This Fact Sheet outlines the global cost of road crashes in 2010 based on the Global Status Report on Road Safety (WHO, 2013) and the True Cost of Road Crashes (iRAP, 2008)

FATALITIES & SERIOUS INJURIES

The 2013 World Health Organisation Global Status Report has published the 2010 baseline of road traffic fatalities worldwide. The key details include:

- 1.24 million killed and 30-50 million injured every year
- Road traffic death point estimates in Table A2 of the report have been used as the baseline for each country
- Population numbers for 2010 provided in Table A2
- Fatality rates per 100,000 population summarised at income level based on World Bank Income group

ECONOMIC COST OF ROAD CRASHES

The iRAP “True Cost of Road Crashes” report provides a statistical valuation of life that can be applied worldwide, along with typical fatal to serious injury ratios. The economic cost of crashes is based on:

- The WHO point estimates for fatalities (2010 data)
- A standard estimate of 10 serious injuries for every fatality outcome across all countries
- The recommended value of life = 70xGDP per capita (middle and high-income) & 100xGDP per capita (low income)*; and Value of Serious Injury = 25% of the Value of Life
- Calculation of estimated fatal and serious injury crash costs at the country level and aggregated into the various Income Groups

* Low income amendment as recommended by report authors (2010)
The Global Cost of Road Crashes

THE GLOBAL COST BY INCOME GROUP

- GDP figures based on IMF data
  [www.imf.org]

- Income group based on World Bank classifications: GNI per capita ≤ $1,025 = low-middle income; $1,026–4,035; $4,036–12,475 = upper-middle income and $12,476 or more = high income

- Economic cost considers fatal and serious injury outcomes only. No provision for minor injury and property damage only.

### The Cost of Fatal & Serious Road Crashes

<table>
<thead>
<tr>
<th>Income Group</th>
<th>Fatalities</th>
<th>Economic Cost</th>
<th>% of GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low (≤)</td>
<td>130,000</td>
<td>US$ 20 billion</td>
<td>5%</td>
</tr>
<tr>
<td>Low-Middle (≥)</td>
<td>495,000</td>
<td>US$ 205 billion</td>
<td>5%</td>
</tr>
<tr>
<td>Upper-Middle (≥)</td>
<td>510,000</td>
<td>US$ 780 billion</td>
<td>5%</td>
</tr>
<tr>
<td>High (≥)</td>
<td>95,000</td>
<td>US$ 850 billion</td>
<td>2%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,240,000</td>
<td>US$1,855 billion</td>
<td>3%</td>
</tr>
</tbody>
</table>

[WHO (2013); iRAP (2013)]

COST OF CRASHES BY COUNTRY

- Analysis based on global assumptions detailed above

- Consistent assumptions of fatal to serious injury ratios and economic cost of crashes applied to all countries for global comparison

- Individual country’s definition of fatality, serious injury and economic costs may vary

- Further research and liaison recommended at the country level

Contact: iRAP CEO rob.mcinerney@irap.org
+61 405 49 3030