OECD Health Statistics 2025
Definitions, Sources and Methods

Injuries in road traffic accidents

Number of people injured in road traffic accidents per million population.

The United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues), has been used as a source for several OECD countries (see detailed list below).
Database available at http://w3.unece.org/PXWeb2015/pxweb/en/STAT/STAT__40-TRTRANS__01-TRACCIDENTS (data extracted June 2025). Other countries have supplied data directly.

The following definitions are used in this report:
Road traffic accident:
An accident which occurred or originated on a way or street open to public traffic; resulted in one or more persons being killed or injured, and at least one moving vehicle was involved. These accidents therefore include collisions between vehicles, between vehicles and pedestrians and between vehicles and animals or fixed obstacles. **Single vehicle accidents** in which one vehicle alone (and no other road user) was involved are included. **Multi-vehicle collisions** are counted only as one accident provided that the successive collisions happened at very short intervals
Injured:
Any person who was not killed but sustained one or more serious or slight injuries as a result of the accident.
Serious injuries:
Fractures, concussions, internal lesions, crushing, severe cuts and laceration, severe general shock requiring medical treatment and any other serious lesions entailing detention in hospital.
Slight injuries:
Secondary injuries such as sprains or bruises. Persons complaining of shock, but who have not sustained other injuries, should not be considered in the statistics as having been injured unless they show very clear symptoms of shock and have received medical treatment or appeared to require medical attention.

Please note that some countries include people killed in road traffic accidents. Differences in definition are noted in the country-specific notes below.

Sources and Methods

Australia

Sources:
2017 onwards: **Australian Institute of Health and Welfare**, National Hospital Morbidity Database.
Australian Bureau of Statistics (ABS). Customised national Estimated Resident Population (ERP) data for the years 2011 to 2023. Canberra: ABS.
2011 -2016:
Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2023. Road trauma Australia 2022 statistical summary. Canberra: BITRE (and previous issues). See Microsoft Power BI (https://app.powerbi.com/view?r=eyJrIjoiZWQ0NTQ3ZDMtYWM1ZS00ZTNhLTlmZmMtZWY1MWFjOWNjODc5IiwidCI6ImFhMjFiNjQwLWJhYzItNDU2ZC04NTA1LWYyY2MwN2Y1MTc4NCJ9).
Australian Bureau of Statistics (ABS). Customised national Estimated Resident Population (ERP) data for the years 2011 to 2021. Canberra: ABS.
Australian Institute of Health and Welfare, National Hospital Morbidity Database.

2001-2010: **Bureau of Infrastructure, Transport and Regional Economics (BITRE)** Archived Road trauma Australia annual summaries. Canberra: BITRE (2023), see https://www.bitre.gov.au/publications/ongoing/archived_road_deaths_australia_annual_summaries.
Australian Bureau of Statistics (ABS). National, state and territory population. Canberra: ABS.
2000: **Australian Institute of Health and Welfare**, Henley G & Harrison JE 2011. Trends in serious injury due to land transport accidents, Australia 2000-01 to 2007-08. Injury research and statistics series no. 54. Cat. no. INJCAT 132. Canberra: AIHW.
1997-1999: No data available.
1990-1996: **Federal Office of Road Safety**, Road Injury Australia: 1996 Statistical Summary.
1980-1989: **Australian Bureau of Statistics**, Road Traffic Accidents Involving Casualties, Australia.
Until 1979: **Australian Bureau of Statistics**. ABS Cat. No. 9405.0, Road traffic accidents involving casualties, Australia.
Methodology:
- Data for Australia for all years exclude injuries due to non-traffic land transport accidents which account for, on average, between 30% and 40% of road injuries. For details, see https://www.bitre.gov.au/sites/default/files/documents/road_trauma_2022.pdf and https://www.aihw.gov.au/reports/injury/transport-accidents.
Breaks in time series in 1980, 2000, 2001, 2012 and 2017:
- There is a break in the hospitalisations time series in 2017 due to a change in data collection methods in the state of New South Wales, one of the most populous states in Australia (see the technical notes on variation in state and territory coding practice for more details, available via https://www.aihw.gov.au/reports/injury/injury-in-australia/contents/technical-notes).
- Data for 2012 are not directly comparable to other years because Victoria changed case inclusion criteria to exclude cases cared for solely in Emergency Departments from 1 July 2012.
- Data from 2001 onwards are calculated using hospitalised injury data by calendar year from the Bureau of Infrastructure, Transport and Regional Economics and estimated resident population data at 31 December each year from the Australian Bureau of Statistics.
- Data for 2000 are based on hospital separations. Serious injury is defined as “an injury which results in the person being admitted to hospital, and subsequently discharged alive either on the same day or after one or more nights stay in a hospital bed (i.e. deaths in hospital are excluded)”. Data are reported for the financial year 2000-01 (i.e. 1 July to 30 June). Data are age-standardised to the 2001 Australian population.
- Data from 1980 to 1996 are based on police reported non-fatal hospital admissions, and hence cover serious road crashes only. Note that numerous non-fatal hospital admissions for road accidents are not included in police reports.
- Until 1980: Data include "accidents reported to police which occurred in public thoroughfares and which resulted in bodily injury to an extent requiring surgical or medical treatment."
Further information: https://bitre.gov.au/, http://www.abs.gov.au/ and http://www.aihw.gov.au/.

Austria

Source: Statistics Austria, Road Accident Statistics.
Methodology: Data do not include people killed in road traffic accidents.
Break in 2012: Since 1 January 2012 accidents are recorded electronically by the police while so-called “accident count sheets” (“Unfallzählblätter”) are no longer used. Due to the comprehensive change in the data collection method, data before and after 2012 are not directly comparable.
Further information: https://www.statistik.at/statistiken/tourismus-und-verkehr/unfaelle/strassenverkehrsunfaelle.

Belgium

Sources:
From 1995: **Statistics Belgium**, Direction générale statistique et information économique.
Until 1994: **Service Public Fédéral Santé Publique**, Sécurité de la chaine alimentaire et Environnement.
Break in time series in 2011: Since 2011, the official numbers for injuries are calculated by dividing the total of slightly, heavily and deadly victims of road accidents (defined following 93/703/EG) by the

population on 31/12 defined following the international definition of population (calculation by FPS Social security, based on data of Statistics Belgium).
Further information: http://www.health.belgium.be/eportal and http://statbel.fgov.be/fr/statistiques/chiffres/circulation_et_transport/circulation/accvict/.

Canada

Source: Transport Canada. Canadian Motor Vehicle Traffic Collision Statistics, collected in cooperation with the Canadian Council of Motor Transport Administrators.
Methodology:
- "Total injuries" include minimal, minor, moderate, serious and unspecified injuries.
- Data for Nunavut are not reported for 2001.
- Data for Ontario are preliminary at the time of the source publication.
- Recent changes in how traffic accident reports are collected in Manitoba resulted in an increased number of injuries of a minimal nature being captured in 2011 and beyond.
- The decline of police reporting in British Columbia in the years 1996-2004 has affected national totals.
Further information: http://www.tc.gc.ca/motor-vehicle-safety.

Chile

Source: National Committee for Traffic Safety (CONASET). The original source is the **Chilean Police** ("Carabineros de Chile").
Methodology: The Chilean Police provides annual reports and databases of road traffic accidents to the National Committee for Traffic Safety (CONASET).
- Data may include people who died more than 24 hours after the accident.
The significant decrease in the number of injuries in road traffic accidents from 1984 to 1985 is due to the implementation of a new traffic law on January 1st 1985 which established tougher penalties.
Further information: https://www.conaset.cl/programa/observatorio-datos-estadistica/biblioteca-observatorio/estadisticas-generales/.

Colombia

Source: Individual Registry of Health Services Provision (RIPS).
Methodology:
- Numerator: Number of people treated according to the International Classification of Diseases ICD-10, specifically for land transport accidents (ICD-10: V01–V89).
- Denominator: Total population, sourced from the 2018 National Population and Housing Census, adjusted for the post-COVID period.

Costa Rica

Source: Consejo de Seguridad Vial (National Counseil for Road Safety).
Further information: https://datosabiertos.csv.go.cr/dataviews/234876/VICTI-POR-TIPO-DE-LESIO/.

Czechia

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Methodology: Number of people injured in road traffic accidents (people killed are not included).
Notes:
- Since 1980: People are recorded as "killed" who die within 30 days of the accident.
- Until 1979: People are recorded as "killed" who die within 24 hours of the accident.

Denmark

Sources:
2022 onwards: **Statistics Denmark** (table FOLK1A and table UHELD8).
Up until 2021: **United Nations Economic Commission for Europe (UNECE)**, *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Methodology from 2022 onwards:
- All data include seriously injured and slightly injured persons due to road traffic accident. Data include all sort of means of transport (all vehicles including private cars, vans, lorries, busses, tractors, motor cycle, mopeds, bicycles and pedestrians).
- Data exclude persons killed due to road traffic accidents.
- Data extracted from Statistics Denmark from the table UHELD8. Additionally, data regarding the Danish population extracted from Statistics Denmark from the table FOLK1A from the second quarter of 2022 and 2023 respectively.
- The total number of injuries in road traffic accidents is determined by the following equation:

[Equation]

- The statistics only include injuries reported by the police. In order to examine the so-called underreporting of figures, Statistics Denmark has since 1996 conducted a study where data on persons treated by casualty wards have been included. The studies have shown that the total number of injuries is much higher than the number registered by the police. However, the coverage with respect to persons killed is almost 100 per cent. As from 2001, the results are published in the table MOERKE.
Break in time series in 2022 due to a change in source.
For further information: https://www.statistikbanken.dk.

Estonia

Source: Estonian Transport Administration (https://www.transpordiamet.ee).
Break in time series in 2001: From 2001 onwards, the persons who are slightly injured (i.e. the persons who need first aid only) are also included.
Further information: Online road traffic accidents statistics in Estonian are available at the Estonian Transport Administration website at https://www.transpordiamet.ee/liiklusonnetuste-statistika and at the National Institute for Health Development (NIHD) website at https://statistika.tai.ee/pxweb/en/Andmebaas/Andmebaas__07Terviseprofiilid__02MKKOV/LO01.px/.

Finland

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

France

Source: Ministry of Transport, National Interministerial Office for Road Safety (ONISR).
Coverage: From 2004, data refer to France (excluding Mayotte). Before 2004, data refer only to Metropolitan France.
Methodology:
- Data take into account the number of injured in road traffic accidents compared to the average population in metropolitan France. The number of persons killed is excluded.
- The injured are defined as those who do not die from the accident. Injured persons include severely injured persons who have been hospitalised more than 24 hours and lightly injured people who have received medical care but who have not been admitted in a hospital for more than 24 hours. Severely injured persons who are hospitalised for more than 24 hours and lightly injured persons who have received medical care but were not admitted to hospital for more than 24 hours.
- The observed yearly number of all injured, whatever the gravity (from the BAAC registry) is reported to 1M inhabitants considering the population at January 1st of each year, as provided by INSEE (Population au 1er janvier, Insee (https://www.insee.fr/fr/statistiques/5225246)).
Further information:

- *Bilans annuels de la sécurité routière - Année 2023*, Observatoire national interministériel de la sécurité routière, see https://www.onisr.securite-routiere.gouv.fr/etat-de-linsecurite-routiere/bilans-annuels-de-la-securite-routiere/bilan-2023-de-la-securite-routiere.
- Population at January 1st: Évolution de la population − Bilan démographique 2023, Insee, see https://www.insee.fr/fr/statistiques/7746154?sommaire=7746197.

Germany

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

Greece

Sources:
From 1999 onwards: **Hellenic Statistical Authority**. Sectoral Statistics Division. Transport Statistics Section.
Until 1998: **General Secretariat of the National Statistical Service of Greec**e, Division of Social Statistics, Section of justice and public service.
Methodology:
From 1999 onwards: Persons who die are not included.
Until 1998: Deaths are not included. Figures include serious and slight injuries.
Further information: https://www.statistics.gr/en/statistics/-/publication/SDT04.

Hungary

Source: Hungarian Central Statistical Office (KSH), Statistical Yearbook.
Methodology:
The significant increase in the number of injuries in road traffic accidents from 1960 to 1970 is partially due to the increase in cars: there were 39800 cars in 1960, compared to 238500 cars in .
Break in time series: From 1990, data include all persons injured in road accidents, regardless of whether they are victims of slight, serious, or fatal injuries. Before 1990, data include only slight and serious injuries, excluding fatal injuries.
Note: The population numbers for the period 2012-2022 have been recalculated retrospectively on the basis of the final census data of 1 October 2022, thus affecting the number of people injured in road traffic accidents per million population.
Further information: http://www.ksh.hu.

Iceland

Source: As of 2011, data from **The Icelandic Transport Authority**. **Statistics Iceland Road traffic accidents 1981-2010**and **Icelandic Historical Statistics** (published in 1997).
Methodology:
- Data refer to persons injured in road traffic accidents. Persons killed are excluded.
- In 1992, a change in registration took place which resulted in more people being registered with insurance than before. All road traffic accidents in Iceland were then registered whether Icelanders or foreigners were involved.
Break in time series in 2011: Statistics Iceland changed their methodology for assessing the population of Iceland in 2024. Population figures were corrected back to 2011. Figures on road traffic accidents have been recalculated back to 2011 to reflect the change in size of the country´s population.
Break in time series in 1975: Break in the series in 1975 when international definition of traffic injuries was adopted.

Ireland

Sources:

From 2016 onwards: **Road Safety Authority.** Rates calculated using Central Statistics Office population estimates for the relevant year.
Up until 2015: **United Nations Economic Commission for Europe (UNECE)**, *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Break in time series in 2016 due to a change in source.

Israel

Source: Central Bureau of Statistics.
Methodology: Deaths are not included.
Breaks in time series in 1975 and 2013: The data were revised to accommodate MAIS (Maximum Abbreviated Injury Scale) and reflect the economic area of Israel. The revision, starting from 2013, includes the update to the methodology that defines the severity of injury (using the MAIS Index) and since 1975 includes all the road accidents with casualties that were handled by the Israel Police, on the economic area of Israel.
Further information: For definitions and explanations, see https://www.cbs.gov.il/he/publications/Pages/2023/%D7%AA%D7%90%D7%95%D7%A0%D7%95%D7%AA-%D7%93%D7%A8%D7%9B%D7%99%D7%9D-%D7%A2%D7%9D-%D7%A0%D7%A4%D7%92%D7%A2%D7%99%D7%9D-2021-%D7%A1%D7%99%D7%9B%D7%95%D7%9E%D7%99%D7%9D-%D7%9B%D7%9C%D7%9C%D7%99%D7%99%D7%9D.aspx, and https://www.cbs.gov.il/en/publications/Pages/2023/Road-Accidents-With-Casualties-2021-General-Summaries.aspx.
Metadata (in Hebrew): https://www.cbs.gov.il/he/CBSNewBrand/Pages/simsEx.aspx?url=https://boardsgenerator.cbs.gov.il/Pages/ESMSmetadata/Descriptions.aspx?pirsum=1&subject=46626fb7-97cf-474a-badf-005a6e48e514&sims=&l=Hebrew&format=json&flat=false.
Note: The statistical data for Israel are supplied by and under the responsibility of the relevant Israeli authorities. The use of such data by the OECD is without prejudice to the status of the Golan Heights, East Jerusalem and Israeli settlements in the West Bank under the terms of international law.

Italy

Sources:
From 2013 onwards: **ISTAT**, Istituto Nazionale di Statistica (National Institute of Statistics). "Rilevazione sugli incidenti stradali con lesioni a persone/Survey on road traffic accidents with injured people".
Until 2012: **United Nations Economic Commission for Europe (UNECE)**, *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Further information: http://dati.istat.it//Index.aspx?QueryId=42611.

Japan

Source: National Police Agency.
Coverage: Data for 1971 and before do not include data from the Okinawa prefecture.
Methodology:
- Population data are based on the "Population Estimates" and the "National Census" (released every 5 years), taken by the Ministry of Internal Affairs and Communications.
- Serious injuries are defined as injuries that require 30 days medical treatment or more, regardless of the type of injury. The definition of slight injuries is injuries that require less than 30 days medical treatment.
- The reason for the sharp decrease in the number of injured from 1970 to 1974 is described as follows: "The First Fundamental Traffic Safety Program was made in 1971. According to this plan, traffic safety facilities (ex: roads, traffic lights etc.) were overhauled. Furthermore, efficient traffic controls, improvement of safety of car's function, teaching traffic etiquette, enhancement of police traps, traffic safety campaign and diffusion of traffic safety education were implemented. The public also cooperated with that plan positively, and voluntarily worked for traffic safety".

Korea

Source: The Korea Road Traffic Authority (KoROAD), Traffic Accident Analysis System Database.
Methodology:
- Number of injuries divided by estimated population.
- Injury data are obtained periodically from police, insurance companies and mutual aid associations. Data have been refined to eliminate duplications.
Break in time series: The definition of 'death caused by accident' has been changed in 1999. Before 1999, cases of people who died within 72 hours were recorded as a death. From 1999, cases of people who die within 30 days of the accident are recorded as a death and excluded.
Further information: http://taas.koroad.or.kr/index.jsp (in Korean).

Latvia

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Methodology: Persons are recorded as killed who die at the scene of the accident or within 7 days; persons who die later are recorded as injured.

Lithuania

Source: State Data Agency (Statistics Lithuania), Data provided by the Police Department under the Ministry of the Interior.

Luxembourg

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

Mexico

Sources:
2000 onwards: **National Prevention of Accidents Council** (STCONAPRA) with information from the **National Institute of Statistics and Geography** (INEGI) for traffic accidents in urban and suburban areas and from the **Federal Police Records** for traffic accidents on federal roads.
1978-1996: **Instituto Nacional de Estadística**, Geografía e Informática (National Institute of Statistics, Geography and Information Technology.) Statistical annual of Mexico ed. 1998, (INEGI), page 182-183. Ed 1999 and Statistical Yearbook of Estados Unidos Mexicanos, 1995, 1999.
Population of **National Population Council (CONAPO)**, Mexico 2023: Population projections 2020-2070.
Methodology: Data from 1997 to 1999 are estimated using linear interpolation, as there are no data for this period.
Break in time series in 1997 due to a change of source.
Further information: https://www.inegi.org.mx/.

Netherlands

Sources:
From 1999 onwards: **United Nations Economic Commission for Europe (UNECE)**, *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
1960-1997: **Statistics Netherlands**. Statistics on road traffic accidents.
Break in time series in 1999: Injured people refer to persons who were hospitalised (data from 1999 onwards).
1960-1997: Data are based on police reports, with large under-reporting.
Further information: https://www.cbs.nl/en-GB/.

New Zealand

Source: Ministry of Transport.
Methodology:
- Rates per million population are calculated and refreshed using the estimated resident population "as at December", and are sourced from Statistics NZ.
- Figures include minor and serious injuries but exclude fatal injuries.
- The Ministry of Transport produces Injury and Crash conversion factors (defined as the ratio of estimated to reported numbers of incidents) in order to estimate the total numbers of injuries and crashes from their reported numbers. These factors are derived using annual crash and injury data from Police Traffic Crash Reports, hospitalisation data and Accident Compensation Corporation (ACC) new claims data from the Motor Vehicle Account.
- Because not all crashes are reported and recorded in the official Traffic Crash Reports (TCRs), counting the reported numbers alone would underestimate the road safety risks and the potential benefits that might be achieved through road safety improvements.
Notes:
- The Ministry of Transport observed a significant drop in the number of injuries per million population in 2020. This is a result of the COVID-19 lockdowns, during which on-road travel was limited, leading to an associated decrease in the number of road accidents.
The NZ approach of adjustment for under-reporting of injuries in RTAs may differ from other OECD countries which do not adjust for under-reporting, and provide one explanation why NZ's RTA injury rates exceed those of other countries.
Further information:
http://www.transport.govt.nz/ourwork/Land/landsafety/Pages/TheSocialCostofRoadCrashesandInjuries.aspx.

Norway

Source: Statistics Norway. Statistics on road traffic accidents involving personal injury.
Methodology:
- Monthly files. The statistics cover accidents reported to the police and are limited to accidents that involve at least one vehicle, and that have taken place on public or private roads, streets or places open to general traffic.
- Total number of injured people (seriously injured and slightly injured) divided by mean population (by million).
Further information: https://www.ssb.no/en/transport-og-reiseliv/statistikker/vtu.

Poland

Source: National Police Headquarters of Poland.
Methodology: The methodology used is in accordance with methodology presented in the EU CARE regulation on road traffic accidents.

Portugal

Sources:
2014 onwards: **Portuguese National Authority of Road Security, Statistics Portugal**. See https://www.ine.pt/xportal/xmain?xpid=INE&xpgid=ine_indicadores&indOcorrCod=0012775&contexto=bd&selTab=tab2.
Up until 2013: **United Nations Economic Commission for Europe (UNECE)**, *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Coverage: Data refer to continental Portugal only up until 2013. From 2014 onwards, data refer to Portugal including the insular regions of the Azores and Madeira.
Methodology:

- Statistics Portugal publishes the number of victims of road accidents. From 2014 onwards, the number of people injured in road traffic accidents per million population was obtained by reference to the average annual population residing in Portugal estimated for each year.
- Persons are recorded as killed who die at the scene of the accident or during or immediately after transport from the scene of the accident; persons who die later are recorded as injured.
Break in time series in 2014: There is a break in the time series in 2014 due to changing source (UNECE to Statistics Portugal) and changing coverage (mainland to Portugal, including the insular regions of the Azores and Madeira).

Slovak Republic

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

Slovenia

Source: Ministry of the Interior – Police, Annual reports on the Work of the Police.
Methodology: Definition consistent with the OECD definition.
Further information: http://www.policija.si/eng/index.php/statistics.

Spain

Sources:
2014 onwards: **Ministerio del Interior. Dirección General de Tráfico - DGT (Ministry for Home Affairs. General Directorate of Traffic).** Different sources of data are available in the following annual reports available at the webpage "DGT in Figures" (DGT en Cifras) at https://www.dgt.es/menusecundario/dgt-en-cifras/.

- **"Anuario Estadístico de Accidentes" (Statistical Accident Yearbook)** last available for the year 2023.
- **"Las Principales cifras de siniestralidad vial"** last available for the year 2023.

1970-2013: **United Nations Economic Commission for Europe (UNECE)**, *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Methodology:
2014 onwards:
- The number of injured is defined as the sum of hospitalised injured and not hospitalised injured.
- The injured person is considered hospitalised (for the purposes of the statistical tables: "hospitalised injured") if, as a result of a traffic accident, he or she requires hospitalisation for more than twenty-four hours.
- Any person injured in a road traffic accident who has not required hospitalisation for more than 24 hours and who has been treated by the relevant health services is considered to have been injured with medical care equal to or less than 24 hours (for the purposes of the statistical tables: "injured not hospitalised").
- Data exclude persons who have died within 30 days of the accident.
- Denominator: National Statistics Institute (*Instituto Nacional de Estadística*)
  - 2014 to 2023: extracted from *Cifras de Población* (*Population Figures)*. Data refer to 1st July each year. See https://ine.es/jaxiT3/Tabla.htm?t=56934.
  - For 2022: Press note of last available data (7th November 2023). See: https://ine.es/daco/daco42/ecp/ecp0323.pdf.

1970-2013: Persons are recorded as killed who die within 24 hours as a result of the accident; persons who die later are recorded as injured.

Sweden

Sources:
From 2014 onwards: **Transport Analysis Sweden**.
2013: The **STRADA** database at http://transportstyrelsen.se./en/road/.
2010-2012: **Transport Analysis and Statistics Sweden**.

Until 2009: **Swedish Institute for Transport and Communications Analysis**.
Methodology: Number of road traffic accidents reported to the police (number of persons killed, severely injured and slightly injured), divided by the population at November 1.
Further information https://www.trafa.se/en/road-traffic/road-traffic-injuries/, Road traffic injuries 2021 Table 4.1.

Switzerland

Sources:
Since 2007: **Swiss Federal Roads Office (FEDRO)**, *Statistics of road traffic accidents*.
Until 2006: **United Nations Economic Commission for Europe (UNECE)**, *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

Türkiye

Source: Turkish Statistical Institute (TURKSTAT).
Methodology:
- Data for injuries come from administrative records of the Turkish National Police and General Command of Gendarmerie. The data on road traffic accidents are compiled from Record of Traffic Accidents forms filled out for every accident and prepared for both judicial and statistical purposes in accordance with the Highway traffic Law No. 2918.
- Due to the revision of the mid-year population, data have been updated since 2000. Demographic data based on population censuses and ABPRS. Since a census is not conducted on a yearly basis, projections are made for next year. Demographic information is also updated since the projections are updated on yearly basis.
- Data since 2000 refer to cases including the number of people who got injured in accidents reported by police and the gendarmerie within the General Directorate of Public Security's framework of accidents.
Further information: http://www.turkstat.gov.tr/.

United Kingdom

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Coverage:
Data refer to Great Britain only, Northern Ireland is thus excluded from the statistics.
- Great Britain data include people killed as a result of road traffic accidents as well as all severities of injuries reported.

United States

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

NON-OECD ECONOMIES

Argentina

Data not available.

Bulgaria

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

Croatia

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

Peru

Source: Information is based on data from the **Epidemiological Surveillance System (Noti Web)** of the **National Centre for Epidemiology, Prevention and Disease Control**, which collects information at the health facility level. The data corresponds to Epidemiological Week 52-2024. Estimated Population Dashboard 2025 (REUNIS).
Coverage:
- This indicator determines the number of people treated for an injury caused by a traffic accident occurring in the evaluated period.
- Only includes land transport. Only considers notifications reported in health facilities belonging to the Ministry of Health (no private or social security health facilities).
Methodology:
Numerator: Number of injured in traffic accidents in a year.
Denominator: Total estimated population in a year.
Further information: https://www.dge.gob.pe/portalnuevo/informacion-publica/sala-de-lesiones-por-accidentes-de-transito/.

Romania

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).

Russian Federation

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).
Note: This document, as well as any data and any map included herein, are without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries and to the name of any territory, city or area.

Ukraine

Source: United Nations Economic Commission for Europe (UNECE), *Statistics of Road Traffic Accidents in Europe and North America* (several issues).