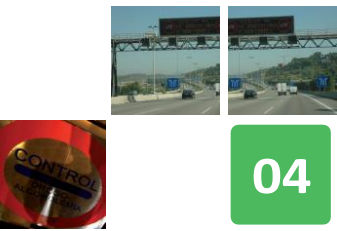


Profile of casualties

Evolution of the number of fatalities and seriously injured per age group – young people



The graphs only record fatalities and seriously injured whose age is known.

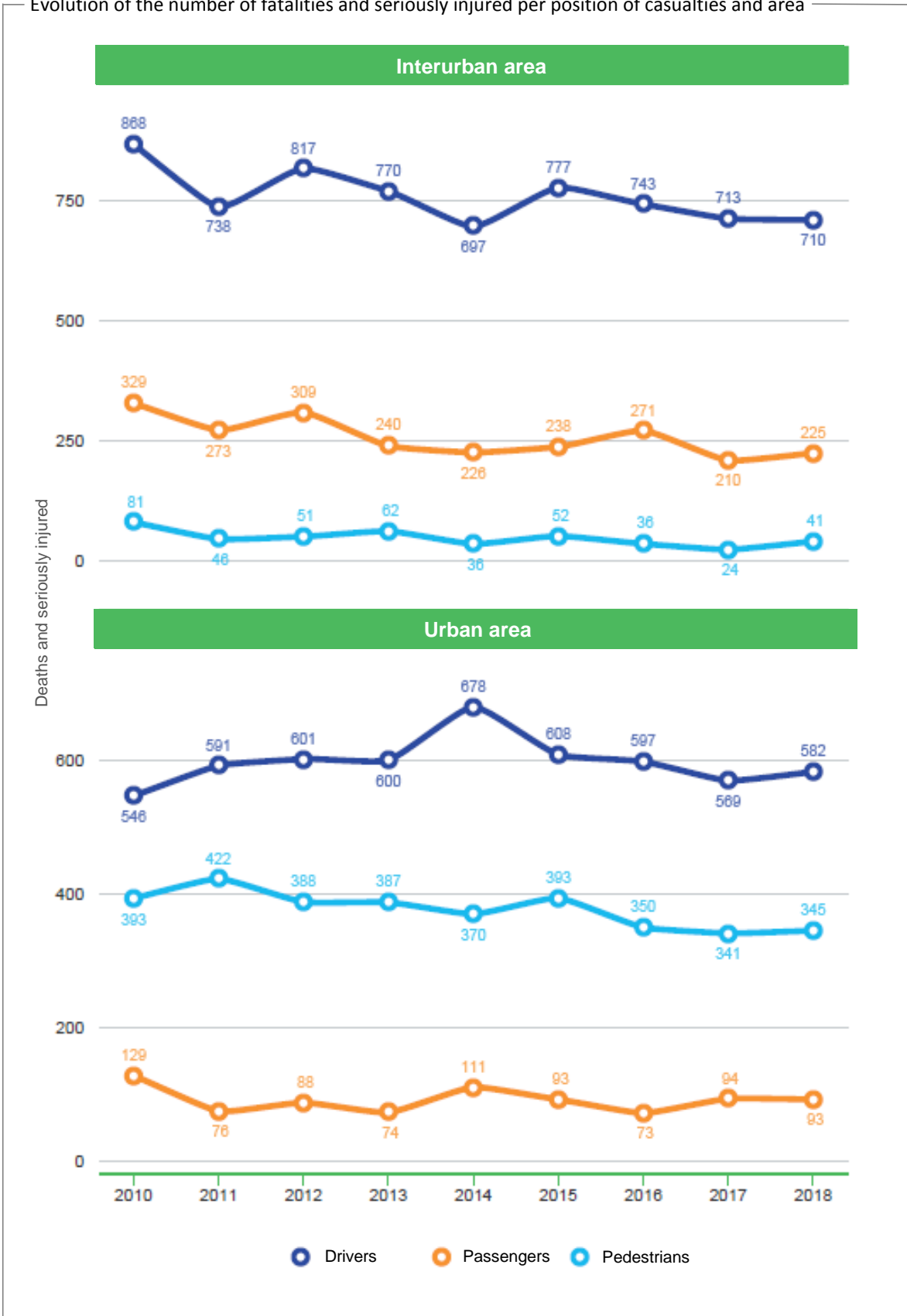


04

Evolution of dead and seriously injured in Catalonia

Profile of casualties

Evolution of the number of fatalities and seriously injured per position of casualties and area





— Accidents per region. Year 2018

Region	Urban area				Interurban area				Total			
	Accidents	Dead	Seriously injured	Slightly injured	Accidents	Dead	Seriously injured	Slightly injured	Accidents	Dead	Seriously injured	Slightly injured
Alt Camp	36	0	3	40	114	1	9	146	150	1	12	186
Alt Empordà	248	2	30	291	266	13	51	336	514	15	81	627
Alt Penedès	100	0	22	93	245	3	16	314	345	3	38	407
Alt Urgell	22	0	6	17	87	5	21	128	109	5	27	145
Alta Ribagorça	0	0	0	0	22	1	3	37	22	1	3	37
Anoia	135	0	17	147	216	6	17	312	351	6	34	459
Bages	290	1	22	359	327	8	39	464	617	9	61	823
Baix Camp	288	3	28	334	230	10	22	288	518	13	50	622
Baix Ebre	41	2	11	39	106	6	8	156	147	8	19	195
Baix Empordà	118	2	11	129	163	3	20	215	281	5	31	344
Baix Llobregat	1,582	4	80	1,754	1,040	9	59	1,461	2,622	13	139	3,215
Baix Penedès	145	1	13	182	140	8	9	181	285	9	22	363
Barcelonès	10,182	20	307	12,544	976	8	20	1,430	11,158	28	327	13,974
Berguedà	36	0	7	42	104	2	22	124	140	2	29	166
Cerdanya	7	0	0	7	64	2	14	102	71	2	14	109
Conca de Barberà	4	0	0	5	61	0	2	83	65	0	2	88
Garraf	337	2	15	390	194	6	18	250	531	8	33	640
Garrigues	8	0	2	9	48	2	7	61	56	2	9	70
Garrotxa	87	3	7	98	70	0	6	86	157	3	13	184
Gironès	696	5	34	845	228	7	29	321	924	12	63	1,166
Maresme	713	2	58	788	464	6	31	683	1,177	8	89	1,471
Moianès	5	0	2	4	59	0	12	73	64	0	14	77
Montsià	28	1	9	33	85	8	6	119	113	9	15	152
Noguera	22	0	6	17	146	7	28	197	168	7	34	214
Osona	240	4	19	273	231	10	29	292	471	14	48	565
Pallars Jussà	7	0	0	11	39	0	12	50	46	0	12	61
Pallars Sobirà	4	1	1	2	26	1	4	31	30	2	5	33
Pla d'Urgell	39	0	2	57	81	2	11	128	120	2	13	185
Pla de l'Estany	57	0	3	59	47	0	3	59	104	0	6	118
Priorat	3	0	2	1	45	1	6	49	48	1	8	50
Ribera d'Ebre	8	0	0	9	52	2	12	58	60	2	12	67
Ripollès	4	0	1	3	61	0	5	77	65	0	6	80
Segarra	14	0	1	15	63	6	15	83	77	6	16	98
Segrià	312	0	25	357	233	9	21	311	545	9	46	668
Selva	118	1	23	119	335	9	33	478	453	10	56	597
Solsonès	5	0	1	8	51	0	10	56	56	0	11	64
Tarragonès	337	1	40	391	308	8	21	389	645	9	61	780
Terra Alta	6	0	2	4	27	2	6	39	33	2	8	43
Urgell	44	0	0	59	98	0	3	146	142	0	3	205
Val d'Aran	5	0	1	4	39	1	3	62	44	1	4	66
Vallès Occidental	1,202	5	107	1,361	1,068	9	65	1,524	2,270	14	172	2,885
Vallès Oriental	517	7	35	611	596	12	55	846	1,113	19	90	1,457
TOTAL	18,052	67	953	21,511	8,855	193	783	12,245	26,907	260	1,736	33,756

— Contributing factors. Year 2018

Factor	Urban A.	Interurban A.	Total	UA %	IA %	Total %
Violation of traffic rules	4,650	2,290	6,940	42.50	25.14	34.62
Driver error	3,469	1,636	5,105	31.71	17.96	25.46
Distraction	1,450	2,335	3,785	13.25	25.64	18.88
Inappropriate speed	296	1,395	1,691	2.70	15.32	8.43
Alcohol or drugs	295	512	807	2.70	5.62	4.03
State or condition of the road	377	394	771	3.45	4.33	3.85
Other factors	241	158	399	2.20	1.73	1.99
Bad weather	120	185	305	1.10	2.03	1.52
Poor condition of the vehicle	25	200	225	0.23	2.20	1.12
Illness, fatigue or drowsiness	17	1	18	0.16	0.01	0.09
Stretch in road works	0	2	2	0.00	0.02	0.01
Total contributing factors	10,940	9,108	20,048	100.00	100.00	100.00
Total accidents	18,052	8,855	26,907			

— Transport mode. Year 2018

Average	Urban A.	Interurban A.	Total	UA %	IA %	Total %
Car	16,800	10,115	26,915	46.82	62.85	51.79
Motorcycle	8,400	2,392	10,792	23.41	14.86	20.76
Pedestrians	3,518	112	3,630	9.81	0.70	6.98
Van (cargo and passengers)	1,925	1,212	3,137	5.37	7.53	6.03
Bicycles	1,640	460	2,100	4.57	2.86	4.04
Moped	1,705	167	1,872	4.75	1.04	3.60
Bus	721	46	767	2.01	0.29	1.48
SUV	241	406	647	0.67	2.52	1.24
Rigid Truck <= 3.5 tons	339	237	576	0.94	1.47	1.11
Tractor Truck	71	467	538	0.20	2.90	1.04
Rigid Truck >= 3.5 tons	169	362	531	0.47	2.25	1.02
Other motor vehicles	192	36	228	0.54	0.22	0.44
Other non-motor vehicles	44	3	47	0.12	0.02	0.09
Farming machinery	5	41	46	0.01	0.26	0.09
Machinery for public works and services	31	4	35	0.09	0.03	0.07
Quadricycle < 75 cc	22	8	30	0.06	0.05	0.06
Camper	7	18	25	0.02	0.11	0.05
Quadricycle > 75 cc	18	7	25	0.05	0.04	0.05
Train or tram	25	0	25	0.07	0.00	0.05
Minibus <= 17	7	0	7	0.02	0.00	0.01
Total	35,880	16,093	51,973	100.00	100.00	100.00



— Status of victim. Year 2018

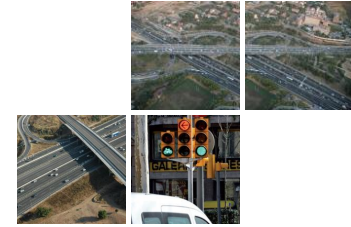
Region	Urban area			Interurban area		
	Driver	Passenger	Pedestrian	Driver	Passenger	Pedestrian
Alt Camp	19	9	15	117	39	0
Alt Empordà	222	55	46	267	129	4
Alt Penedès	58	17	40	238	92	3
Alt Urgell	12	1	10	101	52	1
Alta Ribagorça	0	0	0	22	19	0
Anoia	113	22	29	226	105	4
Bages	218	77	87	346	160	5
Baix Camp	201	77	87	235	83	2
Baix Ebre	30	13	9	109	56	5
Baix Empordà	103	18	21	159	76	3
Baix Llobregat	1,265	241	332	1,092	431	6
Baix Penedès	123	49	24	133	63	2
Barcelonès	8,921	2,450	1,500	1,101	355	2
Berguedà	20	10	19	102	46	0
Cerdanya	2	2	3	63	52	3
Conca de Barberà	4	1	0	58	27	0
Garraf	276	72	59	194	77	3
Garrigues	6	3	2	52	18	0
Garrotxa	72	17	19	67	24	1
Gironès	575	202	107	236	110	11
Maresme	552	130	166	501	214	5
Moianès	4	0	2	64	21	0
Montsià	24	10	9	93	40	0
Noguera	16	3	4	152	79	1
Osona	178	49	69	248	81	2
Pallars Jussà	5	5	1	41	19	2
Pallars Sobirà	1	0	3	21	14	1
Pla d'Urgell	32	19	8	87	53	1
Pla de l'Estany	45	2	15	44	17	1
Priorat	2	0	1	46	10	0
Ribera d'Ebre	4	2	3	52	19	1
Ripollès	4	0	0	62	20	0
Segarra	9	5	2	73	29	2
Segrià	228	73	81	242	98	1
Selva	104	24	15	346	166	8
Solsonès	6	3	0	51	14	1
Tarragonès	240	91	101	284	128	6
Terra Alta	5	0	1	31	16	0
Urgell	34	16	9	101	48	0
Val d'Aran	3	0	2	38	24	4
Vallès Occidental	947	268	258	1,191	399	8
Vallès Oriental	407	129	117	639	265	9
Total	15,090	4,165	3,276	9,325	3,788	108

— Age of victim. Year 2018

Age	Urban A.	Interurban A.	Total	UA %	IA %	Total %
0 to 4	243	158	401	1.08	1.19	1.12
5 to 9	326	210	536	1.45	1.59	1.50
10 to 14	391	236	627	1.73	1.78	1.75
15 to 19	1,246	809	2,055	5.53	6.12	5.75
20 to 24	2,294	1,464	3,758	10.18	11.07	10.51
25 to 29	2,786	1,414	4,200	12.37	10.70	11.75
30 to 34	2,301	1,178	3,479	10.21	8.91	9.73
35 to 39	2,273	1,430	3,703	10.09	10.82	10.36
40 to 44	2,242	1,438	3,680	9.95	10.88	10.29
45 to 49	1,890	1,220	3,110	8.39	9.23	8.70
50 to 54	1,521	989	2,510	6.75	7.48	7.02
55 to 59	1,189	811	2,000	5.28	6.13	5.60
60 to 64	823	576	1,399	3.65	4.36	3.91
65 to 69	566	392	958	2.51	2.96	2.68
70 to 74	461	306	767	2.05	2.31	2.15
75 to 79	327	182	509	1.45	1.38	1.42
Over 79	554	280	834	2.46	2.12	2.33
Not specified	1,098	128	1,226	4.87	0.97	3.43
Total	22,531	13,221	35,752	100.00	100.00	100.00

— Gender of victim. Year 2018

Sex	Urban A.	Interurban A.	Total	UA %	IA %	Total %
Women	8,866	5,078	13,944	39.35	38.41	39.00
Men	13,597	8,138	21,735	60.35	61.55	60.79
Not specified	68	5	73	0.30	0.04	0.21
Total	22,531	13,221	35,752	100.00	100.00	100.00



Definitions

According to an order from the Ministry of Parliament Relations and the Secretary of Government, dated February 18, 1993, amending traffic accident statistics (Official State Gazette No. 47, February 24, 1993).

TRAFFIC ACCIDENTS

That meet the following conditions are the subject of this statistic:

- 1.1 When occurring or caused on one of the roads or grounds included in the legislation on traffic, motor vehicle traffic and road safety.
- 1.2 Resulting in: one or more people killed or injured.
- 1.3 When at least one moving vehicle is involved.

VEHICLE INVOLVED

It is considered that a vehicle is involved in a traffic accident when one or more of the following circumstances concur:

- 2.1 If the vehicle collides with:
 - a) One or more vehicles, moving or stopped or parked
 - b) Pedestrians
 - c) Animals
 - d) Another obstacle
- 2.2 Without a collision, as a result of the accident, if the driver and/or an occupant of the vehicle have been killed or injured.
- 2.3 Without a collision with the vehicle, being stationary or parked in a dangerous manner, in such a way that this would constitute one of the accident factors.
- 2.4 Without the vehicle having directly suffered the consequences of the accident, if the behaviour of the driver and/or any of the occupants has constituted one of the factors that have caused it.
- 2.5 If the driver and/or any occupant of a vehicle has been knocked down by another vehicle when getting in or out of the vehicle; in such a case both vehicles will be considered involved in the accident.

EXCEPTIONS

- 3.1 When the driver and/or any occupant of a vehicle has been knocked down by another vehicle when already moving away from the vehicle; in this case, only the vehicle that hit the driver and/or occupant will be considered involved in the accident.
- 3.2 When a pedestrian appearing on the road unexpectedly and hidden by a stationary or moving vehicle is knocked down; in this case, the vehicle is not considered involved in the accident, unless it is in one of the situations described in section 2.



Specific definitions

This statistic considers:

- 4.1 Accident with victims: that in which one or more people are killed or injured.
- 4.2 Fatal accident: that in which one or more people are killed within the first 24 hours.
- 4.3 Victim: any person who is killed or injured as a result of a traffic accident.
- 4.4 Dead within 30 days*: any person who as a result of the accident, dies at the time of the accident or within 30 days.
- 4.5 Dead*: any person who as a result of the accident, dies at the time of the accident or within 24 hours.
- 4.6 Seriously injured: any person who as a result of the accident, is hospitalized for a period exceeding 24 hours.
- 4.7 Slightly injured: any person who as a result of the accident, receives medical assistance at the scene of the accident or is hospitalized for a period less than 24 hours.
- 4.8 Driver: any person who is driving the vehicle, guiding draft, pack or saddle animals, or driving a herd, along the roads or grounds mentioned in section 1.1.
- 4.9 Passenger: any person who, without being a driver, is in or on a vehicle.
- 4.10 Pedestrians: any person who, without being a driver, is walking along the roads or the grounds mentioned in section 1.1.

* The number of deaths during the first 24 hours is determined by following up all the cases; the follow-up of deaths within 30 days is determined, until the time in which the actual follow-up of all the injured during this period is fully guaranteed, applying to the figure of dead within 24 hours the correction factor that is deducted from the actual monitoring of a representative sample of seriously injured that the Catalan Traffic Service must conduct at least every four years, together with the Directorate General of Traffic. These correction factors were first applied in 1993. They were reviewed in accordance with the provision of the Order of the Ministry of Parliament Relations and the Secretary of Government mentioned; in 2001, new factors were applied.

The following will also be considered pedestrians: anyone pushing a pram, anyone with a pram for people with reduced mobility or any other non-motorized vehicle (of small size), anyone walking with a two-wheel moped, and people with reduced mobility in a wheelchair with two wheels, motorized or not, and people on skates or other similar devices, who are on the roads or the grounds mentioned above.

Pedestrians are also people who are fixing the engine, changing a tire or carrying out anything else similar.

OTHER PARAMETERS

- 4.11 Average speed (aS): median speed of vehicles crossing the control section.
- 4.12 Vehicles-kilometer: expressed in number of vehicles x per year kilometer, defining the total number of kilometres travelled on roads within the boundaries of a specific area.

Contents: Sub-Directorate General for Road Safety
in collaboration with Ingeniería de Tráfico, S.L. (INTRA)
