



Global Road Safety Fact File

Worldwide toll of road crashes

- 1.2 million people worldwide are estimated to be killed each year on the roads – more than 3000 people every day;
- 50 million people worldwide are estimated to be injured in road crashes each year;
- The global financial cost of road traffic injuries is US\$ 518 billion each year;
- The cost to low and middle income countries is US\$ 65 billion, more than all incoming development aid.
- For men aged 15-44 road traffic injuries rank second (behind HIV/AIDS) as the leading cause of premature death and ill health worldwide;
- By 2020, unless action is taken, road traffic injuries are predicted to rise overall by about 65%;
- Low and middle income countries account for more than 80% of global deaths from road traffic crashes.

Regional & national traffic injury statistics

- In the EU 15 countries road fatalities have fallen by 50% over the past 30 years, from 80,000 in 1972 to 42,000 in 1999.
- Of the countries joining the EU this year, Hungary saw a 15% increase in road fatalities in 2002, with increases of 7% in the Czech Republic, 5% in Poland and 12% in Estonia.
- Road fatalities in the US have fallen from 52,600 in 1970 to 41,600 in 1999.
- In the Russian Federation road deaths in 2002 were 33,243, an increase on the previous year of 7.5%.
- 44% of all road deaths occur in the Asia/Pacific region, despite a 16% share of global vehicles.

- Eastern European countries represent 6% of global motor vehicles but 11% of road fatalities.
- The WHO Eastern Mediterranean Region (incorporating the Middle East, Afghanistan and Pakistan) has the highest mortality rate from road traffic injuries amongst young men (aged 15-29) at 34.2 per 100,000 population.
- Low and middle income countries in the WHO Eastern Mediterranean Region have the second highest overall road death rate (26.4 per 100,000 compared with 28.3 per 100,000 in Africa. High income countries in the region have by far the highest road death rate of any high income country (19 per 100,000). European HICs, by contrast, have an average road death rate of 11 per 100,000.
- In most developing countries vulnerable road users, including pedestrians, bicycle and motor cycle riders account for the majority of fatalities.

The economic cost of road crashes

- The global financial cost of road traffic injuries is US\$ 518 billion each year.
- The cost to low and middle income countries is US\$ 65 billion, more than all incoming development aid.
- Road traffic injuries (RTI) cost the USA US\$ 230 billion a year (2.3% of GNP)
- The cost to the EU 15 is €180 billion a year, twice the annual EU budget.
- RTIs cost South Africa US\$ 2 billion in 2000.
- In Uganda the cost is around US\$ 101 billion a year (2.3% GNP)
- In China in 1999 RTIs cost US\$ 12.5 billion, almost four times the annual health budget.
- In the Middle East the cost of accidents is estimated at US\$ 7.4 billion, or 1.5% of GNP.

Motorisation trends and road traffic injury forecasts

- The USA has the highest car ownership in the world: 780 motor vehicles per 1000 population (and more cars than adults of driving age).
- Most major high income countries (e.g. UK, Japan, Italy, Germany) have between 400-600 motor vehicles per 1000 population;
- China has 80 motor vehicles per 1000 population. Annual car sales have risen from less than 1 million in 1998 to 2 million in 2003 and are predicted to increase to nearly 5 million a year by 2008.
- India has 34 motor vehicles per 1000 population; South Africa has 144; Kenya has 14; Indonesia has 81 motor vehicles per 1000 population.

- In South East Asia motorcycles are predicted to account for up to 70% of the vehicle fleet by 2020. The number of motorcycles in Vietnam increased by 29% in 2001. Road deaths rose by 37% in the same year.
- Road traffic deaths are predicted to rise on average by more than 80% in low and middle income countries by 2020, while high income countries will continue to improve, with a 30% reduction in road deaths compared with 1990.
- According to World Bank forecasts, South Asia will see a 144% increase in road deaths by 2020, from a base date of 2000. India's death rate is expected to rise until 2042.
- The Middle East and North Africa are forecast to see a 68% increase in road deaths over the same period 2000-2020.
- These figures are based on no remedial action being taken.

Sources for statistics: WHO; World Bank; TRL; ECMT. Some statistics are based on estimates due to lack of effective data reporting in many low income countries.