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Road Safety: Modelling a Global Phenomenon

Bureau of Infrastructure, Transport and Regional Economics

Road Safety: Modelling a Global Phenomenon

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Foreword

In Australia, as in other countries around the world, progress in road safety has been evidenced by declining road death and injury, even as traffic has grown. That remarkable trend is under threat as the benefits of the contributing factors slow, in the face of continuing traffic growth. It is therefore valuable to understand how those safety factors are likely to function in the future, and to see what further measures have worked in other counties.

This report provides an overview of the different patterns of road fatality and injury rates in 21 countries, and their determinants. There is a remarkable commonality in these determinants, but the variety of their operations has generated a wide variety of fatality and injury rate patterns. Understanding the determinants of past and likely future trends in road death and injury is important for understanding the challenges for the road safety task that concern governments and citizens in all the 21 countries.

This project was undertaken by Dr. David Gargett.

Gary Dolman
Head of Bureau
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February 2014

At a glance

This report examines the trends in road fatality and injury rates (road death/injuries per billion vehicle kilometres travelled) in 21 countries around the world.

Much of the report is technical in nature, dealing with the sources of data, and details of variable construction and modelling. Data back to 1965 has been assembled for 21 countries on road deaths and injuries, vehicle kilometres travelled by vehicle type, seat belt wearing rates, and alcohol and speed control proxies.

The main result of all this data preparation has been the ability to document the consistent and yet varied patterns over time in fatality and injury rates in many countries around the globe.

After rapid falls from the sixties, fatality and injury rates have been tending to level out, as seat belt wearing rates pass 90 per cent, and enforcement efforts bear down on the most risky behaviours.

The main results of the study are models of road *fatality rates* as a function of *seat belt wearing rates, enforcement activities* regarding speed (using speed cameras) and alcohol (with random breath testing), and *economic influences* (principally unemployment). Experience from around the world also shows that laws lowering speed limits and legal blood alcohol limits are effective in saving lives.

Models of *injury rates* are constructed from fatality rates.

Each country is different, but the patterns of the models are similar. The models explain the common finding around the developed world of a fairly rapid downward trend in fatality and injury rates over the past four decades – slowing in the last decade.

The models can be used to provide base-case and scenario forecasts of future trends in road fatality and injury rates in the 21 countries. These are useful in a variety of contexts, for instance, in forecasting road fatalities and injuries, evaluating various policies to meet road safety targets and needs for infrastructure investment.

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Executive summary

Background

Road transport is the dominant mode of transportation around the world and a vital link that brings people and goods together. And yet, mobility comes at a cost, one of which is the exposure to the possibility of death and injury on the road. The statistical representations of that risk are the fatality and injury rates (the number of deaths and injuries per billion vehicle kilometres travelled).

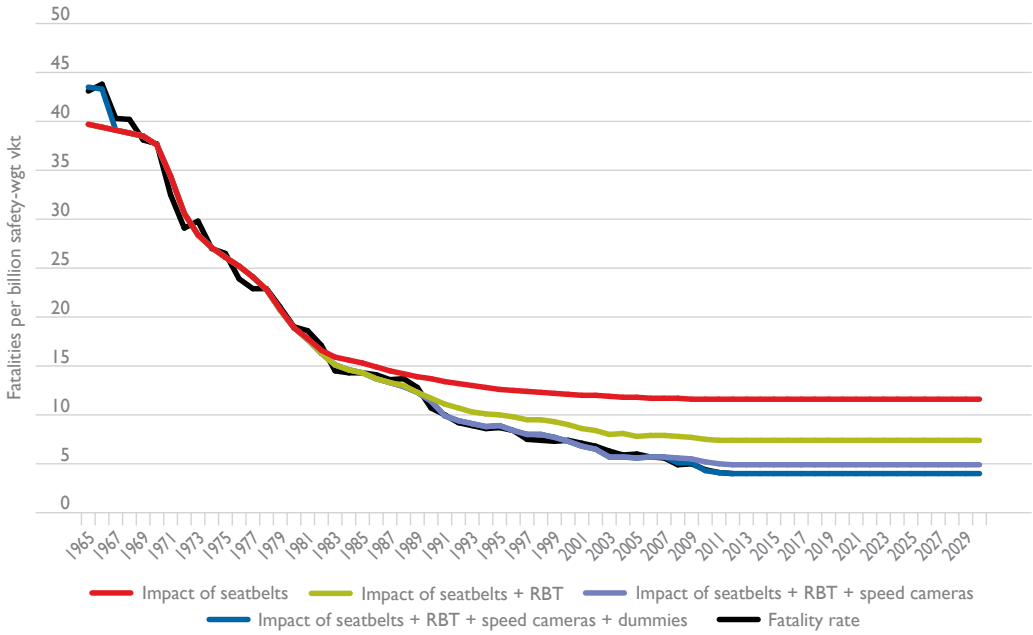
This report describes an approach for modelling the fatality and injury rates for each of 21 countries around the world. The models constructed allow an understanding of the forces underlying the fatality and injury rates in each of the countries covered, and also allow forecasts of future trends in road safety – or its obverse, death and injury.

Models were derived for Australia (eight States/Territories), Austria, Belgium, Britain, Canada (ten provinces), the Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Israel, Japan, Korea, the Netherlands, New Zealand, Norway, Sweden, Switzerland and the United States.

Patterns of road safety in twenty-one countries

The basic finding of the research is that fatality rates have trended down as societies have become motorised. Initially, the gain came from adopting basic measures that managed the growing traffic, things as basic as stop signs, traffic lights, lane separation – the list goes on. Then in the early 1970s it was the turn of vehicle safety improvements, the most important by far being the fitting and wearing of seat belts. Finally, in the 1980s onward came the turn of enforcement, principally aimed at control of speed and driver impairment. This pattern is illustrated by Australia in figure ES1.

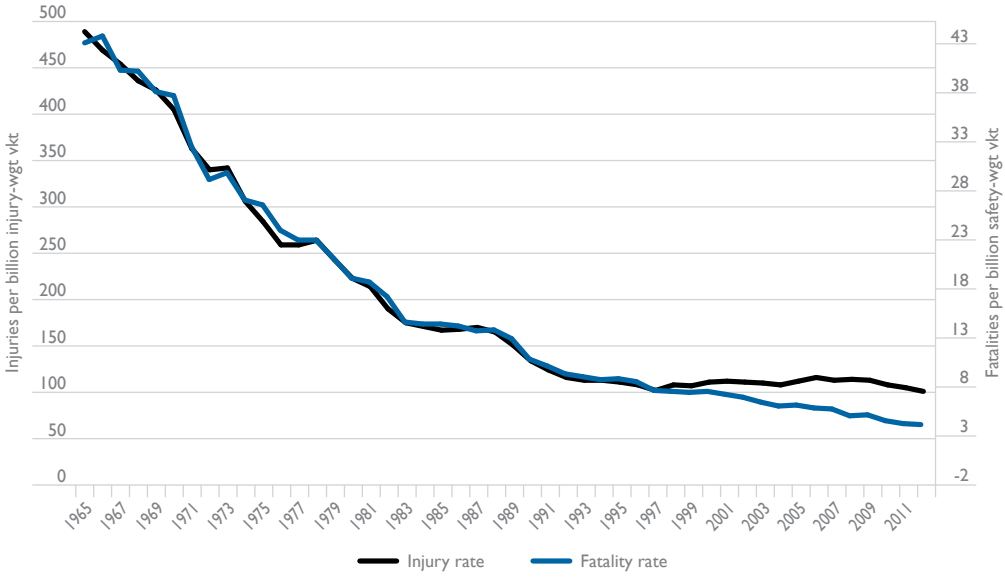
Figure ES1 Factors in the decline in Australia's road fatality rate



Of course this is only a very general pattern for the fatality rate. The 21 countries throw up a great variety of patterns, depending on the timing of the principal determinants. The trend in the level of fatalities also varies with the growth path of total traffic (itself dependent lately mainly on population growth in a country).

Injury rates, while linked with movements in fatality rates, often have their own sub-trends. Figure ES2 shows for Australia, that although the fatality rate (a proxy for the general level of road safety) explains a lot of the injury rate decline, there is a recent independent upward movement in the injury rate. However, the research on the 21 countries shows that rough forecasts of injury rates can be made from fatality rates.

Figure ES2 Australia's road injury rate versus its fatality rate



Conclusion

Road safety has in the past been achieved by a variety of measures. Principal among these have been seat belt wearing, and speed and alcohol control (with lower legal limits and road-side testing). As these measures will continue to apply in the future, it is vital to establish beyond doubt their continuing importance. Beyond that, an understanding of the challenges nations face in trying to continue the downward trends in death and injury is also vital. As the main measures that have been responsible for downward movements in rates begin to reach maximum effect, and traffic continues to grow, the tendency will be for flat to rising levels of death and injury, unless previous measures are ramped up and/or new road safety measures are brought into play. An understanding of the trends revealed by this report and of the effects of the great variety of measures in different nations, will aid policy makers when planning future road safety measures.

CHAPTER 1

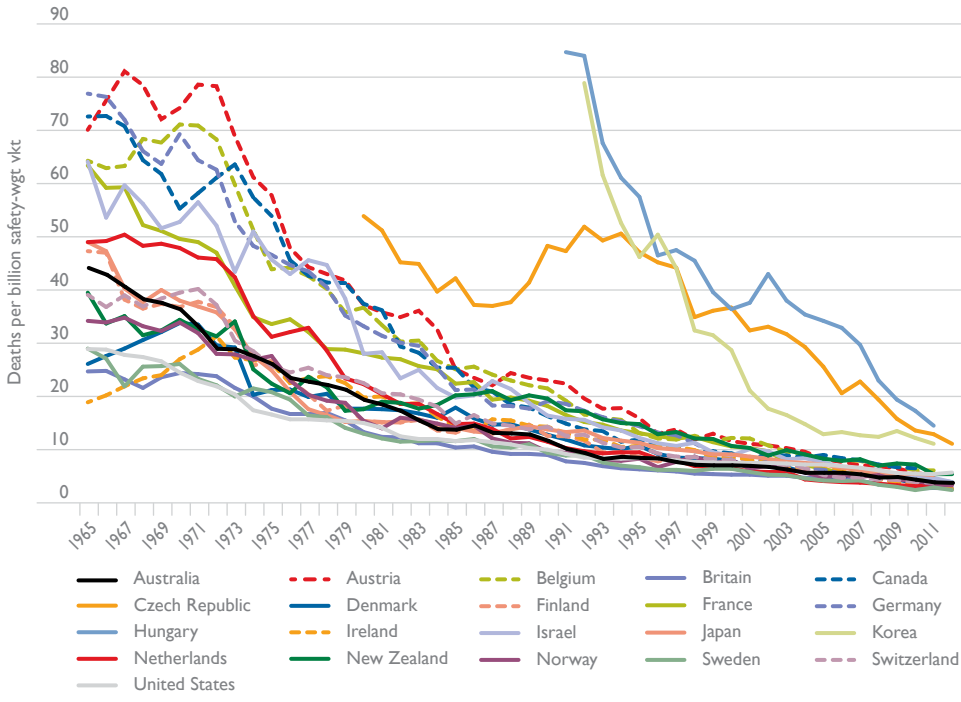
World-wide trends in road safety

Road transport is the dominant mode of transportation in Australia and around the world and it is a vital link that brings people and goods together.

But the mobility that road transport brings comes at a cost, with death and injury a risk.

The levels of risk of death vary between countries, but in general have been in sharp decline since the mid-1960s, as shown in Figure 1.1.

Figure 1.1 Fatality rates in 21 countries

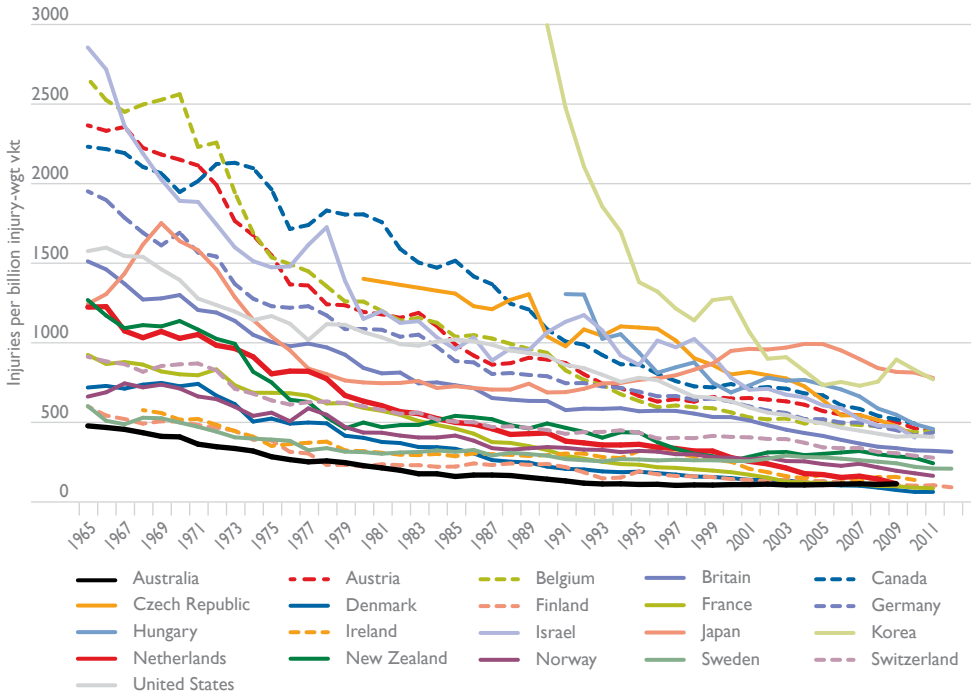


The fatality rates shown in the above figures represent the number of deaths per billion safety weighted vehicle kilometres travelled (vkt). The concept of 'safety weighting' of vehicle kilometres travelled will be explained in Chapter 2. Using it, the above series are not totally comparable in level, but it is the trend that is most important. The average rates of the mid-60s were 10 times the rates of today! Hungary, Korea and the Czech Republic have come from behind and are catching up to the rest of the countries that have been converging on values below five deaths per billion safety-weighted vkt.

The definition of 'death' is generally comparable between countries and over time – death within 30 days of a road accident. However, sometimes it has been 1 day/3 days/6 days/30 days, excluding/including suicides, excluding/including foreign nationals, etc.

The same cannot be said for the definition of injury within/between countries. From the broadest definition of injury (any injury), to the narrowest definition (life-threatening injury), the corresponding 'injury rates' vary immensely. And official statistical series can shift between definitions over the years. Using the definitions in place in the various countries, trends in injury rates per billion injury-weighted vkt are shown in Figure 1.2.

Figure 1.2 Injury rates in 21 countries



However, bearing in mind the qualifications, the data show extraordinary declines in road fatality/injury rates over the last 45 years.

Fatality rates in the mid-2000s are about a tenth of what they were in the mid-60s. In other words, if the progress in road safety in the last 45 years had not been achieved, there would be 10 times as many deaths each year on the roads as there are now in most countries.

This is the pre-eminent trend in road safety. But the modelling undertaken here shows that this downward trend is likely to be severely curtailed in the future, if no new safety measures are introduced.

But before the modelling is presented, a brief review of extremely long-term trends in road safety will be undertaken, to put the modelling period (from 1965 on) in context.

CHAPTER 2

Long-term trends in road safety

This chapter presents a review of extremely long-term trends in road safety for Australia, the United States, the Netherlands, Britain, Germany, Japan and Finland, concentrating on fatality rates. The long-term trends include periods where improvements to the operation of the road system were important, before the period from the 1970s when seat belts and enforcement took over importance.

2.1 Background

This chapter presents long time-series on fatality rates, safety-weighted vehicle kilometres travelled, and fatality numbers for five countries. To derive safety-weighted vehicle kilometres travelled (SWvkt), truck vkt is multiplied by 2.0, bus vkt by 1.5, motorcycle vkt by a country-specific risk weight and mopeds by half the motorcycle weight. Safety-weighting for vkt is an attempt to allow for the inherent differences in safety between different classes of vehicle and the safety effects in the time-series of shifts in fleet composition. The details of each countries weights will be presented in the country sections of Chapter 4.

2.2 Australia

Figures 2.1 to 2.3 show road deaths, the growth of traffic and the resulting fatality rate from 1925 in Australia.

It can be seen that deaths reached a peak in 1970. Traffic growth to 1970 was interrupted by the Depression and Second World War, and took off in the 1960s.

The fatality rate showed similar interruptions, but still declined substantially by 1970. Thereafter in Australia, legislation on seat belt fitting and wearing meant that fatality rates began their long decline to the 2000s.

2.3 The United States

Figures 2.4 to 2.6 show road deaths, the growth of traffic and the resulting fatality rate from 1925 in the United States.

Deaths rose with interruptions to 1972. Traffic's major interruption was the war, but the scale of its growth was substantial.

The resulting fatality rate curve shows an impressive downward trend, which increases in the 1970s and 1980s.

Figure 2.1 Australian road deaths

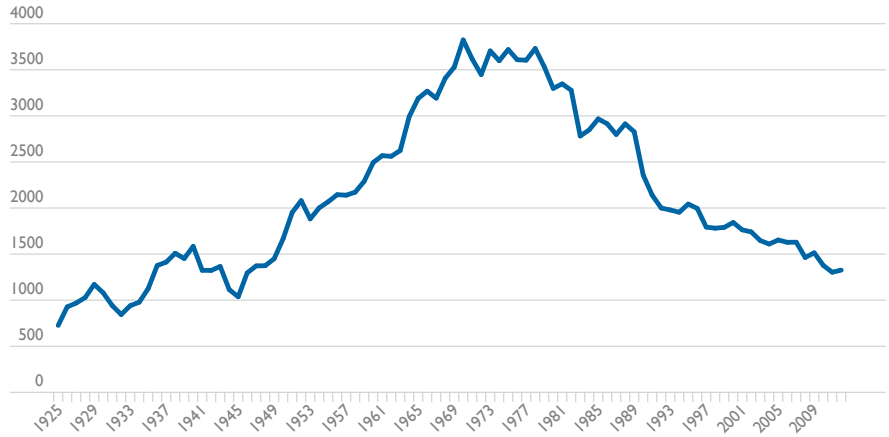


Figure 2.2 Safety-weighted vehicle kilometres travelled, Australia

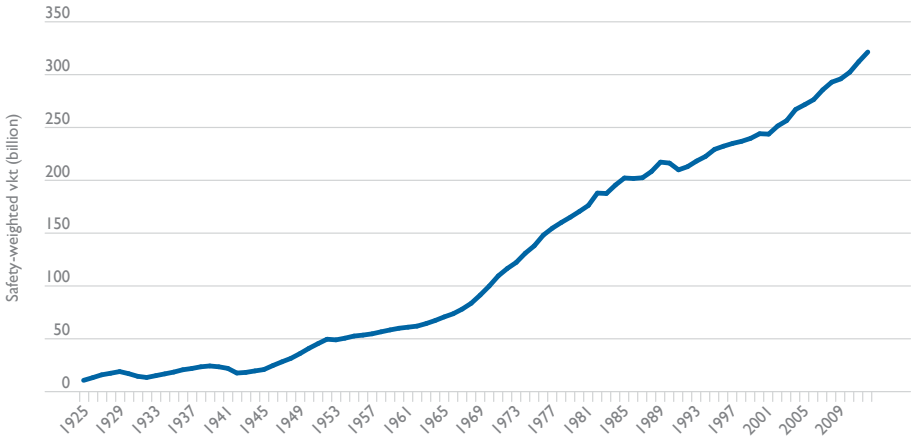


Figure 2.3 Fatality rate, Australia

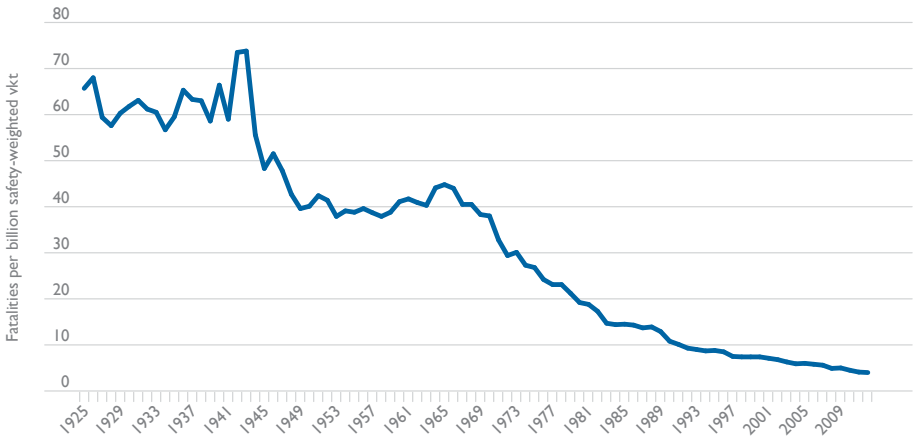


Figure 2.4 American road deaths

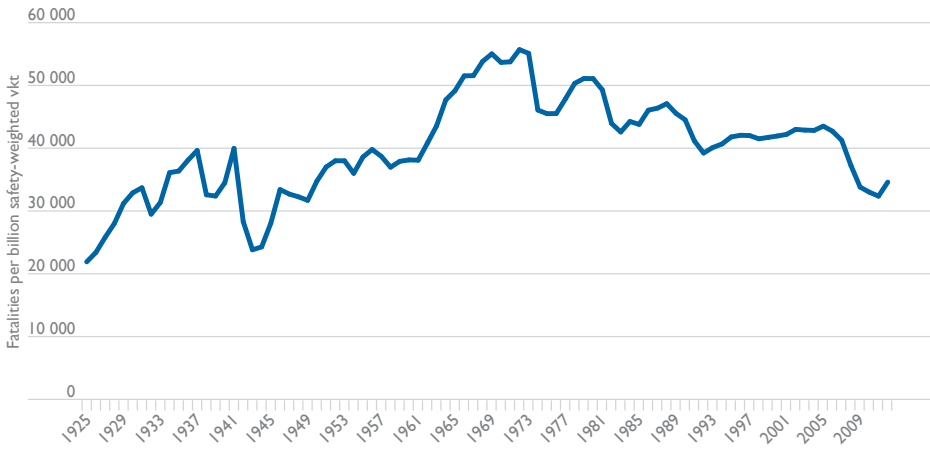


Figure 2.5 Safety-weighted vehicle kilometres travelled, USA

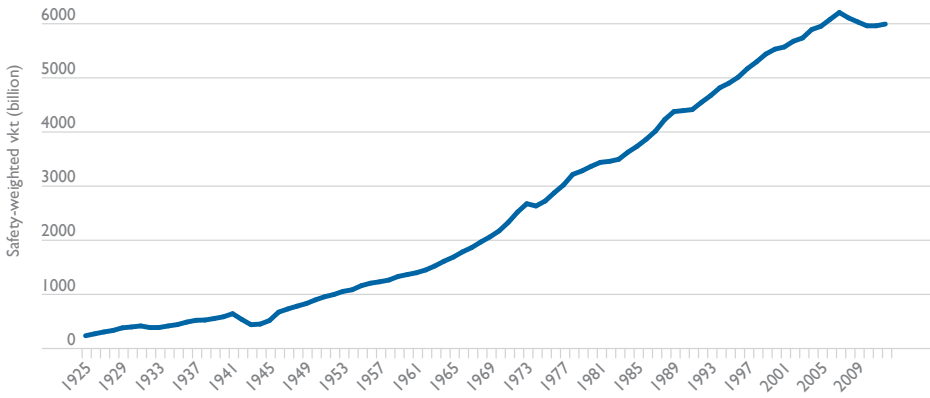
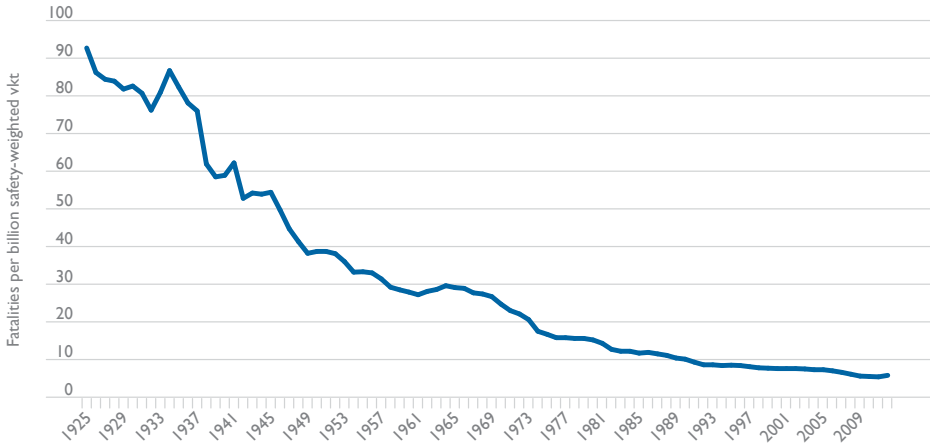


Figure 2.6 Fatality rate, USA



2.4 Britain

Figures 2.7 to 2.9 show road deaths, the growth of traffic and the resulting fatality rate from 1950 in Britain. Deaths reached a peak between 1965 and 1972, before beginning a long decline. Traffic has grown on a linear trend with interruptions. But from 1950 onwards, the fatality rate has been in decline, a decline which accelerated from the 1970s as seat belts were introduced.

2.5 Germany

Figures 2.10 to 2.12 show road deaths, the growth of traffic and the resulting fatality rate from 1954 in Germany. Road deaths peaked in 1970 and then began a long decline, interrupted by German unification, which saw an increase in fatalities. Traffic growth has been on a fairly smooth but slowing upward trend, having increased substantially from the 1950s. The resulting fatality rate declined significantly in the 1950s, before settling down to a slower if still impressive rate of decline. The decline accelerated in the 1970s, before unification.

2.6 The Netherlands

Figures 2.13 to 2.15 show road deaths, the growth of traffic and the resulting fatality rate from 1950 in the Netherlands. Road deaths reached a peak in 1972 and have since been on a steady decline. Traffic levels showed a rapid increase in the late 1950s, and since then have been following a fairly smooth linear upwards trend. After peaking about 1953, fatality rates have come down substantially in the last 50 years, especially since 1971 as seat belts were introduced.

2.7 Japan

Figures 2.16 to 2.18 show road deaths, the growth of traffic and the resulting fatality rate from 1952 in Japan. Road deaths in Japan have had two peaks, one in 1970 and one in 1990. The first was at the end of a period of extremely rapid traffic growth, which meant that although deaths rose, traffic soaring saw fatality rates plummet. The second peak came when fatality rate improvements slowed, while traffic growth picked up. Since 1990, traffic has ceased growing and improvements in fatality rates have meant deaths have declined.

2.8 Finland

Figures 2.19 to 2.21 show road deaths, the growth of traffic and the resulting fatality rate from 1931 in Finland. Deaths reached a peak between 1965 and 1971, before beginning a long decline. Traffic has grown on a linear trend with interruptions, especially during World War Two. But from 1946 onwards, the fatality rate has been in decline, a decline which accelerated from the 1970s as seat belts were introduced.

Figure 2.7 British road deaths

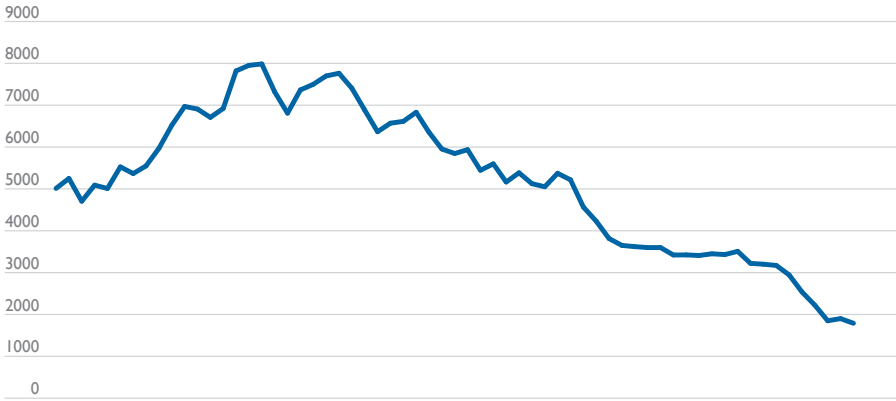


Figure 2.8 Safety-weighted vehicle kilometres travelled, Britain

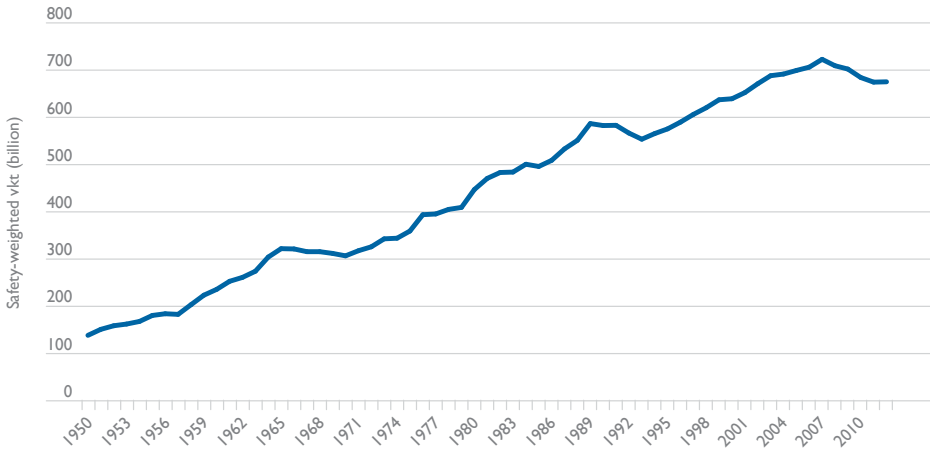


Figure 2.9 Fatality rate, Britain

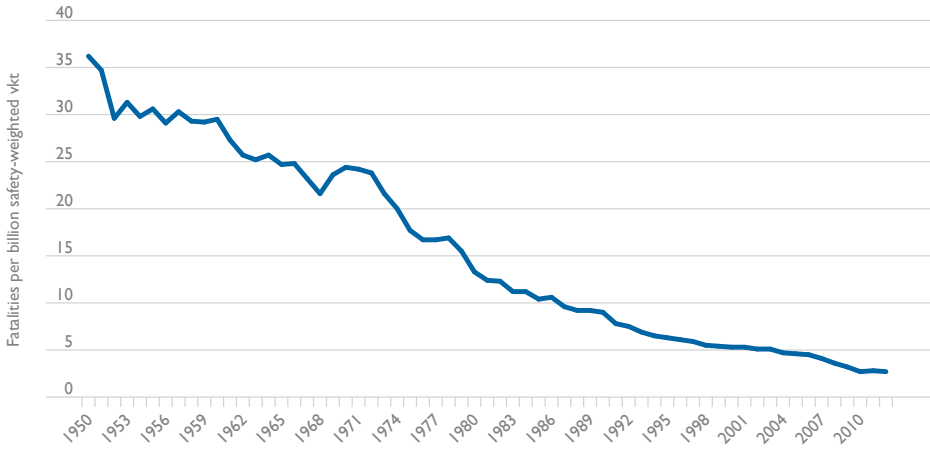


Figure 2.10 German road deaths

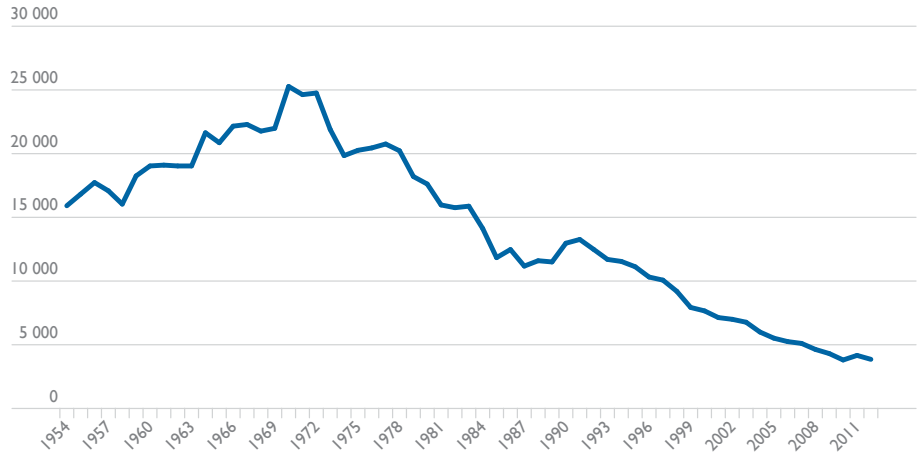


Figure 2.11 Safety-weighted vehicle kilometres travelled, Germany

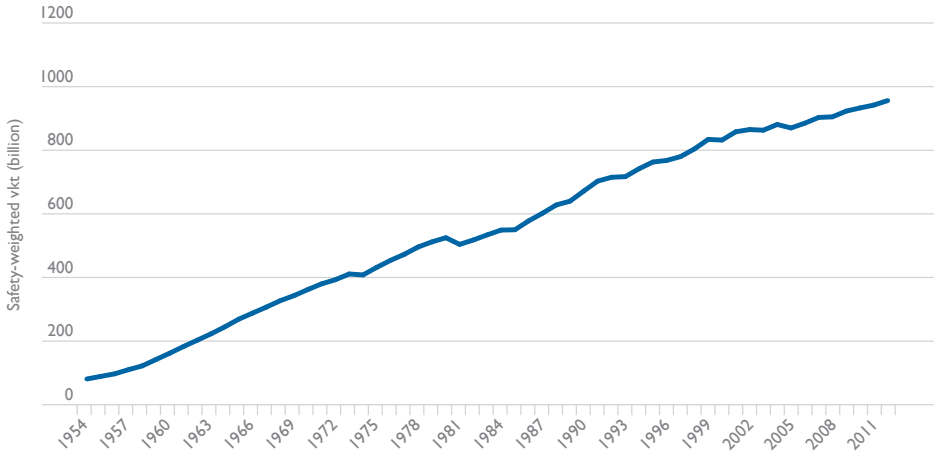


Figure 2.12 Fatality rate, Germany

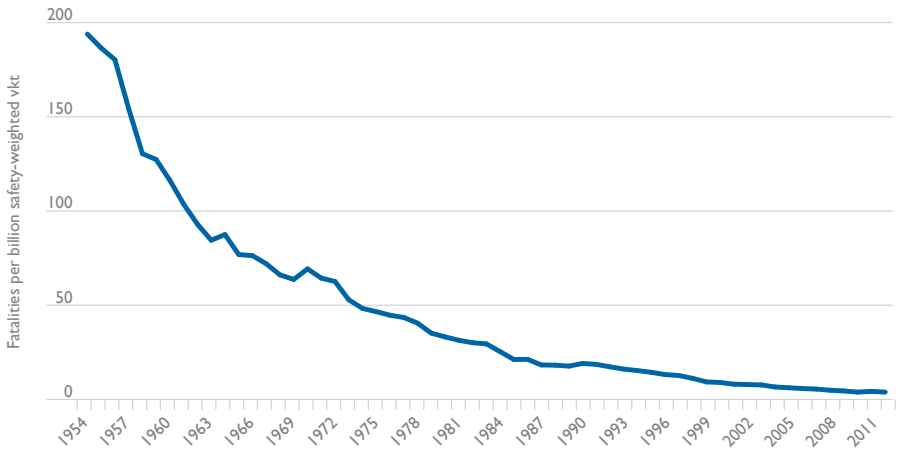


Figure 2.13 Dutch road deaths

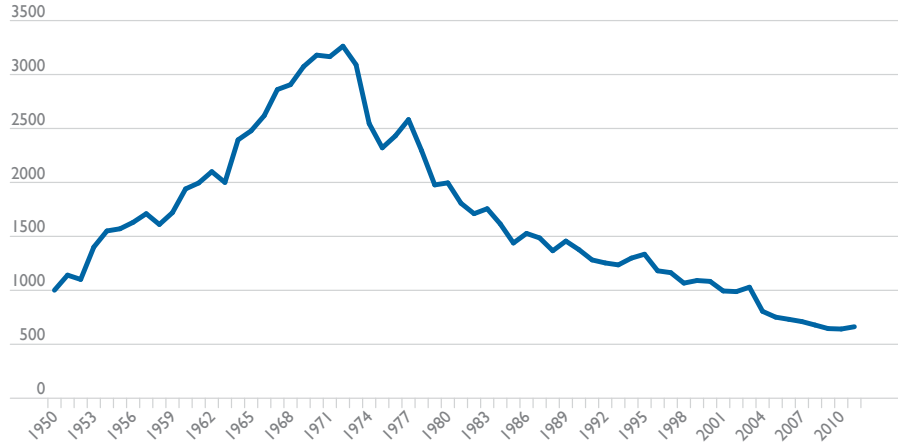


Figure 2.14 Safety-weighted vehicle kilometres travelled, Netherlands

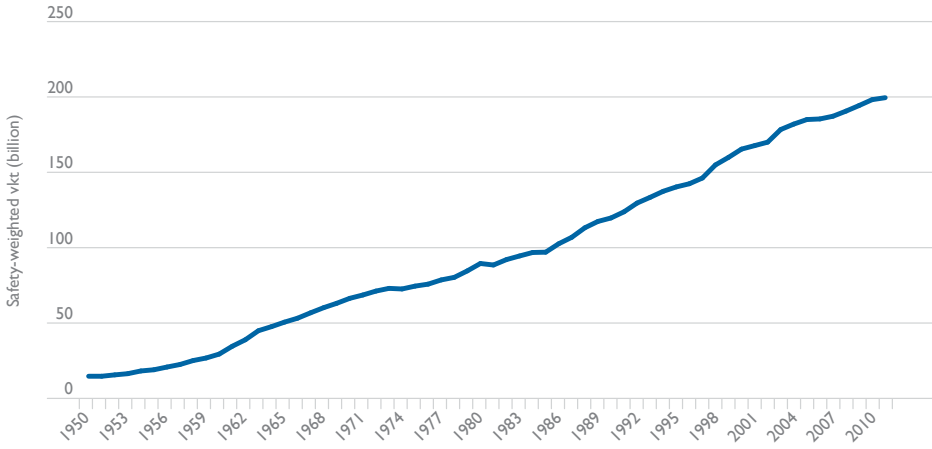


Figure 2.15 Fatality rate, Netherlands

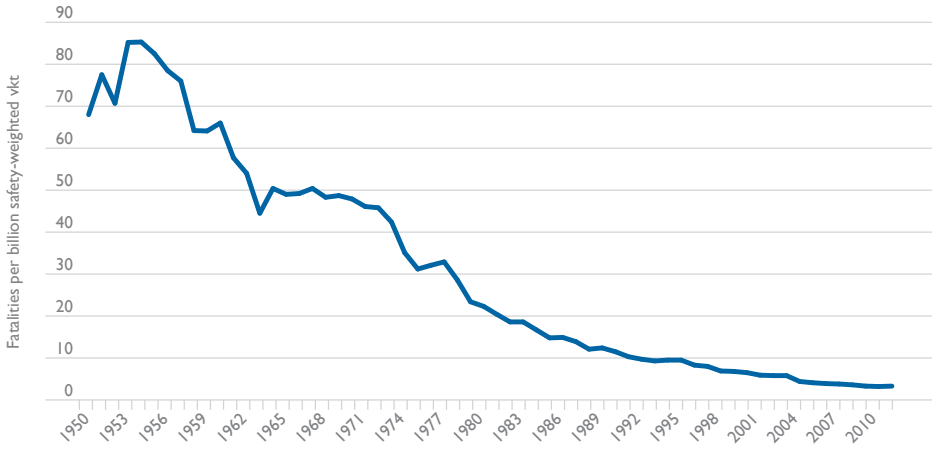


Figure 2.16 Japanese road deaths

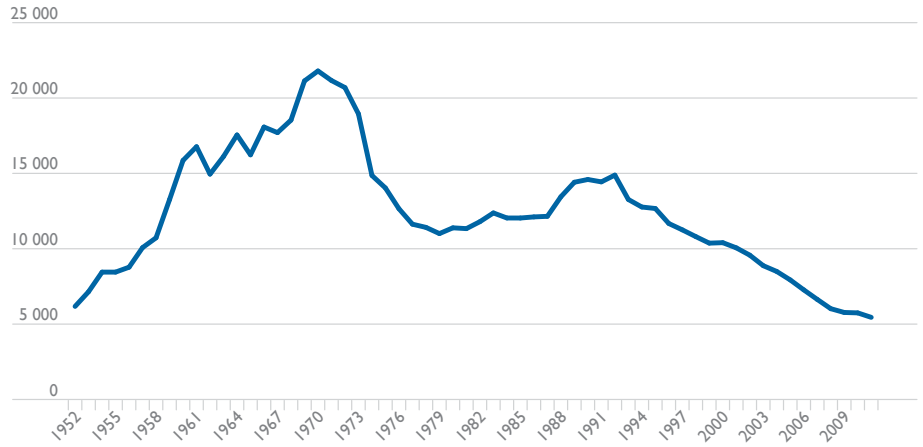


Figure 2.17 Safety-weighted vehicle kilometres travelled, Japan

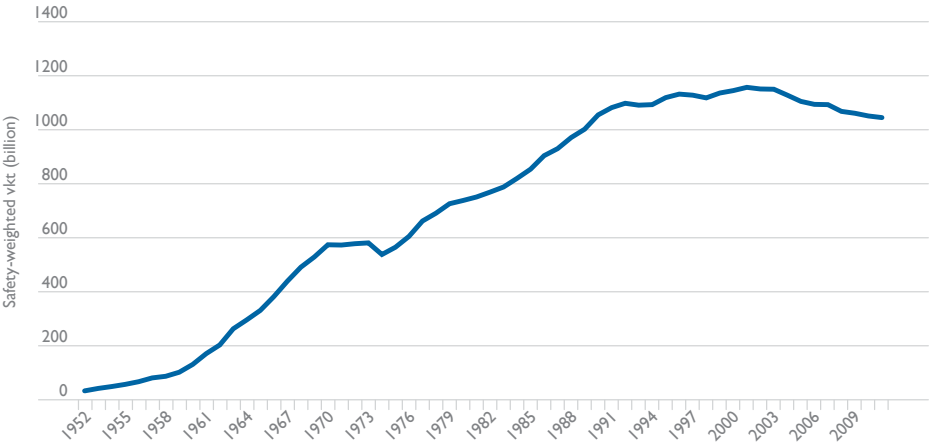


Figure 2.18 Fatality rate, Japan

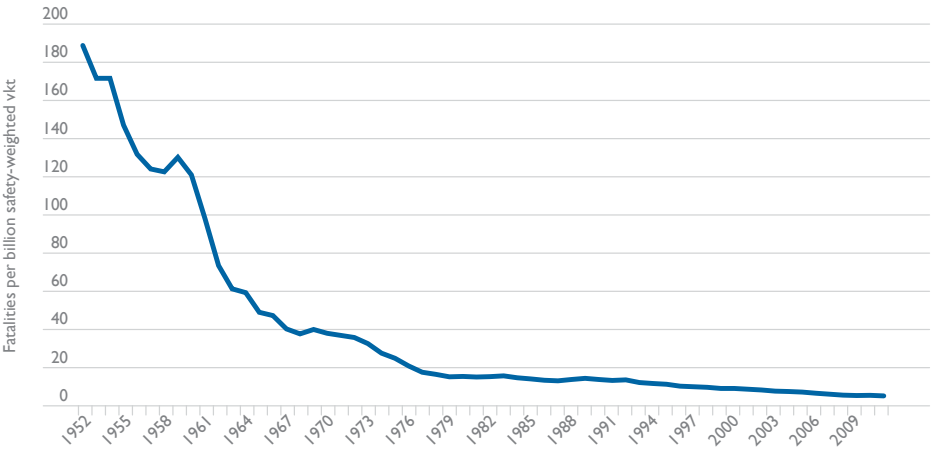


Figure 2.19 Finnish road deaths

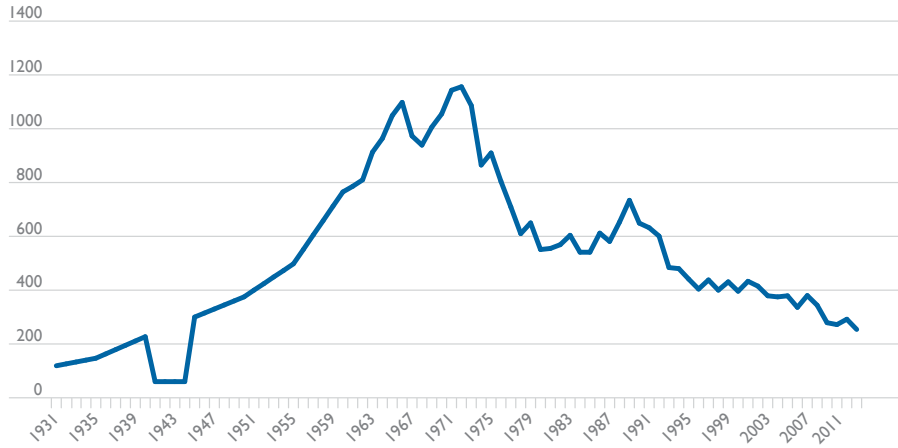


Figure 2.20 Safety-weighted vehicle kilometres travelled, Finland

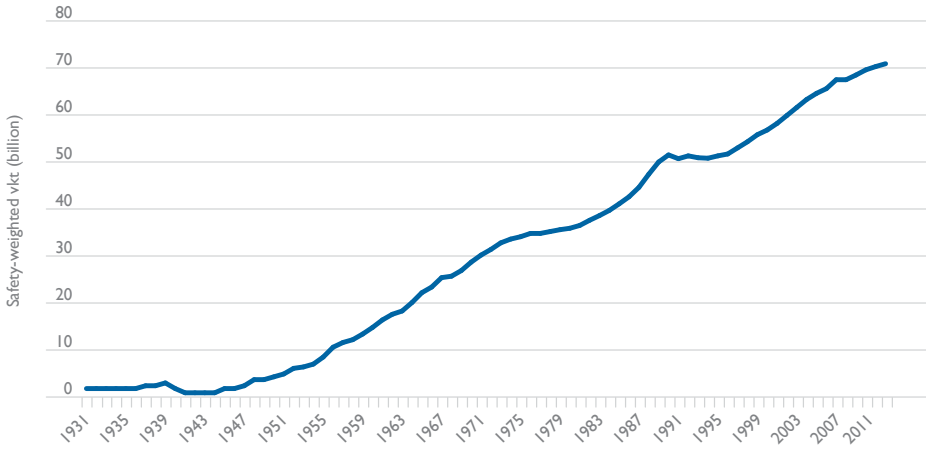
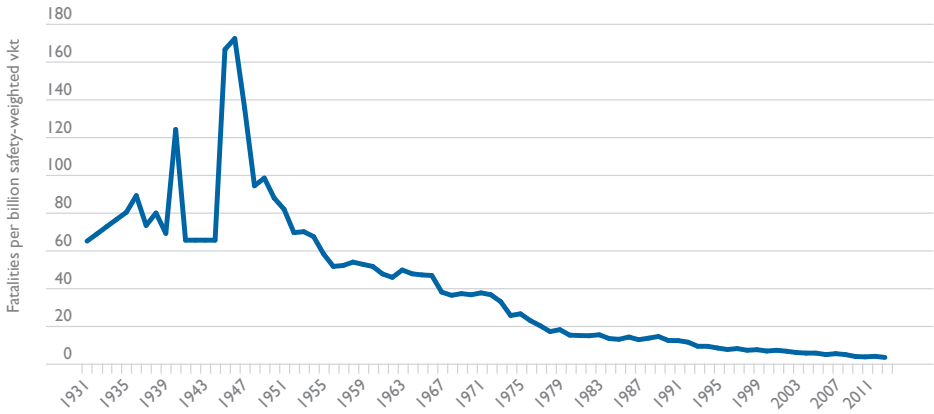


Figure 2.21 Fatality rate, Finland



2.9 Long term lessons

The lessons to be drawn from examining these extremely long term records of road safety are as follows:

1. The levels of road death are dependent on the balance between increasing traffic levels and declining fatality rates.
2. The declines in fatality rates before the 1970s are substantial, and are due to what might be termed a 'learning' effect, as society develops its systems to cope with increasing motorisation.
3. In all cases there was an acceleration of the fatality rate decline in the 1970s and early 1980s, as seat belts started to protect vehicle occupants.

It is to the third point about seat belts that we now turn.

CHAPTER 3
Seat belts matter

Before the 1970s, declines in fatality rates were associated with a 'learning' effect, as societies learned to cope with increasing levels of motorisation. But increasingly, from the early 1970s on, other factors drove the decline. Principal among these were seat belt wearing, and enforcement.

This chapter conducts an extensive examination of fatality rate declines during periods of rapid take-up of seat belt wearing. The examination ignores the effects of other variables on fatality rates during these periods, but that will be remedied in the country modelling presented in Chapter 4.

The 21 countries will be examined, including the eight Australian States/Territories and the ten Canadian Provinces – a total of 37 jurisdictions.

The aim is to visually examine the importance of seat belt wearing in the post- 1970 declines in fatality rates around the world.

It is the remarkable inverse patterns, fitting each other symmetrically and in time, that go a long way to creating an understanding of the importance of seat belts.

If one looks at the graphs sideways from the left, they appear to be a set of symmetrical wine glasses, with the bases on higher and higher shelves.

It is the symmetry and time association that are the major clues supporting a causal inference – one that is utilised in the modelling that follows in Chapter 4.

3.1 Twenty-one countries – seat belts versus fatality rates

Figure 3.1 shows fatality rate declines during periods of rapid take-up of seat belt wearing.

They are arranged in rough chronological order of seat belt wearing increases, and begin and end with the period where seat belt wearing increases were the major influence. This is in order to isolate as much as possible this period from periods when other influences on fatality rates come into operation.

The Australian State of Victoria was the first jurisdiction in the world to mandate the wearing of seat belts (when fitted in vehicles).

Figure 3.1 Seat belt wearing vs fatality rate, 21 countries

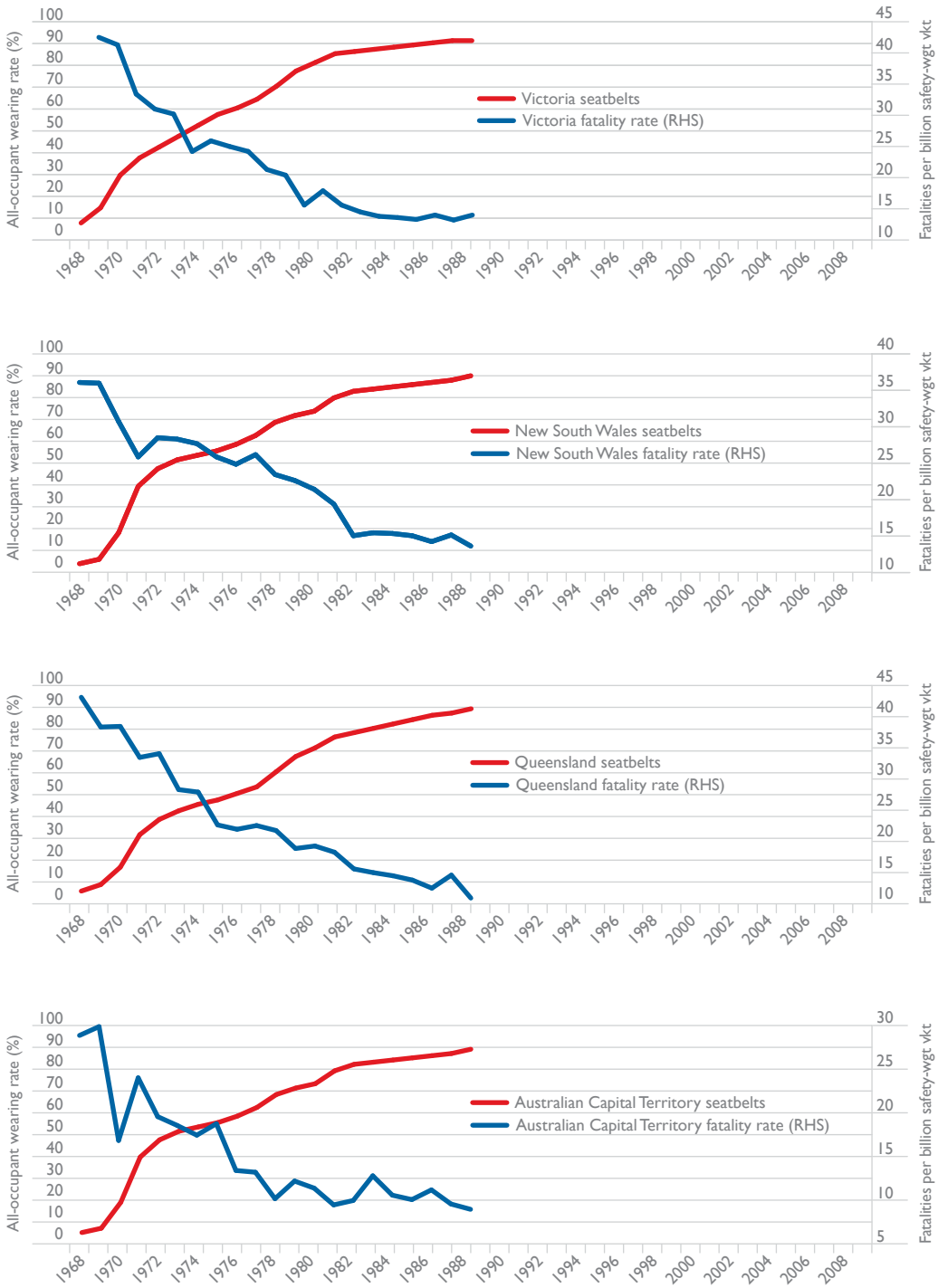
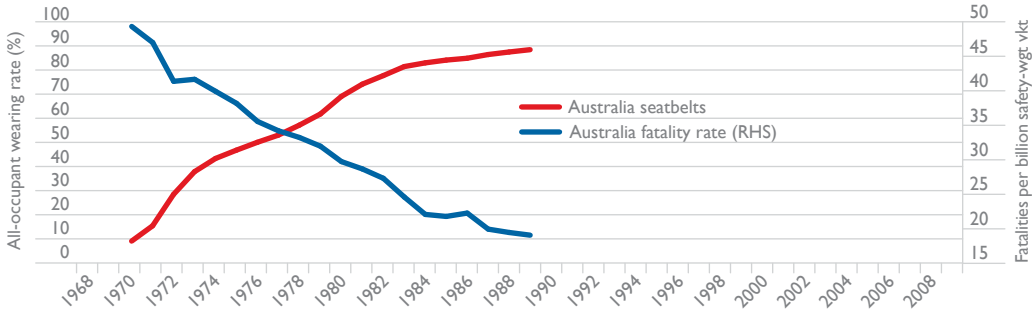
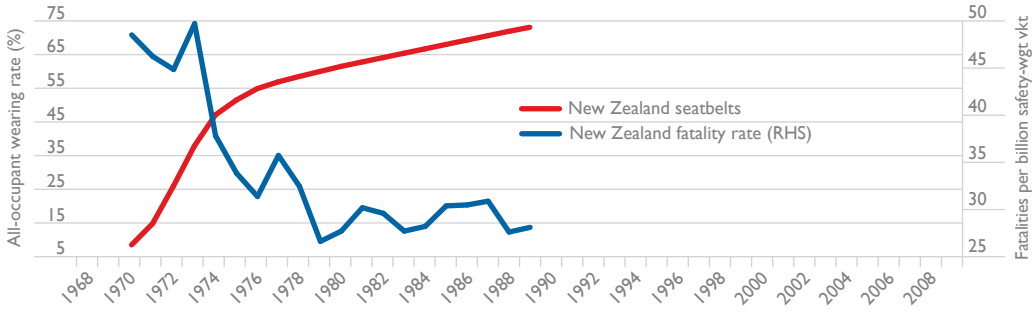
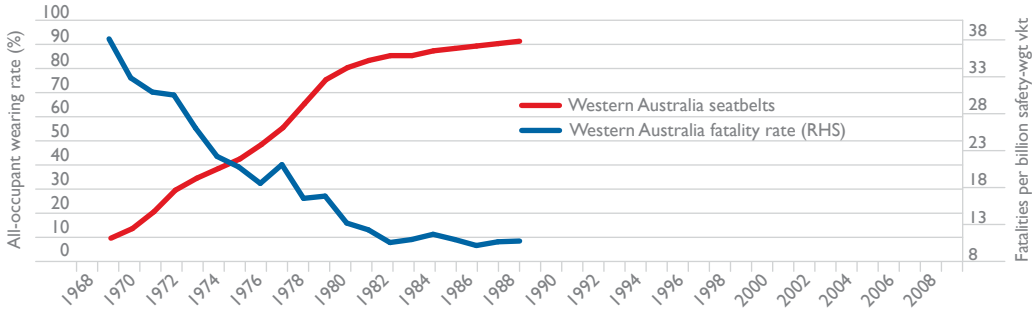


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)







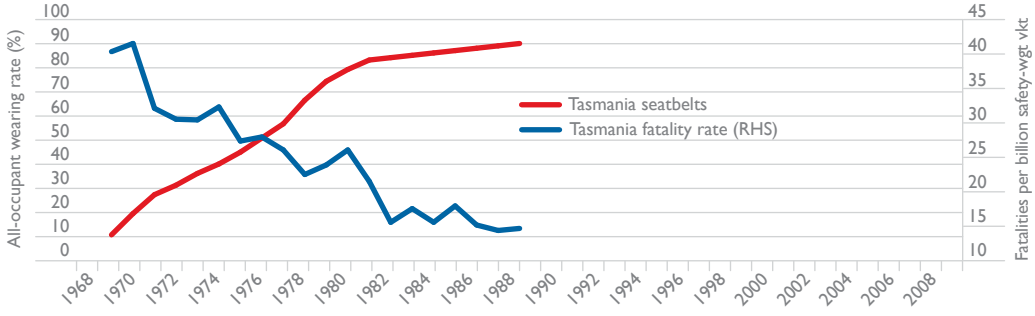


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)

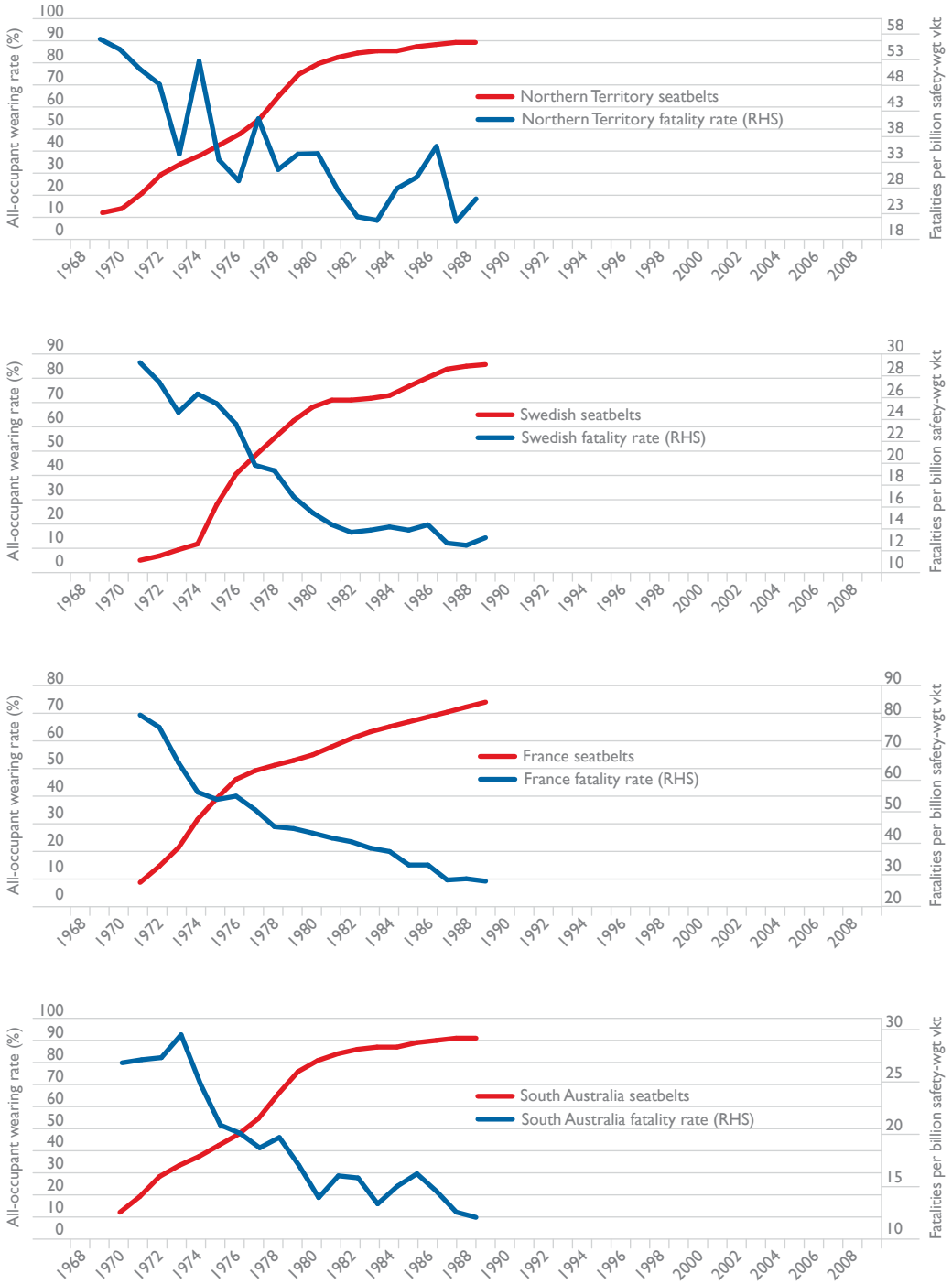


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)

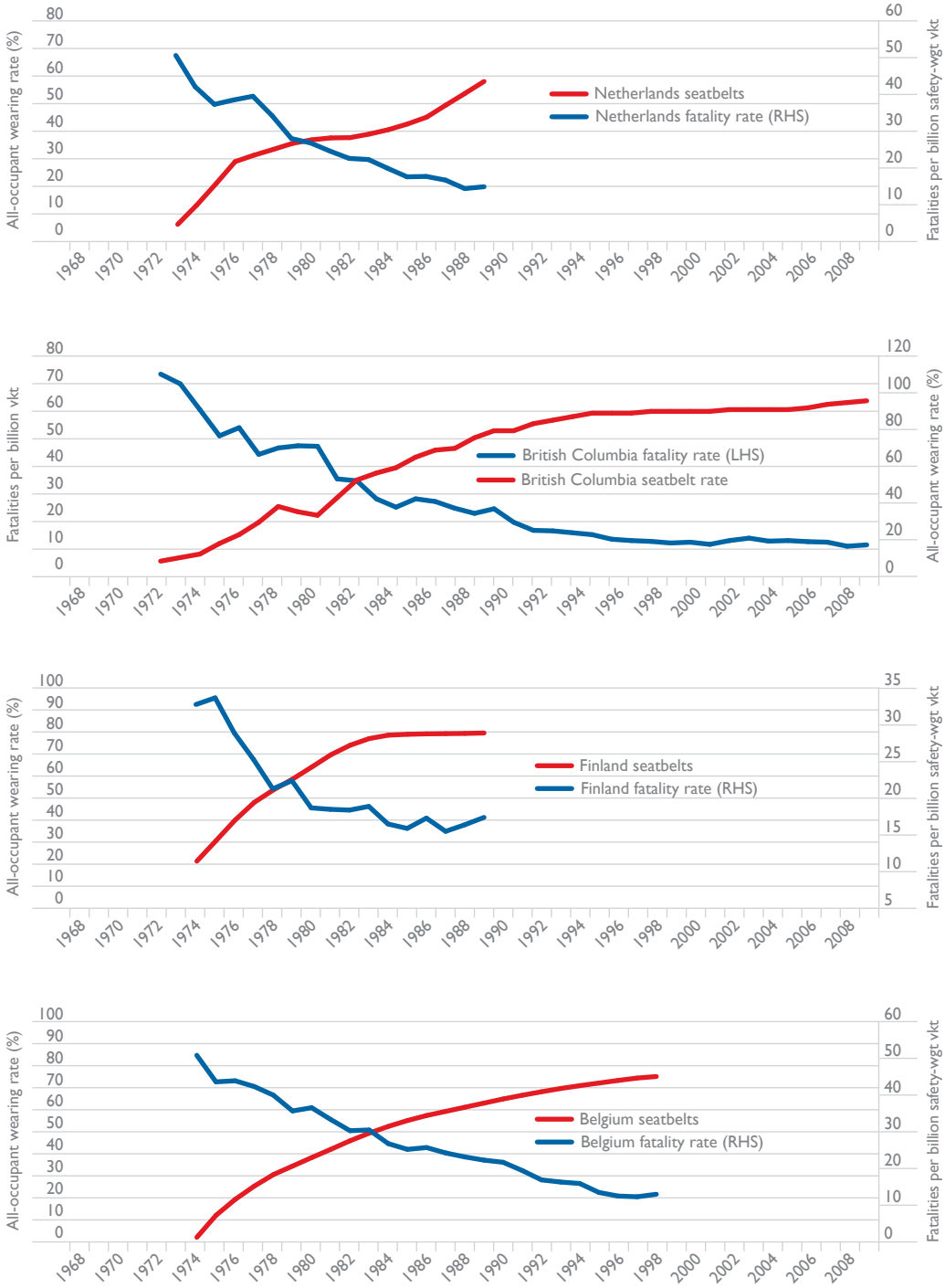


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)

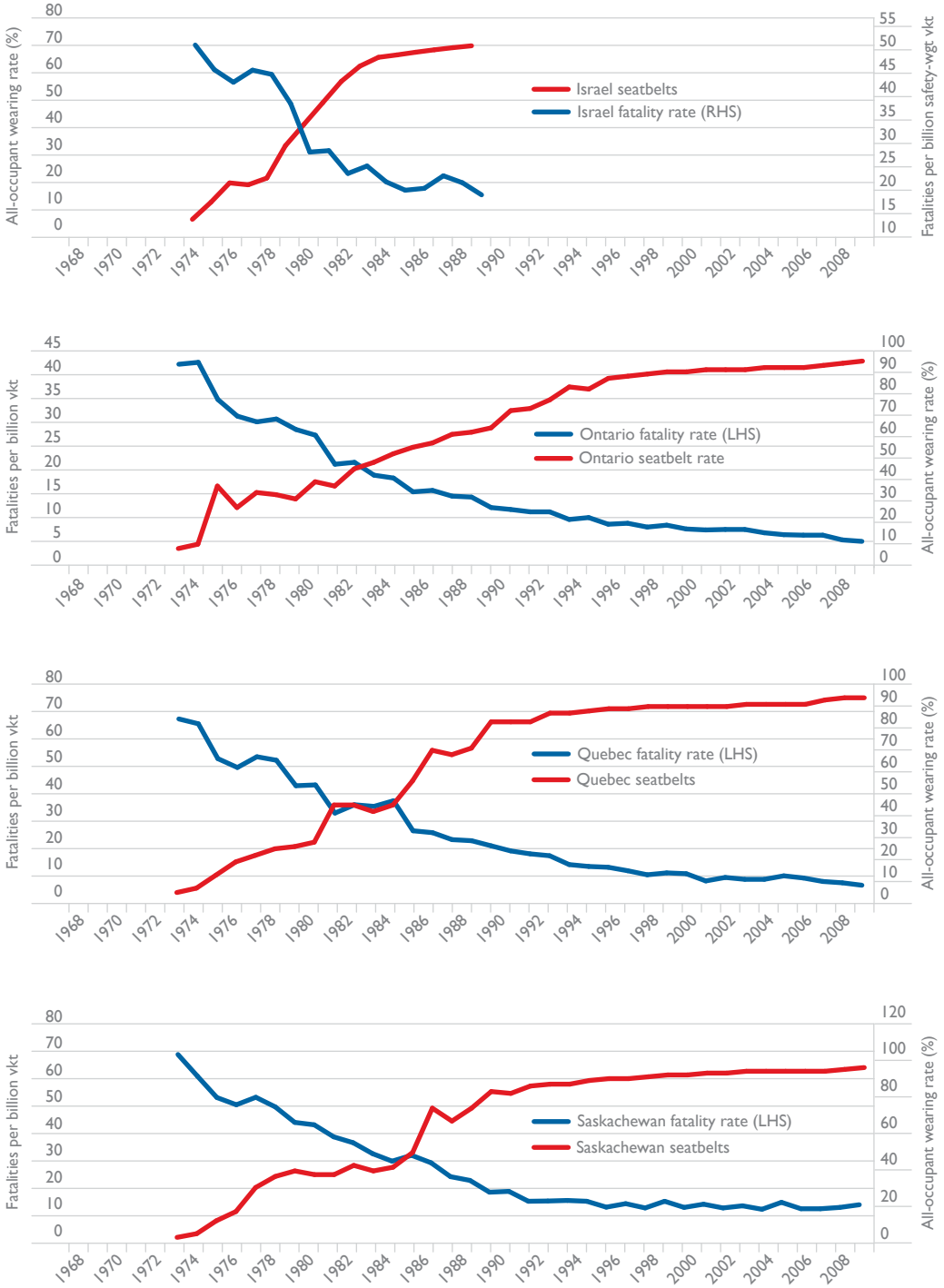


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)

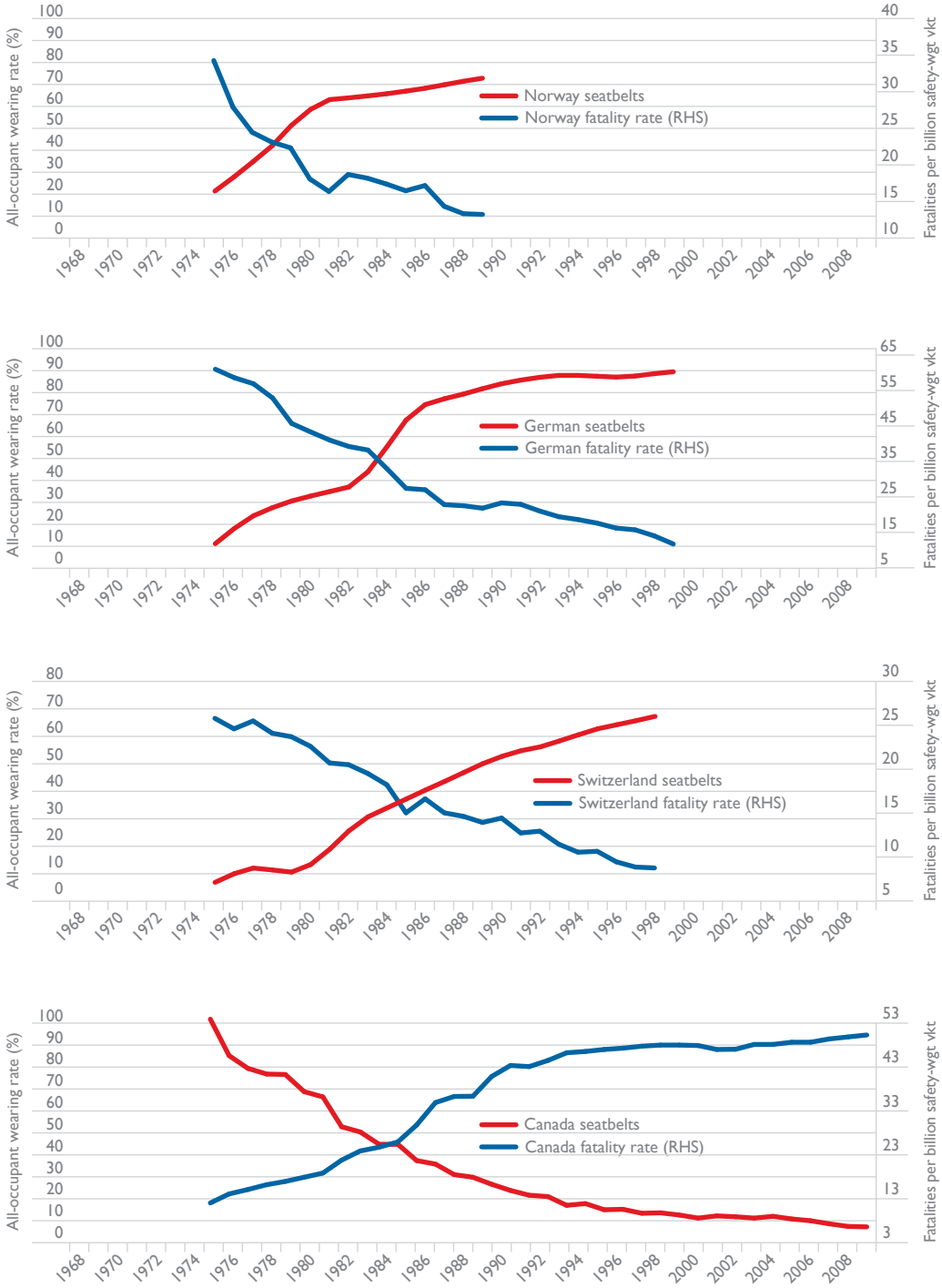


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)

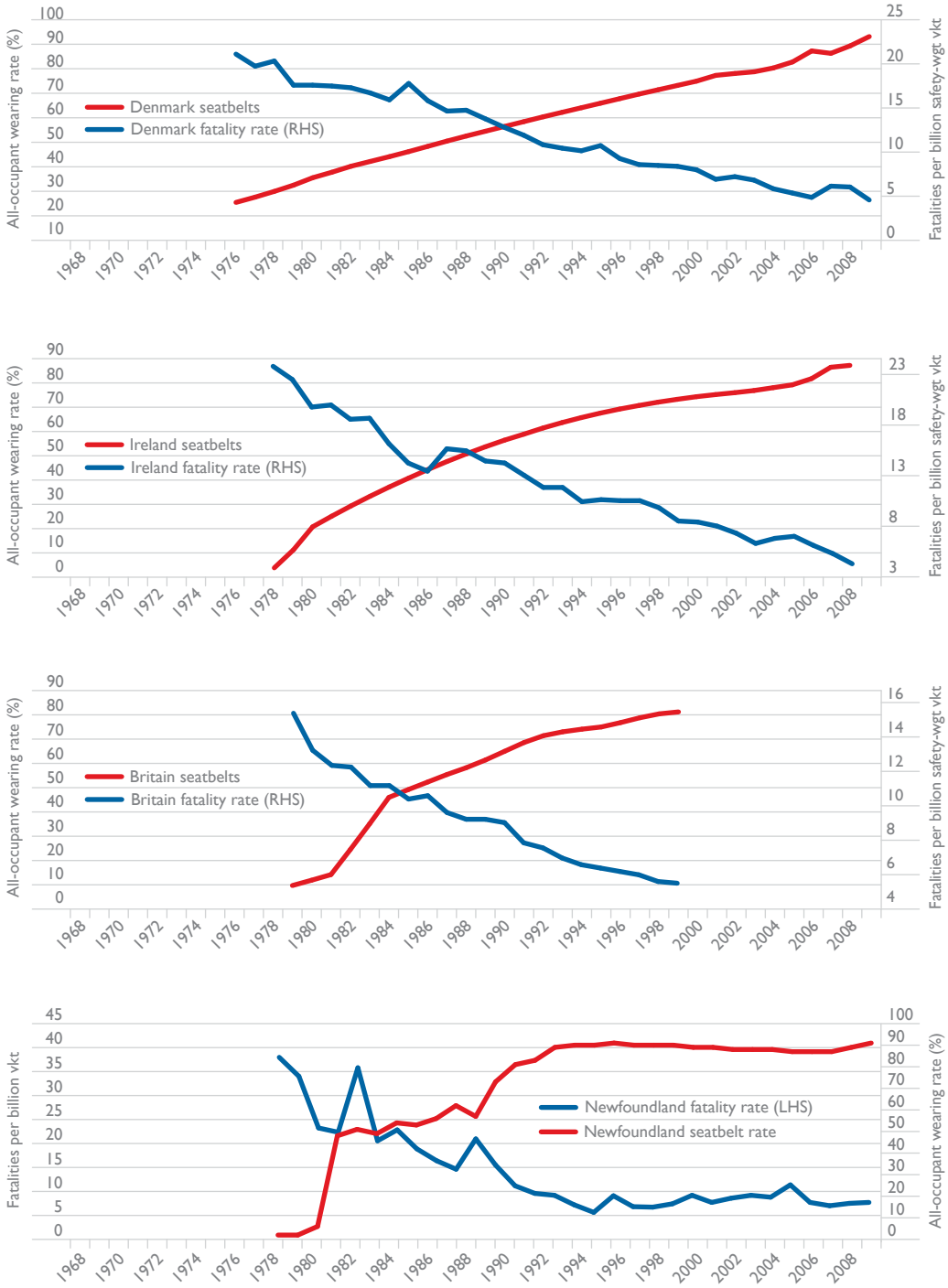
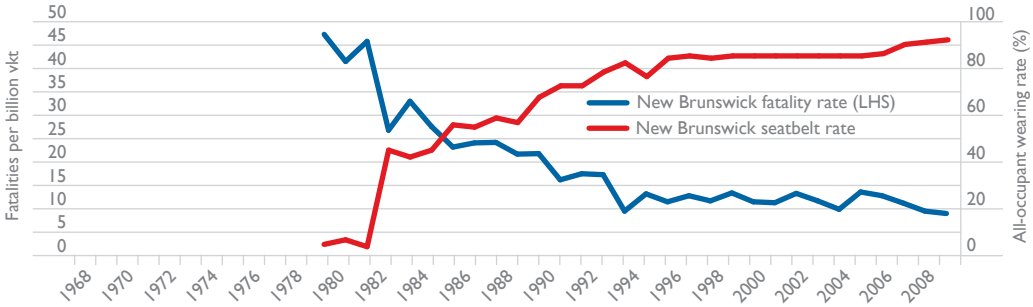
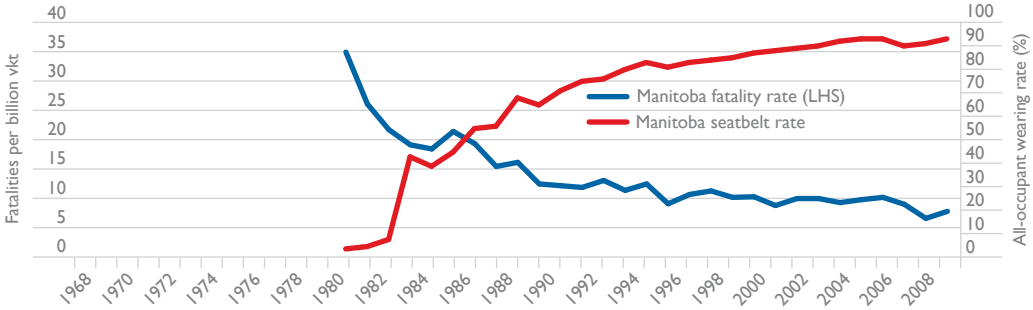
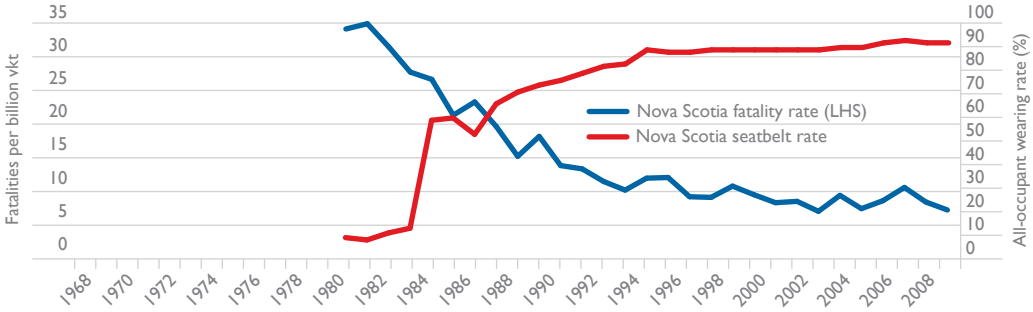


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)







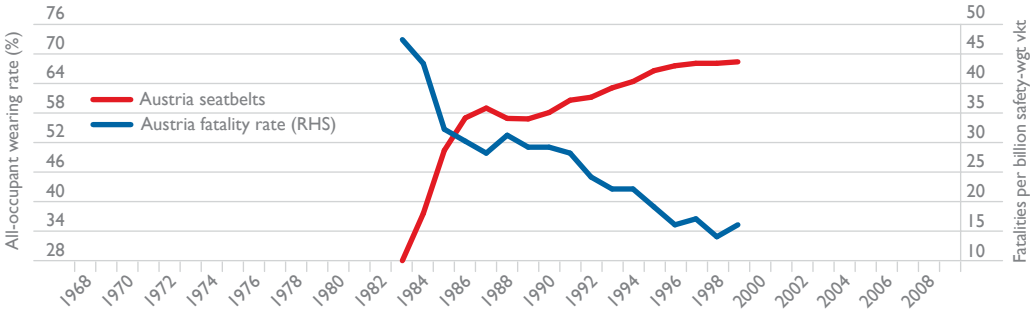


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)

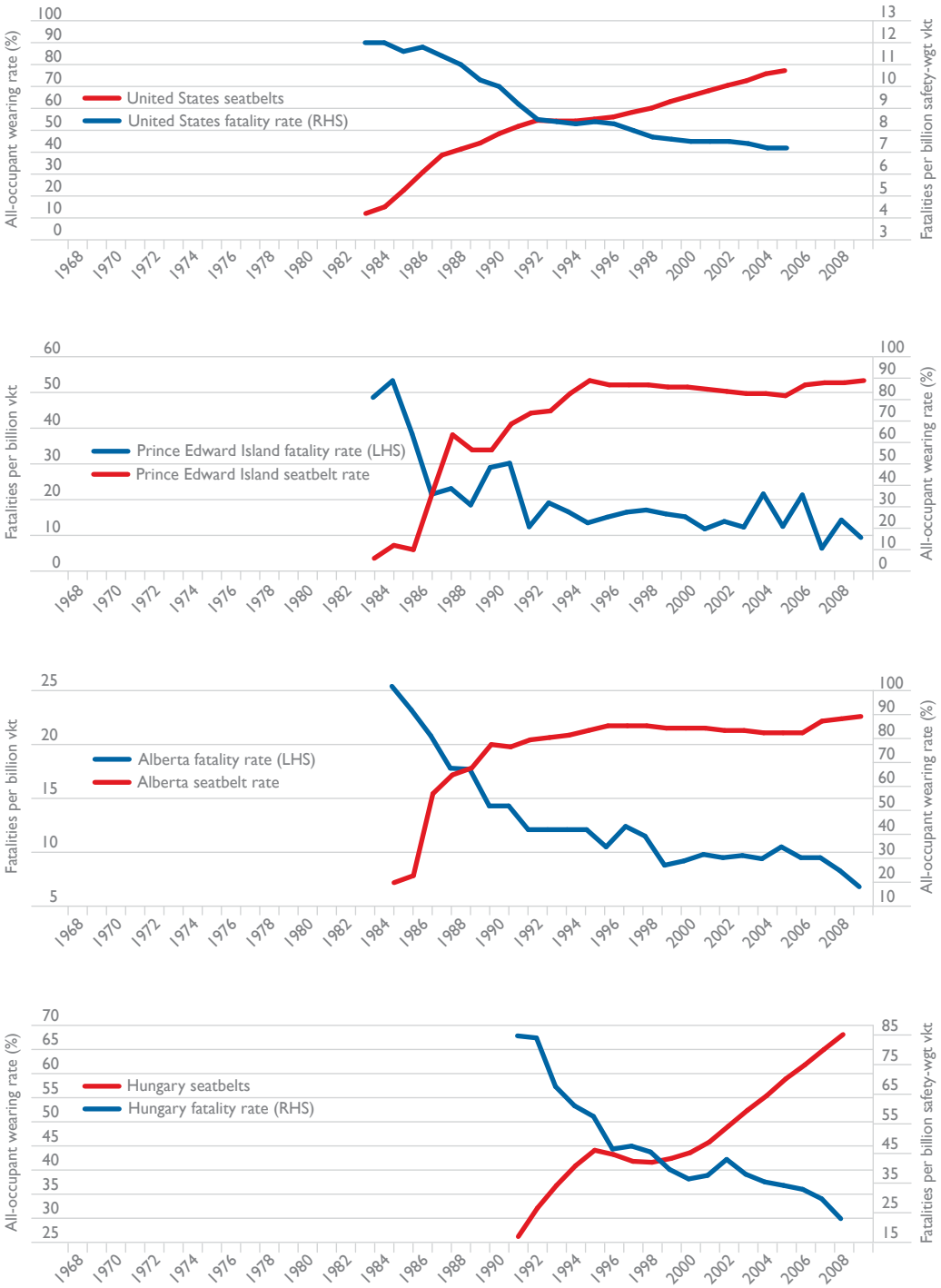
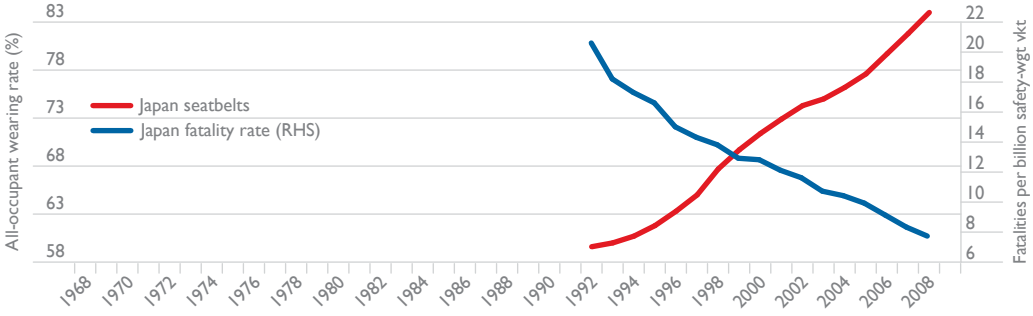
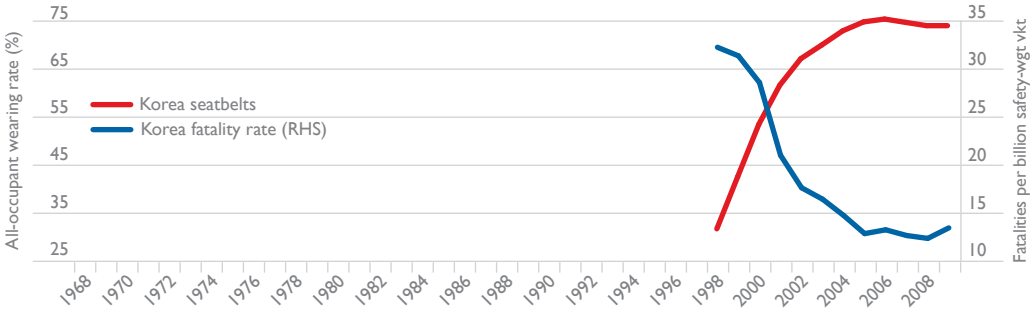
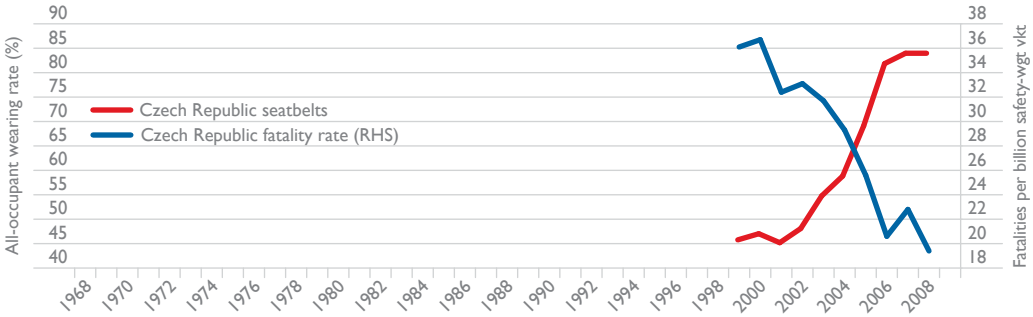


Figure 3.1 Seat belt wearing vs fatality rate, 21 countries (continued)







3.2 Conclusion

The synchronised and symmetrical patterns of the above graphs go a long way to demonstrating the importance of the spread of seat belt wearing in creating much of the decline in fatality rates in the 21 countries since the 1970s.

But other influences have had an impact, and it is to modelling the cumulative effects of these factors that we now turn.

CHAPTER 4

Modelling road safety in twenty-one countries

This chapter describes modelling of the fatality and injury rates for each of 21 countries around the world.

The models constructed allow an understanding of the forces underlying the fatality and injury rates in each of the countries covered, and also allow forecasts of future trends in road safety – or its obverse, death and injury.

Models were derived for Australia (eight States/Territories), Austria, Belgium, Britain, Canada (ten provinces), the Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Israel, Japan, Korea, the Netherlands, New Zealand, Norway, Sweden, Switzerland and the United States.

The dependent variables are fatality rates and injury rates. These are defined as deaths and injuries per billion vehicle kilometres travelled.

The definition of death is usually death within 30 days of a road accident. The definition of injury varies greatly, both between countries and within countries over time (which is handled using dummy variables).

The vehicle kilometres travelled (vkt) have been weighted by risk factors for the different vehicle types to give a more realistic 'exposure to death and injury' measure. Estimates of vehicle kilometres travelled by vehicle type have already been assembled, modelled and forecast to 2030. (BITRE 2012a, BITRE 2012b). The weights used to derive 'safety-weighted vkt' and 'injury-weighted vkt' are described in each of the country write-ups.

So 'fatality rate' is defined as 'deaths per billion safety-weighted vkt' and 'injury rate' is defined as 'injuries per billion injury-weighted vkt'

The fatality rate is modelled as a function of early 'learning' time trends, seat belt wearing, enforcement variables and dummy variables. The construction of these variables is described in the relevant country sections of Appendix B.

Injury rates are modelled as a function of the fatality rate, and various time trends and dummy variables.

This then is the analysis applied to each country. We start (alphabetically!) with Australia and its eight States/Territories. These models repeat with annual data a more detailed modelling with quarterly data that was done earlier (BITRE 2010).

The projections to 2030 are done on the assumption of a freezing of enforcement effort per vkt and of no new road safety measures coming into play – basically "do nothing" scenarios. Their usefulness lies in demonstrating the likely future trends if nothing is done – the road safety challenge.

4.1 Australia

For Australia, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement, as well as dummy variables. The results are shown in Table 4.1.

Table 4.1 Regression results for predicting the Australian fatality rate

Regression Statistics	
Multiple R	0.998977859
R Square	0.997956762
Adjusted R Square	0.997719177
Standard Error	0.563123863
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	6659.922755	1331.984551	4200.406521	1.20879E-56
Residual	43	13.63566488	0.317108486		
Total	48	6673.55842			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	39.262806	0.290792795	135.019872	3.74665E-58	38.67636643	39.84924556
Belts	-0.276981534	0.005710672	-48.50244362	3.54032E-39	-0.288498201	-0.265464867
RBT	-0.000458335	0.000119611	-3.831883719	0.000409224	-0.000699554	-0.000217117
Cams	-0.000845327	0.000383788	-2.202589025	0.03303335	-0.00161931	-7.1345E-05
Dum6567	4.639513558	0.485201848	9.5620278	3.30134E-12	3.661010777	5.61801634
Dum11on	-0.747947592	0.375797881	-1.9902922	0.052940121	-1.505816247	0.009921064

Figure 4.1 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.1 Actual/predicted Australian fatality rate

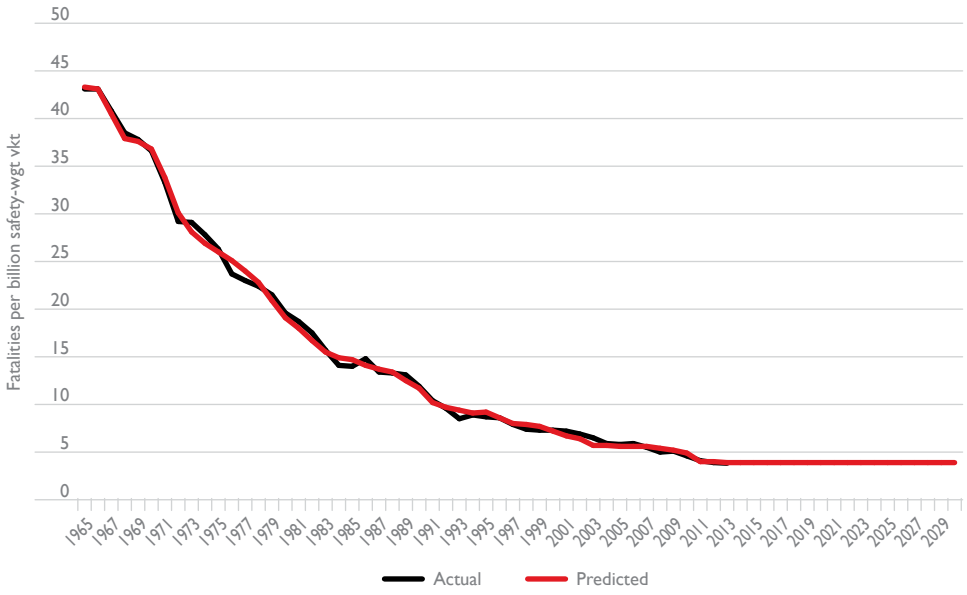


Figure 4.2 shows the components of the Australian fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 1980s, RBT starts to have an effect, as do speed cameras from the early 1990s.

Figure 4.2 Components of the Australian fatality rate prediction

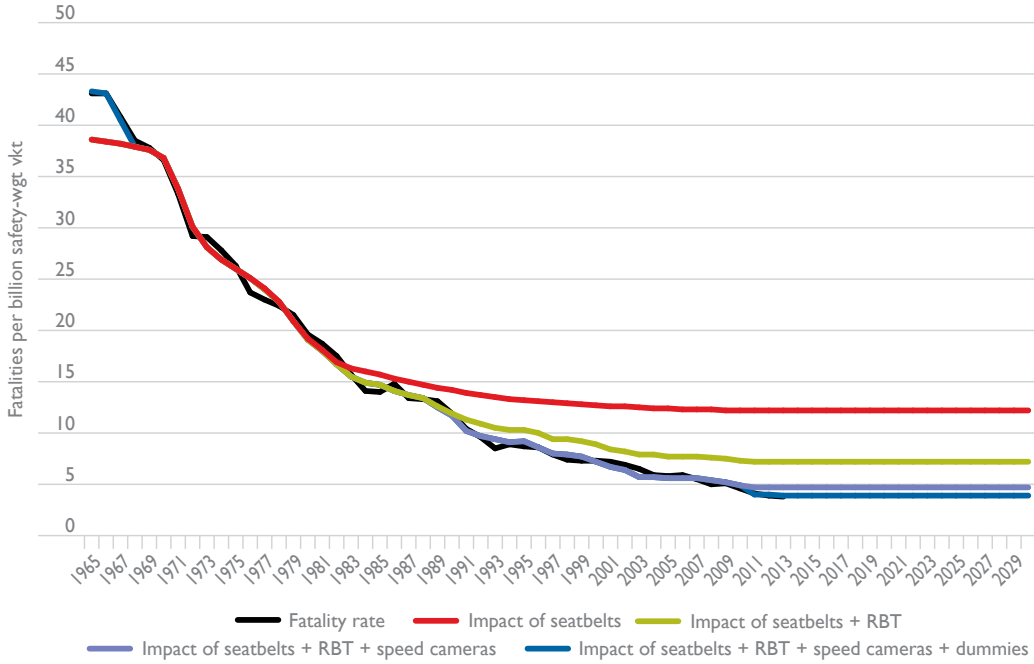
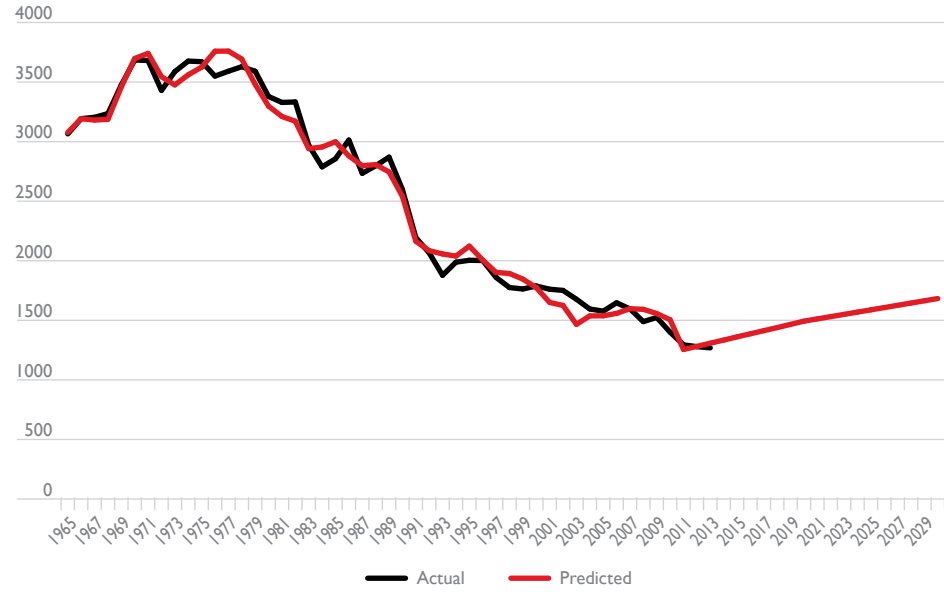


Figure 4.3 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

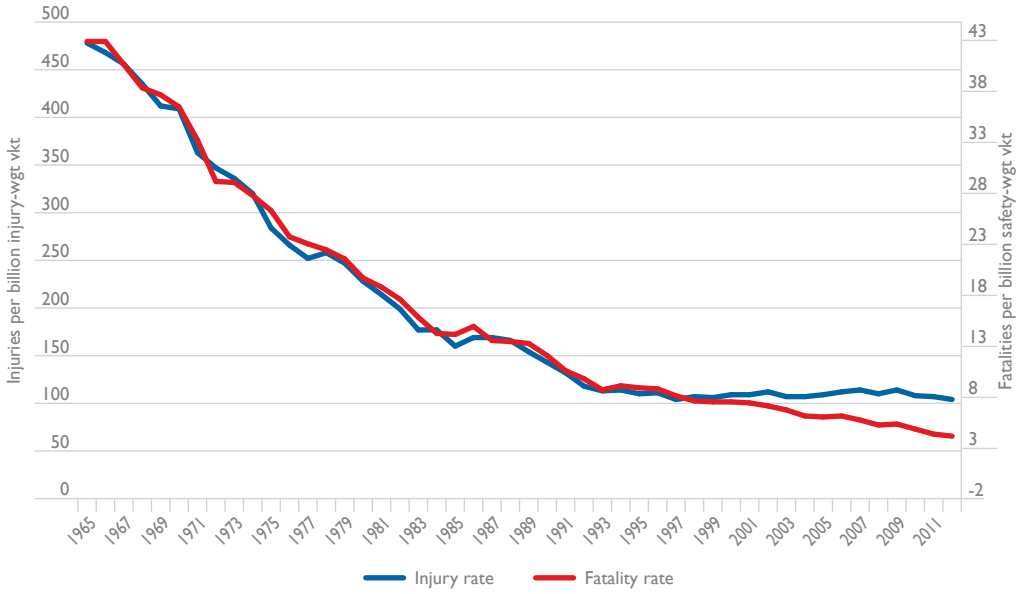
Figure 4.3 Actual/predicted Australian road deaths



The safety weights applied in Australian were cars, light commercial vehicles and other vehicles 1.0, motorcycles 26.0, buses 1.5, trucks 2.0. The injury weighted vkt calculation used the same weights.

In Australia, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it ceased to move downward to the same extent. This is shown in Figure 4.4.

Figure 4.4 Australian injury and fatality rates



A model of the injury rate was constructed using the fatality rate, and a time trend from 1997 to 2010. The regression results are shown in Table 4.2.

Table 4.2 Regression results for predicting the Australian injury rate

Regression Statistics	
Multiple R	0.998793052
R Square	0.997587561
Adjusted R Square	0.99748034
Standard Error	5.886997969
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	2	644903.8021	322451.901	9304.159992	1.27429E-59
Residual	45	1559.553529	34.65674508		
Total	47	646463.3556			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	18.6087074	2.066026524	9.007003143	1.23858E-11	14.44751637	22.76989842
FatalRate	10.60686683	0.088617979	119.6920422	5.33669E-58	10.42838106	10.7853526
Time9710	3.138363173	0.221974782	14.13837708	3.63278E-18	2.691283012	3.585443335

Figure 4.5 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.6 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.5 Actual and predicted Australian injury rate

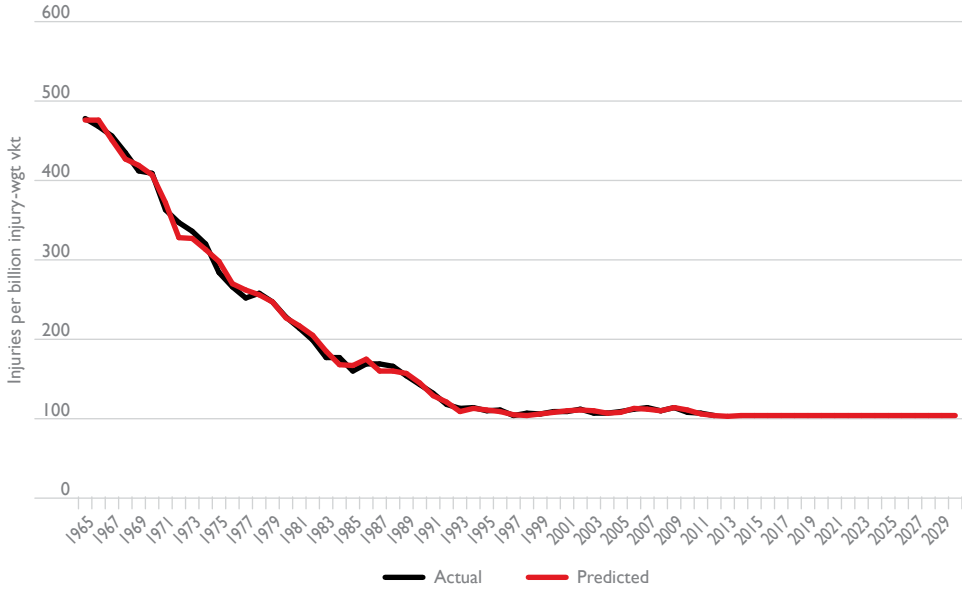
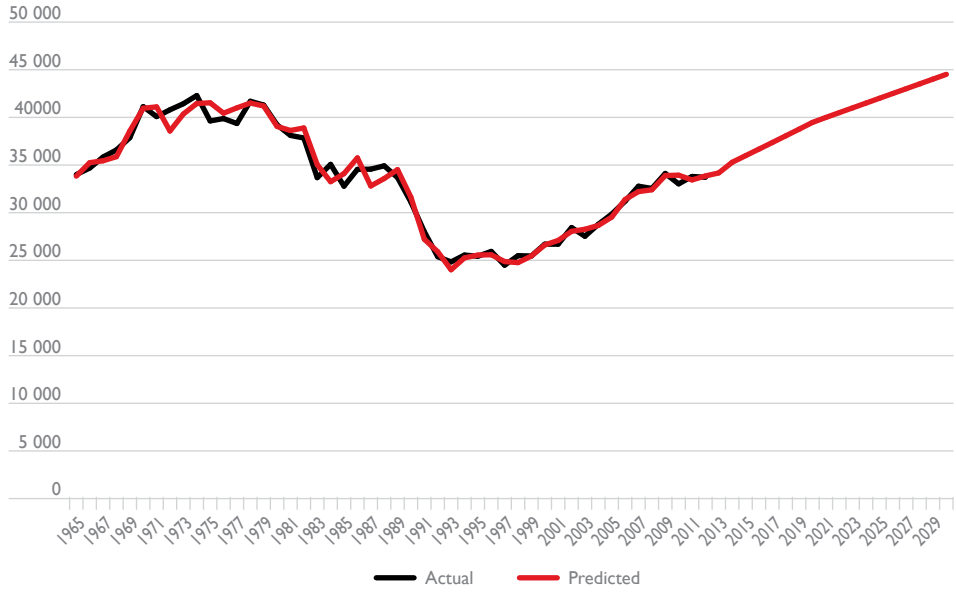


Figure 4.6 Actual and predicted Australian road injuries



4.1.1 New South Wales

For New South Wales, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement, as well as dummy variables. The results are shown in Table 4.3.

Table 4.3 Regression results for predicting the NSW fatality rate

Regression Statistics	
Multiple R	0.998480787
R Square	0.996963883
Adjusted R Square	0.996519573
Standard Error	0.684036385
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	6	6299.457706	1049.909618	2243.848378	5.86952E-50
Residual	41	19.18413683	0.467905776		
Total	47	6318.641843			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	35.46443691	0.419806597	84.47803619	1.28427E-47	34.61662028	36.31225353
Belts	-0.212593861	0.007344791	-28.9448483	6.53224E-29	-0.22742696	-0.19776075
RBT	-0.000545198	6.69866E-05	-8.13890891	4.27629E-10	-0.00068048	-0.00040991
Cams	-0.00171651	0.000227747	-7.53692532	2.90745E-09	-0.00217645	-0.00125656
Timepre69	1.872000132	0.144064125	12.99421442	3.9869E-16	1.581056729	2.162943535
Dum7382	2.304633283	0.357174	6.452410549	9.83237E-08	1.583305757	3.025960809
Dum0206	1.474584795	0.404517494	3.645293015	0.000744842	0.657645143	2.291524448

Figure 4.7 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.7 Actual/predicted NSW fatality rate

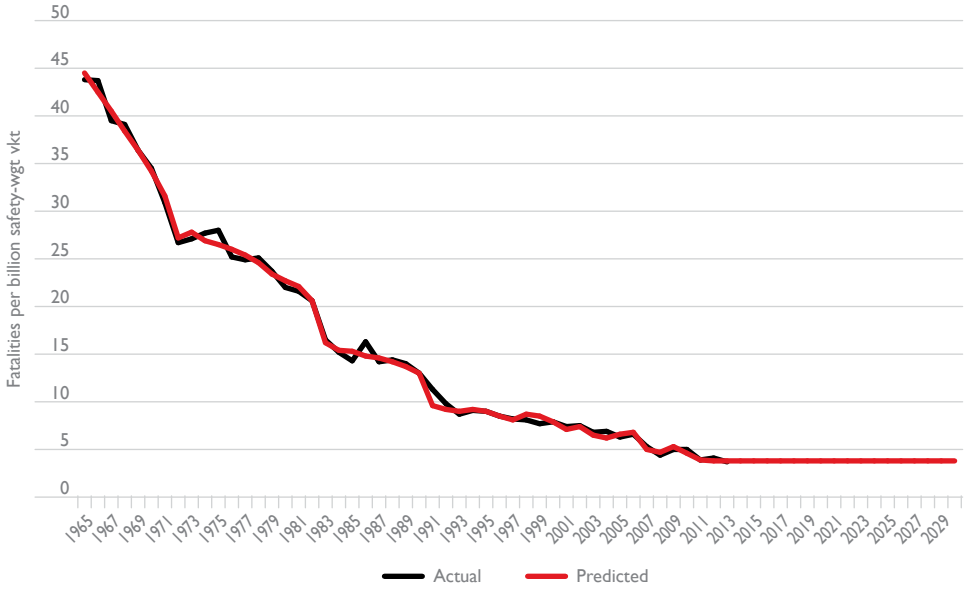


Figure 4.8 shows the components of the NSW fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 1980s, random breath testing starts to have an effect, as does speed enforcement from the early 1990s.

Figure 4.8 Components of the NSW fatality rate prediction

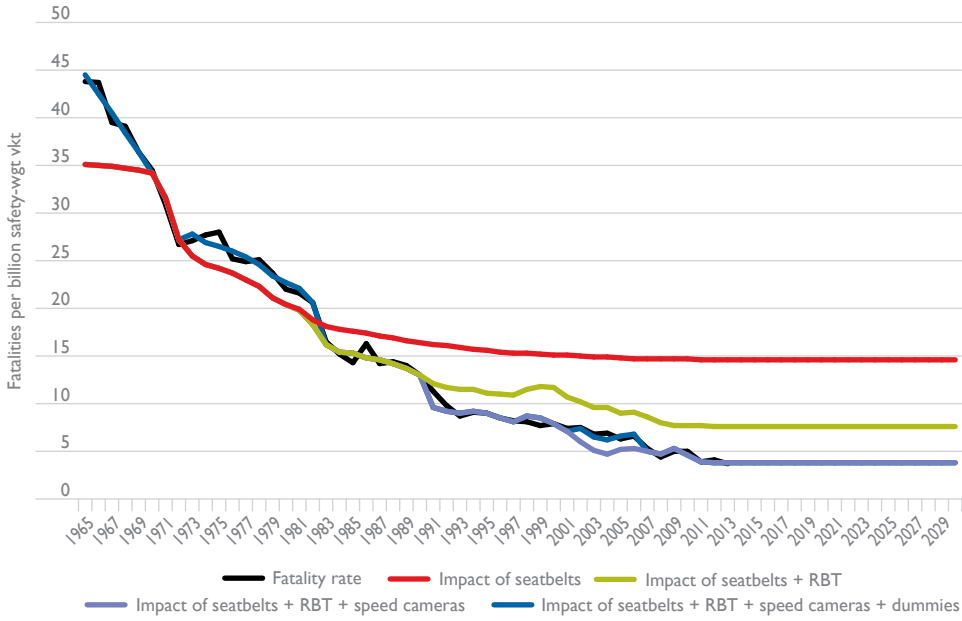
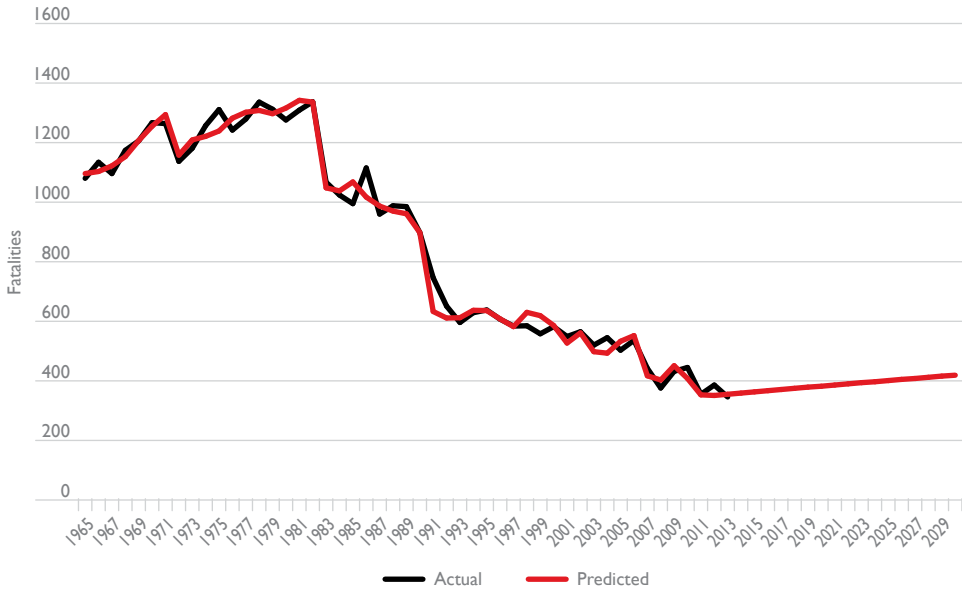


Figure 4.9 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

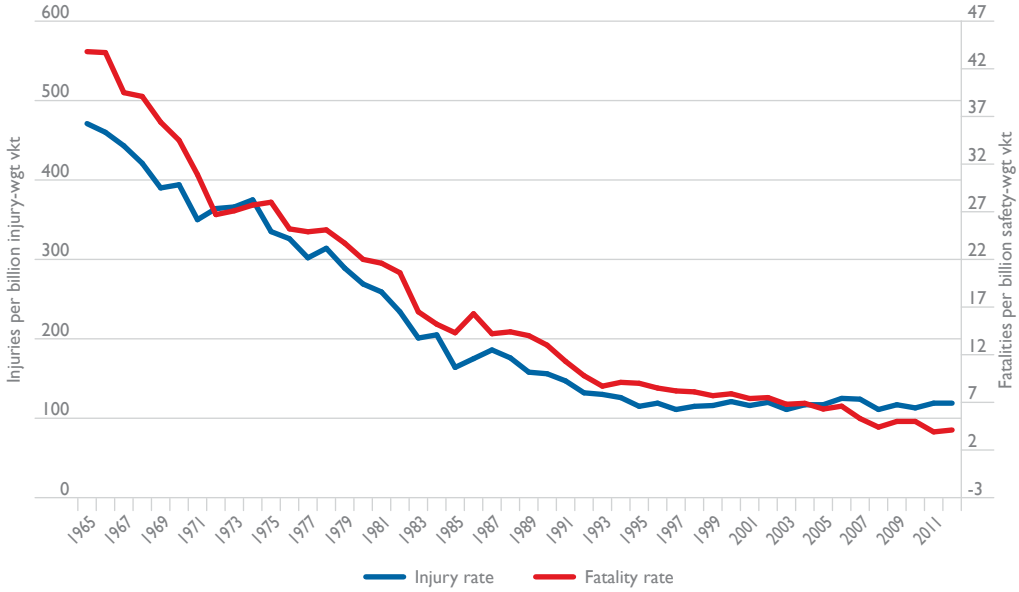
Figure 4.9 Actual/predicted NSW road deaths



The safety weights applied in NSW were the same as in Australia, as were the injury weights.

In NSW, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate except for a period from 1972 to 1981 and from 2001 on, after which time it ceased to move downward to the same extent. This is shown in Figure 4.10.

Figure 4.10 NSW injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 2001 to 2011, and a dummy variable for 1972 to 1977. The regression results are shown in Table 4.4.

Table 4.4 Regression results for predicting the NSW injury rate

Regression Statistics	
Multiple R	0.996645034
R Square	0.993301324
Adjusted R Square	0.992844596
Standard Error	9.868424243
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	635389.9186	211796.6395	2174.82062	7.96748E-48
Residual	44	4284.97507	97.38579705		
Total	47	639674.8936			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	34.37610779	3.291256953	10.44467457	1.71651E-13	27.74301525	41.00920033
FatalRate	10.0718687	0.149634143	67.30996368	5.10362E-46	9.770300898	10.3734365
Time0111	3.932174722	0.51282827	7.667624731	1.21637E-09	2.898637257	4.965712188
Dum7277	57.67910732	5.682134699	10.15095741	4.20016E-13	46.22751729	69.13069735

Figure 4.11 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.12 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.11 Actual and predicted NSW injury rate

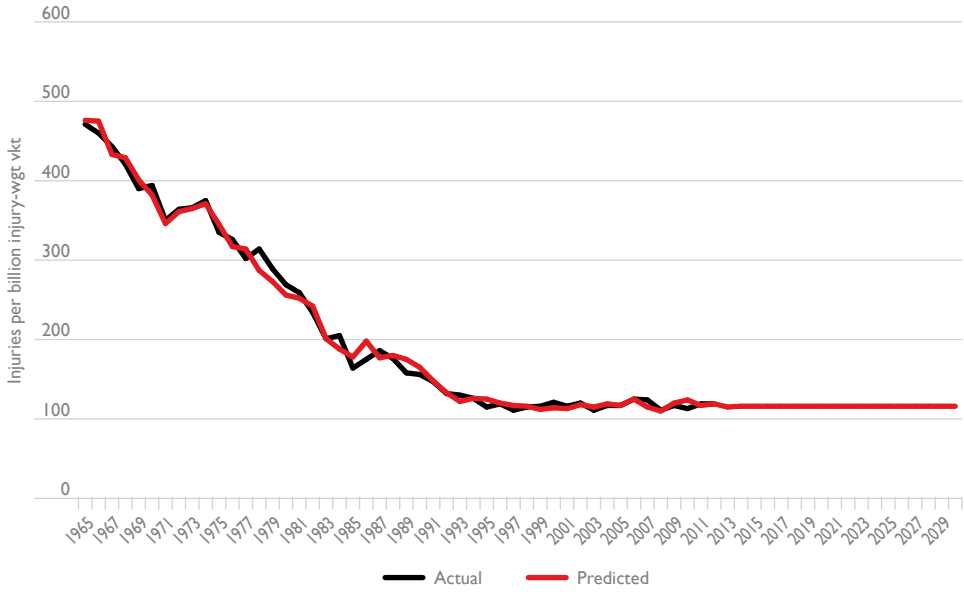
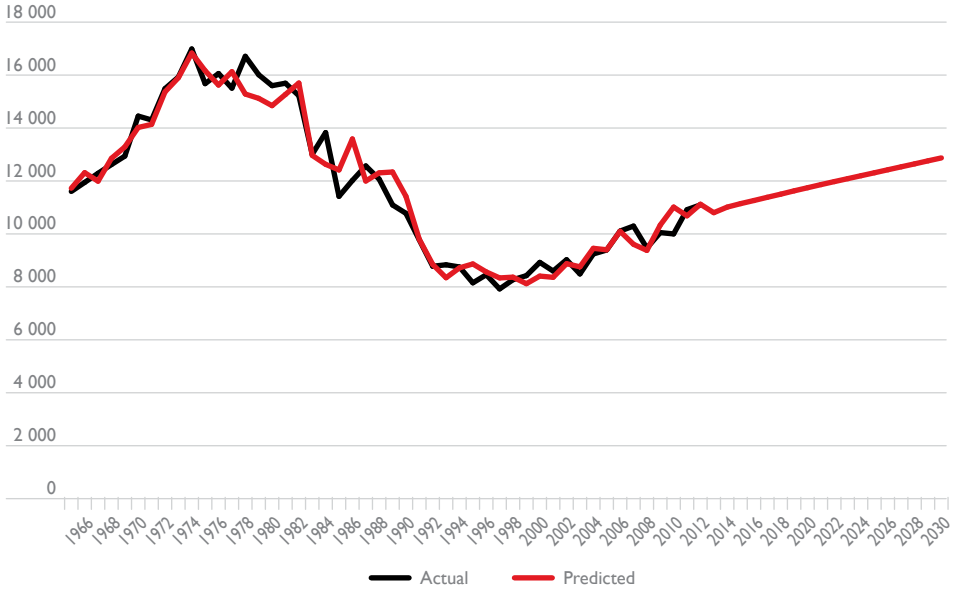


Figure 4.12 Actual and predicted NSW road injuries



4.1.2 Victoria

For Victoria, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement, as well as dummy variables. The results are shown in Table 4.5.

Table 4.5 Regression results for predicting the Victorian fatality rate

Regression Statistics	
Multiple R	0.997668851
R Square	0.995343137
Adjusted R Square	0.994677871
Standard Error	0.965833748
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	6	8374.008906	1395.668151	1496.15785	2.68666E-47
Residual	42	39.1790628	0.932834829		
Total	48	8413.187969			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	43.45532506	0.491307326	88.4483555	2.32955E-49	42.46382674	44.44682339
Belts	-0.331894249	0.008168889	-40.62905606	2.40371E-35	-0.348379735	-0.315408764
RBT	-0.000305611	7.92594E-05	-3.855838663	0.000389587	-0.000465563	-0.000145659
Cams	-0.000671493	0.000212131	-3.165458235	0.002880063	-0.001099591	-0.000243394
Timepre67	2.14688009	0.327016469	6.5650519	6.10975E-08	1.486934138	2.806826042
Dum11on	-1.118757216	0.611323372	-1.830057983	0.074344426	-2.352457727	0.114943295
110kdum	1.312539207	0.734368217	1.787303939	0.081106246	-0.169475855	2.794554269

Figure 4.13 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.13 Actual/predicted Victorian fatality rate

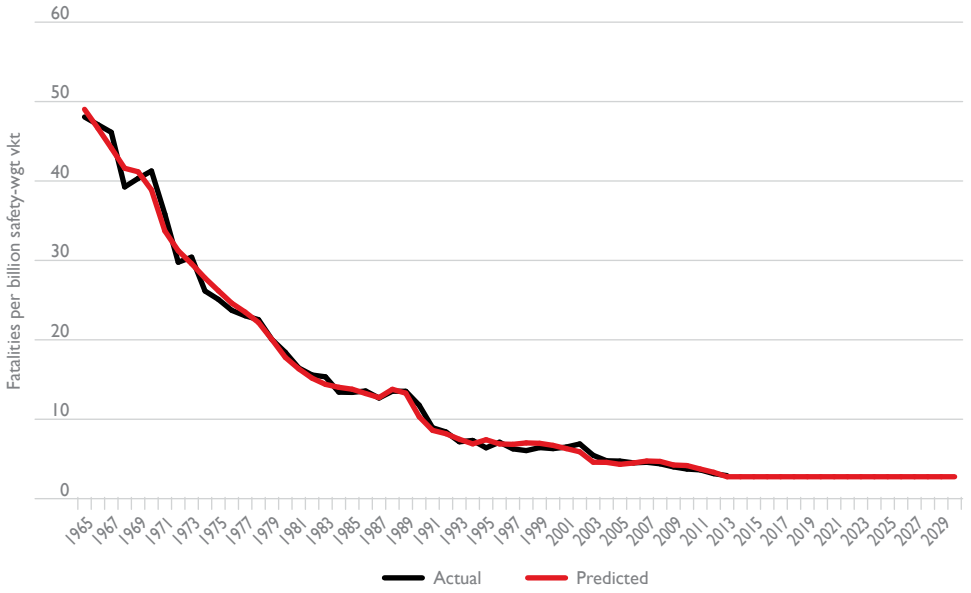


Figure 4.14 shows the components of the Victorian fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the mid-1980s, RBT starts to have an effect, as does speed enforcement from the early 1990s. The 110kdum captures the effect on fatalities of the period when Victorian highway speed limits were raised from 100 km/hr to 110 km/hr.

Figure 4.14 Components of the Victorian fatality rate prediction

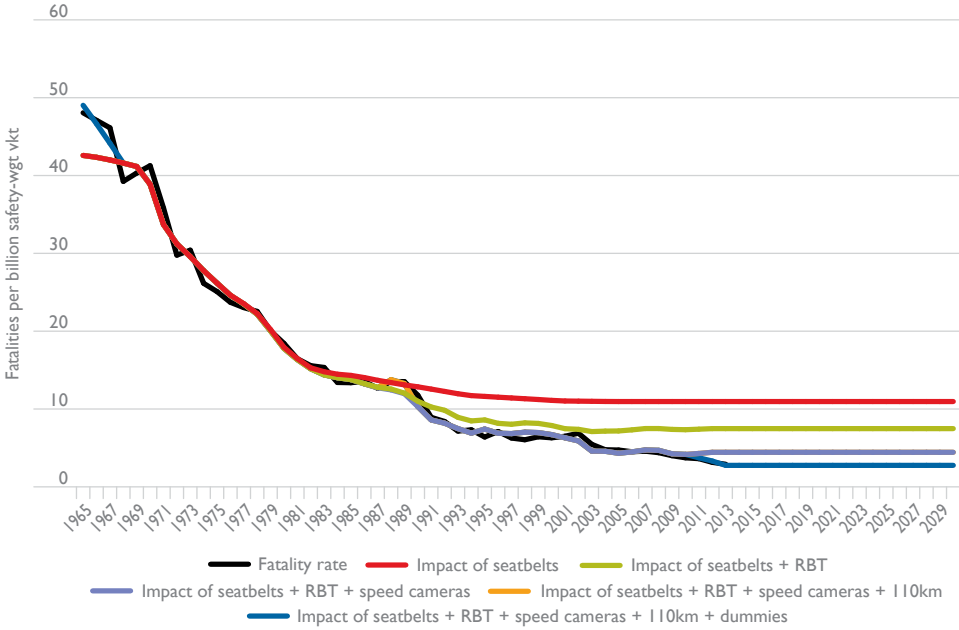
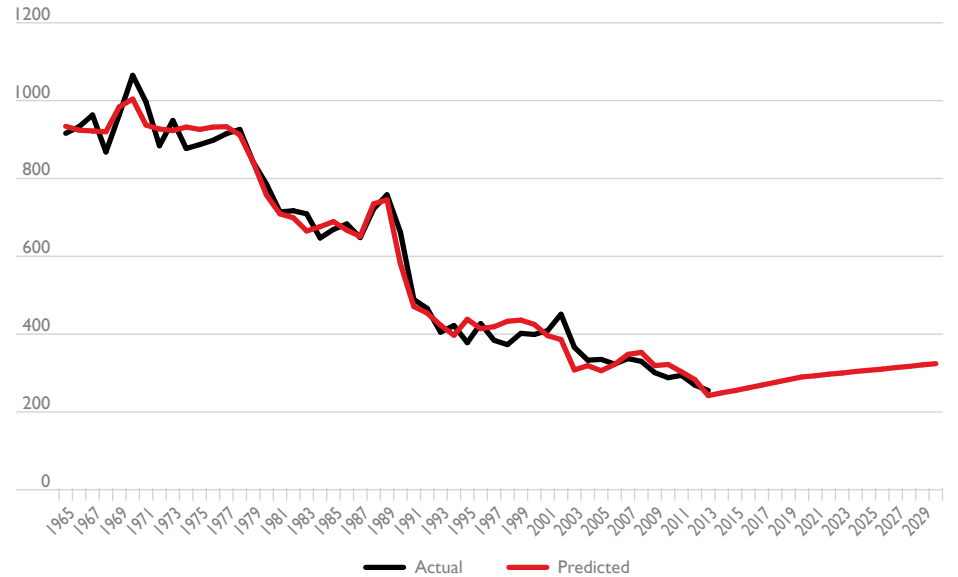


Figure 4.15 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

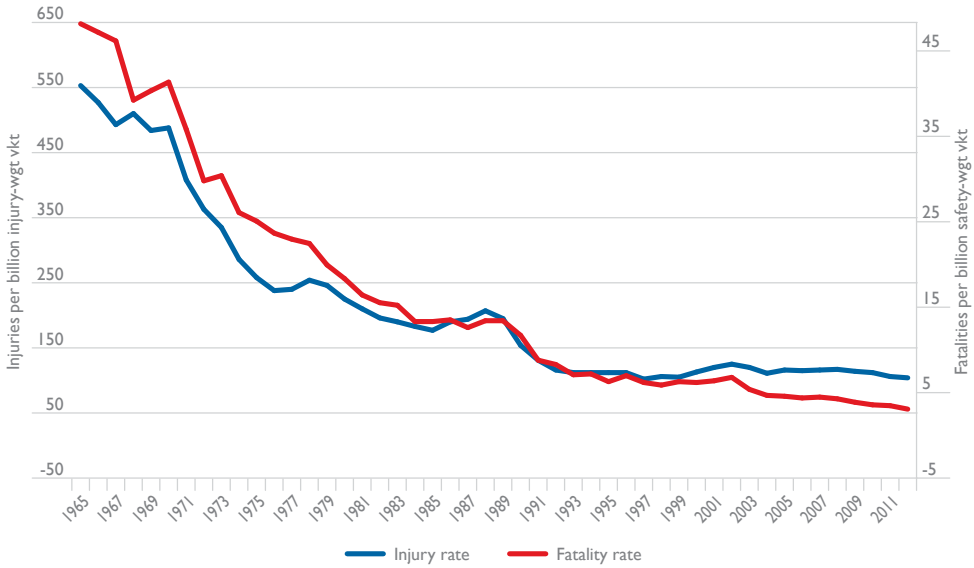
Figure 4.15 Actual/predicted Victorian road deaths



The safety weights applied in Victoria were the same as in Australia, as were the injury weights.

In Victoria, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it ceased to move downward to the same extent. This is shown in Figure 4.16.

Figure 4.16 Victorian injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 1999 to 2007, and a dummy variable. The regression results are shown in Table 4.6.

Table 4.6 Regression results for predicting the Victorian injury rate

Regression Statistics	
Multiple R	0.99331
R Square	0.98666
Adjusted R Square	0.98575
Standard Error	15.98777
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	831647.4556	277215.82	1084.5309	3.04645E-41
Residual	44	11246.79353	255.60894		
Total	47	842894.2491			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	24.54628	5.69341	4.31135	0.00009	13.07197	36.02058
FatalRate	11.85381	0.40435	29.31542	0.00000	11.03889	12.66873
Time9907	4.66907	0.83428	5.59656	0.00000	2.98770	6.35045
Dumles78	-41.55140	10.73607	-3.87026	0.00036	-63.18853	-19.91427

Figure 4.17 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.18 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.17 Actual and predicted Victorian injury rate

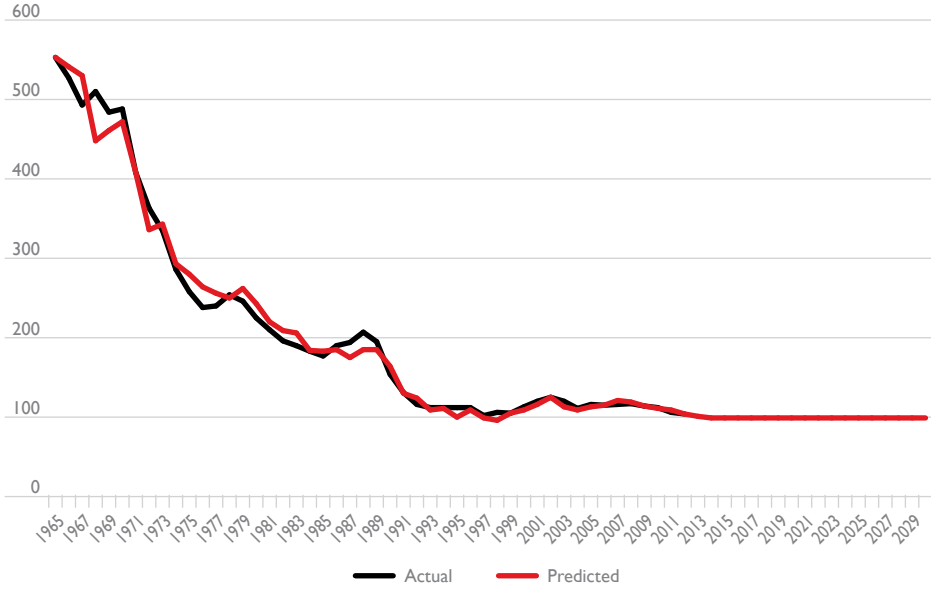
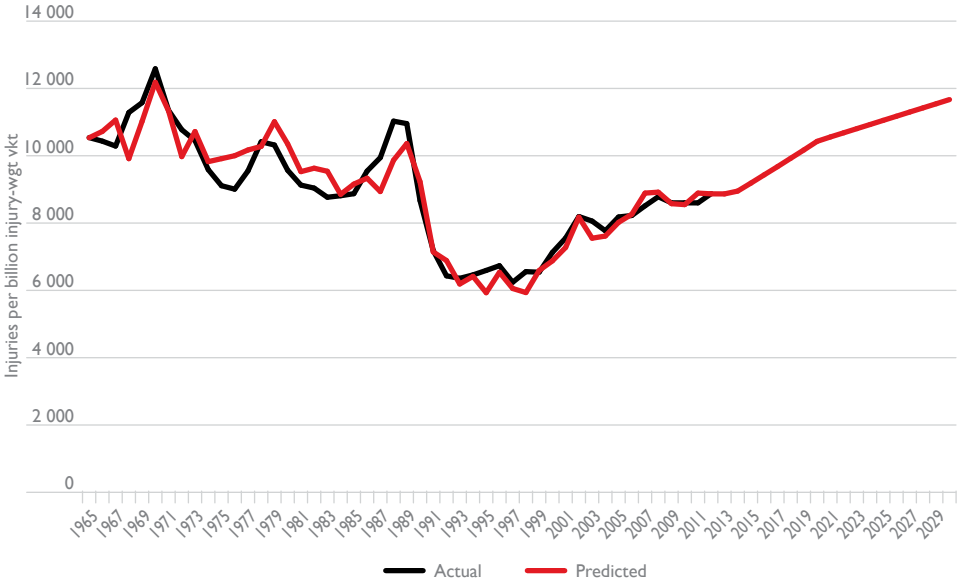


Figure 4.18 Actual and predicted Victorian road injuries



4.1.3 Queensland

For Queensland, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement, as well as dummy variables. The results are shown in table 4.7.

Table 4.7 Regression results for predicting the Queensland injury rate

Regression Statistics	
Multiple R	0.9954036
R Square	0.990828328
Adjusted R Square	0.989736462
Standard Error	1.301655181
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	7687.605185	1537.521037	907.4634963	1.2676E-41
Residual	42	71.16086081	1.69430621		
Total	47	7758.766045			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	42.0481204	0.5797889	72.5231560	0.0000000	40.8780591	43.2181818
Belts	-0.3388155	0.0091033	-37.2188289	0.0000000	-0.3571867	-0.3204442
RBT	-0.0002080	0.0001021	-2.0375526	0.0479269	-0.0004139	-0.0000020
Cams	-0.0007494	0.0004845	-1.5467943	0.1294156	-0.0017272	0.0002283
Timepre67	1.7080937	0.4226047	4.0418234	0.0002214	0.8552428	2.5609446
Dum1013	-0.8452636	0.8582336	-0.9848875	0.3303193	-2.5772491	0.8867220

Figure 4.19 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.19 Actual/predicted Queensland fatality rate

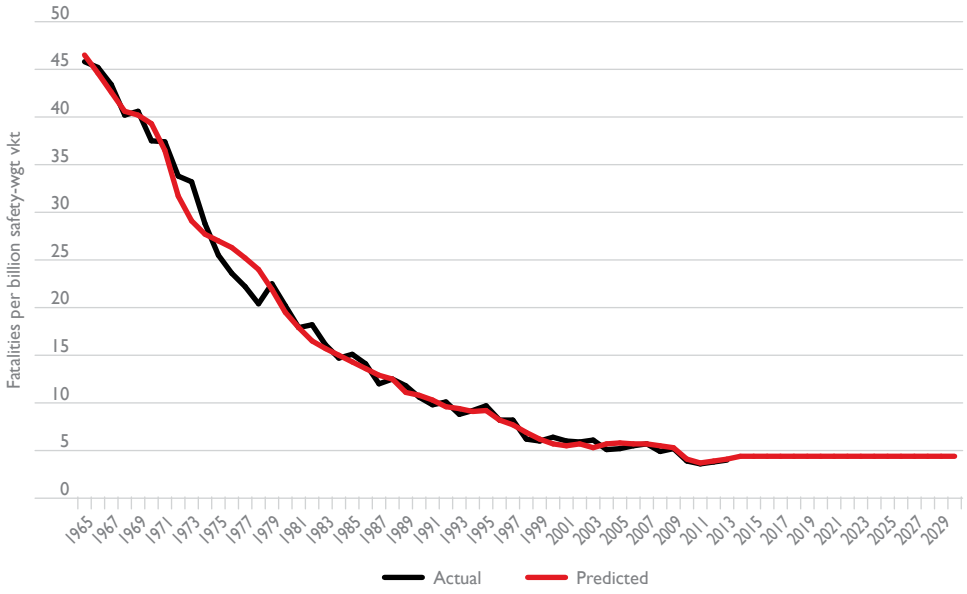


Figure 4.20 shows the components of the Queensland fatality prediction/forecast. The major influence is the increase in seat belt wearing. From 1989, RBT starts to have an effect, as does speed enforcement from 1993.

Figure 4.20 Components of the Queensland fatality rate prediction

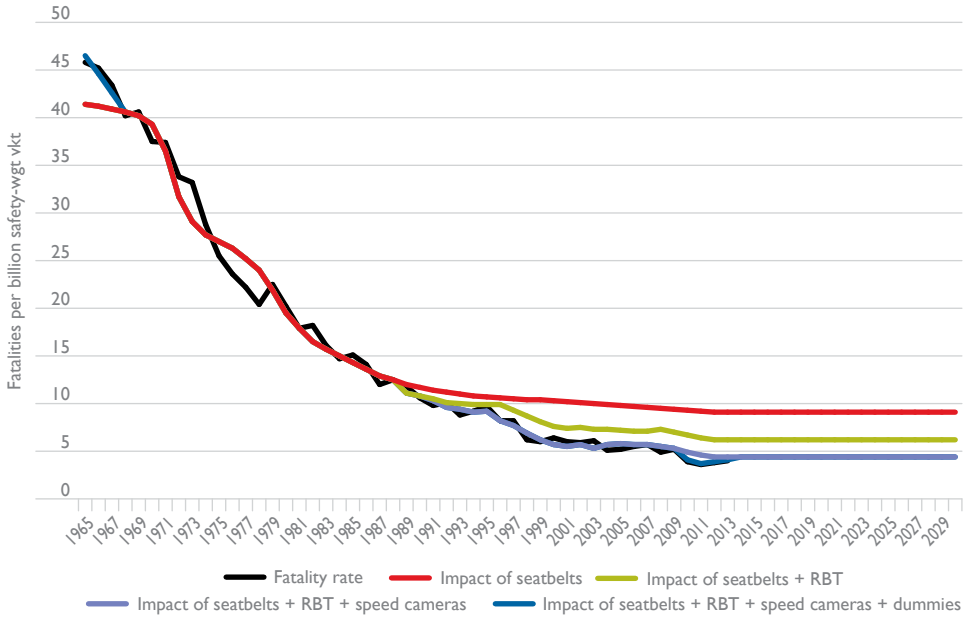
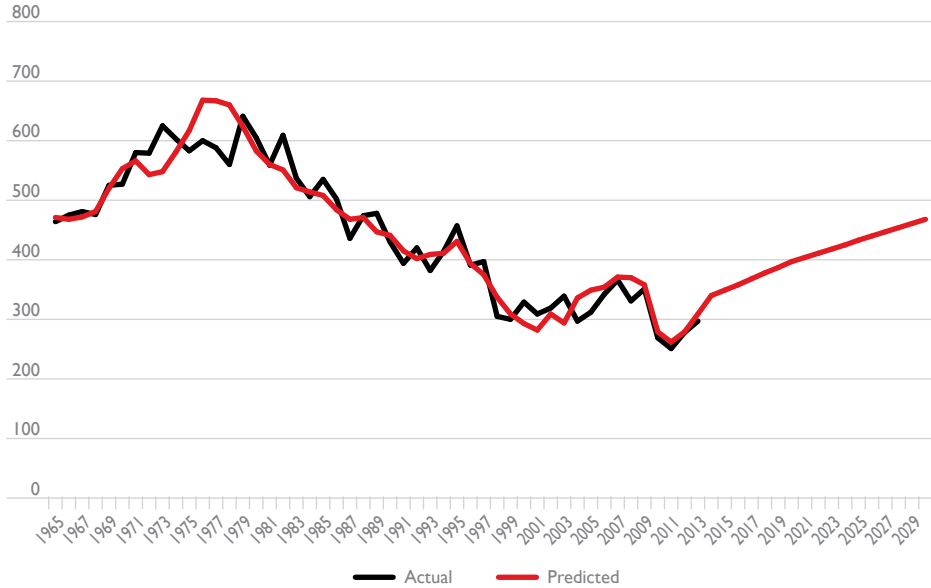


Figure 4.21 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

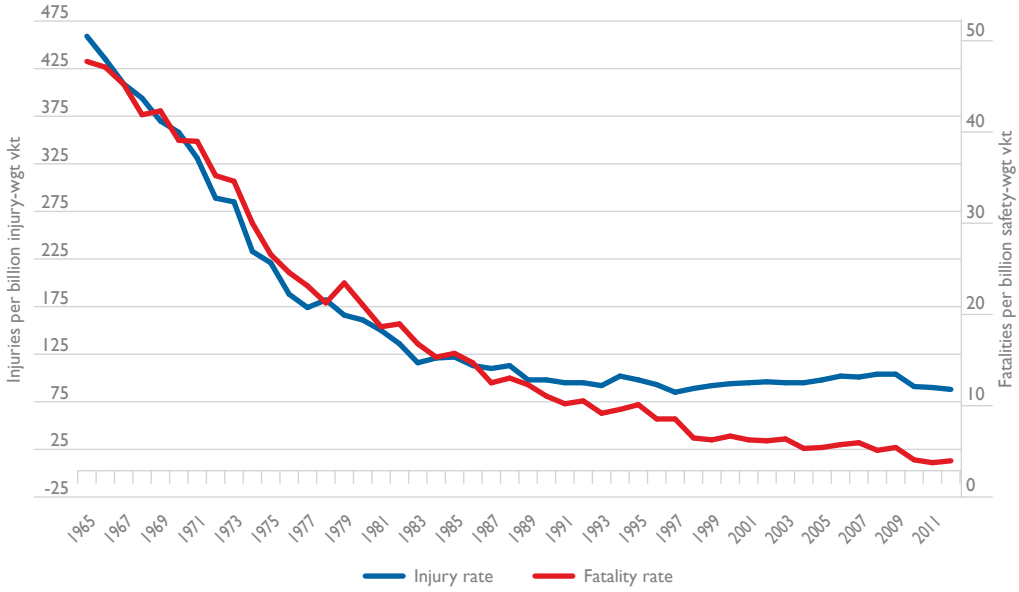
Figure 4.21 Actual/predicted Queensland road deaths



The safety weights applied in Queensland were the same as in Australia, as were the injury weights.

In Queensland, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it ceased to move downward to the same extent. This is shown in Figure 4.22.

Figure 4.22 Queensland injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 1986 to 2006, and a dummy variable. The regression results are shown in Table 4.8.

Table 4.8 Regression results for predicting the Queensland injury rate

Regression Statistics	
Multiple R	0.99723
R Square	0.99446
Adjusted R Square	0.99409
Standard Error	8.32909
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	548298.8713	182766.29	2634.5162	1.20402E-49
Residual	44	3052.445363	69.373758		
Total	47	551351.3166			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	-23.84845	4.67888	-5.09704	0.00001	-33.27813	-14.41878
FatalRate	9.42440	0.19591	48.10613	0.00000	9.02958	9.81923
Time8606	3.64952	0.24067	15.16401	0.00000	3.16448	4.13456
Dumles68	39.36568	6.17590	6.37408	0.00000	26.91896	51.81240

Figure 4.23 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.24 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.23 Actual and predicted Queensland injury rate

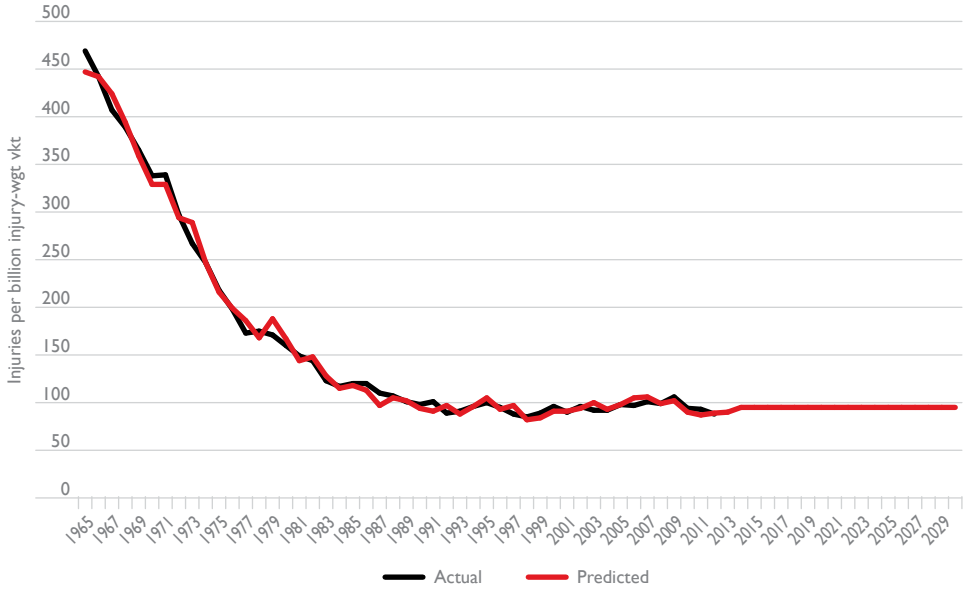
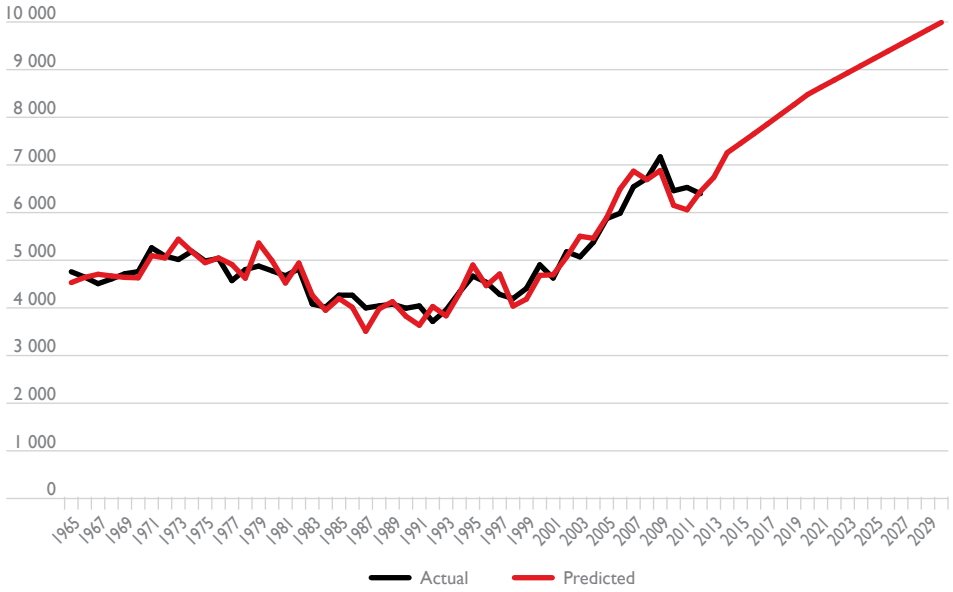


Figure 4.24 Actual and predicted Queensland road injuries



4.1.4 South Australia

For South Australia, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement. The results are shown in Table 4.9.

Table 4.9 Regression results for predicting the South Australian fatality rate

Regression Statistics	
Multiple R	0.98849443
R Square	0.97712124
Adjusted R Square	0.97559599
Standard Error	1.37378062
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	3627.13219	1209.0441	640.63012	6.57806E-37
Residual	45	84.92729428	1.8872732		
Total	48	3712.059485			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	31.820752	0.500340	63.598239	0.000000	30.813015	32.828489
Belts	-0.200534	0.009488	-21.13453	0.000000	-0.219644	-0.181423
RBT	-0.000102	0.000160	-0.637382	0.527106	-0.000424	0.000220
Cams	-0.001222	0.000242	-5.058371	0.000008	-0.001708	-0.000735

Figure 4.25 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.25 Actual/predicted South Australian fatality rate

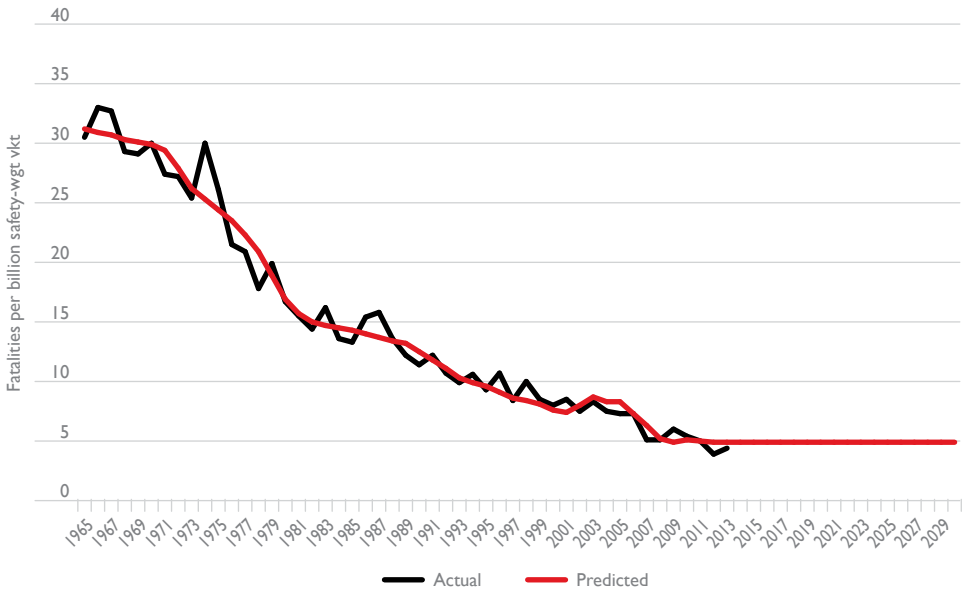


Figure 4.26 shows the components of the South Australian fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the mid-1980s, RBT starts to have an effect, as does speed control from 1990.

Figure 4.26 Components of the South Australian fatality rate prediction

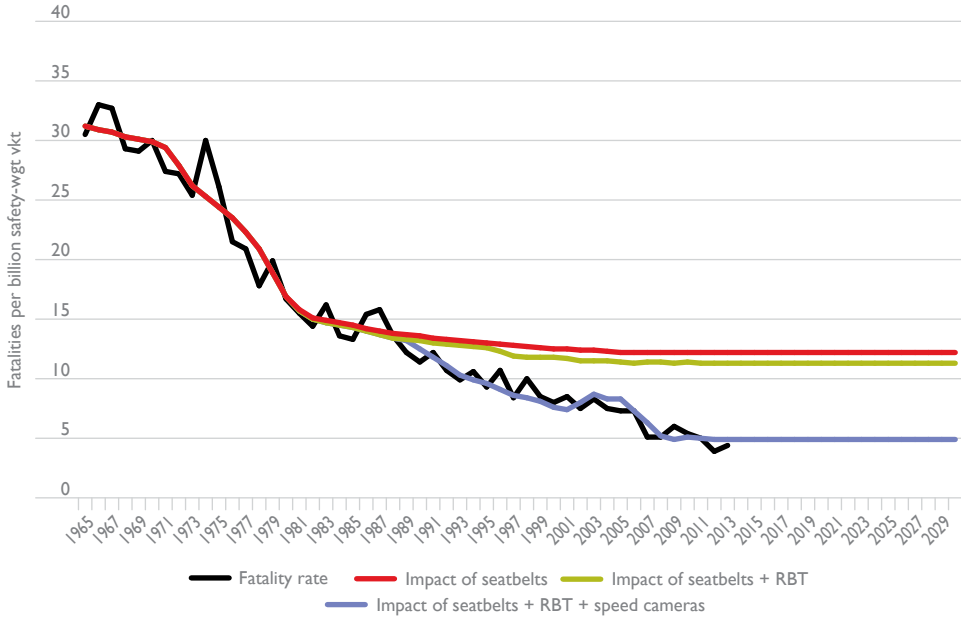
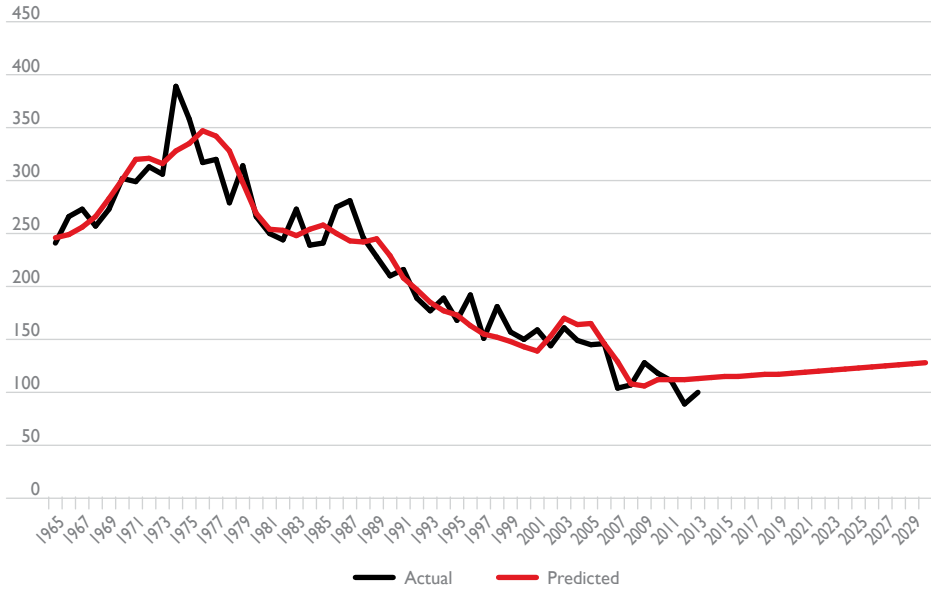


Figure 4.27 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

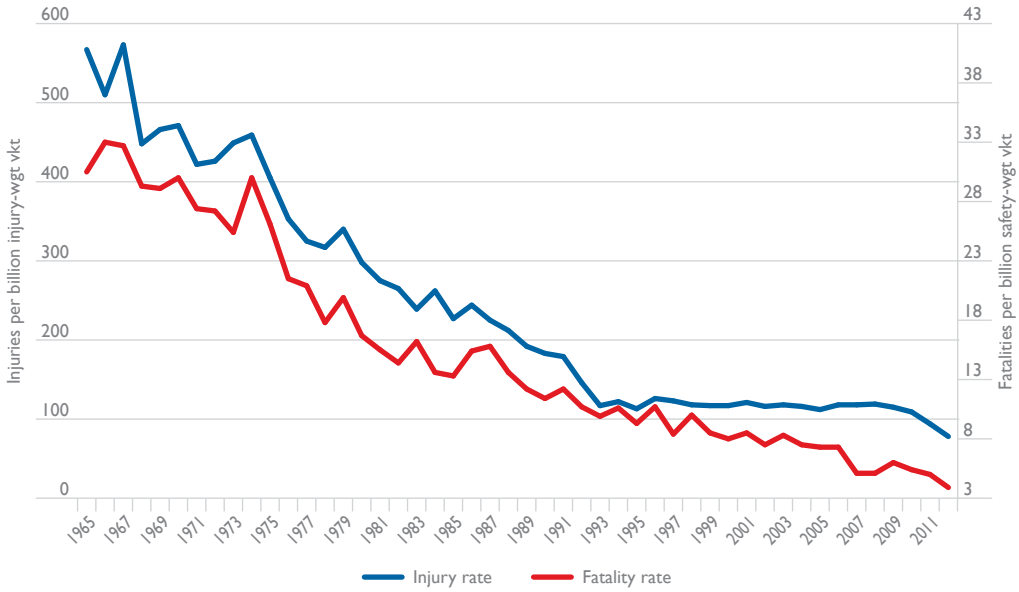
Figure 4.27 Actual/predicted South Australian road deaths



The safety weights applied in South Australia were cars, light commercial vehicles and other vehicles 1.0, motorcycles 26.0, buses 1.5 and trucks 2.0. The injury weighted vkt calculation used the same weights.

In South Australia, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it ceased to move downward to the same extent. This is shown in Figure 4.28.

Figure 4.28 South Australian injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 1997 (turned off after 2013 for forecasting), and dummy variables. The regression results are shown in Table 4.10.

Table 4.10 Regression results for predicting the South Australian injury rate

Regression Statistics	
Multiple R	0.990070946
R Square	0.980240478
Adjusted R Square	0.978402383
Standard Error	21.46414593
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	982769.9619	245692.4905	533.2914955	5.04775E-36
Residual	43	19810.5111	460.7095604		
Total	47	1002580.473			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	-45.1879538	9.9603321	-4.5367919	0.0000454	-65.2748779	-25.1010298
FatalRate	17.7692136	0.4683490	37.9401150	0.0000000	16.8246979	18.7137293
Time9712	4.3692691	1.0063987	4.3414891	0.0000845	2.3396726	6.3988655
Dum7885	40.2076403	8.7837541	4.5775007	0.0000399	22.4935119	57.9217686
Dum11on	-15.2761729	18.7607871	-0.8142608	0.4199822	-53.1109059	22.5585601

Figure 4.29 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.30 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.29 Actual and predicted South Australian injury rate

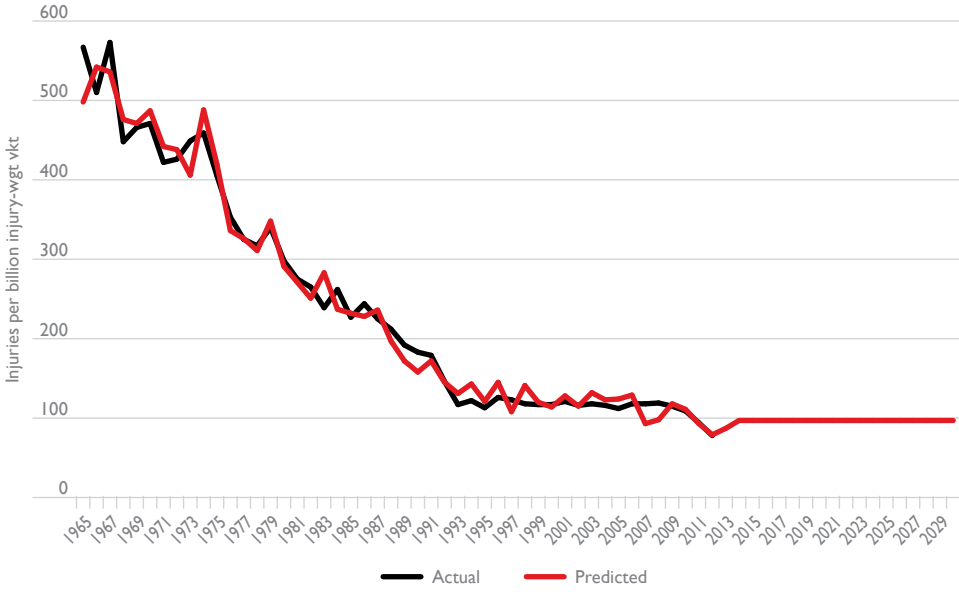
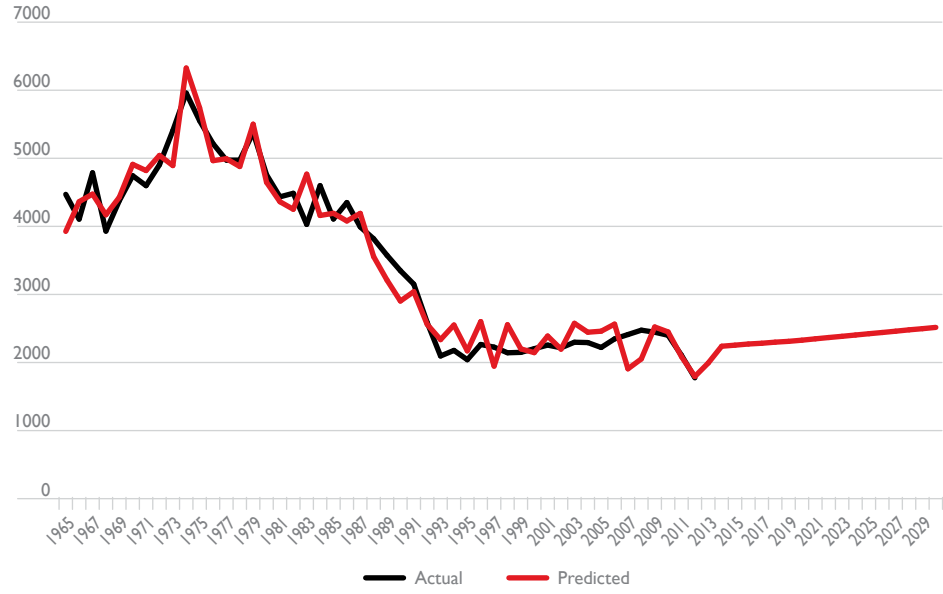


Figure 4.30 Actual and predicted South Australian road injuries



4.1.5 Western Australia

For Western Australia, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement, as well as dummy variables. The results are shown in Table 4.11.

Table 4.11 Regression results for predicting the Western Australian fatality rate

Regression Statistics	
Multiple R	0.99187
R Square	0.98380
Adjusted R Square	0.98149
Standard Error	1.47531
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	6	5553.0191	925.5032	425.2160	6.12251E-36
Residual	42	91.4150	2.1765		
Total	48	5644.4341			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	32.852374	1.506120	21.812584	0.000000	29.812900	35.891847
Belts	-0.247710	0.020924	-11.838708	0.000000	-0.289936	-0.205484
RBT	-0.002690	0.007170	-0.375122	0.709457	-0.017160	0.011781
Cams	-0.000430	0.000195	-2.207306	0.032810	-0.000824	-0.000037
Dum09on	-1.746970	1.125431	-1.552267	0.128102	-4.018183	0.524243
Dum9401	1.180469	0.661073	1.785687	0.081372	-0.153630	2.514568
Dumles74	4.760482	1.332524	3.572529	0.000904	2.071339	7.449625

Figure 4.31 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.31 Actual/predicted Western Australian fatality rate

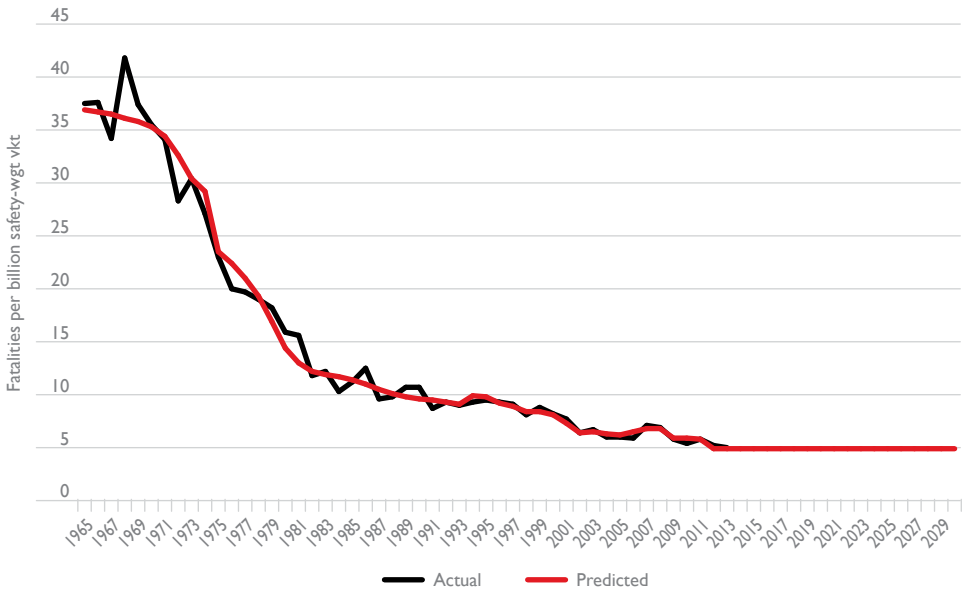


Figure 4.32 shows the components of the Western Australian fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the mid-1980s, random breath testing and speed camera enforcement start to have an effect.

Figure 4.32 Components of the Western Australian fatality rate prediction

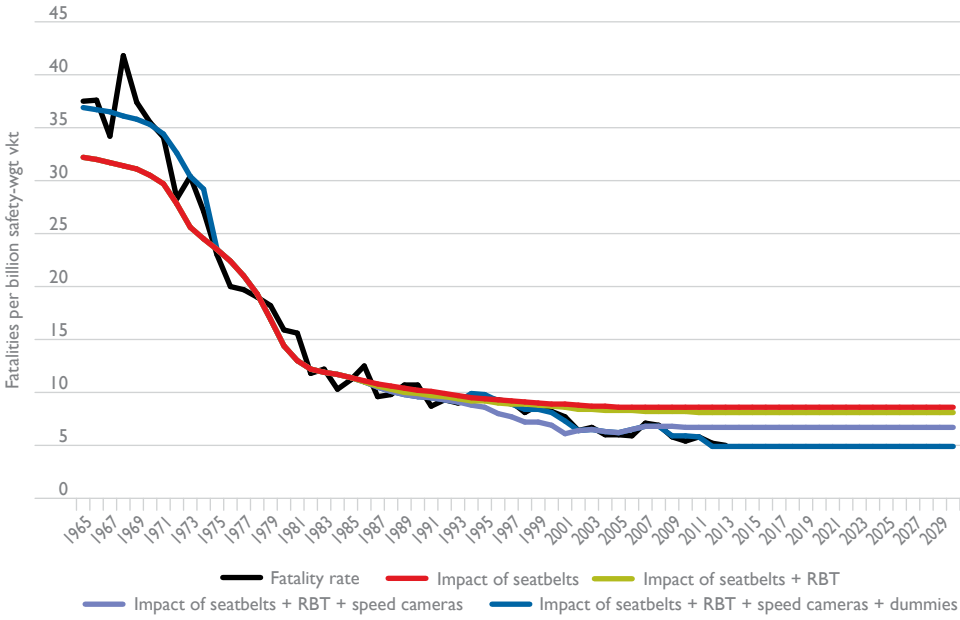
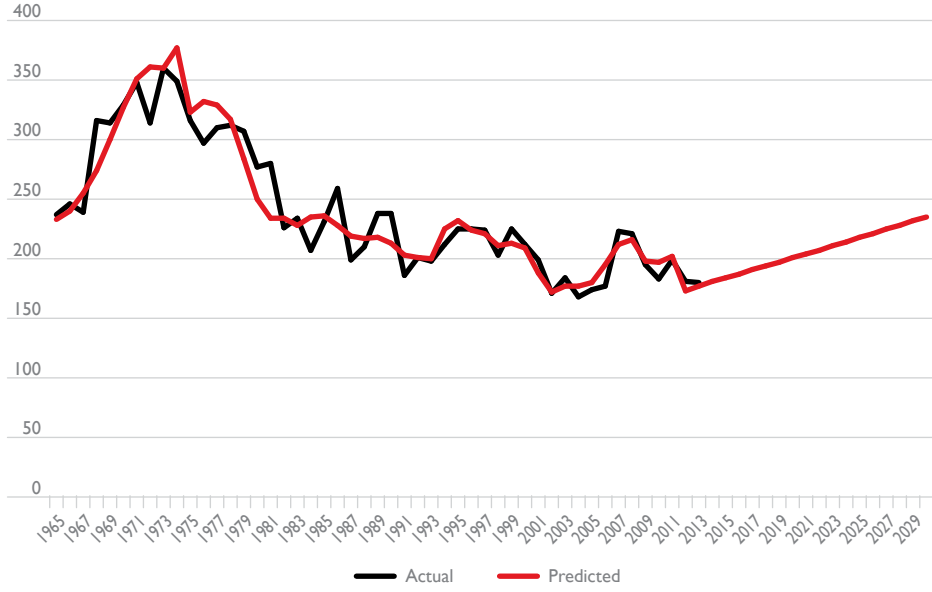


Figure 4.33 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

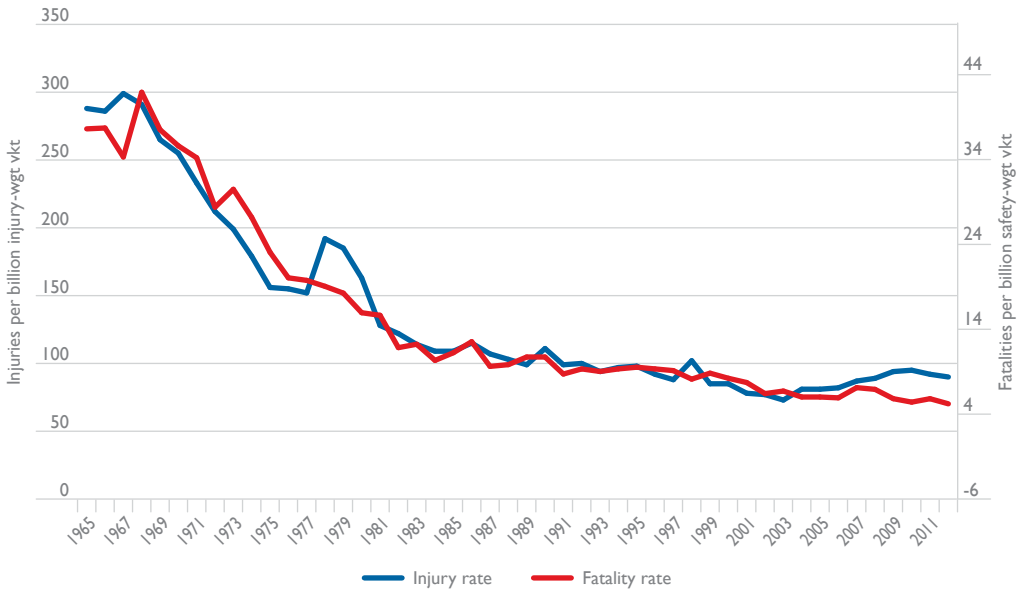
Figure 4.33 Actual/predicted Western Australian road deaths



The safety weights applied in Western Australia were cars, light commercial vehicles and other vehicles 1.0, motorcycles 26.0, buses 1.5 and trucks 2.0. The injury weighted vkt calculation used the same weights.

In Western Australia, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it ceased to move downward to the same extent. This is shown in Figure 4.34.

Figure 4.34 Western Australian injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 2003 to 2010, and dummy variables. The regression results are shown in Table 4.12.

Table 4.12 Regression results for predicting the Western Australian injury rate

Regression Statistics	
Multiple R	0.990673226
R Square	0.981433441
Adjusted R Square	0.979706319
Standard Error	9.562065773
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	207826.699	51956.675	568.248	0.000
Residual	43	3931.623	91.433		
Total	47	211758.322			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	43.477105	3.007315	14.457118	0.000000	37.412277	49.541934
FatalRate	5.692351	0.162565	35.015774	0.000000	5.364507	6.020196
Time0310	1.903472	0.632545	3.009226	0.004368	0.627823	3.179120
Dum6567	40.095856	6.678082	6.004098	0.000000	26.628221	53.563492
Dum7879	39.189106	6.969998	5.622542	0.000001	25.132765	53.245447

Figure 4.35 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.36 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.35 Actual and predicted Western Australian injury rate

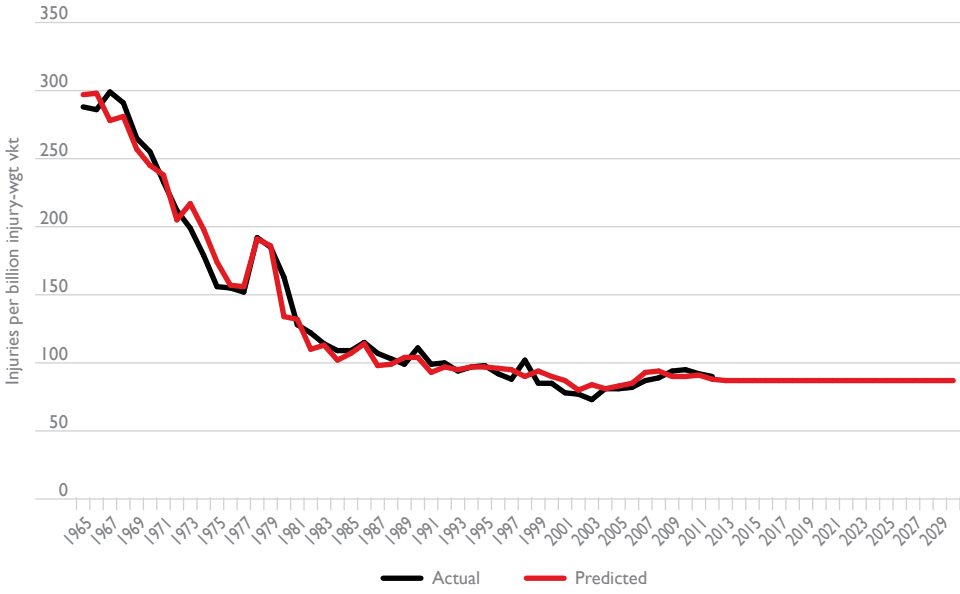
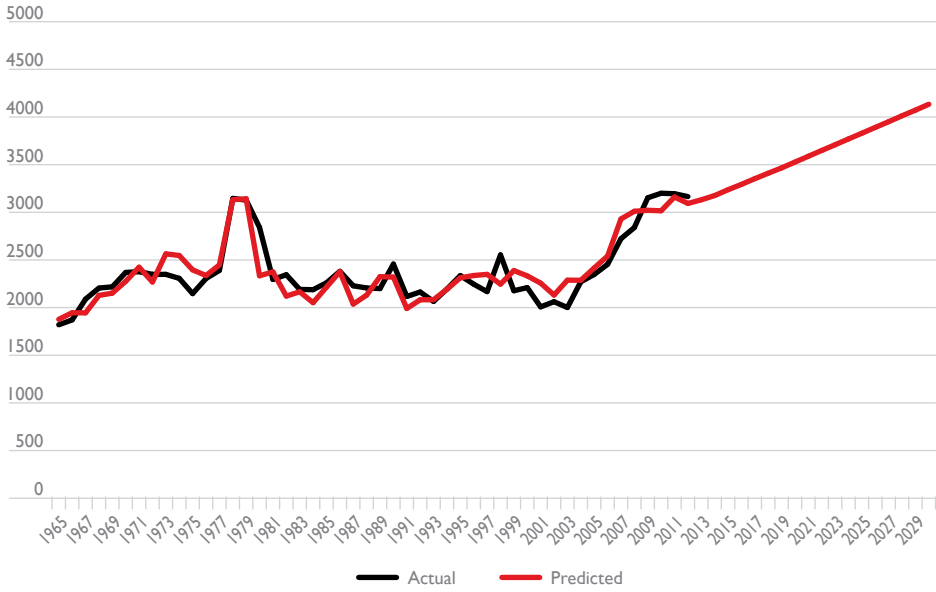


Figure 4.36 Actual and predicted Western Australian road injuries



4.1.6 Tasmania

For Tasmania, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement. The results are shown in Table 4.13.

Table 4.13 Regression results for predicting the Tasmanian fatality rate

Regression Statistics	
Multiple R	0.9754728
R Square	0.9515471
Adjusted R Square	0.9483169
Standard Error	2.8945589
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	7404.365	2468.122	294.579	1.39656E-29
Residual	45	377.031	8.378		
Total	48	7781.396			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	43.096300	1.068090	40.348957	0.000000	40.945057	45.247542
Belts	-0.291116	0.019173	-15.183718	0.000000	-0.329732	-0.252500
RBT	-0.000282	0.000152	-1.853021	0.070444	-0.000588	0.000024
Cams	-0.000759	0.000740	-1.024731	0.310967	-0.002249	0.000732

Figure 4.37 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.37 Actual/predicted Tasmanian fatality rate

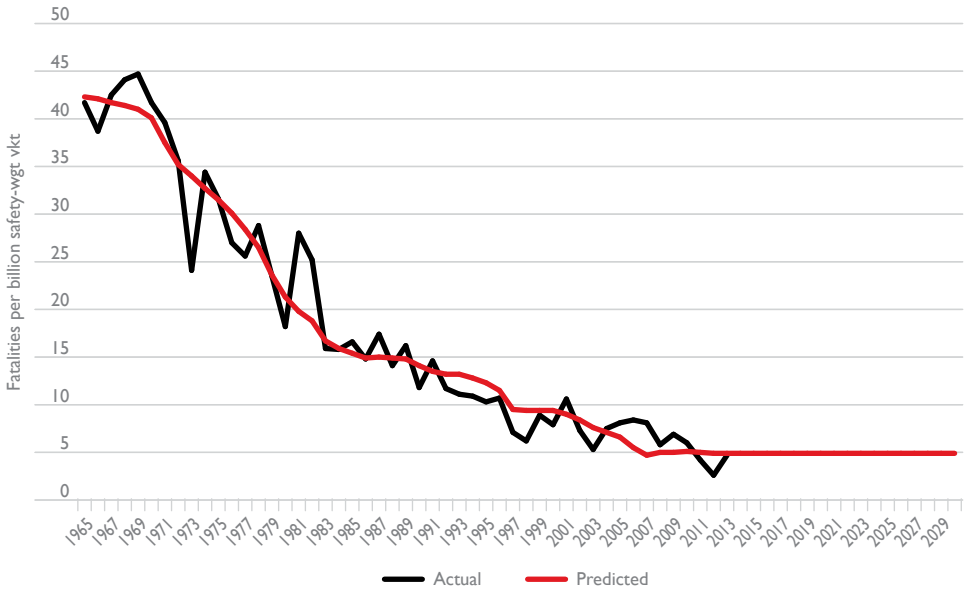


Figure 4.38 shows the components of the Tasmanian fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 1980s, random breath testing starts to have an effect, as does speed enforcement from the early 1990s.

Figure 4.38 Components of the Tasmanian fatality rate prediction

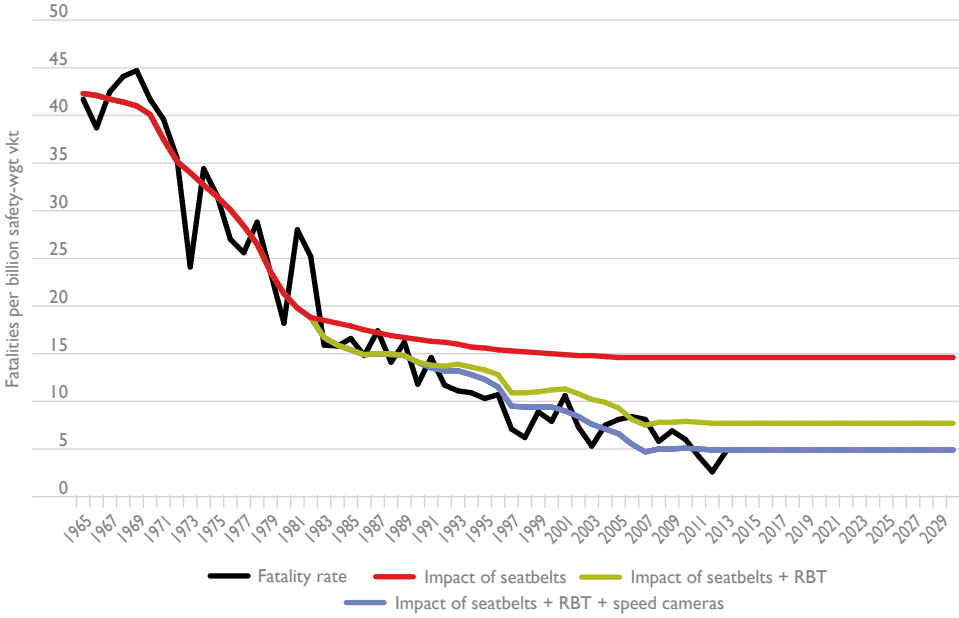
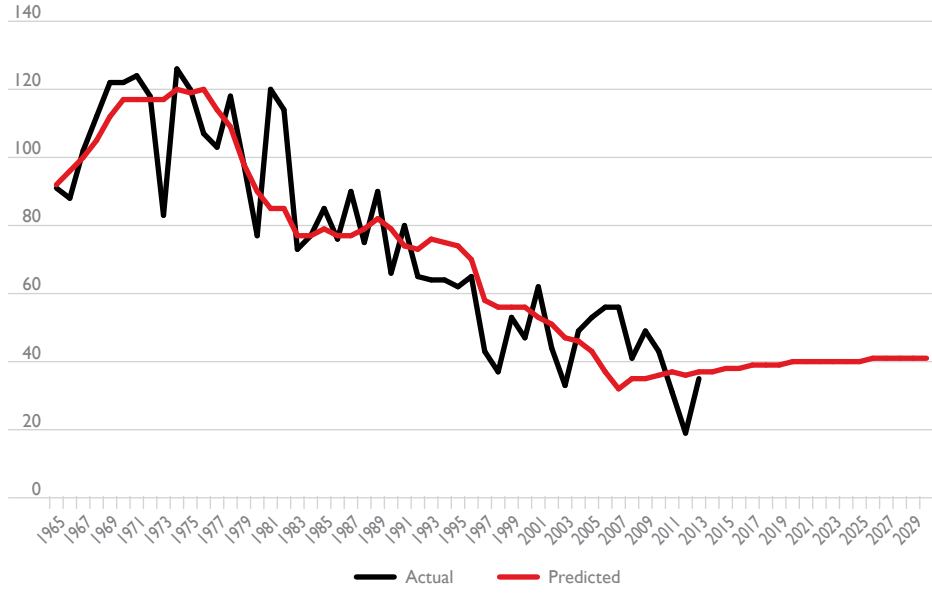


Figure 4.39 shows that the modeling also produces a roughly accurate prediction of the level of fatalities over time.

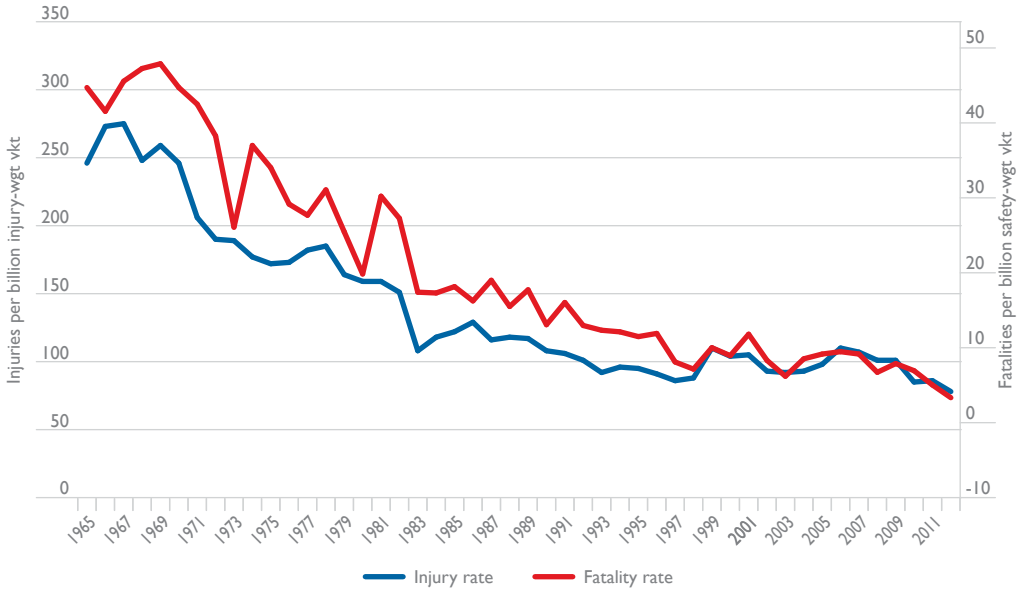
Figure 4.39 Actual/predicted Tasmanian road deaths



The safety weights applied in Tasmania were cars, light commercial vehicles and other vehicles 1.0, motorcycles 26.0, buses 1.5, trucks 2.0. The injury weighted vkt calculation used the same weights.

In Tasmania, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it ceased to move downward to the same extent. This is shown in Figure 4.40.

Figure 4.40 Tasmanian injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 2000 to 2005, and a dummy variable. The regression results are shown in Table 4.14.

Table 4.14 Regression results for predicting the Tasmanian injury rate

Regression Statistics	
Multiple R	0.9781780
R Square	0.9568323
Adjusted R Square	0.9538890
Standard Error	12.1499317
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	143971.73	47990.58	325.09	4.95792E-30
Residual	44	6495.32	147.62		
Total	47	150467.05			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	55.421202	4.367231	12.690239	0.000000	46.619627	64.222777
FatalRate	4.247016	0.178561	23.784618	0.000000	3.887149	4.606883
Time0005	2.288492	0.904331	2.530590	0.015039	0.465932	4.111052
Dum6667	46.072188	9.472715	4.863673	0.000015	26.981184	65.163191

Figure 4.41 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.2 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.41 Actual and predicted Tasmanian injury rate

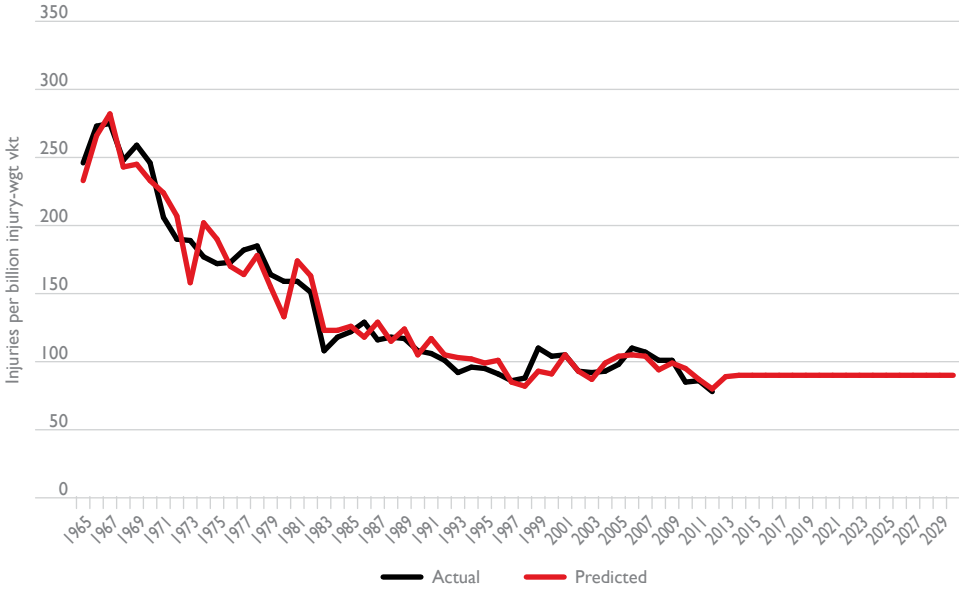
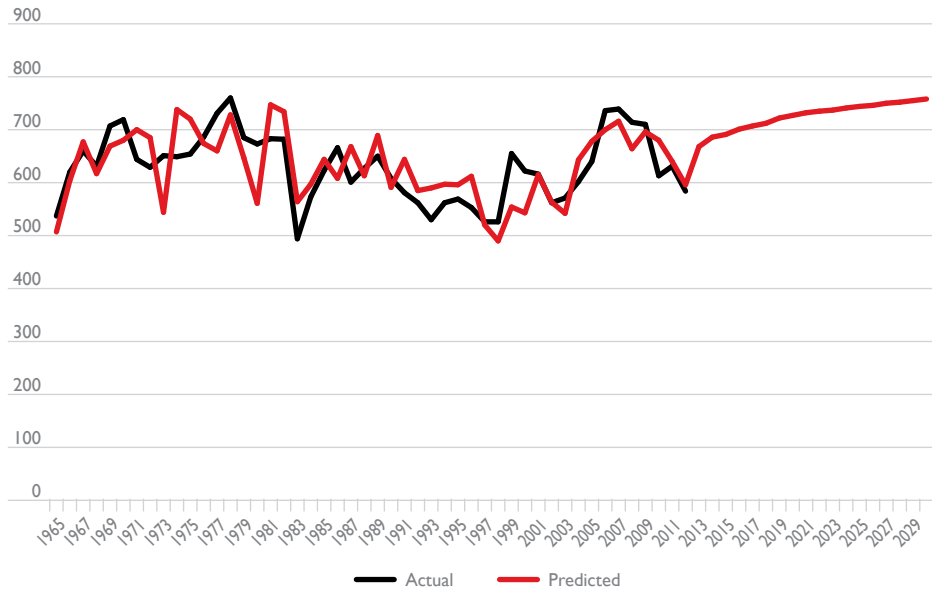


Figure 4.42 Actual and predicted Tasmanian road injuries



4.1.7 The Northern Territory

For the Northern Territory, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement, as well as a dummy variable. The results are shown in Table 4.15.

Table 4.15 Regression results for predicting the Northern Territory fatality rate

Regression Statistics	
Multiple R	0.9334195
R Square	0.8712719
Adjusted R Square	0.8595693
Standard Error	6.6345851
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	13108.72496	3277.18123	74.4514088	5.21769E-19
Residual	44	1936.779662			
Total	48	15045.50462			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	59.313970	2.452463	24.185467	0.000000	54.371355	64.256585
Belts	-0.365343	0.035617	-10.257642	0.000000	-0.437123	-0.293562
RBT	-0.000390	0.000272	-1.430844	0.159539	-0.000939	0.000159
Cams	-0.000789	0.001024	-0.770271	0.445255	-0.002854	0.001275
Dum66	41.039206	7.027513	5.839791	0.000001	26.876185	55.202227

Figure 4.43 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.43 Actual/predicted Northern Territory fatality rate

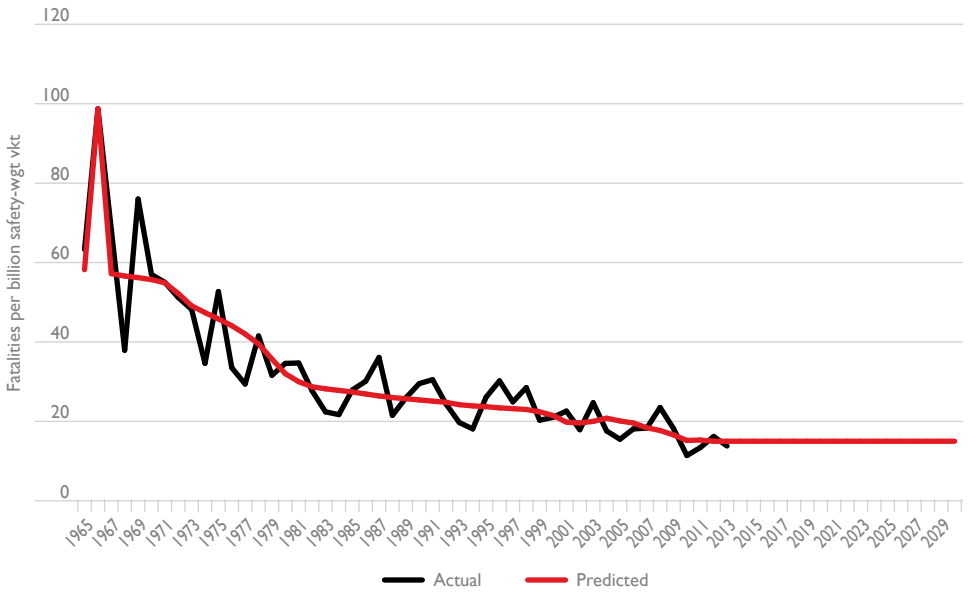


Figure 4.44 shows the components of the Northern Territory fatality prediction/forecast. The major influence is the increase in seat belt wearing. From early 1990s, random breath testing starts to have an effect, as does speed enforcement from 2000.

Figure 4.44 Components of the Northern Territory fatality rate prediction

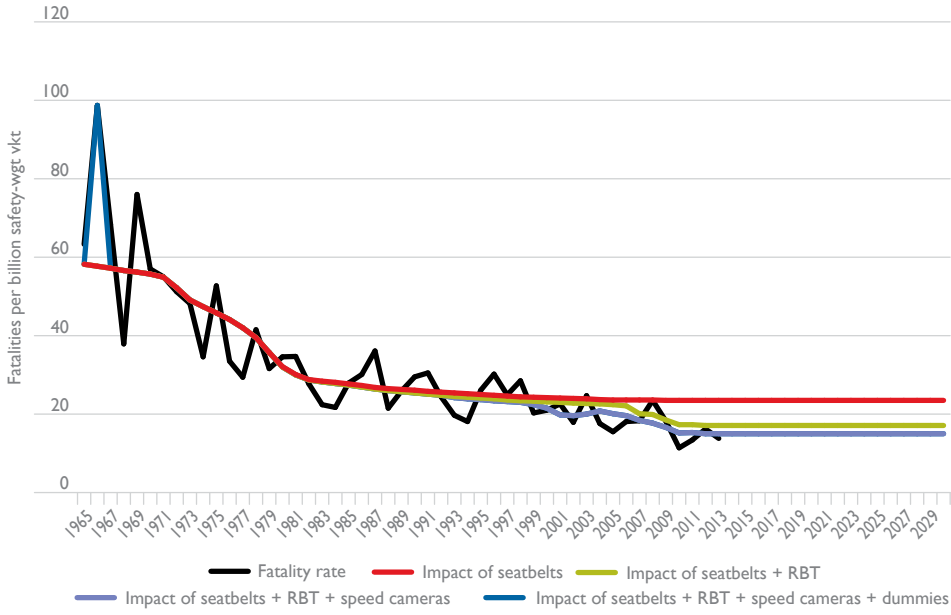
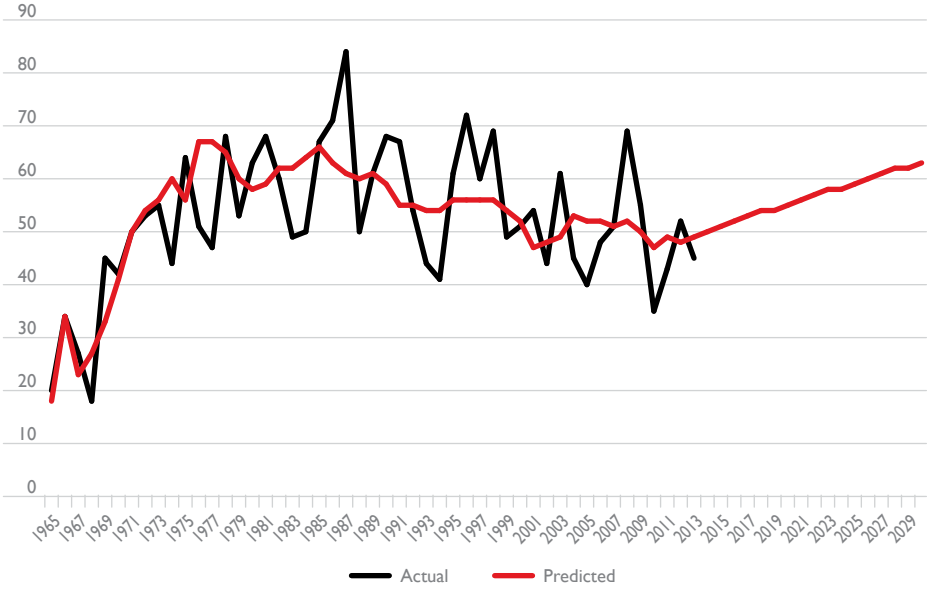


Figure 4.45 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

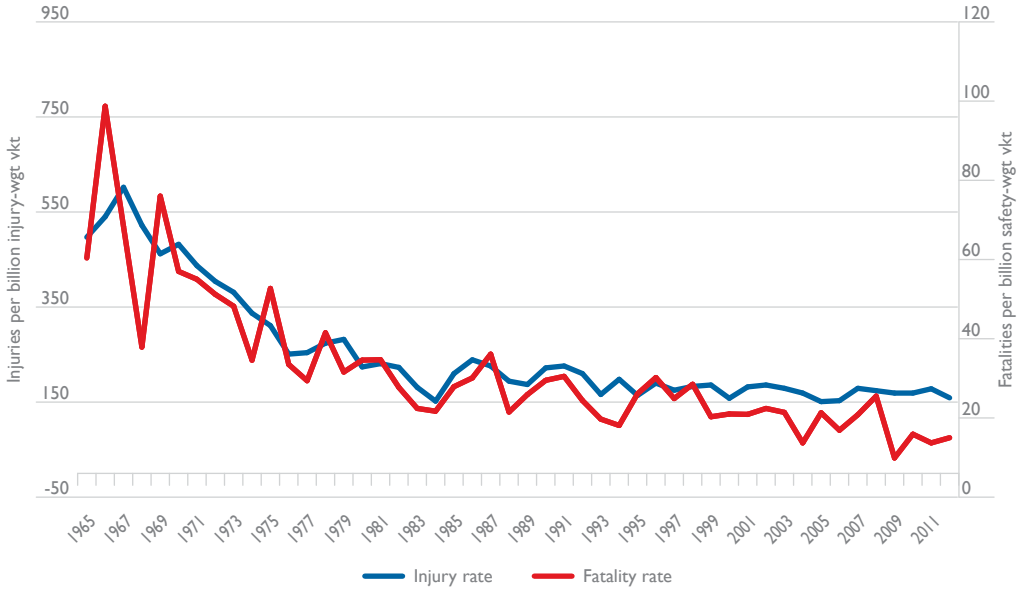
Figure 4.45 Actual/predicted Northern Territory road deaths



The safety weights applied in the Northern Territory were cars, light commercial vehicles and other vehicles 1.0, motorcycles 26.0, buses 1.5, trucks 2.0. The injury weighted vkt calculation used the same weights.

In the Northern Territory, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it ceased to move downward to the same extent. This is shown in Figure 4.46.

Figure 4.46 Northern Territory injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 2000 (turned off after 2013 for forecasting), and dummy variables. The regression results are shown in Table 4.16.

Table 4.16 Regression results for predicting the Northern Territory injury rate

Regression Statistics	
Multiple R	0.95769606
R Square	0.917181743
Adjusted R Square	0.909477719
Standard Error	36.16637479
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	622884.794	155721.198	119.052	0.000
Residual	43	56244.287	1308.007		
Total	47	679129.080			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	42.70908	15.73100	2.71496	0.00950	10.98449	74.43367
FatalRate	6.27691	0.43075	14.57195	0.00000	5.40822	7.14561
Time0012	2.04880	1.63754	1.25115	0.21765	-1.25361	5.35121
Dum66	-122.32964	46.17331	-2.64936	0.01124	-215.44698	-29.21229
Dum6768	186.12591	27.60246	6.74309	0.00000	130.46024	241.79158

Figure 4.47 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.487 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.47 Actual and predicted Northern Territory injury rate

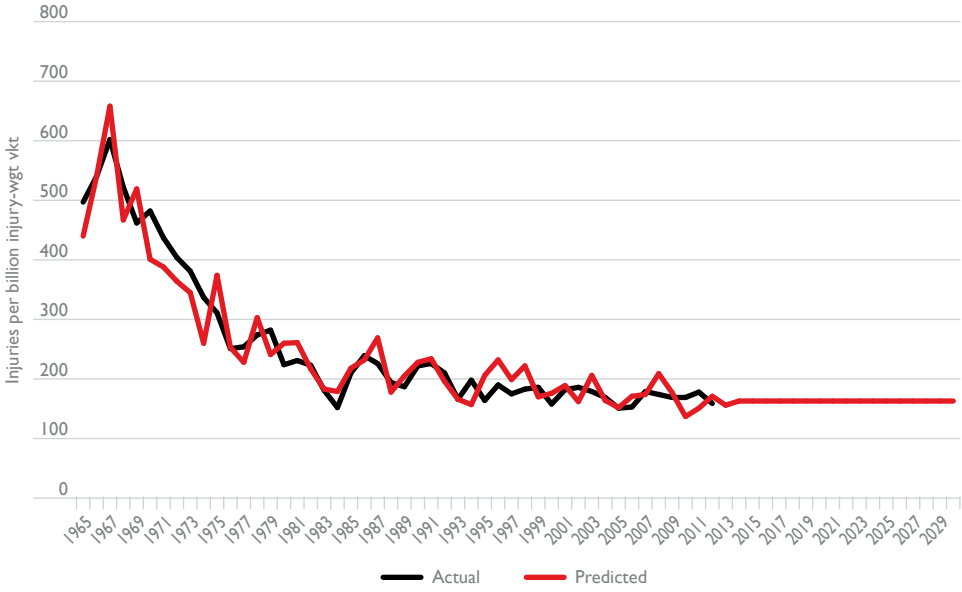
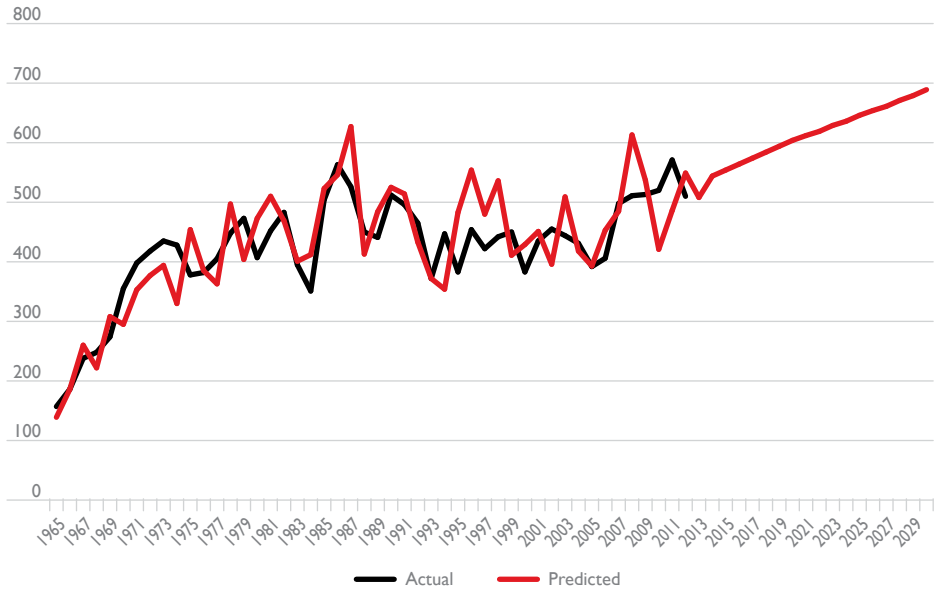


Figure 4.48 Actual and predicted Northern Territory road injuries



4.1.8 The Australian Capital Territory

For the ACT, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of random breath testing (RBT) and speed camera (cams) enforcement. The results are shown in Table 4.17.

Table 4.17 Regression results for predicting the ACT fatality rate

Regression Statistics	
Multiple R	0.958591606
R Square	0.918897867
Adjusted R Square	0.913491058
Standard Error	2.49737232
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	3179.90441	1059.9681	169.95198	0.00000
Residual	45	280.65908	6.23687		
Total	48	3460.56350			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	27.87299	0.95087	29.31316	0.00000	25.95784	29.78814
Belts	-0.21453	0.01553	-13.81135	0.00000	-0.24582	-0.18325
RBT	-0.00040	0.00016	-2.47482	0.01716	-0.00073	-0.00008
Cams	-0.00051	0.00024	-2.15877	0.03624	-0.00099	-0.00003

Figure 4.49 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.49 Actual/predicted ACT fatality rate

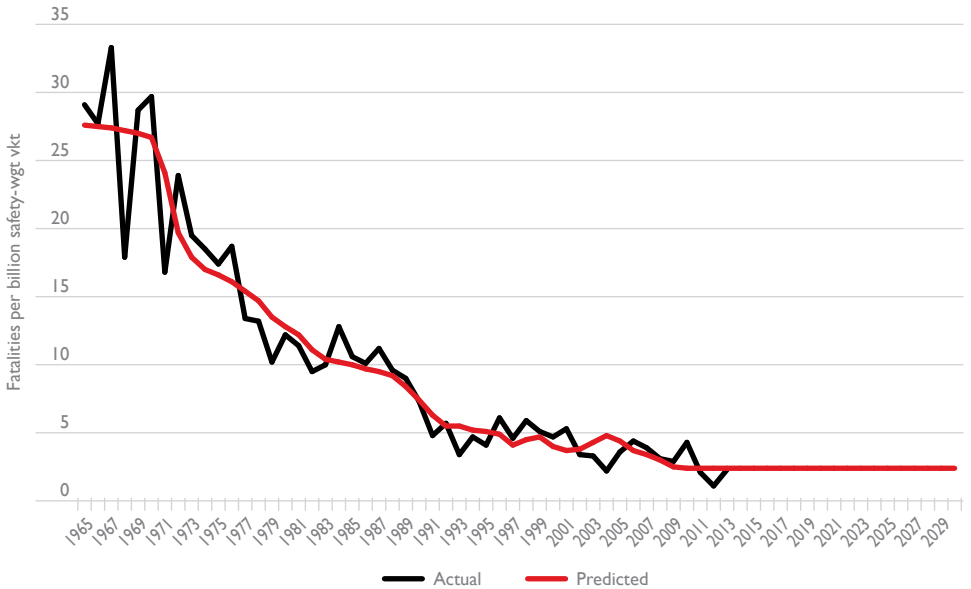


Figure 4.50 shows the components of the ACT fatality prediction/forecast. The major influence is the increase in seat belt wearing. From 1990, random breath testing starts to have an effect, as does speed enforcement from 2000.

Figure 4.50 Components of the ACT fatality rate prediction

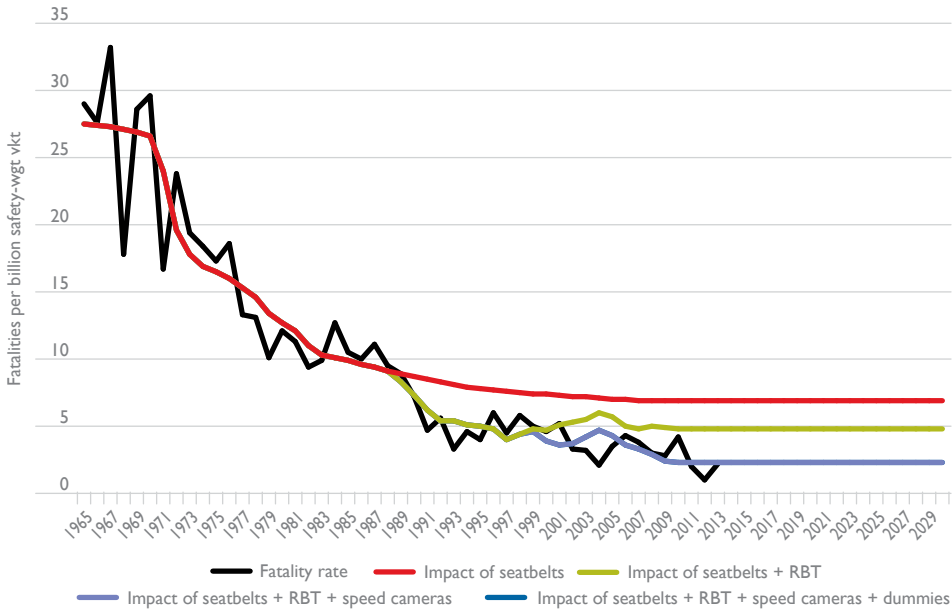
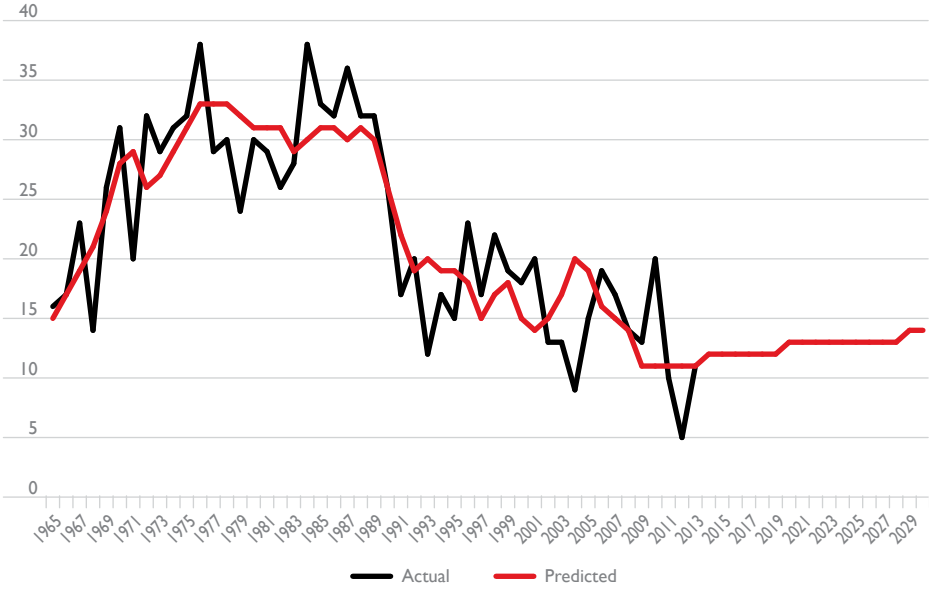


Figure 4.51 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

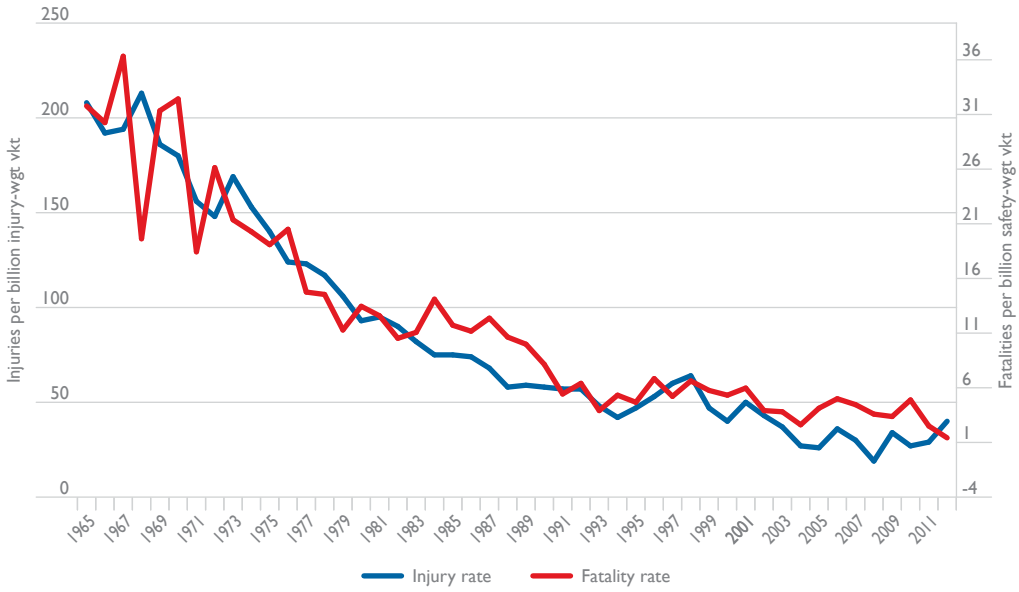
Figure 4.51 Actual/predicted ACT road deaths



The safety weights applied in the ACT were cars, light commercial vehicles and other vehicles 1.0, motorcycles 26.0, buses 1.5, trucks 2.0. The injury weighted vkt calculation used the same weights.

In the ACT, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it ceased to move downward to the same extent. This is shown in Figure 4.52.

Figure 4.52 ACT injury and fatality rates



A model of the injury rate was constructed using the fatality rate and dummy variables. The regression results are shown in Table 4.18.

Table 4.18 Regression results for predicting the ACT injury rate

Regression Statistics	
Multiple R	0.97783735
R Square	0.956165883
Adjusted R Square	0.952088291
Standard Error	12.35800029
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	143247.100	35811.775	234.493	0.000
Residual	43	6566.967	152.720		
Total	47	149814.067			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	31.281660	4.127570	7.578710	0.000000	22.957621	39.605699
FatalRate	5.654832	0.248099	22.792678	0.000000	5.154493	6.155170
Dum68	80.499649	12.617806	6.379845	0.000000	55.053417	105.945881
Dum8489	-22.339210	5.617463	-3.976744	0.000263	-33.667904	-11.010517
Dum9810	-16.444028	4.810260	-3.418532	0.001389	-26.144841	-6.743215

Figure 4.53 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.54 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.53 Actual and predicted ACT injury rate

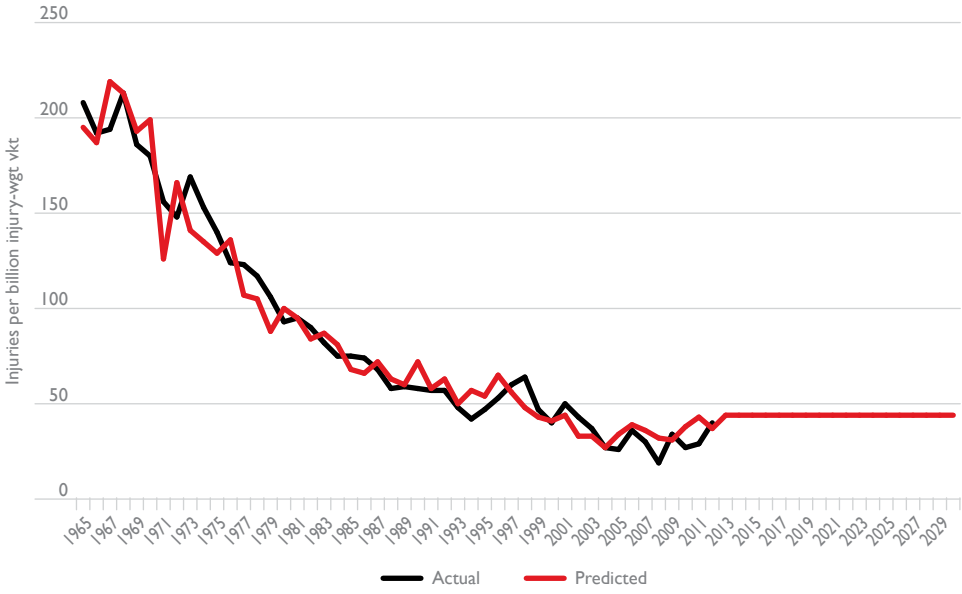
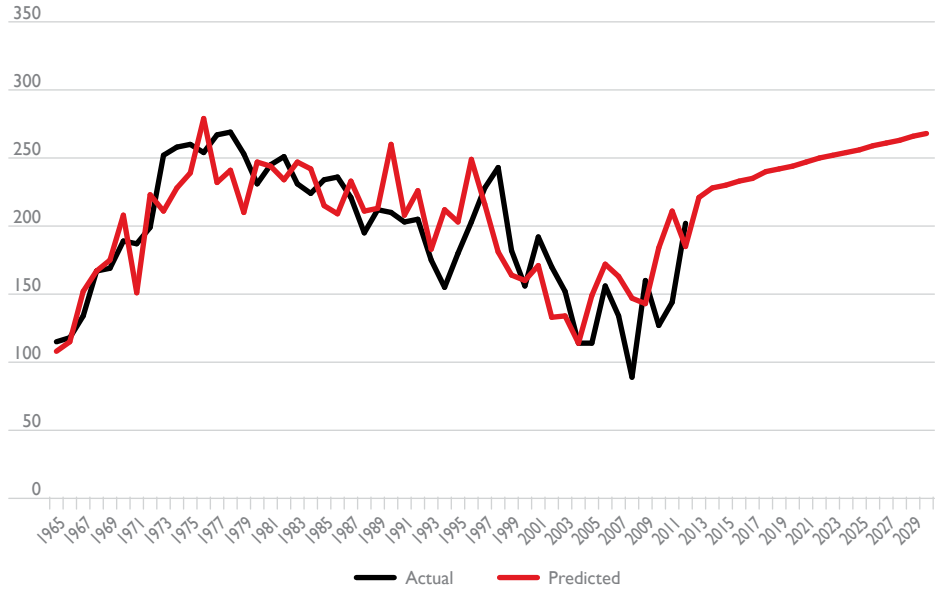


Figure 4.54 Actual and predicted ACT road injuries



4.2 Austria

For Austria, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of speed and unemployment, as well as dummy variables (including the effect of the lowering of the allowable blood alcohol content). The results are shown in Table 4.19.

Table 4.19 Regression results for predicting the Austrian fatality rate

Regression Statistics	
Multiple R	0.99709862
R Square	0.99420566
Adjusted R Square	0.99337790
Standard Error	2.12623592
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	6	32579.5257	5429.9209	1201.0763	0.0000
Residual	42	189.8769	4.5209		
Total	48	32769.4026			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	47.67950	1.22004	39.08035	0.00000	45.21737	50.14164
Belts	-0.39246	0.05055	-7.76373	0.00000	-0.49448	-0.29045
Speed	-3.65093	1.46496	-2.49217	0.01673	-6.60734	-0.69452
Unempl	-0.68690	1.01122	-0.67928	0.50069	-2.72763	1.35383
Dumles75	15.00214	0.74459	20.14830	0.00000	13.49951	16.50478
BAC.05	-2.10898	1.22226	-1.72548	0.09179	-4.57560	0.35763
Dum10on	-1.06250	2.08530	-0.50952	0.61305	-5.27080	3.14579

Figure 4.55 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.55 Actual/predicted Austrian fatality rate

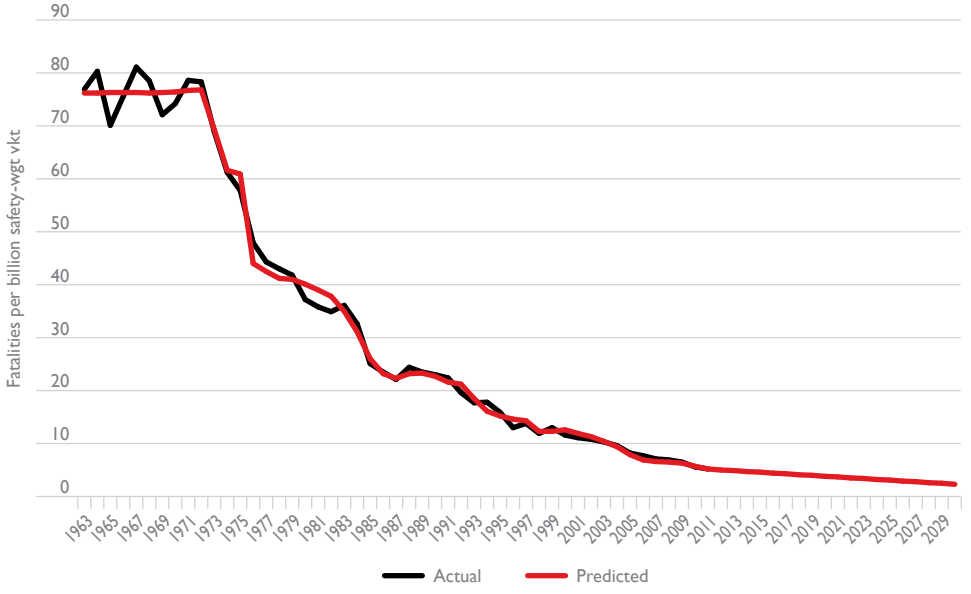


Figure 4.56 shows the components of the Austrian fatality prediction/forecast. The major influence since the mid-70s is the increase in seat belt wearing. From the mid-80s, higher unemployment starts to have an effect, as does speed enforcement from the early 90s, and the lowering of the allowed blood alcohol content in 1998.

Figure 4.56 Components of the Austrian fatality rate prediction

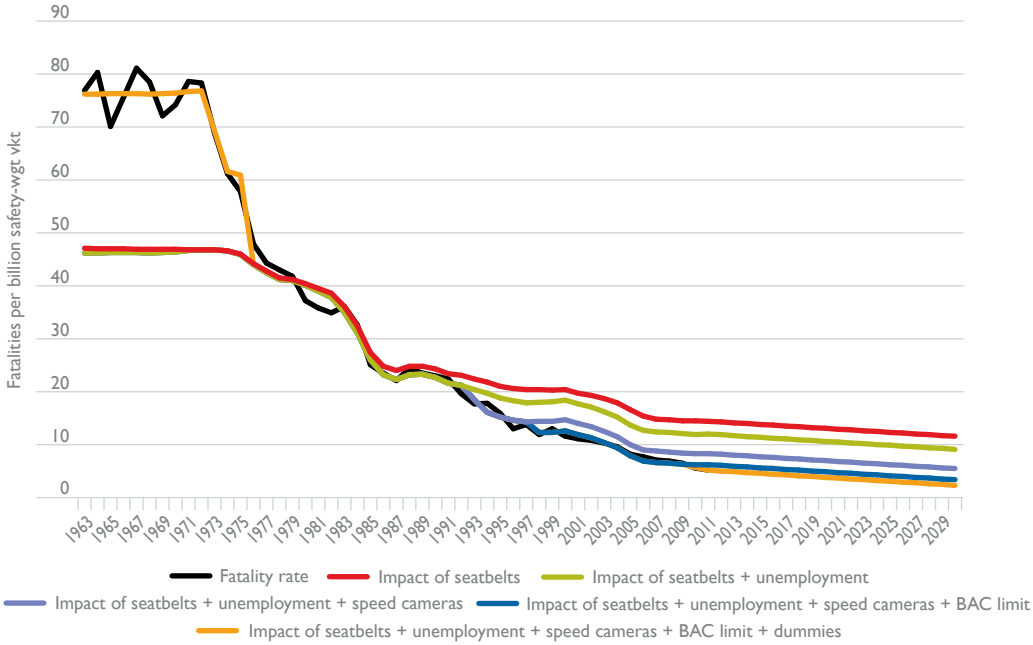
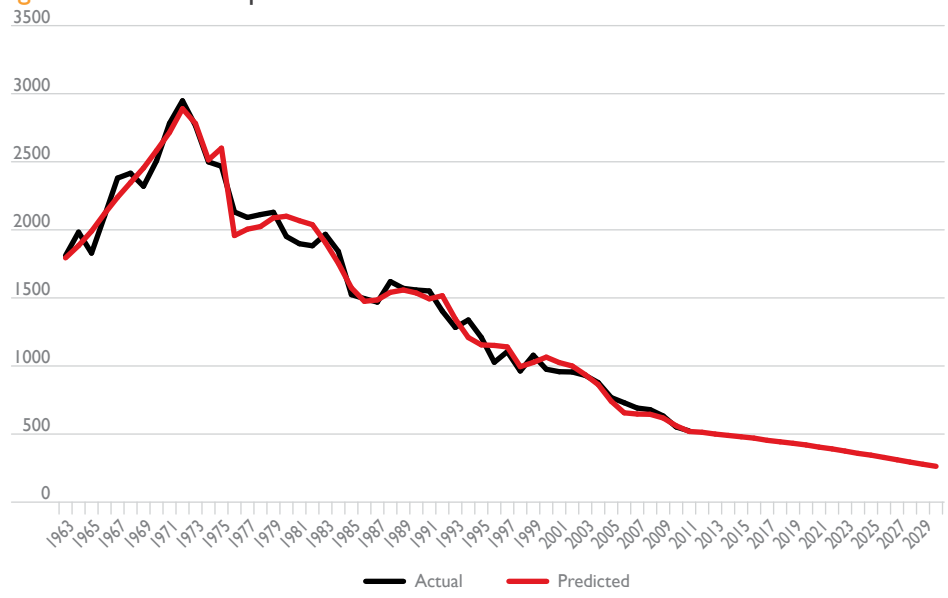


Figure 4.57 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

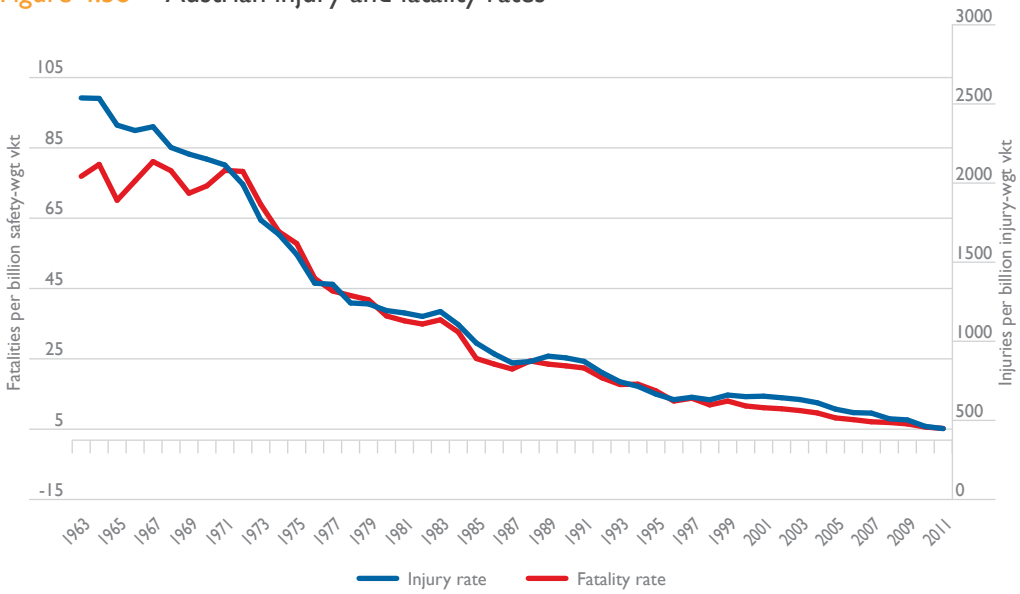
Figure 4.57 Actual/predicted Austrian road deaths



The safety weights applied in Austrian were cars, light commercial vehicles and other vehicles 1.0, motorcycles 12.0, buses 1.5, trucks 2.0 and mopeds 6.0. The injury weighted vkt calculation used the same weights.

In Austria, the injury rate (road injuries per billion injury-weighted vkt) has moved roughly in line with the fatality rate, except prior to 1971 and lately. This is shown in Figure 4.58.

Figure 4.58 Austrian injury and fatality rates



A model of the injury rate was constructed using the fatality rate, unemployment, a time trend prior to 1971, and a dummy variable from 2008 on. The regression results are shown in Table 4.20.

Table 4.20 Regression results for predicting the Austrian injury rate

Regression Statistics	
Multiple R	0.998350114
R Square	0.99670295
Adjusted R Square	0.996403218
Standard Error	38.99568265
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	20226739.47	5056684.86	3325.31533	5.74274E-54
Residual	44	66909.18368	1520.66326		
Total	48	20293648.66			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	450.49424	54.21133	8.30997	0.00000	341.23850	559.74999
FatalRate	20.09902	0.74717	26.90024	0.00000	18.59320	21.60484
Unempl	-10.96247	11.36961	-0.96419	0.34022	-33.87641	11.95148
Timeles71	65.92558	4.64931	14.17966	0.00000	56.55552	75.29565
Dum08on	-65.93318	32.50139	-2.02863	0.04858	-131.43543	-0.43093

Figure 4.59 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.60 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.59 Actual and predicted Austrian injury rate

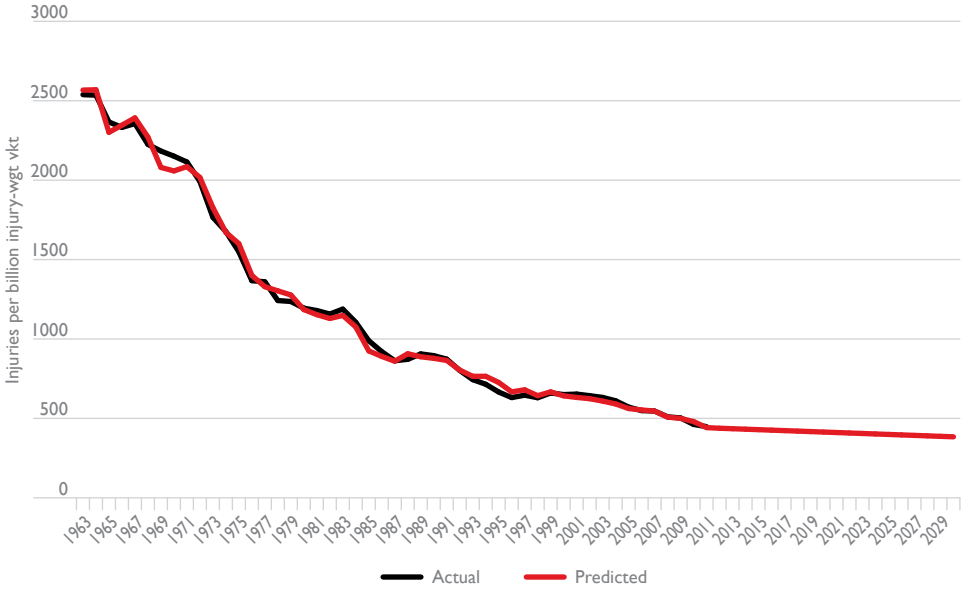
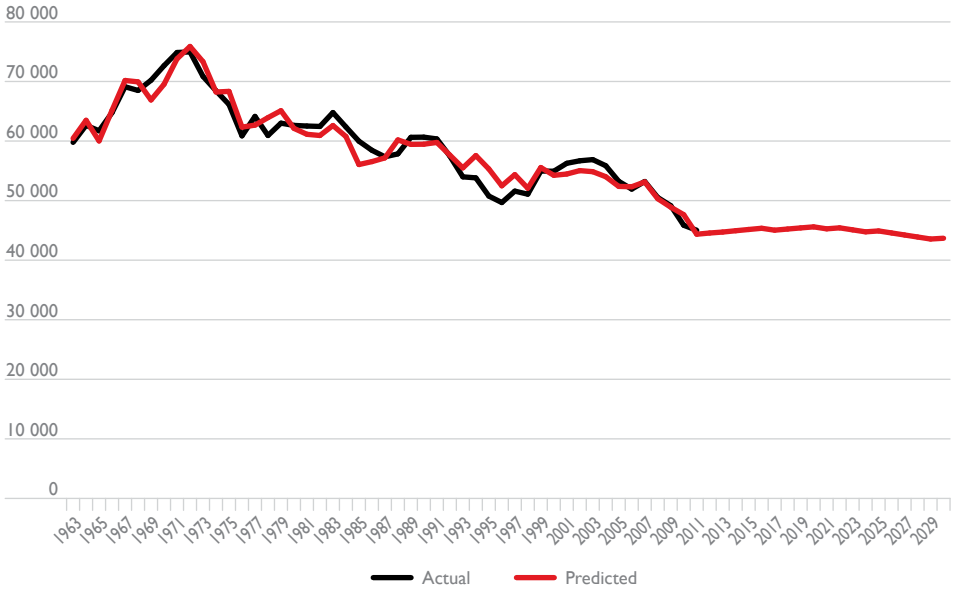


Figure 4.60 Actual and predicted Austrian road injuries



4.3 Belgium

For Belgium, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and dummy variables for the introduction of lowered speed limits and random breath testing. There is also a dummy for the period before 1973. The results are shown in Table 4.21.

Table 4.21 Regression results for predicting the Belgian fatality rate

Regression Statistics	
Multiple R	0.99881227
R Square	0.99762595
Adjusted R Square	0.99739985
Standard Error	1.09565982
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	21187.4627	5296.8657	4412.3250	0.0000
Residual	42	50.4198	1.2005		
Total	46	21237.8825			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	52.945356	0.563072	94.029435	0.000000	51.809030	54.081682
Belts	-0.489453	0.012248	-39.961379	0.000000	-0.514171	-0.464736
Speedlim	-2.976545	0.763727	-3.897393	0.000344	-4.517809	-1.435281
Dumles73	5.963379	0.281946	21.150773	0.000000	5.394389	6.532369
DumRBT95	-1.600296	0.696457	-2.297768	0.026624	-3.005802	-0.194789

Figure 4.61 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.61 Actual/predicted Belgian fatality rate

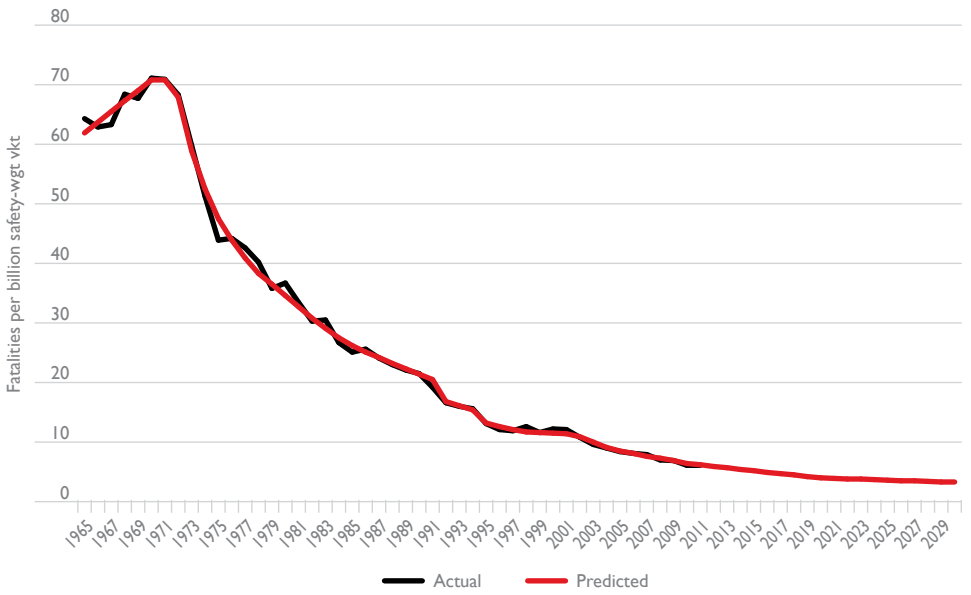


Figure 4.62 shows the components of the Belgian fatality prediction/forecast. The major influence is the increase in seat belt wearing. From 1992, the lowering of speed limits starts to have an effect, as does random breath testing from 1995.

Figure 4.62 Components of the Belgian fatality rate prediction

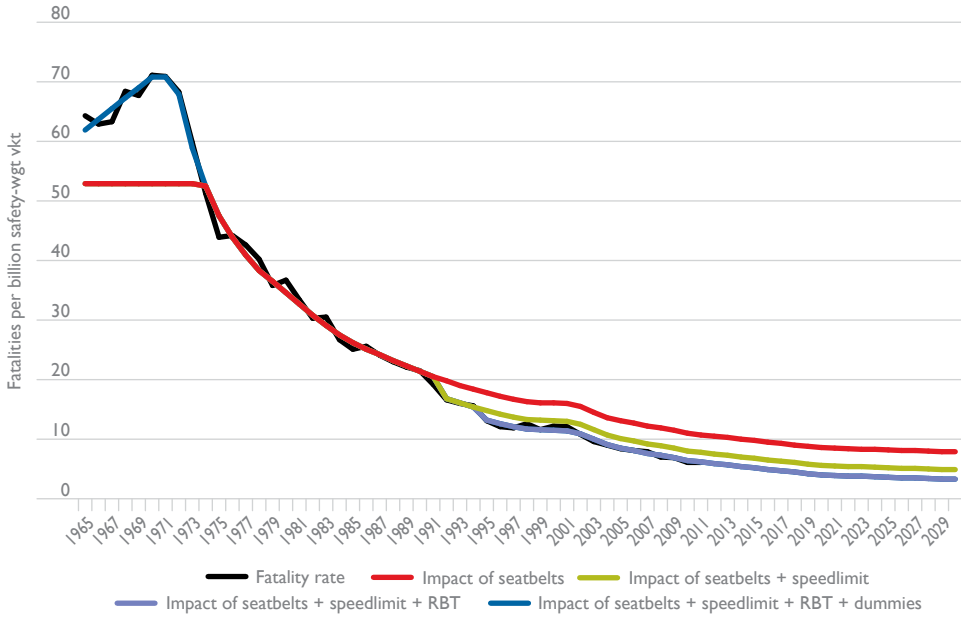
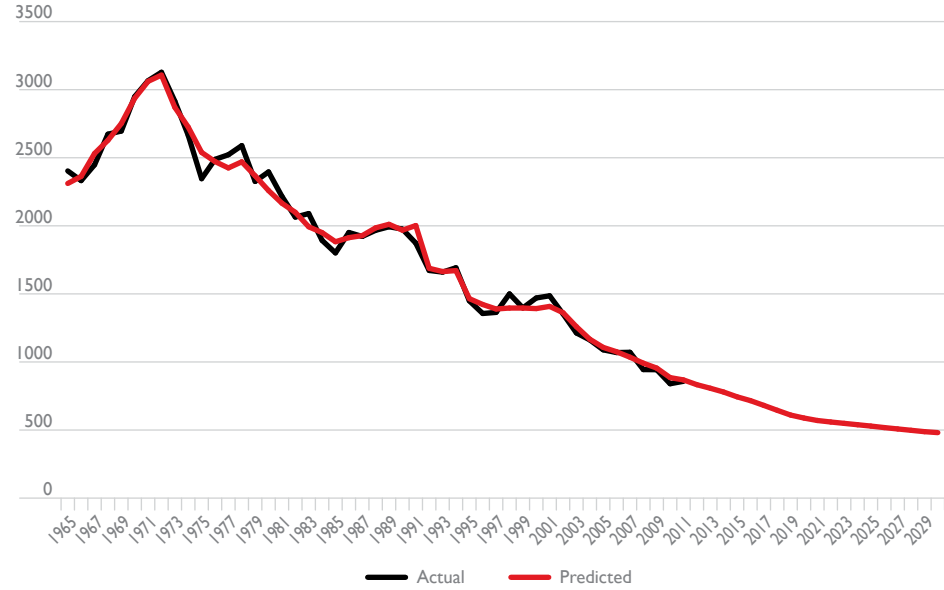


Figure 4.63 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

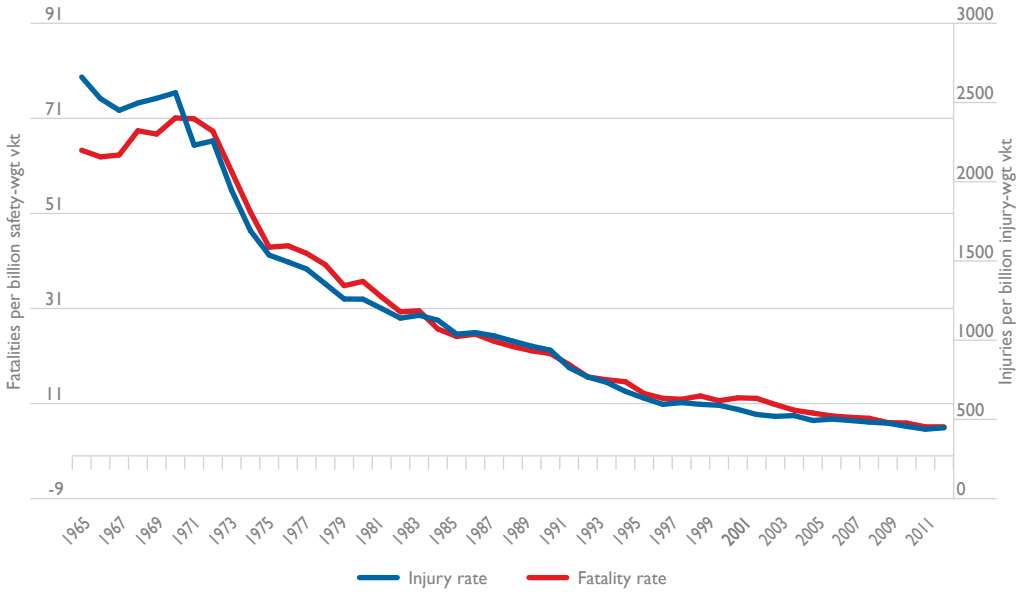
Figure 4.63 Actual/predicted Belgian road deaths



The safety weights applied in Belgium were cars, light commercial vehicles and other vehicles 1.0, motorcycles 13.0, buses 1.5, trucks 2.0 and mopeds 7.5. The injury weighted vkt calculation used the same weights.

In Belgium, the injury rate (road injuries per billion injury-weighted vkt) moved roughly in sync with the fatality rate. This is shown in Figure 4.64.

Figure 4.64 Belgian injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend prior to 1970, and various dummy variables. The regression results are shown in Table 4.22.

Table 4.22 Regression results for predicting the Belgian injury rate

Regression Statistics	
Multiple R	0.9987039
R Square	0.9974095
Adjusted R Square	0.9970935
Standard Error	37.9436733
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	22727107.07	4545421.41	3157.15139	7.1681E-52
Residual	41	59028.61619	1439.72234		
Total	46	22786135.69			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	144.548646	35.026273	4.126863	0.000176	73.81165	215.28564
FatalRate	30.862636	0.690501	44.695978	0.000000	29.46814	32.25713
Speedlim	65.177717	28.145252	2.315762	0.025650	8.33723	122.01821
Timeles70	91.581514	5.355586	17.100186	0.000000	80.76569	102.39734
Dum8292	132.862102	24.662111	5.387296	0.000003	83.05596	182.66825
Dum05on	39.025976	18.330250	2.129048	0.039304	2.00729	76.04467

Figure 4.65 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.66 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.65 Actual and predicted Belgian injury rate

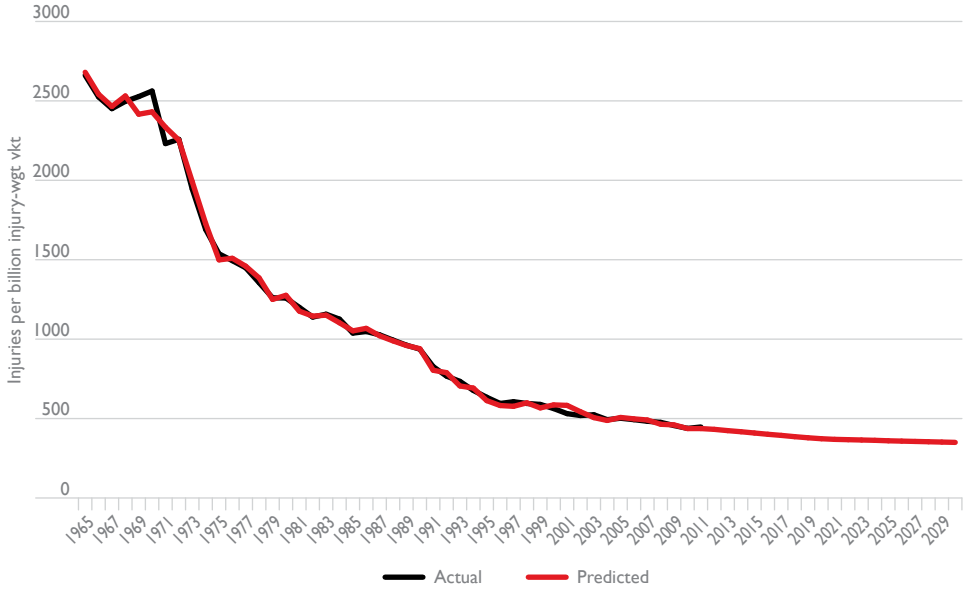
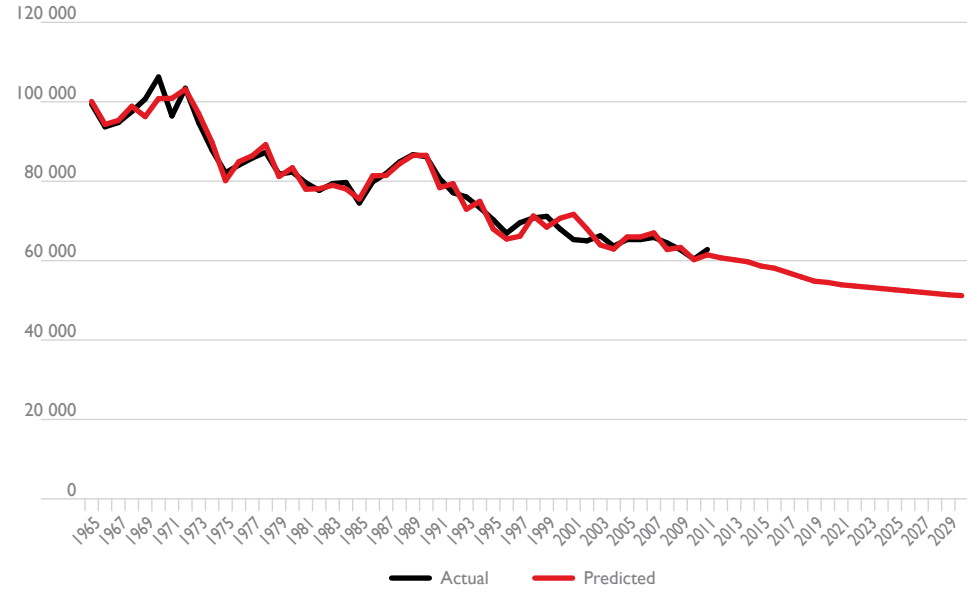


Figure 4.66 Actual and predicted Belgian road injuries



4.4 Britain

For Britain, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of alcohol deaths per vkt and speed checks per vkt, as well as a two-stage time trend prior to 1979. The results are shown in Table 4.23.

Table 4.23 Regression results for predicting the British fatality rate

Regression Statistics	
Multiple R	0.995477386
R Square	0.990975226
Adjusted R Square	0.990135712
Standard Error	0.726372744
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	2491.231049	622.807762	1180.41559	2.45642E-43
Residual	43	22.6875466	0.52761736		
Total	47	2513.918595			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	10.219785	1.345217	7.597127	0.000000	7.506896	12.932674
Belts	-0.089242	0.008116	-10.996245	0.000000	-0.105609	-0.072876
Alchol deaths	2.402918	0.636924	3.772689	0.000489	1.118437	3.687398
Timeles79	0.940595	0.050602	18.588264	0.000000	0.838548	1.042643
Speedcams	-0.000153	0.000222	-0.691518	0.492957	-0.000601	0.000294

Figure 4.67 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.67 Actual/predicted British fatality rate

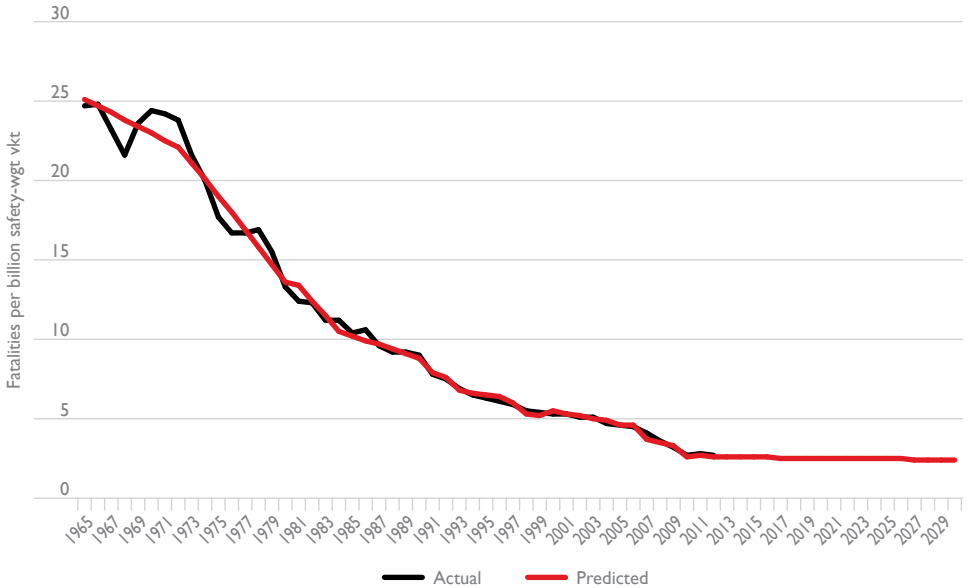


Figure 4.68 shows the components of the British fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 90s, alcohol control starts to have an effect, as does speed control from 1992, but especially from the early 2000s.

Figure 4.68 Components of the British fatality rate prediction

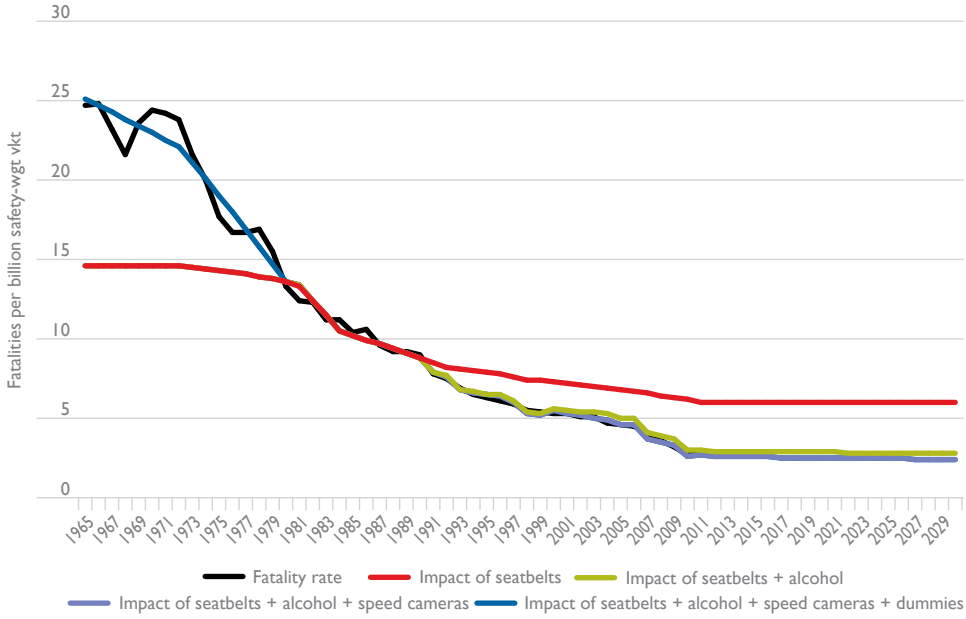
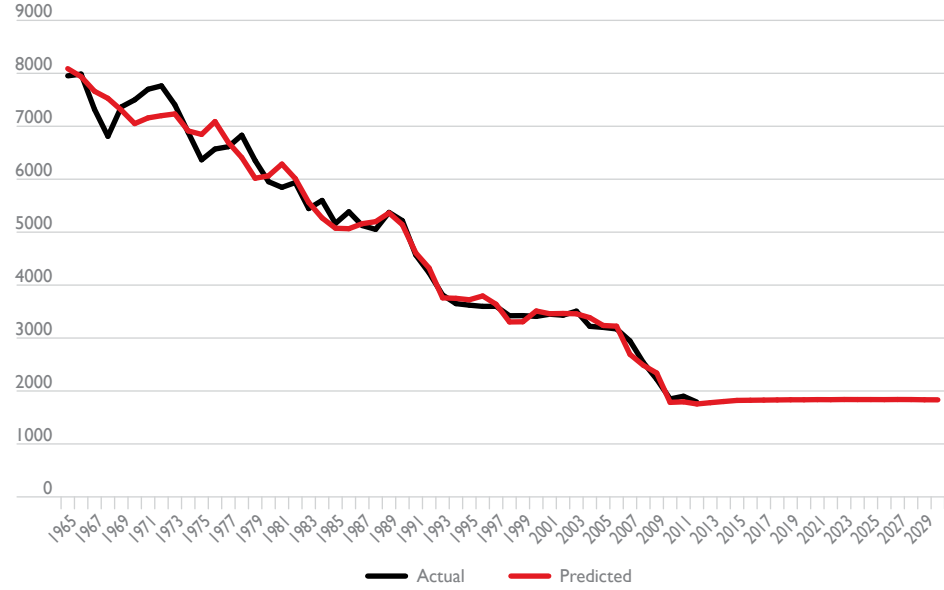


Figure 4.69 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

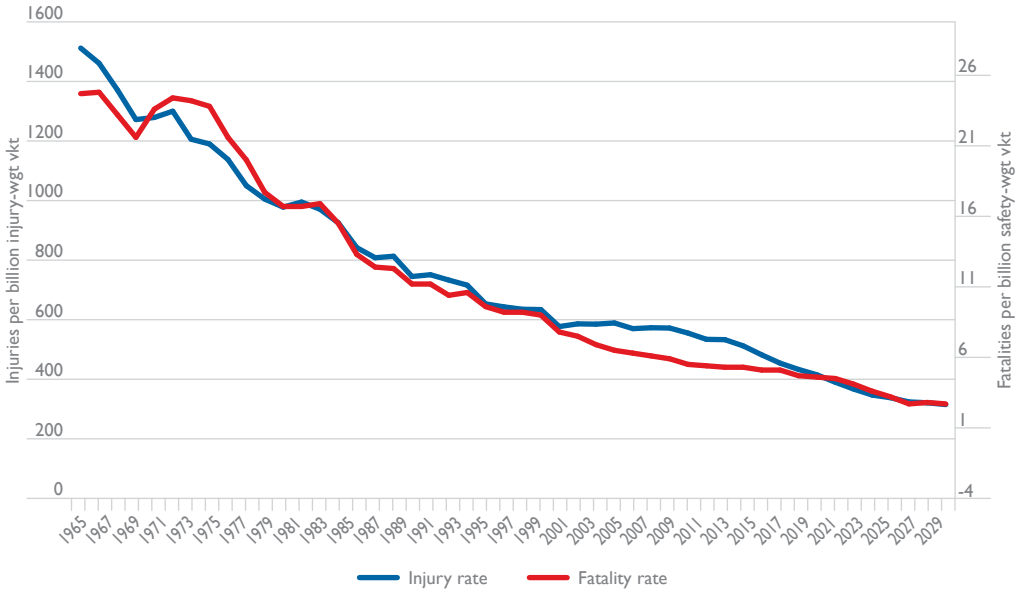
Figure 4.69 Actual/predicted British road deaths



The safety weights applied in Britain were cars, light commercial vehicles and other vehicles 1.0, motorcycles 20.0, buses 1.5, trucks 2.0 and mopeds 10.0. The injury weighted vkt calculation has motorcycles at 10.0 and mopeds at 5.0.

In Britain, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until 1992, after which time it rose away from and then returned to the fatality rate trend. This is shown in Figure 4.70.

Figure 4.70 British injury and fatality rates



A model of the injury rate was constructed using the fatality rate and dummy variables. The regression results are shown in Table 4.24.

Table 4.24 Regression results for predicting the British injury rate

Regression Statistics	
Multiple R	0.9975772
R Square	0.9951602
Adjusted R Square	0.9947100
Standard Error	24.2348741
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	5193013.182	1298253.296	2210.43576	3.74866E-49
Residual	43	25255.15221	587.3291213		
Total	47	5218268.334			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	289.481336	14.123649	20.496215	0.000000	260.998284	317.964388
FatalRate	40.073472	0.890608	44.995634	0.000000	38.277390	41.869554
Dum9202	35.700433	12.743604	2.801439	0.007596	10.000507	61.400360
Dumles68	169.735569	15.227290	11.146801	0.000000	139.026812	200.444326
Dum01on	-79.962697	14.669991	-5.450767	0.000002	-109.547553	-50.377841

Figure 4.71 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.72 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.71 Actual and predicted British injury rate

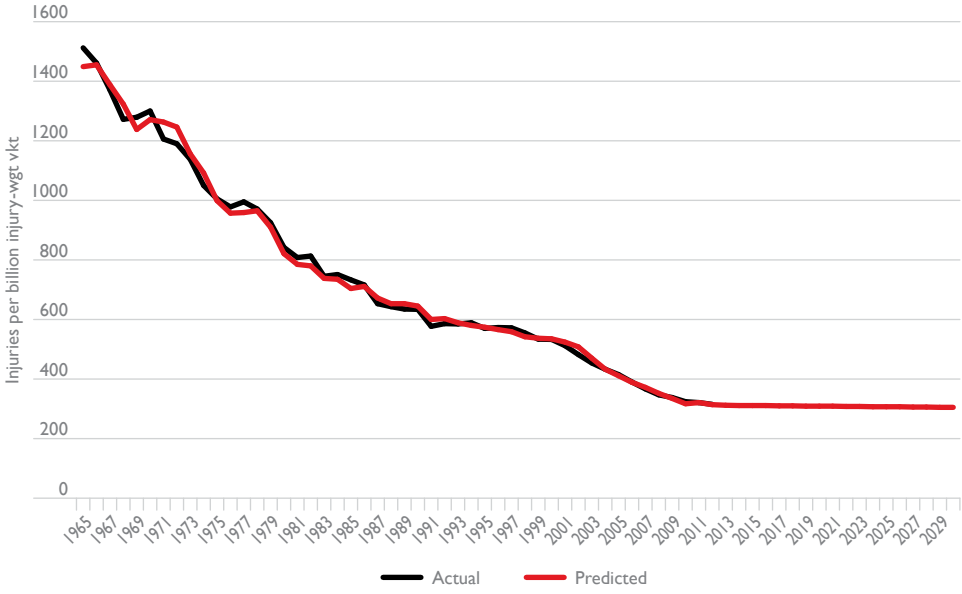
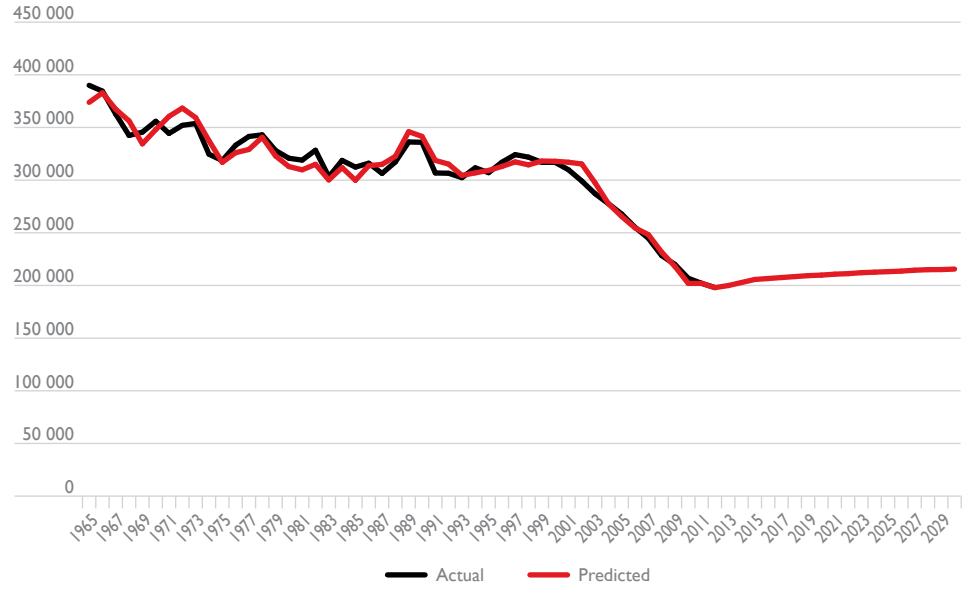


Figure 4.72 Actual and predicted British road injuries



4.5 Canada

For Canada, models of the fatality rates were constructed for the 10 provinces.

Figure 4.73 shows the pattern of the fatality rate is fairly accurately predicted by the aggregation of the provincial predictions.

Figure 4.73 Actual/predicted Canadian fatality rate

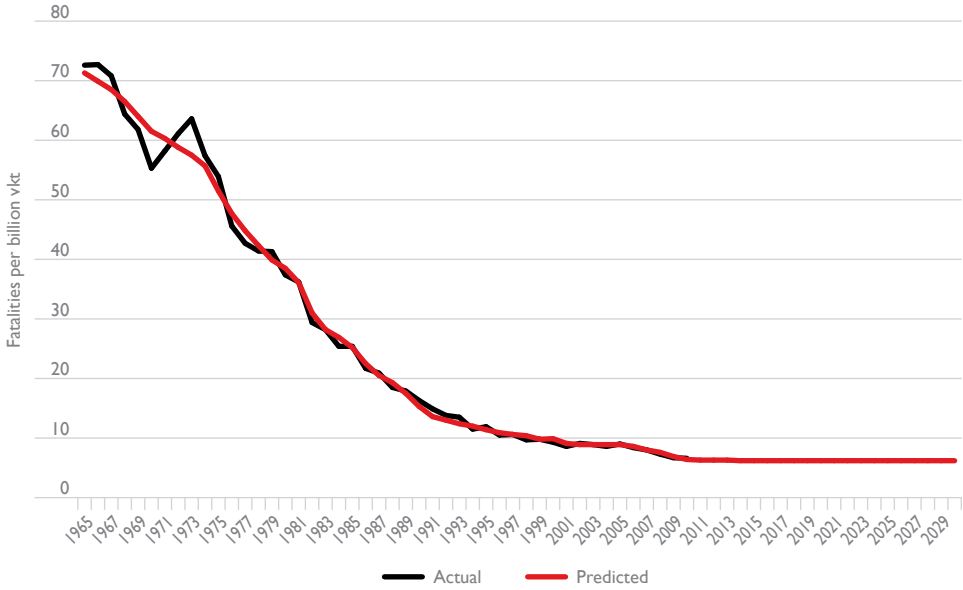


Figure 4.74 shows the components of the Canadian fatality prediction/forecast. The major influence is the increase in seat belt wearing. From late 80s, alcohol control starts to have an effect. There is also an effect from high levels of unemployment (above 6.5 per cent).

Figure 4.74 Components of the Canadian fatality rate prediction

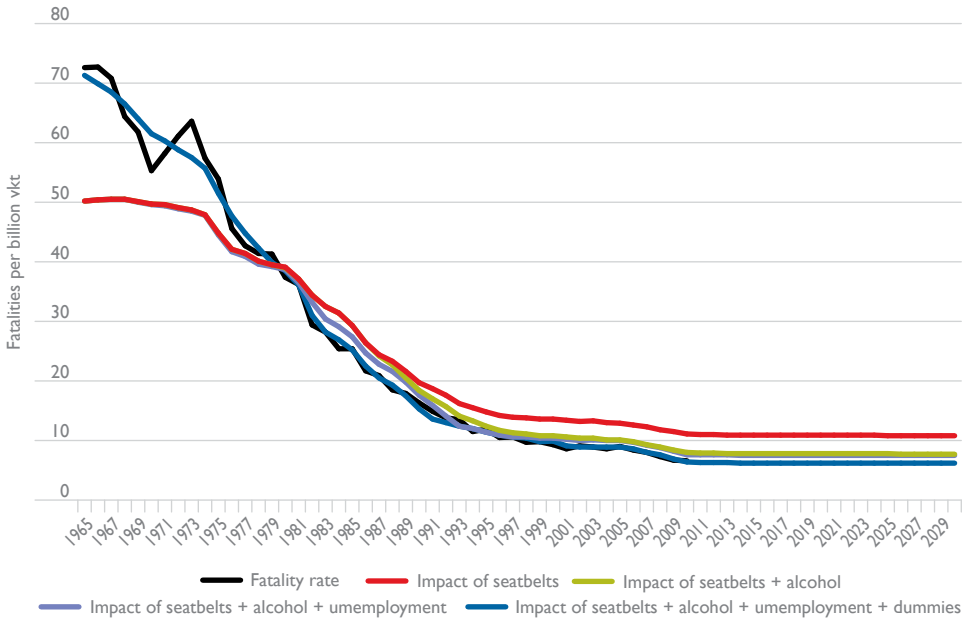
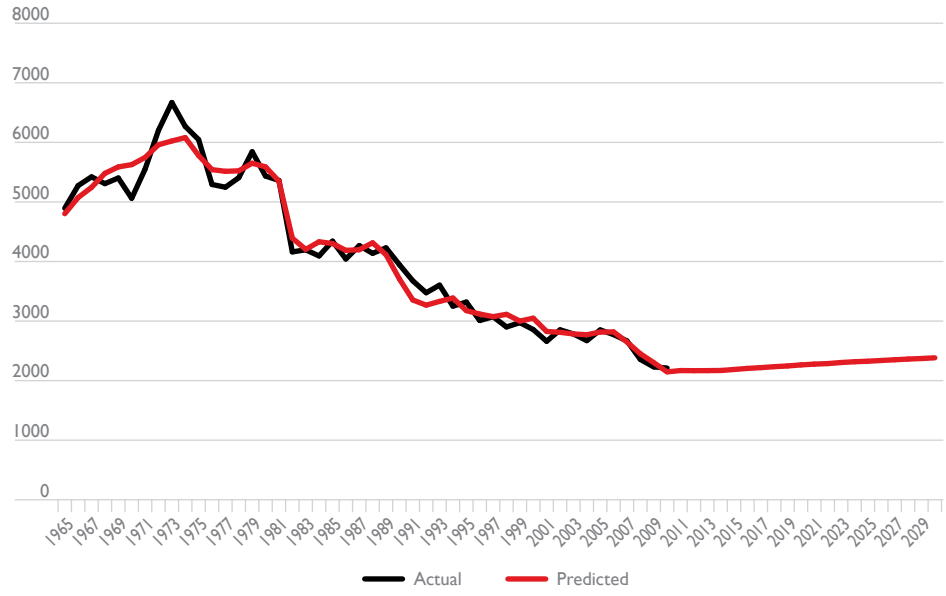


Figure 4.75 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

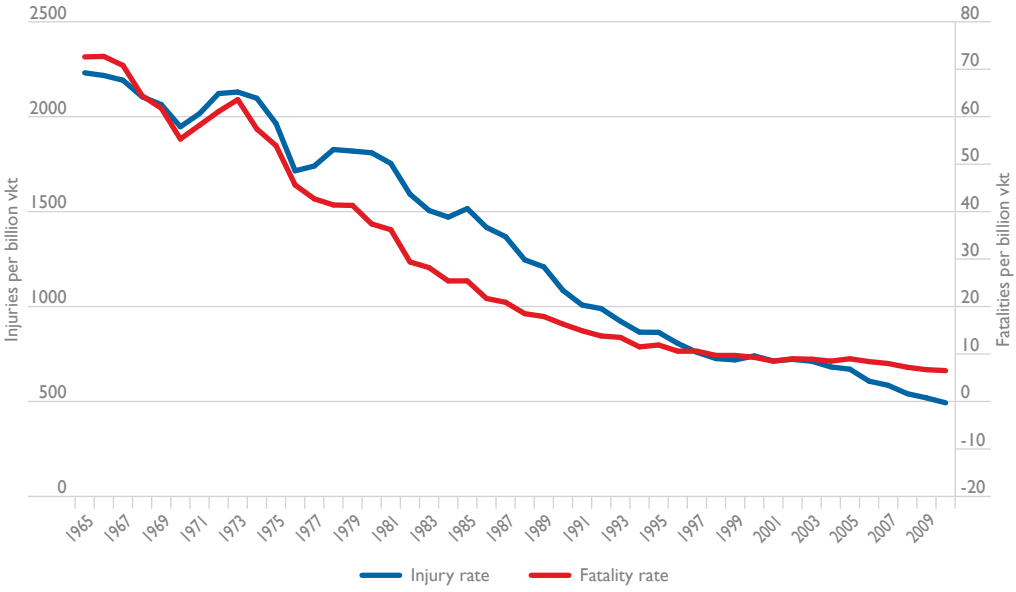
Figure 4.75 Actual/predicted Canadian road deaths



Lacking data on the vehicle type breakdown of provincial traffic, the denominator in the fatality and injury rate calculations is simple total vehicle kilometres travelled.

In Canada, the injury rate (road injuries per billion vkt) moved varied from the fatality rate in the period 1977 to 1990 and after 2003. This is shown in Figure 4.76.

Figure 4.76 Canadian injury and fatality rates



Models of the injury rate were constructed in each province.

Figure 4.77 shows the pattern of the injury rate is fairly accurately predicted by the aggregation of provincial models' forecasts. Figure 4.78 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.77 Actual and predicted Canadian injury rate

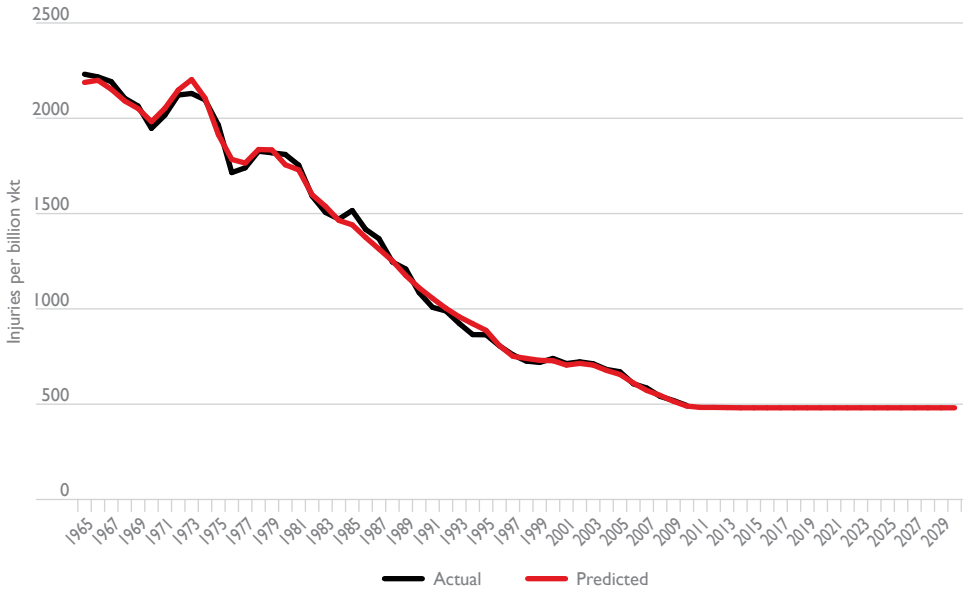
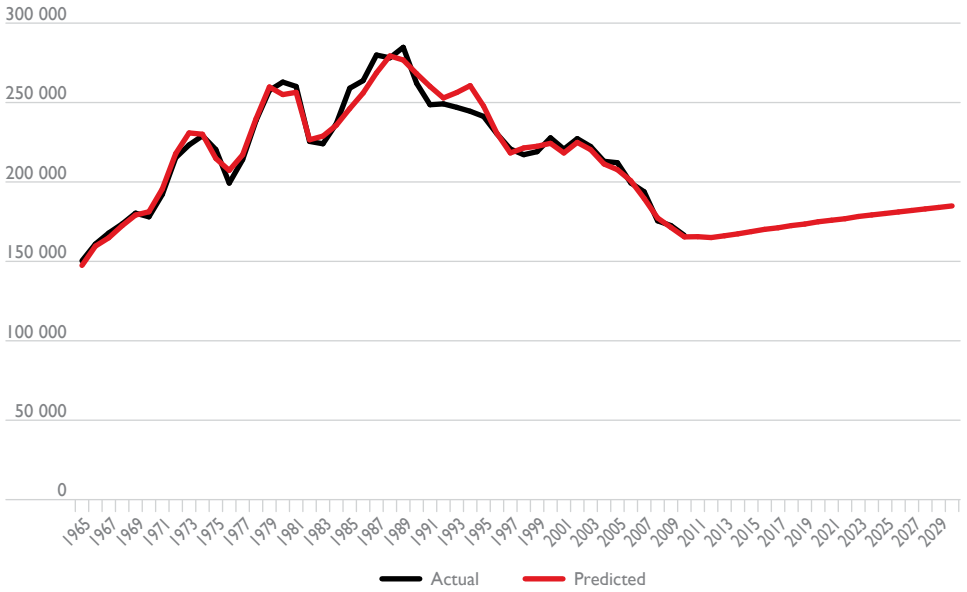


Figure 4.78 Actual and predicted Canadian road injuries



4.5.1 British Columbia

For British Columbia, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of unemployment and alcohol deaths per vkt, as well as a dummy variable. The results are shown in Table 4.25.

Table 4.25 Regression results for predicting the British Columbia fatality rate

Regression Statistics	
Multiple R	0.9928440
R Square	0.9857392
Adjusted R Square	0.9843479
Standard Error	2.7646135
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	21660.64877	5415.16219	708.504502	3.065E-37
Residual	41	313.3666041	7.64308790		
Total	45	21974.01537			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	64.957282	5.835265	11.131848	0.000000	53.172726	76.741838
Belts	-0.587763	0.041407	-14.194716	0.000000	-0.671386	-0.504139
Unempl	-0.974609	0.400565	-2.433085	0.019419	-1.783566	-0.165651
Alcohol	0.815164	0.910692	0.895104	0.375957	-1.024016	2.654345
Dum6872	-4.749406	0.784277	-6.055779	0.000000	-6.333285	-3.165527

Figure 4.79 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.79 Actual/predicted British Columbia fatality rate

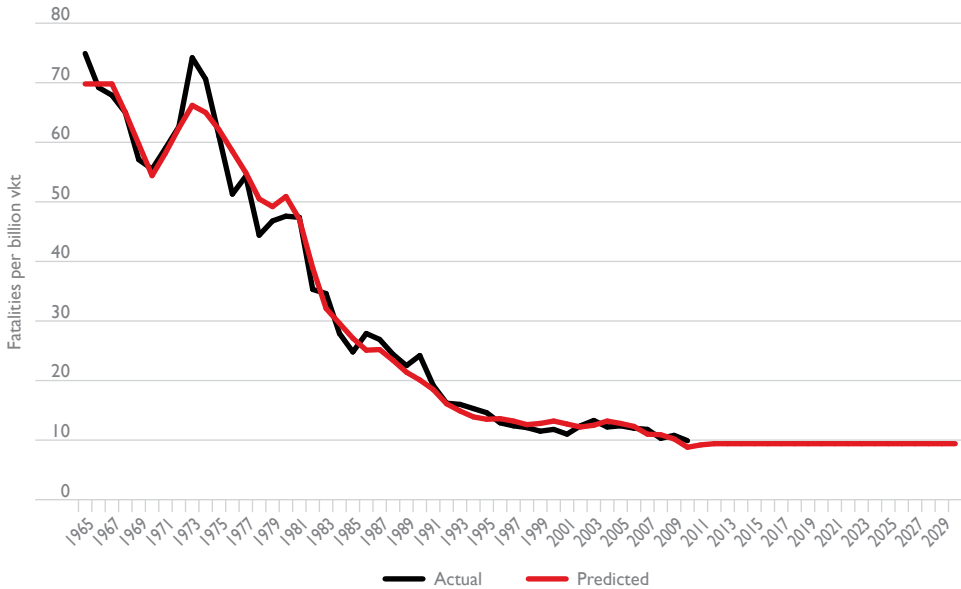


Figure 4.80 shows the components of the British Columbia fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the late 80s, alcohol control starts to have an effect. High unemployment in BC from the early 80s to the late 90s also had a major effect.

Figure 4.80 Components of the British Columbia fatality rate prediction

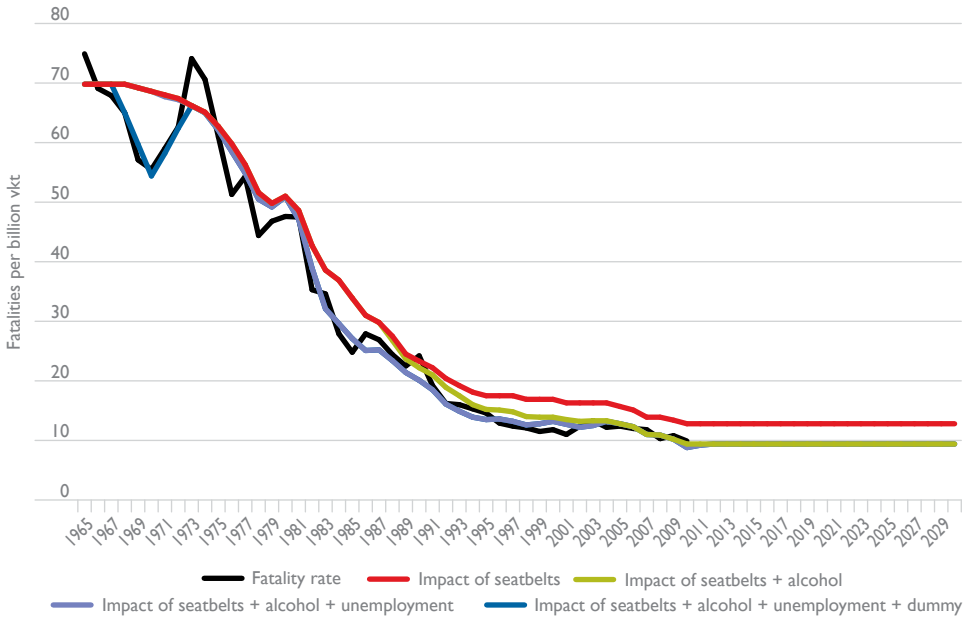
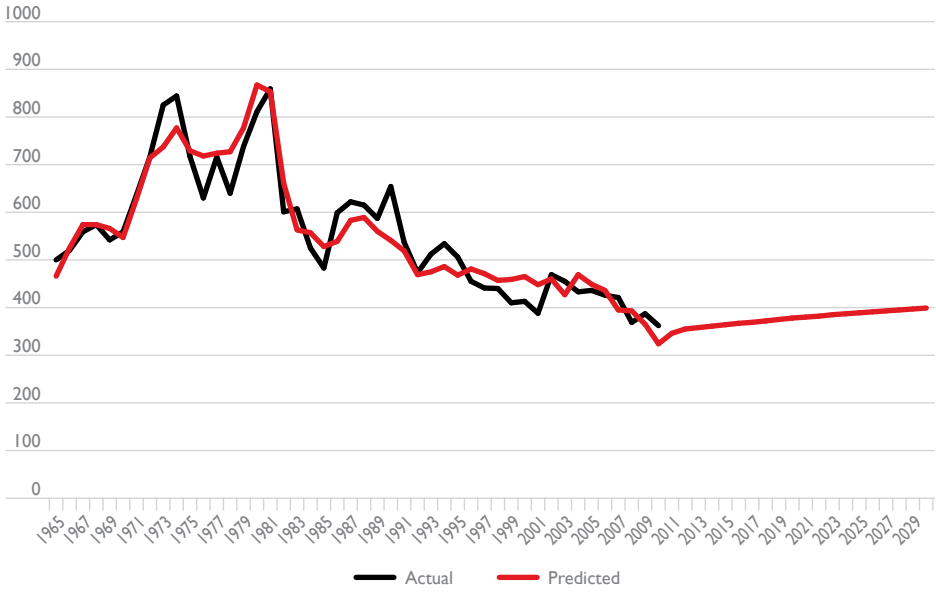


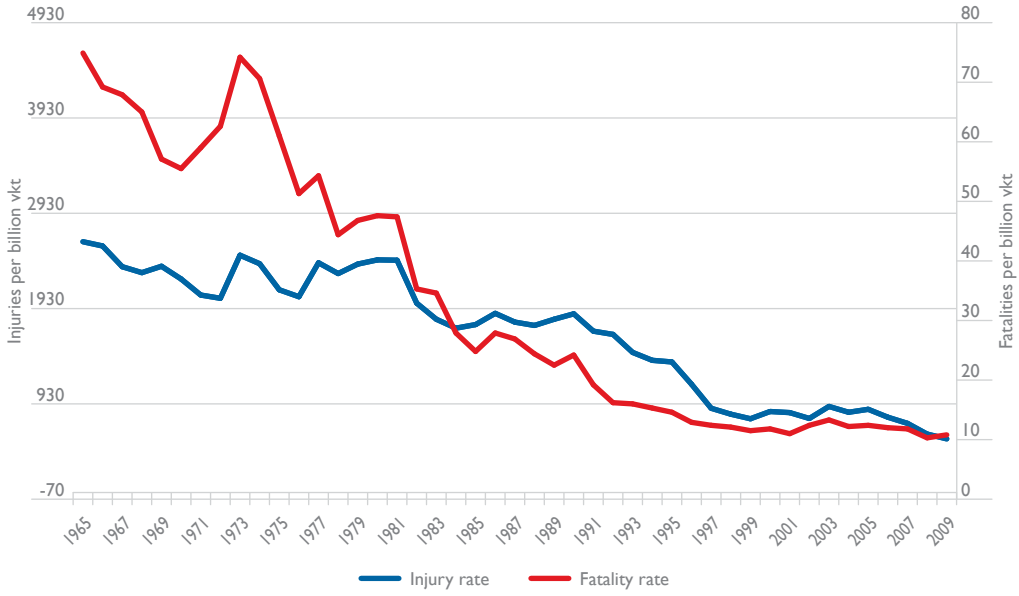
Figure 4.81 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.81 Actual/predicted British Columbia road deaths



In British Columbia, the injury rate (road injuries per billion vkt) moved in sync with the fatality rate from the early 80s. This is shown in Figure 4.82.

Figure 4.82 British Columbia injury and fatality rates



A model of the injury rate was constructed using the fatality rate, time trends (before 1975 and from 2006 to 2010), and dummy variables. The regression results are shown in Table 4.26.

Table 4.26 Regression results for predicting the British Columbia injury rate

Regression Statistics	
Multiple R	0.987572
R Square	0.975298
Adjusted R Square	0.972211
Standard Error	112.006423
Observations	46

ANOVA	*df*	*SS*	*MS*	*F*	*Significance F*
Regression	5	19813330.45	3962666.09	315.865085	5.08553E-31
Residual	40	501817.5511	12545.43878		
Total	45	20315148			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	579.51137	48.65428	11.91080	0.00000	481.17740	677.84535
FatalRate	21.47857	2.82782	7.59545	0.00000	15.76333	27.19380
Timeles85	9.76060	9.40803	1.03748	0.30575	-9.25373	28.77492
Dumles96	626.11433	57.68495	10.85403	0.00000	509.52871	742.69996
Dumles75	-430.90238	90.36922	-4.76824	0.00002	-613.54538	-248.25937
Time0610	-59.72750	17.91605	-3.33374	0.00186	-95.93719	-23.51782

Figure 4.83 shows the pattern of the injury rate is fairly roughly predicted by the model. Figure 4.84 shows that the modeling also produces a roughly accurate prediction of the level of injuries over time.

Figure 4.83 Actual and predicted British Columbia injury rate

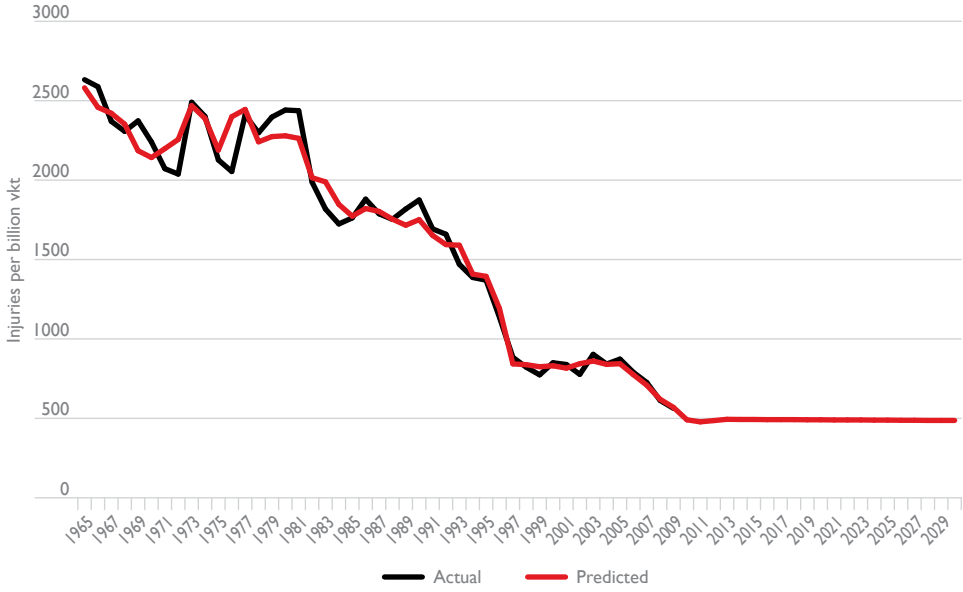
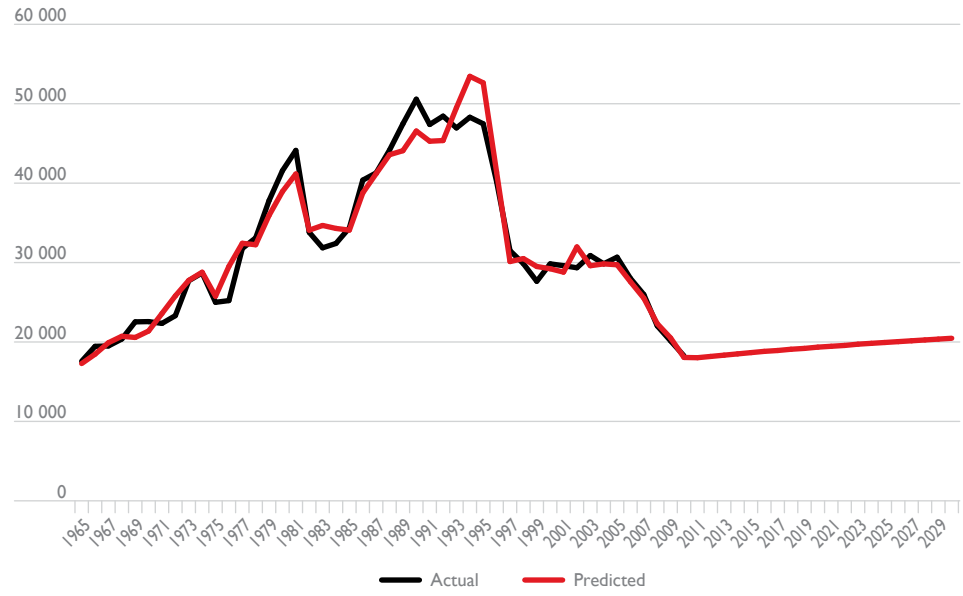


Figure 4.84 Actual and predicted British Columbia road injuries



4.5.2 Alberta

For Alberta, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, measures of alcohol deaths per vkt and unemployment, as well as dummy variables. The results are shown in Table 4.27.

Table 4.27 Regression results for predicting the Alberta fatality rate

Regression Statistics	
Multiple R	0.982193378
R Square	0.964703831
Adjusted R Square	0.96029181
Standard Error	3.507030896
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	13446.38723	2689.277445	218.653496	6.30382E-28
Residual	40	491.9706283	12.29926571		
Total	45	13938.35785			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	27.3790627	11.5058727	2.3795729	0.0221909	4.1248265	50.6332989
Belts	-0.1959582	0.0890220	-2.2012338	0.0335513	-0.3758782	-0.0160381
Unempl	-0.9023805	0.7803615	-1.1563621	0.2543929	-2.4795500	0.6747890
Alcohol	0.9596343	1.7868513	0.5370533	0.5942059	-2.6517269	4.5709955
Dumles81	16.0592469	3.6559998	4.3925732	0.0000801	8.6701957	23.4482981
Dum96on	-3.1193078	1.7653978	-1.7669149	0.0848722	-6.6873099	0.4486944

Figure 4.85 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.85 Actual/predicted Alberta fatality rate

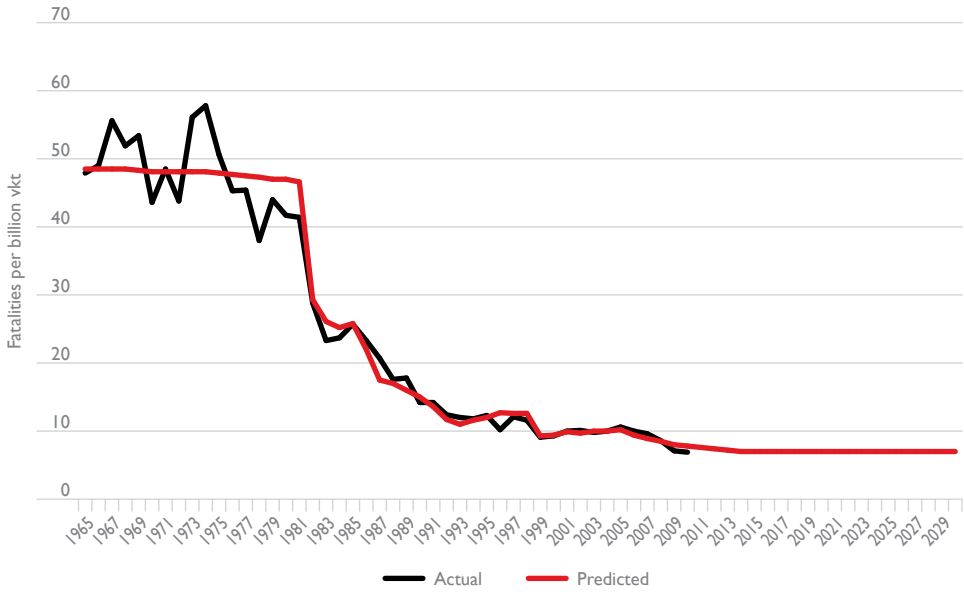


Figure 4.86 shows the components of the Alberta fatality prediction/forecast. The major influence is the increase in seat belt wearing. From late 80s alcohol control starts to have an effect. The dummy from 1990 on might or might not be related to enforcement or law changes.

Figure 4.86 Components of the Alberta fatality rate prediction

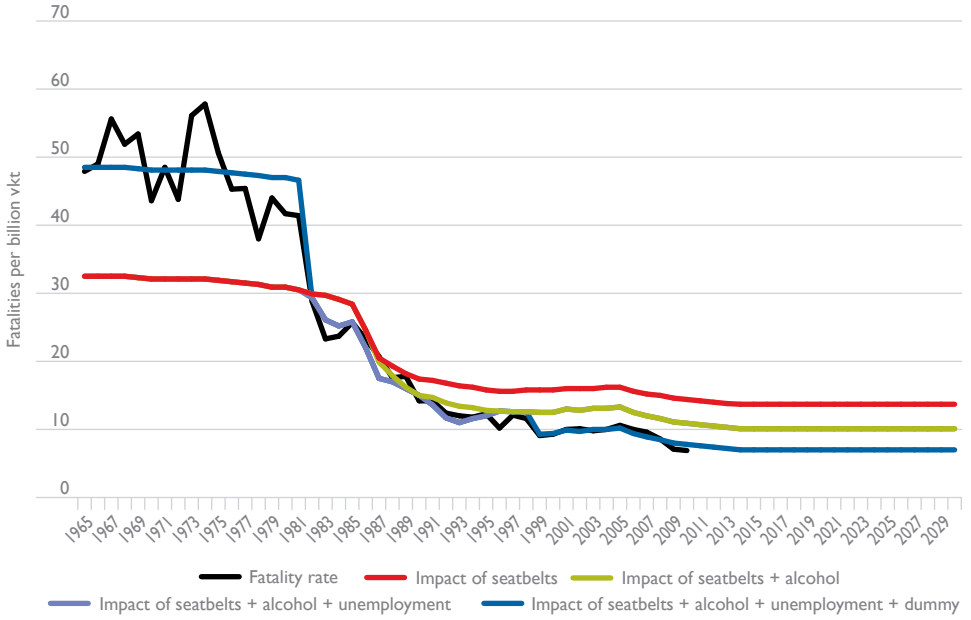
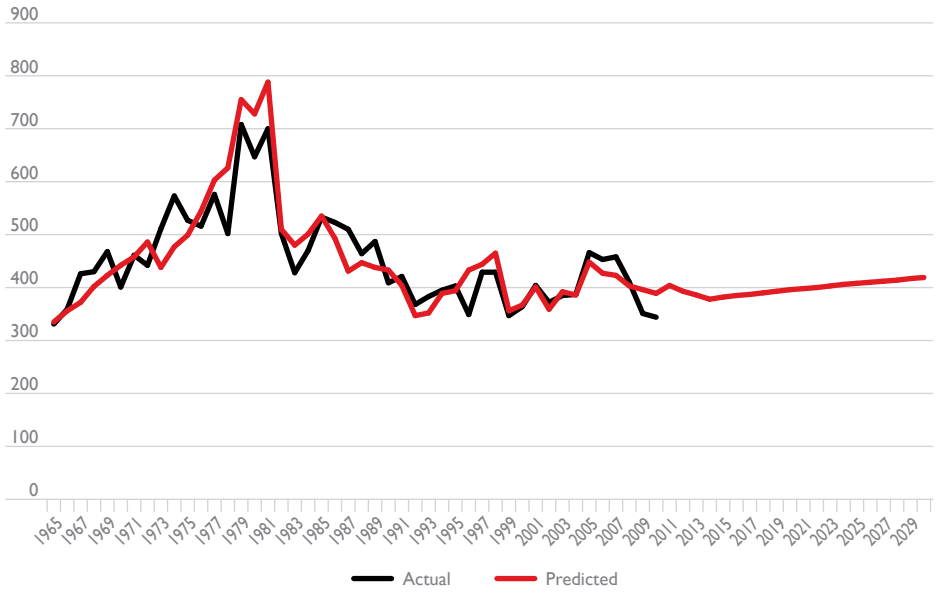


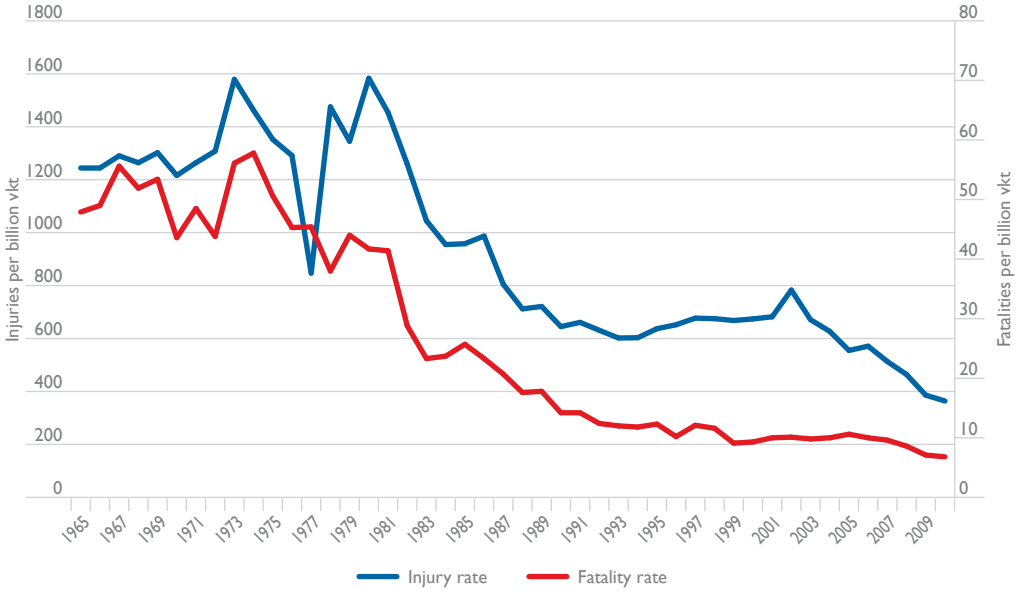
Figure 4.87 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.87 Actual/predicted Alberta road deaths



In Alberta, the injury rate (road injuries per billion vkt) moved in sync with the fatality rate until the early 2000s, after which time it moved downward to a greater extent. This is shown in Figure 4.88.

Figure 4.88 Alberta injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 2005 to 2010, and a dummy variable. The regression results are shown in Table 4.28.

Table 4.28 Regression results for predicting the Alberta injury rate

Regression Statistics	
Multiple R	0.969063632
R Square	0.939084323
Adjusted R Square	0.934627079
Standard Error	89.67398325
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	5082674.491	1694224.83	210.687184	6.16739E-25
Residual	41	329698.3542	8041.42327		
Total	44	5412372.845			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	462.858967	27.570624	16.788121	0.000000	407.178963	518.538971
FatalRate	16.427318	0.826528	19.875093	0.000000	14.758111	18.096525
Dum7886	292.465697	39.122677	7.475606	0.000000	213.455849	371.475545
Time0510	-37.144255	13.510578	-2.749272	0.008843	-64.429421	-9.859088

Figure 4.89 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.90 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.89 Actual and predicted Alberta injury rate

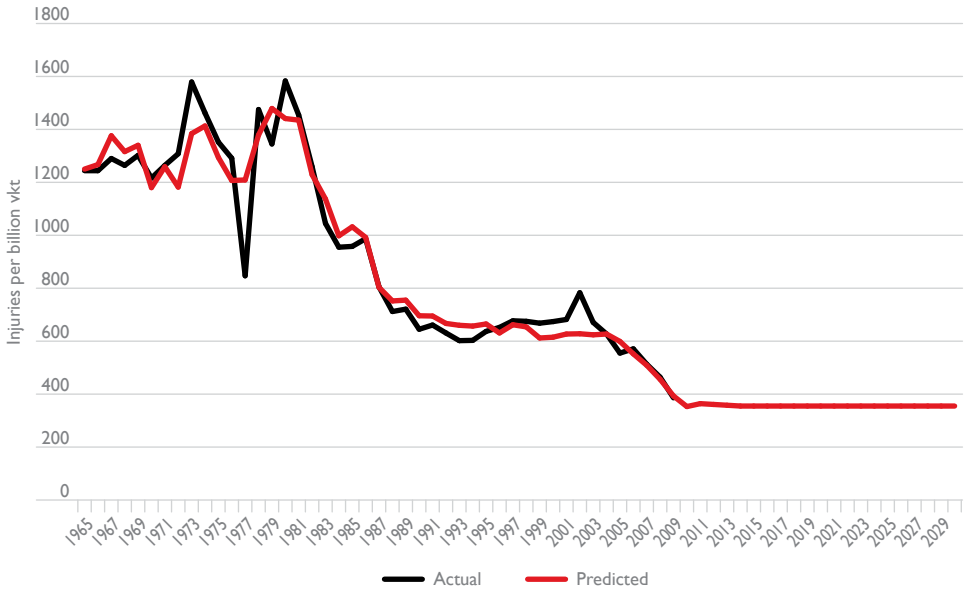
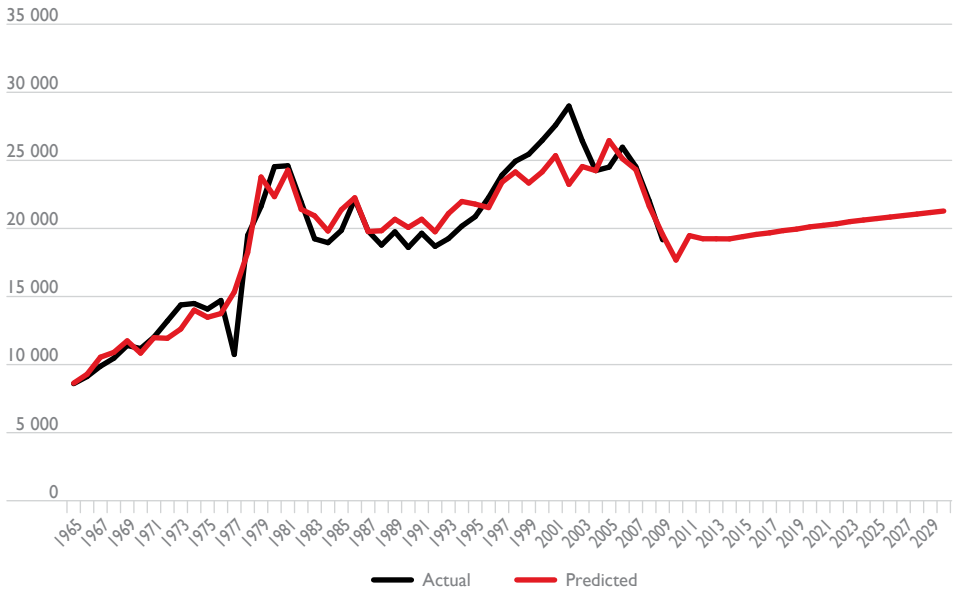


Figure 4.90 Actual and predicted Alberta road injuries



4.5.3 Saskatchewan

For Saskatchewan, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, measures of unemployment and alcohol deaths per vkt, as well as a dummy variable. The results are shown in Table 4.29.

Table 4.29 Regression results for predicting the Saskatchewan fatality rate

Regression Statistics	
Multiple R	0.986044453
R Square	0.972283664
Adjusted R Square	0.969579631
Standard Error	3.594057801
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	18578.52127	4644.6303	359.56800	2.49397E-31
Residual	41	529.6073107	12.917251		
Total	45	19108.12858			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	37.972116	7.264593	5.227012	0.000005	23.300972	52.643259
Belts	-0.333558	0.059390	-5.616409	0.000002	-0.453498	-0.213618
Unempl	-1.310323	0.948547	-1.381400	0.174638	-3.225953	0.605307
Alcohol	1.757060	0.682659	2.573848	0.013769	0.378403	3.135717
Dumles80	9.585113	3.214507	2.981830	0.004805	3.093285	16.076942

Figure 4.91 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.91 Actual/predicted Saskatchewan fatality rate

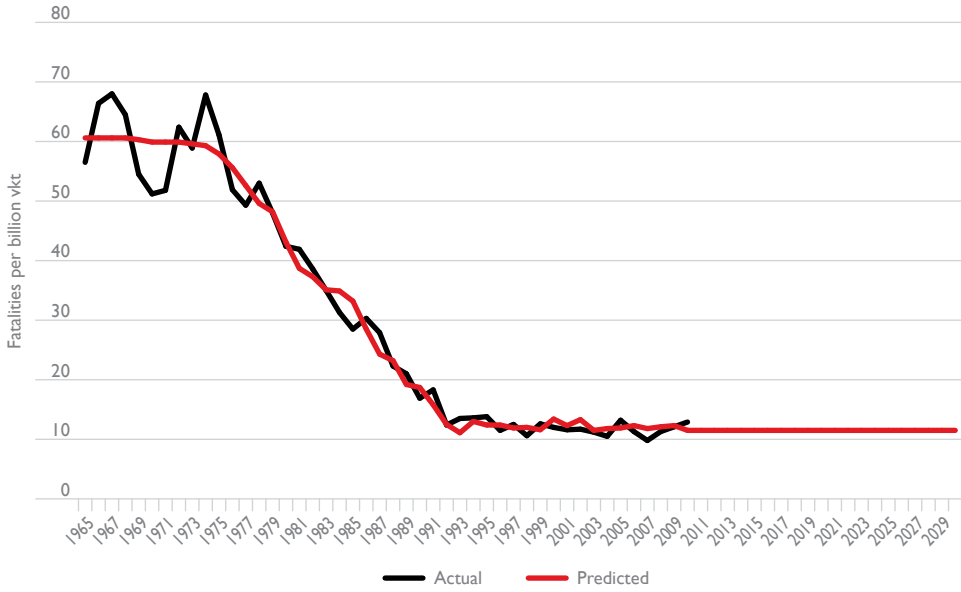


Figure 4.92 shows the components of the Saskatchewan fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the late 80s alcohol control starts to have an effect.

Figure 4.92 Components of the Saskatchewan fatality rate prediction

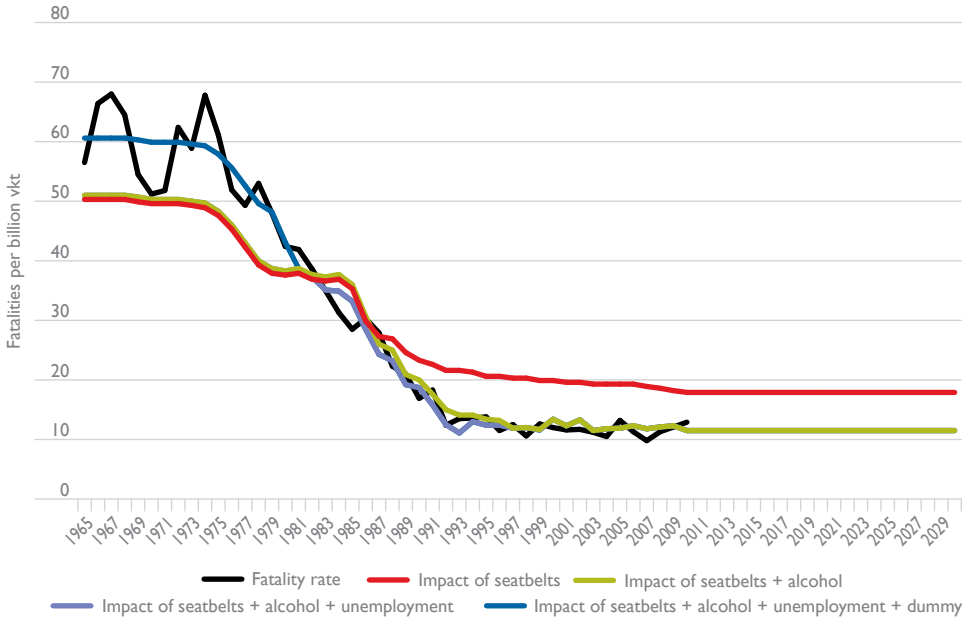
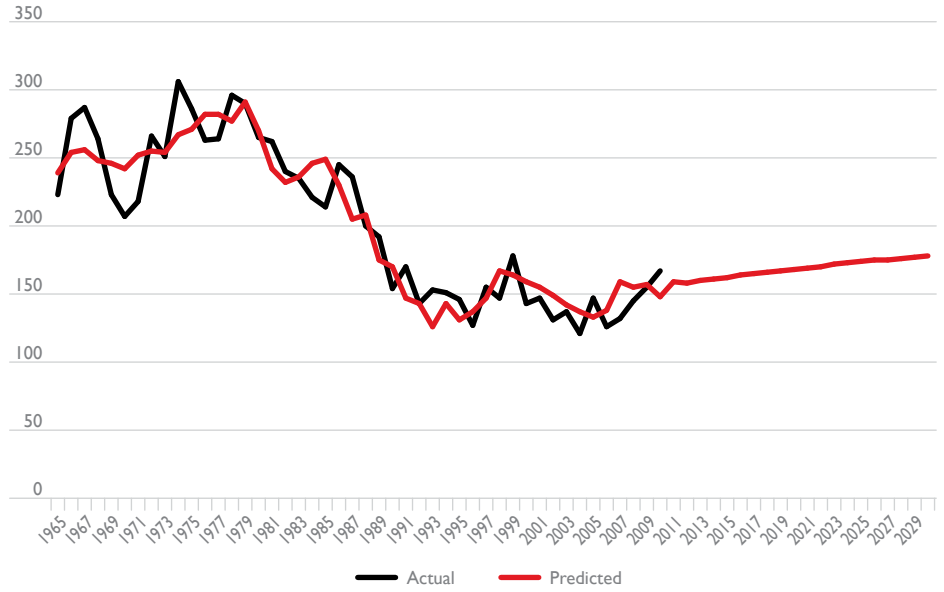


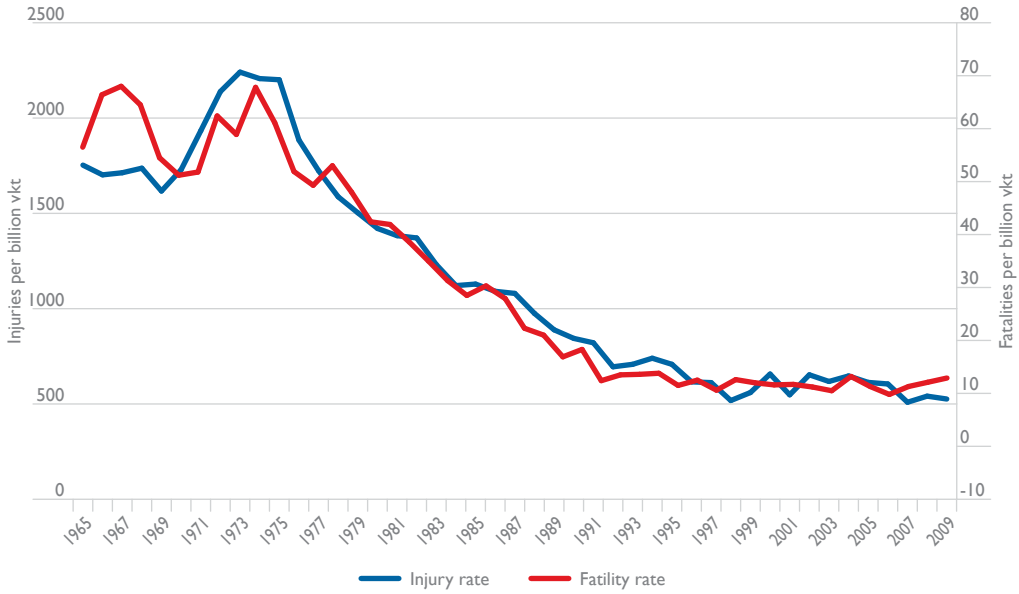
Figure 4.93 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.93 Actual/predicted Saskatchewan road deaths



In Saskatchewan, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate during most of the period. This is shown in Figure 4.94.

Figure 4.94 Saskatchewan injury and fatality rates



A model of the injury rate was constructed using the fatality rate and dummy variables. The regression results are shown in Table 4.30.

Table 4.30 Regression results for predicting the Saskatchewan injury rate

Regression Statistics	
Multiple R	0.986426882
R Square	0.973037993
Adjusted R Square	0.971065163
Standard Error	95.25458052
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	13425583.6	4475194.53	493.21943	3.47468E-32
Residual	41	372010.8395	9073.43511		
Total	44	13797594.44			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	283.21610	29.25234	9.68183	0.00000	224.13980	342.29239
FatalRate	28.53718	0.80919	35.26633	0.00000	26.90298	30.17137
Dum6668	-458.59699	63.88649	-7.17831	0.00000	-587.61837	-329.57561
Dum07on	-74.43544	59.26737	-1.25593	0.21625	-194.12833	45.25745

Figure 4.95 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.96 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.95 Actual and predicted Saskatchewan injury rate

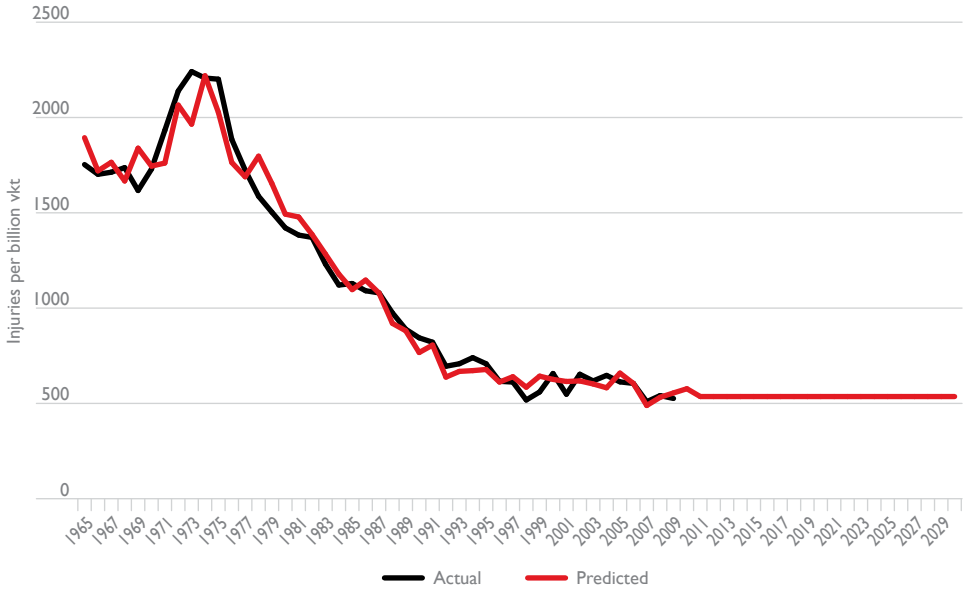
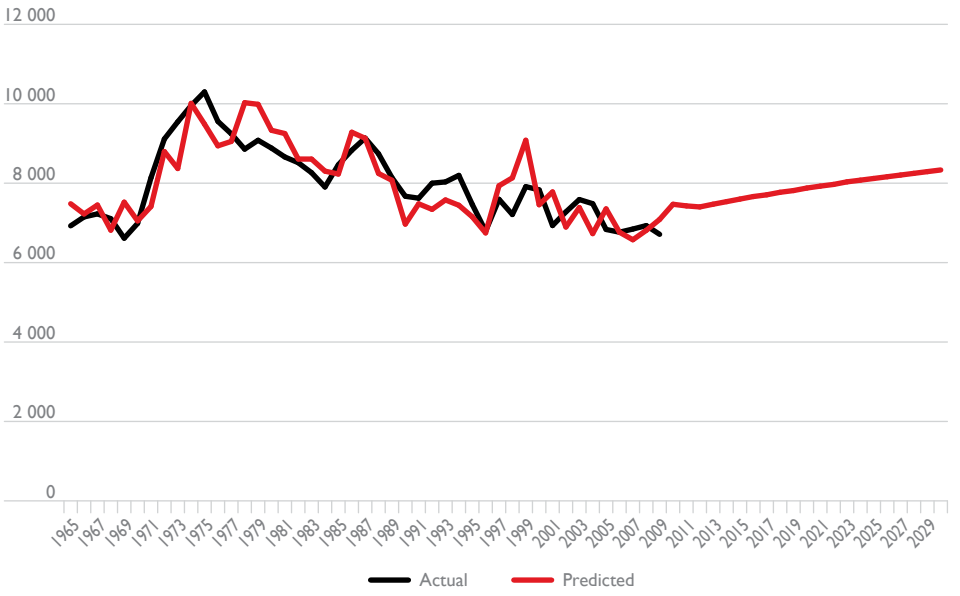


Figure 4.96 Actual and predicted Saskatchewan road injuries



4.5.4 Manitoba

For Manitoba, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, measures of unemployment and alcohol deaths per vkt, as well as a dummy variable and a time trend prior to 1979. The results are shown in Table 4.31.

Table 4.31 Regression results for predicting the Manitoba fatality rate

Regression Statistics	
Multiple R	0.9761429
R Square	0.9528550
Adjusted R Square	0.9469619
Standard Error	3.5953880
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	10450.63175	2090.12634	161.68920	2.02356E-25
Residual	40	517.0725822	12.9268145		
Total	45	10967.70433			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	30.37389	8.39654	3.61743	0.00083	13.40385	47.34392
Belts	-0.24500	0.06104	-4.01409	0.00025	-0.36836	-0.12164
Unempl	-1.53287	0.90642	-1.69112	0.09859	-3.36481	0.29908
Alcohol	0.87054	1.57237	0.55365	0.58290	-2.30734	4.04841
Timeles79	1.21353	0.18522	6.55172	0.00000	0.83918	1.58787
Dum07on	-2.10128	2.16571	-0.97025	0.33775	-6.47833	2.27578

Figure 4.97 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.97 Actual/predicted Manitoba fatality rate

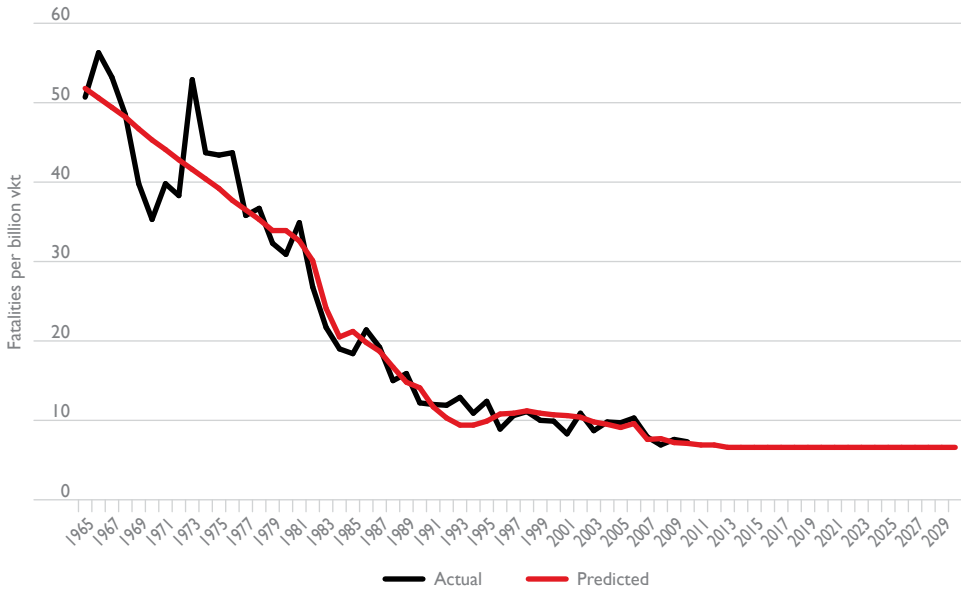


Figure 4.98 shows the components of the Manitoba fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the late 80s, alcohol control starts to have an effect. High unemployment in the early 80s and 90s has an effect. The dummy from 2008 on might or might not be related to an enforcement or law change.

Figure 4.98 Components of the Manitoba fatality rate prediction

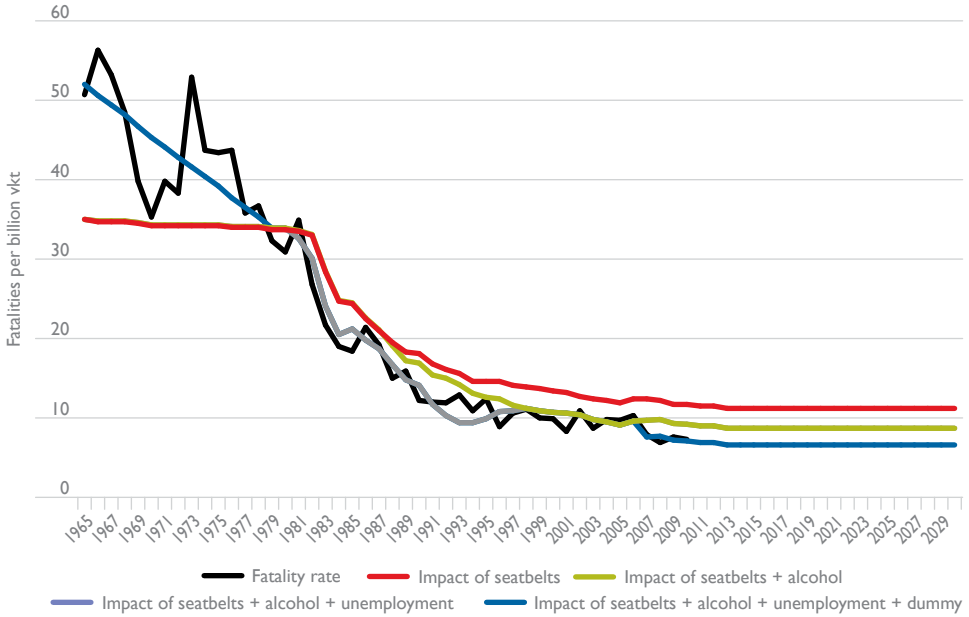
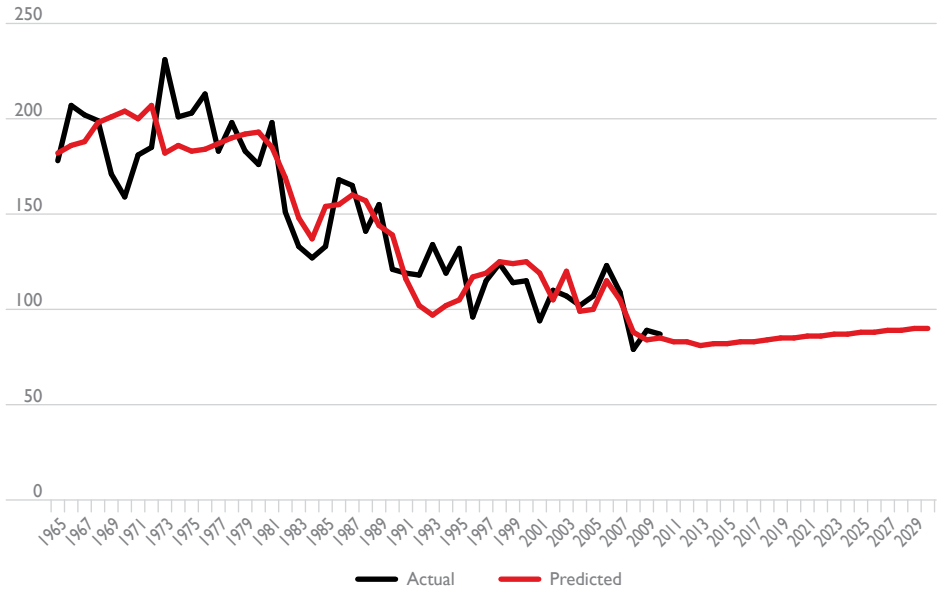


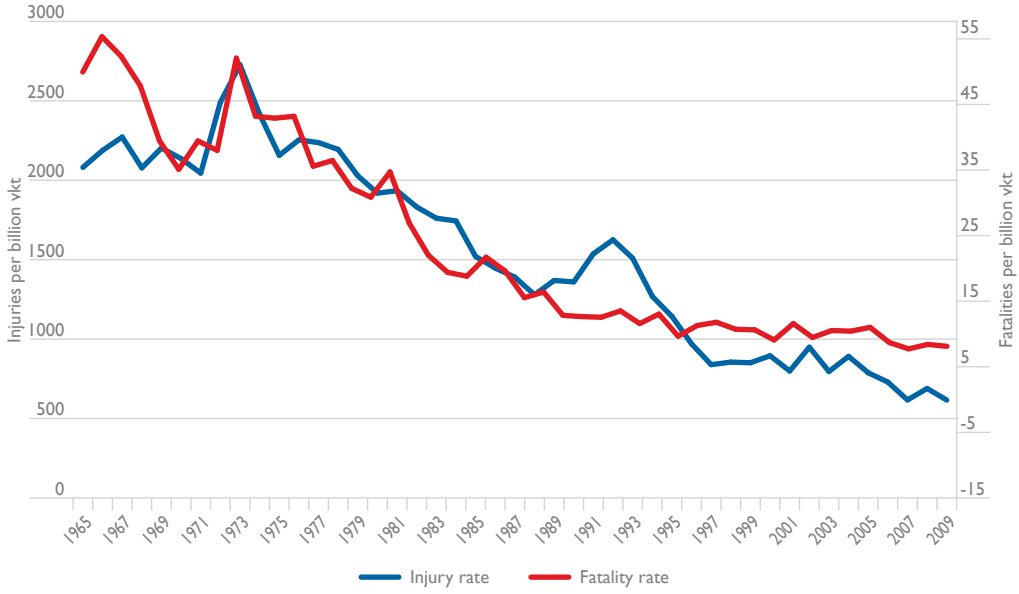
Figure 4.99 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.99 Actual/predicted Manitoba road deaths



In Manitoba, the injury rate (road injuries per billion vkt) moved only roughly in line with the fatality rate. This is shown in Figure 4.100.

Figure 4.100 Manitoba injury and fatality rates



A model of the injury rate was constructed using the fatality rate and various dummy variables. The regression results are shown in Table 4.32.

Table 4.32 Regression results for predicting the Manitoba injury rate

Regression Statistics	
Multiple R	0.9746859
R Square	0.9500126
Adjusted R Square	0.9450139
Standard Error	142.6799101
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	15475856.37	3868964.09	190.050512	1.89776E-25
Residual	40	814302.2696	20357.5567		
Total	44	16290158.64			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	950.3340	101.8878	9.3273	0.0000	744.4111	1156.2569
FatalRate	31.9232	3.0085	10.6109	0.0000	25.8428	38.0037
Dum6569	-371.2748	89.1688	-4.1637	0.0002	-551.4917	-191.0579
Dum8994	90.5205	88.7492	1.0200	0.3139	-88.8482	269.8893
Dum95on	-426.2490	83.8201	-5.0853	0.0000	-595.6557	-256.8423

Figure 4.101 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.102 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.101 Actual and predicted Manitoba injury rate

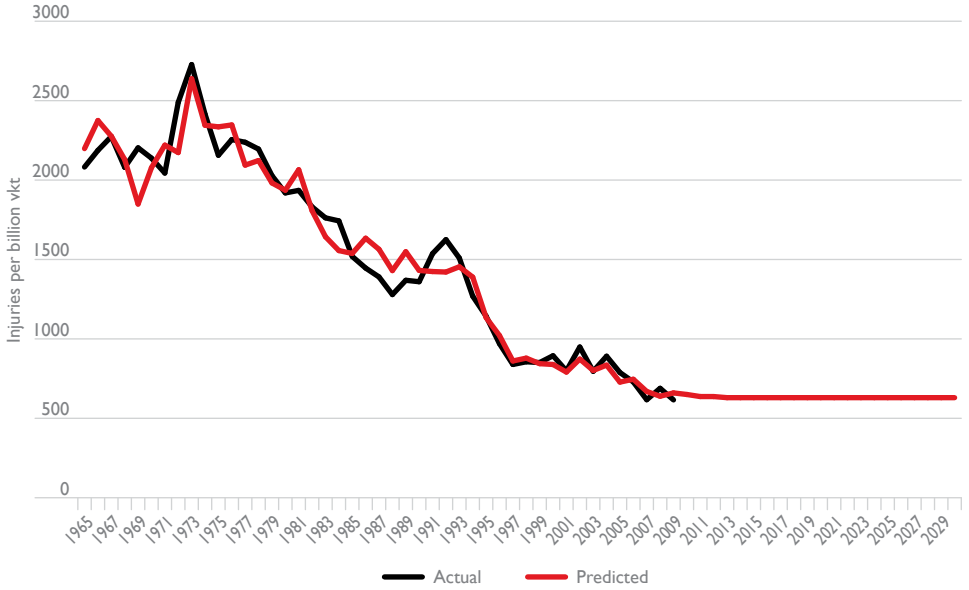
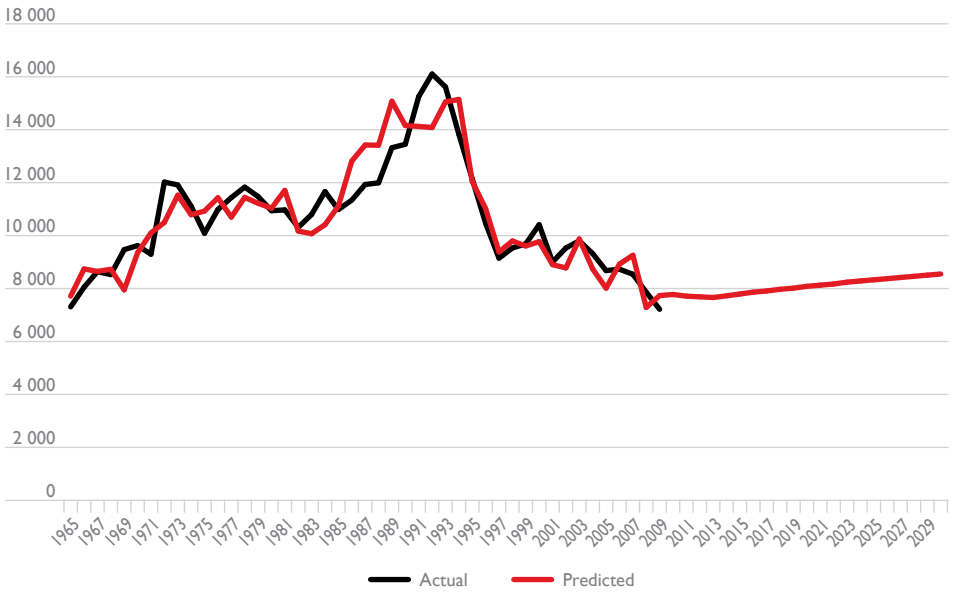


Figure 4.102 Actual and predicted Manitoba road injuries



4.5.5 Ontario

For Ontario, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of unemployment and alcohol deaths per vkt, as well as a dummy variable and a time trend prior to 1973. The results are shown in Table 4.33.

Table 4.33 Regression results for predicting the Ontario fatality rate

Regression Statistics	
Multiple R	0.9939585
R Square	0.9879534
Adjusted R Square	0.9864476
Standard Error	2.1072970
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	14567.5085	2913.50170	656.090547	2.9996E-37
Residual	40	177.6280249	4.44070062		
Total	45	14745.13653			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	47.512582	4.745582	10.011962	0.000000	37.921404	57.103760
Belts	-0.445415	0.038513	-11.565310	0.000000	-0.523252	-0.367577
Unempl	-0.308876	0.408750	-0.755661	0.454280	-1.134990	0.517238
Alcohol	0.274143	1.092418	0.250950	0.803137	-1.933717	2.482002
Timeles73	1.431869	0.238044	6.015141	0.000000	0.950764	1.912974
Dum7792	-5.899066	1.267544	-4.653935	0.000035	-8.460867	-3.337265

Figure 4.103 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.103 Actual/predicted Ontario fatality rate

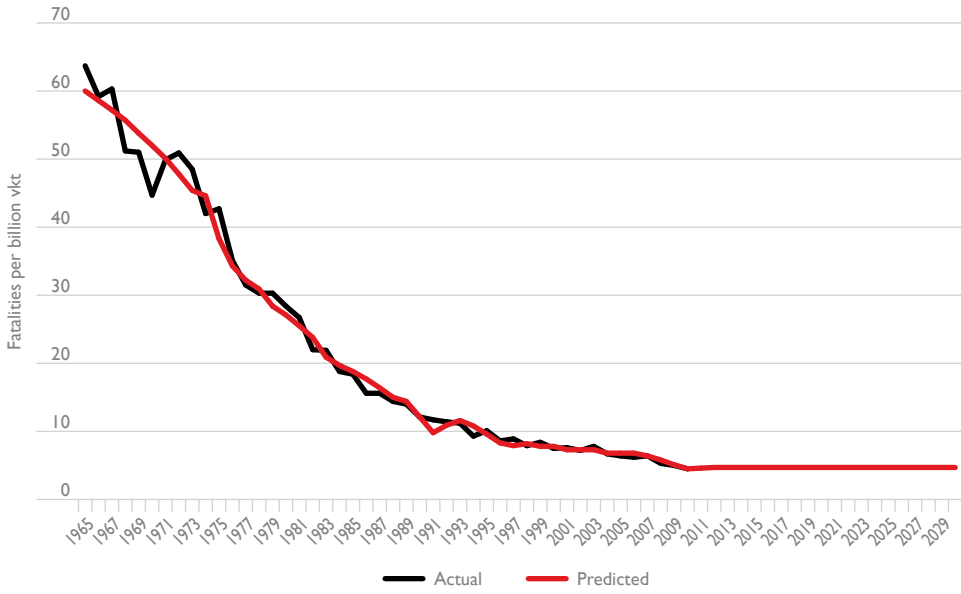


Figure 4.104 shows the components of the Ontario fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 90s, alcohol control starts to have an effect.

Figure 4.104 Components of the Ontario fatality rate prediction

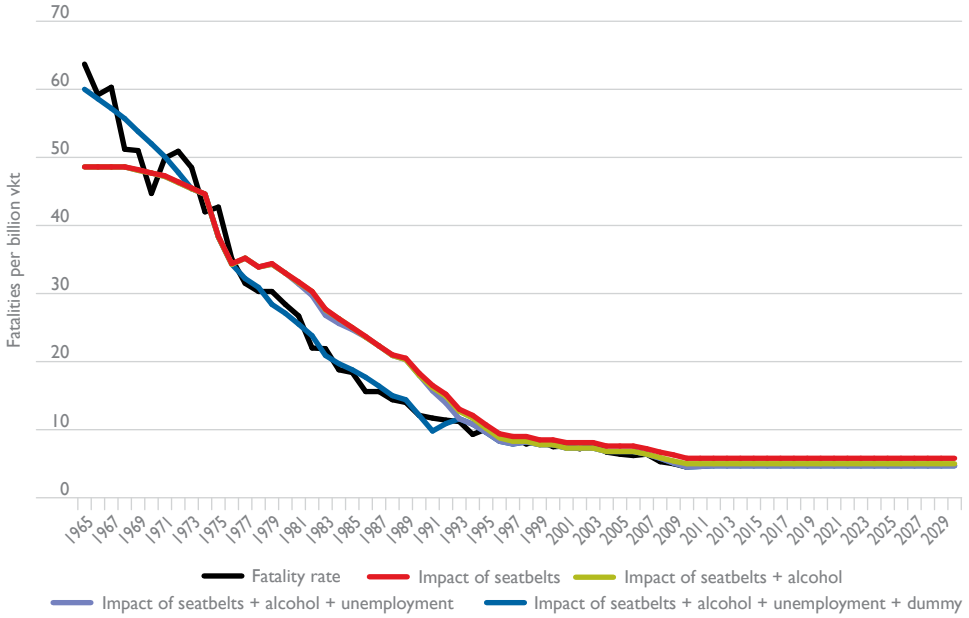
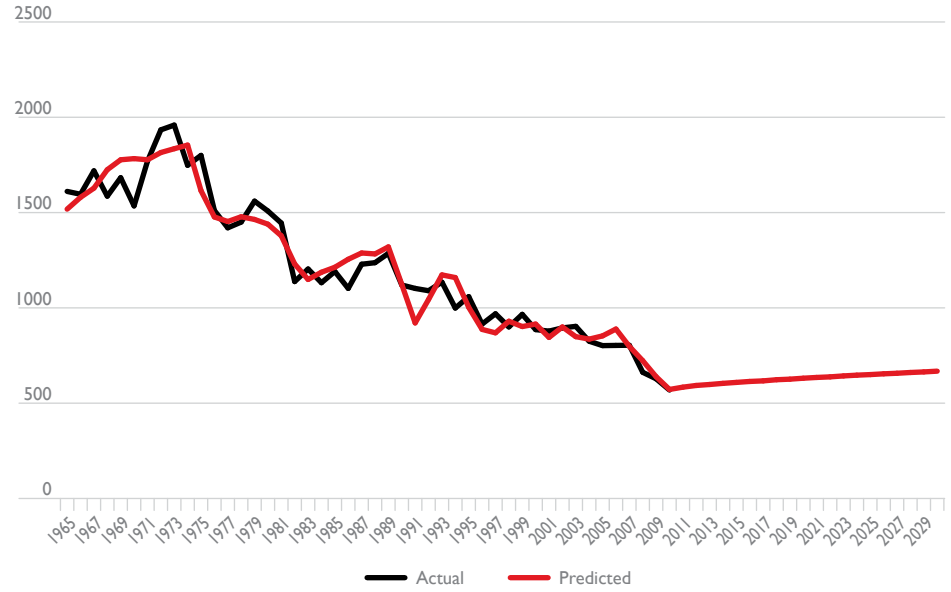


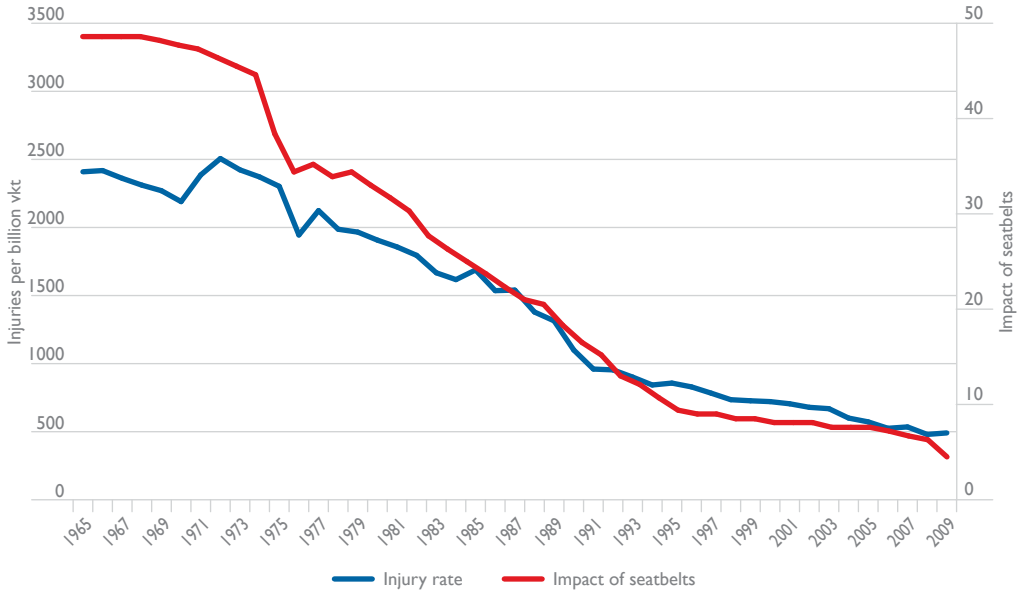
Figure 4.105 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.105 Actual/predicted Ontario road deaths



In Ontario, the injury rate (road injuries per billion vkt) moved in sync with the seat belt effect series of Figure 4.104 until the 2000s, after which time moved downward to a greater extent. This is shown in Figure 4.106.

Figure 4.106 Ontario injury rate and impact of seat belts



A model of the injury rate was constructed using the 'impact of seat belts' variable, a time trend and a dummy variable. The regression results are shown in Table 4.34.

Table 4.34 Regression results for predicting the Ontario injury rate

Regression Statistics	
Multiple R	0.9955143
R Square	0.9910487
Adjusted R Square	0.9903937
Standard Error	69.1524641
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	21707397.75	7235799.25	1513.11239	5.34515E-42
Residual	41	196064.5947	4782.06328		
Total	44	21903462.35			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	310.69169	25.36729	12.24773	0.00000	259.46140	361.92198
Belts	48.55913	0.98182	49.45838	0.00000	46.57631	50.54195
Dumles71	-338.17777	40.06808	-8.44008	0.00000	-419.09690	-257.25864
Time0406	-48.65207	12.94849	-3.75736	0.00054	-74.80207	-22.50207

Figure 4.107 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.108 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.107 Actual and predicted Ontario injury rate

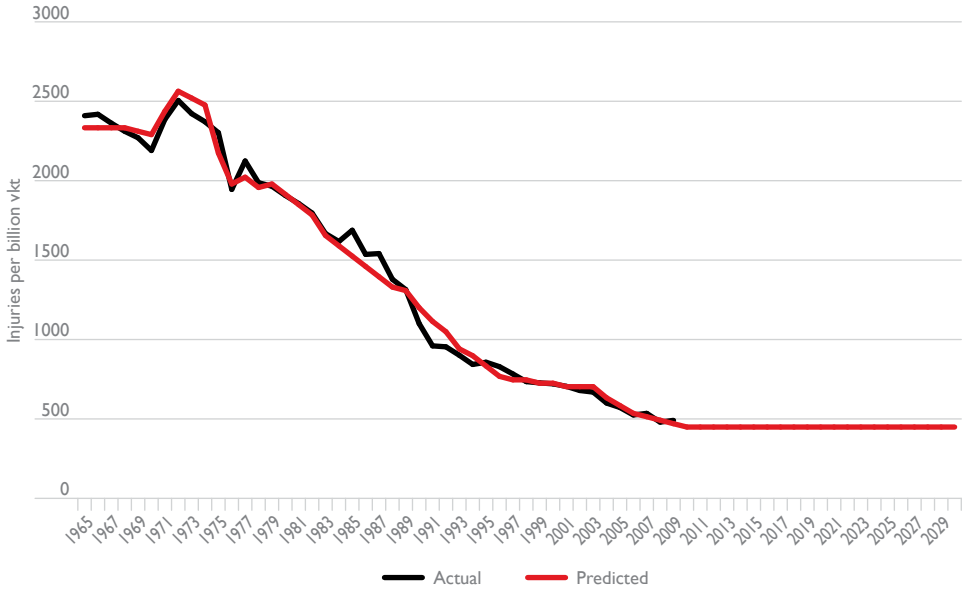
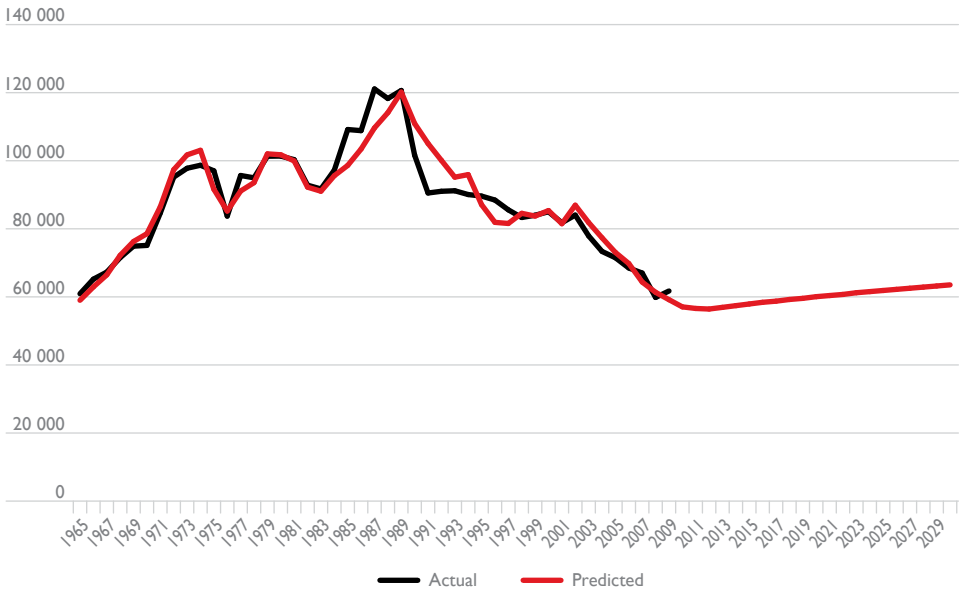


Figure 4.108 Actual and predicted Ontario road injuries



4.5.6 Quebec

For Quebec, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of unemployment and alcohol deaths per vkt, as well as a dummy variable and a time trend prior to 1980. The results are shown in Table 4.35.

Table 4.35 Regression results for predicting the Quebec fatality rate

Regression Statistics	
Multiple R	0.9946968
R Square	0.9894218
Adjusted R Square	0.9880995
Standard Error	3.2177022
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	38736.54652	7747.3093	748.2715	2.23345E-38
Residual	40	414.1442942	10.353607		
Total	45	39150.69082			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	48.556771	6.127468	7.924444	0.000000	36.172697	60.940845
Belts	-0.436808	0.049456	-8.832258	0.000000	-0.536762	-0.336853
Unempl	0.307795	0.561441	0.548224	0.586585	-0.826919	1.442509
Alcohol	0.662677	0.407084	1.627863	0.111407	-0.160071	1.485424
Timeles80	2.650725	0.232221	11.414667	0.000000	2.181389	3.120061
Dum01on	-2.433856	1.749580	-1.391108	0.171883	-5.969889	1.102178

Figure 4.109 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.109 Actual/predicted Quebec fatality rate

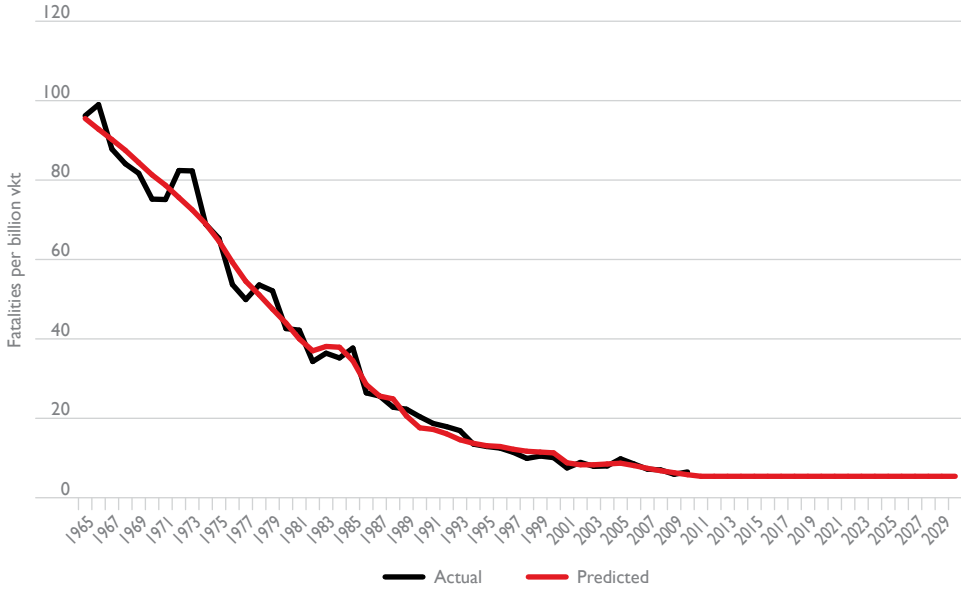


Figure 4.110 shows the components of the Quebec fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 90s, alcohol control starts to have an effect. The dummy from 1998 may or may not be related to enforcement or law changes.

Figure 4.110 Components of the Quebec fatality rate prediction

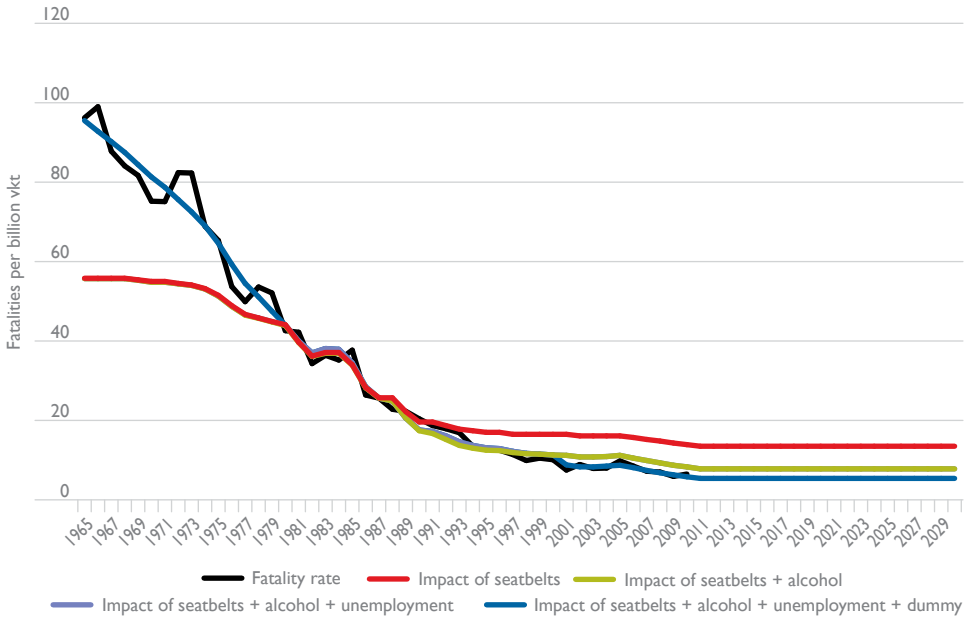
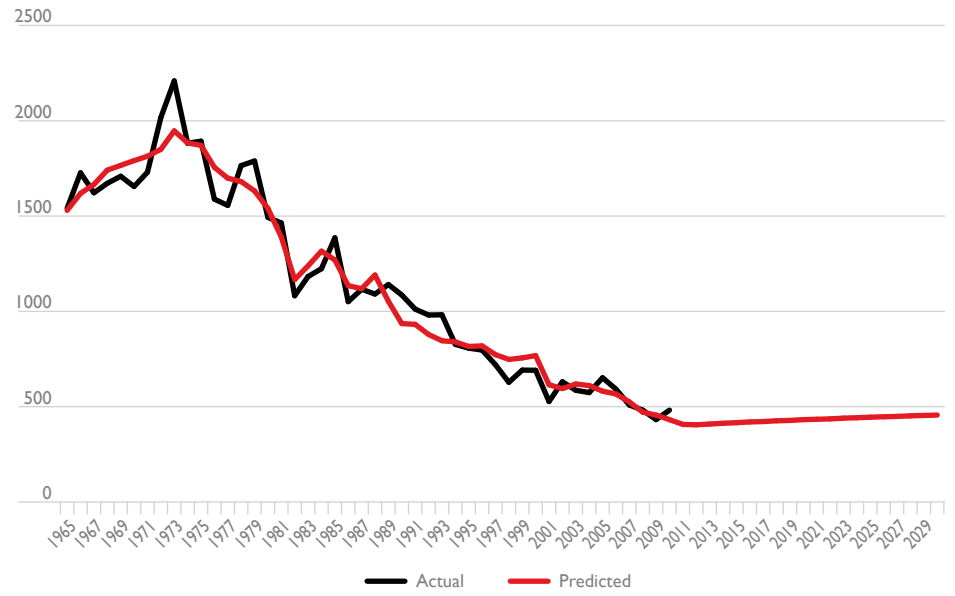


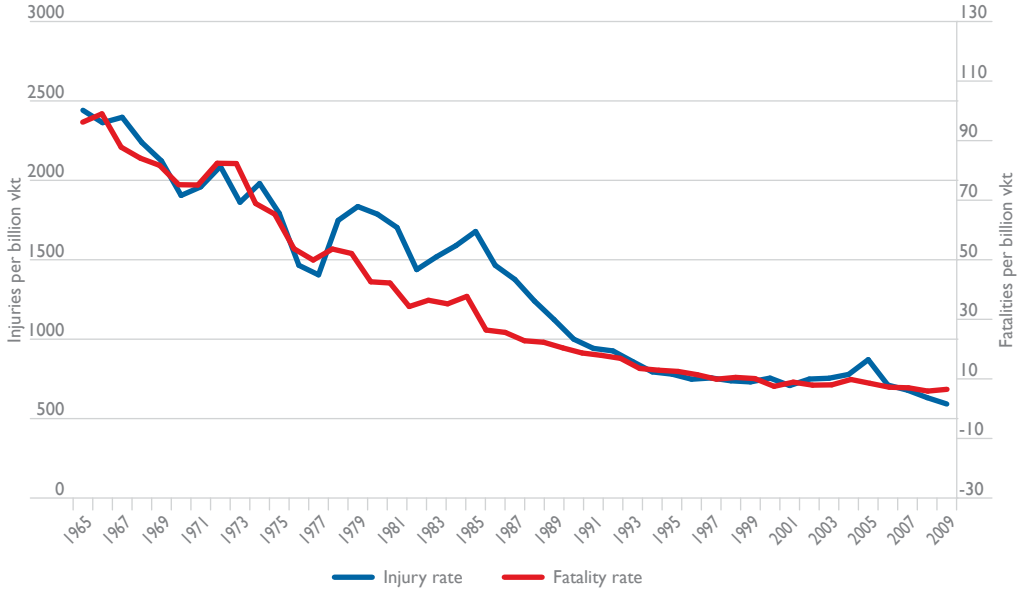
Figure 4.111 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.111 Actual/predicted Quebec road deaths



In Quebec, except for the period from the late 70s to the late 80s, the injury rate (road injuries per billion vkt) moved in sync with the fatality rate. This is shown in Figure 4.112.

Figure 4.112 Quebec injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 2006 to 2010, and a dummy variable. The regression results are shown in Table 4.36.

Table 4.36 Regression results for predicting the Quebec injury rate

Regression Statistics	
Multiple R	0.9907758
R Square	0.9816366
Adjusted R Square	0.9802930
Standard Error	80.7903909
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	14305444.33	4768481.444	730.568054	1.32844E-35
Residual	41	267610.578	6527.087268		
Total	44	14573054.91			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	580.17978	22.62477	25.64357	0.00000	534.48814	625.87143
FatalRate	18.53543	0.43229	42.87693	0.00000	17.66239	19.40846
Dum7888	310.73663	28.42030	10.93362	0.00000	253.34067	368.13258
Time0610	-24.04810	16.25311	-1.47960	0.14662	-56.87191	8.77572

Figure 4.113 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.114 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.113 Actual and predicted Quebec injury rate

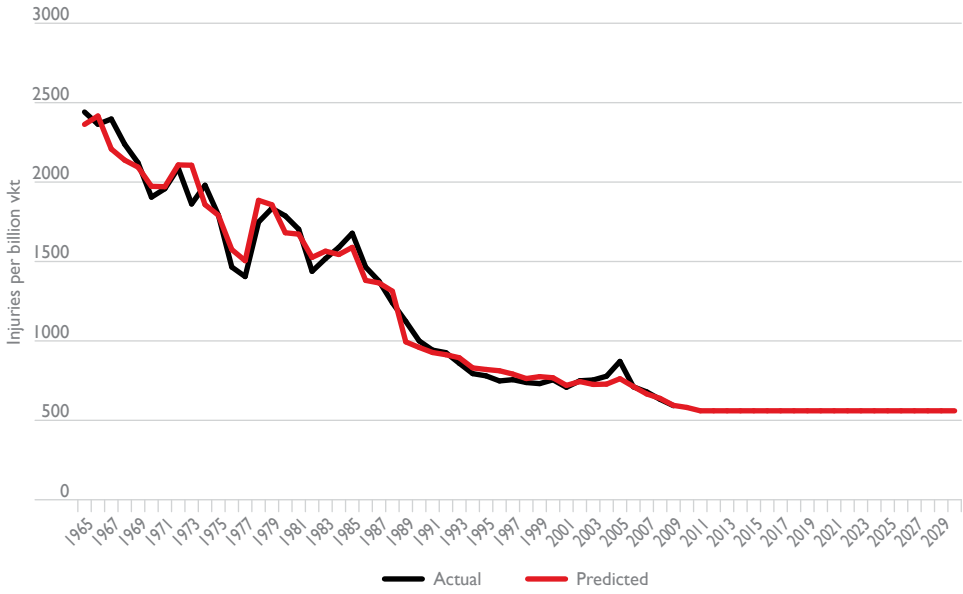
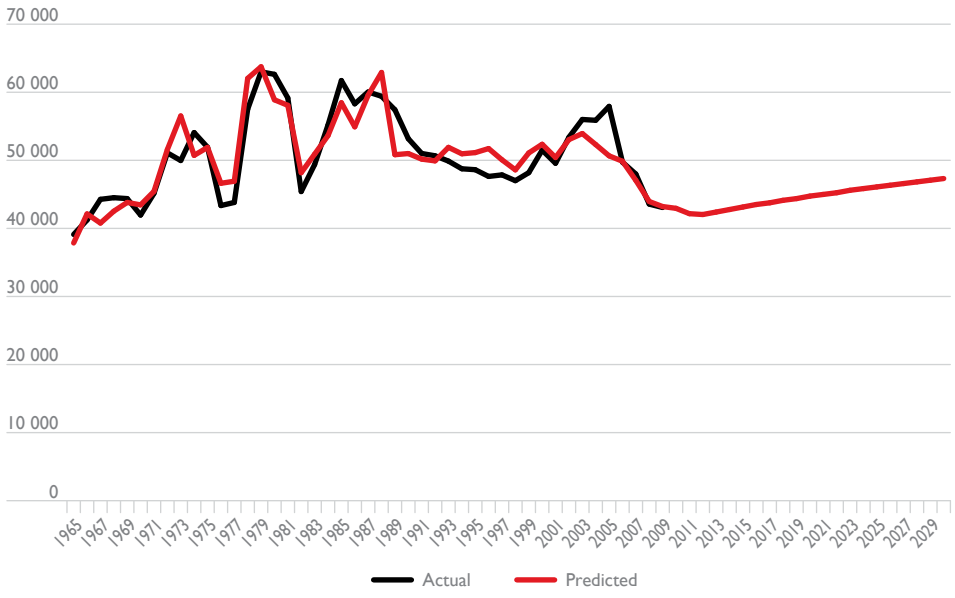


Figure 4.114 Actual and predicted Quebec road injuries



4.5.7 New Brunswick

For New Brunswick, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of unemployment and alcohol deaths per vkt, as well as a time trend prior to 1979. The results are shown in Table 4.37.

Table 4.37 Regression results for predicting the New Brunswick fatality rate

Regression Statistics	
Multiple R	0.9911896
R Square	0.9824568
Adjusted R Square	0.9807453
Standard Error	4.7727543
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	52303.11096	13075.777	574.0231	2.13465E-35
Residual	41	933.946511	22.779183		
Total	45	53237.05747			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	52.597581	8.052405	6.531909	0.000000	36.335418	68.859743
Belts	-0.456548	0.068198	-6.694421	0.000000	-0.594277	-0.318819
Unempl	-1.164352	0.924486	-1.259458	0.214988	-3.031390	0.702686
Alcohol	0.649768	1.258652	0.516242	0.608459	-1.892131	3.191668
Timeles79	4.176534	0.387934	10.766098	0.000000	3.393086	4.959982

Figure 4.115 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.115 Actual/predicted New Brunswick fatality rate

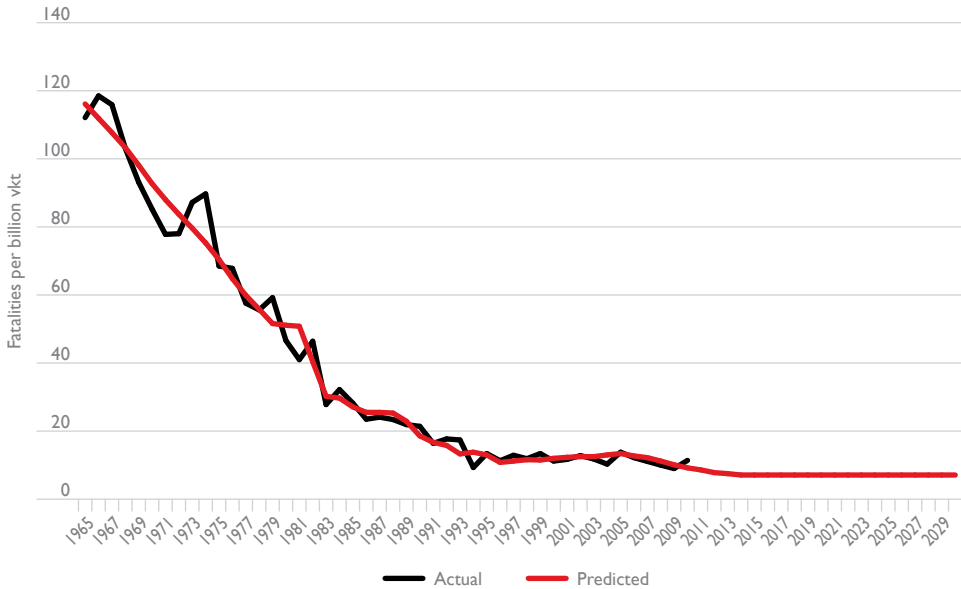


Figure 4.116 shows the components of the New Brunswick fatality prediction/forecast. A major influence is the increase in seat belt wearing. From the early 90s, alcohol control starts to have an effect. High unemployment has an effect through much of the period.

Figure 4.116 Components of the New Brunswick fatality rate prediction

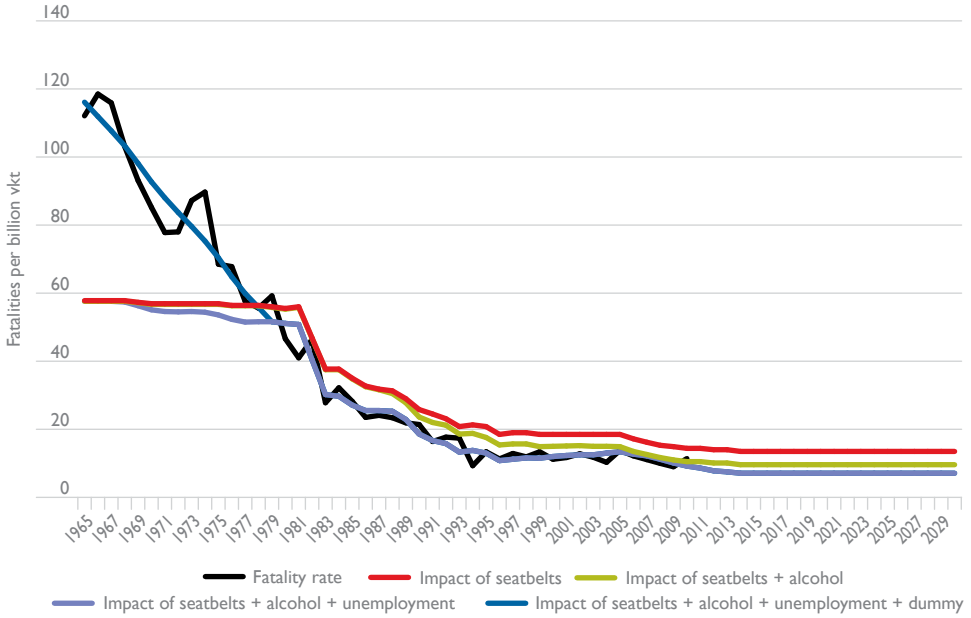
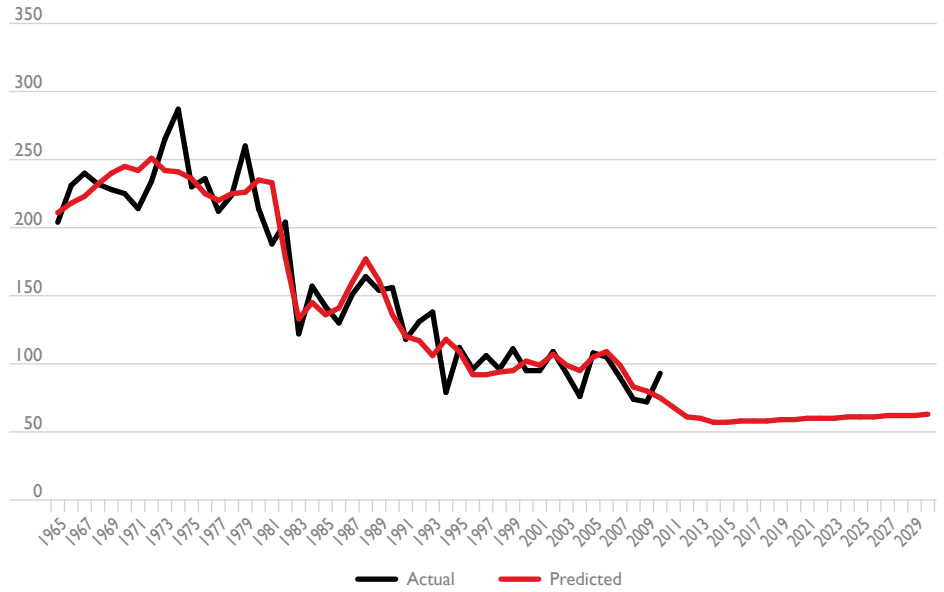


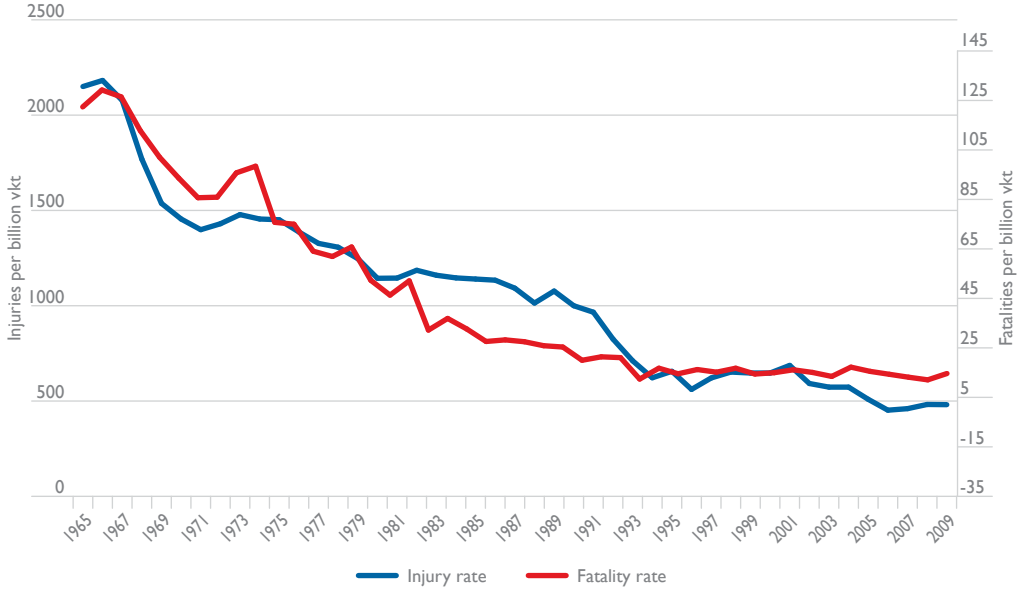
Figure 4.117 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.117 Actual/predicted New Brunswick road deaths



In New Brunswick, except for a period from the early 80s to the early 90s, the injury rate (road injuries per billion vkt) moved in sync with the fatality rate. This is shown in Figure 4.118.

Figure 4.118 New Brunswick injury and fatality rates



A model of the injury rate was constructed using the fatality rate and dummy variables. The regression results are shown in Table 4.38.

Table 4.38 Regression results for predicting the New Brunswick injury rate

Regression Statistics	
Multiple R	0.992508
R Square	0.985072
Adjusted R Square	0.983579
Standard Error	59.458395
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	9331672.19	2332918.0	659.89239	6.25028E-36
Residual	40	141412.0289	3535.3007		
Total	44	9473084.218			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	518.197508	21.920612	23.639738	0.000000	473.894300	562.500717
FatalRate	11.798396	0.374441	31.509356	0.000000	11.041623	12.555170
Dum6567	256.304081	44.307863	5.784618	0.000001	166.754550	345.853613
Dum8192	272.879992	24.939467	10.941693	0.000000	222.475448	323.284535
Dum02on	-156.743846	30.738013	-5.099349	0.000009	-218.867688	-94.620004

Figure 4.119 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.120 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.119 Actual and predicted New Brunswick injury rate

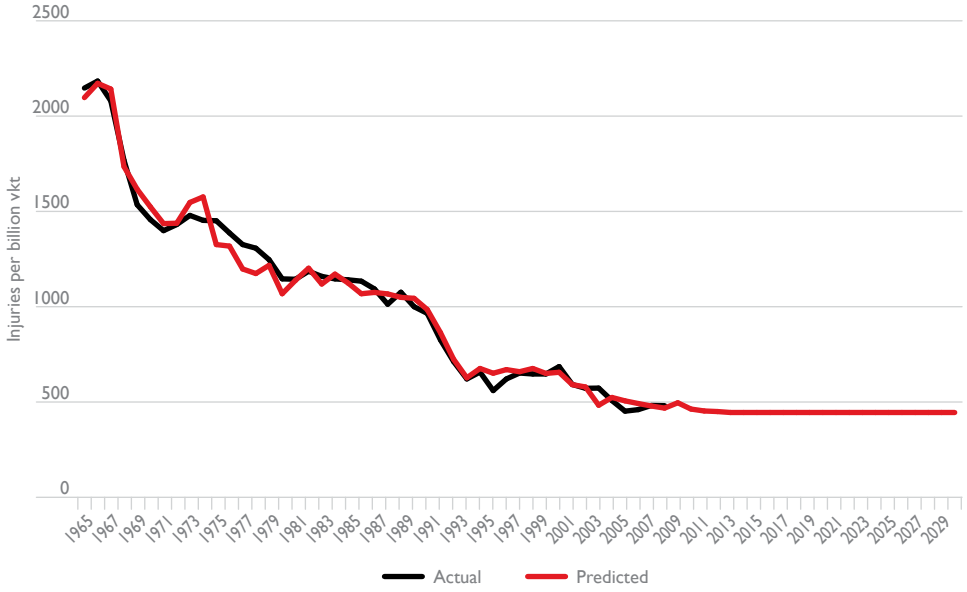
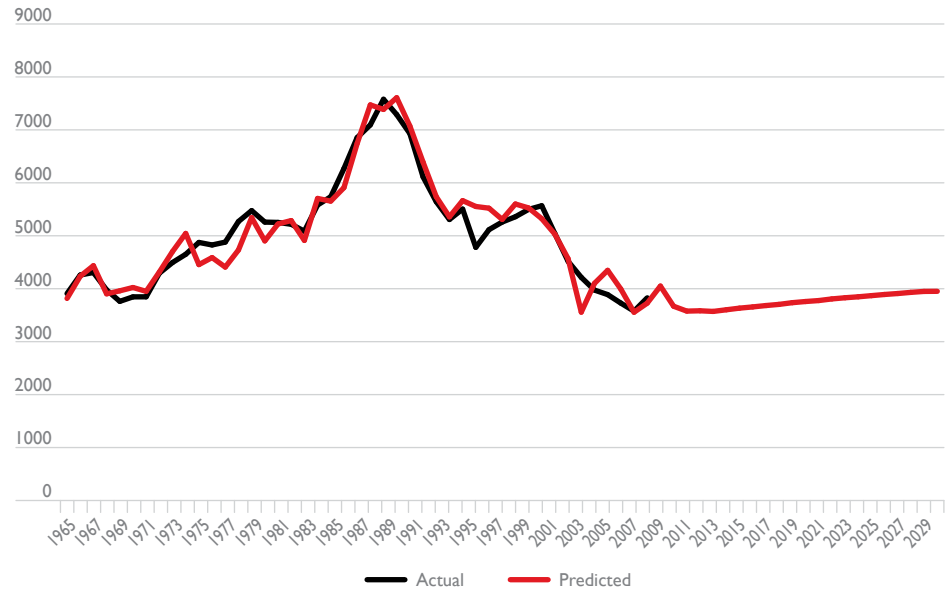


Figure 4.120 Actual and predicted New Brunswick road injuries



4.5.8 Nova Scotia

For Nova Scotia, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of unemployment and alcohol deaths per vkt, as well as a dummy variable and a time trend prior to 1979. The results are shown in Table 4.39.

Table 4.39 Regression results for predicting the Nova Scotia fatality rate

Regression Statistics	
Multiple R	0.9930472
R Square	0.9861427
Adjusted R Square	0.9844106
Standard Error	3.9247810
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	43848.36082	8769.672	569.3148	4.92286E-36
Residual	40	616.1562279	15.40390		
Total	45	44464.51705			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	39.769046	6.625664	6.002273	0.000000	26.378079	53.160013
Belts	-0.271552	0.046806	-5.801673	0.000001	-0.366149	-0.176954
Unempl	-1.474938	0.673371	-2.190381	0.034386	-2.835871	-0.114005
Alcohol	1.069089	0.785739	1.360617	0.181253	-0.518947	2.657126
Timeles79	4.237523	0.322900	13.123312	0.000000	3.584917	4.890129
Dum98on	-4.920851	3.078161	-1.598633	0.117772	-11.142046	1.300344

Figure 4.121 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.121 Actual/predicted Nova Scotia fatality rate

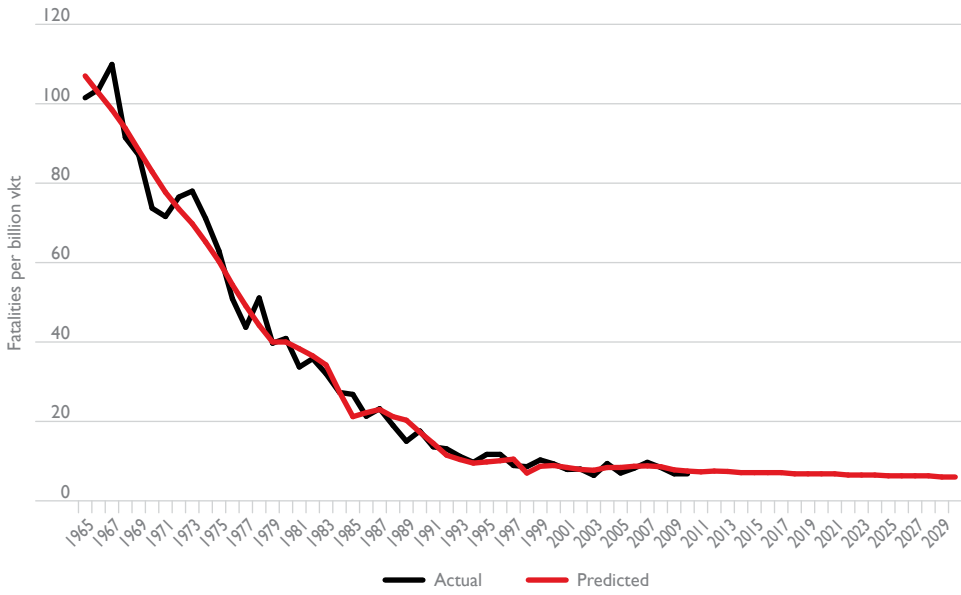


Figure 4.122 shows the components of the Nova Scotia fatality prediction/forecast. A major influence is the increase in seat belt wearing. From the late 80s, alcohol control starts to have an effect. High unemployment is an influence through much of the period. The dummy variable from the late 90s may or may not be related to enforcement or law changes.

Figure 4.122 Components of the Nova Scotia fatality rate prediction

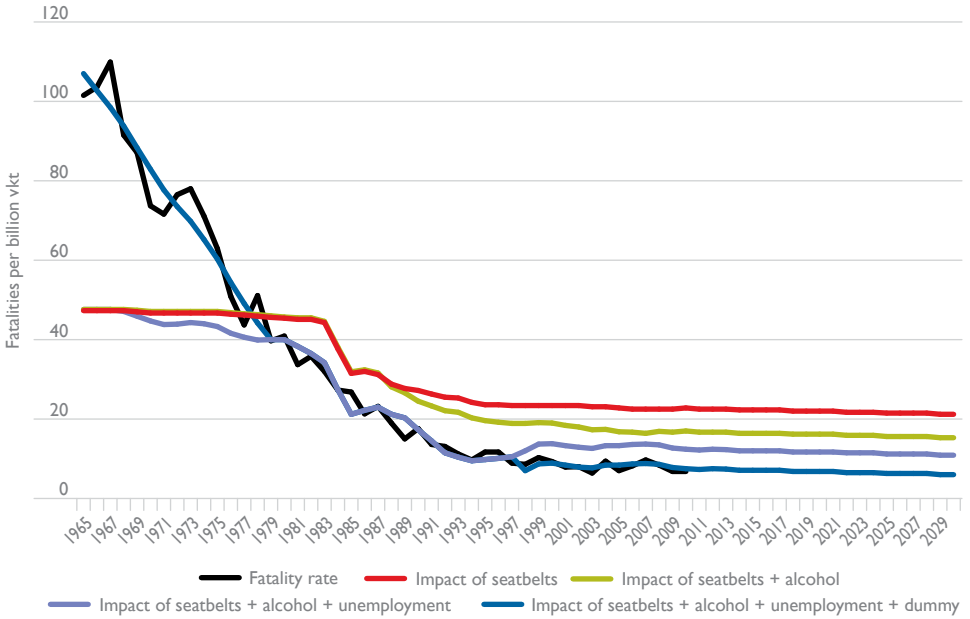
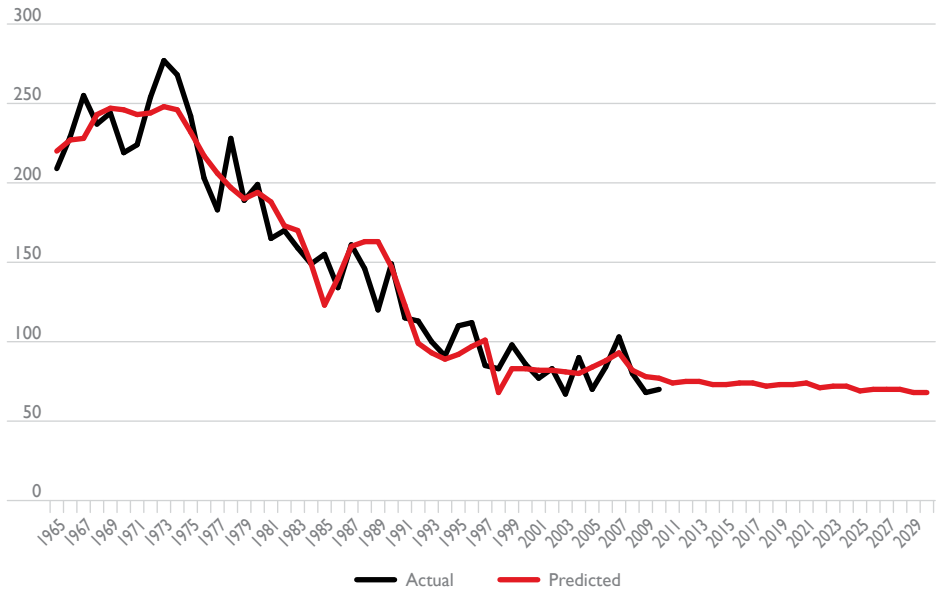


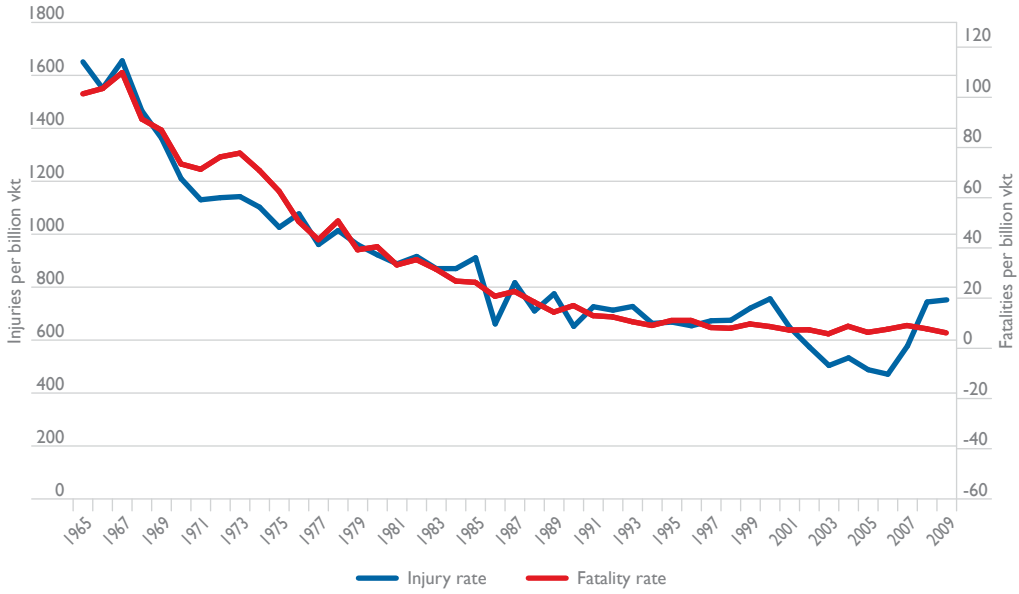
Figure 4.123 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.123 Actual/predicted Nova Scotia road deaths



In Nova Scotia, the injury rate (road injuries per billion vkt) has moved in sync with the fatality rate. This is shown in Figure 4.124.

Figure 4.124 Nova Scotia injury and fatality rates



A model of the injury rate was constructed using the fatality rate and dummy variables. The regression results are shown in Table 4.40.

Table 4.40 Regression results for predicting the Nova Scotia injury rate

Regression Statistics	
Multiple R	0.9893705
R Square	0.9788540
Adjusted R Square	0.9767394
Standard Error	46.0502096
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	3926570.228	981642.55	462.9031	6.57566E-33
Residual	40	84824.87235	2120.6218		
Total	44	4011395.1			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	576.2339	12.5118	46.0553	0.0000	550.9467	601.5212
FatalRate	9.5432	0.2618	36.4504	0.0000	9.0140	10.0723
Dum7175	-156.1117	24.0384	-6.4943	0.0000	-204.6952	-107.5283
Dum0207	-129.0782	21.7743	-5.9280	0.0000	-173.0857	-85.0707
Dum08on	98.8068	34.3952	2.8727	0.0065	29.2915	168.3220

Figure 4.125 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.126 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.125 Actual and predicted Nova Scotia injury rate

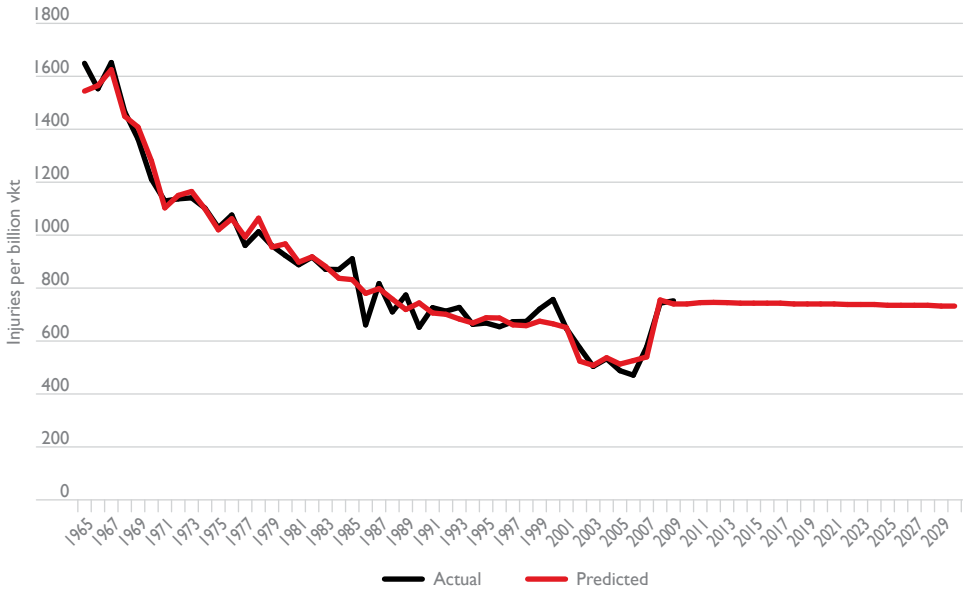
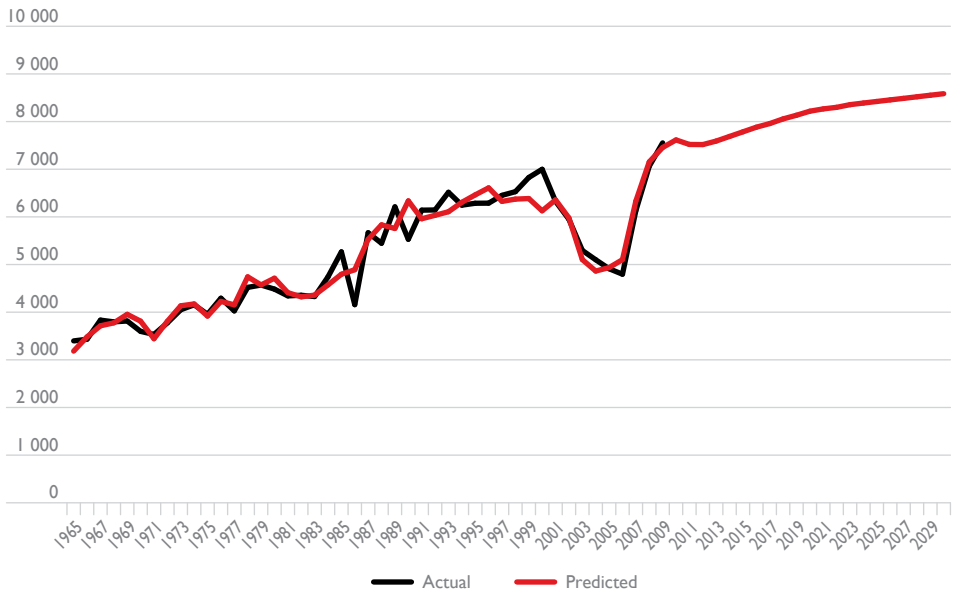


Figure 4.126 Actual and predicted Nova Scotia road injuries



4.5.9 Prince Edward Island

For Prince Edward Island, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and dummy variables. The results are shown in Table 4.41.

Table 4.41 Regression results for predicting the Prince Edward Island fatality rate

Regression Statistics	
Multiple R	0.9672957
R Square	0.9356610
Adjusted R Square	0.9310653
Standard Error	9.9663097
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	60668.35501	20222.785	203.5973	4.84615E-25
Residual	42	4171.747849	99.327329		
Total	45	64840.10286			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	56.328430	4.052965	13.898080	0.000000	48.149216	64.507644
Belts	-0.493628	0.056731	-8.701233	0.000000	-0.608116	-0.379141
Dum8182	-20.542288	8.018651	-2.561813	0.014091	-36.724581	-4.359995
Dumles77	45.005083	4.844684	9.289580	0.000000	35.228114	54.782052

Figure 4.127 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.127 Actual/predicted Prince Edward Island fatality rate

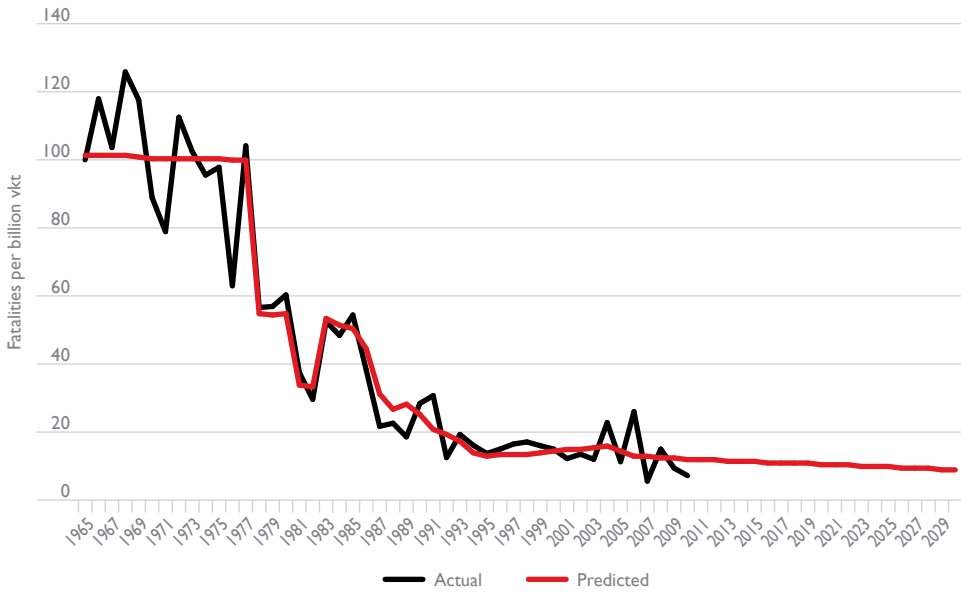


Figure 4.128 shows the components of the Prince Edward Island fatality prediction/forecast. A major influence is the increase in seat belt wearing, as is the effect of the dummy capturing generally higher fatality levels prior to 1977.

Figure 4.128 Components of the Prince Edward Island fatality rate prediction

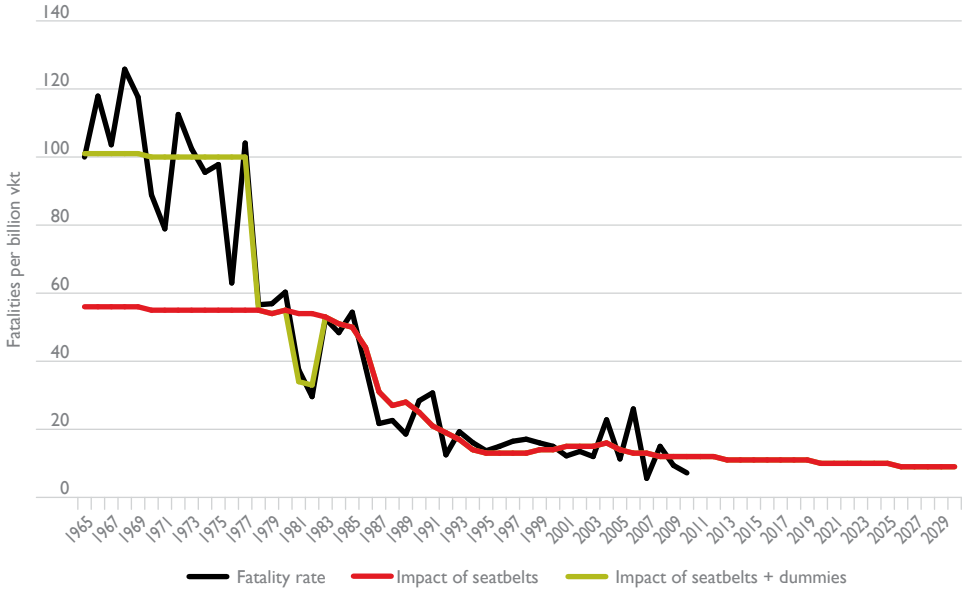
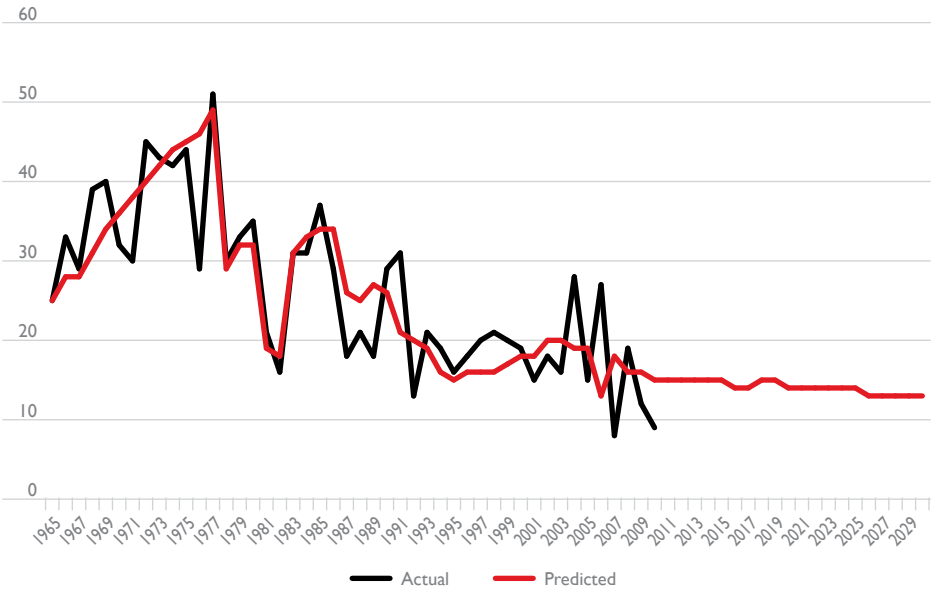


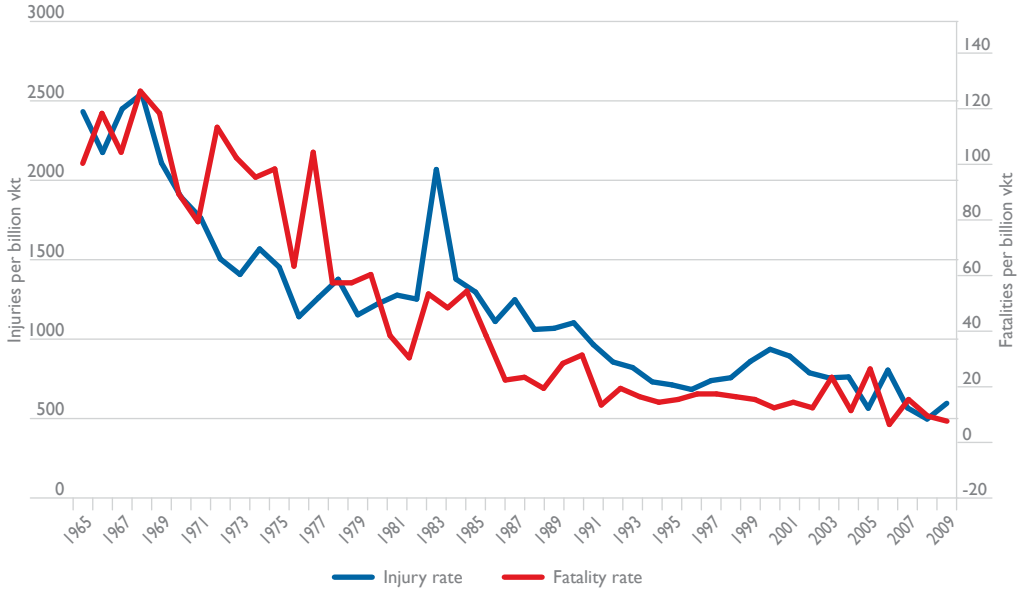
Figure 4.129 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.129 Actual/predicted Prince Edward Island road deaths



In Prince Edward Island, the injury rate (road injuries per billion vkt) moved only very roughly in line with the fatality. This is shown in Figure 4.130.

Figure 4.130 Prince Edward Island injury and fatality rates



A model of the injury rate was constructed using the fatality rate and two dummy variables. The regression results are shown in Table 4.42.

Table 4.42 Regression results for predicting the Prince Edward Island injury rate

Regression Statistics	
Multiple R	0.9437736
R Square	0.8907086
Adjusted R Square	0.8827116
Standard Error	184.7481902
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	11404959.01	3801653.00	111.38125	9.62205E-20
Residual	41	1399407.645	34131.8937		
Total	44	12804366.66			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	403.29034	73.31078	5.50111	0.00000	255.23621	551.34448
FatalRate	16.66898	0.97806	17.04295	0.00000	14.69375	18.64420
Dum7277	-612.03168	94.73215	-6.46065	0.00000	-803.34714	-420.71623
Dum8102	207.70886	68.46817	3.03366	0.00418	69.43459	345.98312

Figure 4.131 shows the pattern of the injury rate is roughly predicted by the model. Figure 4.132 shows that the modeling also produces a roughly accurate prediction of the level of injuries over time.

Figure 4.131 Actual and predicted Prince Edward Island injury rate

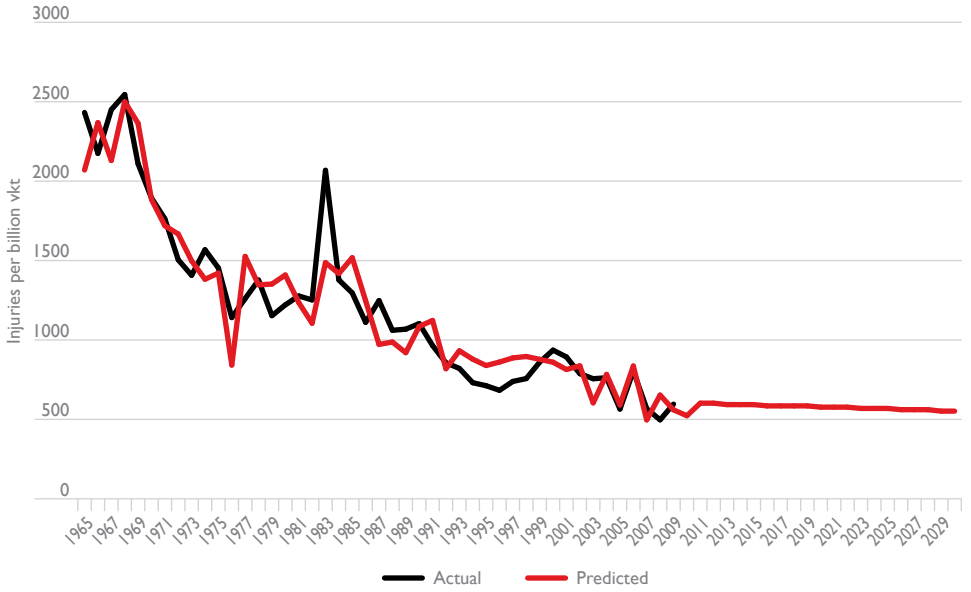
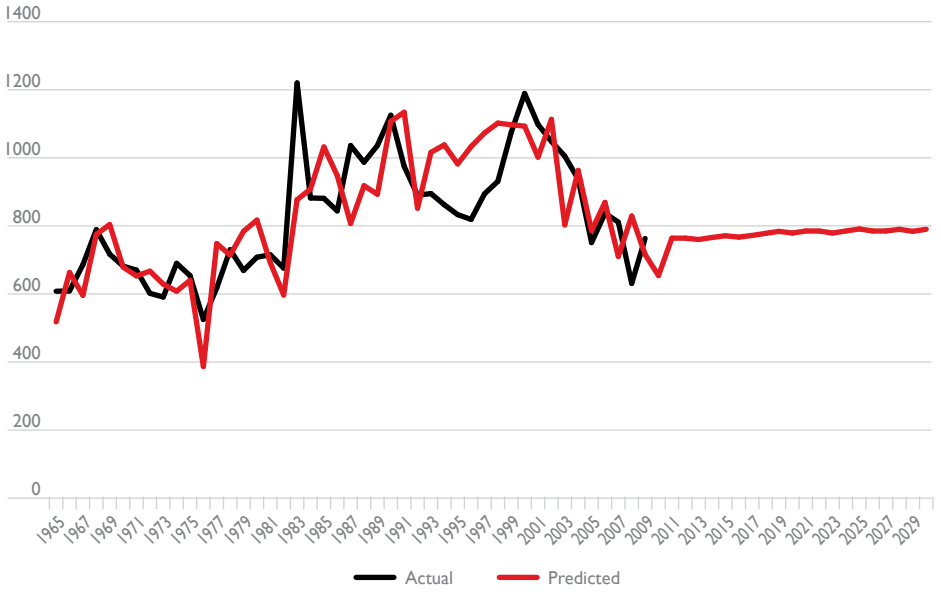


Figure 4.132 Actual and predicted Prince Edward Island road injuries



4.5.10 Newfoundland

For Newfoundland, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, a dummy variable and a time trend prior to 1979. The results are shown in Table 4.43.

Table 4.43 Regression results for predicting the Newfoundland fatality rate

Regression Statistics	
Multiple R	0.9796639
R Square	0.9597413
Adjusted R Square	0.9568657
Standard Error	5.2148021
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	27228.21502	9076.0716	333.75075	2.59865E-29
Residual	42	1142.15474	27.194160		
Total	45	28370.36976			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	37.689588	2.097546	17.968424	0.000000	33.456570	41.922607
Belts	-0.321133	0.029826	-10.76670	0.000000	-0.381325	-0.260940
Timeles79	3.313829	0.269717	12.286300	0.000000	2.769517	3.858141
Dum06on	-1.645638	2.646539	-0.621808	0.537429	-6.986570	3.695294

Figure 4.133 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.133 Actual/predicted Newfoundland fatality rate

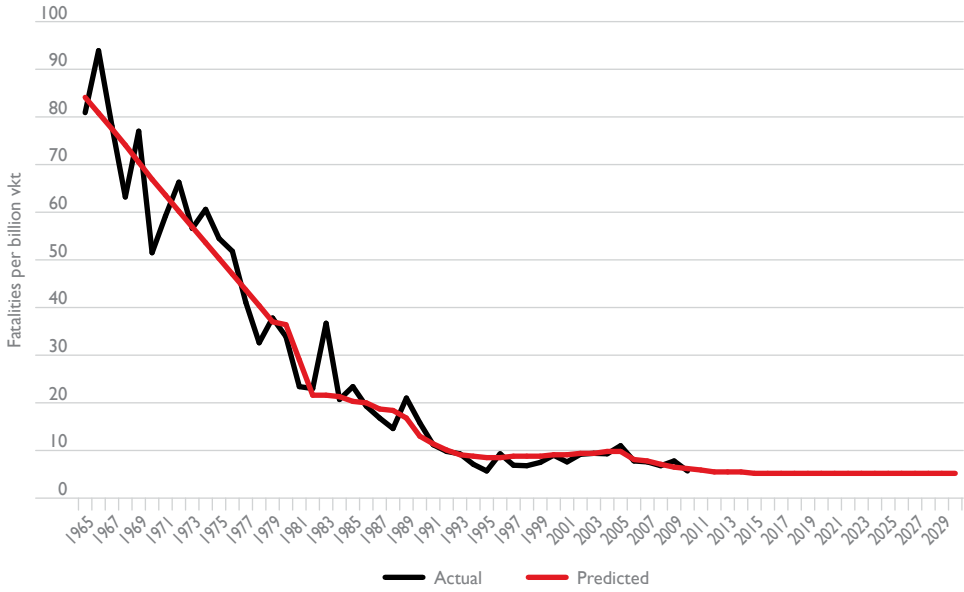


Figure 4.134 shows the components of the Newfoundland fatality prediction/forecast. A major influence is the increase in seat belt wearing, as is the 'learning' time trend prior to 1979. The dummy variable from 2006 on may or may not be related to enforcement or law changes.

Figure 4.134 Components of the Newfoundland fatality rate prediction

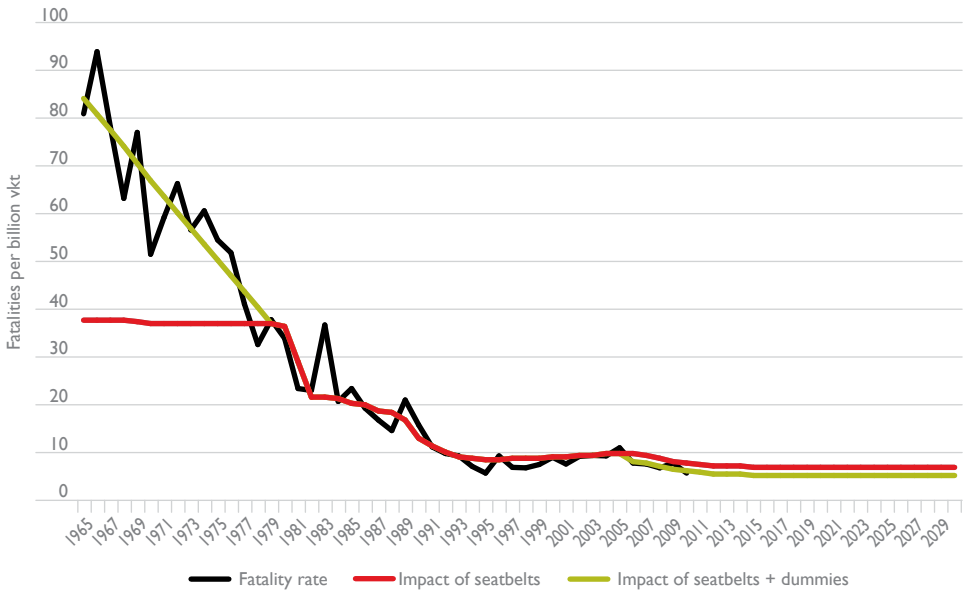
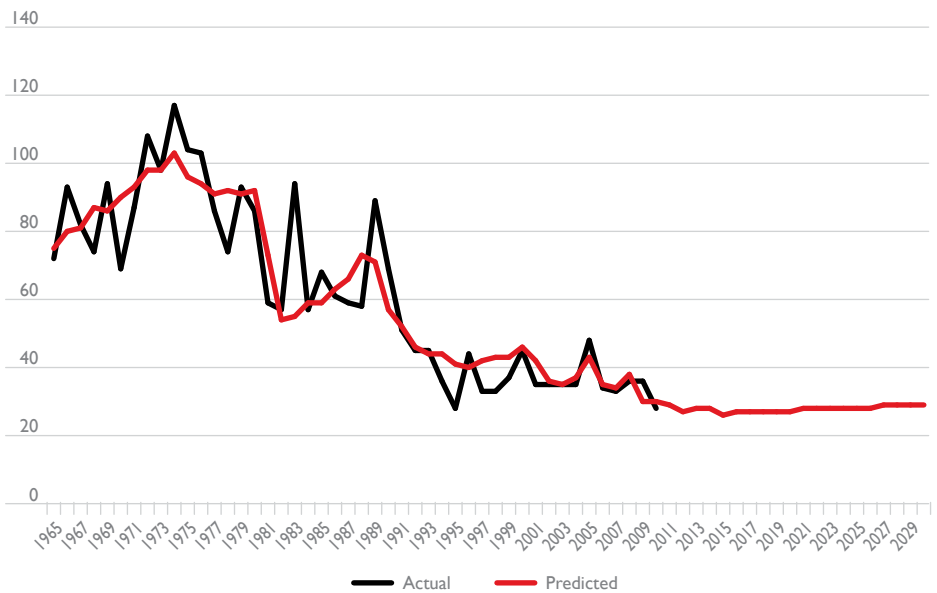


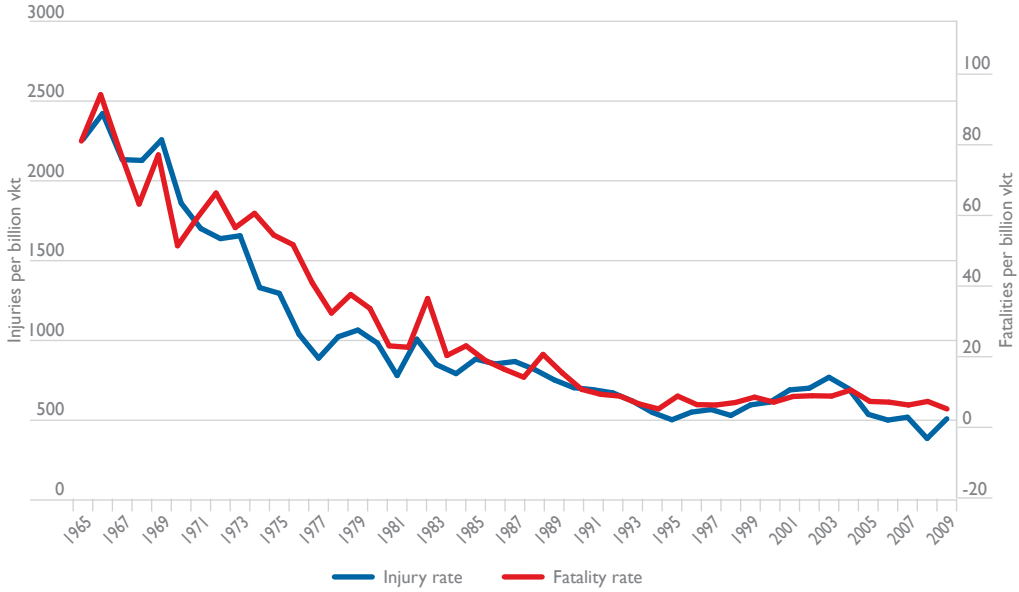
Figure 4.135 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

Figure 4.135 Actual/predicted Newfoundland road deaths



In Newfoundland, the injury rate (road injuries per billion vkt) has moved roughly in sync with the fatality rate. This is shown in Figure 4.136.

Figure 4.136 Newfoundland injury and fatality rates



A model of the injury rate was constructed using the fatality rate and two dummy variables. The regression results are shown in Table 4.44.

Table 4.44 Regression results for predicting the Newfoundland injury rate

Regression Statistics	
Multiple R	0.9750623
R Square	0.9507464
Adjusted R Square	0.9471425
Standard Error	128.4876430
Observations	45

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	13065722.17	4355240.7	263.80889	7.95573E-27
Residual	41	676872.0506	16509.074		
Total	44	13742594.22			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	448.46047	33.53370	13.37343	0.00000	380.73779	516.18316
FatalRate	21.69448	0.81993	26.45898	0.00000	20.03860	23.35036
Dum7483	-280.14130	47.67260	-5.87636	0.00000	-376.41808	-183.86453
Dum05on	-135.50926	64.41865	-2.10357	0.04159	-265.60537	-5.41314

Figure 4.137 shows the pattern of the injury rate is roughly predicted by the model. Figure 4.138 shows that the modeling also produces a roughly accurate prediction of the level of injuries over time.

Figure 4.137 Actual and predicted Newfoundland injury rate

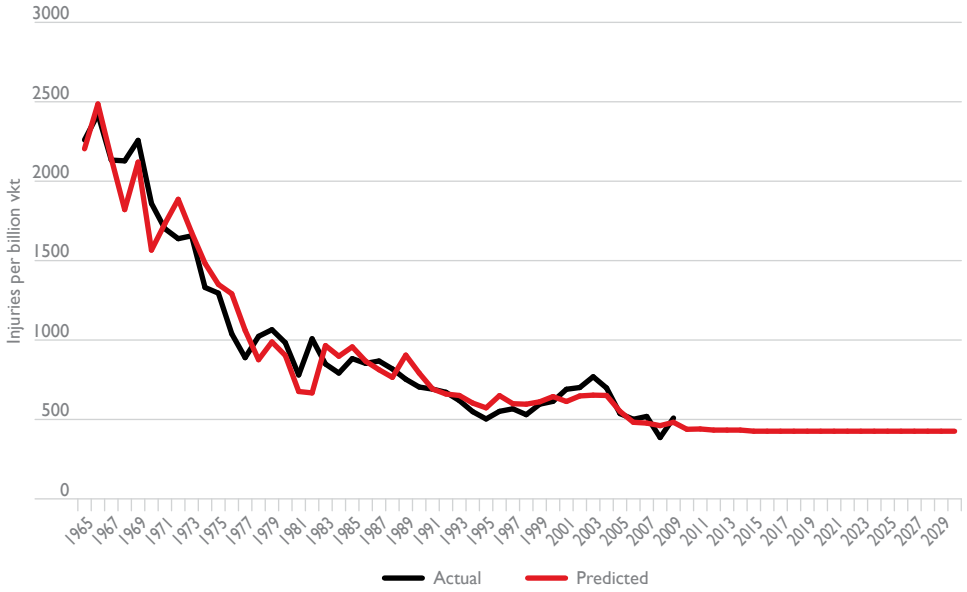
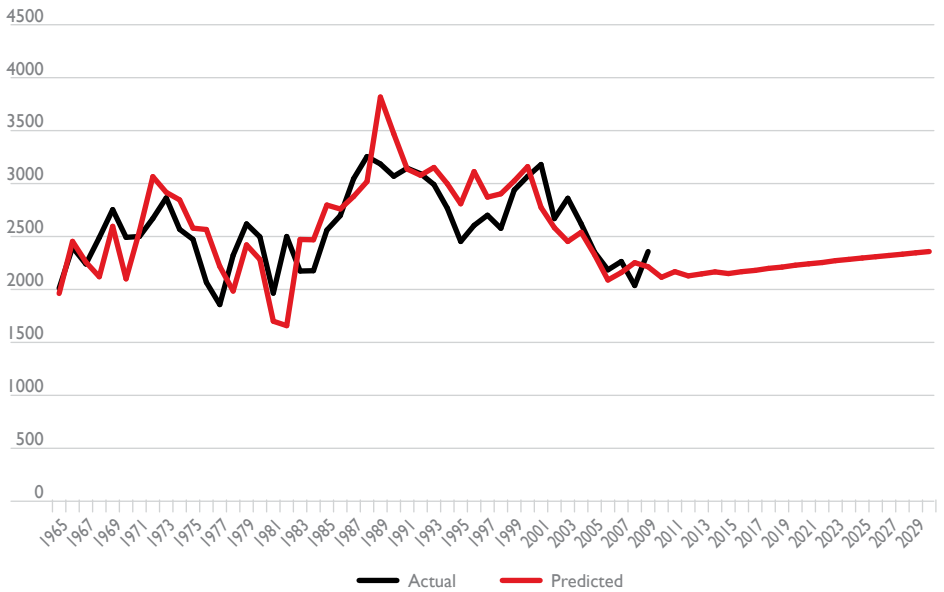


Figure 4.138 Actual and predicted Newfoundland road injuries



4.6 The Czech Republic

For the Czech Republic, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and a measure of alcohol crashes per vkt. A dummy variable was constructed to try to capture the learning and/or enforcement effects from 2008 on. The results are shown in Table 4.45.

Table 4.45 Regression results for predicting the Czech fatality rate

Regression Statistics	
Multiple R	0.9940164
R Square	0.9880687
Adjusted R Square	0.9840916
Standard Error	1.3509407
Observations	17

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	1813.64798	453.41199	248.43936	1.99876E-11
Residual	12	21.90049084	1.8250409		
Total	16	1835.54847			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	44.354975	7.504080	5.910781	0.000071	28.004990	60.704961
Seat belts	-0.288918	0.068780	-4.200627	0.001231	-0.438777	-0.139060
Learning	-1.392059	0.226506	-6.145803	0.000050	-1.885572	-0.898546
Dumno50k	7.456320	1.660571	4.490213	0.000739	3.838246	11.074394
AlcoholCrashes/vkt	0.037016	0.049202	0.752331	0.466354	-0.070185	0.144217

Figure 4.139 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.139 Actual/predicted Czech fatality rate

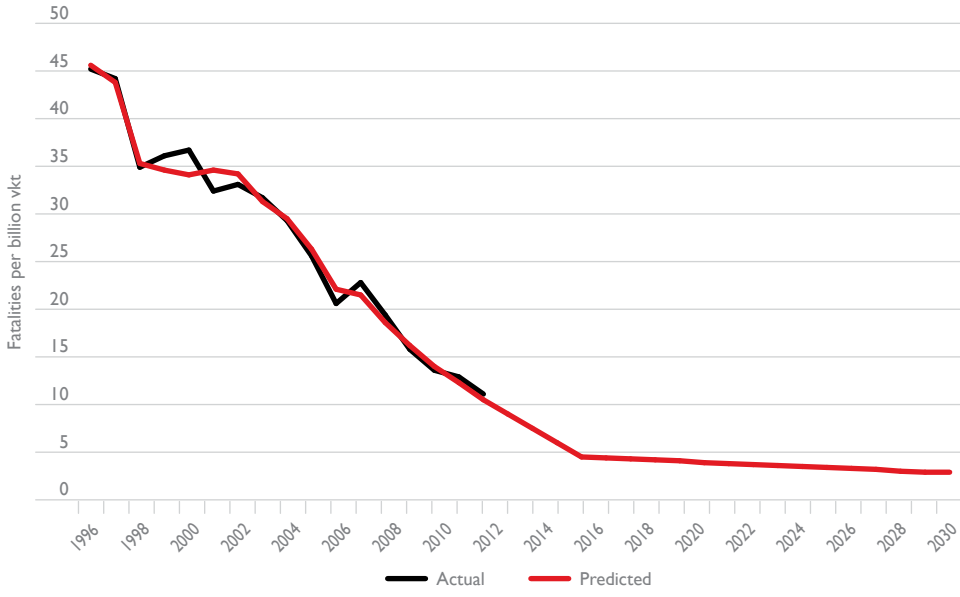


Figure 4.140 shows the components of the Czech fatality prediction/forecast. Major influences are the increase in seat belt wearing, alcohol control and the learning/enforcement effect after 2008.

Figure 4.140 Components of the Czech fatality rate prediction

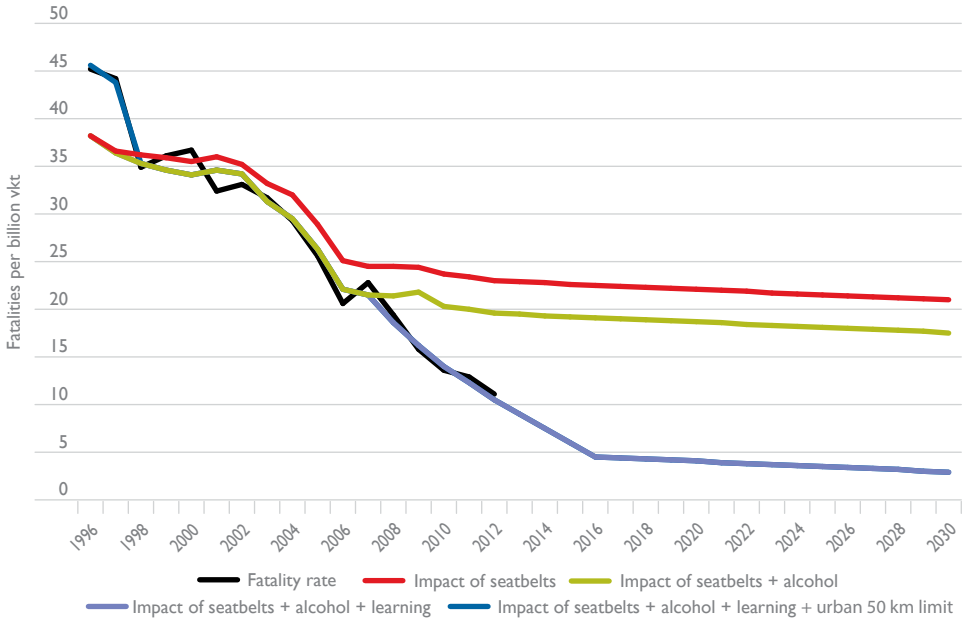
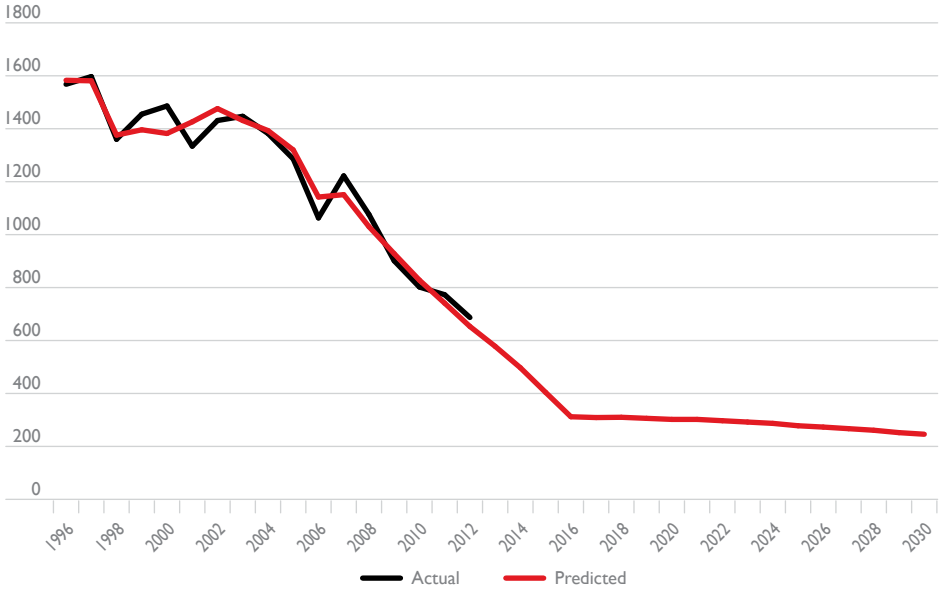


Figure 4.141 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

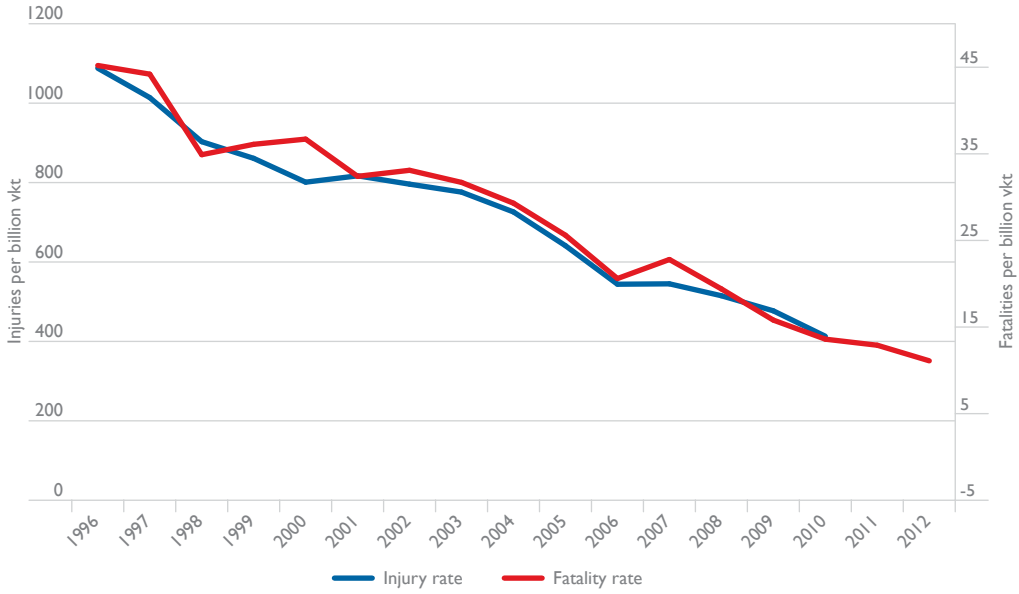
Figure 4.141 Actual/predicted Czech road deaths



Lacking data on Czech traffic by vehicle type, the denominator in the fatality and injury rate calculations was total (un-weighted) vehicle kilometres travelled.

In the Czech Republic, the injury rate (road injuries per billion vkt) moved in sync with the fatality rate. This is shown in Figure 4.142.

Figure 4.142 Czech injury and fatality rates



A model of the injury rate was constructed using the fatality rate. The regression results are shown in Table 4.46.

Table 4.46 Regression results for predicting the Czech injury rate

Regression Statistics	
Multiple R	0.9860198
R Square	0.9722351
Adjusted R Square	0.9700994
Standard Error	34.6497454
Observations	15

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	1	546536.5495	546536.54	455.217673	1.6774E-11
Residual	13	15607.86314	1200.6048		
Total	14	562144.4126			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	123.79078	29.69214	4.16914	0.00110	59.64482	187.93675
FatalRate	20.53164	0.96231	21.33583	0.00000	18.45270	22.61058

Figure 4.143 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.144 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.143 Actual and predicted Czech injury rate

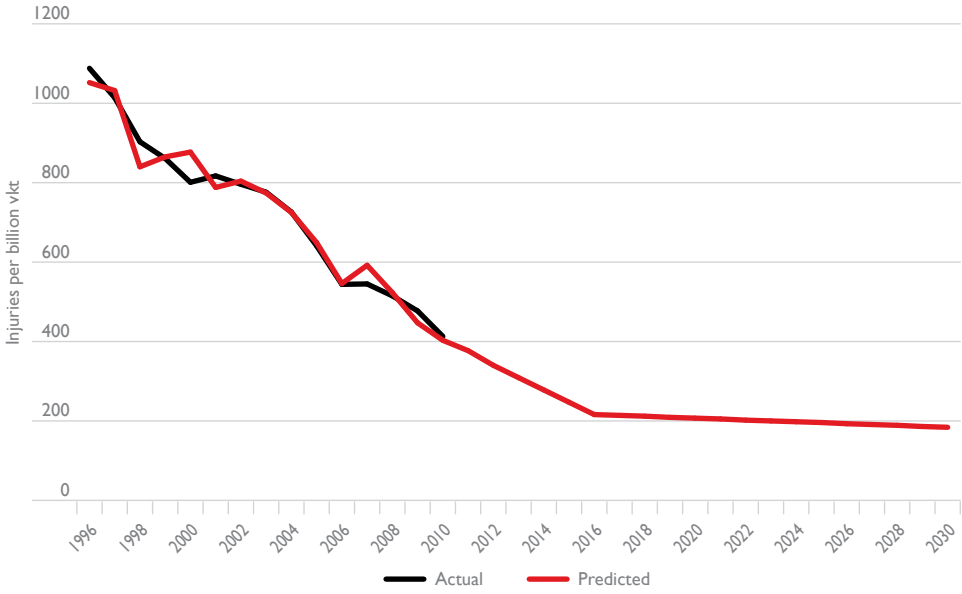
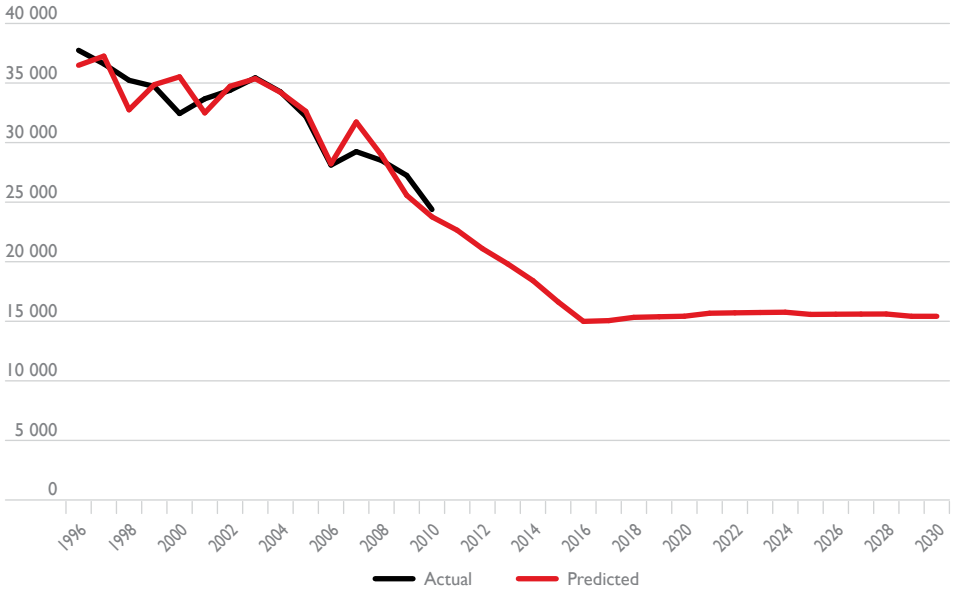


Figure 4.144 Actual and predicted Czech road injuries



4.7 Denmark

For Denmark, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, alcohol deaths per vkt and a dummy variable for the introduction of speed cameras in 1991 and increases in 1996. As well, dummy variables were included in the period prior to 1973 for higher speed limits and the fatalities peak in 1970-71. The results are shown in Table 4.47.

Table 4.47 Regression results for predicting the Danish fatality rate

Regression Statistics	
Multiple R	0.9955961
R Square	0.9912116
Adjusted R Square	0.9901398
Standard Error	0.8860933
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	3630.773992	726.15479	924.84786	5.33522E-41
Residual	41	32.19161529	0.7851613		
Total	46	3662.965607			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	17.009100	1.840962	9.239247	0.000000	13.291202	20.726997
Seat belts	-0.125322	0.017714	-7.074786	0.000000	-0.161095	-0.089548
SpeedLimits	5.387422	0.752069	7.163467	0.000000	3.868587	6.906256
Alcohol	0.921971	0.249446	3.696080	0.000642	0.418205	1.425736
Dum7071	5.277569	0.743477	7.098497	0.000000	3.776087	6.779051
Speedcams	-0.839246	0.386344	-2.172276	0.035671	-1.619484	-0.059008

Figure 4.145 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.145 Actual/predicted Danish fatality rate

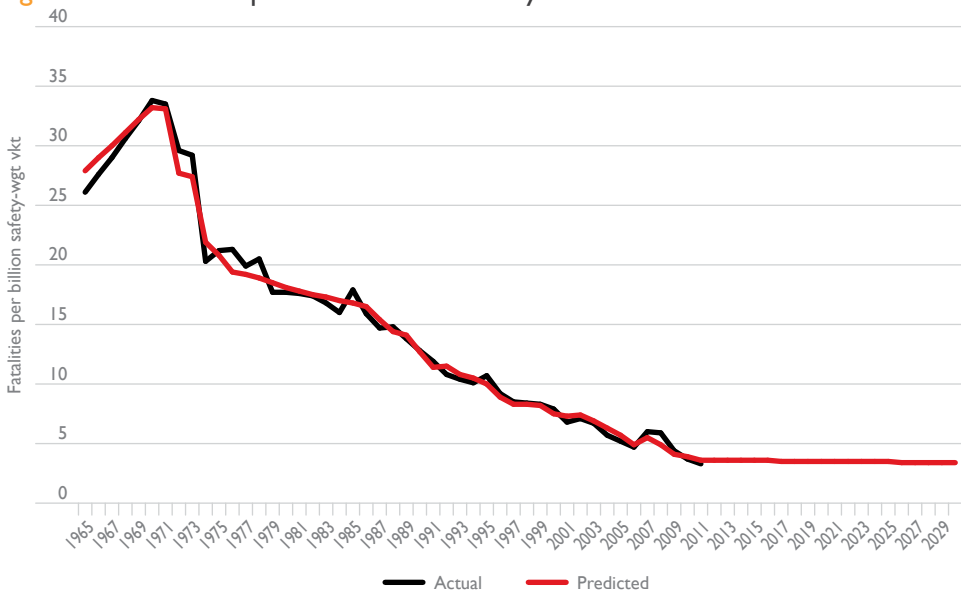


Figure 4.146 shows the components of the Danish fatality prediction/forecast. A major influence is the increase in seat belt wearing. From the mid-80s, alcohol control starts to have an effect, as do speed cameras from the early 90s.

Figure 4.146 Components of the Danish fatality rate prediction

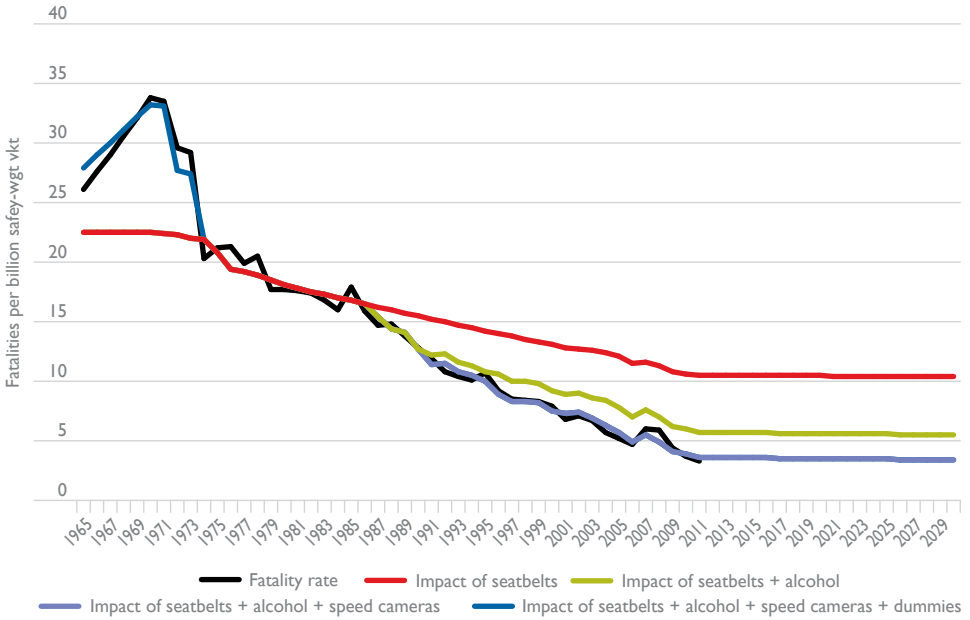
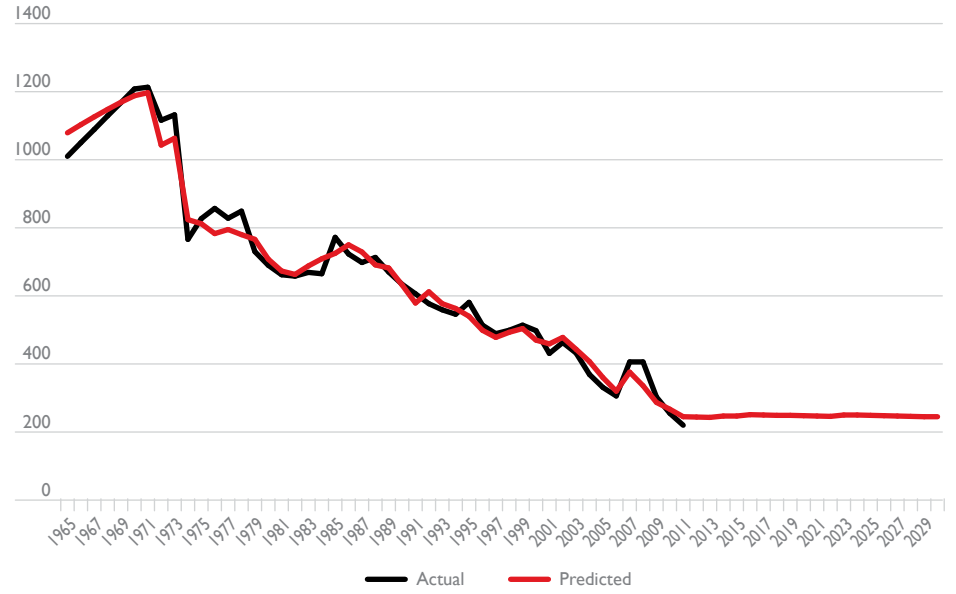


Figure 4.147 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

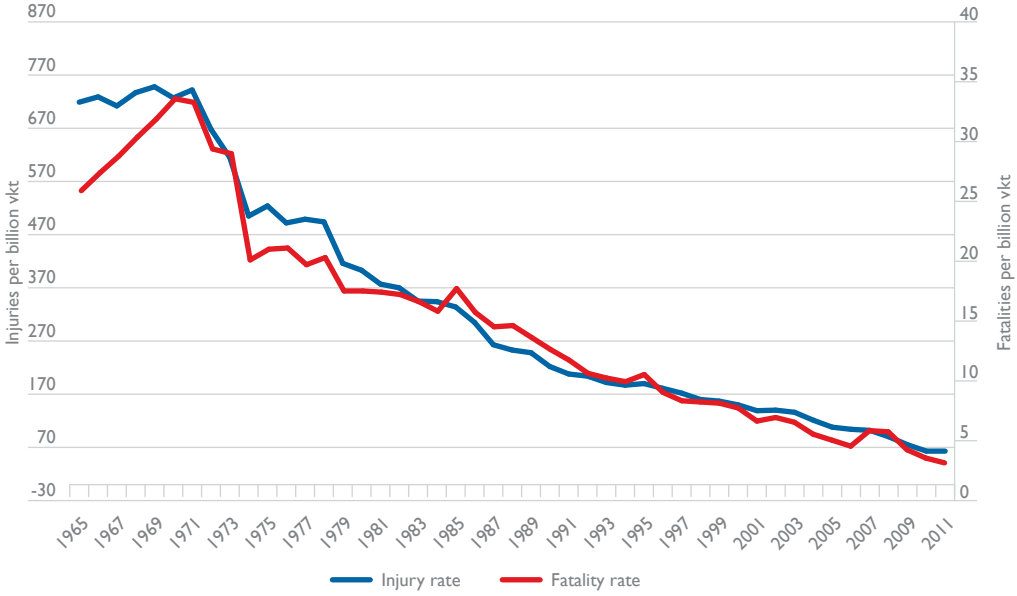
Figure 4.147 Actual/predicted Danish road deaths



The safety weights applied in Denmark were cars, light commercial vehicles and other vehicles 1.0, motorcycles 12.0, buses 1.5, trucks 2.0 and mopeds 6.0. The injury weighted vkt calculation has motorcycles at 9.0 and mopeds at 4.5.

In Denmark, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate. This is shown in Figure 4.148.

Figure 4.148 Danish injury and fatality rates



A model of the injury rate was constructed using the fatality rate and a dummy variable. The regression results are shown in Table 4.48.

Table 4.48 Regression results for predicting the Danish injury rate

Regression Statistics	
Multiple R	0.9909971
R Square	0.9820752
Adjusted R Square	0.9812604
Standard Error	30.7202402
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	2	2275052.419	1137526.2	1205.34729	3.76717E-39
Residual	44	41524.25908	943.73316		
Total	46	2316576.678			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	-29.091063	9.536737	-3.050421	0.003863	-48.311094	-9.871032
FatalRate	24.580929	0.508629	48.327828	0.000000	23.555855	25.606003
Dum8595	-57.187969	10.297735	-5.553451	0.000002	-77.941690	-36.434248

Figure 4.149 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.150 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.149 Actual and predicted Danish injury rate

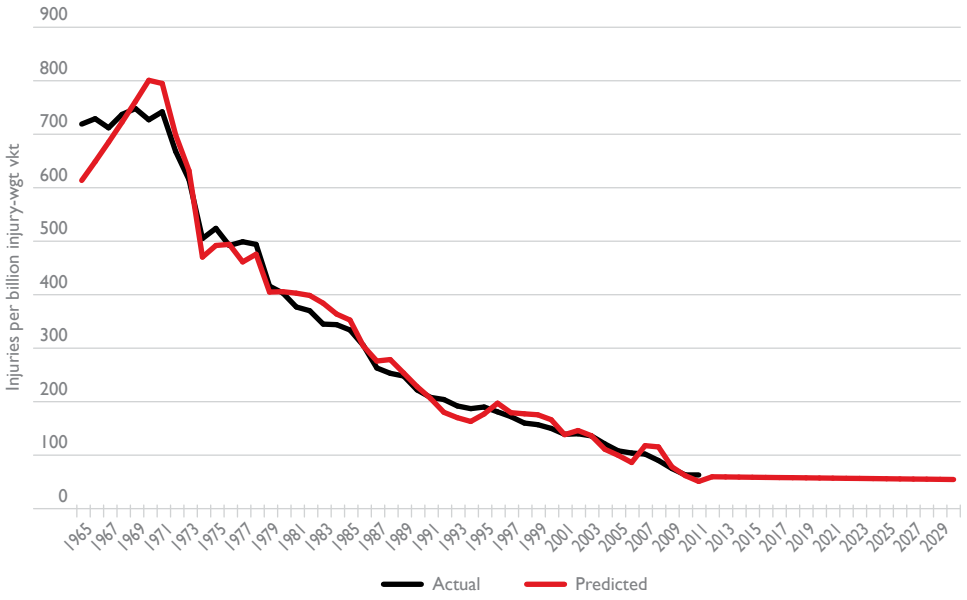
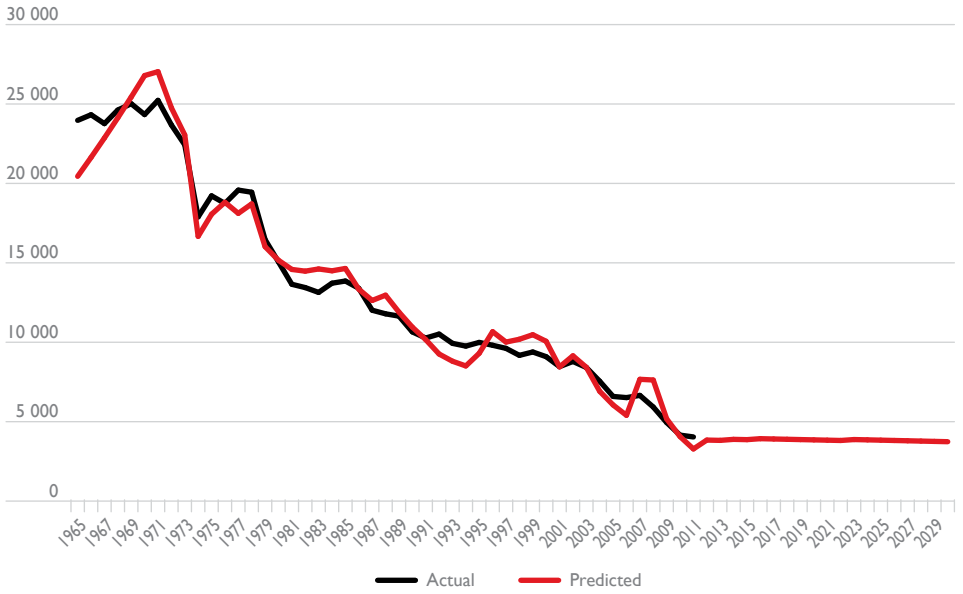


Figure 4.150 Actual and predicted Danish road injuries



4.8 Finland

For Finland, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of alcohol deaths per vkt and speed fines per vkt, as well as a dummy variable and a time trend prior to 1973. The results are shown in Table 4.49.

Table 4.49 Regression results for predicting the Finnish fatality rate

Regression Statistics	
Multiple R	0.9940780
R Square	0.9881911
Adjusted R Square	0.9867853
Standard Error	1.4203631
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	7090.548715	1418.109	702.9283	2.54858E-39
Residual	42	84.73211847	2.017431		
Total	47	7175.280833			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	17.408412	2.276334	7.647565	0.000000	12.814584	22.002240
Seat belts	-0.220491	0.017597	-12.52978	0.000000	-0.256004	-0.184979
Alcdths/vkt	4.080406	0.484054	8.429656	0.000000	3.103546	5.057266
Timeles73	1.229333	0.184329	6.669223	0.000000	0.857341	1.601324
Dumles74	2.373011	1.483486	1.599618	0.117180	-0.620786	5.366807
SpFines/vkt	-0.000238	0.000194	-1.228629	0.226051	-0.000630	0.000153

Figure 4.151 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.151 Actual/predicted Finnish fatality rate

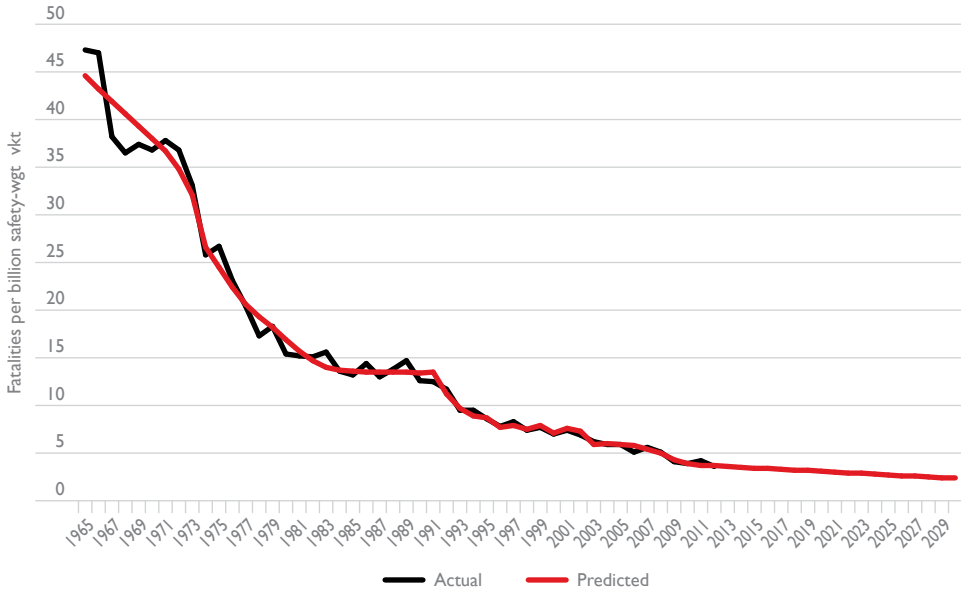


Figure 4.152 shows the components of the Finnish fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 90s, alcohol control starts to have an effect, as does speed control from the early 2000s.

Figure 4.152 Components of the Finnish fatality rate prediction

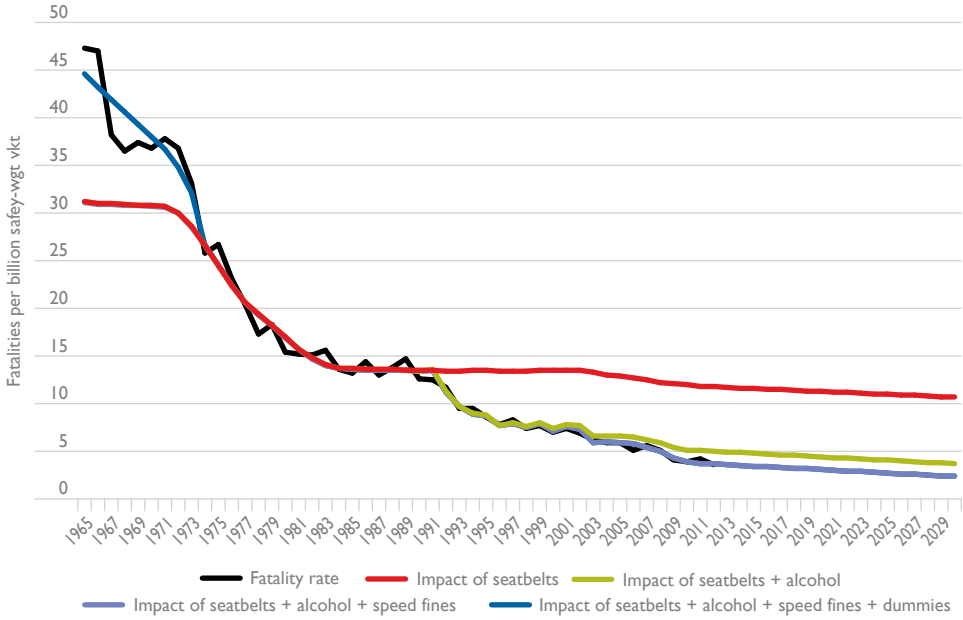
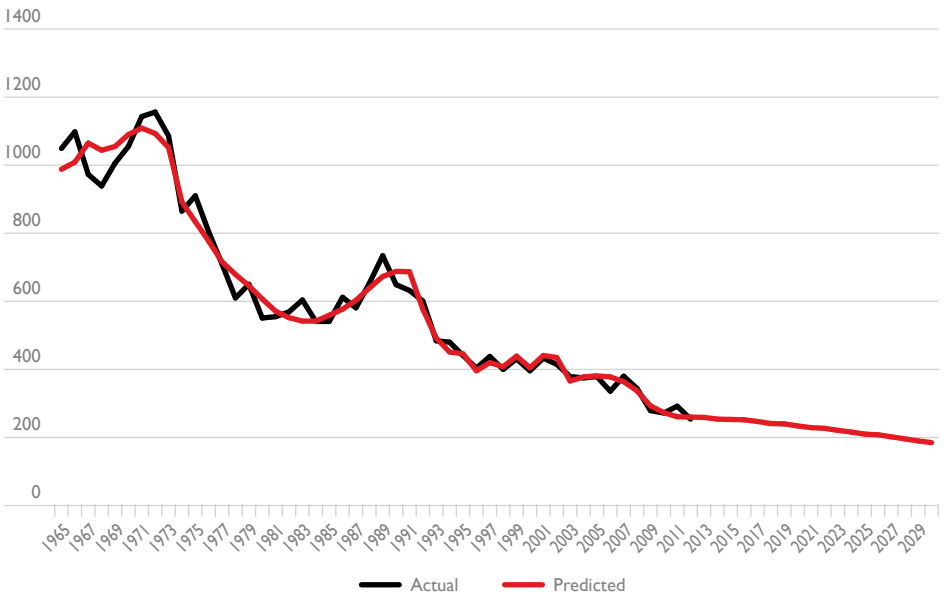


Figure 4.153 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

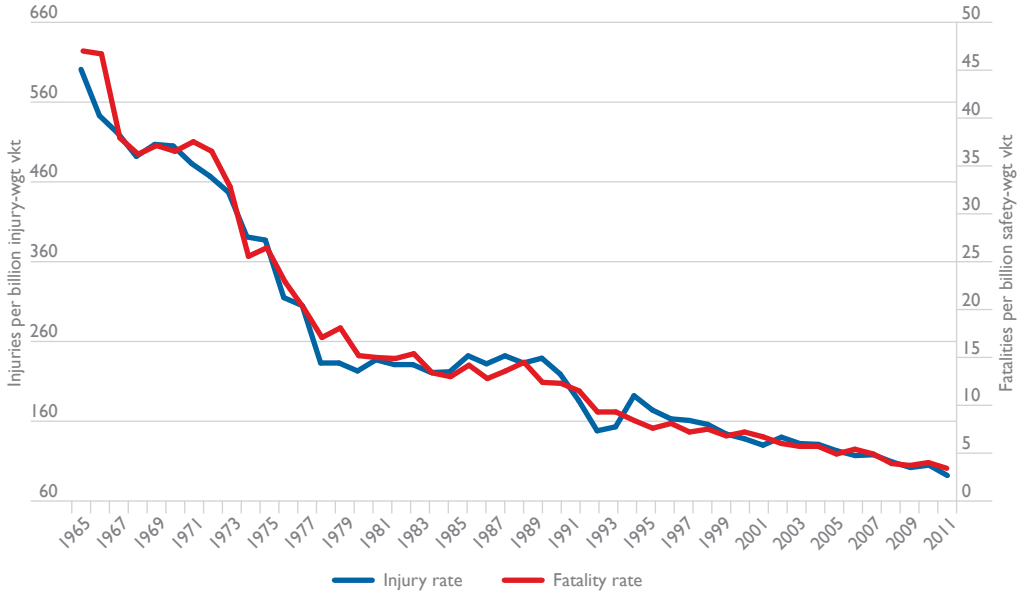
Figure 4.153 Actual/predicted Finnish road deaths



The safety weights applied in Finland were cars, light commercial vehicles and other vehicles 1.0, motorcycles 6.0, buses 1.5, trucks 2.0 and mopeds 3.0. The injury weighted vkt calculation has motorcycles at 10.0 and mopeds at 5.0.

In Finland, the injury rate (road injuries per billion injury-weighted vkt) moved roughly in sync with the fatality rate. This is shown in Figure 4.154.

Figure 4.154 Finnish injury and fatality rates



A model of the injury rate was constructed using the fatality rate and a dummy variable from 2007 on. The regression results are shown in Table 4.50.

Table 4.50 Regression results for predicting the Finnish injury rate

Regression Statistics	
Multiple R	0.992021
R Square	0.984106
Adjusted R Square	0.983384
Standard Error	18.136794
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	2	896172.9221	448086.46	1362.1997	2.67255E-40
Residual	44	14473.50475	328.94328		
Total	46	910646.4269			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	68.325649	5.058516	13.507055	0.000000	58.130881	78.520418
FatalRate	11.227514	0.230919	48.620975	0.000000	10.762127	11.692901
Dum07on	-9.348847	9.142921	-1.022523	0.312123	-27.775193	9.077499

Figure 4.155 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.156 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.155 Actual and predicted Finnish injury rate

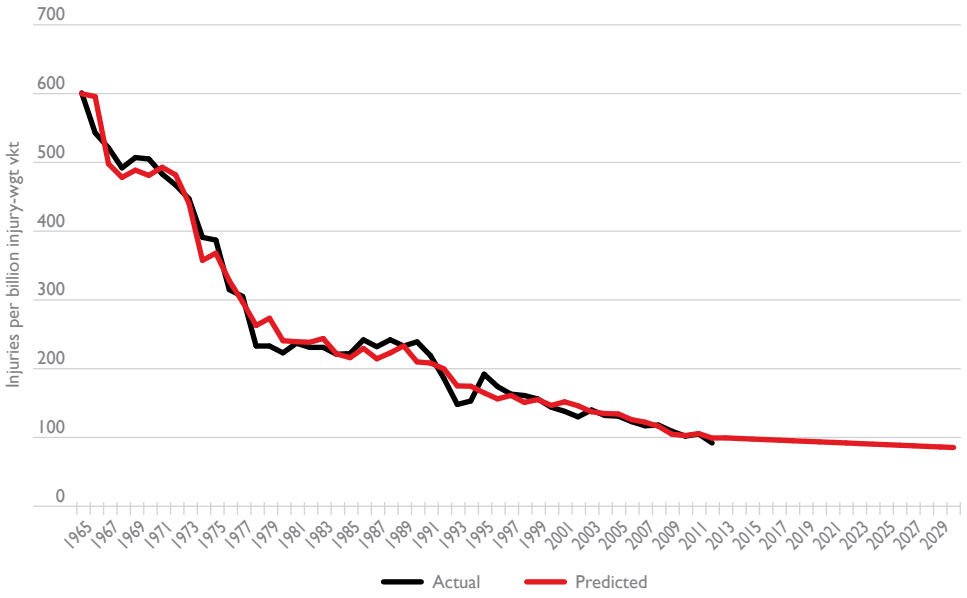
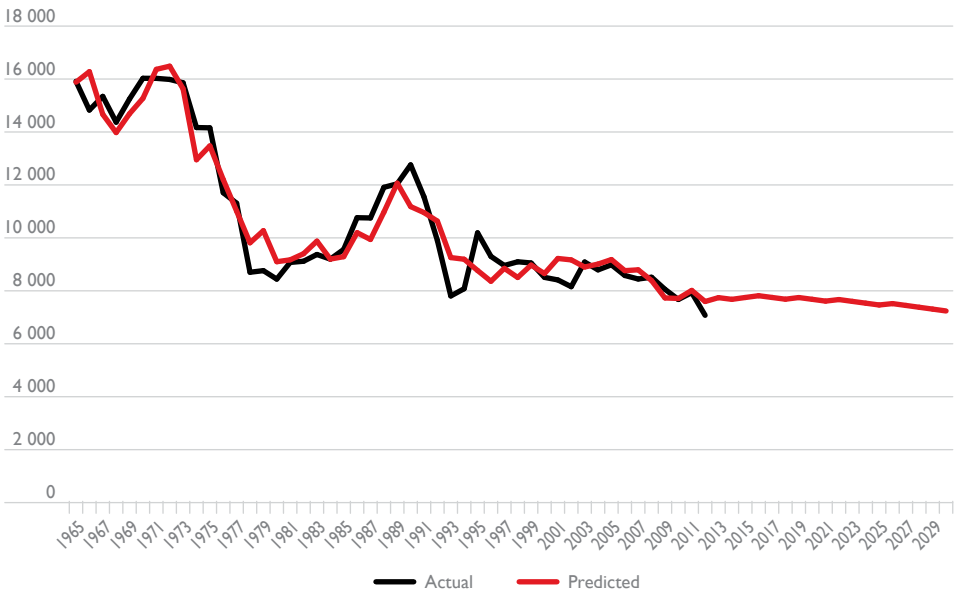


Figure 4.156 Actual and predicted Finnish road injuries



4.9 France

For France, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, as well as dummy variables, two of which represent changes in speed and other laws affecting traffic. The results are shown in Table 4.51.

Table 4.51 Regression results for predicting the French fatality rate

Regression Statistics	
Multiple R	0.9956359
R Square	0.9912909
Adjusted R Square	0.9904992
Standard Error	1.7799184
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	15866.50849	3966.6271	1252.048	1.09017E-44
Residual	44	139.3968178	3.1681094		
Total	48	16005.9053			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	54.021026	0.663007	81.478870	0.000000	52.684824	55.357228
Seat belts	-0.473259	0.013317	-35.53831	0.000000	-0.500097	-0.446421
Dumpre65	10.314777	1.221076	8.447287	0.000000	7.853861	12.775693
50urban	-1.447701	0.865666	-1.672355	0.101552	-3.192336	0.296935
03laws	-2.170571	0.804584	-2.697756	0.009860	-3.792103	-0.549039

Figure 4.157 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.157 Actual/predicted French fatality rate

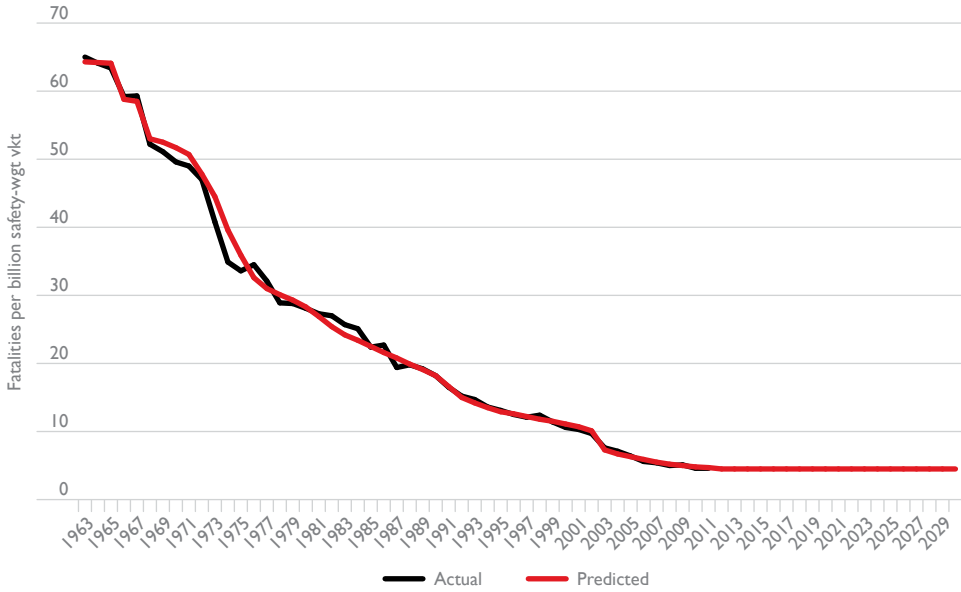


Figure 4.158 shows the components of the French fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 90s, the reduction in the urban speed limit to 50 km/hr starts to have an effect, as do new traffic laws in 2003.

Figure 4.158 Components of the French fatality rate prediction

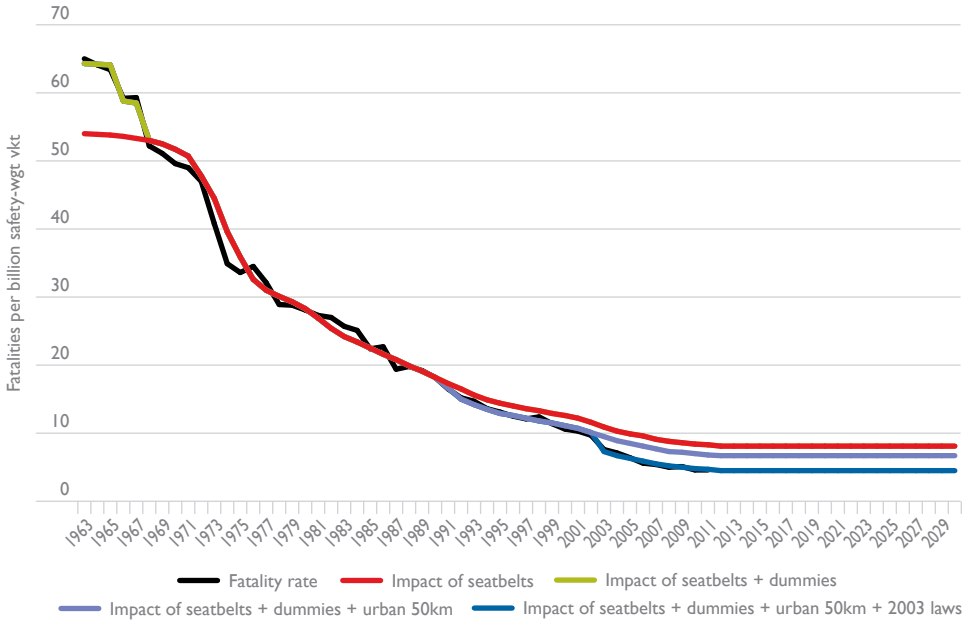
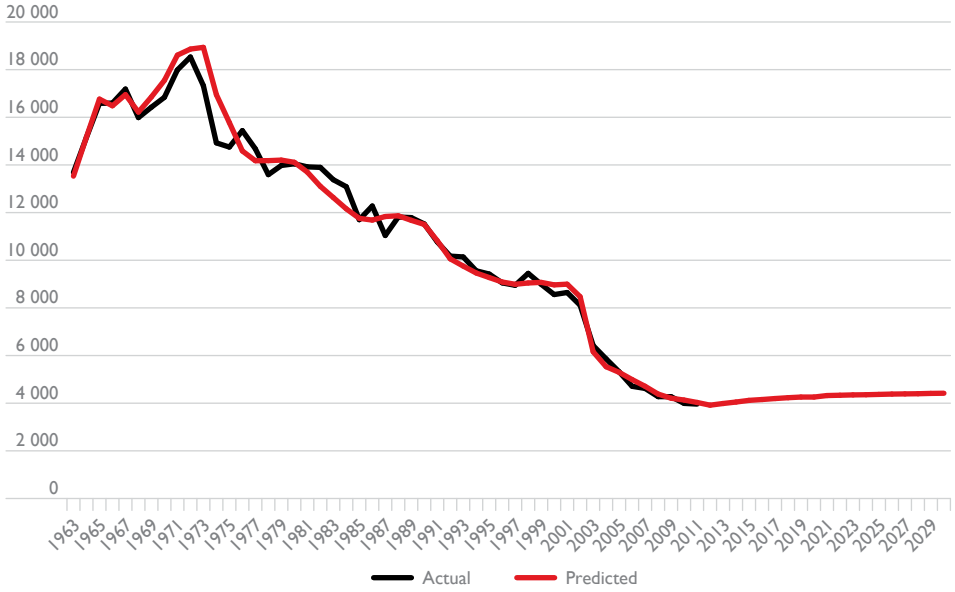


Figure 4.159 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

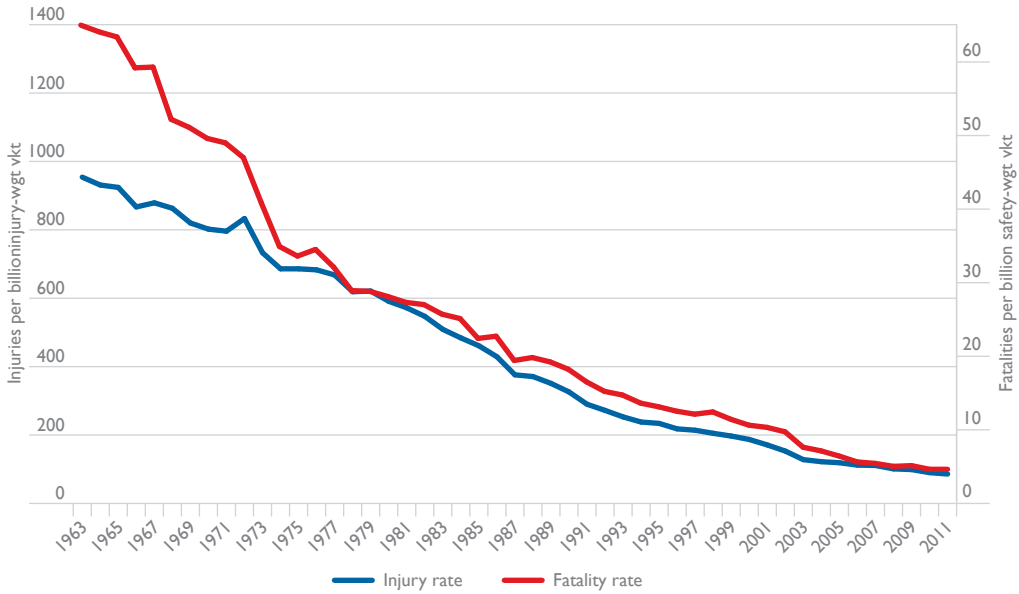
Figure 4.159 Actual/predicted French road deaths



The safety weights applied in France were cars, light commercial vehicles and other vehicles 1.0, motorcycles 20.0, buses 1.5, trucks 2.0 and mopeds 10.0. The injury weighted vkt calculation has motorcycles at 30.0 and mopeds at 15.0.

In France, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate, except early in the period. This is shown in Figure 4.160.

Figure 4.160 French injury and fatality rates



A model of the injury rate was constructed using the fatality rate, two dummy variables and a time trend prior to 1988. The regression results are shown in Table 4.52.

Table 4.52 Regression results for predicting the French injury rate

Regression Statistics	
Multiple R	0.9988514
R Square	0.9977042
Adjusted R Square	0.9974955
Standard Error	14.2974998
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	3908795.43	977198.85	4780.383	2.00111E-57
Residual	44	8994.414026	204.41850		
Total	48	3917789.844			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	69.276109	8.461770	8.186953	0.000000	52.222533	86.329685
FatalRate	14.688031	0.252530	58.163545	0.000000	14.179090	15.196971
Dumpre66	-71.865078	11.343584	-6.335306	0.000000	-94.726570	-49.003587
Dumpre73	-4.832204	0.831540	-5.811152	0.000001	-6.508062	-3.156346
Timepre88	10.245268	0.612795	16.718926	0.000000	9.010262	11.480274

Figure 4.161 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.162 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.161 Actual and predicted French injury rate

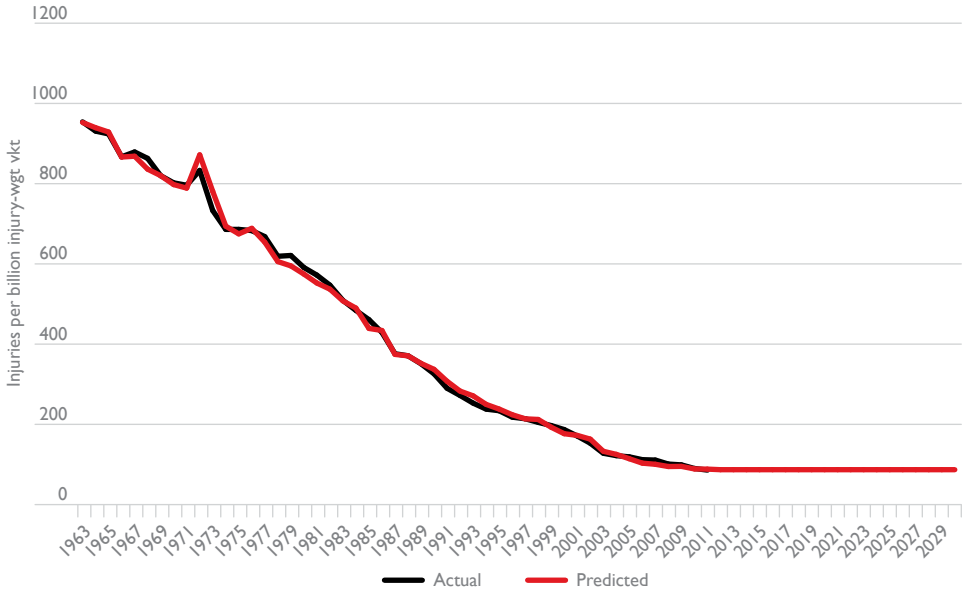
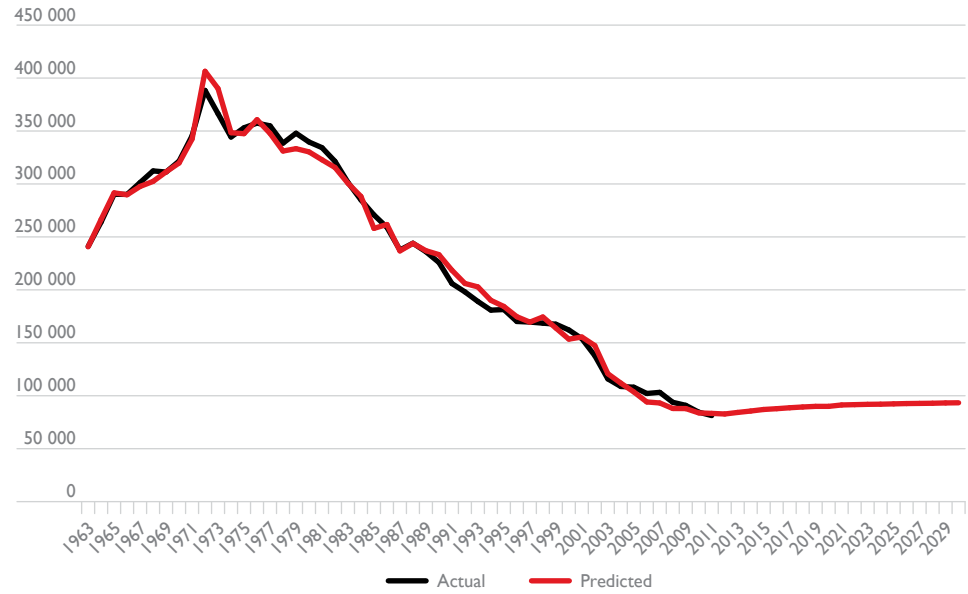


Figure 4.162 Actual and predicted French road injuries



4.10 Germany

For Germany, a model of the natural log of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of alcohol deaths per total deaths and real petrol price, as well as a dummy variable representing speed control measures and a time trend prior to 1979. The results are shown in Table 4.53.

Table 4.53 Regression results for predicting the log of the German fatality rate

Regression Statistics	
Multiple R	0.9984244
R Square	0.9968514
Adjusted R Square	0.9964765
Standard Error	0.0547951
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	39.92456776	7.9849135	2659.4218	2.26935E-51
Residual	42	0.126104993	0.0030025		
Total	47	40.05067275			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	-0.804536	0.317519	-2.533819	0.015102	-1.445315	-0.163756
Seat belts	-0.009564	0.000690	-13.86142	0.000000	-0.010956	-0.008172
Alcohol	1.522264	0.097363	15.635008	0.000000	1.325778	1.718749
Pre79time	0.037706	0.004399	8.572283	0.000000	0.028829	0.046582
Speeddum	-0.115843	0.022924	-5.053436	0.000009	-0.162105	-0.069581
Petrol	-0.429742	0.077112	-5.572983	0.000002	-0.585360	-0.274125

Figure 4.163 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.163 Actual/predicted German fatality rate

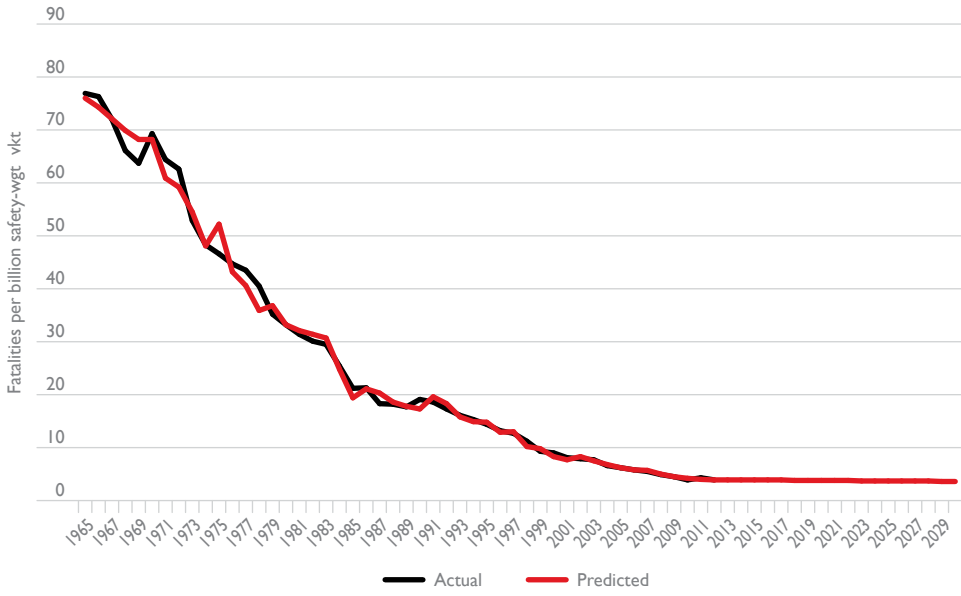


Figure 4.164 shows the components of the German fatality prediction/forecast. Major influences are the increase in seat belt wearing and the 'learning' effect prior to 1979. From the mid-1990s, alcohol and speed controls start to have an effect.

Figure 4.164 Components of the German fatality rate prediction

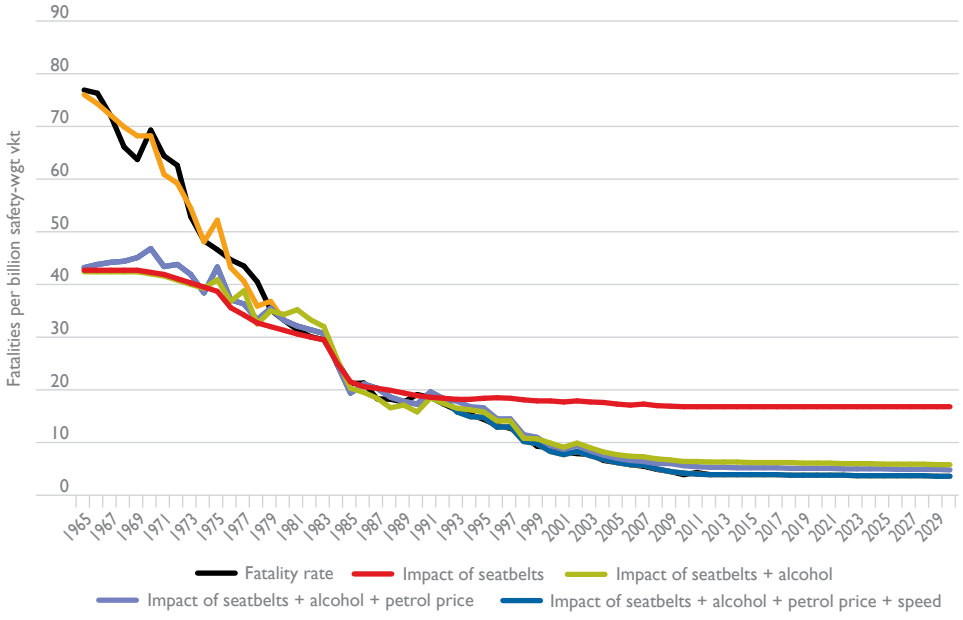
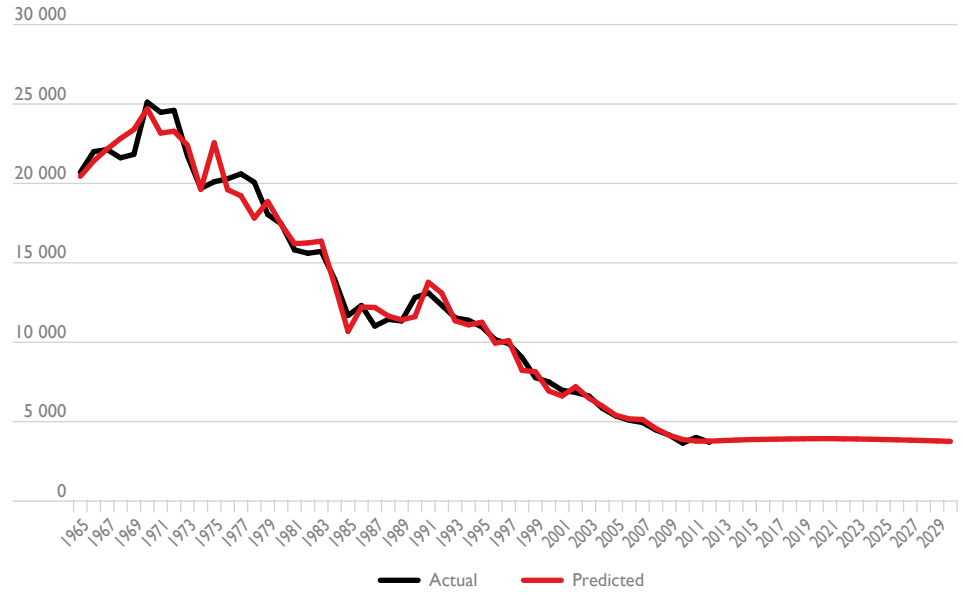


Figure 4.165 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

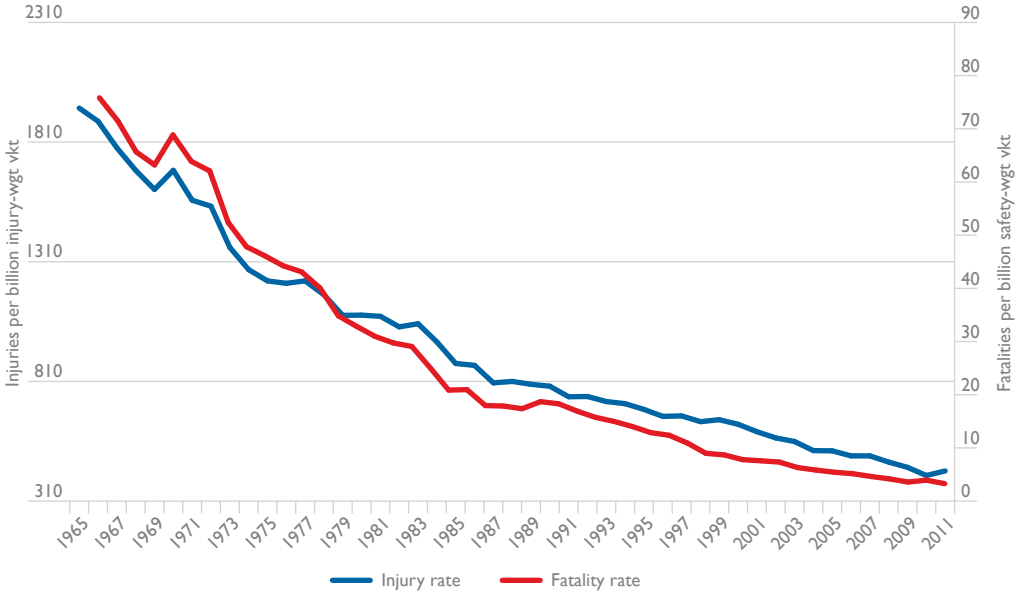
Figure 4.165 Actual/predicted German road deaths



The safety weights applied in x were cars, light commercial vehicles and other vehicles 1.0, motorcycles 10.0, buses 1.5, trucks 2.0 and mopeds 5.0. The injury weighted vkt calculation has motorcycles at 7.0 and mopeds at 3.5.

In Germany, the injury rate (road injuries per billion injury-weighted vkt) moved roughly in sync with the fatality rate over the period. This is shown in Figure 4.166.

Figure 4.166 German injury and fatality rates



A model of the injury rate was constructed using the fatality rate, time trends and a dummy variable. The regression results are shown in Table 4.54.

Table 4.54 Regression results for predicting the German injury rate

Regression Statistics	
Multiple R	0.99675371
R Square	0.993517959
Adjusted R Square	0.992900622
Standard Error	36.26263056
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	8465095.400	2116273.850	1609.360	0.000
Residual	42	55229.092	1314.978		
Total	46	8520324.492			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	417.65914	29.59346	14.11322	1.54E-17	357.93711	477.38116
FatalRate	20.00221	1.45506	13.74665	3.83E-17	17.06578	22.93864
Pre82time	-6.00430	5.05837	-1.18700	0.24189677	-16.21251	4.20390
Dum99on	46.07058	27.16758	1.69579	0.09732697	-8.75581	100.89697
Time9910	-9.68380	2.86109	-3.38466	0.00155487	-15.45770	-3.90989

Figure 4.167 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.168 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.167 Actual and predicted German injury rate

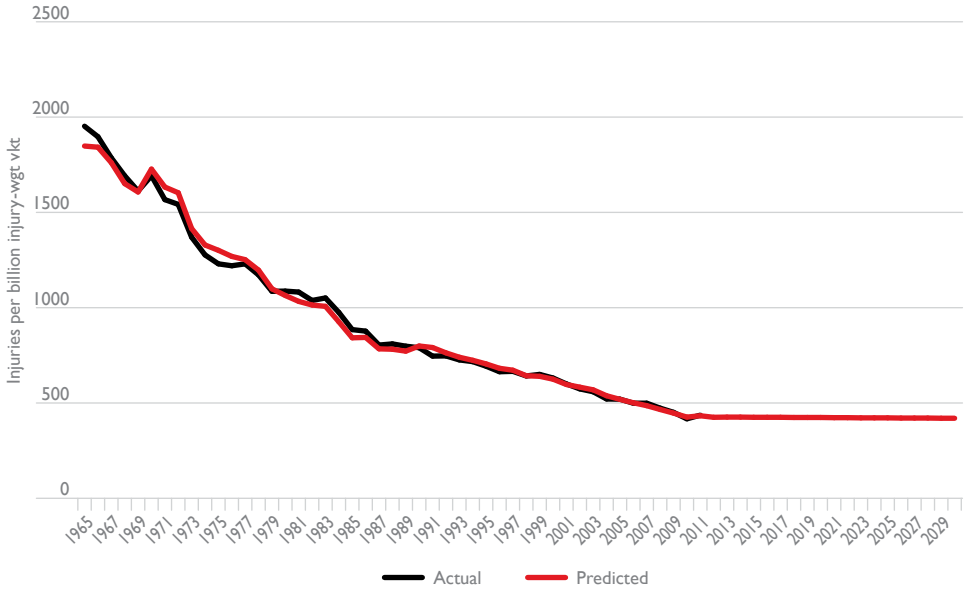
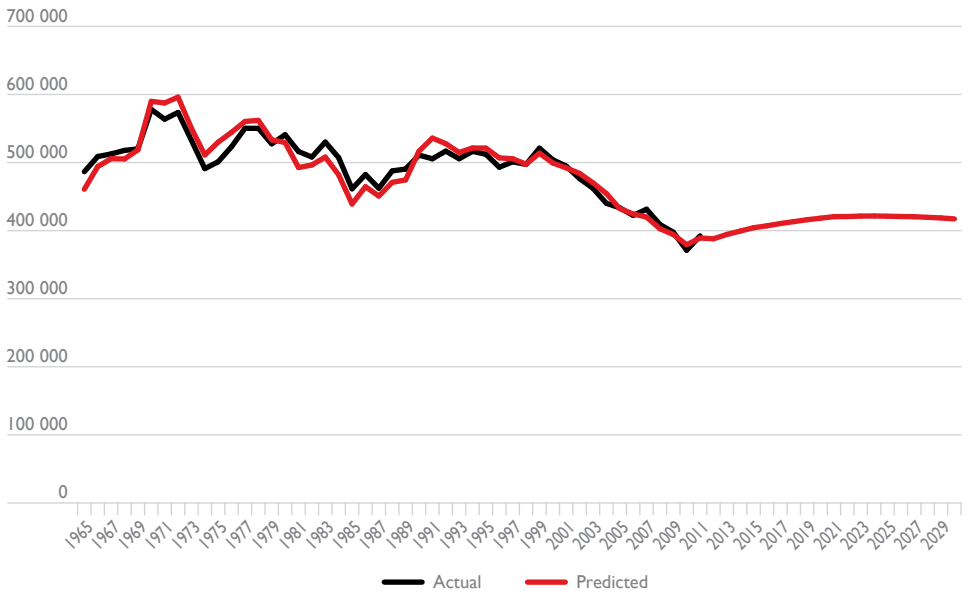


Figure 4.168 Actual and predicted German road injuries



4.11 Hungary

For Hungary, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and dummy variables. The results are shown in Table 4.55.

Table 4.55 Regression results for predicting the Hungarian fatality rate

Regression Statistics	
Multiple R	0.9979162
R Square	0.9958367
Adjusted R Square	0.9944489
Standard Error	1.4480728
Observations	21

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	7523.536452	1504.7072	717.58152	2.70596E-17
Residual	15	31.45372152	2.0969147		
Total	20	7554.990174			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	77.858630	2.896319	26.881923	0.000000	71.685271	84.031988
Seat belts	-0.741507	0.054796	-13.532139	0.000000	-0.858301	-0.624712
Pre 95	14.328287	1.152685	12.430359	0.000000	11.871398	16.785177
Preurban50k	13.797529	1.463475	9.427923	0.000000	10.678206	16.916852
Dum08on	-5.509277	1.530269	-3.600202	0.002625	-8.770969	-2.247586
Dum9901	-7.430837	1.064157	-6.982840	0.000004	-9.699034	-5.162641

Figure 4.169 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.169 Actual/predicted Hungarian fatality rate

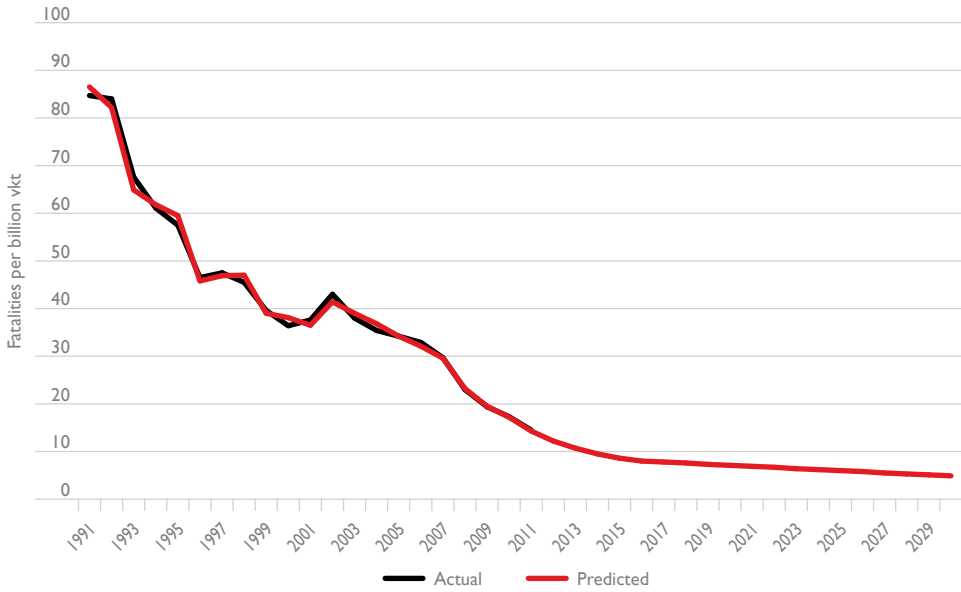


Figure 4.170 shows the components of the Hungarian fatality prediction/forecast. The major influence is the increase in seat belt wearing. The effect of lowering the urban speed limit to 50 km/hr is also important. The dummy from 2008 on, may or may not be capturing the effects of enforcement or law changes.

Figure 4.170 Components of the Hungarian fatality rate prediction

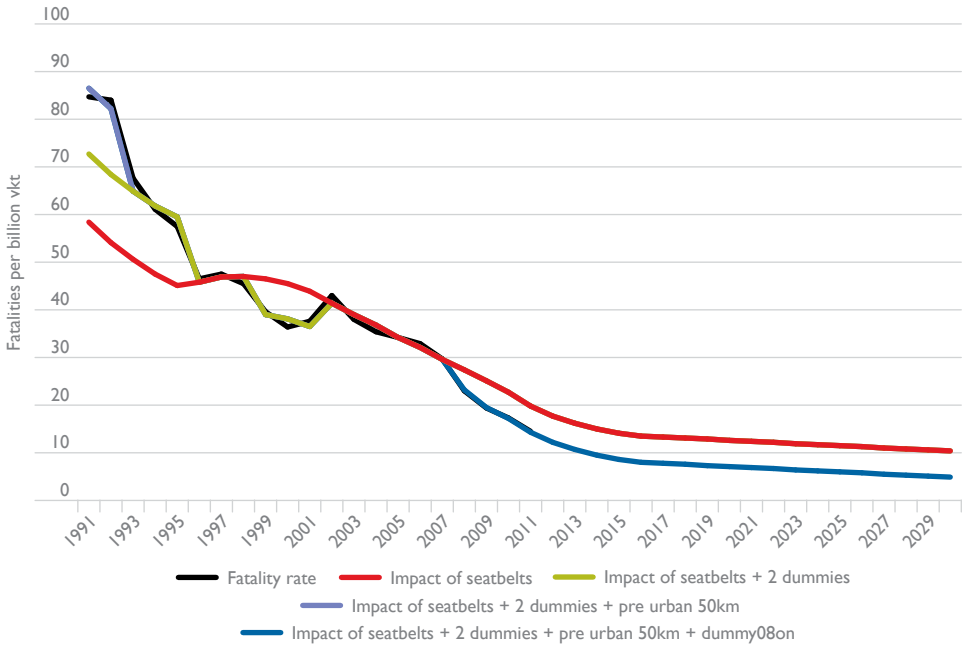
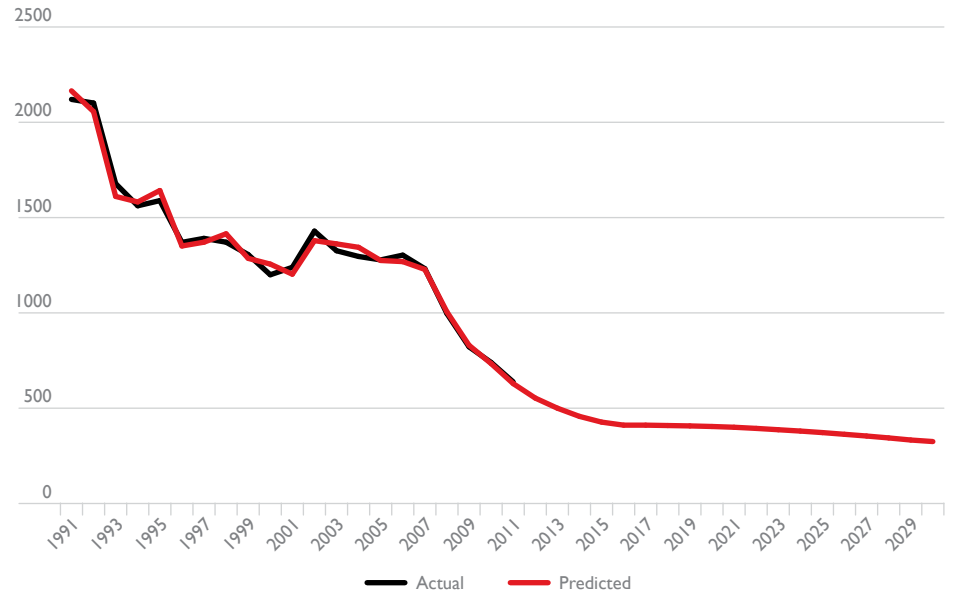


Figure 4.171 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

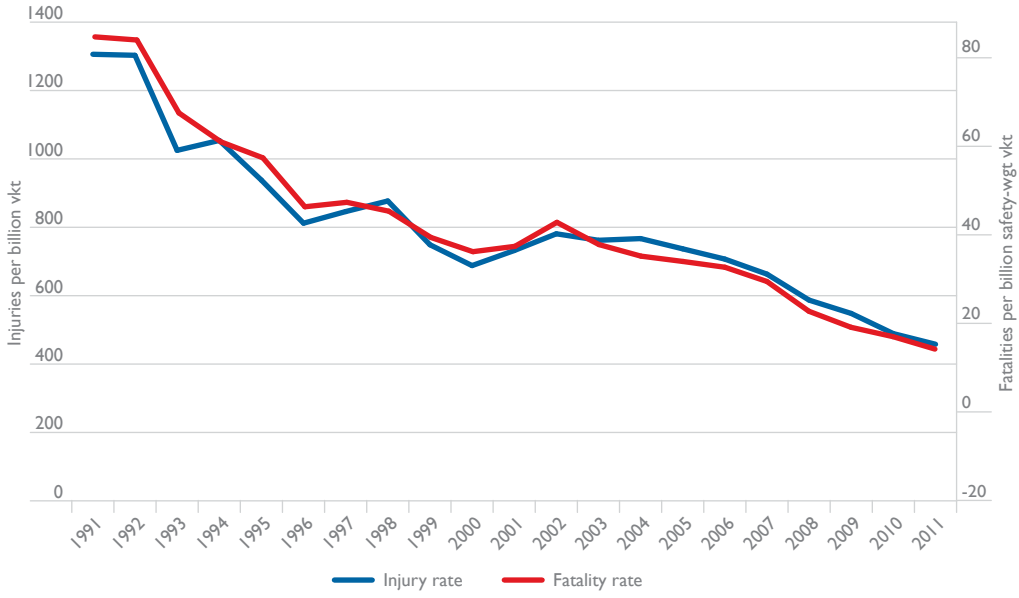
Figure 4.171 Actual/predicted Hungarian road deaths



Lacking data on Hungarian traffic by vehicle type, the denominator in the fatality and injury rate calculations was total (un-weighted) vehicle kilometres travelled.

In Hungary, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate over the period. This is shown in Figure 4.172.

Figure 4.172 Hungarian injury and fatality rates



A model of the injury rate was constructed using the fatality rate. The regression results are shown in Table 4.56.

Table 4.56 Regression results for predicting the Hungarian injury rate

Regression Statistics	
Multiple R	0.9907422
R Square	0.9815702
Adjusted R Square	0.9806002
Standard Error	31.5628168
Observations	21

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	1	1008103.409	1008103.4	1011.9372	6.06675E-18
Residual	19	18928.0167	996.21140		
Total	20	1027031.426			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	308.7060	16.9482	18.2147	0.0000	273.2331	344.1789
FatalRate	11.5514	0.3631	31.8110	0.0000	10.7914	12.3115

Figure 4.173 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.174 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.173 Actual and predicted Hungarian injury rate

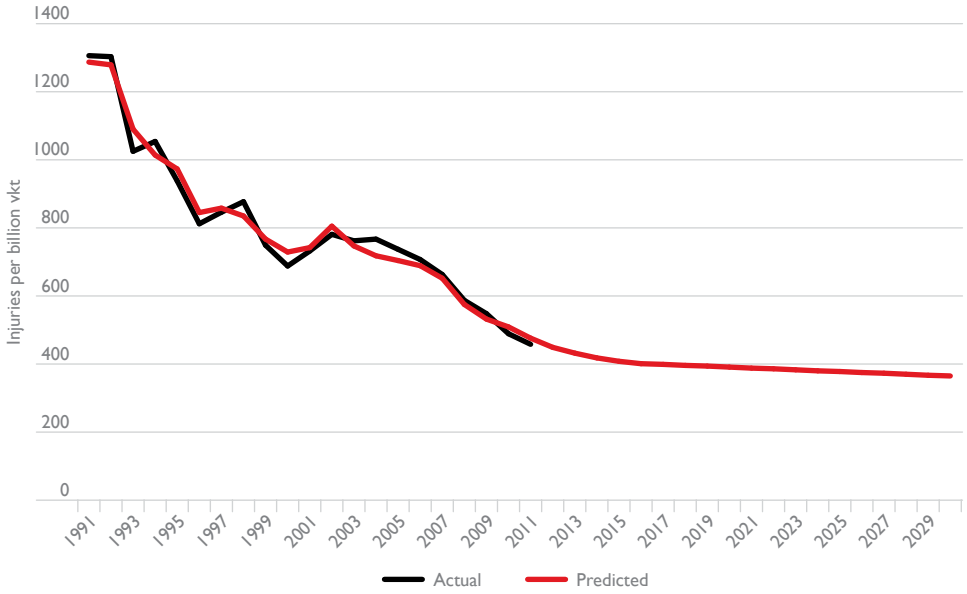
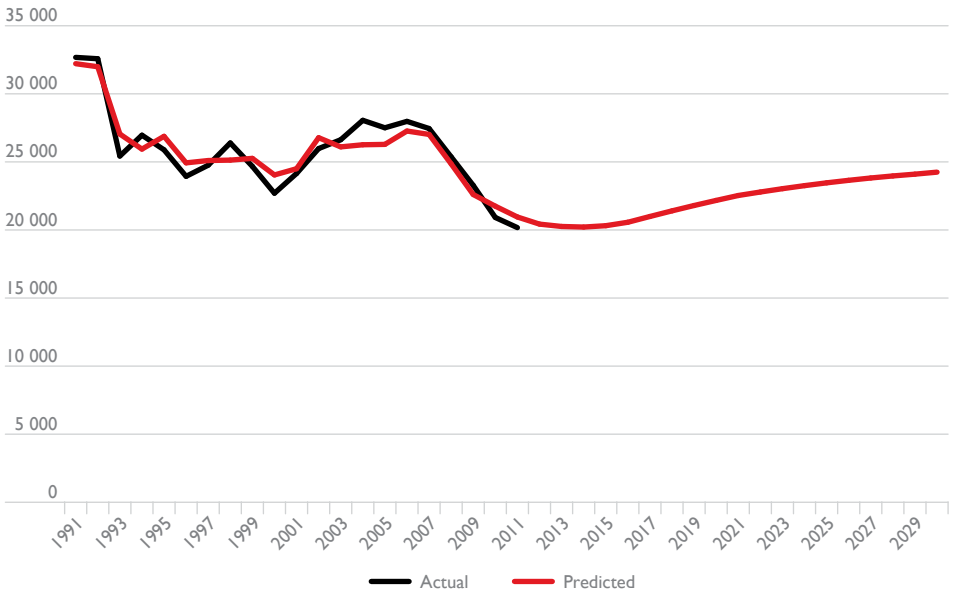


Figure 4.174 Actual and predicted Hungarian road injuries



4.12 Ireland

For Ireland, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, alcohol checks per vkt (RBT) and dummy variables to capture the effects of lowering the legal blood alcohol limit and of the peaking of the fatality rate in the early 70s. The results are shown in Table 4.57.

Table 4.57 Regression results for predicting the Irish fatality rate

Regression Statistics	
Multiple R	0.9933963
R Square	0.9868363
Adjusted R Square	0.9856118
Standard Error	0.9516345
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	2919.281972	729.82049	805.88980	8.1905E-40
Residual	43	38.94115677	0.9056082		
Total	47	2958.223128			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	23.033275	0.272760	84.445296	0.000000	22.483203	23.583348
Seat belts	-0.167916	0.007054	-23.803755	0.000000	-0.182142	-0.153690
RBT	-0.000007	0.000001	-6.266000	0.000000	-0.000010	-0.000005
Dumles77	0.899593	0.075067	11.983874	0.000000	0.748206	1.050980
BAC.5	-0.503466	1.017090	-0.495007	0.623115	-2.554624	1.547691

Figure 4.175 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.175 Actual/predicted Irish fatality rate

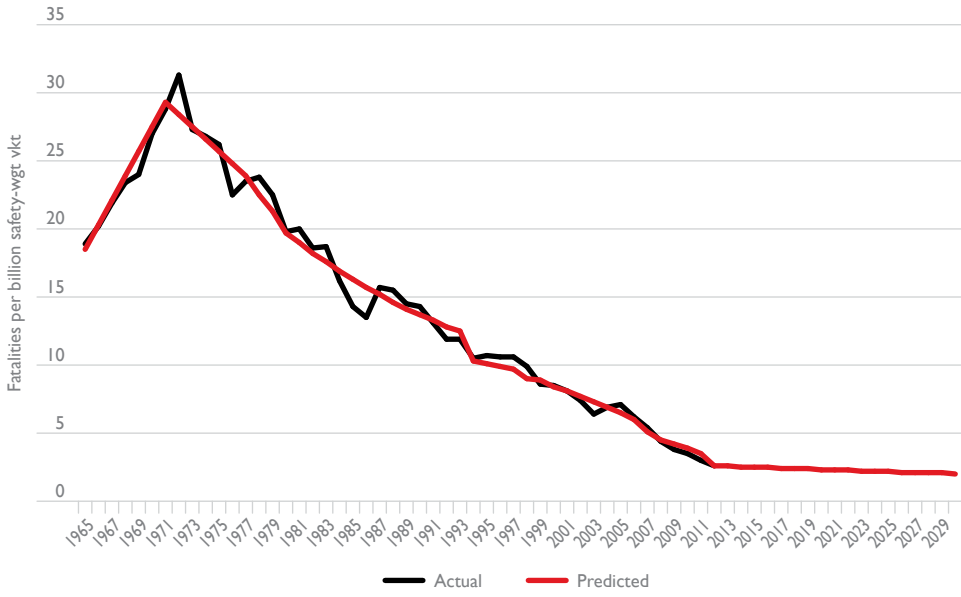


Figure 4.176 shows the components of the Irish fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 90s, alcohol control starts to have an effect.

Figure 4.176 Components of the Irish fatality rate prediction

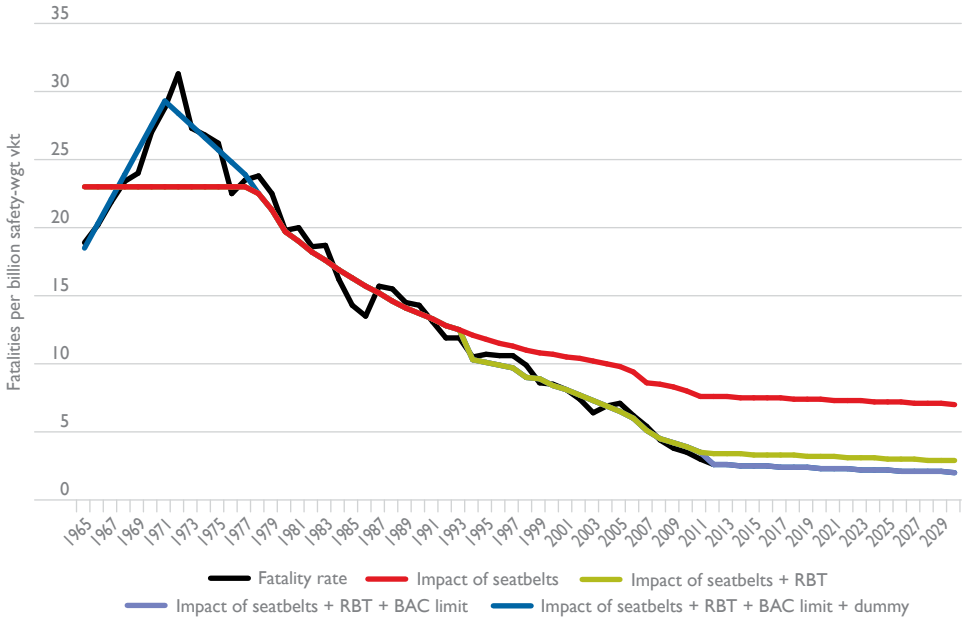
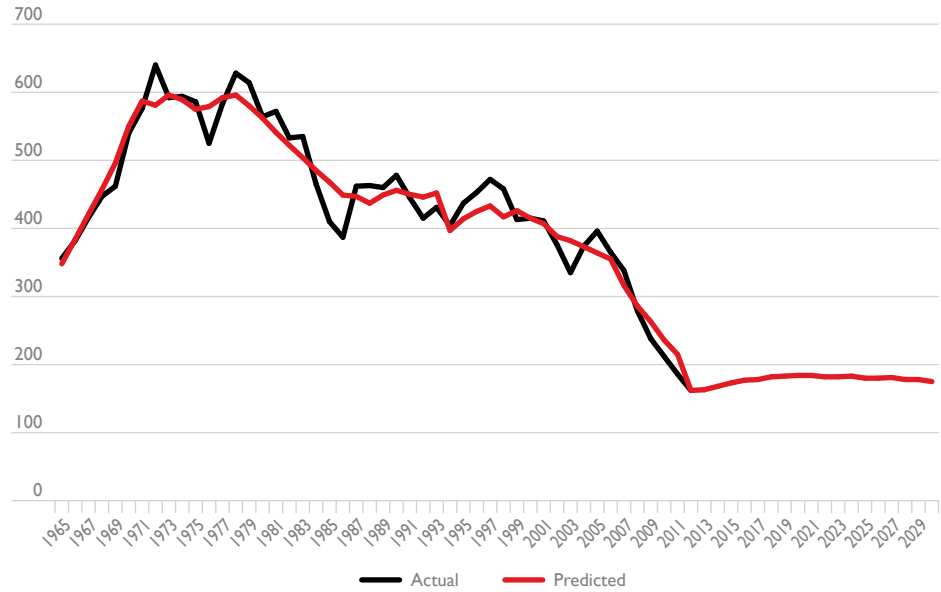


Figure 4.177 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

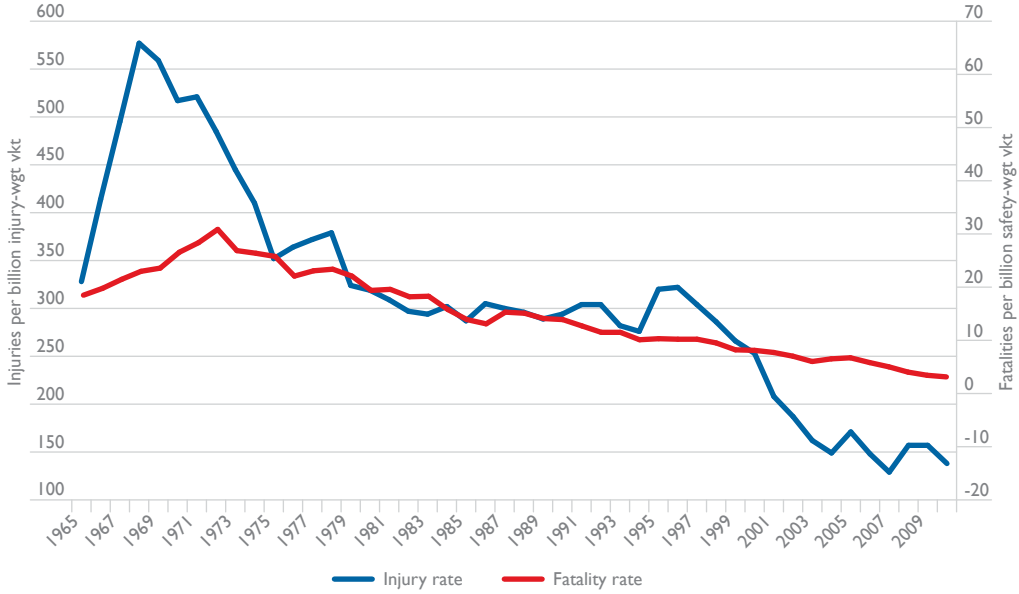
Figure 4.177 Actual/predicted Irish road deaths



The safety weights applied in Ireland were cars, light commercial vehicles and other vehicles 1.0, motorcycles 15.0, buses 1.5, trucks 2.0 and mopeds 7.5. The injury weighted vkt calculation has motorcycles at 10.0 and mopeds at 5.0.

In Ireland, the injury rate (road injuries per billion injury-weighted vkt) has moved roughly in sync with the fatality rate, except at the beginning and end of the period. This is shown in Figure 4.178.

Figure 4.178 Irish injury and fatality rates



A model of the injury rate was constructed using the fatality rate and two time trends, from 1998 to 2004 and prior to 1977. The regression results are shown in Table 4.58.

Table 4.58 Regression results for predicting the Irish injury rate

Regression Statistics	
Multiple R	0.988484
R Square	0.977101
Adjusted R Square	0.975465
Standard Error	17.726288
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	563126.8049	187708.93	597.37814	1.87318E-34
Residual	42	13197.2945	314.22129		
Total	45	576324.0994			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	280.54979	11.58263	24.22159	0.00000	257.17509	303.92449
FatalRate	1.70090	0.68842	2.47072	0.01763	0.31161	3.09019
Time9804	-20.03233	1.51148	-13.25342	0.00000	-23.08263	-16.98203
Timeles77	25.20186	1.37881	18.27794	0.00000	22.41931	27.98442

Figure 4.179 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.180 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.179 Actual and predicted Irish injury rate

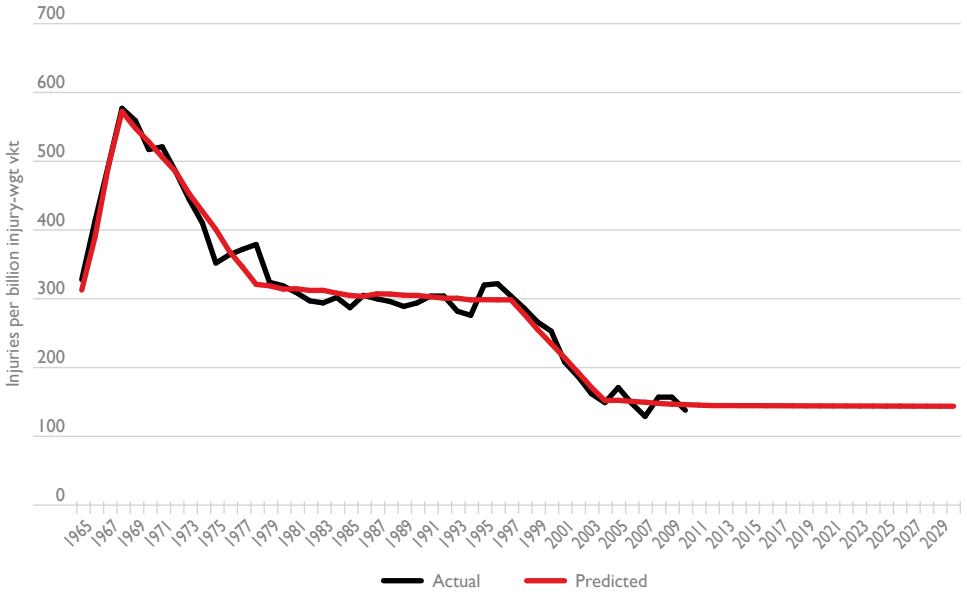
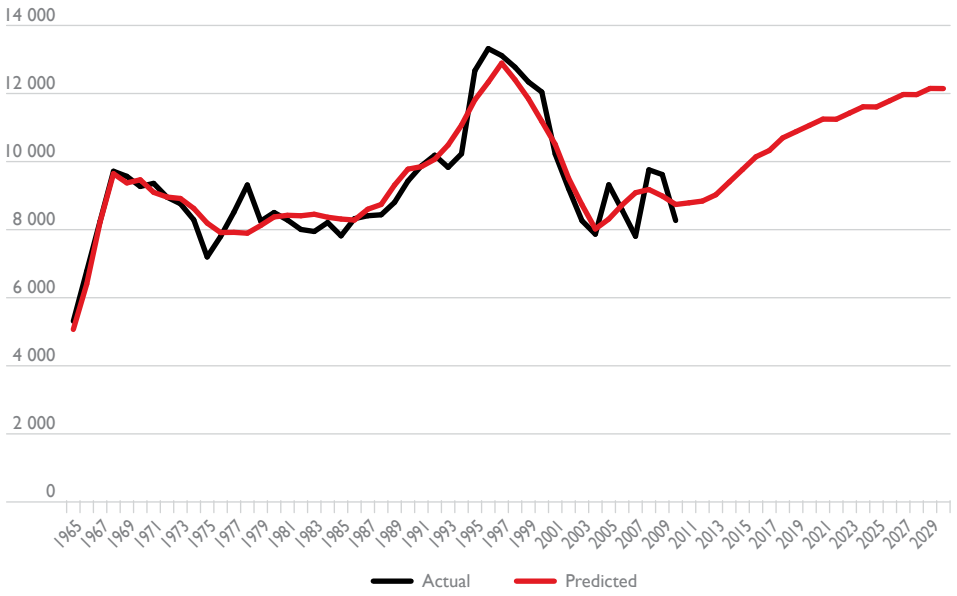


Figure 4.180 Actual and predicted Irish road injuries



4.13 Israel

For Israel, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, alcohol tests per vkt, and a time trend prior to 1973. The results are shown in Table 4.59.

Table 4.59 Regression results for predicting the Israeli fatality rate

Regression Statistics	
Multiple R	0.9934037
R Square	0.9868510
Adjusted R Square	0.9859545
Standard Error	2.2132603
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	16176.20289	5392.0676	1100.7541	2.20724E-41
Residual	44	215.53493	4.8985211		
Total	47	16391.73782			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	51.596920	1.004868	51.346942	0.000000	49.571741	53.622099
Belts	-0.460845	0.019576	-23.540778	0.000000	-0.500299	-0.421391
Alcohol	-0.814020	0.109229	-7.452432	0.000000	-1.034156	-0.593884
Timeles73	0.855604	0.203982	4.194515	0.000130	0.444506	1.266701

Figure 4.181 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.181 Actual/predicted Israeli fatality rate

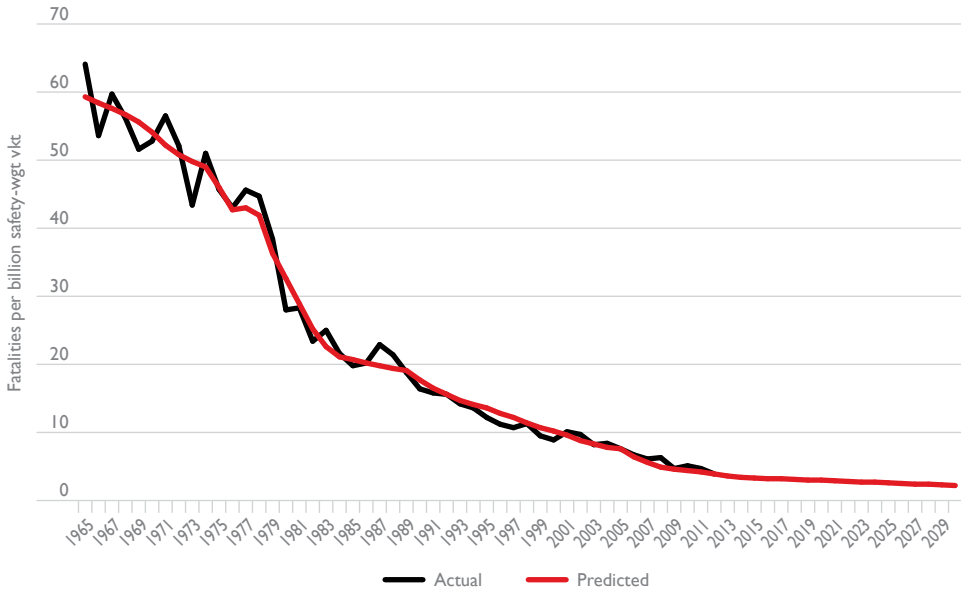


Figure 4.182 shows the components of the Israeli fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 90s, alcohol control starts to have an effect.

Figure 4.182 Components of the Israeli fatality rate prediction

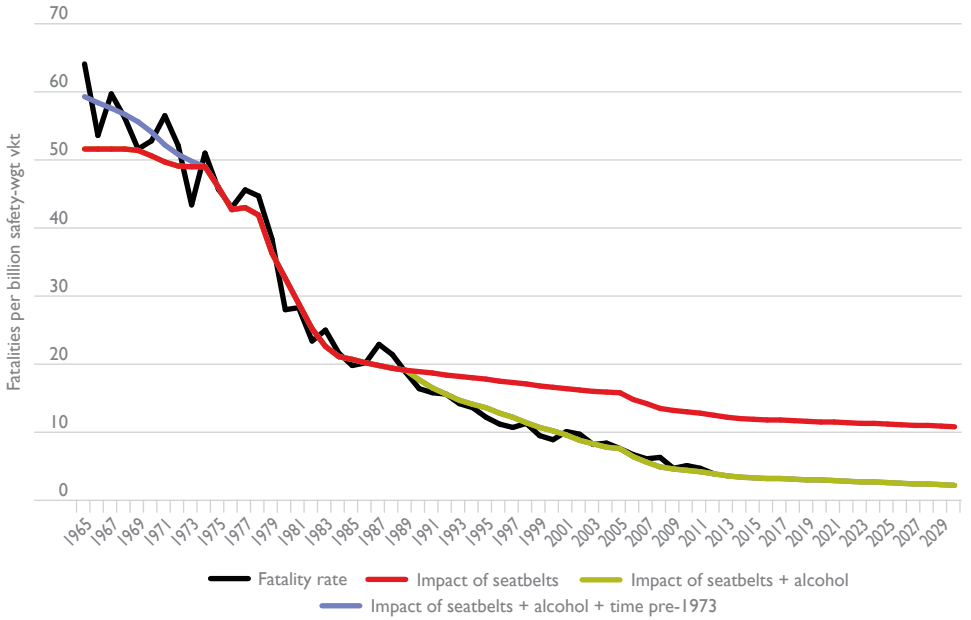
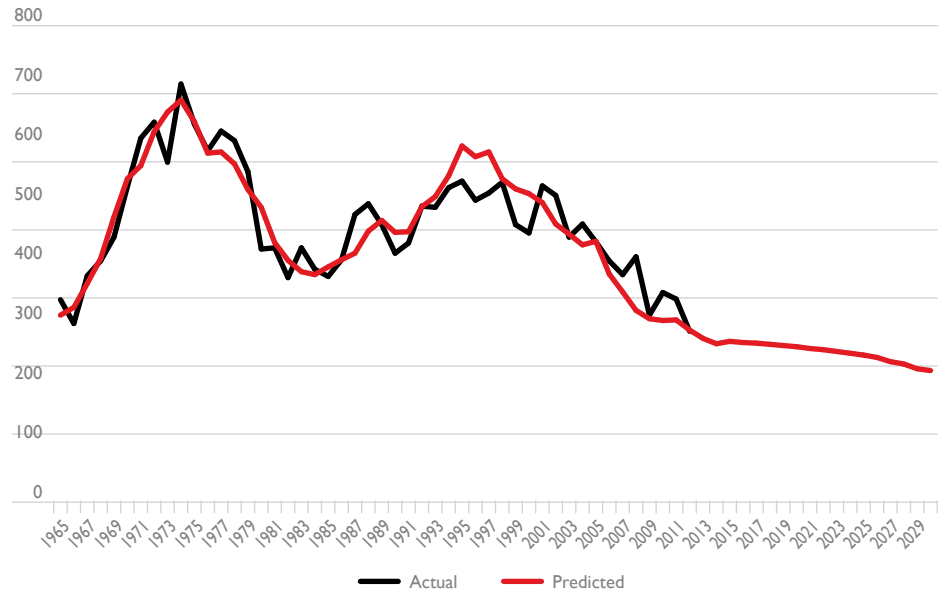


Figure 4.183 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

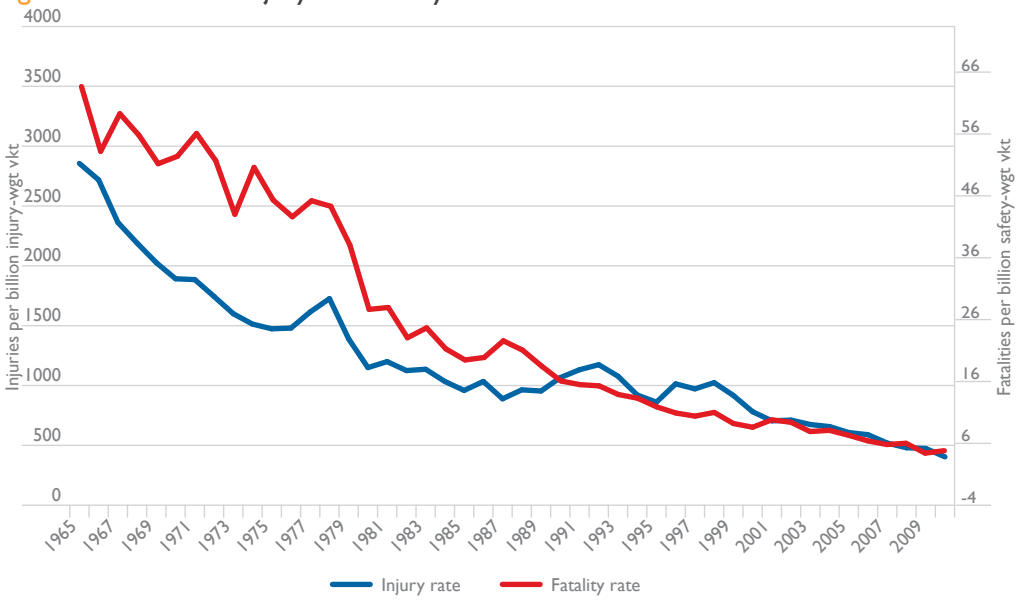
Figure 4.183 Actual/predicted Israeli road deaths



The safety weights applied in Israel were cars, light commercial vehicles and other vehicles 1.0, motorcycles 7.0, buses 1.5, trucks 2.0 and mopeds 3.5. The injury weighted vkt calculation used the same weights.

In Israel, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate, aside from three shifts in level. This is shown in Figure 4.184.

Figure 4.184 Israeli injury and fatality rates



A model of the injury rate was constructed using the fatality rate, alcohol tests per vkt, and three dummy variables. The regression results are shown in Table 4.60.

Table 4.60 Regression results for predicting the Israeli injury rate

Regression Statistics	
Multiple R	0.9811801
R Square	0.9627143
Adjusted R Square	0.9580536
Standard Error	118.4877931
Observations	46

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	14499820.63	2899964.	206.55961	1.88198E-27
Residual	40	561574.2841	14039.35		
Total	45	15061394.92			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	479.18712	86.34292	5.54981	0.00000	304.68156	653.69268
FatalRate	44.79061	2.17505	20.59290	0.00000	40.39467	49.18656
Alcohol	-15.74899	10.76403	-1.46311	0.15125	-37.50391	6.00592
Dum6779	-508.60554	66.53427	-7.64426	0.00000	-643.07630	-374.13477
Dumles89	-448.43678	87.14308	-5.14598	0.00001	-624.55951	-272.31405
Dum07on	-145.91217	113.61256	-1.28430	0.20643	-375.53172	83.70737

Figure 4.185 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.186 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.185 Actual and predicted Israeli injury rate

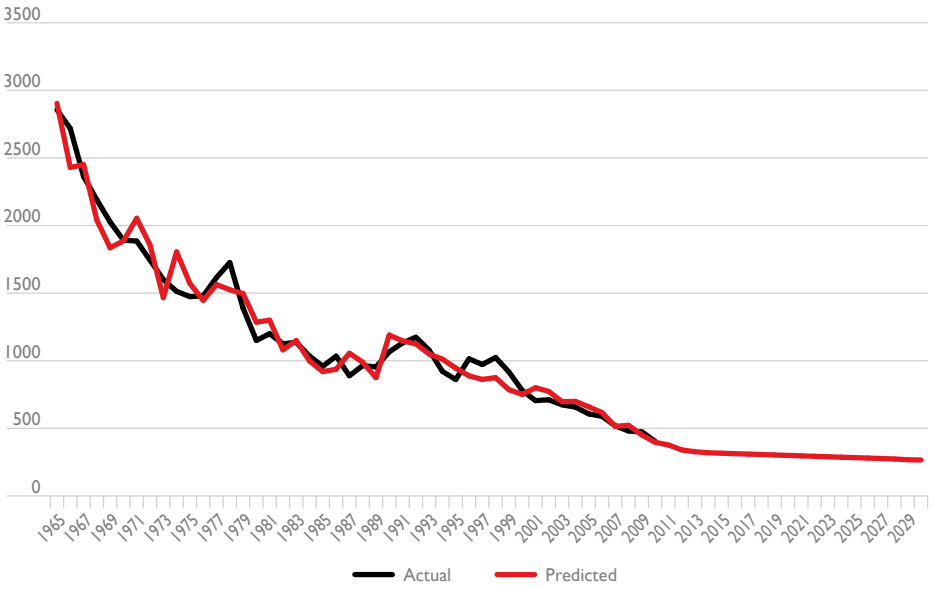
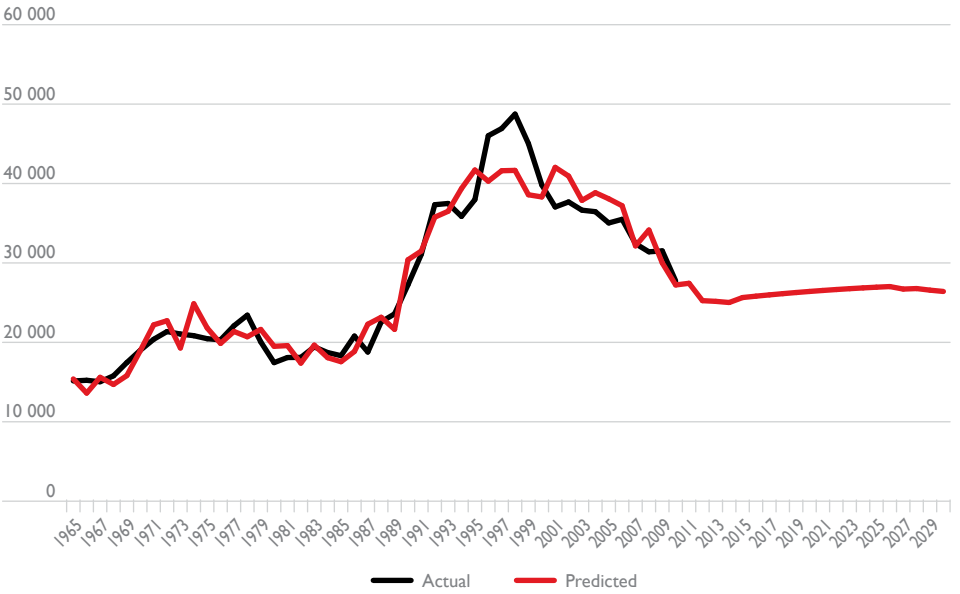


Figure 4.186 Actual and predicted Israeli road injuries



4.14 Japan

For Japan, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and two infringements variables (described in Appendix B), As well, there is a dummy variable for the lowering of the legal blood alcohol limit, and a time trend prior to 1974. The results are shown in Table 4.61.

Table 4.61 Regression results for predicting the Japanese fatality rate

Regression Statistics	
Multiple R	0.9919572
R Square	0.9839792
Adjusted R Square	0.9821163
Standard Error	2.1498208
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	12206.00891	2441.2017	528.20091	2.00656E-37
Residual	43	198.7343717	4.6217295		
Total	48	12404.74328			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	41.103800	2.579189	15.936714	0.000000	35.902369	46.305230
SeatBelts	-0.084238	0.019500	-4.319816	0.000090	-0.123564	-0.044912
Infringements	-0.124081	0.016105	-7.704480	0.000000	-0.156560	-0.091602
Infr Increase	-0.180227	0.067438	-2.672480	0.010595	-0.316230	-0.044225
Timeles74	3.076448	0.172872	17.796147	0.000000	2.727819	3.425077
BAC .3	-1.715091	1.165705	-1.471290	0.148494	-4.065960	0.635778

Figure 4.187 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.187 Actual/predicted Japanese fatality rate

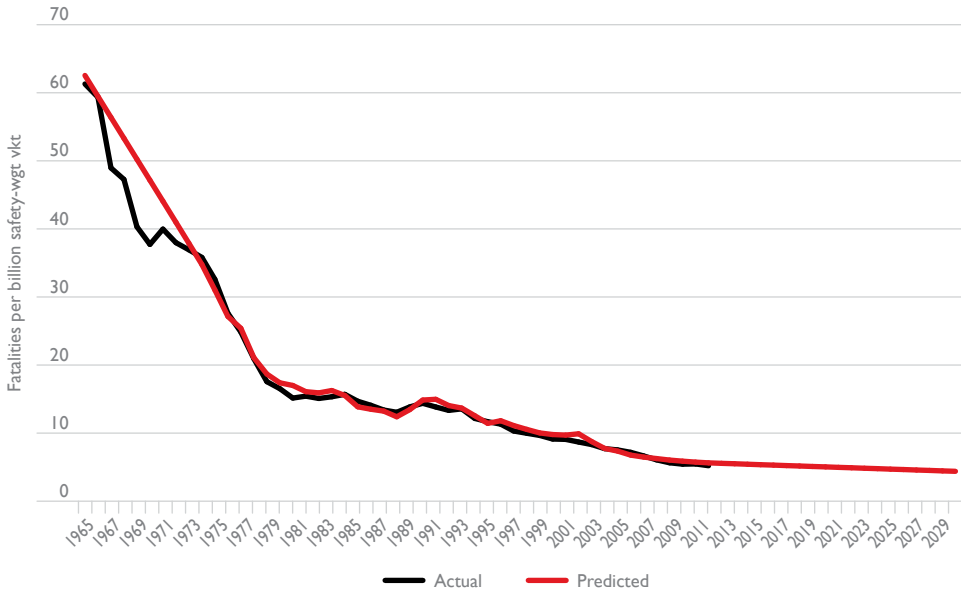


Figure 4.188 shows the components of the Japanese fatality prediction/forecast. The major influences are pre-1974 'learning' and enforcement. From the early 80s, seat belt wearing starts to have an effect, as does the lowering of the legal blood alcohol limit in 2003.

Figure 4.188 Components of the Japanese fatality rate prediction

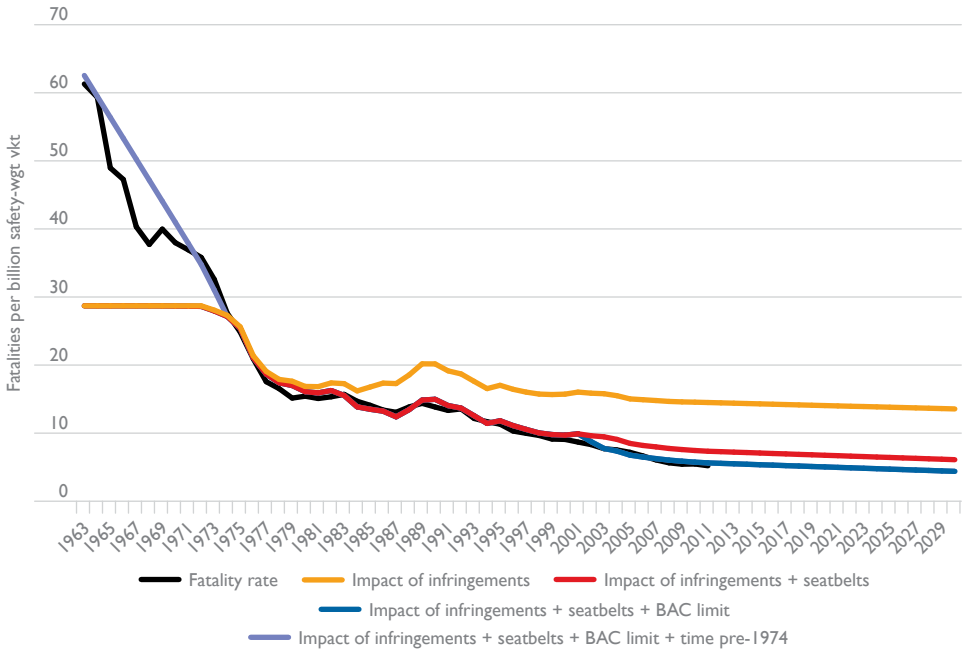
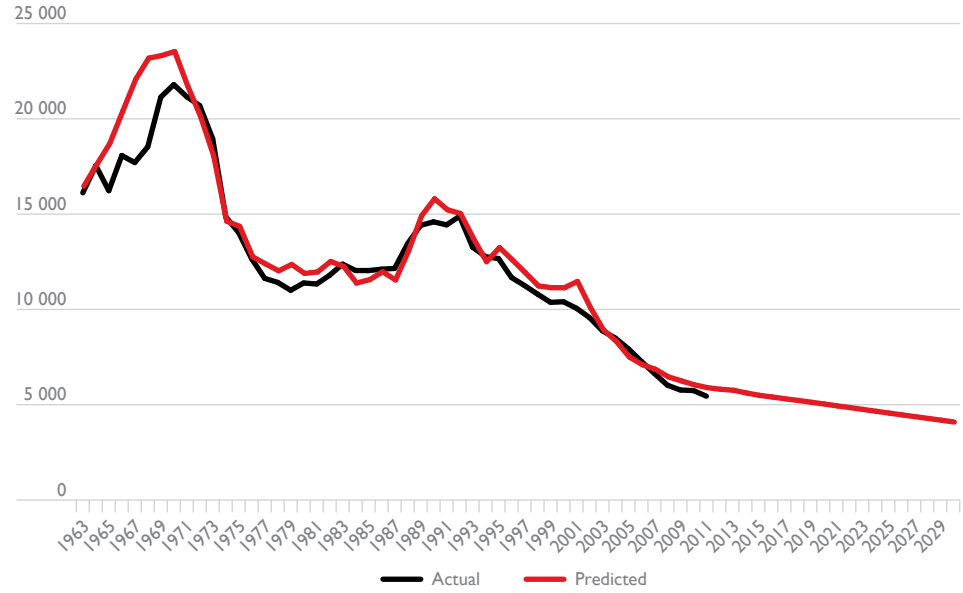


Figure 4.189 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

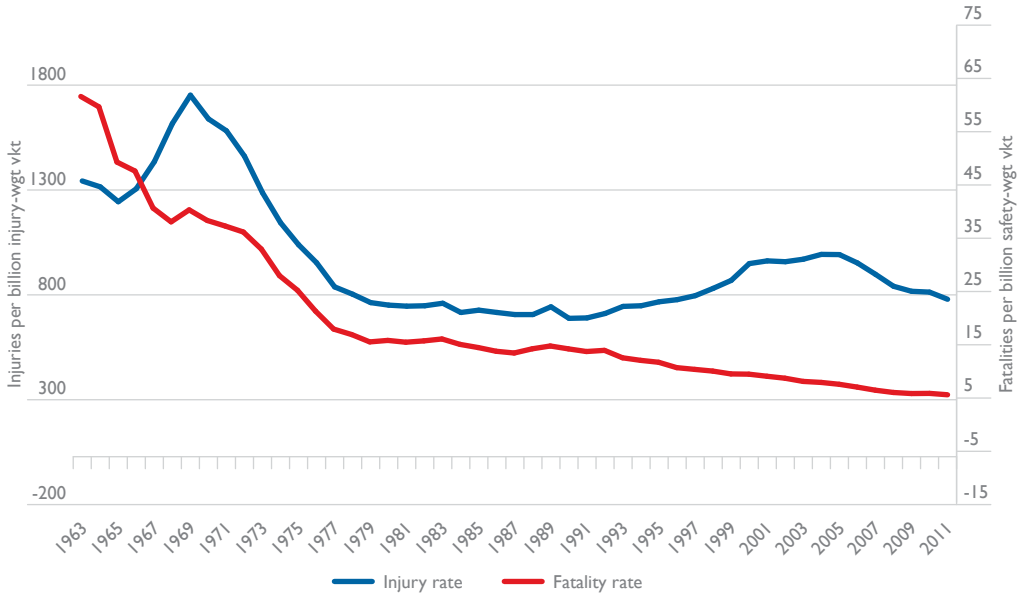
Figure 4.189 Actual/predicted Japanese road deaths



The safety weights applied in Japan were cars, light commercial vehicles and other vehicles 1.0, motorcycles 4.3, buses 1.5, trucks 2.0 and mopeds 7.1. The injury weighted vkt calculation has motorcycles at 3.5 and mopeds at 10.5.

In Japan, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate except at the beginning and end of the period. This is shown in Figure 4.190.

Figure 4.190 Japanese injury and fatality rates



A model of the injury rate was constructed using the fatality rate and two time trends – from 1994 to 2002 and prior to 1967. The regression results are shown in Table 4.62.

Table 4.62 Regression results for predicting the Japanese injury rate

Regression Statistics	
Multiple R	0.9876659
R Square	0.9754840
Adjusted R Square	0.9738496
Standard Error	47.3902406
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	4021252.385	1340417.4	596.84594	3.11263E-36
Residual	45	101062.5708	2245.8349		
Total	48	4122314.956			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	230.54060	20.40881	11.29613	0.00000	189.43514	271.64606
FatalRate	35.25461	0.89990	39.17630	0.00000	33.44212	37.06709
Timeles67	-232.83920	10.87965	-21.40136	0.00000	-254.75194	-210.9264
Time9402	51.00258	2.37255	21.49699	0.00000	46.22403	55.78113

Figure 4.191 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.192 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.191 Actual and predicted Japanese injury rate

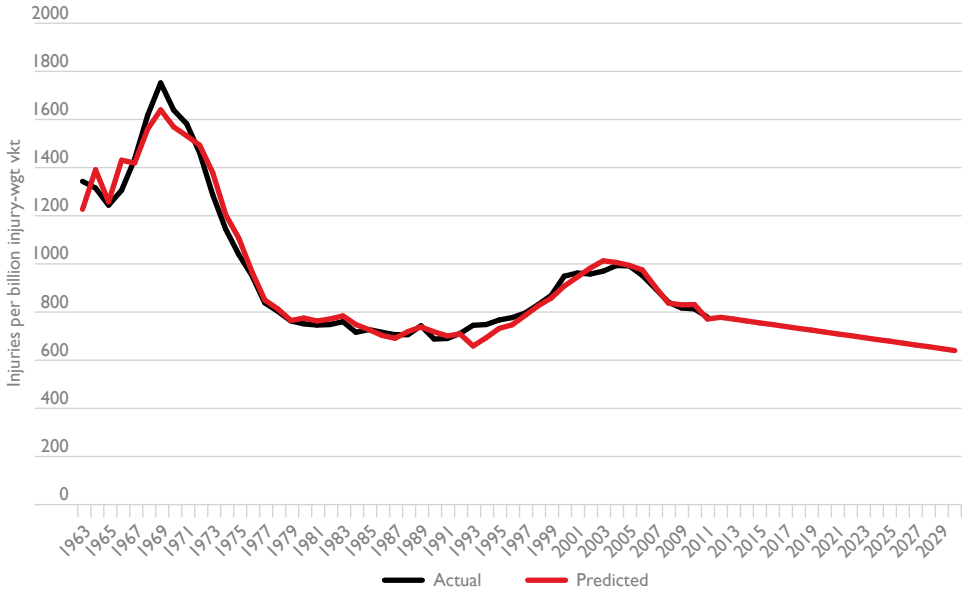
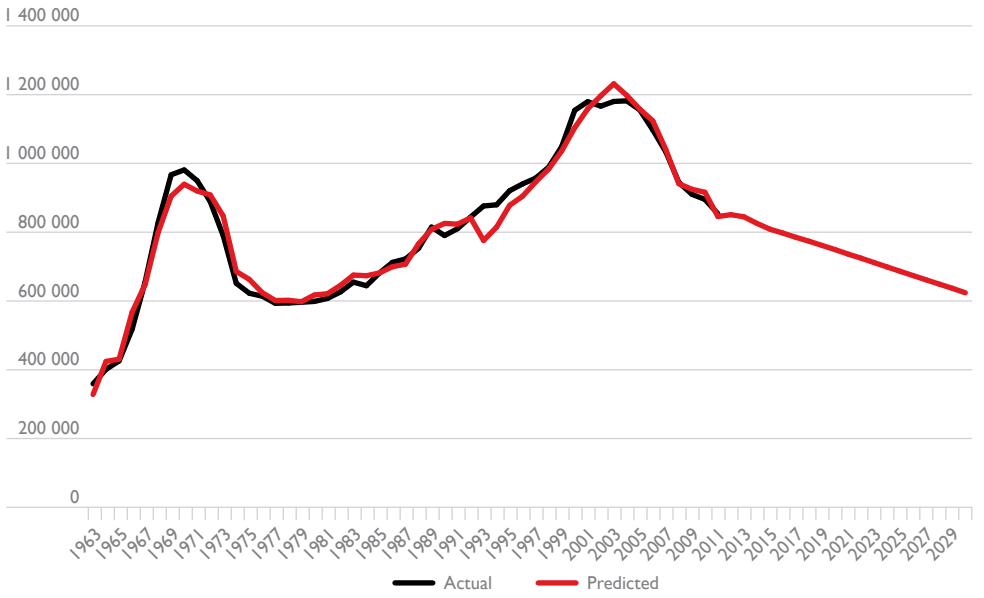


Figure 4.192 Actual and predicted Japanese road injuries



4.15 Korea

For Korea, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and alcohol deaths per vkt, as well a time trend prior to 1994. The results are shown in Table 4.63.

Table 4.63 Regression results for predicting the Korean fatality rate

Regression Statistics	
Multiple R	0.9937119
R Square	0.9874633
Adjusted R Square	0.9864468
Standard Error	12.7306666
Observations	41

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	472324.2273	157441.40	971.4415	3.22484E-35
Residual	37	5996.585303	162.06987		
Total	40	478320.8126			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	52.338565	23.443984	2.232494	0.031718	4.836541	99.840590
Seat belts	-0.552304	0.156303	-3.533552	0.001120	-0.869003	-0.235604
Alc/vkt	0.923346	5.447527	0.169498	0.866328	-10.114392	11.961084
Timeles94	11.682089	0.357468	32.680143	0.000000	10.957791	12.406387

Figure 4.193 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.193 Actual/predicted Korean fatality rate

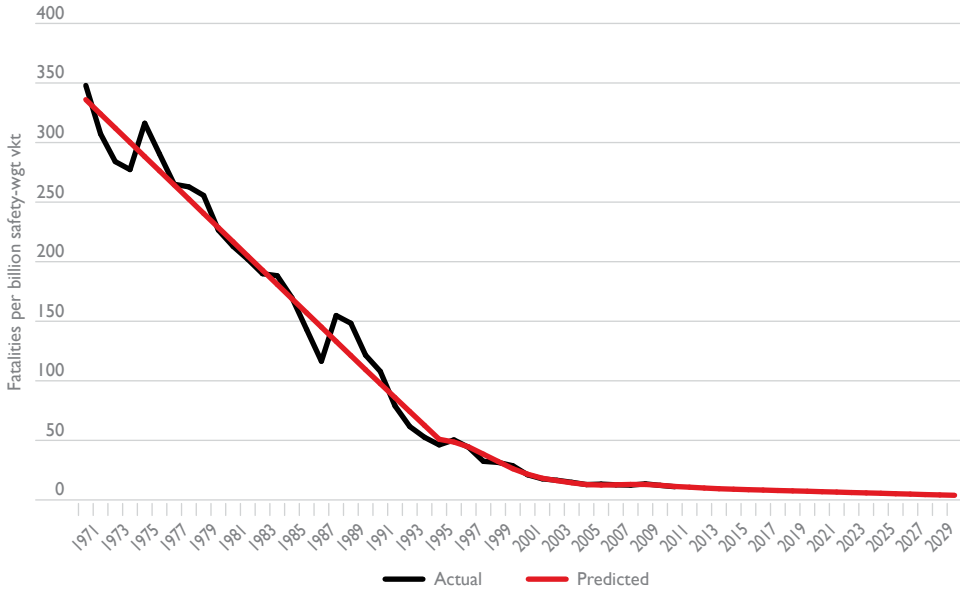


Figure 4.194 shows the components of the Korean fatality prediction/forecast. The major influence is the pre-1994 'learning' period. From the late 90s, seat belt wearing starts to have an effect, as does alcohol control from the early 00s.

Figure 4.194 Components of the Korean fatality rate prediction

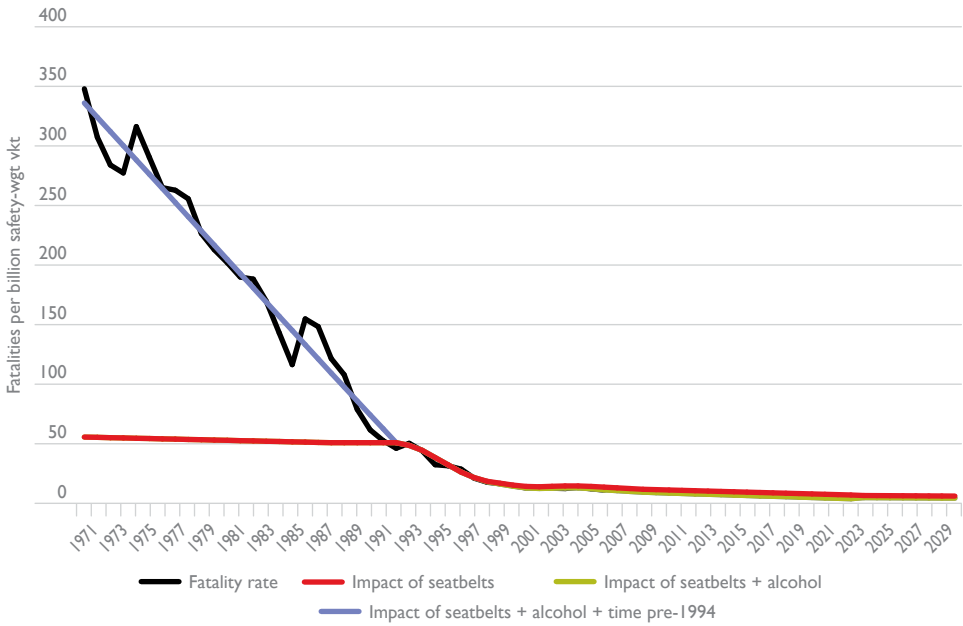
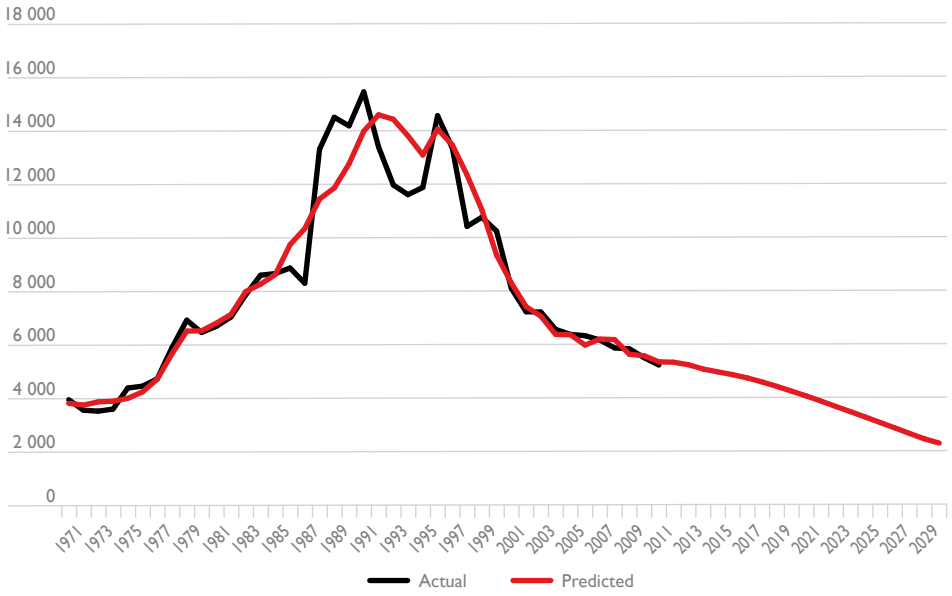


Figure 4.195 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

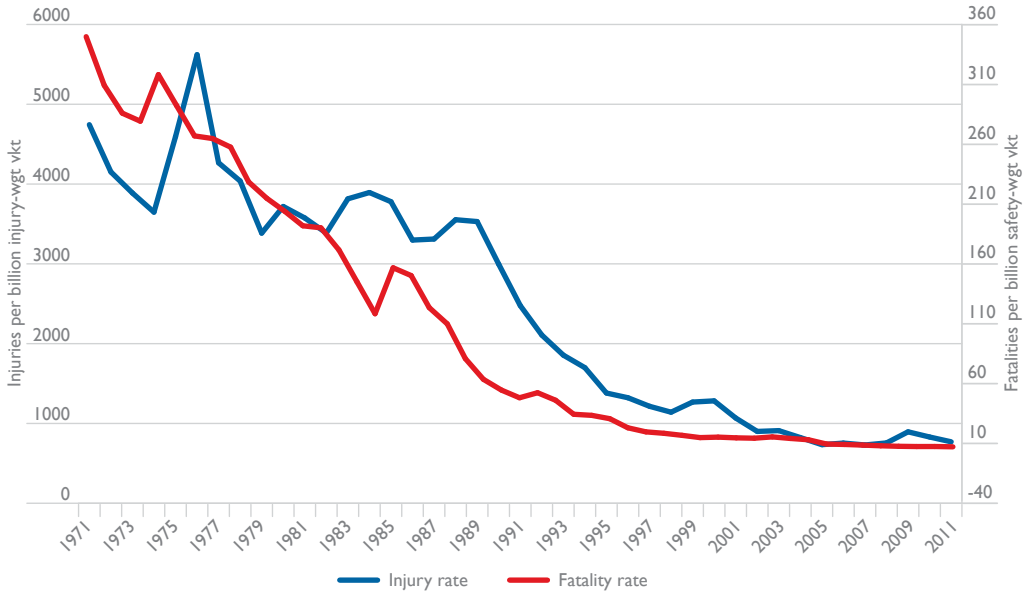
Figure 4.195 Actual/predicted Korean road deaths



The safety weights applied in Korea were cars, light commercial vehicles and other vehicles 1.0, motorcycles 6.0, buses 1.5, trucks 2.0 and mopeds 3.0. The injury weighted vkt calculation has motorcycles at 3.0 and mopeds at 1.5.

In Korea, the injury rate (road injuries per billion injury-weighted vkt) has moved roughly in sync with the fatality rate except for two periods. This is shown in Figure 4.196.

Figure 4.196 Korean injury and fatality rates



A model of the injury rate was constructed using the fatality rate and two dummy variables – before 1974 and from 1983 to 1994. The regression results are shown in Table 4.64.

Table 4.64 Regression results for predicting the Korean injury rate

Regression Statistics	
Multiple R	0.9848770
R Square	0.9699827
Adjusted R Square	0.9675488
Standard Error	262.3533367
Observations	41

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	82293753.64	27431251.	398.5404	3.30977E-28
Residual	37	2546683.111	68829.273		
Total	40	84840436.75			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	649.4396	68.6365	9.4620	0.0000	510.3689	788.5103
FatalRate	13.6728	0.4566	29.9465	0.0000	12.7477	14.5979
Dum8394	630.7748	93.2031	6.7677	0.0000	441.9273	819.6223
Dumles74	-700.1817	170.0399	-4.1177	0.0002	-1044.7153	-355.6481

Figure 4.197 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.198 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.197 Actual and predicted Korean injury rate

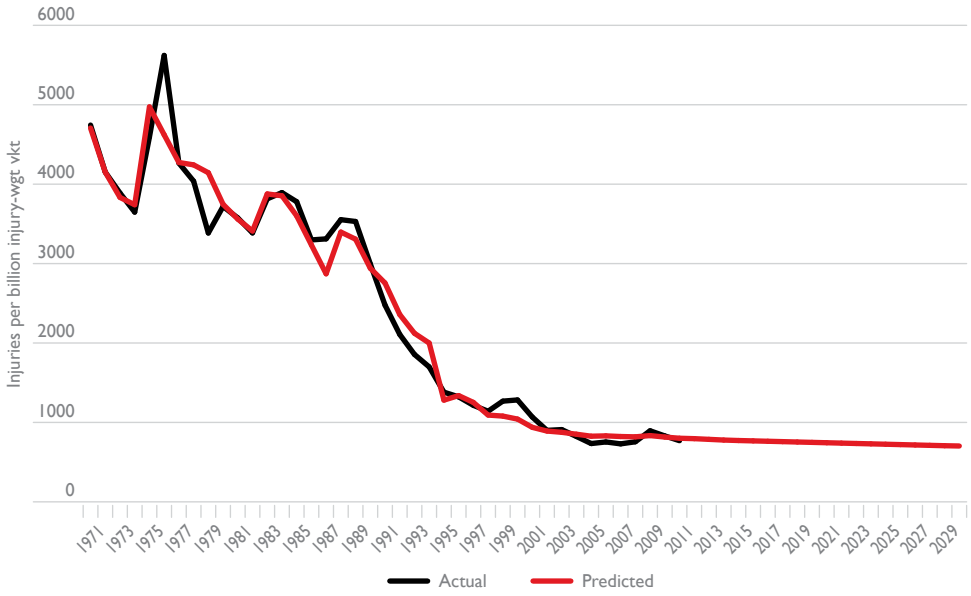
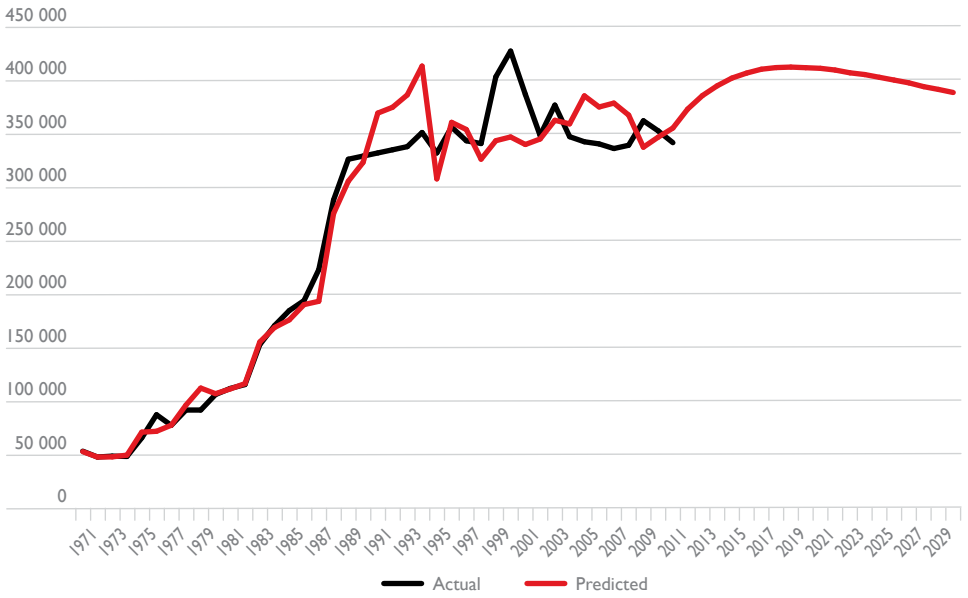


Figure 4.198 Actual and predicted Korean road injuries



4.16 The Netherlands

For the Netherlands, a model of the natural log of the fatality rate was constructed using the all-occupant seat belt wearing rate and measures of the percentage of drivers found to be over the legal blood alcohol limit in road-side tests, the number of speeding fines per vkt, and a dummy variable. The results are shown in Table 4.65.

Table 4.65 Regression results for predicting the Dutch fatality rate

Regression Statistics	
Multiple R	0.9960511
R Square	0.9921177
Adjusted R Square	0.9913670
Standard Error	0.0836341
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	36.97651908	9.2441297	1321.5981	1.47522E-43
Residual	42	0.293775723	0.0069946		
Total	46	37.27029481			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	3.6843442	0.1071679	34.379169	0.0000000	3.4680706	3.9006178
Belts	-0.0209586	0.0013374	-15.67067	0.0000000	-0.0236576	-0.018259
Alcohol	0.0177014	0.0072137	2.4538596	0.0183626	0.0031436	0.0322592
Dum09on	-0.0721784	0.0562767	-1.282562	0.2066789	-0.1857495	0.0413926
SpeedFines	-0.0079008	0.0011864	-6.659458	0.0000000	-0.0102950	-0.005506

Figure 4.199 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.199 Actual/predicted Dutch fatality rate

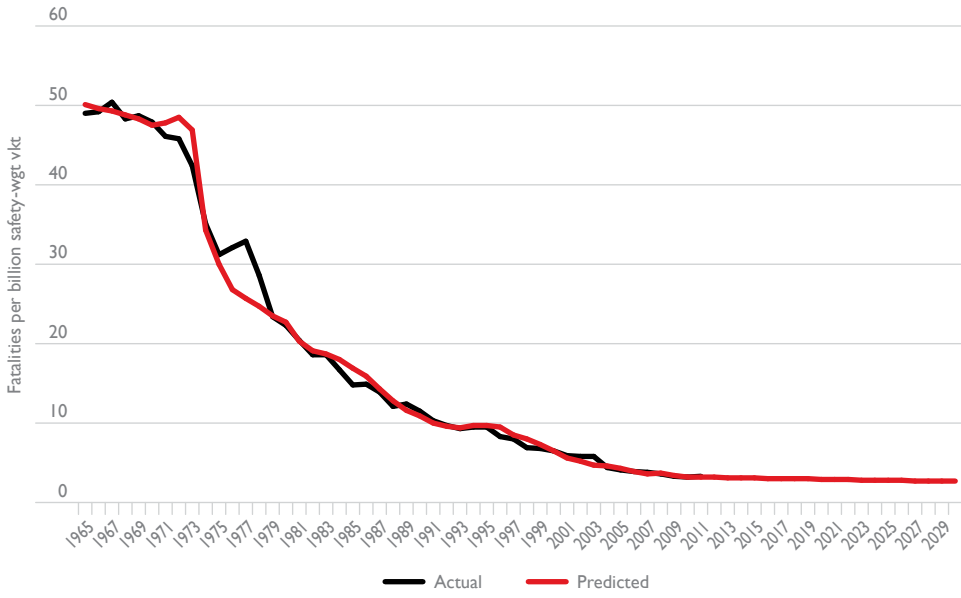


Figure 4.200 shows the components of the Dutch fatality prediction/forecast. The major influence is the increase in seat belt wearing. Alcohol control has had an effect throughout the period, especially (temporarily) in 1973. From the early 80s, speed control starts to have an effect.

Figure 4.200 Components of the Dutch fatality rate prediction

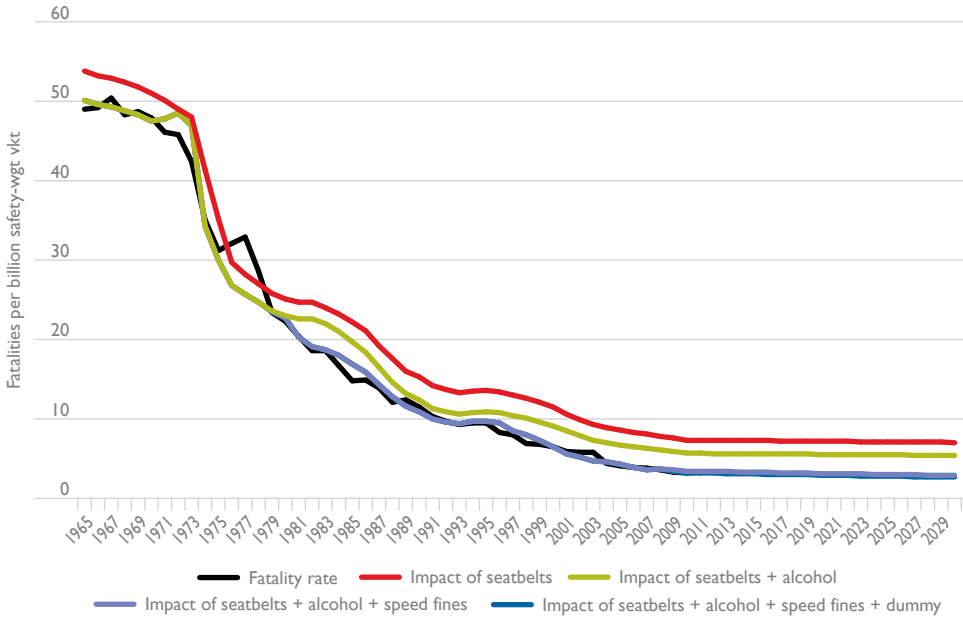
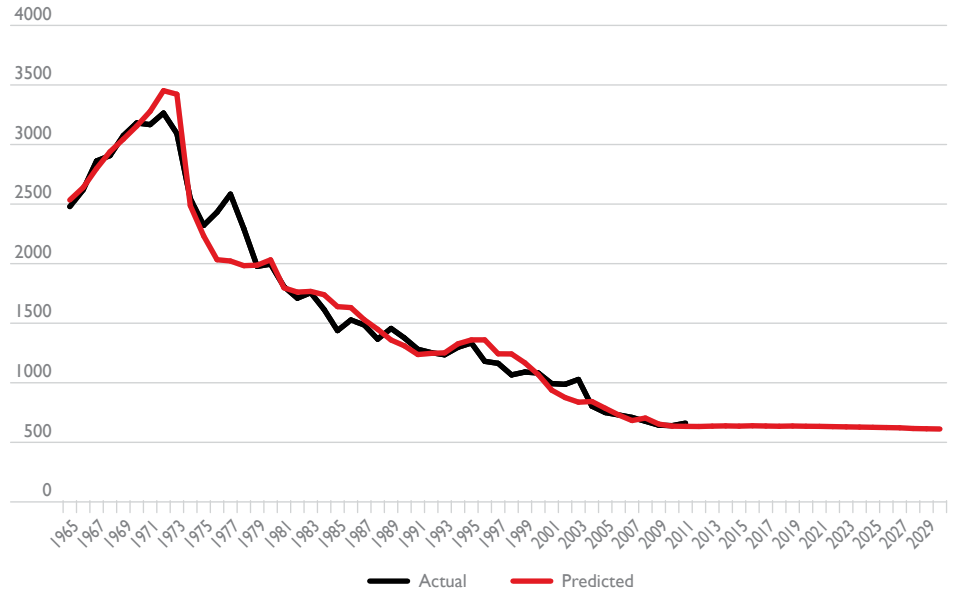


Figure 4.201 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

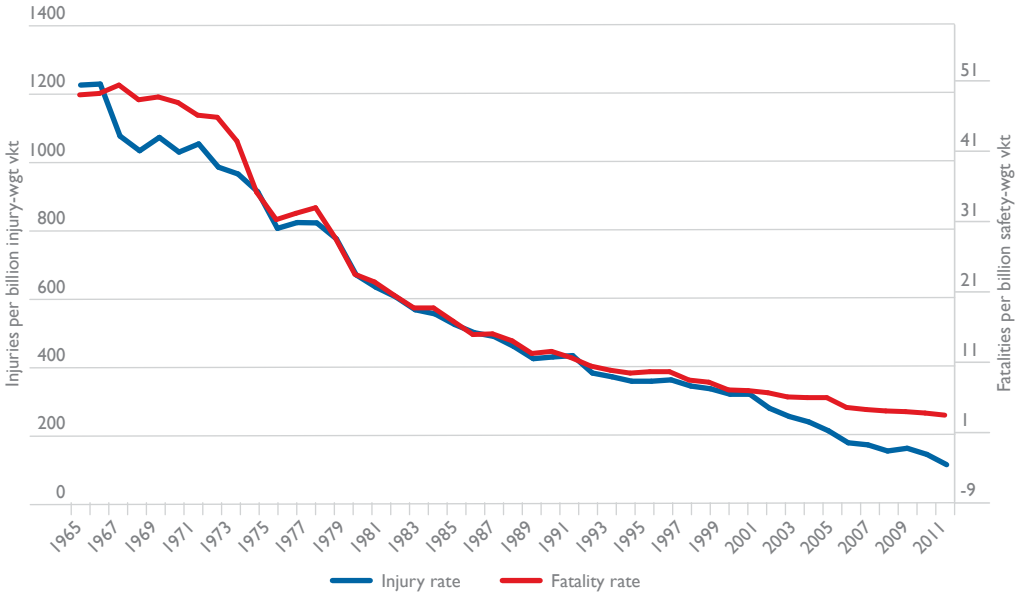
Figure 4.201 Actual/predicted Dutch road deaths



The safety weights applied in the Netherlands were cars, light commercial vehicles and other vehicles 1.0, motorcycles 9.0, buses 1.5, trucks 2.0 and mopeds 1.0. The injury weighted vkt calculation used the same weights.

In the Netherlands, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate until the 2000s, after which time it moved downward to a greater extent. This is shown in Figure 4.202.

Figure 4.202 Dutch injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a time trend from 2000 (turned off after 2012 for forecasting), and a dummy variable. The regression results are shown in Table 4.66.

Table 4.66 Regression results for predicting the Dutch injury rate

Regression Statistics	
Multiple R	0.9989519
R Square	0.9979049
Adjusted R Square	0.9977588
Standard Error	16.3076013
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	5446750.397	1815583.4	6827.0965	1.35365E-57
Residual	43	11435.32805	265.93786		
Total	46	5458185.725			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	164.30931	5.24590	31.32147	0.00000	153.72994	174.88867
FatalRate	21.31586	0.21438	99.43239	0.00000	20.88353	21.74819
Dum6773	-147.20497	9.37523	-15.70148	0.00000	-166.11193	-128.2980
Time2000on	-10.97369	0.92975	-11.80288	0.00000	-12.84870	-9.09867

Figure 4.203 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.204 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.203 Actual and predicted Dutch injury rate

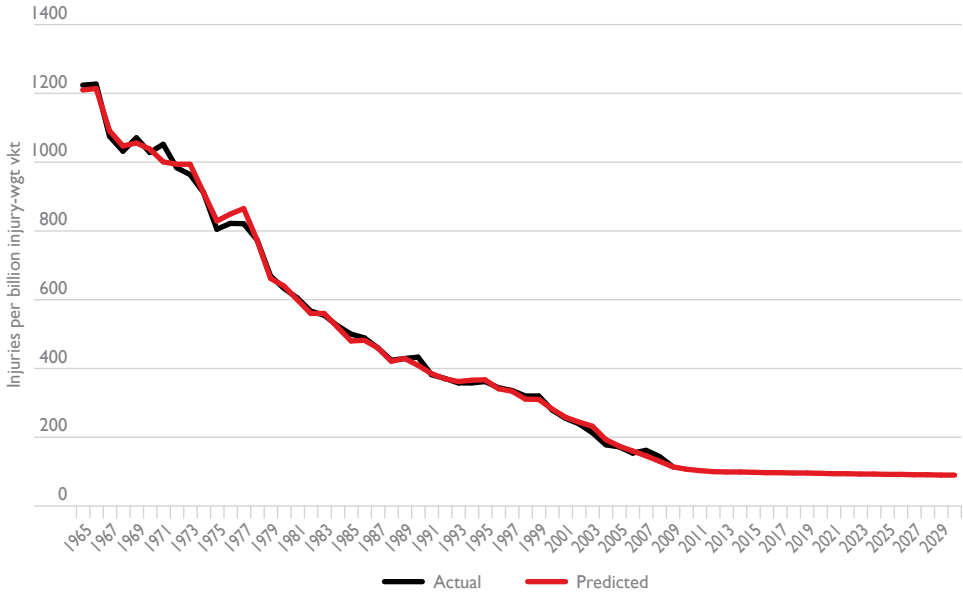
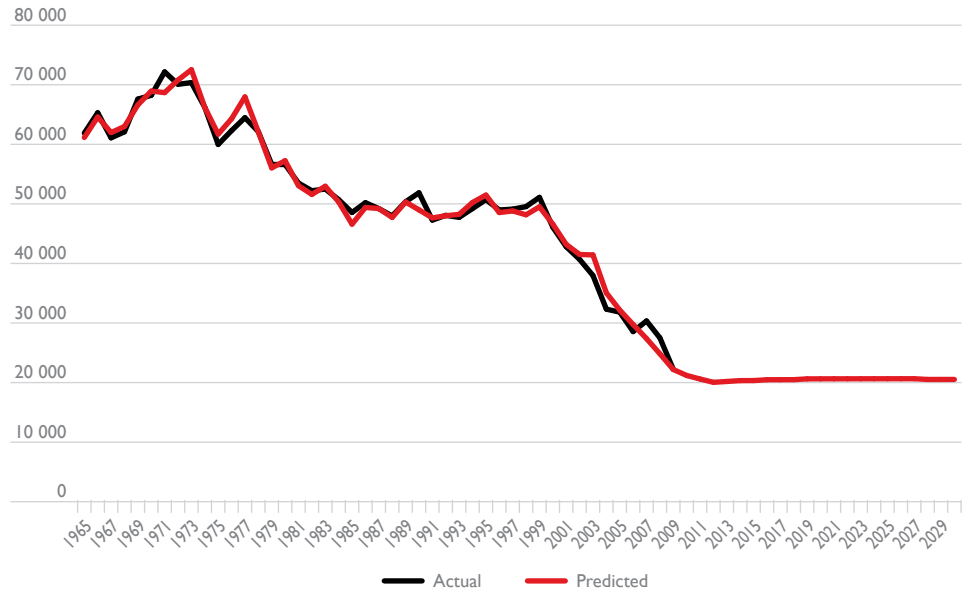


Figure 4.204 Actual and predicted Dutch road injuries



4.17 New Zealand

For New Zealand, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, the percentage of fatally injured drivers over the blood alcohol limit, an index of the speed of the 85th percentile of urban and rural drivers, and a dummy variable for the effects of new laws affecting drug users and young drivers. Additional dummies capture the effects of measures taken during the oil crisis of the mid-70s to mid-80s. The results are shown in Table 4.67.

Table 4.67 Regression results for predicting the New Zealand fatality rate

Regression Statistics	
Multiple R	0.9922145
R Square	0.9844897
Adjusted R Square	0.9813081
Standard Error	1.2465034
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	8	3846.289862	480.786232	309.43190	8.24067E-33
Residual	39	60.59705815	1.55377072		
Total	47	3906.88692			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	4.0869960	4.2819336	0.9544744	0.3457226	-4.5740322	12.7480241
Seat belts	-0.1942586	0.0169373	-11.469245	0.0000000	-0.2285177	-0.1599996
Alcohol%	0.1232078	0.0440825	2.7949387	0.0080112	0.0340426	0.2123730
Speed	19.8335113	3.6380481	5.4516902	0.0000030	12.4748644	27.1921581
SpeedLimit	-2.5304815	0.7044556	-3.5921094	0.0009070	-3.9553774	-1.1055856
Car less	-3.7683886	1.2220696	-3.0836122	0.0037467	-6.2402577	-1.2965196
Dum73	6.8973266	1.3706323	5.0322224	0.0000113	4.1249610	9.6696921
Drug,youth	-1.3476443	1.0277124	-1.3113049	0.1974230	-3.4263889	0.7311003
Unempl	-0.2893052	0.1328480	-2.1777163	0.0355392	-0.5580155	-0.0205948

Figure 4.205 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.205 Actual/predicted New Zealand fatality rate

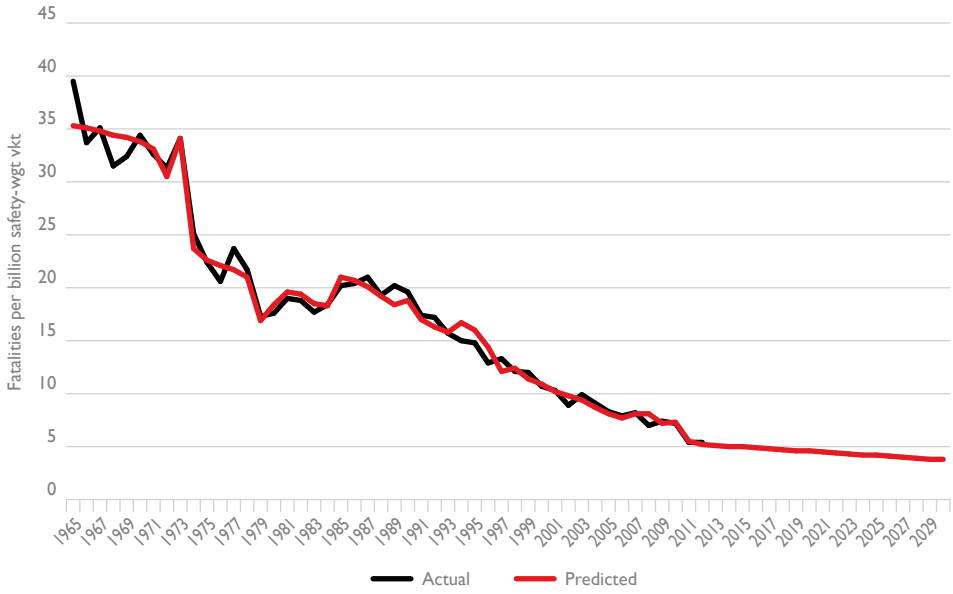


Figure 4.206 shows the components of the New Zealand fatality prediction/forecast. The major influence is the increase in seat belt wearing. Unemployment (from the mid-70s), alcohol control (from the mid-80s), and speed control (from the mid-90s) all have their effects.

Figure 4.206 Components of the New Zealand fatality rate prediction

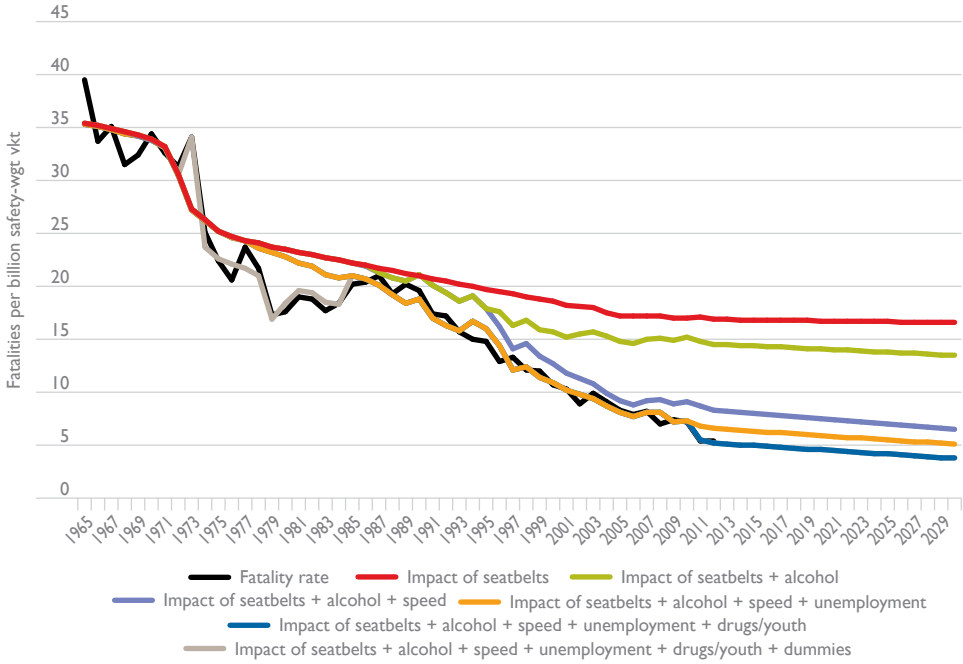
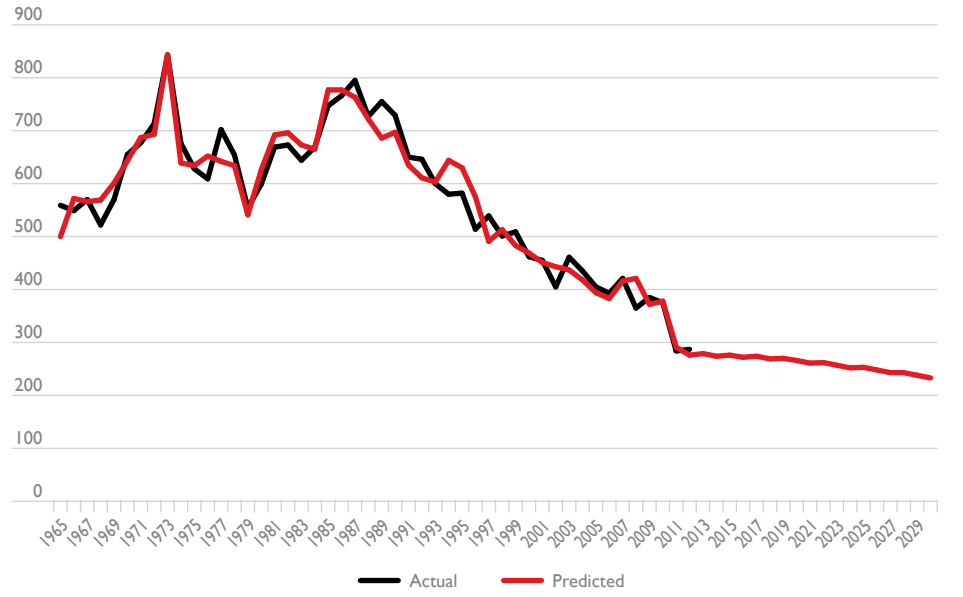


Figure 4.207 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

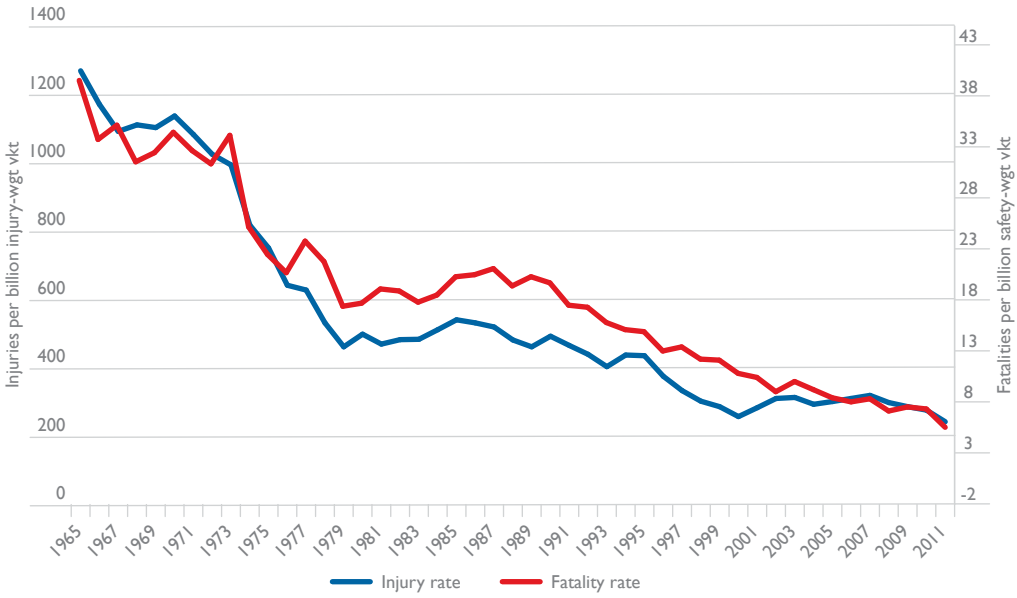
Figure 4.207 Actual/predicted New Zealand road deaths



The safety weights applied in New Zealand were cars, light commercial vehicles and other vehicles 1.0, motorcycles 10.0, buses 1.5, trucks 2.0 and mopeds 5.0. The injury weighted vkt calculation has motorcycles at 7.5 and mopeds at 3.75.

In New Zealand, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate except for a period from 1977 to 2001. This is shown in Figure 4.208.

Figure 4.208 New Zealand injury and fatality rates



A model of the injury rate was constructed using the fatality rate and a dummy variable from 1977 to 2001. The regression results are shown in Table 4.68.

Table 4.68 Regression results for predicting the New Zealand injury rate

Regression Statistics	
Multiple R	0.9916324
R Square	0.9833349
Adjusted R Square	0.9825774
Standard Error	39.4838152
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	2	4047477.906	2023738.9	1298.1242	7.58181E-40
Residual	44	68594.7533	1558.9716		
Total	46	4116072.66			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	57.629044	15.775686	3.653029	0.000686	25.835238	89.422850
FatalRate	30.689059	0.656715	46.731155	0.000000	29.365537	32.012582
Dum7701	-138.398438	11.842168	-11.68691	0.000000	-162.264758	-114.53211

Figure 4.209 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.210 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.209 Actual and predicted New Zealand injury rate

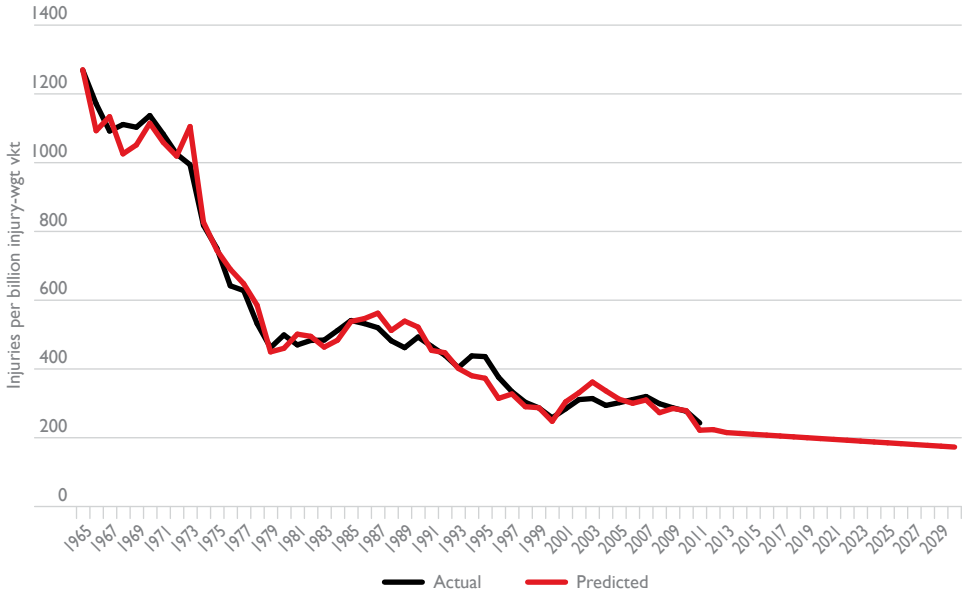
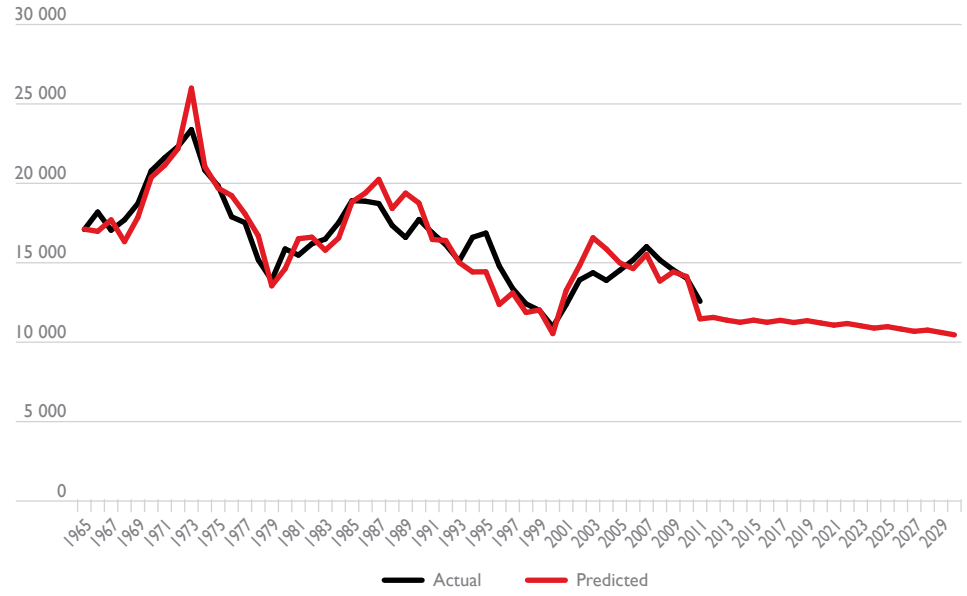


Figure 4.210 Actual and predicted New Zealand road injuries



4.18 Norway

For Norway, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, unemployment, the percentage of fatally injured drivers over the legal blood alcohol limit, and a dummy variable for the effect of the 2001 drug testing provision. Another dummy catches the higher level of fatalities prior to 1971. The results are shown in Table 4.69.

Table 4.69 Regression results for predicting the Norwegian fatality rate

Regression Statistics	
Multiple R	0.9961438
R Square	0.9923024
Adjusted R Square	0.9913860
Standard Error	0.9470614
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	5	4856.178496	971.23569	1082.850	3.20583E-43
Residual	42	37.67086545	0.8969253		
Total	47	4893.849361			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	27.648136	1.382433	19.999615	0.000000	24.858272	30.437999
Seat belts	-0.255086	0.009764	-26.12462	0.000000	-0.274791	-0.235381
Unempl	-0.611289	0.154930	-3.945574	0.000297	-0.923951	-0.298627
Alcohol%	0.129703	0.036145	3.588377	0.000863	0.056759	0.202648
DrugLaw	-1.057358	0.762507	-1.386686	0.172854	-2.596160	0.481444
Dumles71	3.277076	0.577405	5.675519	0.000001	2.111824	4.442327

Figure 4.211 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.211 Actual/predicted Norwegian fatality rate

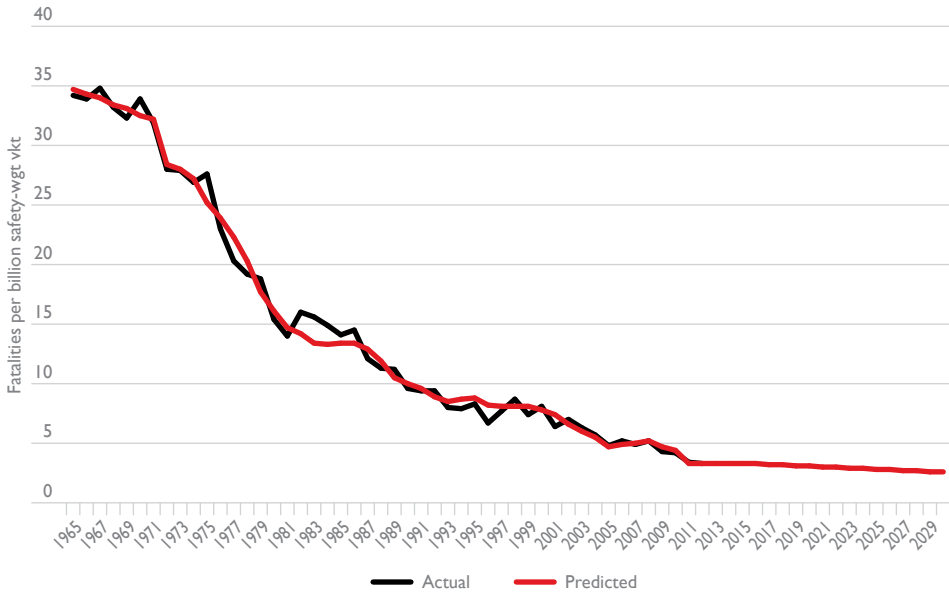


Figure 4.212 shows the components of the Norwegian fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 80s, unemployment starts to have an effect, as do alcohol control from 2002 and drug control from 2011.

Figure 4.212 Components of the Norwegian fatality rate prediction

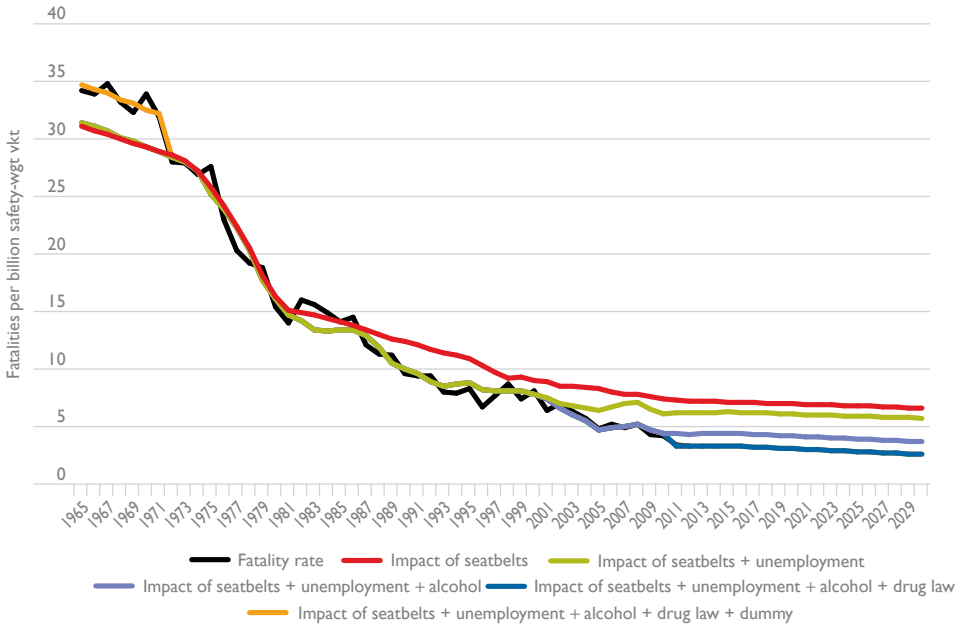
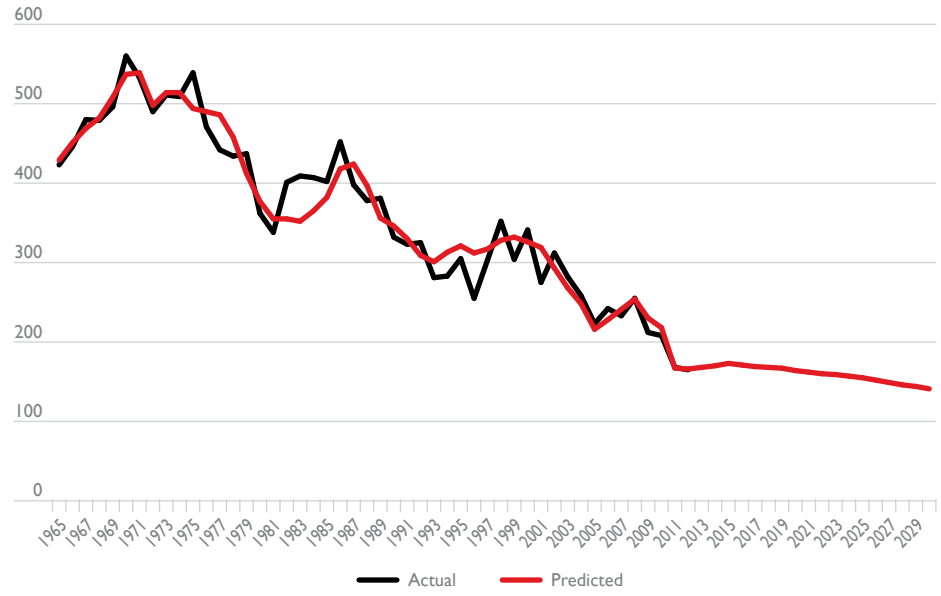


Figure 4.213 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

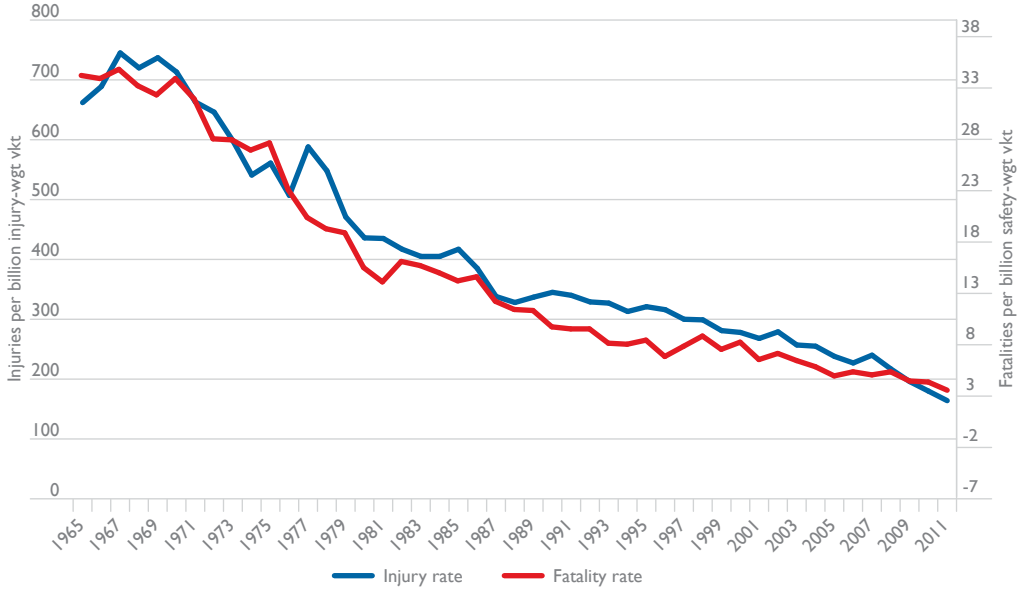
Figure 4.213 Actual/predicted Norwegian road deaths



The safety weights applied in Norway were cars, light commercial vehicles and other vehicles 1.0, motorcycles 6.0, buses 1.5, trucks 2.0 and mopeds 3.0. The injury weighted vkt calculation used the same weights.

In Norway, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate except for the period from 1977 to 2007. This is shown in Figure 4.214.

Figure 4.214 Norwegian injury and fatality rates



A model of the injury rate was constructed using the fatality rate and a dummy variable from 1977 to 2007. The regression results are shown in Table 4.70.

Table 4.70 Regression results for predicting the Norwegian injury rate

Regression Statistics	
Multiple R	0.9877515
R Square	0.9756531
Adjusted R Square	0.9745464
Standard Error	26.8898559
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	2	1274914.021	637457.01	881.6048	3.1752E-36
Residual	44	31814.83133	723.06434		
Total	46	1306728.852			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	106.03590	13.83988	7.66162	0.00000	78.14345	133.92835
FatalRate	17.79069	0.50331	35.34763	0.00000	16.77634	18.80504
Dum7707	51.12720	10.68342	4.78566	0.00002	29.59618	72.65822

Figure 4.215 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.216 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.215 Actual and predicted Norwegian injury rate

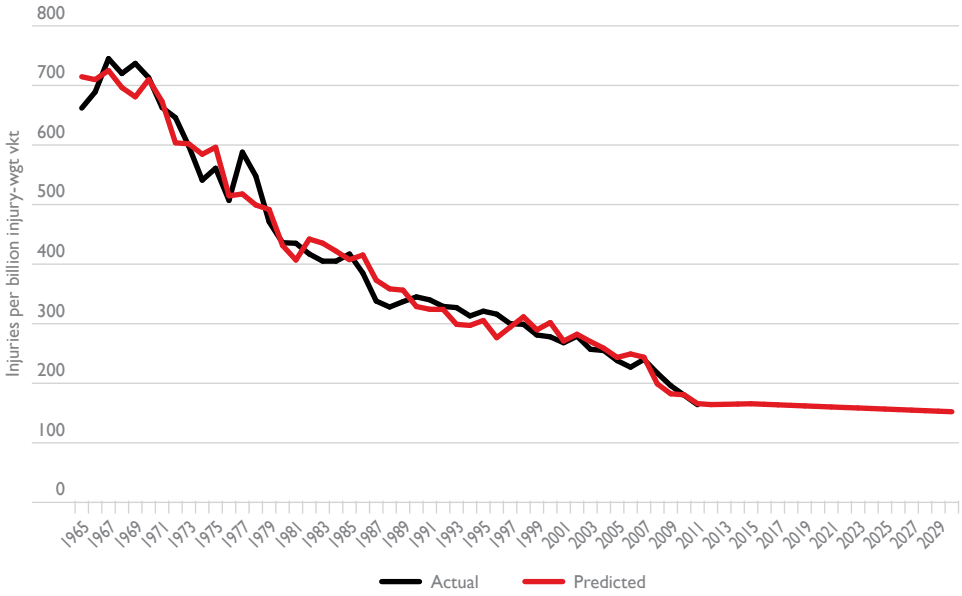
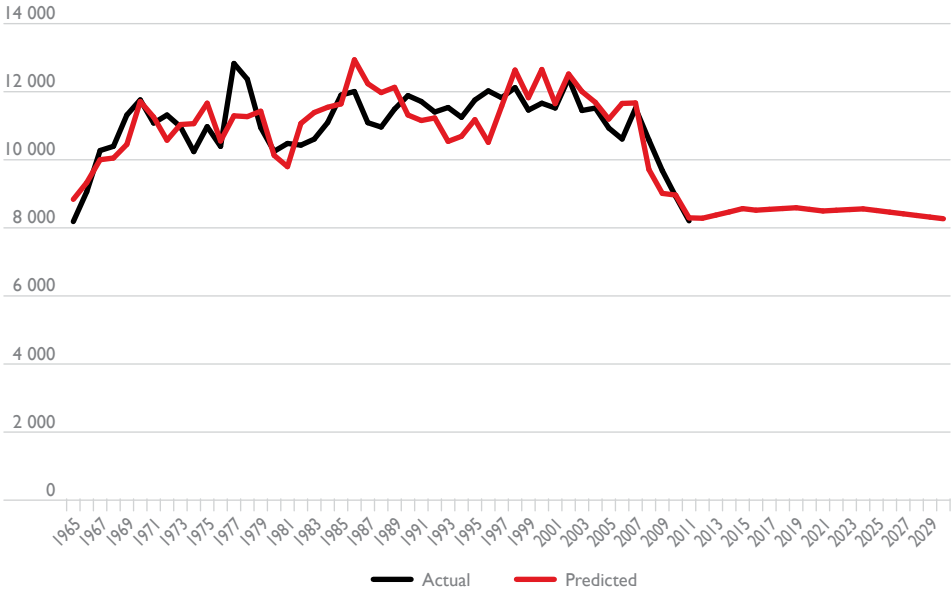


Figure 4.216 Actual and predicted Norwegian road injuries



4.19 Sweden

For Swedish, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, alcohol deaths per vkt, as well as a dummy variable for the start of speed cameras in 2001. Another dummy catches the period of higher fatalities prior to 1970. The results are shown in Table 4.71.

Table 4.71 Regression results for predicting the Swedish fatality rate

Regression Statistics	
Multiple R	0.9918664
R Square	0.9837990
Adjusted R Square	0.9822920
Standard Error	1.0286070
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	2762.696515	690.67412	652.7911	7.08811E-38
Residual	43	45.49539284	1.0580323		
Total	47	2808.191907			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	17.109945	0.894151	19.135408	0.000000	15.306718	18.91317
Seat belts	-0.150851	0.008008	-18.83841	0.000000	-0.167000	-0.13470
Alcohol	1.858710	0.176866	10.509154	0.000000	1.502026	2.215394
Speed law	-1.147359	0.631870	-1.815814	0.076376	-2.421647	0.126929
Dumles70	2.793867	0.644680	4.333729	0.000087	1.493747	4.093988

Figure 4.217 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.217 Actual/predicted Swedish fatality rate

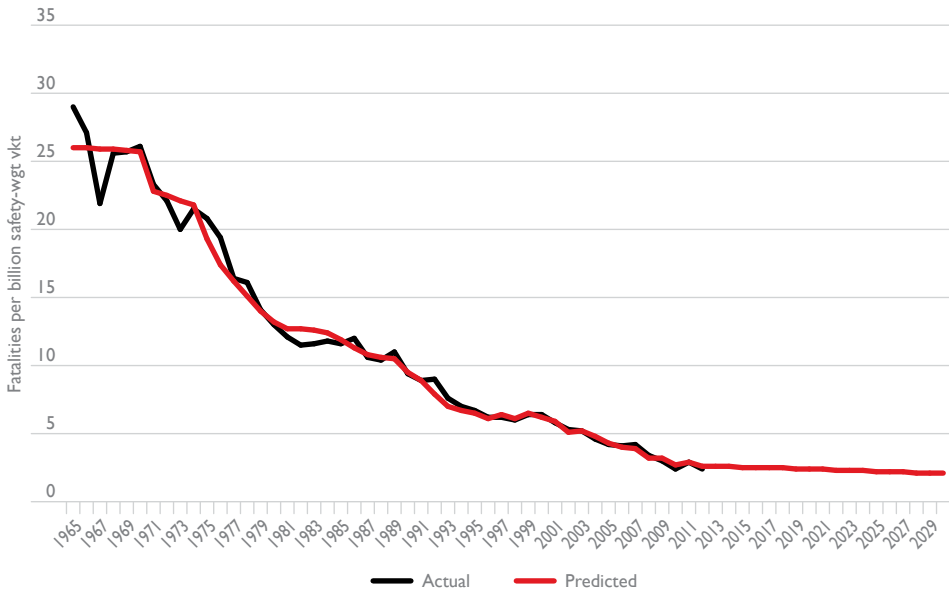


Figure 4.218 shows the components of the Swedish fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 90s, alcohol control starts to have an effect, as do speed cameras from 2001.

Figure 4.218 Components of the Swedish fatality rate prediction

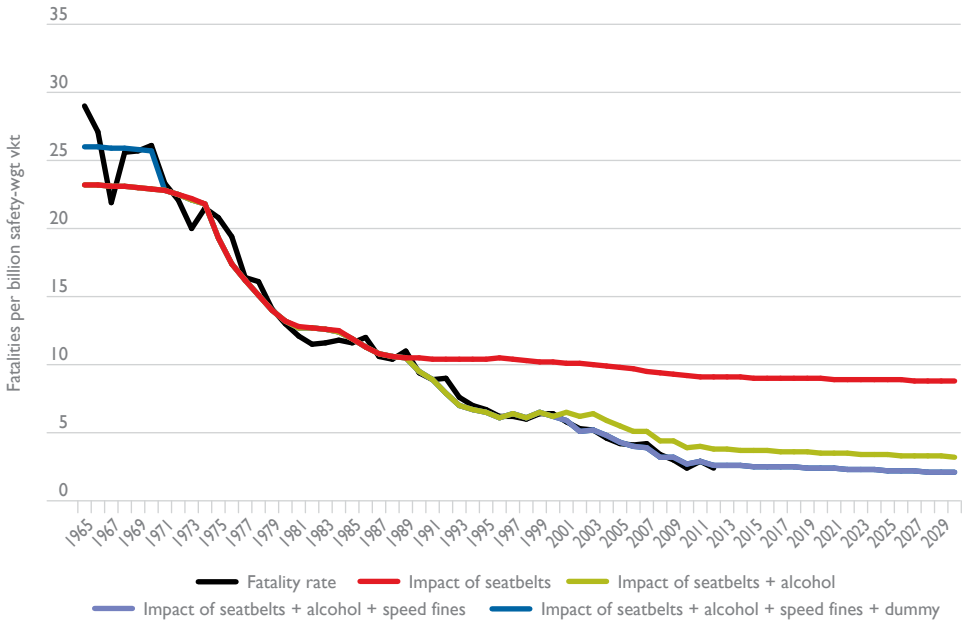
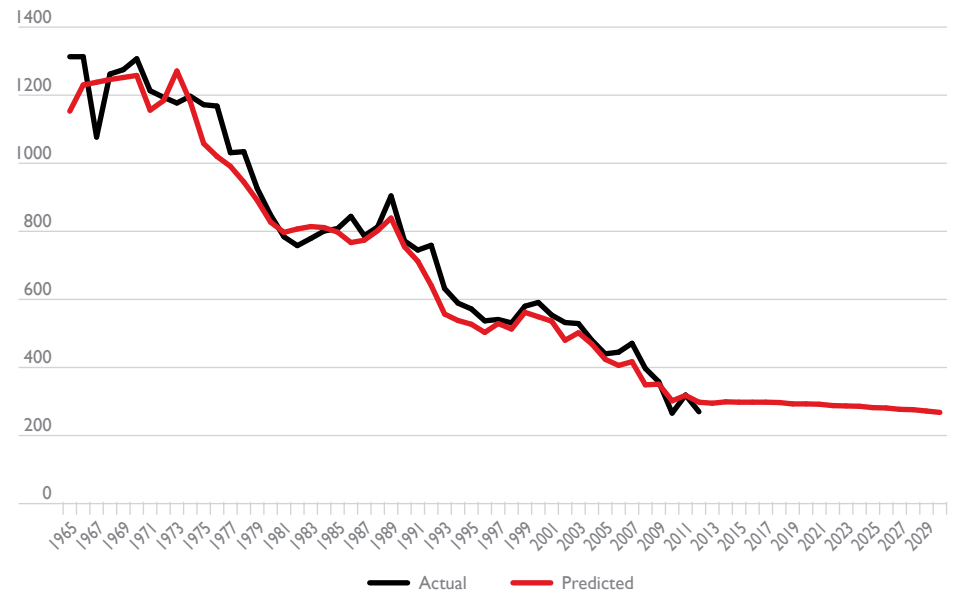


Figure 4.219 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

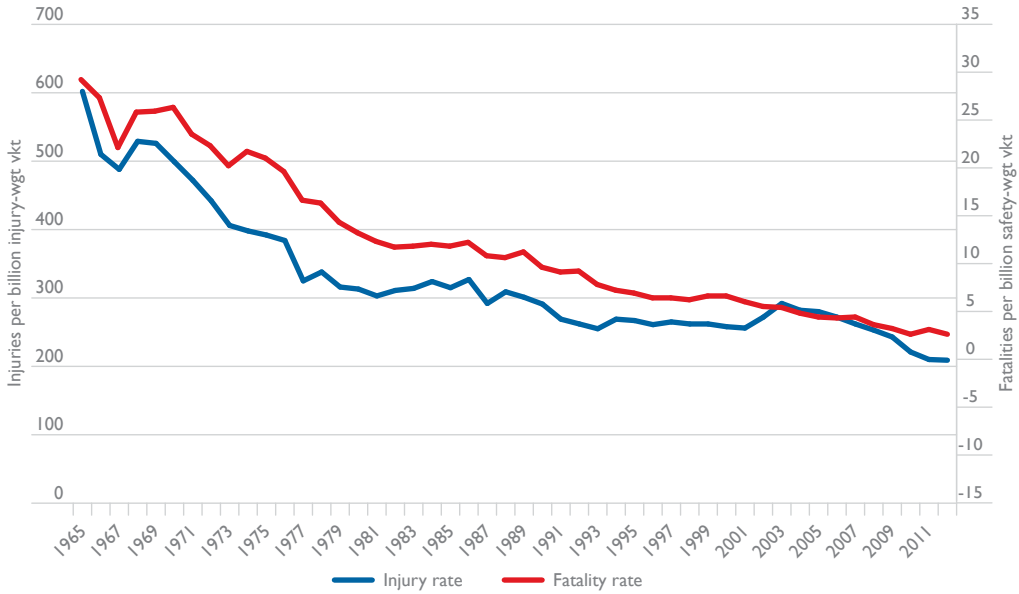
Figure 4.219 Actual/predicted Swedish road deaths



The safety weights applied in Sweden were cars, light commercial vehicles and other vehicles 1.0, motorcycles 15.0, buses 1.5, trucks 2.0 and mopeds 7.5. The injury weighted vkt calculation has motorcycles at 10.0 and mopeds at 5.0.

In Sweden, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate apart from the periods from 1973 to 1982, and from 2002 to 2009. This is shown in Figure 4.220.

Figure 4.220 Swedish injury and fatality rates



A model of the injury rate was constructed using the fatality rate, a declining dummy from 2002 to 2009, and a dummy variable for the period 1973 to 1982. The regression results are shown in Table 4.72.

Table 4.72 Regression results for predicting the Swedish injury rate

Regression Statistics	
Multiple R	0.9888488
R Square	0.9778220
Adjusted R Square	0.9763099
Standard Error	14.4948008
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	407581.5215	135860.50	646.6491	2.17069E-36
Residual	44	9244.36698	210.09925		
Total	47	416825.8885			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	168.27991	4.85141	34.68679	0.00000	158.50253	178.05729
FatalRate	13.39029	0.31950	41.91045	0.00000	12.74639	14.03420
Dum7382	-45.18231	5.86267	-7.70678	0.00000	-56.99775	-33.36687
Dum0209	63.72607	9.06902	7.02679	0.00000	45.44867	82.00348

Figure 4.221 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.222 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.221 Actual and predicted Swedish injury rate

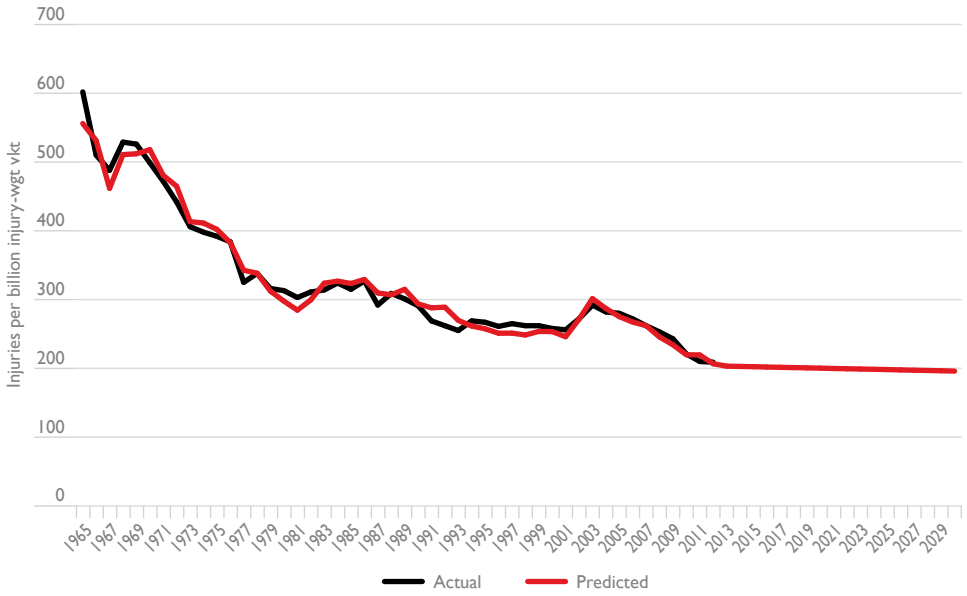
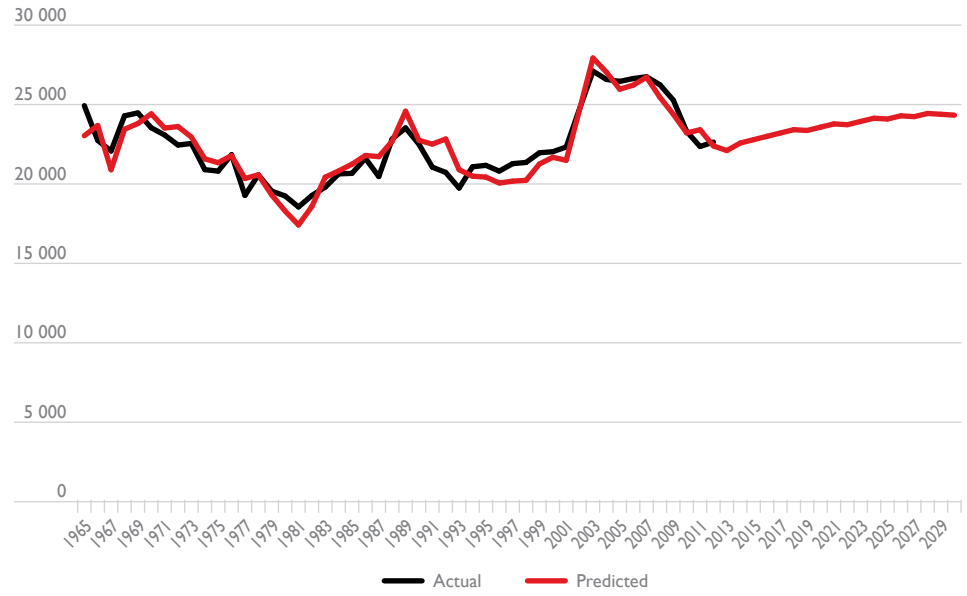


Figure 4.222 Actual and predicted Swedish road injuries



4.20 Switzerland

For Switzerland, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate and dummy variables representing the lowering of speed limits and alcohol control measures. A dummy for the period of higher fatalities before 1974 is also included. The results are shown in Table 4.73.

Table 4.73 Regression results for predicting the Swiss fatality rate

Regression Statistics	
Multiple R	0.9976053
R Square	0.9952163
Adjusted R Square	0.9947607
Standard Error	0.8513308
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	4	6332.798095	1583.1995	2184.4340	4.12629E-48
Residual	42	30.44009471	0.7247641		
Total	46	6363.23819			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	26.971769	0.326485	82.612693	0.000000	26.312896	27.630641
Seat belts	-0.255752	0.015474	-16.52829	0.000000	-0.286979	-0.224525
SpeedLim	-0.406371	0.451233	-0.900579	0.372948	-1.316997	0.504255
Dumles74	11.628901	0.450937	25.788321	0.000000	10.718874	12.538928
BAC/RBT	-0.685886	0.514886	-1.332113	0.190007	-1.724967	0.353195

Figure 4.223 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.223 Actual/predicted Swiss fatality rate

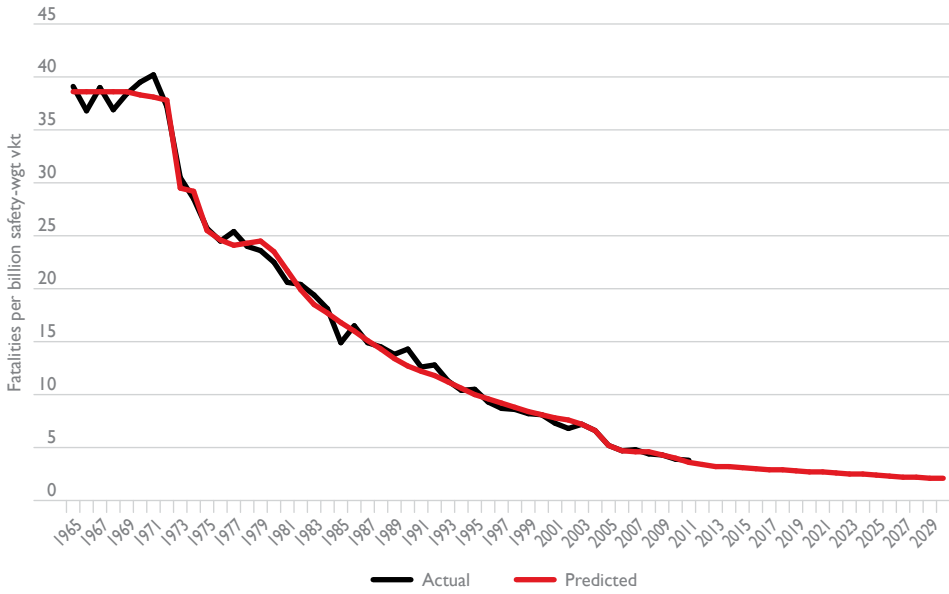


Figure 4.224 shows the components of the Swiss fatality prediction/forecast. The major influence is the increase in seat belt wearing. From the early 80s, the lowering of speed limits starts to have an effect, as does alcohol control from 2005.

Figure 4.224 Components of the Swiss fatality rate prediction

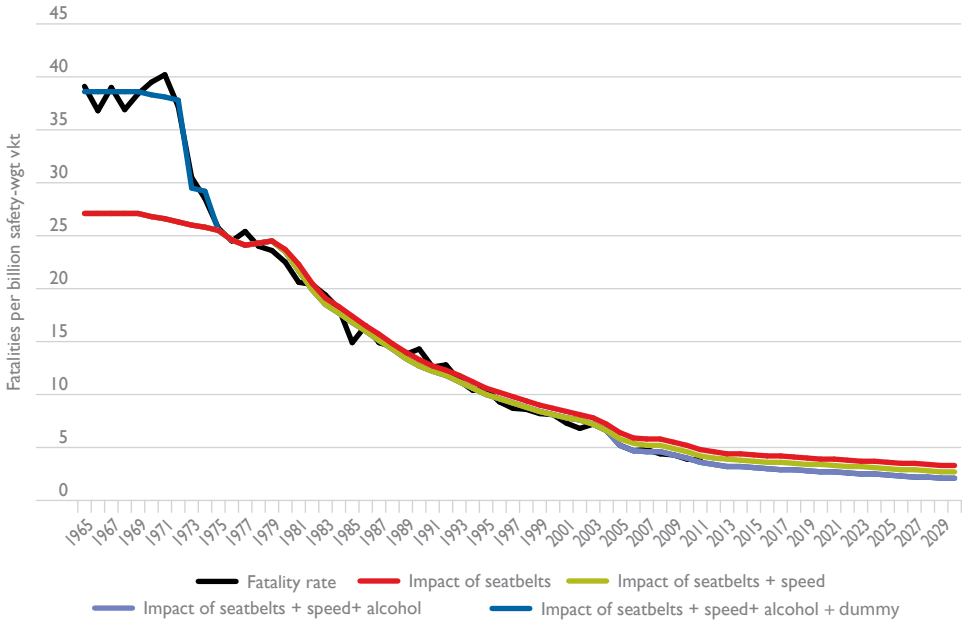
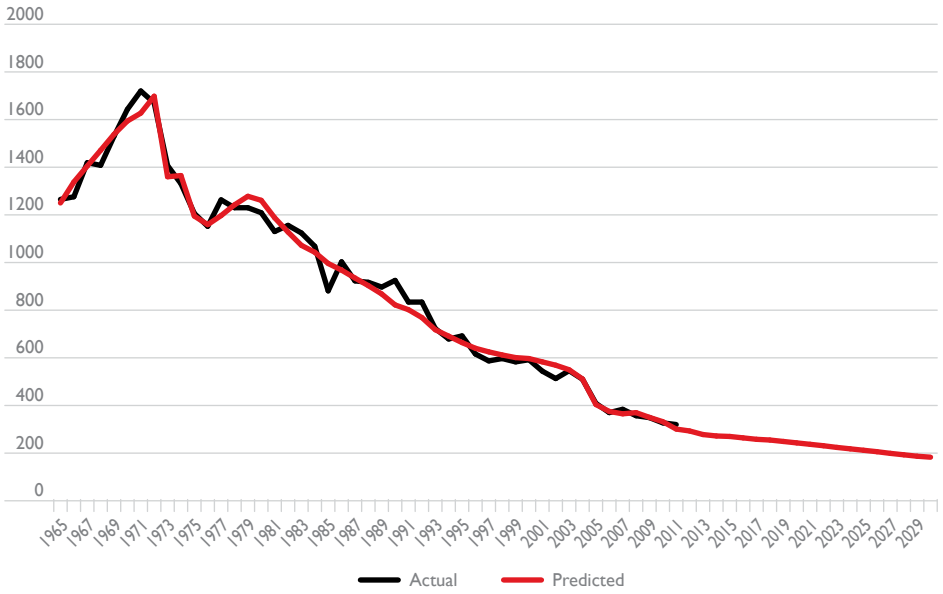


Figure 4.225 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

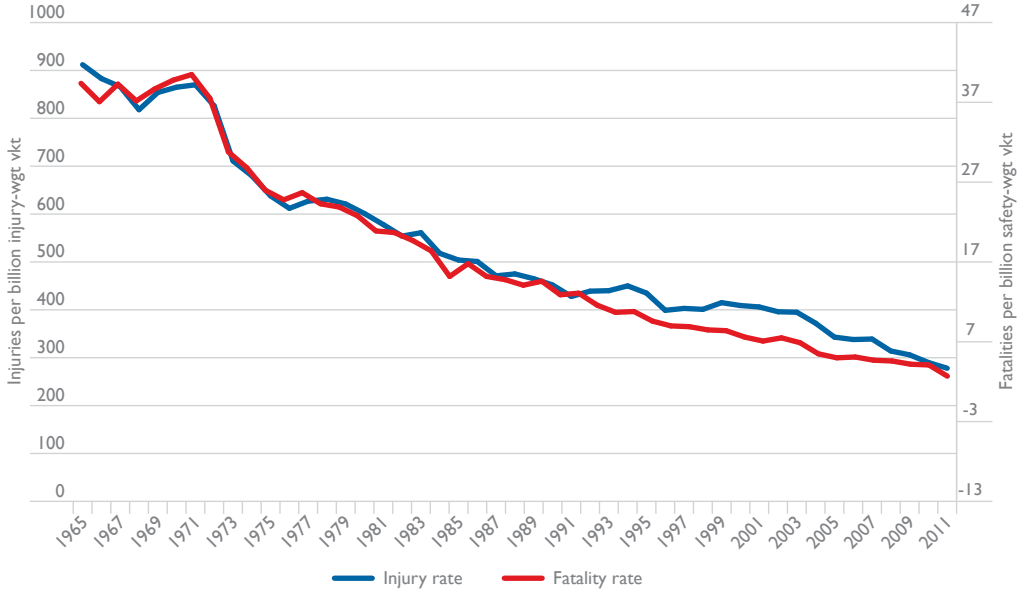
Figure 4.225 Actual/predicted Swiss road deaths



The safety weights applied in Switzerland were cars, light commercial vehicles and other vehicles 1.0, motorcycles 7.0, buses 1.5, trucks 2.0 and mopeds 3.5. The injury weighted vkt calculation used the same weights.

In Switzerland, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality except for the period from 1995 to 2008. This is shown in Figure 4.226.

Figure 4.226 Swiss injury and fatality rates



A model of the injury rate was constructed using the fatality rate and dummy variables for the period 1965 to 1966 and 1993 to 2008. The regression results are shown in Table 4.74.

Table 4.74 Regression results for predicting the Swiss injury rate

Regression Statistics	
Multiple R	0.9982178
R Square	0.9964388
Adjusted R Square	0.9961903
Standard Error	11.2863025
Observations	47

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	3	1532579.337	510859.77	4010.498	1.21558E-52
Residual	43	5477.366851	127.38062		
Total	46	1538056.704			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	234.63693	4.68574	50.07470	0.00000	225.18724	244.08662
FatalRate	15.97274	0.19204	83.17509	0.00000	15.58546	16.36002
Dum9308	36.86612	4.62931	7.96362	0.00000	27.53022	46.20203
Dum6566	57.02391	8.80477	6.47648	0.00000	39.26739	74.78043

Figure 4.227 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.228 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.227 Actual and predicted Swiss injury rate

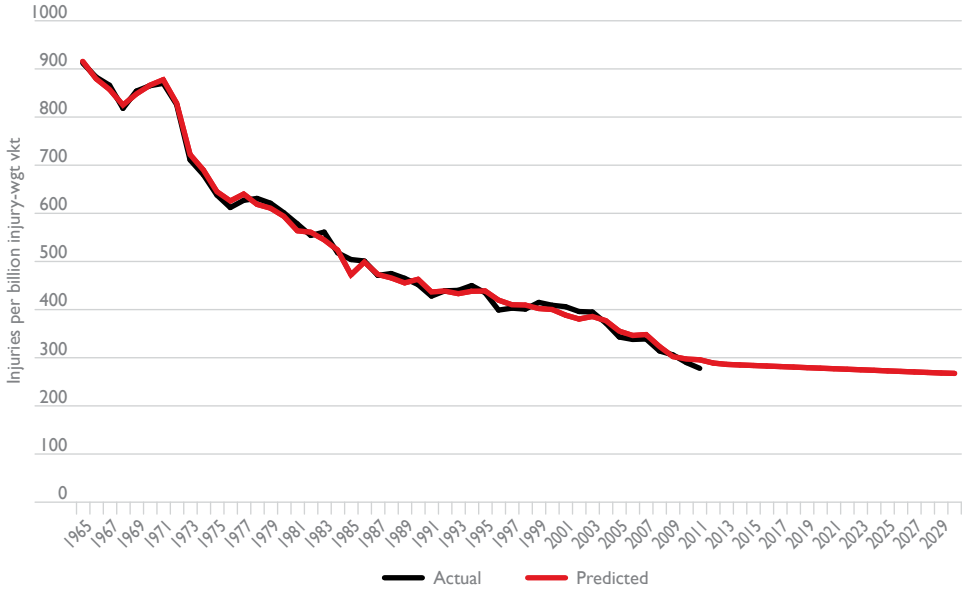
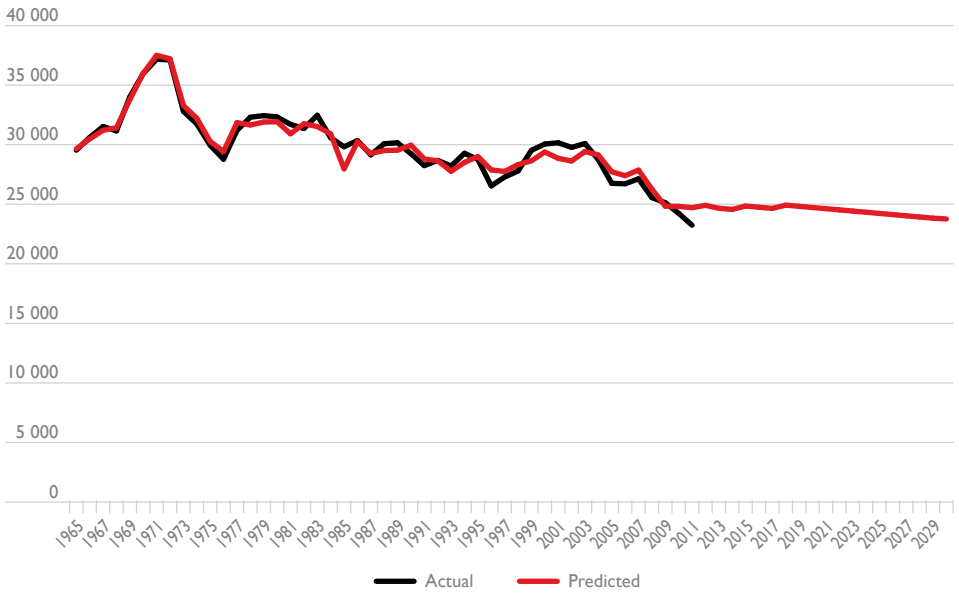


Figure 4.228 Actual and predicted Swiss road injuries



4.21 The United States

For the United States, a model of the fatality rate was constructed using the all-occupant seat belt wearing rate, unemployment, and the percentage of fatalities associated with excessive speed and alcohol. In addition, there are two dummies that seek to capture the large 'learning' effect before the mid-80s and the reduction in speed limits in 1974. The results are shown in Table 4.75.

Table 4.75 Regression results for predicting the American fatality rate

Regression Statistics	
Multiple R	0.996939
R Square	0.993887
Adjusted R Square	0.993090
Standard Error	0.667975
Observations	53

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	6	3336.9663	556.16104	1246.464	3.59813E-49
Residual	46	20.52477134	0.4461906		
Total	52	3357.491071			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	6.522230	3.779698	1.725596	0.091133	-1.085907	14.130366
Timepre86	0.255565	0.047008	5.436622	0.000002	0.160943	0.350188
Seat belts	-0.067564	0.014555	-4.641829	0.000029	-0.096862	-0.038265
Unempl	-0.271446	0.109336	-2.482669	0.016750	-0.491528	-0.051363
%speed	0.058802	0.144001	0.408344	0.684916	-0.231057	0.348661
Dumles74	6.565257	0.520174	12.621271	0.000000	5.518201	7.612313
%alcohol	0.129324	0.093064	1.389619	0.171334	-0.058005	0.316653

Figure 4.229 shows the pattern of the fatality rate is fairly accurately predicted by the model.

Figure 4.229 Actual/predicted American fatality rate

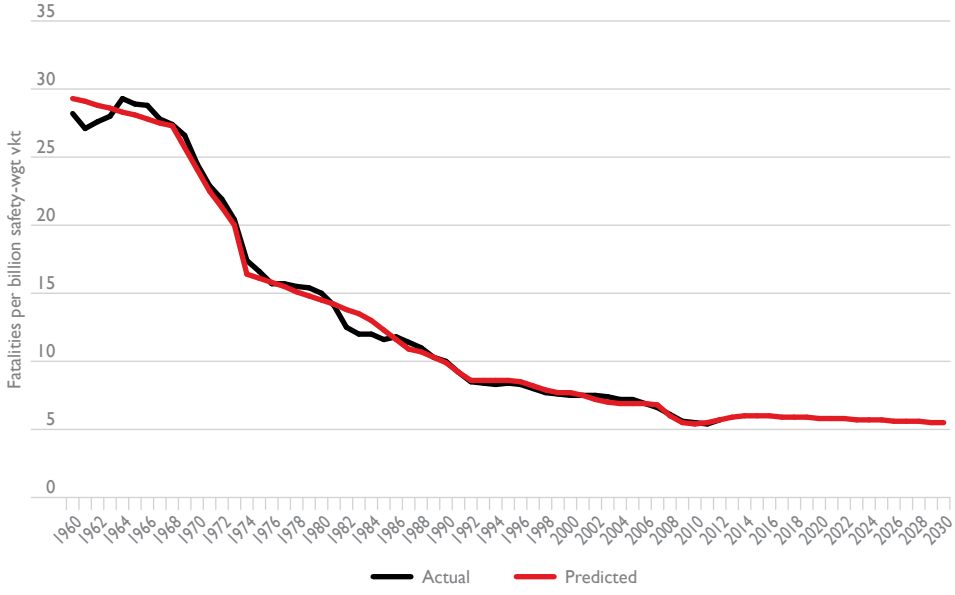


Figure 4.230 shows the components of the American fatality prediction/forecast. The major influences are the pre-80s learning effect and the increase in seat belt wearing from the mid-80s on. Higher unemployment in the wake of the Global Financial Crisis lowered the fatality rate, but as unemployment starts coming down, that effect is reversing.

Figure 4.230 Components of the American fatality rate prediction

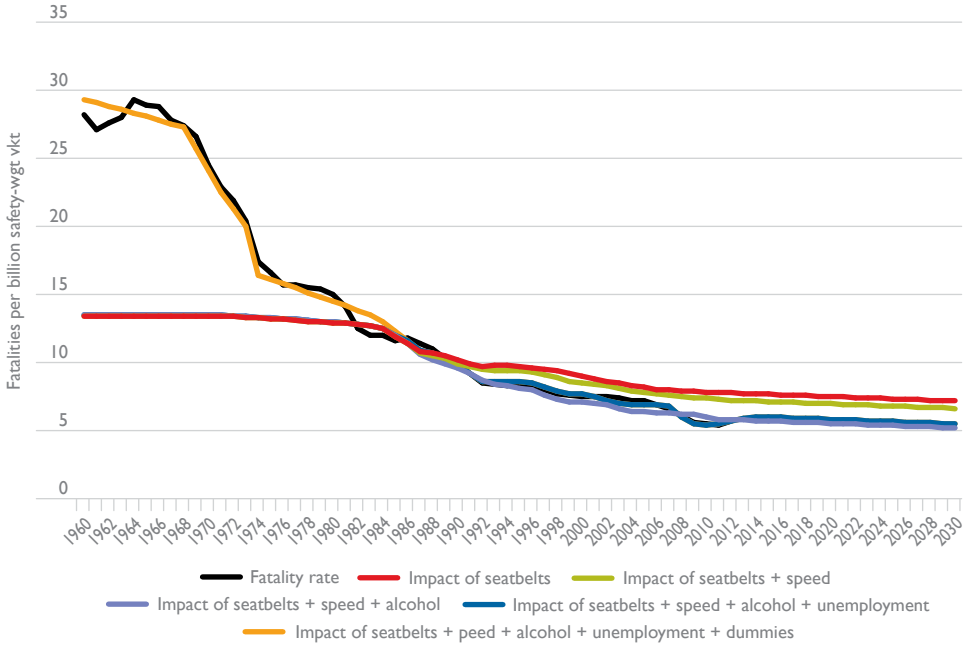
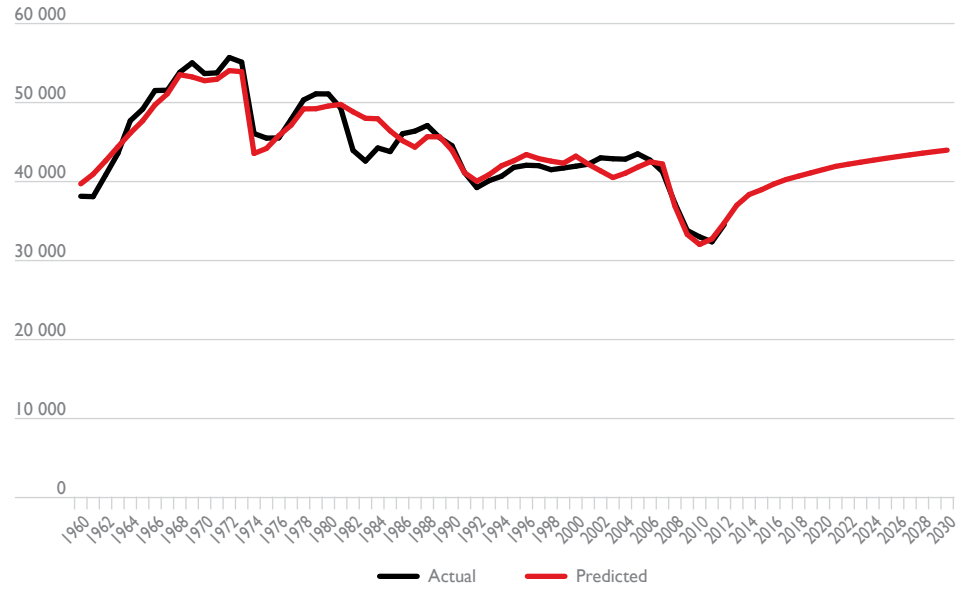


Figure 4.231 shows that the modeling also produces a fairly accurate prediction of the level of fatalities over time.

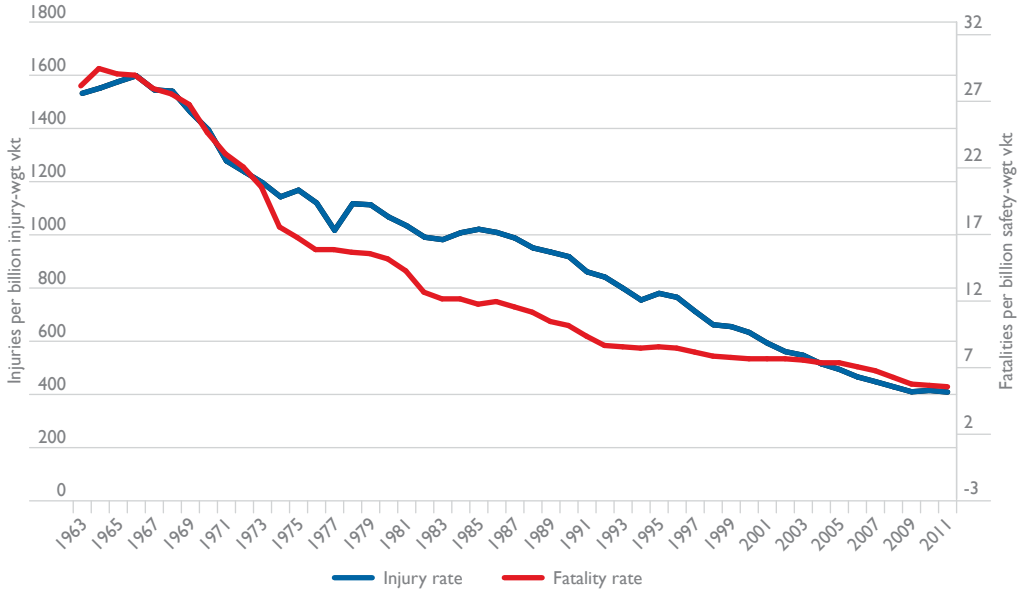
Figure 4.231 Actual/predicted American road deaths



The safety weights applied in the United States were cars, light commercial vehicles and other vehicles 1.0, motorcycles 25.0, buses 1.5, and trucks 2.0. The injury weighted vkt calculation has motorcycles at 6.0.

In the United States, the injury rate (road injuries per billion injury-weighted vkt) moved in sync with the fatality rate except for the period from 1974 to 2004. This is shown in Figure 4.232.

Figure 4.232 American injury and fatality rates



A model of the injury rate was constructed using the fatality rate and a dummy variable. The regression results are shown in Table 4.76.

Table 4.76 Regression results for predicting the American injury rate

Regression Statistics	
Multiple R	0.9959185
R Square	0.9918536
Adjusted R Square	0.9914994
Standard Error	32.7899083
Observations	49

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	2	6021704.985	3010852.4	2800.329	8.9583E-49
Residual	46	49458.19192	1075.1780		
Total	48	6071163.177			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*
Intercept	94.25659	14.60310	6.45456	0.00000	64.86208	123.65110
FatalRate	52.25782	0.71225	73.37017	0.00000	50.82414	53.69151
Dum7101	286.83219	13.21132	21.71109	0.00000	260.23918	313.42521

Figure 4.233 shows the pattern of the injury rate is fairly accurately predicted by the model. Figure 4.234 shows that the modeling also produces a fairly accurate prediction of the level of injuries over time.

Figure 4.233 Actual and predicted American injury rate

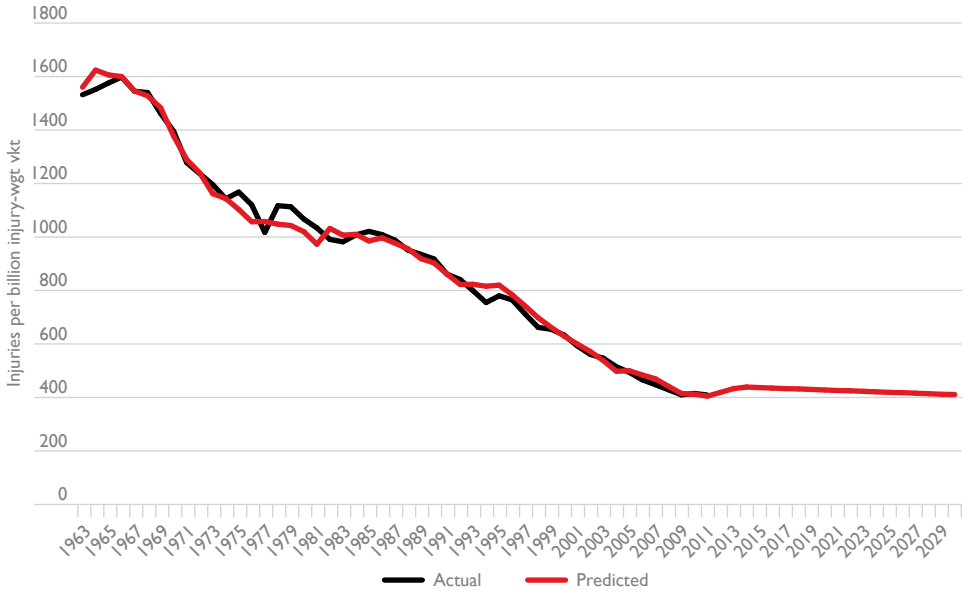
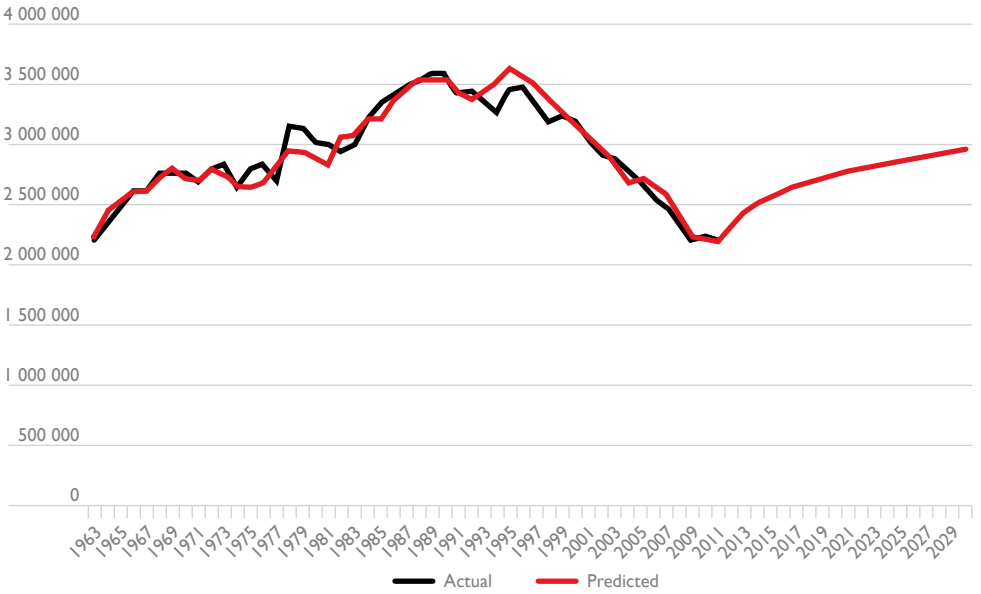


Figure 4.234 Actual and predicted American road injuries



CHAPTER 5

Review and conclusions

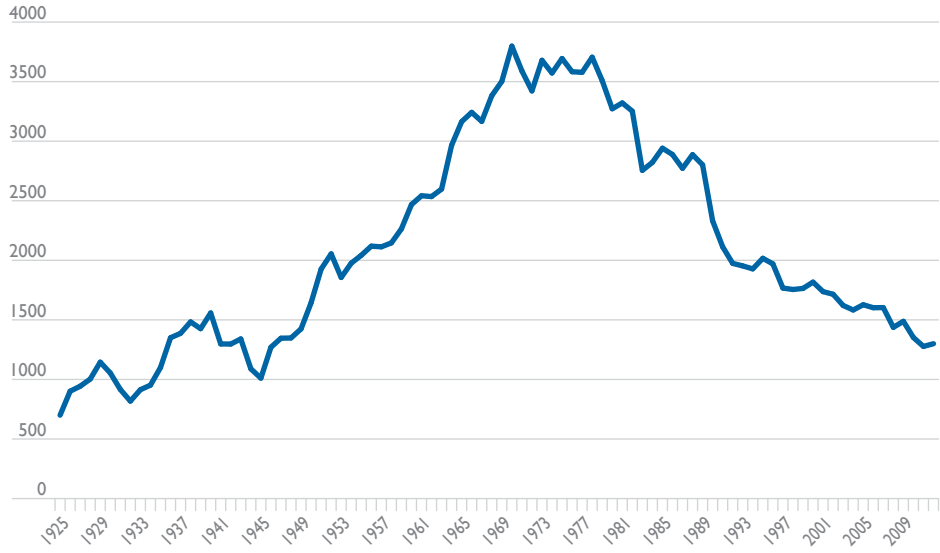
5.1 Review

As societies became motorised in the last century, initially traffic grew faster than 'learning' could lower fatality rates. Deaths rose to peaks in the late 1960s.

But then the position reversed, and in societies around the world fatality rates fell faster than traffic levels rose. Deaths fell from their late-60s peaks in spite of continuing growth in traffic levels.

This is shown in Figure 5.1 for Australia.

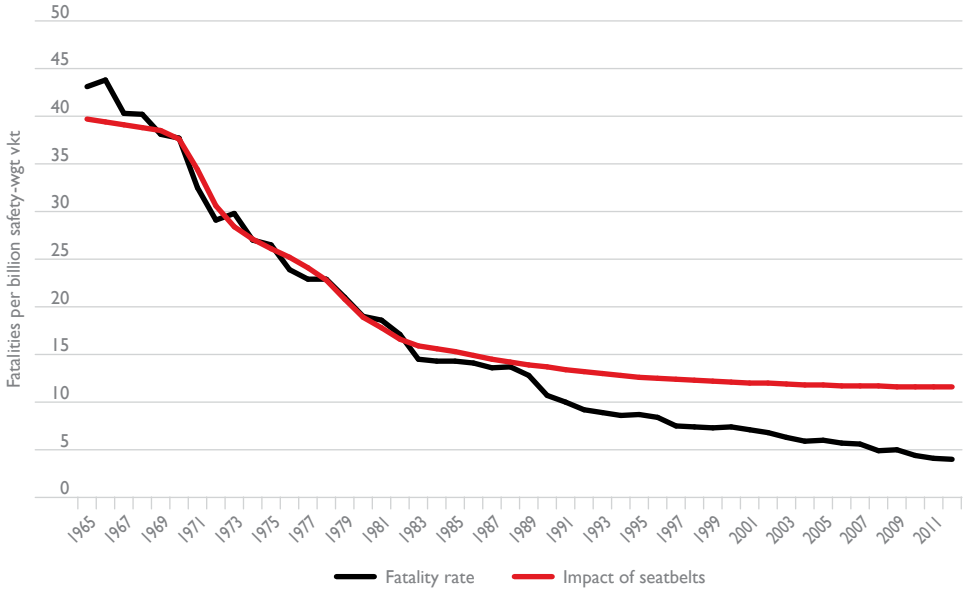
Figure 5.1 Peak and decline of road deaths in Australia



Since the late 1960s, the period covered by this research, the major cause of the substantial decline in fatality rates around the world has been the introduction and increasing use of seat belts.

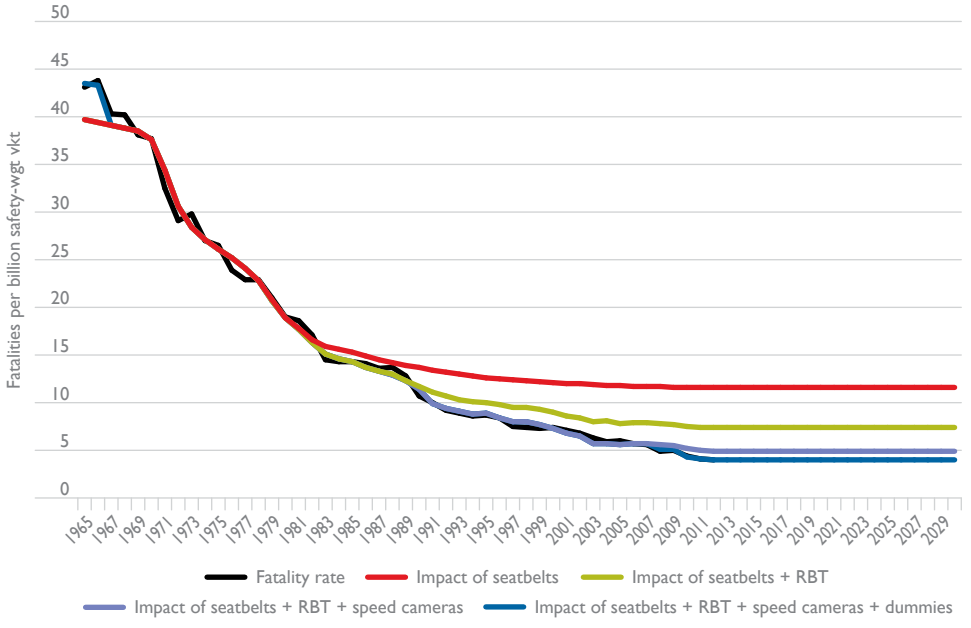
Figure 5.2 shows the declining trend in the Australian road fatality rate due to seat belts.

Figure 5.2 The effect of seat belts in Australia



During the 1980s and 1990s, there were further reductions below this trend set by seat belt use. These came principally from enforcement efforts aimed at speeding and (alcohol) impairment. These effects were highly dependent on the development and application of automated speed and alcohol testing technologies. Figure 5.3 shows the effects in Australia of these two enforcement efforts, random breath testing starting in the early 1980s and speed cameras in the early 1990s. The effects of the measures come off the downward trend set by seat belt wearing. The effects of the ramping up of enforcement efforts in countries around the world have been demonstrated by the current research.

Figure 5.3 Additional fatality reductions from alcohol and speed enforcement

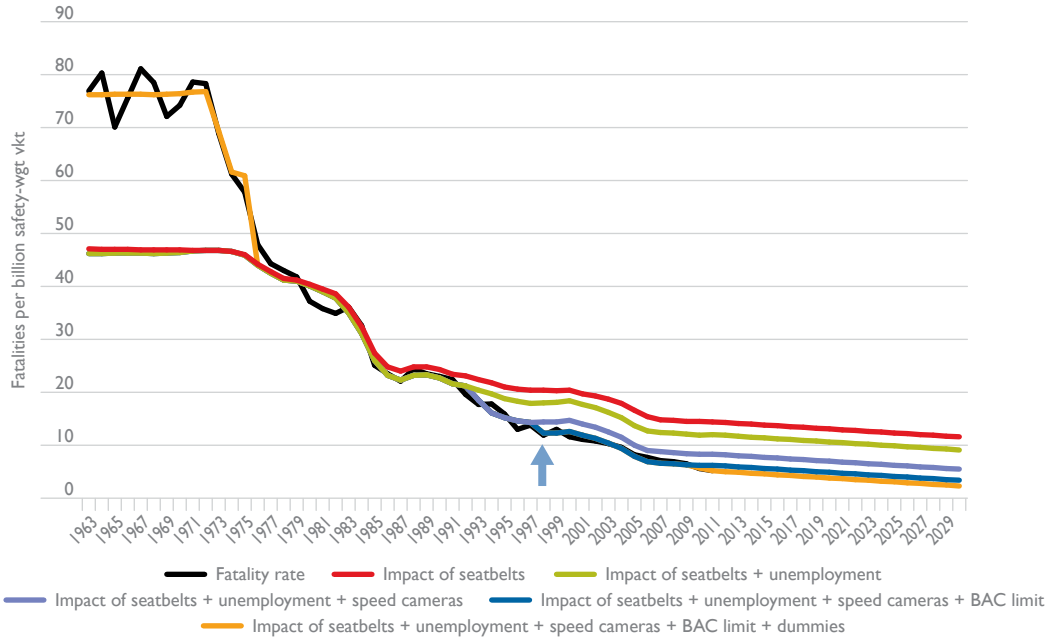


But it is not only the enforcement of laws that has had an effect, but also changes in the laws themselves. Examples that have been demonstrated in the current research are: 1) lowering legal *blood alcohol limits*: Austria (see Figure 5.4), Belgium, Ireland, Japan, New Zealand, and Switzerland, 2) changes in *speed limits*: Czech Republic, Denmark, France, Hungary, New Zealand, Switzerland and the United States, and 3) *packages of laws*: France, New Zealand.

Blood alcohol limit changes have direct effects on fatality rates.

In Austria, the legal blood alcohol limit went from 0.8 grams/litre to 0.5 g/l in 1998. The effect was to reduce the fatality rate by 2 deaths per billion safety-weighted vkt, as shown in Figure 5.4.

Figure 5.4 Blood alcohol content limit change and the Austrian fatality rate



In Belgium in 1995, the blood alcohol limit went from 0.8 g/l to 0.5 g/l. The effect was to the reduce road fatality rate by 1.6 deaths per billion safety-weighted vkt.

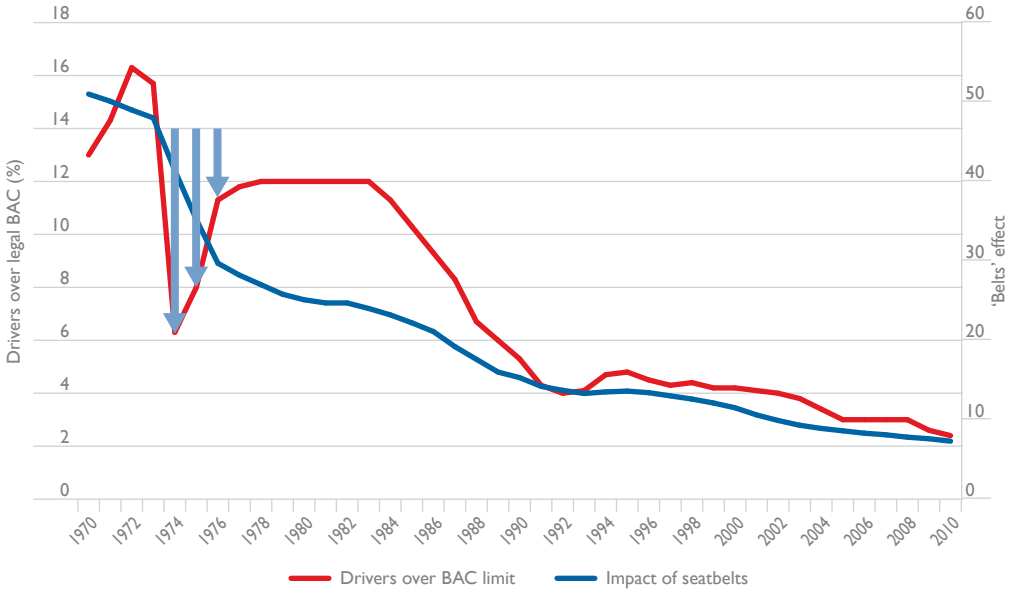
Similarly, Ireland went to 0.5 g/l in 2012, and the effect on fatality rates has been a reduction of 0.9 deaths per billion safety-weighted vkt.

The same applies to the lowering of the BAC limit in Japan in 2002, from 0.5 to 0.3 g/l. The fatality rate dropped by 1.7 deaths per billion safety-weighted vkt.

Switzerland in 2005 lowered the BAC limit from 0.8 to 0.5 g/l and introduced random breath testing at the same time. The effects were apparent in the Swiss model – a drop of 0.7 deaths per billion safety-weighted vkt.

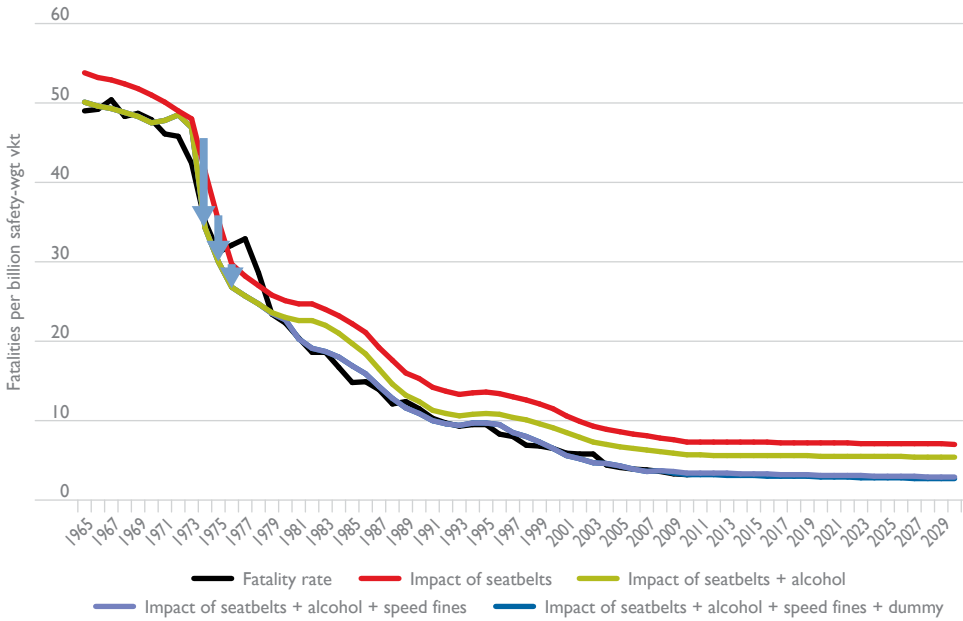
In the Netherlands, smoothed drink driving levels dived in 1974 under the threat of application of new legislation, only to rebound in the next two years, as the threat didn't materialise (see Figure 5.5).

Figure 5.5 Percentage of Dutch drivers over the legal blood alcohol limit



The fatality rate in 1974 declined with the reduction in drink driving. But before the fatality rate could rebound the next two years with the resumption of drink driving, compulsory seat belt wearing laws took effect, which meant that the fatality rate stayed down. When these effects are combined in the modelling, a good approximation of the effect of these events on the Dutch fatality rate at the time is obtained, as shown in Figure 5.6.

Figure 5.6 The Netherlands fatality rate components



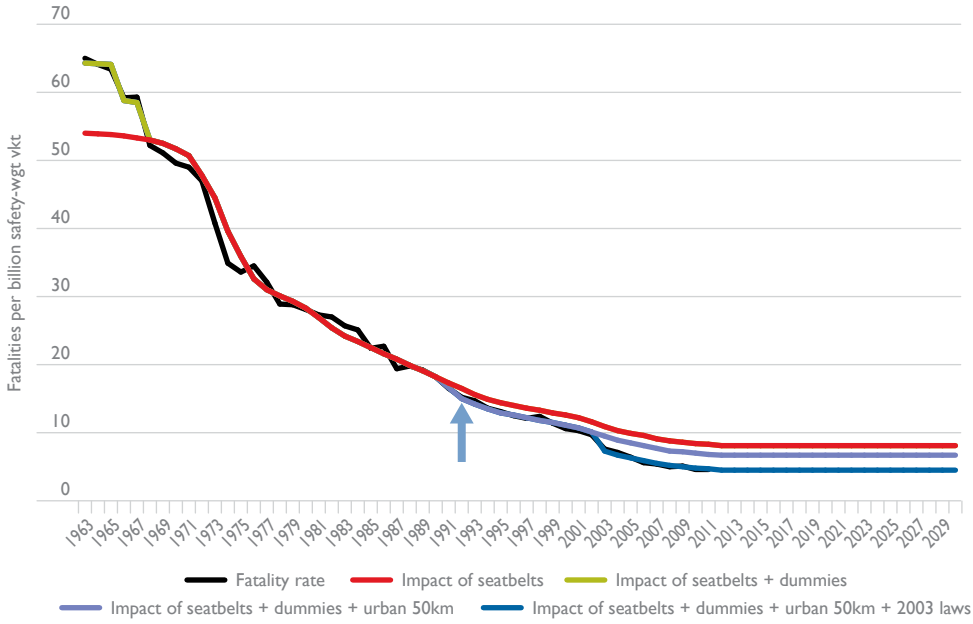
Speed limit changes also have a direct effect on fatality rates.

The Czech Republic lowered the urban speed limit in October 1997 to 50 km/hr. The effect on fatality rates was a reduction of 7.5 deaths per billion safety-weighted vkt.

Similarly, Denmark in 1974, in response to the first oil crisis, introduced general speed limit reductions that resulted in reduced road fatality rates of 5.4 deaths per billion safety-weighted vkt.

The effect of the French reduction of urban speed limits to 50 km/hr in 1991 is shown in Figure 5.7 – a reduction of 2.2 deaths per billion safety-weighted vkt.

Figure 5.7 Urban 50 km/hr speed limit and the French fatality rate



Hungary's urban 50 km/hr law introduced in 1993 had a larger effect – a reduction of 13.8 deaths per billion safety-weighted vkt.

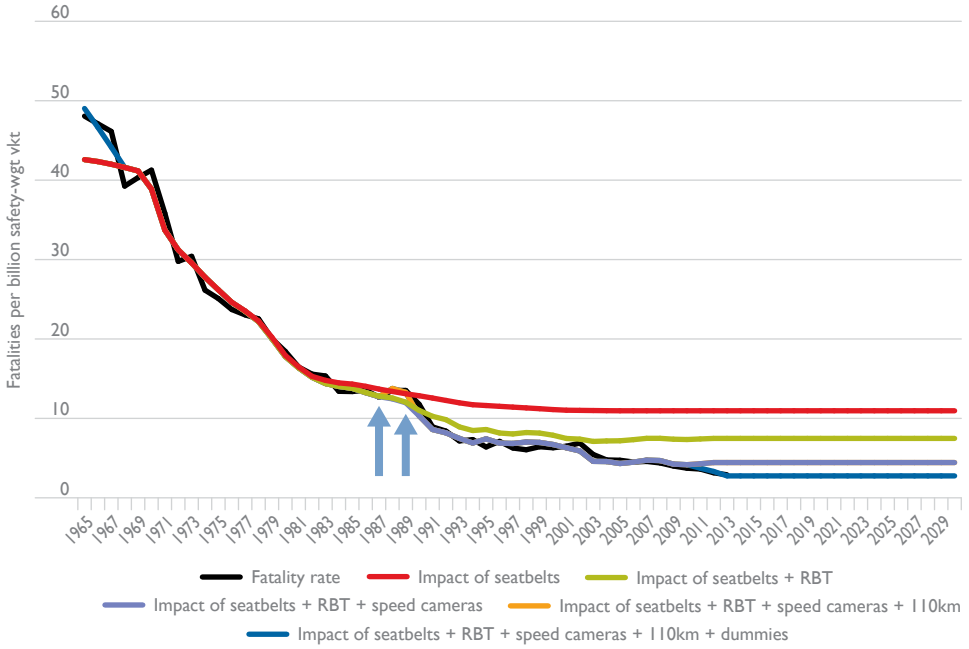
New Zealand, in response to the first oil crisis in 1974, introduced reductions in open road speed limits. The 55 miles per hour limits went to 50 mph. Then in 1985, the 80 kilometre per hour limits went to 100 km/hr. The result was a drop in the fatality rate below trend in the period from 1974 to 1984, and then a subsequent increase back to trend. During the period of lower speed limits, the fatality rate was lower by 2.5 deaths per billion safety-weighted vkt.

In Switzerland in July 1980, the speed limit in Zurich was reduced from 60 km/hr to 50 km/hr. Then in 1985, motorway speed limits dropped from 130 km/hr to 120 km/hr and limits on rural roads from 100 km/hr to 80 km/hr. The effect on fatality rates is apparent in the modelling – an ultimate reduction of 0.8 deaths per billion safety-weighted vkt.

In the United States in 1974, in response to the first oil crisis, the US Congress established a national maximum speed limit of 55 miles per hour. The effect of this was a drop in the fatality rate versus previous years (approximately 3.5 deaths per billion safety-weighted vkt).

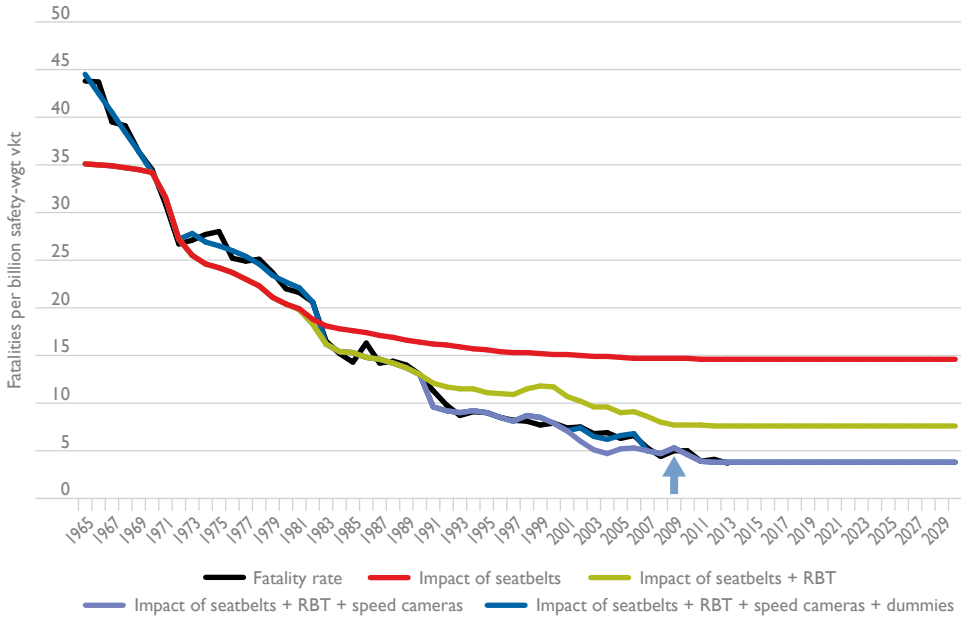
In Victoria, the highway speed limit was raised from 100 km/hr to 110 km/hr in the late 1980s, and then lowered again three years later. The effect shows up in orange in Figure 5.8 under the heading "…+110km". The effect is small compared to the longer-term trends from seat belts and enforcement, but is still significant – an additional 1.7 deaths per billion safety-weighted vkt.

Figure 5.8 The effect of raising/lowering the Victorian high way speed limit



Finally, the effects of removing and then re-instating mobile speed cameras in New South Wales in 2009 are apparent in the model of components shown in Figure 5.9. The decrease in speed camera enforcement causes the fatality rate to rise. The effect is reversed the next year when the cameras are re-instated. Again, the effect is small compared to the longer-term trends, but is still significant– an increase of 0.5 deaths per billion safety-weighted vkt.

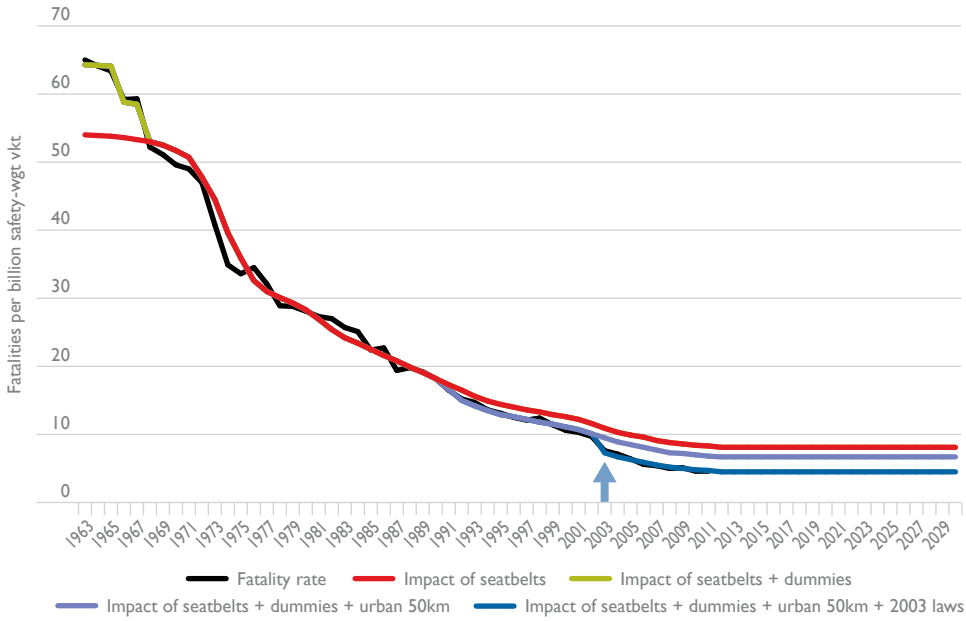
Figure 5.9 Components of the NSW fatality rate



Packages of law changes can also be seen to have an effect on road fatality rates.

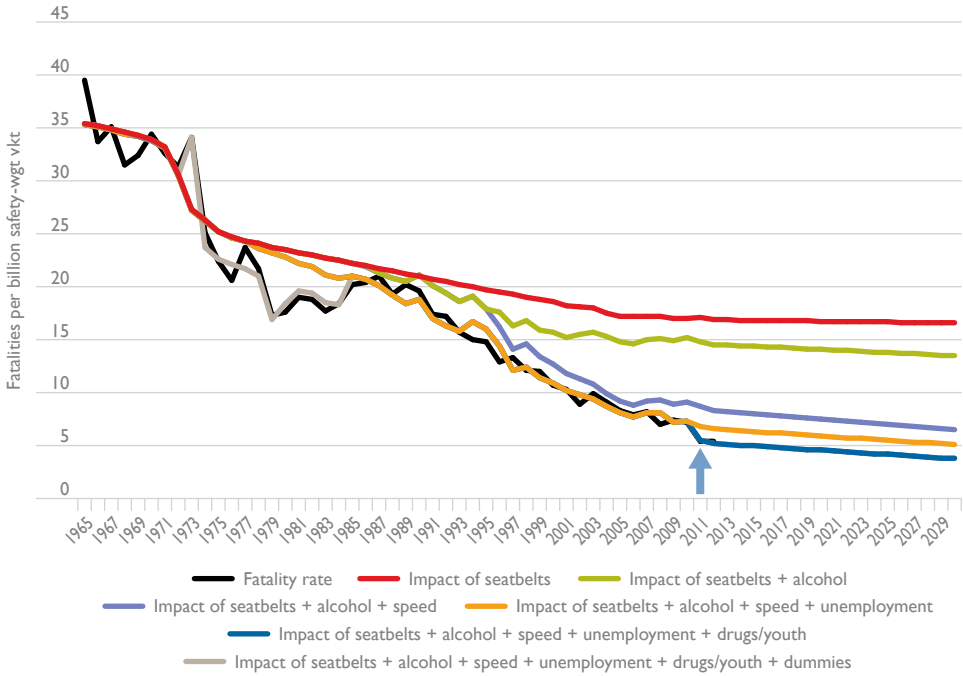
In France in 2003, penalties were increased for non-wearing of seat belts, for mobile phone usage, and for having a blood alcohol level between 0.5 and 0.8 g/l. Drug testing was allowed and speed cameras were introduced. The effects are shown in Figure 5.10 – a reduction of 2.2 deaths per billion safety-weighted vkt.

Figure 5.10 The 2003 package of laws and the French fatality rate



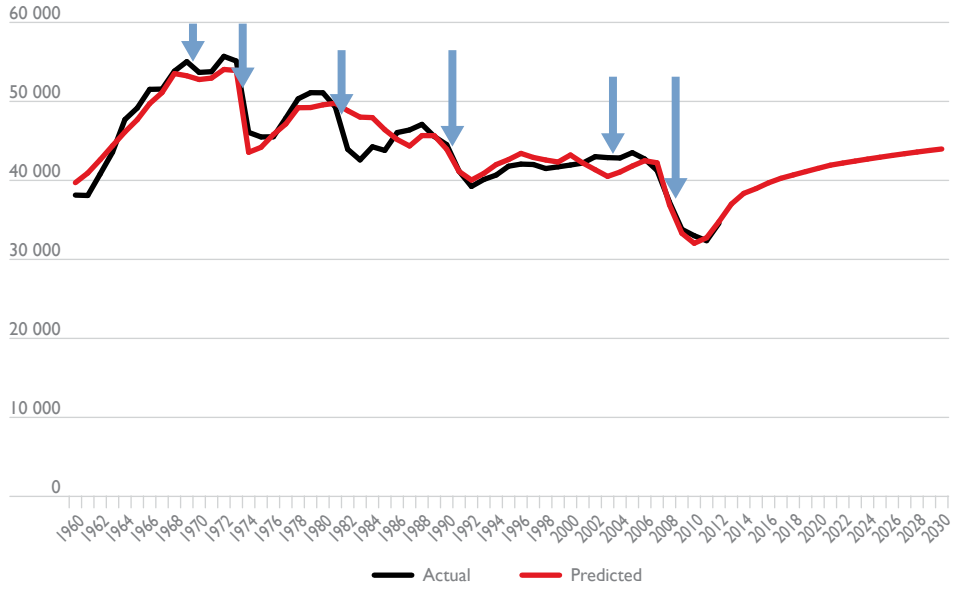
In New Zealand, in 2011, introduced a zero blood alcohol limit for drivers under 20 years of age and repeat drink-drivers, with demerit points for BAC readings between 0.0 and 0.3 g/l. The minimum age for applying for a licence was raised from 15 to 16 years and the drivers licence test made more exacting. In 2012, testing for drug use was allowed. The effects on the fatality rate are shown in Figure 5.11 – a reduction of 1.3 deaths per billion safety-weighted vkt.

Figure 5.11 Licence age/youth BAC limit/drug testing law in New Zealand



The modelling has also shown that high unemployment reduces fatalities in two ways. First, it reduces driving (see BITRE 2012a and 2012b). Secondly, it makes drivers more cautious. Thus it reduces the *rate* of fatalities from a reduced *level* of traffic. The effect on the number of deaths can be seen in Figure 5.12 for the United States (arrows indicate recessions – the start of periods of higher unemployment). The decline in deaths from 2007 to 2011 is mostly due to a cyclical downturn due to high unemployment, but the rest is due to a decline in traffic with the onset of the Global Financial Crisis (see BITRE 2012b). These effects are beginning to unwind with the recovery of the American economy.

Figure 5.12 American road fatalities



5.2 Conclusions

This report has described an overview of the different patterns of fatality and injury rate declines in Australia and in 20 other countries around the world. In addition it has modelled the determinants of the declines in all these locations.

The modelling has illustrated the three major elements of road safety trends since the mid-60s: the increase in seat belt wearing, and enforcement/law efforts to curb speeding and (alcohol/drugs) impairment.

The main results of the study are models of fatality and injury rates. Each country is different, but the patterns of the models are similar. The models explain the common finding around the world of falling death and injury rates. There are also many differences uncovered between counties. But, however much they are alike or differ, the models can be used to provide base-case forecasts of future trends in road safety in Australia and overseas countries.

The projections to 2030 are done on the assumption of a freezing of enforcement effort per vkt and of no new road safety measures coming into play – basically "do nothing" scenarios. Their usefulness lies in demonstrating the likely future trends if nothing is done – the road safety challenge.

The basecase projections are thus useful in a variety of contexts, for instance, in forecasting road fatalities from fatality rates (BITRE 2010), examining the possible lessons for possible road safety measures in one country from experiences elsewhere, setting road safety targets, examining the effects of other influences (distraction with mobile phones, stability control in vehicles, on-site medical treatments) while controlling for the modelled factors, and many other uses. Road safety is indeed a global phenomenon worthy of our attention.

APPENDIX A

General road safety modelling data

Background

This Appendix presents sources, corrections and final data for general road safety variables in Australia and twenty other countries around the world.

Death and injury data for each jurisdiction was sourced from various sources: Gaudry et al. (2002), the International Road Federation (IRF 2010), the International Road Traffic Accident Database (OECD 2011), the International Transport Forum (ITF 2011), BITRE (2012b), Alberta Transportation (2010) and Flinders University (2011). Data for Australian States/Territories was sourced from BITRE (2010) and Flinders University (2011). The vkt and unemployment data was sourced from BITRE (2012a), BITRE (2012b) and Gaudry et. al. (2002). The derivation of the seat belt data is described in Appendix C.

The general datasets so derived are presented in Table A1.

Table A1 Fatalities

														10 provs								
	Australia	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Austria	Belgium	Britain	Canada	BC	ALTA	SASK	MAN	ONT	QUE	NB	NS	PEI	NFDL
1965	3065	1080	916	464	241	237	91	20	16	1829	2403	7952	4894	500	331	223	178	1611	1541	204	209	25	72
1966	3193	1134	933	475	266	246	88	34	17	2101	2332	7985	5274	520	359	279	207	1596	1727	231	229	33	93
1967	3204	1096	963	481	273	239	102	27	23	2380	2448	7319	5421	559	426	287	202	1719	1622	240	255	29	82
1968	3235	1174	868	476	257	316	112	18	14	2416	2673	6810	5307	574	430	264	199	1586	1672	232	237	39	74
1969	3475	1206	964	525	273	314	122	45	26	2320	2696	7365	5402	542	468	223	171	1683	1709	228	244	40	94
1970	3685	1267	1065	527	302	329	122	42	31	2507	2949	7499	5061	559	401	207	159	1535	1655	225	219	32	69
1971	3681	1264	996	580	299	348	124	50	20	2782	3066	7699	5550	636	461	218	181	1769	1730	214	224	30	87
1972	3430	1137	884	579	313	314	118	53	32	2948	3128	7763	6201	716	442	266	185	1934	2017	234	254	45	108
1973	3588	1181	949	625	306	360	83	55	29	2765	2915	7406	6669	825	511	251	231	1959	2209	265	277	43	98
1974	3676	1257	877	603	389	349	126	44	31	2499	2665	6883	6268	844	573	306	201	1748	1882	287	268	42	117
1975	3671	1311	887	583	358	316	120	64	32	2467	2346	6366	6046	717	527	286	203	1800	1893	230	242	44	104
1976	3550	1242	898	600	317	297	107	51	38	2131	2488	6570	5293	630	516	263	213	1511	1589	236	203	29	103
1977	3591	1279	915	588	320	310	103	47	29	2091	2522	6614	5247	716	576	264	183	1420	1556	212	183	51	86
1978	3629	1336	926	560	279	312	118	68	30	2112	2589	6831	5407	640	502	296	198	1450	1765	224	228	30	74
1979	3591	1312	842	641	314	307	98	53	24	2129	2326	6352	5843	738	708	290	183	1560	1789	260	189	33	93
1980	3379	1276	785	605	266	277	77	63	30	1951	2396	5953	5434	811	647	265	176	1508	1493	214	199	35	86
1981	3329	1309	714	559	250	280	120	68	29	1898	2216	5846	5361	859	700	262	198	1445	1464	188	165	21	59
1982	3333	1337	717	609	244	226	114	60	26	1883	2064	5937	4161	601	502	240	151	1138	1082	204	170	16	57
1983	2970	1067	709	537	273	234	73	49	28	1967	2090	5445	4196	607	428	235	133	1204	1183	122	159	31	94
1984	2788	1024	647	506	239	207	77	50	38	1841	1893	5599	4093	525	470	221	127	1132	1224	157	149	31	57
1985	2856	995	669	535	241	231	85	67	33	1524	1801	5165	4342	483	533	214	133	1191	1386	142	155	37	68
1986	3013	1115	683	502	275	259	76	71	32	1495	1951	5385	4042	599	523	245	168	1102	1051	130	134	29	61
1987	2734	960	648	436	281	199	90	84	36	1469	1922	5125	4267	622	510	236	165	1229	1116	151	161	18	59
1988	2797	988	722	474	246	210	75	50	32	1620	1967	5052	4137	615	464	200	141	1237	1091	164	146	21	58
1989	2870	985	758	478	228	238	90	61	32	1570	1993	5373	4229	587	487	192	155	1286	1141	154	120	18	89
1990	2598	898	662	430	210	238	66	68	26	1558	1976	5217	3947	654	409	154	121	1120	1086	156	149	29	69
1991	2195	746	489	394	216	186	80	67	17	1551	1873	4568	3676	537	421	170	119	1102	1012	118	115	31	51
1992	2066	651	466	420	189	201	65	54	20	1403	1672	4229	3475	473	368	143	118	1090	981	131	113	13	45
1993	1878	596	405	382	177	198	64	44	12	1283	1660	3814	3603	512	383	153	134	1135	982	138	100	21	45
1994	1988	629	422	414	189	212	64	41	17	1338	1692	3650	3250	534	395	151	119	999	827	79	91	19	36
1995	2004	638	378	457	168	225	62	61	15	1210	1449	3621	3319	506	403	146	132	1059	807	112	110	16	28
1996	2002	607	427	391	192	225	65	72	23	1027	1356	3598	3009	455	349	127	96	915	797	96	112	18	44
1997	1860	584	384	397	151	224	43	60	17	1105	1364	3599	3073	441	429	155	115	969	720	106	85	20	33
1998	1775	585	373	305	181	203	37	69	22	963	1500	3421	2901	440	429	147	124	900	628	96	83	21	33
1999	1763	558	402	300	157	225	53	49	19	1079	1397	3423	2973	410	347	178	114	966	692	111	98	20	37
2000	1788	582	399	329	150	212	47	51	18	976	1470	3409	2857	413	364	143	115	886	691	95	86	19	45
2001	1753	549	409	309	159	199	62	50	16	958	1486	3450	2660	388	404	147	94	878	527	95	77	15	35
2002	1760	565	451	319	145	171	44	55	10	956	1353	3431	2853	469	372	131	110	895	631	109	83	18	35
2003	1666	520	366	339	160	184	33	53	11	931	1213	3508	2784	455	385	137	107	903	586	93	67	16	35
2004	1585	545	333	297	149	168	49	35	9	878	1162	3221	2671	433	387	121	102	825	574	76	90	28	35
2005	1603	503	335	312	145	174	53	55	26	768	1089	3201	2851	436	466	147	107	802	652	108	70	15	48
2006	1636	536	323	342	146	178	56	42	13	730	1069	3172	2773	426	453	126	123	803	592	105	84	27	34
2007	1600	442	337	366	104	225	56	56	14	691	1071	2946	2667	421	458	132	109	804	509	90	103	8	33
2008	1489	376	330	331	107	221	41	69	14	679	944	2538	2356	369	410	145	79	662	482	74	80	19	36
2009	1524	432	301	351	128	195	49	55	13	633	943	2222	2230	387	351	155	89	628	432	72	68	12	36
2010	1401	445	288	269	118	183	43	35	20	552	840	1850	2211	362	344	167	87	569	482	93	70	9	28
2011	1296	356	294	251	111	199	32	43	10	523	858	1901											
2012	1294	396	270	281	92	179	19	52	5			1790											

(continued)

Table A1 Fatalities *(continued)*

	Czech	Denmark	Finland	France	Germany	Hungary	Ireland	Israel	Japan	Korea	Netherland	NZ	Norway	Sweden	Switzerland	USA
1965	1463	1010	1049	16585	20700	870	356	340	16230		2479	559	423	1283	1265	49163
1966	1535	1050	1098	16596	22002	931	382	300	18076		2620	549	446	1283	1276	51524
1967	1639	1089	973	17185	22133	985	416	380	17704		2862	570	480	1047	1419	51559
1968	2122	1129	939	15987	21612	1334	447	405	18533		2907	522	479	1232	1408	53831
1969	2258	1168	1006	16424	21830	1472	462	445	21135		3075	570	496	1245	1530	55032
1970	1983	1208	1055	16838	25117	1627	540	530	21795	3529	3181	655	560	1277	1643	53672
1971	1988	1213	1143	17988	24476	1832	576	611	21161	3933	3167	677	533	1183	1720	53761
1972	1829	1116	1156	18530	24601	1808	640	638	20693	3539	3264	713	490	1164	1670	55704
1973	1752	1132	1086	17325	21741	1703	592	571	18946	3506	3092	843	511	1147	1407	55113
1974	1647	766	865	14926	19689	1624	594	702	14862	3582	2546	676	509	1167	1331	46078
1975	1632	827	910	14750	20105	1678	586	635	14030	4370	2321	628	539	1142	1206	45500
1976	1736	857	804	15441	20292	1622	525	590	12654	4439	2432	609	471	1138	1152	45523
1977	1560	828	709	14676	20602	1803	583	623	11629	4712	2583	702	442	1001	1263	47878
1978	1609	849	610	13593	20071	2018	628	607	11418	5881	2294	654	434	1004	1230	50331
1979	1377	730	650	13978	18047	1750	614	555	11006	6907	1977	554	437	896	1230	51103
1980	1261	690	551	14048	17458	1630	564	425	11388	6449	1996	599	362	818	1209	51091
1981	1199	662	555	13919	15817	1603	572	427	11335	6675	1807	669	338	754	1130	49301
1982	1058	658	569	13898	15602	1548	533	377	11795	7027	1710	673	401	728	1156	43945
1983	1050	669	604	13380	15721	1591	535	427	12376	7859	1756	644	409	749	1124	42589
1984	928	665	541	13086	13968	1590	465	391	12041	8588	1615	669	407	771	1068	44257
1985	987	772	541	11702	11681	1756	410	379	12039	8650	1438	747	402	778	881	43795
1986	896	723	612	12276	12319	1632	387	407	12112	8857	1527	766	452	814	1003	46056
1987	915	698	581	11038	11018	1571	462	483	12151	8287	1485	795	398	757	923	46385
1988	956	713	653	11814	11440	1706	463	501	13447	13297	1366	727	378	783	917	47093
1989	1078	670	734	11790	11344	2164	460	466	14412	14493	1456	755	381	874	897	45555
1990	1291	634	649	11524	12813	2432	478	418	14595	14174	1376	729	332	742	925	44529
1991	1331	606	632	10771	13108	2120	445	435	14437	15443	1281	650	323	715	834	41162
1992	1532	577	601	10173	12332	2101	415	497	14886	13386	1253	646	325	729	834	39235
1993	1524	559	484	10138	11541	1678	431	495	13269	11962	1235	600	281	602	723	40115
1994	1637	546	480	9557	11384	1562	404	528	12768	11600	1298	580	283	559	679	40676
1995	1588	581	441	9421	10967	1589	437	539	12670	11871	1334	582	305	542	692	41798
1996	1568	514	404	9050	10159	1370	453	507	11674	14551	1180	514	255	507	616	42063
1997	1597	489	438	8948	9917	1391	472	519	11254	13343	1163	539	303	511	587	42013
1998	1360	499	400	9449	9039	1371	458	537	10805	10416	1066	501	352	501	597	41501
1999	1455	514	431	8992	7772	1306	413	466	10372	10756	1090	509	304	550	583	41717
2000	1486	498	396	8560	7503	1200	415	452	10403	10236	1082	462	341	561	592	41945
2001	1334	431	433	8646	6977	1239	411	531	10060	8097	993	455	275	524	544	42196
2002	1431	463	415	8111	6842	1429	376	515	9575	7222	987	405	312	502	513	43005
2003	1447	432	379	6419	6613	1326	335	445	8877	7212	1028	461	282	499	546	42884
2004	1382	369	375	5860	5842	1296	374	467	8492	6563	804	435	258	450	510	42836
2005	1286	331	379	5318	5361	1278	396	437	7931	6376	750	405	223	410	409	43510
2006	1063	306	336	4709	5091	1303	365	405	7272	6327	730	393	242	415	370	42708
2007	1222	406	380	4620	4949	1232	338	382	6639	6166	709	421	233	441	384	41259
2008	1076	406	344	4275	4477	996	279	412	6023	5870	677	365	255	367	357	37261
2009	901	303	279	4273	4152	822	238	314	5772	5835	644	385	212	328	349	33808
2010	802	255	272	3992	3648	740	212	352	5745	5505	537	375	208	266	327	32999
2011	773	220	292	3963	4009	638	186	341	5449	5229	546	287	168	319	320	32367
2012	687		254		3700		162	287				287	165	270		34600

Table A2 Injuries

														10 provs									
	Australia	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*	*RestAUS*	Austria	Belgium	Britain	Canada	*BC*	*ALTA*	*SASK*	*MAN*	*ONT*	*QUE*	*NB*	*NS*	*PEI*	*NFDL*
1965	34000	11604	10539	4758	4470	1820	537	157	115	0	61720	99395	389985	150355	17574	8596	6926	7309	60917	39109	3908	3397	608	2011
1966	34681	11946	10433	4646	4106	1871	620	186	118	756	64770	93694	384472	160900	19450	9120	7150	8049	65210	41223	4259	3432	609	2398
1967	35838	12290	10288	4508	4787	2089	660	238	134	844	69113	94772	362659	167860	19500	9878	7227	8640	67280	44270	4306	3833	686	2240
1968	36583	12620	11285	4607	3930	2205	631	248	167	890	68492	97548	342398	173555	20371	10467	7106	8527	71520	44510	3978	3797	789	2490
1969	37873	12939	11576	4716	4377	2218	707	274	169	896	70206	100675	345529	180353	22535	11405	6614	9472	74902	44378	3761	3815	717	2754
1970	41128	14451	12584	4761	4744	2369	719	355	189	957	72653	106233	355869	178050	22568	11175	6987	9622	75126	41955	3846	3597	682	2492
1971	40081	14305	11350	5262	4598	2377	644	398	187	960	74864	96436	344328	192136	22340	12022	8136	9298	84650	45140	3847	3533	670	2500
1972	40798	15487	10773	5088	4905	2349	629	418	199	949	74968	103410	352013	215267	23316	13202	9113	12021	95181	51094	4293	3775	602	2670
1973	41434	15925	10451	5015	5407	2349	651	435	252	949	70851	94745	353780	223313	27709	14382	9546	11915	97790	49969	4495	4051	591	2865
1974	42291	16986	9588	5187	5958	2307	649	428	258	931	68439	87821	324602	229061	28694	14486	9955	11111	98673	54079	4650	4155	690	2568
1975	39629	15676	9110	4984	5552	2147	654	378	260	867	66145	82132	318584	220371	24997	14077	10299	10088	97034	51919	4874	3956	654	2473
1976	39875	16059	9007	5037	5215	2305	686	382	254	931	60868	84055	333103	199262	25212	14710	9556	10984	83736	43353	4826	4293	525	2067
1977	39358	15506	9549	4572	4973	2390	731	405	267	965	64133	85818	341447	214052	31774	10743	9243	11434	95664	43812	4880	4027	618	1857
1978	41692	16709	10416	4804	4973	3146	760	448	269	166	60929	87274	342964	238631	33105	19493	8857	11832	94979	57523	5269	4520	730	2323
1979	41294	16013	10319	4878	5378	3128	685	473	253	165	63000	81779	328158	257642	37808	21626	9081	11476	101321	62997	5475	4570	669	2619
1980	39217	15600	9569	4778	4758	2841	673	407	231	361	62625	82304	320779	262873	41570	24535	8884	10940	101367	62631	5258	4484	708	2496
1981	38106	15693	9128	4675	4434	2295	683	452	245	501	62518	79588	318994	260106	44123	24603	8660	10970	100321	59155	5252	4342	715	1965
1982	37838	15222	9039	4819	4486	2345	682	483	251	512	62451	77693	328362	225532	33807	21925	8516	10309	92815	45412	5217	4355	676	2500
1983	33675	13009	8767	4081	4029	2191	494	395	231	478	64784	79397	303139	224043	31855	19237	8263	10798	91706	49375	5087	4328	1220	2174
1984	35069	13828	8812	4016	4598	2188	573	351	224	478	62362	79678	318715	236716	32407	18955	7904	11664	97230	55175	5581	4741	882	2177
1985	32781	11419	8873	4267	4108	2260	623	504	234	493	59977	74514	312359	259005	34368	19855	8465	10984	109169	61720	5737	5266	881	2560
1986	34544	12018	9544	4266	4350	2381	666	563	236	520	58448	79861	316069	263799	40378	22148	8829	11340	108839	58297	6269	4158	844	2697
1987	34568	12569	9944	3999	3992	2229	601	526	221	487	57352	81934	306348	279900	41291	19809	9135	11930	121089	60043	6854	5667	1036	3046
1988	34918	12070	11028	4042	3818	2206	627	450	195	482	57843	84851	317253	278138	44161	18777	8740	11994	118278	59406	7094	5446	987	3255
1989	33686	11095	10954	4078	3575	2200	650	441	212	481	60623	86676	336219	284765	47472	19753	8140	13320	120648	57423	7578	6210	1036	3185
1990	31114	10778	8670	3993	3349	2457	608	512	210	537	60650	86184	335924	262101	50570	18604	7671	13450	101616	53177	7289	5530	1125	3069
1991	28006	9774	7181	4042	3151	2117	581	496	203	462	60355	80655	306800	248618	47386	19646	7622	15250	90519	51004	6930	6141	975	3145
1992	25384	8779	6432	3715	2588	2164	562	465	205	473	57473	77109	306524	249158	48438	18685	8000	16104	91025	50666	6112	6145	890	3093
1993	24836	8834	6358	3955	2096	2065	530	372	175	451	53987	76015	302321	246958	46952	19252	8032	15617	91176	49884	5643	6516	895	2991
1994	25555	8751	6459	4329	2178	2195	562	447	155	479	53818	73338	311709	244498	48299	20169	8197	13832	90063	48756	5307	6246	862	2767
1995	25430	8152	6593	4667	2041	2336	569	383	180	510	50764	70305	307066	241254	47473	20866	7466	12138	89612	48623	5504	6286	833	2453
1996	25938	8457	6733	4537	2265	2246	553	454	203	490	49673	66903	316980	230290	40190	22268	6793	10467	88445	47634	4781	6288	819	2605
1997	24489	7922	6241	4283	2226	2168	526	422	228	473	51591	69543	324204	220747	31501	23916	7594	9148	85565	47861	5115	6452	894	2701
1998	25489	8271	6557	4196	2143	2553	526	442	243	557	51077	70760	321791	217164	29862	24935	7211	9531	83320	47009	5259	6529	931	2577
1999	25459	8424	6539	4408	2149	2177	655	450	182	475	54967	71146	316887	219061	27638	25451	7913	9688	83985	48187	5359	6826	1075	2939
2000	26698	8925	7127	4904	2203	2210	622	383	156	168	54929	67961	316874	227795	29839	26464	7832	10411	85005	51492	5498	6999	1189	3068
2001	26694	8598	7554	4626	2256	2008	616	435	192	409	56265	65294	309859	220643	29606	27583	6933	9002	81786	49563	5567	6326	1098	3180
2002	28440	9026	8194	5177	2216	2062	562	455	170	578	56684	64990	299174	227269	29347	28989	7277	9533	84030	53388	5039	5949	1048	2669
2003	27526	8488	8059	5070	2298	2001	571	444	152	443	56881	66257	287099	222299	30885	26426	7588	9804	77917	56001	4517	5296	1005	2861
2004	28782	9243	7771	5376	2293	2271	602	431	114	681	55857	63632	277619	212994	29847	24249	7484	9317	73345	55881	4214	5100	937	2619
2005	29850	9393	8181	5874	2221	2348	640	392	114	687	53234	65310	267816	212105	30678	24504	6835	8679	71495	57924	3974	4912	751	2352
2006	31204	10108	8225	5986	2347	2454	736	406	156	786	51930	65297	255232	199376	27999	25964	6766	8730	68481	49729	3889	4797	837	2185
2007	32777	10296	8513	6542	2411	2723	739	498	134	921	53211	65844	244834	193804	25972	24530	6845	8541	67003	47978	3728	6133	811	2264
2008	32543	9466	8782	6717	2475	2840	714	511	89	949	50521	64438	228367	175539	22027	22015	6932	7861	59831	43566	3576	7063	631	2037
2009	34116	10050	8600	7170	2445	3152	710	513	160	1317	49158	62721	219924	172530	20133	19167	6712	7216	61731	43069	3828	7553	763	2358
2010	33022	10000	8600	6459	2400	3200	613	520	127	1103	45858	60380	206798	166375	18253									
2011	33802	10917	8600	6528	2106	3195	631	571	144	1110	45025	62802	202044											
2012	33713	11096	8875	6396	1775	3165	584	510	202	1111														

(continued)

Table A2 Injuries *(continued)*

	Czech	Denmark	Finland	France	Germany	Hungary	Ireland	Israel	Japan	Korea	Netherlan	NZ	Norway	Sweden	Switzerlan	USA
1965	38715	23969	15914	290256	486487	18689	5311	15138	425666		61887	17093	8185	24931	29538	2482255
1966	41283	24323	14827	290109	508869	19157	6779	15224	517775		65304	18194	9059	22743	30607	2620158
1967	40629	23763	15345	301356	512635	22311	8248	15039	655377		61086	17049	10272	22078	31526	2620158
1968	45751	24621	14370	312313	517855	26428	9716	15784	828071		62098	17698	10396	24290	31157	2758061
1969	48235	25018	15248	311273	520074	29619	9566	17459	967000		67599	18726	11316	24474	34018	2758061
1970	41469	24333	16028	321556	578032	30679	9269	18997	981096		68225	20791	11760	23537	35981	2758061
1971	42501	25229	16026	345463	563718	30696	9360	20382	949689	52996	72167	21607	11079	23085	37177	2691055
1972	41860	23684	15985	388363	573607	26861	8955	21360	889198	47539	70082	22315	11316	22450	37108	2794599
1973	41244	22428	15859	366310	532748	26054	8761	21047	789948	48370	70361	23385	10972	22551	32800	2835664
1974	38321	17891	14167	344320	491065	26893	8288	20839	651420	48074	66212	20829	10240	20902	31749	2653527
1975	38564	19219	14157	353059	501142	26310	7198	20458	622467	65382	59979	19839	10974	20809	29951	2808326
1976	40292	18740	11706	357451	523348	23969	7798	20318	613957	87071	62304	17895	10394	21843	28778	2844488
1977	39704	19579	11309	354905	550330	25688	8515	22085	593211	77126	64476	17525	12830	19279	31206	2711999
1978	37585	19445	8701	338514	550254	24896	9313	23425	594116	91464	62130	15178	12367	20573	32305	3156715
1979	32806	16463	8762	347918	527472	25448	8250	20067	596282	91464	56619	13903	10947	19552	32440	3144728
1980	32806	15061	8442	339632	540916	23827	8504	17447	598719	105945	56606	15872	10248	19246	32326	3034838
1981	32366	13649	9072	334289	516175	23257	8283	18092	607346	111641	53499	15479	10480	18554	31702	3007085
1982	31927	13442	9117	321369	508118	22716	8006	18104	626192	115289	52210	16194	10430	19277	31358	2941848
1983	31487	13137	9373	301422	530030	23895	7946	19431	654822	152572	52494	16491	10608	19803	32471	3001115
1984	31048	13718	9198	284906	507206	24764	8210	18717	644321	170377	50725	17524	11094	20635	30578	3202869
1985	30608	13855	9563	270745	461396	24840	7818	18322	681346	184420	48555	18912	11902	20671	29827	3340400
1986	29590	13398	10762	259015	482425	24822	8323	20791	712330	193734	50203	18874	12006	21614	30346	3409631
1987	29935	12016	10752	237638	462278	25462	8409	18780	722179	222701	49206	18728	11090	20467	29150	3494996
1988	32237	11790	11909	244042	487744	27776	8437	22577	752845	287739	47981	17346	10962	22838	30083	3540999
1989	34001	11645	12042	235999	490434	32052	8803	23587	814832	325896	50353	16594	11490	23531	30159	3598074
1990	27772	10653	12758	225860	510931	36996	9429	27241	790295	328842	51864	17726	11886	22497	29243	3600237
1991	27502	10265	11547	205968	505535	32676	9874	31097	810245	331788	47278	16881	11712	21057	28240	3419998
1992	32000	10514	9899	198104	516797	32577	10188	37331	844003	334733	48076	16135	11404	20727	28683	3449211
1993	32277	9930	7806	189020	505591	25429	9831	37487	876306	337679	47738	15108	11536	19741	28210	3358772
1994	35667	9757	8080	180832	516415	26962	10229	35858	879604	350892	49215	16600	11247	21083	29278	3266284
1995	36967	9991	10191	181403	512141	25887	12673	37974	920688	331747	50711	16870	11756	21173	28759	3464183
1996	37743	9810	9299	170117	493158	23939	13319	46017	940471	355962	48983	14796	12025	20810	26539	3482935
1997	36608	9615	8957	169578	501094	24757	13115	46921	957311	343159	49116	13378	11823	21280	27286	3347987
1998	35227	9175	9097	168535	497319	26392	12773	48742	989081	340564	49543	12412	12120	21356	27790	3192499
1999	34710	9387	9052	167572	521127	24670	12340	45027	1049031	402967	51097	11999	11460	21964	29527	3236283
2000	32439	9092	8508	162117	504074	22698	12043	39817	1154360	426984	46084	10962	11662	22032	30058	3188750
2001	33676	8465	8411	153945	494775	24149	10222	37047	1179642	386539	42810	12368	11522	22327	30160	3032672
2002	34389	8791	8156	137839	476413	25978	9206	37679	1166606	348149	40682	13918	12393	24742	29774	2925758
2003	35438	8412	9088	115929	462170	26627	8262	36641	1180256	376503	37976	14372	11448	27103	30098	2888601
2004	34254	7546	8791	108727	440126	28054	7867	36454	1181986	346987	32326	13890	11520	26582	28746	2788378
2005	32211	6588	8983	108076	433443	27505	9318	35034	1155573	342233	31828	14524	10934	26459	26754	2698976
2006	28114	6515	8580	102125	422337	27977	8575	35493	1097279	340229	28559	15174	10610	26636	26718	2574664
2007	29242	6656	8446	103201	431419	27452	7806	32423	1033550	335906	30350	16013	11513	26749	27132	2490533
2008	28501	5923	8513	93798	409047	25369	9758	31399	944636	338962	27506	15174	10582	26248	25556	2345737
2009	27244	4947	8057	90934	397671	23274	9619	31517	910250	361875	22221	14541	9683	25281	25130	2217275
2010	24384	4153	7673	84461	371170	20917	8270	27731	895326	352458		14031	8924	23307	24237	2239074
2011		4039	7931	81251	392365	20172			853655	341391		12574	8207	22360	23242	2217000
2012														22641		

Table A3 Vehicle kilometres travelled (billions)

														10 provs								
	Australia	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Austria	Belgium	Britain	Canada	BC	ALTA	SASK	MAN	ONT	QUE	NB	NS	PEI	NFDL
1965	55.65	19.57	15.56	7.69	5.72	4.68	1.73	0.21	0.49	13.40	23.13	163.19	67.38	6.68	6.91	3.95	3.51	25.29	16.02	1.82	2.06	0.25	0.89
1966	57.91	20.36	16.19	8.01	5.95	4.87	1.80	0.22	0.51	15.16	24.83	173.17	72.57	7.52	7.33	4.20	3.68	26.97	17.44	1.95	2.21	0.28	0.99
1967	61.21	21.52	17.04	8.46	6.18	5.30	1.90	0.24	0.57	16.98	27.04	181.65	76.59	8.23	7.66	4.22	3.80	28.49	18.47	2.07	2.32	0.28	1.05
1968	64.62	22.72	17.91	8.91	6.41	5.75	1.99	0.29	0.64	18.75	28.15	189.89	82.46	8.83	8.28	4.09	4.10	30.95	19.89	2.25	2.59	0.31	1.17
1969	69.74	24.53	19.22	9.61	6.79	6.39	2.11	0.36	0.73	20.59	29.40	194.79	87.35	9.49	8.76	4.09	4.30	33.00	20.92	2.45	2.80	0.34	1.22
1970	74.74	26.30	20.50	10.26	7.17	7.02	2.23	0.44	0.83	22.35	31.24	204.87	91.45	10.07	9.19	4.04	4.50	34.31	22.02	2.64	2.97	0.36	1.34
1971	78.54	27.72	21.45	10.75	7.42	7.49	2.30	0.51	0.92	24.15	32.69	215.95	95.32	10.78	9.51	4.21	4.55	35.48	23.05	2.75	3.13	0.38	1.47
1972	83.38	29.28	22.78	11.51	7.76	8.03	2.42	0.57	1.03	26.53	34.68	226.73	101.42	11.44	10.09	4.26	4.83	37.99	24.47	3.00	3.32	0.40	1.63
1973	86.67	30.20	23.65	12.15	8.00	8.42	2.50	0.61	1.13	29.03	36.85	238.21	104.80	11.13	9.11	4.26	4.37	40.37	26.84	3.04	3.55	0.42	1.73
1974	92.71	31.96	25.24	13.22	8.60	9.09	2.65	0.68	1.26	30.31	39.32	234.08	109.23	11.95	9.91	4.51	4.60	41.62	27.31	3.20	3.77	0.44	1.93
1975	97.15	33.15	26.38	14.10	9.08	9.65	2.75	0.67	1.37	31.96	40.28	236.12	112.21	11.75	10.41	4.68	4.68	42.15	28.97	3.36	3.85	0.45	1.91
1976	101.10	33.98	27.48	14.94	9.49	10.17	2.83	0.75	1.47	33.28	42.41	248.12	116.17	12.27	11.39	5.07	4.87	43.06	29.60	3.48	3.99	0.46	1.99
1977	106.65	35.60	28.97	15.83	9.98	10.91	2.96	0.84	1.57	35.39	45.07	251.54	123.01	13.18	12.68	5.36	5.11	45.05	31.18	3.68	4.19	0.49	2.09
1978	110.92	36.79	30.05	16.70	10.29	11.49	3.07	0.89	1.64	37.21	49.38	260.34	130.62	14.41	13.22	5.58	5.39	47.80	32.91	4.03	4.46	0.53	2.27
1979	114.50	38.15	30.76	17.55	10.40	11.84	3.15	0.94	1.70	39.08	50.00	259.56	141.63	15.77	16.08	6.04	5.66	51.55	34.33	4.39	4.76	0.58	2.46
1980	116.00	38.86	30.84	18.18	10.28	11.97	3.16	0.99	1.72	40.13	50.52	274.95	145.26	17.03	15.50	6.25	5.70	53.16	35.04	4.59	4.86	0.58	2.54
1981	118.77	39.94	31.30	19.12	10.27	12.16	3.19	1.04	1.76	40.61	51.39	280.43	148.27	18.10	16.92	6.26	5.67	54.04	34.73	4.59	4.89	0.56	2.52
1982	125.11	41.76	32.99	20.60	10.68	12.79	3.32	1.12	1.86	41.10	53.03	287.79	141.70	17.01	17.42	6.21	5.63	51.69	31.57	4.40	4.75	0.54	2.48
1983	124.98	41.21	33.15	20.85	10.69	12.73	3.33	1.12	1.89	41.47	53.53	291.16	148.81	17.52	18.40	6.71	6.13	55.02	32.52	4.39	4.97	0.59	2.56
1984	131.36	43.26	34.73	21.91	11.28	13.45	3.52	1.21	2.00	42.97	55.39	306.89	160.95	18.79	19.85	7.05	6.69	60.14	34.73	4.87	5.45	0.64	2.75
1985	136.99	45.14	36.22	22.79	11.80	13.94	3.69	1.28	2.11	47.00	56.37	313.14	170.82	19.51	20.72	7.50	7.23	64.68	36.78	5.03	5.78	0.68	2.90
1986	140.81	45.93	37.46	23.59	12.15	14.35	3.79	1.34	2.21	49.84	60.27	328.89	186.19	21.48	22.43	8.09	7.84	70.85	39.78	5.53	6.29	0.76	3.16
1987	143.75	46.47	38.63	24.20	12.36	14.64	3.82	1.37	2.28	52.68	63.25	354.33	204.56	23.09	24.62	8.46	8.58	78.60	43.65	6.27	6.94	0.83	3.51
1988	150.90	48.26	40.91	25.65	12.87	15.43	3.97	1.40	2.41	52.56	67.79	379.77	223.19	25.19	26.38	8.96	9.38	85.80	47.91	7.00	7.67	0.93	3.98
1989	157.71	49.85	42.99	27.29	13.32	16.16	4.12	1.42	2.55	53.35	71.78	411.15	235.60	26.11	27.38	9.16	9.73	91.83	51.15	7.04	8.02	0.97	4.23
1990	161.51	50.76	44.01	28.22	13.51	16.63	4.27	1.45	2.65	54.08	73.58	414.94	241.58	26.97	28.86	9.09	9.89	92.41	53.20	7.29	8.48	1.02	4.36
1991	160.21	50.06	43.52	28.49	13.30	16.48	4.26	1.43	2.67	55.58	77.10	416.60	246.60	27.99	29.73	9.28	9.92	94.33	54.15	7.18	8.46	1.01	4.55
1992	163.44	50.79	44.20	29.73	13.43	16.74	4.34	1.46	2.76	57.98	78.72	416.03	252.03	29.20	29.62	11.51	9.91	95.43	54.70	7.40	8.62	1.04	4.61
1993	168.43	52.20	45.13	31.30	13.69	17.25	4.49	1.50	2.87	58.87	80.11	416.18	267.66	31.94	31.98	11.34	10.35	101.16	58.09	7.93	8.96	1.09	4.83
1994	173.00	53.47	46.05	32.55	13.77	18.07	4.60	1.54	2.95	61.24	82.92	425.33	282.72	34.82	33.47	11.07	10.90	106.87	61.41	8.54	9.42	1.18	5.04
1995	179.41	55.18	47.38	34.31	13.99	19.17	4.73	1.63	3.04	62.17	83.97	433.46	279.36	34.64	32.77	10.55	10.62	104.59	62.35	8.38	9.41	1.17	4.88
1996	183.02	55.74	48.45	35.51	14.06	19.69	4.79	1.70	3.08	64.38	85.18	444.82	285.75	35.39	34.13	11.03	10.79	106.66	63.70	8.53	9.61	1.20	4.73
1997	185.20	55.91	49.38	36.10	14.19	20.00	4.81	1.73	3.09	65.45	86.79	454.04	290.69	35.64	35.33	12.40	10.90	109.32	63.30	8.24	9.58	1.21	4.76
1998	188.21	56.83	49.88	37.02	14.43	20.41	4.77	1.76	3.11	66.45	89.99	462.18	299.17	36.33	36.95	13.91	11.14	113.32	63.70	8.06	9.68	1.23	4.86
1999	192.29	57.99	51.06	37.86	14.78	20.89	4.76	1.78	3.17	68.36	90.81	470.54	304.78	35.72	38.10	14.13	11.39	115.58	65.94	8.28	9.47	1.25	4.93
2000	196.04	59.22	51.70	38.99	15.13	21.19	4.77	1.80	3.23	69.33	91.28	470.43	307.96	35.12	39.26	11.92	11.64	117.83	68.17	8.50	9.25	1.27	5.00
2001	194.68	58.87	51.06	39.14	15.00	21.00	4.67	1.76	3.18	70.50	92.68	477.64	309.36	35.31	40.42	12.66	11.26	115.94	70.05	8.11	9.77	1.23	4.61
2002	200.05	59.98	52.86	40.64	15.23	21.52	4.79	1.79	3.26	72.03	93.88	489.74	314.94	37.79	37.00	11.15	10.05	123.68	71.27	8.51	10.36	1.33	3.81
2003	205.34	60.92	54.53	41.97	15.66	22.10	4.97	1.82	3.36	73.36	94.28	493.71	312.32	34.22	39.37	12.28	12.32	116.43	74.24	7.89	10.51	1.33	3.72
2004	213.63	63.33	56.67	44.61	15.84	22.60	5.20	1.87	3.51	74.34	95.73	502.07	312.12	35.43	38.65	11.57	10.46	122.28	71.83	7.36	9.57	1.23	3.75
2005	214.82	63.56	56.83	45.31	15.59	23.00	5.16	1.87	3.52	75.70	96.09	502.93	316.62	35.13	44.15	11.15	11.01	125.10	66.49	7.82	10.07	1.33	4.38
2006	215.48	63.35	56.64	45.94	15.46	23.50	5.20	1.88	3.52	76.70	97.55	511.47	328.64	35.46	45.50	11.19	11.97	130.39	69.93	8.60	10.19	1.04	4.36
2007	218.78	63.96	57.15	47.17	15.60	24.11	5.29	1.94	3.56	78.61	99.91	517.06	331.39	35.80	47.80	13.45	13.84	125.29	70.70	8.11	10.61	1.43	4.36
2008	220.92	64.20	57.44	48.40	15.65	24.32	5.34	2.01	3.56	79.86	98.84	513.03	324.63	35.93	47.42	12.81	11.41	124.67	68.92	7.42	9.50	1.27	5.28
2009	220.04	63.81	56.58	47.64	15.76	25.37	5.25	2.04	3.59	78.35	99.26	508.23	332.43	35.79	49.71	12.76	11.72	125.80	72.73	7.96	10.05	1.28	4.63
2010	222.11	65.46	57.12	47.42	16.01	25.14	5.28	2.05	3.62	79.00	99.78	500.05	337.27	36.59	50.12	12.95	11.97	127.15	73.95	8.17	10.26	1.25	4.87
2011	227.24	66.97	59.46	47.88	16.09	25.67	5.36	2.11	3.72	80.00	101.76	492.96	342.76	37.71	53.45	13.87	12.10	126.11	75.28	7.92	10.11	1.27	4.96
2012	231.65	67.55	61.74	49.06	16.12	25.95	5.39	2.10	3.73	80.98	101.76	493.45	341.76	37.60	53.29	13.82	12.06	125.74	75.06	7.89	10.08	1.27	4.95
2013	236.52	68.33	63.52	50.56	16.25	26.51	5.43	2.14	3.77	81.95	102.74	502.39	344.76	37.93	53.76	13.95	12.17	126.84	75.71	7.96	10.17	1.28	4.99
2014	241.34	69.11	65.25	52.03	16.37	27.03	5.52	2.19	3.85	82.93	103.73	510.33	347.76	38.26	54.23	14.07	12.27	127.95	76.37	8.03	10.26	1.29	5.04
2015	246.08	69.93	66.98	53.45	16.49	27.55	5.56	2.23	3.89	83.90	103.73	518.27	350.76	38.59	54.70	14.19	12.38	129.05	77.03	8.10	10.35	1.30	5.08
2016	250.78	70.67	68.76	54.88	16.61	28.03	5.64	2.27	3.93	84.88	104.72	521.25	353.76	38.92	55.16	14.31	12.49	130.15	77.69	8.17	10.44	1.31	5.12
2017	255.52	71.44	70.53	56.34	16.69	28.54	5.69	2.31	3.97	84.88	104.72	524.23	355.76	39.14	55.48	14.39	12.56	130.89	78.13	8.22	10.50	1.32	5.15
2018	260.30	72.18	72.35	57.81	16.81	29.02	5.73	2.35	4.05	85.85	104.72	527.21	358.76	39.47	55.94	14.51	12.66	131.99	78.79	8.28	10.58	1.33	5.19
2019	265.09	72.96	74.16	59.27	16.90	29.50	5.81	2.39	4.09	86.83	104.72	530.19	360.76	39.69	56.25	14.59	12.73	132.73	79.23	8.33	10.64	1.34	5.22
2020	269.95	73.70	76.02	60.78	17.02	30.02	5.85	2.43	4.13	87.80	105.71	532.17	363.76	40.02	56.72	14.71	12.84	133.83	79.89	8.40	10.73	1.35	5.27
2021	273.52	74.44	76.97	61.88	17.17	30.54	5.89	2.46	4.18	87.80	105.71	535.15	365.76	40.24	57.03	14.80	12.91	134.57	80.33	8.45	10.79	1.36	5.30
2022	276.96	75.15	77.87	62.96	17.31	31.06	5.91	2.49	4.22	88.78	105.71	537.14	367.76	40.46	57.35	14.88	12.98	135.30	80.77	8.49	10.85	1.36	5.33
2023	280.40	75.85	78.77	64.05	17.44	31.57	5.93	2.53	4.25	88.78	105.71	540.12	370.76	40.79	57.81	15.00	13.09	136.41	81.42	8.56	10.94	1.37	5.37
2024	283.83	76.55	79.67	65.13	17.58	32.09	5.96	2.56	4.29	88.78	105.71	542.10	372.76	41.01	58.13	15.08	13.16	137.14	81.86	8.61	11.00	1.38	5.40
2025	287.27	77.25	80.57	66.22	17.72	32.60	5.98	2.60	4.33	89.76	105.71	544.09	374.76	41.23	58.44	15.16	13.23	137.88	82.30	8.65	11.06	1.39	5.43
2026	290.71	77.96	81.47	67.30	17.85	33.12	6.00	2.63	4.37	89.76	105.71	546.07	376.76	41.45	58.75	15.24	13.30	138.62	82.74	8.70	11.12	1.40	5.46
2027	294.14	78.66	82.37	68.39	17.99	33.63	6.03	2.66	4.41	89.76	105.71	549.05	378.76	41.67	59.06	15.32	13.37	139.35	83.18	8.75	11.17	1.40	5.48
2028	297.58	79.36	83.27	69.47	18.13	34.15	6.05	2.70	4.45	89.76	105.71	551.04	380.76	41.89	59.37	15.40	13.44	140.09	83.62	8.79	11.23	1.41	5.51
2029	301.02	80.07	84.17	70.56	18.26	34.66	6.07	2.73	4.49	89.76	105.71	552.03	382.76	42.11	59.69	15.48	13.51	140.82	84.06	8.84	11.29	1.42	5.54
2030	304.46	80.77	85.07	71.64	18.40	35.18	6.10	2.77	4.53	9.07	105.71	554.02	384.76	42.33	60.00	15.56	13.58	141.56	84.50	8.88	11.35	1.43	5.57

(continued)

Table A3 Vehicle kilometres travelled (billions) *(continued)*

	Czech	Denmark	Finland	France	Germany	Hungary	Ireland	Israel	Japan	Korea	Netherlands	New Zealand	Norway	Sweden	Switzerland	USA
1965		18.24	14.49	133.30	187.60		9.23	3.08	141.76		32.77	9.40	8.24	30.96	21.17	1414
1966		19.52	15.99	146.37	204.32		9.59	3.27	171.80		36.41	11.02	9.00	34.36	22.81	1477
1967		20.80	17.76	155.94	221.14		9.99	3.64	206.81		40.88	11.36	9.67	35.45	24.38	1525
1968		22.08	18.59	166.58	238.02		10.36	4.15	244.60		45.48	11.67	10.33	36.54	25.95	1609
1969		23.35	19.79	175.90	254.13		10.75	4.97	276.42		50.00	12.68	11.21	37.61	27.53	1696
1970		24.63	21.69	186.89	270.73		11.64	5.86	312.56		54.12	13.51	12.30	38.70	29.68	1776
1971		25.48	23.05	203.03	288.49		11.97	6.52	325.57	7.75	56.70	14.67	12.83	40.54	30.96	1886
1972		26.64	24.25	220.23	298.11		12.53	7.58	339.11	7.95	59.35	15.92	13.56	42.43	32.51	2014
1973		27.47	25.59	242.77	311.99		13.51	8.35	352.49	8.66	61.15	16.95	14.35	46.67	33.38	2099
1974		26.33	26.34	245.60	308.17		13.87	8.93	334.88	9.09	60.54	17.95	15.04	44.32	33.68	2047
1975		27.39	27.04	253.77	329.66		14.28	9.09	356.23	9.85	62.16	18.64	15.85	45.03	34.64	2122
1976		28.84	27.79	259.85	346.37		15.20	9.17	383.57	10.69	63.15	19.50	16.99	48.52	34.88	2242
1977		29.78	28.05	269.73	361.81		16.41	9.17	422.61	12.53	65.44	19.70	18.20	50.90	36.98	2346
1978		30.27	28.57	281.29	379.65		17.89	9.57	443.94	15.75	67.06	20.26	18.89	52.28	37.94	2470
1979		30.03	29.08	293.29	394.97		18.70	10.28	467.95	18.46	70.49	21.01	19.64	53.28	38.83	2445
1980	23.40	28.40	29.42	304.98	402.88		19.61	10.66	475.59	19.14	74.51	21.79	20.08	53.61	39.90	2446
1981	23.40	27.68	29.96	314.59	385.87		19.86	10.74	482.25	21.22	73.55	22.30	20.74	53.27	40.51	2501
1982	23.40	27.10	30.95	323.27	398.36		20.13	11.51	492.24	22.90	75.80	22.87	21.57	53.91	42.15	2566
1983	23.40	28.12	31.89	329.44	411.11		20.39	12.28	500.33	26.95	78.63	23.46	22.61	54.75	43.22	2660
1984	23.40	29.63	32.82	331.86	424.79		20.63	13.04	515.21	29.52	80.96	23.93	23.59	55.25	44.66	2770
1985	23.39	31.06	34.11	338.31	426.26		20.89	13.79	536.77	32.98	81.49	24.71	24.58	56.96	44.72	2858
1986	24.05	32.93	35.35	354.91	456.10		21.08	14.53	562.74	40.16	86.06	25.31	26.49	57.33	46.17	2954
1987	24.72	34.60	37.38	378.42	482.25		21.45	15.27	579.21	46.14	89.15	25.93	27.87	60.74	47.28	3092
1988	25.38	35.91	39.85	398.43	508.70		21.93	16.90	607.20	56.30	94.68	26.49	28.34	63.90	48.94	3261
1989	26.05	36.51	42.20	410.39	521.54		23.79	17.96	632.79	64.41	97.59	27.05	28.86	67.26	50.30	3374
1990	26.71	37.49	43.34	423.02	550.22		24.98	18.54	676.31	76.64	98.36	27.62	29.14	66.50	50.82	3452
1991	28.12	38.60	42.76	435.05	573.11	25.02	25.33	19.84	704.10	95.10	100.93	28.28	29.05	67.06	51.96	3496
1992	29.52	40.17	43.07	446.18	588.49	25.01	26.30	22.80	723.91	113.66	104.67	28.99	29.18	67.76	51.33	3617
1993	30.93	40.43	42.57	456.61	595.76	24.82	27.45	24.71	727.53	130.94	105.56	29.81	29.66	66.31	50.27	3696
1994	32.33	41.13	42.44	465.87	611.56	25.58	29.27	27.55	736.99	149.27	109.33	30.51	30.20	67.06	51.27	3794
1995	33.74	42.07	42.87	476.90	623.66	27.61	30.97	30.63	762.58	176.03	111.19	31.25	30.55	67.85	52.00	3899
1996	34.70	43.24	43.20	482.91	626.63	29.49	32.51	31.66	779.51	199.07	111.74	32.06	31.73	68.17	52.20	4001
1997	36.10	44.56	44.23	492.93	631.16	29.26	34.28	33.54	784.88	208.33	114.89	32.78	32.34	68.34	52.92	4122
1998	39.00	45.72	45.50	507.96	645.26	30.10	35.70	34.08	785.33	219.32	119.22	33.54	33.22	69.04	53.98	4235
1999	40.30	47.35	46.72	523.99	664.69	32.95	37.30	34.96	804.54	231.10	124.03	34.33	33.33	70.73	55.33	4330
2000	40.48	47.67	47.45	535.02	659.17	32.97	38.37	36.48	814.57	243.58	128.19	34.87	34.10	71.76	56.91	4420
2001	41.23	47.78	48.46	552.05	678.37	33.00	39.68	37.75	829.86	263.84	128.91	35.60	34.89	72.75	57.38	4503
2002	43.19	48.82	49.64	554.06	684.83	33.27	40.23	37.96	828.95	281.46	129.21	36.71	36.04	75.14	57.98	4596
2003	45.68	47.94	50.77	558.07	679.65	34.94	41.29	38.94	830.52	300.76	135.43	37.54	36.24	76.07	58.54	4653
2004	47.19	48.05	51.95	550.92	694.54	36.56	42.58	39.77	817.80	306.64	137.43	38.64	36.48	76.82	59.17	4772
2005	50.26	46.79	52.81	556.97	681.62	37.33	43.90	41.73	803.84	348.56	139.00	39.14	37.00	76.34	59.72	4812
2006	51.69	47.89	53.34	556.57	691.91	39.57	46.30	43.24	796.42	341.10	139.78	39.20	37.18	78.70	60.30	4851
2007	53.62	49.39	54.57	561.28	700.11	41.42	48.23	45.00	797.22	352.34	141.34	40.02	37.93	81.74	60.85	4880
2008	55.32	49.83	54.35	553.47	698.31	43.25	49.27	47.17	779.58	343.83	143.74	40.05	38.45	83.20	61.67	4792
2009	57.15	50.12	54.90	552.05	711.20	42.46	48.58	48.32	778.88	305.25	145.93	39.89	38.64	83.47	62.18	4760
2010	58.98	49.73	55.78	562.37	717.26	42.76	47.41	50.00	772.65	321.35	148.26	39.98	38.83	84.88	63.33	4797
2011	60.01	48.69	56.45	562.37	724.26	44.00	47.93	53.06	768.68	335.41	149.27	40.75	39.14	85.71	63.33	4823
2012	62.08	48.69	56.96	567.40	735.27	45.47	48.44	54.08	766.69	354.49	150.27	40.75	39.46	87.06	65.34	4918
2013	64.15	48.69	57.97	577.48	745.27	46.92	49.48	56.12	768.68	370.56	152.29	41.74	39.79	87.41	65.34	5013
2014	66.22	49.73	57.97	586.55	755.28	48.37	51.54	57.15	758.75	383.61	154.31	41.74	40.13	89.46	65.34	5109
2015	67.26	49.73	58.99	596.63	765.28	49.81	53.60	59.19	750.80	393.65	155.32	42.74	40.47	90.49	66.35	5219
2016	69.33	50.77	60.01	601.67	771.28	51.23	55.66	60.21	747.82	400.68	157.33	42.74	40.47	91.52	66.35	5346
2017	70.36	50.77	60.01	607.72	778.28	52.63	56.69	61.23	743.85	406.71	158.34	43.73	40.80	92.55	66.35	5454
2018	72.43	50.77	60.01	612.76	784.29	54.02	58.75	62.25	740.87	410.72	159.35	43.73	41.14	93.58	67.35	5543
2019	73.46	50.77	61.03	616.79	790.29	55.38	59.78	63.27	736.90	413.74	161.37	44.72	41.48	93.58	67.35	5632
2020	74.50	50.77	61.03	616.79	795.29	56.71	60.81	64.29	732.93	415.75	162.38	44.72	41.48	94.60	67.35	5721
2021	76.57	50.77	61.03	625.86	800.29	58.02	61.84	65.31	727.96	417.75	163.38	44.72	41.48	95.63	67.35	5810
2022	77.60	50.77	62.04	627.87	801.29	59.08	61.84	66.33	723.99	418.76	164.39	45.72	41.82	95.63	67.35	5881
2023	78.64	51.80	62.04	629.89	803.29	60.12	62.88	67.35	719.02	418.76	165.40	45.72	42.15	96.66	67.35	5951
2024	79.67	51.80	62.04	630.90	804.29	61.12	63.91	68.37	714.06	419.76	166.41	45.72	42.49	97.69	67.35	6021
2025	79.67	51.80	62.04	632.91	804.29	62.09	63.91	69.39	709.09	419.76	167.42	46.71	42.49	97.69	67.35	6090
2026	80.71	51.80	63.06	634.93	804.29	63.02	64.94	70.41	704.13	419.76	168.43	46.71	42.49	98.72	67.35	6159
2027	81.74	51.80	63.06	635.94	804.29	63.92	65.97	70.41	699.16	419.76	169.44	46.71	42.49	98.72	67.35	6227
2028	82.78	51.80	63.06	636.94	803.29	64.78	65.97	71.43	694.20	418.76	169.44	47.71	42.49	99.75	67.35	6295
2029	82.78	51.80	63.06	638.96	802.29	65.6	67.00	72.45	689.23	418.76	170.44	47.71	42.49	99.75	67.35	6362
2030	83.81	51.80	63.06	639.97	800.29	66.38	67.00	72.45	683.27	417.75	171.45	47.71	42.49	99.75	67.35	6428

Table A4 Safety-weighted vehicle kilometres travelled (billions)

	Australia	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Austria	Belgium	Britain	Denmark	Finland	France	Germany	Ireland	Israel	Japan	Korea	Netherlands	NZ	Norway	Sweden	Switzerland	USA
1965	71.11	24.66	19.06	10.14	7.89	6.32	2.18	0.32	0.55	26.08	37.35	322.11	38.63	22.16	261.56	269.06	18.82	5.30	331.46		50.55	14.14	12.37	44.31	32.39	1699
1966	74.08	25.95	19.81	10.50	8.05	6.53	2.27	0.34	0.62	27.78	37.10	321.47	38.06	23.38	280.52	288.27	18.89	5.60	382.42		53.21	16.27	13.14	47.34	34.66	1788
1967	78.52	27.72	20.88	11.09	8.35	7.00	2.40	0.40	0.69	29.34	38.66	315.74	37.49	25.44	289.79	307.47	19.04	6.36	439.19		56.80	16.25	13.79	47.76	36.39	1855
1968	84.10	29.99	22.12	11.85	8.77	7.57	2.54	0.48	0.79	30.79	39.07	315.75	36.92	25.72	306.22	326.75	19.13	7.21	491.31		60.19	16.55	14.43	48.16	38.11	1962
1969	91.99	33.16	23.91	12.92	9.39	8.38	2.73	0.59	0.91	32.17	39.84	311.99	36.35	26.87	321.35	342.81	19.27	8.62	528.80		63.09	17.60	15.35	48.51	39.84	2071
1970	100.62	36.68	25.81	14.07	10.08	9.28	2.93	0.74	1.05	33.78	41.46	306.88	35.78	28.70	339.51	362.23	20.00	10.04	573.87		66.39	19.02	16.50	48.90	41.57	2187
1971	110.55	40.91	27.81	15.50	10.90	10.19	3.13	0.91	1.20	35.41	43.22	317.66	36.18	30.23	367.15	380.35	20.00	10.81	573.08	11.30	68.63	20.74	16.72	50.71	42.74	2349
1972	117.64	42.51	29.70	17.15	11.51	11.09	3.31	1.03	1.34	37.63	45.79	326.03	37.69	31.39	394.57	393.22	20.45	12.25	577.82	11.52	71.25	22.76	17.52	52.57	44.91	2540
1973	123.48	43.50	31.21	18.80	12.05	11.83	3.45	1.14	1.49	40.12	48.71	342.90	38.75	32.79	425.09	411.18	21.67	13.15	581.41	12.34	72.99	24.70	18.33	57.40	46.11	2696
1974	132.29	45.32	33.54	20.96	12.97	12.88	3.66	1.27	1.69	40.84	51.94	344.18	37.70	33.58	428.07	407.91	22.13	13.78	538.35	12.92	72.63	26.96	18.92	54.22	46.72	2656
1975	139.40	46.82	35.36	22.90	13.72	13.75	3.79	1.21	1.85	42.70	53.45	359.41	39.01	34.09	439.57	431.88	22.34	13.88	564.58	13.82	74.48	28.02	19.56	54.80	46.94	2748
1976	149.69	49.26	37.87	25.40	14.77	14.86	3.97	1.52	2.04	44.53	56.27	393.97	40.26	34.77	447.57	454.30	23.33	13.73	604.51	15.28	75.77	29.55	20.50	58.67	47.05	2903
1977	156.35	51.35	39.74	26.44	15.32	15.71	4.02	1.60	2.18	47.15	59.24	395.53	41.50	34.84	456.62	473.24	24.77	13.67	662.18	17.78	78.55	29.57	21.81	61.05	49.76	3048
1978	161.86	53.19	41.09	27.47	15.68	16.40	4.10	1.64	2.29	49.06	64.41	405.18	41.34	35.23	471.06	495.77	26.43	13.57	690.64	22.38	80.32	30.13	22.57	62.48	51.17	3248
1979	166.88	55.46	42.01	28.50	15.80	16.87	4.17	1.68	2.39	50.97	64.92	409.38	41.35	35.59	484.90	512.12	27.27	14.45	726.36	27.02	84.61	32.05	23.24	63.47	52.22	3318
1980	172.36	57.99	42.58	29.89	15.96	17.41	4.22	1.82	2.48	52.44	65.36	447.16	39.02	35.88	499.34	525.25	28.52	15.17	737.97	28.47	89.46	33.99	23.48	62.72	53.77	3414
1981	178.23	60.64	43.38	31.30	16.12	17.96	4.29	1.96	2.57	53.04	66.31	470.83	37.68	36.45	509.74	504.36	28.54	15.07	751.00	31.36	88.47	35.28	24.08	62.52	54.82	3503
1982	190.10	64.98	46.06	33.46	16.94	19.21	4.51	2.16	2.77	53.97	68.23	483.28	37.82	37.56	515.50	517.95	28.62	16.09	769.04	34.80	92.13	35.88	25.03	63.40	56.65	3527
1983	189.74	64.59	46.23	33.29	16.86	19.18	4.59	2.19	2.83	54.52	68.60	484.18	39.80	38.63	521.16	533.62	28.68	17.10	788.30	41.38	94.53	36.31	26.17	64.47	57.85	3554
1984	197.73	67.35	48.23	34.37	17.54	20.09	4.86	2.30	2.99	56.45	70.79	500.85	41.60	39.65	520.42	549.34	28.64	18.11	820.43	45.63	96.84	36.37	27.37	65.11	59.03	3677
1985	204.53	69.66	50.01	35.45	18.06	20.70	5.11	2.40	3.14	60.62	71.80	496.14	43.24	41.14	522.63	550.06	28.67	19.11	854.22	50.97	97.03	37.03	28.57	67.18	59.23	3787
1986	203.85	68.55	50.36	35.62	17.86	20.76	5.15	2.36	3.19	63.55	76.21	509.03	45.55	42.63	539.96	577.89	28.58	20.11	904.24	61.95	102.58	37.48	31.15	67.68	60.62	3909
1987	204.39	67.75	51.14	36.23	17.75	20.80	5.16	2.33	3.24	66.47	79.75	533.33	47.36	44.65	569.55	601.54	29.45	21.11	930.05	71.22	106.90	37.94	32.80	71.75	61.86	4071
1988	210.26	68.54	53.37	37.80	18.04	21.52	5.31	2.32	3.37	66.37	85.37	551.36	48.02	47.40	595.66	627.66	29.86	23.42	971.18	85.90	113.22	37.64	33.40	75.56	63.34	4283
1989	219.23	70.34	56.07	40.40	18.62	22.33	5.54	2.36	3.58	66.92	90.11	586.92	48.46	49.98	612.55	639.66	31.73	24.72	1002.06	97.76	117.36	37.37	34.05	79.81	64.83	4428
1990	218.11	69.12	56.26	40.65	18.34	22.20	5.61	2.30	3.62	67.74	92.00	582.73	49.55	51.47	632.01	672.33	33.34	25.55	1054.58	116.68	119.71	37.14	34.42	79.19	64.72	4460
1991	211.53	66.30	54.78	40.12	17.63	21.43	5.49	2.20	3.58	69.10	97.48	583.21	50.94	50.73	651.29	702.92	33.91	27.48	1082.37	143.16	123.82	37.29	34.41	79.94	65.98	4484
1992	214.48	66.67	55.49	41.71	17.68	21.56	5.57	2.21	3.59	71.67	100.59	566.83	53.25	51.32	669.17	714.61	34.75	31.79	1097.63	169.76	129.61	37.54	34.66	80.95	65.32	4635
1993	219.83	68.14	56.57	43.58	17.90	21.99	5.75	2.24	3.67	72.58	103.53	553.76	53.59	50.94	688.29	717.10	36.23	34.78	1091.01	194.23	133.40	38.18	35.26	79.40	64.09	4749
1994	224.24	69.30	57.59	44.97	17.86	22.68	5.86	2.26	3.71	75.22	108.29	565.71	53.84	50.78	702.55	742.23	38.43	38.92	1092.87	220.50	137.35	38.61	35.98	80.34	65.06	4890
1995	230.86	70.99	59.10	46.87	18.01	23.74	6.01	2.34	3.79	76.22	110.86	575.61	54.24	51.27	717.00	763.28	40.98	44.12	1119.22	257.17	140.26	39.37	36.61	81.36	66.13	4974
1996	233.80	71.29	60.09	47.92	17.94	24.28	6.06	2.39	3.81	78.72	112.49	589.89	55.83	51.69	723.16	768.46	42.81	45.37	1132.23	288.93	142.36	39.92	38.03	81.94	66.45	5093
1997	236.44	71.46	61.29	48.63	18.04	24.70	6.09	2.41	3.82	79.92	114.67	606.21	57.65	53.00	736.85	779.74	44.68	48.28	1127.65	302.80	146.21	40.54	39.36	82.47	67.70	5247
1998	238.35	72.00	61.65	49.25	18.14	25.08	6.00	2.42	3.81	81.05	118.95	620.39	59.44	54.34	764.16	803.66	46.20	47.61	1117.96	321.45	154.88	41.45	40.56	83.64	69.22	5382
1999	241.08	72.72	62.50	49.79	18.38	25.49	5.93	2.41	3.84	83.28	120.73	637.33	61.76	55.78	790.61	833.92	47.92	49.11	1135.85	341.81	159.87	42.42	40.82	86.19	71.22	5514
2000	245.52	74.05	63.34	51.17	18.77	25.91	5.95	2.43	3.91	84.47	120.61	639.45	62.66	56.78	807.34	831.51	49.10	51.00	1145.43	356.49	165.38	43.16	41.91	88.16	73.41	5602
2001	245.13	73.92	62.94	51.62	18.68	25.86	5.86	2.39	3.87	86.12	123.01	652.42	63.27	58.22	837.86	858.40	50.51	52.53	1157.44	383.51	167.69	44.19	43.00	90.26	74.28	5635
2002	252.95	75.41	65.44	53.88	19.10	26.65	6.04	2.45	3.98	88.16	125.17	671.18	64.96	59.91	837.73	864.50	50.64	52.99	1150.67	408.36	169.98	45.47	44.34	94.24	75.26	5731
2003	258.07	76.23	67.07	55.17	19.50	27.34	6.22	2.47	4.08	90.02	126.42	688.16	64.21	61.59	842.38	862.55	52.44	54.35	1150.50	436.27	178.37	46.49	44.47	96.25	76.27	5801
2004	268.70	79.18	69.76	58.49	19.82	28.14	6.50	2.55	4.25	91.40	128.97	691.70	64.77	63.33	825.75	881.21	54.18	55.52	1127.71	443.99	181.98	47.90	45.15	98.07	77.29	5964
2005	273.37	80.22	70.77	60.15	19.80	28.98	6.55	2.59	4.32	93.29	130.05	699.31	63.23	64.64	836.70	870.25	55.96	57.76	1104.93	492.54	185.01	48.89	45.99	98.09	78.07	6031
2006	278.33	81.09	71.61	61.95	19.95	30.01	6.69	2.66	4.38	94.64	132.57	706.29	65.20	65.57	840.39	885.07	59.31	60.28	1093.62	476.93	185.45	49.73	46.77	102.21	79.15	6179
2007	287.66	83.32	73.53	64.77	20.48	31.34	6.91	2.79	4.52	97.37	136.42	722.87	67.96	67.46	852.74	903.01	62.28	62.49	1093.20	487.20	187.23	51.22	47.88	106.15	80.06	6208
2008	295.17	84.91	75.21	67.63	20.88	31.94	7.08	2.94	4.59	99.12	135.28	709.26	69.08	67.50	849.59	905.06	63.74	65.35	1068.05	474.87	190.58	52.04	48.82	108.04	81.27	6108
2009	298.46	85.77	75.23	67.71	21.35	33.63	7.05	3.03	4.69	97.77	137.57	702.31	69.46	68.52	843.73	923.32	62.84	66.48	1060.79	431.83	194.29	51.94	49.43	108.61	82.08	6041
2010	304.98	88.63	77.12	68.52	22.03	33.63	7.19	3.08	4.78	99.16	137.91	684.36	69.07	69.62	863.37	932.56	61.34	68.58	1050.56	452.45	198.17	52.06	49.64	109.93	83.54	5962
2011	315.12	91.55	81.19	69.96	22.36	34.55	7.35	3.21	4.95	100.41	140.64	674.65	67.63	70.25	863.37	941.67	62.01	72.78	1045.16	472.24	199.52	53.06	50.04	111.02	83.54	5994
2012	324.36	93.19	85.32	72.39	22.65	35.13	7.45	3.20	5.02	101.63	140.64	675.32	67.63	70.89	871.10	955.98	62.68	74.18	1042.46	499.11	200.87	53.06	50.44	112.75	86.19	6112
2013	331.17	94.26	87.78	74.61	22.83	35.89	7.51	3.26	5.07	102.86	142.00	687.55	67.63	72.15	886.57	968.98	64.01	76.97	1045.16	521.73	203.56	54.35	50.87	113.21	86.19	6230
2014	337.92	95.33	90.17	76.78	23.00	36.59	7.63	3.33	5.18	104.08	143.37	698.42	69.07	72.15	900.50	981.99	66.68	78.37	1031.65	540.11	206.26	54.35	51.30	115.87	86.19	6350
2015	344.55	96.46	92.56	78.87	23.17	37.30	7.69	3.40	5.23	105.31	143.37	709.29	69.07	73.42	915.97	995.00	69.34	81.17	1020.85	554.25	207.61	55.65	51.73	117.20	87.51	6486
2016	351.13	97.48	95.02	80.98	23.34	37.95	7.80	3.46	5.28	106.53	144.73	713.37	70.50	74.68	923.71	1002.80	72.01	82.57	1016.80	564.15	210.30	55.65	51.73	118.54	87.51	6644
2017	357.77	98.55	97.47	83.14	23.45	38.64	7.86	3.52	5.34	106.53	144.73	717.45	70.50	74.68	932.99	1011.90	73.34	83.97	1011.40	572.63	211.65	56.94	52.16	119.87	87.51	6778
2018	364.46	99.57	99.98	85.31	23.62	39.29	7.92	3.58	5.45	107.76	144.73	721.52	70.50	74.68	940.73	1019.71	76.01	85.37	1007.35	578.29	213.00	56.94	52.59	121.20	88.84	6889
2019	371.17	100.64	102.48	87.46	23.74	39.94	8.03	3.64	5.50	108.98	144.73	725.60	70.50	75.95	946.92	1027.51	77.34	86.77	1001.95	582.53	215.70	58.24	53.02	121.20	88.84	7000
2020	377.98	101.66	105.05	89.69	23.91	40.64	8.09	3.70	5.55	110.21	146.10	728.32	70.50	75.95	946.92	1034.02	78.68	88.17	996.54	585.35	217.04	58.24	53.02	122.53	88.84	7110
2021	382.97	102.68	106.37	91.31	24.12	41.34	8.14	3.75	5.62	110.21	146.10	732.39	70.50	75.95	960.84	1040.52	80.01	89.57	989.79	588.18	218.39	58.24	53.02	123.86	88.84	7221
2022	387.79	103.66	107.61	92.91	24.32	42.05	8.17	3.79	5.67	111.43	146.10	735.11	70.50	77.21	963.94	1041.82	80.01	90.97	984.39	589.60	219.74	59.53	53.45	123.86	88.84	7309
2023	392.61	104.63	108.85	94.51	24.50	42.74	8.20	3.85	5.71	111.43	146.10	739.19	71.94	77.21	967.03	1044.42	81.34	92.37	977.64	589.60	221.09	59.53	53.88	125.19	88.84	7396
2024	397.41	105.59	110.10	96.11	24.70	43.44	8.24	3.90	5.77	111.43	146.10	741.91	71.94	77.21	968.58	1045.72	82.68	93.77	970.89	591.01	222.44	59.53	54.31	126.53	88.84	7483
2025	402.23	106.56	111.34	97.72	24.90	44.13	8.27	3.96	5.82	112.66	146.10	744.62	71.94	77.21	971.67	1045.72	82.68	95.17	964.14	591.01	223.79	60.82	54.31	126.53	88.84	7569
2026	407.04	107.54	112.59	99.31	25.08	44.84	8.29	4.00	5.88	112.66	146.10	747.34	71.94	78.48	974.77	1045.72	84.01	96.57	957.38	591.01	225.13	60.82	54.31	127.86	88.84	7655
2027	411.85	108.50	113.83	100.92	25.27	45.53	8.33	4.05	5.93	112.66	146.10	751.42	71.94	78.48	976.31	1045.72	85.35	96.57	950.63	591.01	226.48	60.82	54.31	127.86	88.84	7739
2028	416.66	109.47	115.07	102.51	25.47	46.23	8.36	4.11	5.98	112.66	146.10	754.13	71.94	78.48	977.86	1044.42	85.35	97.97	943.88	589.60	226.48	62.12	54.31	129.19	88.84	7824
2029	421.48	110.45	116.32	104.12	25.65	46.92	8.39	4.16	6.04	112.66	146.10	755.49	71.94	78.48	980.96	1043.12	86.68	99.37	937.13	589.60	227.83	62.12	54.31	129.19	88.84	7907
2030	426.29	111.42	117.56	105.71	25.85	47.62	8.43	4.22	6.09	113.88	146.10	758.21	71.94	78.48	982.50	1040.52	86.68	99.37	929.03	588.18	229.18	62.12	54.31	129.19	88.84	7989

(continued)

Table A4 Injury-weighted vehicle kilometres travelled (billions)

	Australia	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Austria	Belgium	Britain	Denmark	Finland	France	Germany	Ireland	Israel	Japan	Korea	Netherlands	NZ	Norway	Sweden	Switzerland	USA
1965	71	25	19	10	8	6	2	0	1	26	37	258	33	26.48	313.97	249.29	16.21	5.30	342.28		50.55	13.47	12.37	41.43	32.39	1575.18
1966	74	26	20	11	8	7	2	0	1	28	37	263	33	27.33	334.51	268.19	16.39	5.60	396.41		53.21	15.53	13.14	44.58	34.66	1640.10
1967	79	28	21	11	8	7	2	0	1	29	39	265	33	29.47	342.74	287.09	16.65	6.36	456.64		56.80	15.61	13.79	45.24	36.39	1695.85
1968	84	30	22	12	9	8	3	0	1	31	39	269	33	29.23	361.72	306.09	16.85	7.21	512.23		60.19	15.92	14.43	45.89	38.11	1791.14
1969	92	33	24	13	9	8	3	1	1	32	40	270	33	30.06	379.78	322.67	17.10	8.62	551.92		63.09	16.98	15.35	46.50	39.84	1886.83
1970	101	37	26	14	10	9	3	1	1	34	41	274	33	31.74	400.86	341.68	17.92	10.04	598.59		66.39	18.28	16.50	47.14	41.57	1977.11
1971	111	41	28	16	11	10	3	1	1	35	43	285	34	33.21	434.02	359.82	17.98	10.81	600.19	11.17	68.63	19.95	16.72	48.94	42.74	2105.47
1972	118	43	30	17	12	11	3	1	1	38	46	296	35	34.22	466.18	371.89	18.47	12.25	608.56	11.45	71.25	21.77	17.52	50.81	44.91	2258.29
1973	123	44	31	19	12	12	3	1	1	40	49	311	36	35.51	499.65	388.86	19.68	13.15	613.98	12.44	72.99	23.52	18.33	55.53	46.11	2370.98
1974	132	45	34	21	13	13	4	1	2	41	52	309	35	36.23	501.92	384.57	20.19	13.78	569.65	13.18	72.63	25.46	18.92	52.48	46.72	2321.47
1975	139	47	35	23	14	14	4	1	2	43	53	317	37	36.62	514.90	407.45	20.44	13.88	598.95	14.23	74.48	26.42	19.56	53.06	46.94	2404.00
1976	150	49	38	25	15	15	4	2	2	45	56	341	38	37.21	523.73	429.02	21.44	13.73	644.32	15.49	75.77	27.87	20.50	56.91	47.05	2539.30
1977	156	51	40	26	15	16	4	2	2	47	59	343	39	37.10	531.69	447.43	22.91	13.67	707.72	18.08	78.55	27.91	21.81	59.38	49.76	2667.03
1978	162	53	41	27	16	16	4	2	2	49	64	353	39	37.35	546.51	469.31	24.60	13.57	740.10	22.65	80.32	28.51	22.57	60.83	51.17	2825.61
1979	167	55	42	29	16	17	4	2	2	51	65	355	40	37.58	560.09	485.48	25.48	14.45	781.66	27.02	84.61	30.12	23.24	61.85	52.22	2825.55
1980	172	58	43	30	16	17	4	2	2	52	65	381	37	37.80	574.73	497.40	26.65	15.17	797.03	28.49	89.46	31.78	23.48	61.45	53.77	2844.99
1981	178	61	43	31	16	18	4	2	3	53	66	395	36	38.32	584.49	476.99	26.77	15.07	814.24	31.23	88.47	32.95	24.08	61.21	54.82	2907.70
1982	190	65	46	33	17	19	5	2	3	54	68	404	36	39.43	587.64	489.51	26.93	16.09	836.61	34.05	92.13	33.56	25.03	62.05	56.65	2968.22
1983	190	65	46	33	17	19	5	2	3	55	69	407	38	40.50	591.98	504.54	27.07	17.10	861.32	39.99	94.53	34.07	26.17	63.09	57.85	3055.98
1984	198	67	48	34	18	20	5	2	3	56	71	424	40	41.53	588.34	520.37	27.14	18.11	900.37	43.75	96.84	34.22	27.37	63.70	59.03	3177.24
1985	205	70	50	35	18	21	5	2	3	61	72	426	42	43.02	587.63	521.34	27.27	19.11	936.98	48.80	97.03	34.99	28.57	65.71	59.23	3272.63
1986	204	69	50	36	18	21	5	2	3	64	76	441	44	44.43	603.12	550.38	27.28	20.11	995.52	58.74	102.58	35.49	31.15	66.18	60.62	3380.21
1987	204	68	51	36	18	21	5	2	3	66	80	469	46	46.35	632.34	574.98	27.99	21.11	1023.00	67.25	106.90	36.02	32.80	70.16	61.86	3536.08
1988	210	69	53	38	18	22	5	2	3	66	85	494	47	49.19	657.73	601.99	28.48	23.42	1065.88	80.98	113.22	35.97	33.40	73.91	63.34	3721.66
1989	219	70	56	40	19	22	6	2	4	67	90	530	47	51.74	673.24	614.34	30.50	24.72	1096.00	92.32	117.36	35.95	34.05	78.05	64.83	3850.21
1990	218	69	56	41	18	22	6	2	4	68	92	530	48	53.27	692.04	646.73	32.07	25.55	1149.03	109.78	119.71	35.96	34.42	77.44	64.72	3923.96
1991	212	66	55	40	18	21	5	2	4	69	97	532	49	52.62	711.00	677.84	32.53	27.48	1174.99	133.94	123.82	36.26	34.41	78.15	65.98	3970.03
1992	214	67	55	42	18	22	6	2	4	72	101	523	51	53.21	728.25	691.83	33.46	31.79	1187.61	158.78	129.61	36.67	34.66	79.03	65.32	4103.73
1993	220	68	57	44	18	22	6	2	4	73	104	517	52	52.89	747.94	696.19	34.86	34.78	1176.81	181.91	133.40	37.41	35.26	77.45	64.09	4202.04
1994	224	69	58	45	18	23	6	2	4	75	108	529	52	52.69	761.06	719.77	37.10	38.92	1175.17	206.54	137.35	37.93	35.98	78.37	65.06	4327.88
1995	231	71	59	47	18	24	6	2	4	76	111	539	53	53.18	774.02	739.26	39.56	44.12	1200.24	240.16	140.26	38.69	36.61	79.37	66.13	4441.83
1996	234	71	60	48	18	24	6	2	4	79	112	553	54	53.56	779.25	743.10	41.31	45.37	1211.17	269.35	142.36	39.37	38.03	79.88	66.45	4555.15
1997	236	71	61	49	18	25	6	2	4	80	115	567	56	54.93	792.85	752.33	43.19	48.28	1203.40	282.51	146.21	40.02	39.36	80.31	67.70	4699.01
1998	238	72	62	49	18	25	6	2	4	81	119	580	57	56.33	821.58	774.31	44.71	47.61	1190.58	298.37	154.88	40.90	40.56	81.41	69.22	4824.27
1999	241	73	63	50	18	25	6	2	4	83	121	593	60	57.86	850.04	802.13	46.43	49.11	1207.26	317.89	159.87	41.84	40.82	83.79	71.22	4939.37
2000	246	74	63	51	19	26	6	2	4	84	121	594	60	59.00	868.44	799.11	47.61	51.00	1216.07	332.74	165.38	42.55	41.91	85.52	73.41	5033.55
2001	245	74	63	52	19	26	6	2	4	86	123	605	61	60.74	901.10	824.12	49.03	52.53	1226.26	362.09	167.69	43.55	43.00	87.35	74.28	5111.60
2002	253	75	65	54	19	27	6	2	4	88	125	621	63	62.75	903.21	829.84	49.28	52.99	1217.32	386.87	169.98	44.80	44.34	90.95	75.26	5212.44
2003	258	76	67	55	19	27	6	2	4	90	126	633	62	64.76	909.16	826.78	51.00	54.35	1216.26	413.86	178.37	45.79	44.47	92.67	76.27	5280.41
2004	269	79	70	58	20	28	7	3	4	91	129	641	62	66.84	893.97	844.46	52.74	55.52	1190.56	421.53	181.98	47.17	45.15	94.20	77.29	5414.14
2005	273	80	71	60	20	29	7	3	4	93	130	645	61	68.44	906.54	832.79	54.54	57.76	1165.24	466.04	185.01	48.08	45.99	94.35	78.07	5462.95
2006	278	81	72	62	20	30	7	3	4	95	133	655	63	69.61	911.60	846.68	57.87	60.28	1152.62	451.07	185.45	48.75	46.77	98.10	79.15	5524.36
2007	288	83	74	65	20	31	7	3	5	97	136	667	65	71.94	926.78	863.71	60.75	62.49	1151.05	460.05	187.23	50.09	47.88	101.93	80.06	5553.76
2008	295	85	75	68	21	32	7	3	5	99	135	658	66	72.19	927.24	864.71	62.12	65.35	1123.63	448.66	190.58	50.75	48.82	103.65	81.27	5471.87
2009	298	86	75	68	21	34	7	3	5	98	138	650	66	73.84	921.71	881.83	61.25	66.48	1113.79	404.17	194.29	50.60	49.43	104.13	82.08	5403.76
2010	305	89	77	69	22	34	7	3	5	99	138	638	66	74.98	942.87	890.71	59.78	68.58	1101.94	424.76	198.17	50.71	49.64	105.62	83.54	5397.18
2011	315	92	81	70	22	35	7	3	5	100	141	629	64.50	75.88	942.87	899.41	60.43	72.78	1096.27	443.34	199.52	51.69	50.04	106.66	83.54	5426.43
2012	324	93	85	72	23	35	7	3	5	101.63	140.64	629.52	64.50	76.56	951.31	913.08	61.08	74.18	1093.44	468.56	200.87	51.69	50.44	108.33	86.19	5533.32
2013	331.17	94.26	87.78	74.61	22.83	35.89	7.51	3.26	5.07	102.86	142.00	640.92	64.50	77.93	968.21	925.50	62.38	76.97	1096.27	489.80	203.56	52.95	50.87	108.77	86.19	5640.20
2014	337.92	95.33	90.17	76.78	23.00	36.59	7.63	3.33	5.18	104.08	143.37	651.05	65.88	77.93	983.42	937.92	64.98	78.37	1082.11	507.06	206.26	52.95	51.30	111.33	86.19	5748.21
2015	344.55	96.46	92.56	78.87	23.17	37.30	7.69	3.40	5.23	105.31	143.37	661.18	65.88	79.30	1000.32	950.34	67.58	81.17	1070.78	520.33	207.61	54.21	51.73	112.61	87.51	5871.98
2016	351.13	97.48	95.02	80.98	23.34	37.95	7.80	3.46	5.28	106.53	144.73	664.98	67.25	80.66	1008.76	957.80	70.18	82.57	1066.53	529.62	210.30	54.21	51.73	113.89	87.51	6014.87
2017	357.77	98.55	97.47	83.14	23.45	38.64	7.86	3.52	5.34	106.53	144.73	668.78	67.25	80.66	1018.90	966.49	71.48	83.97	1060.86	537.59	211.65	55.47	52.16	115.17	87.51	6136.38
2018	364.46	99.57	99.98	85.31	23.62	39.29	7.92	3.58	5.45	107.76	144.73	672.58	67.25	80.66	1027.35	973.95	74.08	85.37	1056.61	542.90	213.00	55.47	52.59	116.45	88.84	6236.51
2019	371.17	100.64	102.48	87.46	23.74	39.94	8.03	3.64	5.50	108.98	144.73	676.38	67.25	82.03	1034.11	981.40	75.38	86.77	1050.95	546.88	215.70	56.73	53.02	116.45	88.84	6336.65
2020	377.98	101.66	105.05	89.69	23.91	40.64	8.09	3.70	5.55	110.21	146.10	678.92	67.25	82.03	1034.11	987.61	76.68	88.17	1045.28	549.53	217.04	56.73	53.02	117.73	88.84	6436.78
2021	382.97	102.68	106.37	91.31	24.12	41.34	8.14	3.75	5.62	110.21	146.10	682.72	67.25	82.03	1049.32	993.82	77.98	89.57	1038.20	552.19	218.39	56.73	53.02	119.01	88.84	6536.92
2022	387.79	103.66	107.61	92.91	24.32	42.05	8.17	3.79	5.67	111.43	146.10	685.25	67.25	83.40	1052.70	995.07	77.98	90.97	1032.54	553.52	219.74	57.99	53.45	119.01	88.84	6616.80
2023	392.61	104.63	108.85	94.51	24.50	42.74	8.20	3.85	5.71	111.43	146.10	689.05	68.62	83.40	1056.08	997.55	79.28	92.37	1025.45	553.52	221.09	57.99	53.88	120.29	88.84	6695.56
2024	397.41	105.59	110.10	96.11	24.70	43.44	8.24	3.90	5.77	111.43	146.10	691.58	68.62	83.40	1057.77	998.79	80.58	93.77	1018.37	554.84	222.44	57.99	54.31	121.57	88.84	6774.32
2025	402.23	106.56	111.34	97.72	24.90	44.13	8.27	3.96	5.82	112.66	146.10	694.12	68.62	83.40	1061.15	998.79	80.58	95.17	1011.29	554.84	223.79	59.25	54.31	121.57	88.84	6851.95
2026	407.04	107.54	112.59	99.31	25.08	44.84	8.29	4.00	5.88	112.66	146.10	696.65	68.62	84.77	1064.53	998.79	81.88	96.57	1004.21	554.84	225.13	59.25	54.31	122.85	88.84	6929.59
2027	411.85	108.50	113.83	100.92	25.27	45.53	8.33	4.05	5.93	112.66	146.10	700.45	68.62	84.77	1066.21	998.79	83.18	96.57	997.13	554.84	226.48	59.25	54.31	122.85	88.84	7006.09
2028	416.66	109.47	115.07	102.51	25.47	46.23	8.36	4.11	5.98	112.66	146.10	702.98	68.62	84.77	1067.90	997.55	83.18	97.97	990.04	553.52	226.48	60.51	54.31	124.13	88.84	7082.60
2029	421.48	110.45	116.32	104.12	25.65	46.92	8.39	4.16	6.04	112.66	146.10	704.25	68.62	84.77	1071.28	996.31	84.48	99.37	982.96	553.52	227.83	60.51	54.31	124.13	88.84	7157.98
2030	426.29	111.42	117.56	105.71	25.85	47.62	8.43	4.22	6.09	113.88	146.10	706.78	68.62	84.77	1072.97	993.82	84.48	99.37	974.46	552.19	229.18	60.51	54.31	124.13	88.84	7232.24

Table A6 Fatality rates (fatalities per billion safety-weighted vkt)

	Australia	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Austria	Belgium	Britain	Canada	BC	ALTA	SASK	MAN	ONT	QUE	NB	NS	PEI	NFDL
1965	43.10	43.80	48.06	45.78	30.55	37.52	41.71	63.27	28.95	70.12	64.34	24.69	72.63	74.85	47.90	56.46	50.71	63.70	96.19	112.09	101.46	100.00	80.90
1966	43.10	43.70	47.09	45.24	33.04	37.65	38.74	98.74	27.62	75.63	62.85	24.84	72.67	69.15	48.98	66.43	56.25	59.18	99.03	118.46	103.62	117.86	93.94
1967	40.80	39.53	46.13	43.38	32.68	34.16	42.53	68.35	33.24	81.13	63.32	23.18	70.78	67.92	55.61	68.01	53.16	60.34	87.82	115.94	109.91	103.57	78.10
1968	38.47	39.14	39.25	40.16	29.31	41.75	44.05	37.89	17.82	78.47	68.41	21.57	64.36	65.01	51.93	64.55	48.54	51.24	84.06	103.11	91.51	125.81	63.25
1969	37.78	36.37	40.32	40.62	29.08	37.45	44.71	75.96	28.61	72.13	67.68	23.61	61.84	57.11	53.42	54.52	39.77	51.00	81.69	93.06	87.14	117.65	77.05
1970	36.62	34.54	41.26	37.46	29.96	35.47	41.70	57.04	29.60	74.21	71.12	24.44	55.34	55.51	43.63	51.24	35.33	44.74	75.16	85.23	73.74	88.89	51.49
1971	33.30	30.89	35.82	37.41	27.43	34.15	39.61	54.96	16.71	78.58	70.94	24.24	58.22	59.00	48.48	51.78	39.78	49.86	75.05	77.82	71.57	78.95	59.18
1972	29.16	26.75	29.77	33.76	27.21	28.33	35.64	51.24	23.79	78.34	68.31	23.81	61.14	62.59	43.81	62.44	38.30	50.91	82.43	78.00	76.51	112.50	66.26
1973	29.06	27.15	30.41	33.24	25.40	30.43	24.05	48.21	19.40	68.92	59.84	21.60	63.64	74.12	56.09	58.92	52.86	48.53	82.30	87.17	78.03	102.38	56.65
1974	27.79	27.74	26.15	28.77	29.99	27.10	34.41	34.61	18.39	61.19	51.31	20.00	57.38	70.63	57.82	67.85	43.70	42.00	68.91	89.69	71.09	95.45	60.62
1975	26.33	28.00	25.09	25.46	26.10	22.99	31.63	52.70	17.26	57.77	43.89	17.71	53.88	61.02	50.62	61.11	43.38	42.70	65.34	68.45	62.86	97.78	54.45
1976	23.71	25.22	23.71	23.62	21.46	19.99	26.97	33.53	18.59	47.85	44.21	16.68	45.56	51.34	45.30	51.87	43.74	35.09	53.68	67.82	50.88	63.04	51.76
1977	22.97	24.91	23.03	22.24	20.89	19.74	25.59	29.45	13.32	44.35	42.58	16.72	42.66	54.32	45.43	49.25	35.81	31.52	49.90	57.61	43.68	104.08	41.15
1978	22.42	25.12	22.54	20.38	17.79	19.02	28.79	41.54	13.10	43.05	40.20	16.86	41.39	44.41	37.97	53.05	36.73	30.33	53.63	55.58	51.12	56.60	32.60
1979	21.52	23.66	20.04	22.49	19.87	18.19	23.52	31.58	10.05	41.77	35.83	15.52	41.26	46.80	44.03	48.01	32.33	30.26	52.11	59.23	39.71	56.90	37.80
1980	19.60	22.00	18.43	20.24	16.67	15.91	18.24	34.63	12.10	37.21	36.66	13.31	37.41	47.62	41.74	42.40	30.88	28.37	42.61	46.62	40.95	60.34	33.86
1981	18.68	21.59	16.46	17.86	15.50	15.59	27.97	34.71	11.28	35.79	33.42	12.42	36.16	47.46	41.37	41.85	34.92	26.74	42.15	40.96	33.74	37.50	23.41
1982	17.53	20.58	15.57	18.20	14.40	11.77	25.25	27.74	9.37	34.89	30.25	12.28	29.36	35.33	28.82	38.65	26.82	22.02	34.27	46.36	35.79	29.63	22.98
1983	15.65	16.52	15.34	16.13	16.20	12.20	15.91	22.40	9.90	36.08	30.47	11.25	28.20	34.65	23.26	35.02	21.70	21.88	36.38	27.79	31.99	52.54	36.72
1984	14.10	15.20	13.41	14.72	13.63	10.30	15.83	21.70	12.72	32.61	26.74	11.18	25.43	27.94	23.68	31.35	18.98	18.82	35.24	32.24	27.34	48.44	20.73
1985	13.96	14.28	13.38	15.09	13.34	11.16	16.64	27.95	10.51	25.14	25.08	10.41	25.42	24.76	25.72	28.53	18.40	18.41	37.68	28.23	26.82	54.41	23.45
1986	14.78	16.27	13.56	14.09	15.39	12.48	14.77	30.09	10.05	23.53	25.60	10.58	21.71	27.89	23.32	30.28	21.43	15.55	26.42	23.51	21.30	38.16	19.30
1987	13.38	14.17	12.67	12.03	15.83	9.57	17.43	36.12	11.11	22.10	24.10	9.61	20.86	26.94	20.71	27.90	19.23	15.64	25.57	24.08	23.20	21.69	16.81
1988	13.30	14.42	13.53	12.54	13.63	9.76	14.12	21.52	9.49	24.41	23.04	9.16	18.54	24.41	17.59	22.32	15.03	14.42	22.77	23.43	19.04	22.58	14.57
1989	13.09	14.00	13.52	11.83	12.24	10.66	16.25	25.88	8.95	23.46	22.12	9.15	17.95	22.48	17.79	20.96	15.93	14.00	22.31	21.88	14.96	18.56	21.04
1990	11.91	12.99	11.77	10.58	11.45	10.72	11.76	29.50	7.18	23.00	21.48	8.95	16.34	24.25	14.17	16.94	12.23	12.12	20.41	21.40	17.57	28.43	15.83
1991	10.38	11.25	8.93	9.82	12.25	8.68	14.58	30.50	4.75	22.44	19.22	7.83	14.91	19.19	14.16	18.32	12.00	11.68	18.69	16.43	13.59	30.69	11.21
1992	9.63	9.77	8.40	10.07	10.69	9.32	11.67	24.43	5.57	19.57	16.62	7.46	13.79	16.20	12.42	12.42	11.91	11.42	17.93	17.70	13.11	12.50	9.76
1993	8.54	8.75	7.16	8.76	9.89	9.01	11.13	19.66	3.27	17.68	16.03	6.89	13.46	16.03	11.98	13.49	12.95	11.22	16.90	17.40	11.16	19.27	9.32
1994	8.87	9.08	7.33	9.21	10.58	9.35	10.92	18.14	4.58	17.79	15.62	6.45	11.50	15.34	11.80	13.64	10.92	9.35	13.47	9.25	9.66	16.10	7.14
1995	8.68	8.99	6.40	9.75	9.33	9.48	10.32	26.07	3.95	15.87	13.07	6.29	11.88	14.61	12.30	13.84	12.43	10.13	12.94	13.37	11.69	13.68	5.74
1996	8.56	8.51	7.11	8.16	10.70	9.27	10.72	30.17	6.03	13.05	12.05	6.10	10.53	12.86	10.23	11.51	8.90	8.58	12.51	11.25	11.65	15.00	9.30
1997	7.87	8.17	6.27	8.16	8.37	9.07	7.06	24.86	4.45	13.83	11.89	5.94	10.57	12.37	12.14	12.50	10.55	8.86	11.37	12.86	8.87	16.53	6.93
1998	7.45	8.12	6.05	6.19	9.98	8.09	6.17	28.51	5.78	11.88	12.61	5.51	9.70	12.11	11.61	10.57	11.13	7.94	9.86	11.91	8.57	17.07	6.79
1999	7.31	7.67	6.43	6.02	8.54	8.83	8.93	20.29	4.95	12.96	11.57	5.37	9.75	11.48	9.11	12.60	10.01	8.36	10.49	13.41	10.35	16.00	7.51
2000	7.28	7.86	6.30	6.43	7.99	8.18	7.89	20.99	4.61	11.55	12.19	5.33	9.28	11.76	9.27	12.00	9.88	7.52	10.14	11.18	9.30	14.96	9.00
2001	7.15	7.43	6.50	5.99	8.51	7.70	10.58	20.91	4.13	11.12	12.08	5.29	8.60	10.99	10.00	11.61	8.35	7.57	7.52	11.71	7.88	12.20	7.59
2002	6.96	7.49	6.89	5.92	7.59	6.42	7.29	22.43	2.51	10.84	10.81	5.11	9.06	12.41	10.05	11.75	10.95	7.24	8.85	12.81	8.01	13.53	9.19
2003	6.46	6.82	5.46	6.14	8.21	6.73	5.31	21.42	2.70	10.34	9.59	5.10	8.91	13.30	9.78	11.16	8.69	7.76	7.89	11.79	6.37	12.03	9.41
2004	5.90	6.88	4.77	5.08	7.52	5.97	7.53	13.71	2.12	9.61	9.01	4.66	8.56	12.22	10.01	10.46	9.75	6.75	7.99	10.33	9.40	22.76	9.33
2005	5.86	6.27	4.73	5.19	7.32	6.00	8.09	21.25	6.02	8.23	8.37	4.58	9.00	12.41	10.55	13.18	9.72	6.41	9.81	13.81	6.95	11.28	10.96
2006	5.88	6.61	4.51	5.52	7.32	5.93	8.37	15.82	2.97	7.71	8.06	4.49	8.44	12.01	9.96	11.26	10.28	6.16	8.47	12.21	8.24	25.96	7.80
2007	5.56	5.31	4.58	5.65	5.08	7.18	8.10	20.10	3.10	7.10	7.85	4.08	8.05	11.76	9.58	9.81	7.88	6.42	7.20	11.10	9.71	5.59	7.57
2008	5.04	4.43	4.39	4.89	5.12	6.92	5.79	23.48	3.05	6.85	6.98	3.58	7.26	10.27	8.65	11.32	6.92	5.31	6.99	9.97	8.42	14.96	6.82
2009	5.11	5.04	4.00	5.18	6.00	5.80	6.95	18.16	2.77	6.47	6.85	3.16	6.71	10.81	7.06	12.15	7.59	4.99	5.94	9.05	6.77	9.38	7.78
2010	4.59	5.02	3.73	3.93	5.36	5.44	5.98	11.37	4.18	5.57	6.09	2.70	6.56	9.89	6.86	12.90	7.27	4.48	6.52	11.38	6.82	7.20	5.75
2011	4.11	3.89	3.62	3.59	4.96	5.76	4.35	13.40	2.02	5.21	6.10	2.82											
2012	3.99	4.25	3.16	3.88	4.06	5.09	2.55	16.23	1.00			2.65											

(continued)

Table A6 Fatality rates (fatalities per billion safety-weighted vkt) *(continued)*

	Czech	Denmark	Finland	France	Germany	Hungary	Ireland	Israel	Japan	Korea	Netherlands	New Zealand	Norway	Sweden	Switzerland	USA
1965		26.14	47.34	63.41	76.94		18.91	64.14	48.96		49.04	39.52	34.21	28.96	39.05	28.93
1966		27.59	46.97	59.16	76.32		20.23	53.56	47.27		49.24	33.73	33.94	27.10	36.82	28.82
1967		29.04	38.24	59.30	71.98		21.85	59.70	40.31		50.39	35.07	34.80	21.92	38.99	27.79
1968		30.58	36.51	52.21	66.14		23.37	56.20	37.72		48.30	31.54	33.19	25.58	36.95	27.44
1969		32.13	37.44	51.11	63.68		23.97	51.65	39.97		48.74	32.39	32.31	25.67	38.40	26.57
1970		33.76	36.76	49.59	69.34		27.01	52.79	37.98		47.91	34.45	33.94	26.12	39.52	24.54
1971		33.52	37.81	48.99	64.35		28.80	56.51	36.93	347.95	46.15	32.64	31.88	23.33	40.24	22.89
1972		29.61	36.83	46.96	62.56		31.30	52.09	35.81	307.32	45.81	31.33	27.97	22.14	37.19	21.93
1973		29.21	33.12	40.76	52.87		27.33	43.41	32.59	284.04	42.36	34.13	27.87	19.98	30.52	20.44
1974		20.32	25.76	34.87	48.27		26.84	50.96	27.61	277.30	35.05	25.08	26.90	21.52	28.49	17.35
1975		21.20	26.69	33.56	46.55		26.23	45.75	24.85	316.20	31.16	22.41	27.55	20.84	25.69	16.56
1976		21.29	23.12	34.50	44.67		22.51	42.97	20.93	290.53	32.10	20.61	22.97	19.40	24.49	15.68
1977		19.95	20.35	32.14	43.53		23.53	45.57	17.56	265.02	32.88	23.74	20.27	16.40	25.38	15.71
1978		20.54	17.32	28.86	40.48		23.76	44.73	16.53	262.83	28.56	21.70	19.23	16.07	24.04	15.50
1979		17.65	18.26	28.83	35.24		22.52	38.41	15.15	255.59	23.37	17.29	18.80	14.12	23.55	15.40
1980	53.89	17.68	15.36	28.13	33.24		19.78	28.01	15.43	226.52	22.31	17.62	15.42	13.04	22.48	14.97
1981	51.24	17.57	15.23	27.31	31.36		20.04	28.33	15.09	212.88	20.43	18.96	14.04	12.06	20.61	14.07
1982	45.21	17.40	15.15	26.96	30.12		18.62	23.44	15.34	201.95	18.56	18.76	16.02	11.48	20.40	12.46
1983	44.87	16.81	15.64	25.67	29.46		18.65	24.97	15.70	189.92	18.58	17.74	15.63	11.62	19.43	11.98
1984	39.66	15.98	13.64	25.15	25.43		16.23	21.60	14.68	188.22	16.68	18.40	14.87	11.84	18.09	12.04
1985	42.20	17.85	13.15	22.39	21.24		14.30	19.83	14.09	169.72	14.82	20.17	14.07	11.58	14.88	11.57
1986	37.25	15.87	14.36	22.74	21.32		13.54	20.24	13.39	142.97	14.89	20.44	14.51	12.03	16.55	11.78
1987	37.02	14.74	13.01	19.38	18.32		15.69	22.88	13.06	116.36	13.89	20.95	12.13	10.55	14.92	11.39
1988	37.66	14.85	13.78	19.83	18.23		15.51	21.39	13.85	154.80	12.06	19.31	11.32	10.36	14.48	11.00
1989	41.39	13.83	14.69	19.25	17.73		14.50	18.85	14.38	148.26	12.41	20.20	11.19	10.95	13.84	10.29
1990	48.33	12.79	12.61	18.23	19.06		14.34	16.36	13.84	121.47	11.49	19.63	9.65	9.37	14.29	9.98
1991	47.34	11.90	12.46	16.54	18.65	84.73	13.12	15.83	13.34	107.88	10.35	17.43	9.39	8.94	12.64	9.18
1992	51.89	10.83	11.71	15.20	17.26	84.02	11.94	15.63	13.56	78.85	9.67	17.21	9.38	9.01	12.77	8.46
1993	49.28	10.43	9.50	14.73	16.09	67.61	11.89	14.23	12.16	61.59	9.26	15.72	7.97	7.58	11.28	8.45
1994	50.63	10.14	9.45	13.60	15.34	61.07	10.51	13.57	11.68	52.61	9.45	15.02	7.87	6.96	10.44	8.32
1995	47.07	10.71	8.60	13.14	14.37	57.55	10.66	12.22	11.32	46.16	9.51	14.78	8.33	6.66	10.46	8.40
1996	45.19	9.21	7.82	12.51	13.22	46.46	10.58	11.17	10.31	50.36	8.29	12.88	6.71	6.19	9.27	8.26
1997	44.24	8.48	8.26	12.14	12.72	47.54	10.56	10.75	9.98	44.07	7.95	13.30	7.70	6.20	8.67	8.01
1998	34.87	8.40	7.36	12.37	11.25	45.54	9.91	11.28	9.66	32.40	6.88	12.09	8.68	5.99	8.63	7.71
1999	36.10	8.32	7.73	11.37	9.32	39.63	8.62	9.49	9.13	31.47	6.82	12.00	7.45	6.38	8.19	7.57
2000	36.71	7.95	6.97	10.60	9.02	36.39	8.45	8.86	9.08	28.71	6.54	10.70	8.14	6.36	8.06	7.49
2001	32.36	6.81	7.44	10.32	8.13	37.55	8.14	10.11	8.69	21.11	5.92	10.30	6.40	5.81	7.32	7.49
2002	33.13	7.13	6.93	9.68	7.91	42.95	7.42	9.72	8.32	17.69	5.81	8.91	7.04	5.33	6.82	7.50
2003	31.68	6.73	6.15	7.62	7.67	37.95	6.39	8.19	7.72	16.53	5.76	9.92	6.34	5.18	7.16	7.39
2004	29.28	5.70	5.92	7.10	6.63	35.44	6.90	8.41	7.53	14.78	4.42	9.08	5.71	4.59	6.60	7.18
2005	25.59	5.23	5.86	6.36	6.16	34.24	7.08	7.57	7.18	12.95	4.05	8.28	4.85	4.18	5.24	7.21
2006	20.57	4.69	5.12	5.60	5.75	32.93	6.15	6.72	6.65	13.27	3.94	7.90	5.17	4.06	4.67	6.91
2007	22.79	5.97	5.63	5.42	5.48	29.74	5.43	6.11	6.07	12.66	3.79	8.22	4.87	4.15	4.80	6.65
2008	19.45	5.88	5.10	5.03	4.95	23.03	4.38	6.30	5.64	12.36	3.55	7.01	5.22	3.40	4.39	6.10
2009	15.77	4.36	4.07	5.06	4.50	19.36	3.79	4.72	5.44	13.51	3.31	7.41	4.29	3.02	4.25	5.60
2010	13.60	3.69	3.91	4.62	3.91	17.31	3.46	5.13	5.47	12.17	2.71	7.20	4.19	2.42	3.91	5.53
2011	12.88	3.25	4.16	4.59	4.26	14.50	3.00	4.69	5.21	11.07	2.74	5.41	3.36	2.87	3.83	5.40
2012	11.07		3.58		3.87		2.58	3.87				5.41	3.27	2.39		5.66

Table A7 Injury rates (injuries per billion injury-weighted vkt)

													10 provs									
	Australia	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*	Austria	Belgium	Britain	Canada	*BC*	*ALTA*	*SASK*	*MAN*	*ONT*	*QUE*	*NB*	*NS*	*PEI*	*NFDL*
1965	478.13	470.60	552.93	469.46	566.56	288.13	246.15	496.69	208.09	2,366.15	2,661.33	1,511.59	2,231	2,631	1,244	1,753	2,082	2,409	2,441	2,147	1,649	2,432	2,260
1966	468.16	460.36	526.53	442.46	510.08	286.35	272.97	540.19	191.72	2,331.64	2,525.34	1,461.03	2,217	2,586	1,244	1,702	2,187	2,418	2,364	2,184	1,553	2,175	2,422
1967	456.39	443.30	492.80	406.52	573.07	298.59	275.18	602.46	193.68	2,355.85	2,451.47	1,370.61	2,192	2,369	1,290	1,713	2,274	2,362	2,397	2,080	1,652	2,450	2,133
1968	434.99	420.77	510.26	388.70	448.20	291.33	248.18	522.05	212.54	2,224.54	2,496.51	1,271.52	2,105	2,307	1,264	1,737	2,080	2,311	2,238	1,768	1,466	2,545	2,128
1969	411.71	390.24	484.23	364.92	466.18	264.53	259.13	462.49	185.95	2,182.67	2,527.20	1,278.68	2,065	2,375	1,302	1,617	2,203	2,270	2,121	1,535	1,363	2,109	2,257
1970	408.73	394.00	487.50	338.39	470.70	255.38	245.74	482.11	180.48	2,150.59	2,562.09	1,300.10	1,947	2,241	1,216	1,729	2,138	2,190	1,905	1,457	1,211	1,894	1,860
1971	362.55	349.63	408.16	339.38	421.87	233.24	205.71	437.49	156.27	2,114.48	2,231.44	1,206.34	2,016	2,072	1,264	1,933	2,044	2,386	1,958	1,399	1,129	1,763	1,701
1972	346.79	364.30	362.75	296.63	426.33	211.91	189.98	404.12	147.97	1,992.32	2,258.19	1,190.42	2,123	2,038	1,308	2,139	2,489	2,505	2,088	1,431	1,137	1,505	1,638
1973	335.54	366.07	334.85	266.70	448.76	198.54	188.65	381.29	168.58	1,765.95	1,944.89	1,138.45	2,131	2,490	1,579	2,241	2,727	2,422	1,862	1,479	1,141	1,407	1,656
1974	319.68	374.79	285.85	247.44	459.34	179.15	177.24	336.64	153.06	1,675.73	1,690.75	1,050.12	2,097	2,401	1,462	2,207	2,415	2,371	1,980	1,453	1,102	1,568	1,331
1975	284.27	334.81	257.64	217.66	404.73	156.18	172.38	311.26	140.26	1,548.92	1,536.56	1,004.63	1,964	2,127	1,352	2,201	2,156	2,302	1,792	1,451	1,028	1,453	1,295
1976	266.38	326.03	237.81	198.29	353.12	155.11	172.92	251.18	124.25	1,366.82	1,493.69	977.99	1,715	2,055	1,291	1,885	2,255	1,945	1,465	1,387	1,076	1,141	1,039
1977	251.73	301.99	240.32	172.91	324.57	152.15	181.64	253.75	122.60	1,360.18	1,448.76	995.10	1,740	2,411	847	1,724	2,238	2,124	1,405	1,326	961	1,261	889
1978	257.58	314.16	253.50	174.86	317.06	191.80	185.45	273.70	117.46	1,241.87	1,355.03	971.29	1,827	2,297	1,475	1,587	2,195	1,987	1,748	1,307	1,013	1,377	1,023
1979	247.45	288.74	245.63	171.14	340.34	185.38	164.40	281.83	105.96	1,236.01	1,259.64	924.99	1,819	2,397	1,345	1,503	2,028	1,965	1,835	1,247	960	1,153	1,065
1980	227.52	268.99	224.71	159.83	298.11	163.19	159.39	223.75	93.14	1,194.30	1,259.23	842.02	1,810	2,441	1,583	1,421	1,919	1,907	1,787	1,146	923	1,221	983
1981	213.81	258.78	210.42	149.37	274.99	127.75	159.17	230.74	95.31	1,178.78	1,200.24	808.39	1,754	2,438	1,454	1,383	1,935	1,856	1,703	1,144	888	1,277	780
1982	199.04	234.25	196.25	144.02	264.76	122.10	151.05	223.30	90.50	1,157.11	1,138.69	812.76	1,592	1,987	1,259	1,371	1,831	1,796	1,438	1,186	917	1,252	1,008
1983	177.48	201.42	189.64	122.59	239.02	114.26	107.66	180.59	81.68	1,188.23	1,157.37	745.00	1,506	1,818	1,045	1,231	1,762	1,667	1,518	1,159	871	2,068	849
1984	177.35	205.31	182.70	116.85	262.20	108.92	117.80	152.31	75.01	1,104.66	1,125.59	751.10	1,471	1,725	955	1,121	1,743	1,617	1,589	1,146	870	1,378	792
1985	160.27	163.92	177.42	120.37	227.41	109.18	121.97	210.23	74.53	989.33	1,037.78	733.30	1,516	1,762	958	1,129	1,519	1,688	1,678	1,141	911	1,296	883
1986	169.46	175.32	189.51	119.75	243.50	114.69	129.41	238.61	74.09	919.75	1,047.97	716.07	1,417	1,880	987	1,091	1,446	1,536	1,465	1,134	661	1,111	853
1987	169.12	185.52	194.46	110.38	224.88	107.16	116.43	226.16	68.23	862.79	1,027.33	653.17	1,368	1,788	805	1,080	1,390	1,541	1,376	1,093	817	1,248	868
1988	166.07	176.11	206.65	106.94	211.59	102.53	118.07	193.68	57.84	871.57	993.96	642.73	1,246	1,753	712	975	1,279	1,379	1,240	1,013	710	1,061	818
1989	153.65	157.72	195.36	100.95	191.96	98.54	117.33	187.08	59.27	905.93	961.90	634.66	1,209	1,818	721	889	1,369	1,314	1,123	1,076	774	1,068	753
1990	142.65	155.92	154.10	98.24	182.58	110.66	108.37	222.13	58.02	895.40	936.78	634.38	1,085	1,875	645	844	1,360	1,100	1,000	1,000	652	1,103	704
1991	132.40	147.41	131.09	100.75	178.70	98.78	105.90	225.76	56.69	873.41	827.44	577.22	1,008	1,693	661	821	1,537	960	942	965	726	965	691
1992	118.35	131.69	115.91	89.06	146.41	100.36	100.86	210.41	57.05	801.87	766.54	586.29	989	1,659	631	695	1,625	954	926	826	713	856	671
1993	112.98	129.64	112.39	90.75	117.13	93.92	92.20	166.21	47.70	743.87	734.22	584.57	923	1,470	602	708	1,509	901	859	712	727	821	619
1994	113.96	126.27	112.16	96.26	121.93	96.78	95.88	197.76	41.74	715.45	677.21	589.41	865	1,387	603	740	1,269	843	794	621	663	731	549
1995	110.15	114.83	111.56	99.56	113.29	98.41	94.73	163.67	47.46	666.00	634.20	569.84	864	1,370	637	708	1,143	857	780	657	668	712	503
1996	110.94	118.63	112.05	94.67	126.22	92.49	91.20	190.21	53.21	631.01	594.74	573.26	806	1,136	652	616	970	829	748	560	654	683	551
1997	103.57	110.87	101.83	88.08	123.38	87.76	86.38	174.83	59.68	645.51	606.46	571.65	759	884	677	612	839	783	756	621	673	739	567
1998	106.94	114.87	106.35	85.20	118.17	101.80	87.67	182.65	63.86	630.16	594.86	555.00	726	822	675	518	856	735	738	652	674	757	530
1999	105.61	115.84	104.62	88.52	116.93	85.40	110.39	186.38	47.42	659.99	589.32	534.50	719	774	668	560	851	727	731	647	721	860	596
2000	108.74	120.53	112.52	95.83	117.39	85.31	104.47	157.62	39.94	650.24	563.50	533.26	740	850	674	657	894	721	755	647	757	936	614
2001	108.90	116.32	120.03	89.62	120.77	77.65	105.10	181.94	49.61	653.37	530.78	512.36	713	838	682	548	799	705	708	686	647	893	690
2002	112.43	119.69	125.22	96.08	116.03	77.36	93.06	185.59	42.69	642.95	519.20	481.85	722	777	783	653	949	679	749	592	574	788	701
2003	106.66	111.35	120.17	91.89	117.86	73.20	91.86	179.43	37.25	631.90	524.10	453.80	712	903	671	618	796	669	754	572	504	756	769
2004	107.12	116.74	111.40	91.91	115.68	80.70	92.56	168.86	26.79	611.12	493.40	433.31	682	842	627	647	891	600	778	573	533	762	698
2005	109.19	117.09	115.60	97.66	112.16	81.01	97.72	151.47	26.42	570.62	502.18	414.90	670	873	555	613	788	572	871	508	488	565	537
2006	112.11	124.66	114.86	96.62	117.62	81.78	110.06	152.89	35.63	548.71	492.56	389.80	607	790	571	605	729	525	711	452	471	805	501
2007	113.94	123.58	115.78	101.00	117.70	86.87	106.93	178.77	29.67	546.47	482.66	366.82	585	725	513	509	617	535	679	460	578	567	519
2008	110.25	111.48	116.77	99.32	118.54	88.92	100.89	173.87	19.39	509.71	476.34	346.91	541	613	464	541	689	480	632	482	743	497	386
2009	114.31	117.17	114.32	105.89	114.54	93.71	100.68	169.34	34.13	502.79	455.94	338.12	519	563	386	526	616	491	592	481	752	596	509
2010	108.27	112.83	111.51	94.26	108.94	95.16	85.20	168.88	26.57	462.49	437.84	324.17	493										
2011	107.27	119.24	105.92	93.31	94.18	92.48	85.87	177.93	29.09	448.41	446.56	321.27											
2012	103.94	119.07	104.02	88.36	78.35	90.08	78.38	159.20	40.26														

(continued)

Table A7 Injury rates (injuries per billion injury-weighted vkt) *(continued)*

	Czech	Denmark	Finland	France	Germany	Hungary	Ireland	Israel	Japan	Korea	Netherlands	NZ	Norway	Sweden	Switzerland	USA
1965		719.31	601.07	924.46	1951.52		328	2856	1244	0	1224	1269	662	602	912	1576
1966		729.32	542.56	867.27	1897.42		414	2718	1306	0	1227	1171	689	510	883	1598
1967		711.93	520.76	879.25	1785.61		495	2363	1435	0	1075	1092	745	488	866	1545
1968		737.06	491.62	863.42	1691.84		577	2190	1617	0	1032	1111	720	529	818	1540
1969		748.36	507.28	819.60	1611.80		559	2026	1752	0	1071	1103	737	526	854	1462
1970		727.35	504.98	802.16	1691.73		517	1892	1639	0	1028	1137	713	499	865	1395
1971		741.83	482.61	795.95	1566.67		521	1885	1582	4744	1052	1083	663	472	870	1278
1972		668.30	467.16	833.08	1542.40		485	1744	1461	4152	984	1025	646	442	826	1237
1973		614.66	446.63	733.13	1370.02		445	1600	1287	3888	964	994	598	406	711	1196
1974		504.89	391.08	686.01	1276.91		410	1513	1144	3648	912	818	541	398	680	1143
1975		523.68	386.64	685.69	1229.95		352	1474	1039	4594	805	751	561	392	638	1168
1976		492.24	314.57	682.51	1219.88		364	1480	953	5621	822	642	507	384	612	1120
1977		498.58	304.85	667.51	1229.99		372	1615	838	4266	821	628	588	325	627	1017
1978		494.40	232.99	619.41	1172.47		379	1726	803	4038	774	532	548	338	631	1117
1979		416.11	233.17	621.19	1086.49		324	1389	763	3385	669	462	471	316	621	1113
1980	1401.97	402.90	223.36	590.95	1087.49		319	1150	751	3719	633	499	436	313	601	1067
1981	1383.16	376.93	236.71	571.93	1082.16		309	1200	746	3575	605	470	435	303	578	1034
1982	1364.40	370.10	231.22	546.88	1038.00		297	1125	748	3386	567	483	417	311	554	991
1983	1345.60	345.24	231.45	509.18	1050.51		294	1136	760	3815	555	484	405	314	561	982
1984	1326.84	344.25	221.49	484.25	974.71		302	1034	716	3894	524	512	405	324	518	1008
1985	1308.59	333.55	222.31	460.74	885.03		287	959	727	3779	500	541	417	315	504	1021
1986	1230.15	305.19	242.22	429.46	876.54		305	1034	716	3298	489	532	385	327	501	1009
1987	1211.06	262.56	231.96	375.81	803.99		300	889	706	3311	460	520	338	292	471	988
1988	1270.07	253.45	242.09	371.04	810.22		296	964	706	3553	424	482	328	309	475	951
1989	1305.42	248.15	232.75	350.54	798.31		289	954	743	3530	429	462	337	301	465	935
1990	1039.76	221.98	239.49	326.37	790.02		294	1066	688	2996	433	493	345	291	452	918
1991	978.16	208.15	219.44	289.69	745.80	1305.92	304	1132	690	2477	382	466	340	269	428	861
1992	1083.94	204.46	186.04	272.03	747.00	1302.70	304	1174	711	2108	371	440	329	262	439	841
1993	1043.62	191.89	147.59	252.72	726.23	1024.61	282	1078	745	1856	358	404	327	255	440	799
1994	1103.08	186.94	153.35	237.60	717.47	1054.14	276	921	748	1699	358	438	313	269	450	755
1995	1095.64	190.06	191.65	234.37	692.78	937.53	320	861	767	1381	362	436	321	267	435	780
1996	1087.69	181.38	173.61	218.31	663.65	811.79	322	1014	777	1322	344	376	316	261	399	765
1997	1014.07	172.32	163.07	213.88	666.05	846.17	304	972	796	1215	336	334	300	265	403	712
1998	903.26	159.62	161.49	205.13	642.27	876.67	286	1024	831	1141	320	303	299	262	401	662
1999	861.29	157.27	156.45	197.14	649.68	748.66	266	917	869	1268	320	287	281	262	415	655
2000	801.36	150.29	144.20	186.68	630.79	688.36	253	781	949	1283	279	258	278	258	409	633
2001	816.78	138.64	138.47	170.84	600.37	731.88	208	705	962	1068	255	284	268	256	406	593
2002	796.26	140.41	129.97	152.61	574.10	780.80	187	711	958	900	239	311	279	272	396	561
2003	775.84	136.10	140.33	127.51	559.00	762.10	162	674	970	910	213	314	257	292	395	547
2004	725.83	121.15	131.53	121.62	521.19	767.26	149	657	993	823	178	294	255	282	372	515
2005	640.86	108.39	131.25	119.22	520.47	736.83	171	607	992	734	172	302	238	280	343	494
2006	543.94	104.10	123.25	112.03	498.82	707.04	148	589	952	754	154	311	227	272	338	466
2007	545.32	102.24	117.40	111.35	499.50	662.79	129	519	898	730	162	320	240	262	339	448
2008	515.18	89.65	117.92	101.16	473.05	586.61	157	480	841	756	144	299	217	253	314	429
2009	476.71	74.65	109.11	98.66	450.96	548.10	157	474	817	895	114	287	196	243	306	410
2010	413.44	63.04	102.33	89.58	416.71	489.21	138	404	813	830		277	180	221	290	415
2011		62.62	104.52	86.17	436.25	458.45			779	770		243	164	210	278	409
2012														209		

Table A8 All-occupant seat belt wearing (%)

													10 provs										
	Australia	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Austria	Belgium	Britain	Canada	BC	ALTA	SASK	MAN	ONT	QUE	NB	NS	PEI	NFDL
1965	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1966	3	2	3	3	4	4	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1967	4	3	4	3	6	5	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1968	5	4	6	4	7	6	6	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1969	6	4	7	5	9	7	7	9	4	1	0	0	1	1	1	1	1	1	1	1	1	1	1
1970	9	6	14	8	10	9	10	10	6	1	0	0	2	2	2	2	2	2	2	2	2	2	2
1971	20	18	29	16	12	13	19	12	18	1	0	0	2	3	2	2	2	3	2	2	2	2	2
1972	33	39	37	31	19	20	27	19	39	1	0	1	3	4	2	2	2	5	3	2	2	2	2
1973	40	47	42	38	28	29	31	28	47	1	1	1	5	6	2	3	2	7	4	2	2	2	2
1974	45	51	47	42	33	34	36	33	51	1	3	2	6	8	2	4	2	9	6	2	2	2	2
1975	48	53	52	45	37	38	40	37	53	2	11	3	13	12	3	8	2	23	10	2	2	2	2
1976	51	55	57	47	42	42	45	42	55	5	22	4	19	17	4	15	3	32	16	3	3	3	2
1977	55	58	60	50	47	48	51	47	58	15	26	6	21	23	5	24	3	30	21	3	4	3	2
1978	59	62	64	53	54	55	57	54	62	13	30	8	24	31	6	33	3	33	23	3	5	3	2
1979	66	68	70	60	65	65	67	65	68	15	34	10	25	34	8	37	4	32	25	4	6	4	2
1980	73	71	77	67	75	75	75	75	71	17	38	12	26	32	8	38	4	35	27	5	7	3	4
1981	77	73	81	71	80	80	80	80	73	19	41	14	31	36	10	37	5	38	37	4	8	4	27
1982	81	79	85	76	83	83	84	83	79	22	45	17	37	46	13	40	7	41	45	24	8	5	50
1983	83	82	86	78	85	85	85	85	82	24	49	43	41	53	14	41	26	47	43	44	11	6	50
1984	84	83	87	80	86	85	86	86	83	39	53	46	44	56	17	40	41	50	43	44	35	10	51
1985	85	84	88	82	86	87	87	86	84	50	55	49	50	61	21	45	42	53	50	50	58	12	54
1986	86	85	89	84	88	88	88	88	85	62	57	52	57	66	40	61	50	56	63	55	56	24	55
1987	88	86	90	86	89	89	89	89	86	58	59	55	63	68	61	69	56	59	69	57	59	51	59
1988	89	87	91	87	90	90	90	90	87	56	61	58	66	72	67	70	62	62	69	58	68	60	60
1989	90	89	91	89	90	91	91	90	89	56	63	61	70	77	73	77	67	63	77	63	72	57	65
1990	91	90	92	90	91	91	91	91	90	58	64	65	75	79	77	81	68	68	83	70	74	63	77
1991	91	90	93	90	92	92	92	92	90	61	66	69	77	81	78	83	73	72	83	73	77	72	82
1992	92	91	94	91	92	93	93	92	91	63	68	72	80	84	80	86	76	75	85	76	80	75	86
1993	93	92	95	92	93	93	93	93	92	60	69	74	83	86	82	86	78	80	87	81	81	79	89
1994	94	93	96	92	93	94	94	93	93	66	71	74	85	88	83	87	82	82	88	80	85	86	90
1995	94	94	96	92	94	95	94	94	94	67	72	75	86	89	85	89	82	85	89	81	87	88	91
1996	95	94	96	93	94	95	95	94	94	67	73	77	88	89	86	89	82	88	89	86	87	87	91
1997	95	95	97	93	95	96	96	95	95	69	75	79	88	89	86	90	84	89	90	85	88	87	90
1998	95	95	97	93	96	96	96	96	95	69	75	81	89	90	85	90	85	89	90	85	88	87	90
1999	96	95	97	94	96	96	96	96	95	66	76	81	89	90	85	91	86	90	90	86	88	86	90
2000	96	96	97	94	96	97	96	96	96	70	77	82	89	90	85	91	87	90	90	86	88	85	89
2001	96	96	98	94	96	97	97	96	96	68	77	82	90	91	84	92	88	91	90	86	88	84	89
2002	96	96	98	94	97	97	97	97	96	71	78	84	90	91	84	92	90	91	91	86	88	84	88
2003	97	97	98	95	97	97	97	97	97	73	78	86	90	91	84	93	91	91	91	86	89	83	88
2004	97	97	98	95	97	98	98	97	97	73	79	87	90	91	83	93	92	92	91	86	89	82	87
2005	97	97	98	95	98	98	98	98	97	77	80	88	91	92	83	93	93	92	91	86	90	85	87
2006	97	97	98	95	98	98	98	98	97	84	84	88	91	93	86	93	91	92	92	89	91	88	87
2007	97	98	98	96	98	98	98	98	98	83	85	90	93	95	88	94	91	93	93	91	91	88	88
2008	97	98	98	96	98	98	98	98	98	84	86	92	93	95	89	95	92	94	94	93	91	89	90
2009	98	98	98	96	98	98	98	98	98	85	87	94	94	96	91	96	94	95	95	94	91	89	92
2010	98	98	98	97	98	98	98	98	98	85	89	93	95	97	92	97	94	96	96	95	90	90	93
2011	98	98	98	97	98	98	98	98	98	85	89	96	95	97	93	97	95	96	97	95	91	90	94
2012	98	98	98	98	98	98	98	98	98	86	89	96	95	97	94	97	95	96	97	96	91	90	95
2013	98	98	98	98	98	98	98	98	98	87	90	96	95	97	95	97	96	96	97	96	91	91	95
2014	98	98	98	98	98	98	98	98	98	87	91	96	95	97	96	97	96	96	97	97	92	91	95
2015	98	98	98	98	98	98	98	98	98	88	92	96	96	97	96	97	96	96	97	97	92	91	96
2016	98	98	98	98	98	98	98	98	98	88	92	96	96	97	96	97	96	96	97	97	92	92	96
2017	98	98	98	98	98	98	98	98	98	89	93	96	96	97	96	97	96	96	97	97	92	92	96
2018	98	98	98	98	98	98	98	98	98	90	94	96	96	97	96	97	96	96	97	97	93	92	96
2019	98	98	98	98	98	98	98	98	98	90	94	96	96	97	96	97	96	96	97	97	93	92	96
2020	98	98	98	98	98	98	98	98	98	91	95	96	96	97	96	97	96	96	97	97	93	93	96
2021	98	98	98	98	98	98	98	98	98	92	95	97	96	97	96	97	96	96	97	97	93	93	96
2022	98	98	98	98	98	98	98	98	98	92	95	97	96	97	96	97	96	96	97	97	94	93	96
2023	98	98	98	98	98	98	98	98	98	93	96	97	96	97	96	97	96	96	97	97	94	94	96
2024	98	98	98	98	98	98	98	98	98	93	96	97	96	97	96	97	96	96	97	97	94	94	96
2025	98	98	98	98	98	98	98	98	98	94	96	97	97	97	96	97	96	96	97	97	95	94	96
2026	98	98	98	98	98	98	98	98	98	95	96	97	97	97	96	97	96	96	97	97	95	95	96
2027	98	98	98	98	98	98	98	98	98	95	96	97	97	97	96	97	96	96	97	97	95	95	96
2028	98	98	98	98	98	98	98	98	98	96	97	97	97	97	96	97	96	96	97	97	95	95	96
2029	98	98	98	98	98	98	98	98	98	96	97	97	97	97	96	97	96	96	97	97	96	96	96
2030	98	98	98	98	98	98	98	98	98	97	97	97	97	97	96	97	96	96	97	97	96	96	96

(continued)

Table A8 All-occupant seat belt wearing (%) *(continued)*

	Czech	Denmark	Finland	France	Germany	Hungary	Ireland	Israel	Japan	Korea	Netherlands	NZ	Norway	Sweden	Switzerland	USA
1965		0	0	0	0		0	0	0	0	0	0	0	1	0	0
1966		0	1	1	0		0	0	0	0	0	1	0	2	0	0
1967		0	1	1	0		0	0	0	0	1	3	2	2	0	0
1968		0	1	2	0		0	0	0	0	1	4	4	2	0	1
1969		0	2	3	0		0	1	0	0	2	6	6	3	0	1
1970		0	2	5	1		0	3	0	0	2	8	8	3	1	1
1971		1	2	7	2		0	5	0	0	3	12	10	4	2	1
1972		2	3	10	4		0	6	1	1	4	25	12	5	3	2
1973		4	3	23	6		1	6	1	1	5	42	14	8	3	2
1974		5	17	28	8		2	6	2	2	6	47	16	11	3	2
1975		14	36	41	10		3	19	2	2	26	52	18	31	3	3
1976		25	46	46	19		4	20	3	3	29	55	25	40	12	4
1977		27	50	49	23		5	17	4	3	31	57	31	49	13	5
1978		29	51	51	28		3	25	6	4	33	58	37	54	10	6
1979		32	58	52	30		10	33	7	4	35	60	45	62	10	7
1980		35	64	54	33		20	41	9	5	37	61	56	71	10	8
1981		37	71	57	35		25	49	11	5	37	63	57	71	18	9
1982		40	78	61	37		29	57	12	5	37	64	57	71	27	9
1983		42	79	63	39		33	65	15	6	37	65	58	71	31	12
1984		44	80	65	56		37	66	20	6	41	67	59	73	34	12
1985		46	80	67	72		41	67	46	7	42	68	60	75	37	19
1986		48	80	68	76		44	68	47	7	44	69	63	82	40	36
1987		50	80	70	78		48	69	67	8	48	71	65	84	44	38
1988		53	80	72	80		51	70	66	8	55	72	69	85	47	42
1989		55	80	74	83		54	70	64	9	57	73	71	86	50	44
1990		57	80	76	85		57	71	59	9	62	74	73	86	53	46
1991		59	80	78	87	23	59	71	59	9	62	76	74	86	55	55
1992		60	81	79	88	26	62	72	60	9	68	77	75	87	56	54
1993		62	81	81	89	46	64	72	60	9	67	78	78	86	58	54
1994		64	82	83	89	46	66	73	60	9	66	79	78	87	62	54
1995		66	80	84	88	43	68	73	61	9	65	81	78	86	63	54
1996	37	68	80	85	88	44	70	74	63	10	66	82	81	86	65	57
1997	43	70	80	85	88	42	71	74	65	21	67	83	85	86	66	57
1998	44	72	82	86	89	41	73	75	67	32	70	84	84	87	68	61
1999	45	74	83	87	91	39	74	75	69	43	71	85	86	88	69	63
2000	47	75	79	88	91	42	75	76	74	54	73	86	85	88	71	67
2001	45	78	78	88	92	47	76	76	73	65	77	89	87	88	71	68
2002	48	79	80	89	91	48	77	77	74	68	82	89	88	89	73	70
2003	55	79	82	92	92	52	78	77	75	71	83	90	89	89	74	74
2004	59	81	84	92	93	56	79	78	76	73	87	92	88	90	75	75
2005	69	83	84	93	94	59	80	78	78	76	87	94	89	89	79	80
2006	83	88	86	94	96	62	83	78	79	76	89	94	90	91	83	79
2007	85	87	85	95	94	66	87	84	81	75	91	94	91	93	82	81
2008	85	90	86	96	96	66	88	85	85	74	92	94	91	93	82	82
2009	85	94	91	96	97	72	90	87	87	74	93	95	93	94	83	82
2010	87	95	91	96	98	74	91	88	89	75	94	95	93	95	87	83
2011	89	96	89	97	98	78	93	88	90	77	95	94	93	95	88	84
2012	90	96	90	97	98	82	94	90	90	78	95	95	94	95	90	84
2013	90	96	91	97	98	85	94	92	91	79	95	95	94	95	90	85
2014	91	96	91	97	98	89	94	92	91	80	95	96	94	95	91	85
2015	91	96	92	97	98	90	94	92	91	81	96	96	94	95	91	86
2016	92	96	92	97	98	90	94	93	92	82	96	96	94	96	91	86
2017	92	96	92	97	98	91	95	93	92	83	96	96	94	96	92	87
2018	92	96	93	97	98	91	95	93	93	84	96	96	94	96	92	87
2019	93	96	93	97	98	91	95	94	93	85	96	96	94	96	93	88
2020	93	96	93	97	98	92	95	94	93	86	96	96	95	96	93	88
2021	94	97	94	97	98	92	95	94	94	87	96	96	95	96	93	89
2022	94	97	94	97	98	93	95	94	94	88	96	96	95	96	94	89
2023	94	97	95	97	98	93	96	95	94	89	96	96	95	96	94	90
2024	95	97	95	97	98	94	96	95	95	91	96	96	95	96	95	90
2025	95	97	95	97	98	94	96	95	95	92	96	97	95	96	95	91
2026	95	97	96	97	98	95	96	96	96	93	97	97	95	97	95	91
2027	96	97	96	97	98	95	96	96	96	94	97	97	96	97	96	92
2028	96	97	96	97	98	96	97	96	96	95	97	97	96	97	96	92
2029	97	97	97	97	98	96	97	97	97	96	97	97	96	97	97	93
2030	97	97	97	97	98	97	97	97	97	97	97	97	96	97	97	93

Table A9 Unemployment rates (%)

					10 provs										
	Australia	Austria	Belgium	Britain	Canada	*BC*	*ALTA*	*SASK*	*MAN*	*ONT*	*QUE*	*NB*	*NS*	*PEI*	*NFDL*
1965	1.2	1.9	1.71	1.19	3.92	4.64	2.17	2.12	2.56	3.38	4.78	7.79	5.99	6.11	10.18
1966	1.4	1.8	1.81	1.11	3.35	3.93	1.84	1.79	2.17	2.86	4.05	7.56	5.39	5.51	9.58
1967	1.5	1.8	2.48	2.01	3.82	4.52	2.11	2.06	2.49	3.29	4.66	7.76	5.89	6.01	10.08
1968	1.6	1.6	2.95	2.17	4.5	5.35	2.5	2.44	2.95	3.9	5.52	8.12	6.59	6.71	10.78
1969	1.5	2	2.33	2.07	4.42	5.23	2.45	2.39	2.89	3.81	5.39	8.76	6.49	6.61	10.68
1970	1.6	1.4	1.93	2.23	5.67	6.78	3.17	3.09	3.74	4.94	6.99	9.39	7.79	7.91	11.98
1971	1.9	0.9	1.76	3.3	6.4	7.61	3.56	3.47	4.2	5.55	7.85	10.02	8.49	8.61	12.68
1972	2.6	0.8	2.26	3.7	6.3	7.49	3.5	3.42	4.14	5.46	7.72	9.99	8.39	8.51	12.58
1973	2.3	0.7	2.35	2.6	5.6	6.66	3.12	3.04	3.68	4.85	6.87	9.66	7.69	7.81	11.88
1974	2.7	0.8	2.51	2.6	5.4	6.42	3	2.93	3.54	4.68	6.62	9.86	7.49	7.61	11.68
1975	4.9	1.2	4.27	4	6.9	8.21	3.84	3.74	4.53	5.98	8.46	10.35	8.99	9.11	13.18
1976	4.8	1.2	5.45	5.5	7.1	8.43	3.94	3.85	4.65	6.14	8.69	11.69	9.18	9.3	13.37
1977	5.7	1.1	6.2	5.8	8.1	8.35	4.49	4.38	5.66	6.92	10.38	12.24	10.34	9.54	15.45
1978	6.3	1.2	6.62	5.7	8.3	8.27	4.76	4.84	6.52	7.2	11.02	12.21	10.53	9.66	15.89
1979	6.3	1.2	7.04	5.3	7.4	7.73	3.93	4.19	5.51	6.58	9.74	11.49	9.99	11.62	14.84
1980	6.1	1.1	7.63	6.8	7.5	6.68	3.87	4.3	5.48	6.88	10.01	11.2	9.69	10.49	13.3
1981	5.8	1.4	9.3	10.4	7.5	6.81	3.91	4.52	5.96	6.58	10.54	12.25	9.98	11.3	13.48
1982	7.2	2.2	10.89	10.9	11	12.15	7.71	6.26	8.53	9.82	13.99	13.49	12.79	12.57	16.17
1983	10	2.6	11.9	11.7	11.8	13.9	11.01	7.67	9.5	10.42	14.18	14.5	13.43	12.23	18.08
1984	9	2.6	12.3	11.6	11.2	15.01	11.33	8.07	8.55	8.97	13.09	14.88	13.02	12.54	20.12
1985	8.3	2.8	11.4	11.8	10.6	14.29	9.78	8.12	8.29	7.93	12.18	14.72	13.4	13.48	20.17
1986	8.1	3.1	11.3	11.8	9.7	12.74	9.92	7.68	7.64	6.99	11.02	14.26	13.26	12.98	18.75
1987	8.1	3.3	11.3	10.8	8.8	12.08	9.61	7.34	7.46	6.1	10.16	13.12	12.03	12.32	17.83
1988	7.2	3.1	10.1	8.8	7.8	10.27	8.02	7.35	7.73	5.03	9.49	12.36	10.17	12.22	16.16
1989	6.2	2.9	8.3	7.2	7.5	9.1	7.17	7.35	7.47	5.01	9.6	11.98	9.85	13.66	15.49
1990	6.9	3.2	7.2	6.8	8.1	8.42	6.86	7.04	7.37	6.17	10.42	12.3	10.69	14.44	16.97
1991	9.6	3.4	7	8.4	10.3	9.9	8.21	7.36	8.6	9.55	12.15	12.61	12.08	16.54	18.02
1992	10.5	3.5	7.7	9.7	11.2	10.15	9.47	7.97	9.27	10.78	12.71	12.78	13.12	17.61	19.99
1993	10.7	4	8.2	10.3	11.4	9.73	9.62	8.3	9.32	10.92	13.25	12.72	14.35	16.89	20.12
1994	9.5	3.8	9.8	9.6	10.4	9.13	8.79	6.86	8.75	9.64	12.33	12.2	13.49	16.47	19.98
1995	8.4	3.9	9.3	8.6	9.5	8.48	7.83	6.74	7.25	8.75	11.45	11.86	12.15	14.75	18.01
1996	8.3	4.3	9.6	8.2	9.6	8.68	6.88	6.6	7.24	9.02	11.81	11.89	12.39	14.64	18.94
1997	8.4	4.4	8.9	7.1	9.1	8.45	5.86	5.91	6.48	8.4	11.41	12.14	12.09	15.32	18.13
1998	7.8	4.5	9.1	6.1	8.3	8.83	5.59	5.81	5.53	7.19	10.31	11.65	10.49	13.87	17.64
1999	7	3.9	8.6	6	7.6	8.25	5.72	6.04	5.61	6.35	9.35	10.77	9.61	14.35	16.71
2000	6.4	3.6	7	5.4	6.8	7.17	4.98	5.12	4.96	5.74	8.48	10.39	9.06	12.04	16.58
2001	6.8	3.6	6.6	4.9	7.2	7.73	4.67	5.75	5.06	6.35	8.79	10.38	9.73	11.89	15.82
2002	6.4	4.2	7.5	5	7.7	8.5	5.33	5.66	5.1	7.15	8.69	10.46	9.58	11.97	16.49
2003	5.9	4.3	8.2	4.8	7.6	8.02	5.09	5.63	4.98	6.93	9.17	10.03	9.08	11.05	16.38
2004	5.5	4.9	8.5	4.7	7.2	7.16	4.69	5.32	5.28	6.78	8.52	9.87	8.83	11.21	15.63
2005	5	5.2	8.5	4.8	6.8	5.83	3.96	5.08	4.75	6.62	8.27	9.36	8.4	10.78	15.14
2006	4.8	4.8	8.3	5.4	6.3	4.76	3.45	4.67	4.34	6.32	8.06	8.62	7.89	11.08	14.73
2007	4.4	4.4	7.5	5.3	6	4.26	3.53	4.2	4.44	6.4	7.23	8.25	7.95	10.31	13.5
2008	4.2	3.8	7	5.6	6.1	4.62	3.61	4.06	4.17	6.54	7.23	8.27	7.66	10.78	13.21
2009	5.6	4.8	7.9	7.6	8.3	7.69	6.56	4.78	5.24	9.03	8.46	8.86	9.18	12.05	15.52
2010	5.2	4.4	8.3	7.8	7.99	7.62	6.52	5.19	5.36	8.66	7.96	9.19	9.28	11.19	14.4

(continued)

Table A9 Unemployment rates (%) *(continued)*

	Czech	Denmark	Finland	France	Germany	Hungary	Ireland	Israel	Japan	Korea	Netherlands	NZ	Norway	Sweden	Switzerland	USA
1965		1.18	1.38	1.4	0.55		4.59	3.8	1.19	7.33	0.55	0.1	0.9	1.18	0.01	4.5
1966		1.38	1.51	1.44	0.61		5.92	3.8	1.33	7.06	0.79	0.1	0.82	1.56	0.01	3.8
1967		1.22	2.91	1.91	1.77		5.05	3.8	1.26	6.06	1.64	0.1	0.75	2.12	0.01	3.8
1968		1.22	3.96	2.41	1.25		5.38	3.8	1.17	5.03	1.47	0.78	1.15	2.22	0.01	3.6
1969		1.13	2.84	2.08	0.69		5.03	3.8	1.12	4.74	1.05	0.29	1.07	1.89	0.01	3.5
1970		0.73	1.9	2.26	0.67		5.86	3.8	1.1	4.5	1.1	0.1	1.36	1.5	0.01	4.8
1971		1.14	2.3	2.45	0.76		6.88	3.5	1.2	4.5	1.4	0.2	1.36	2.5	0	5.8
1972		0.97	2.5	2.54	1.05		6.21	2.7	1.4	4.5	2.4	0.5	1.7	2.7	0	5.5
1973		0.7	2.4	2.54	1.15		5.71	2.6	1.3	4	2.5	0.2	1.5	2.4	0	4.8
1974		1.64	1.8	2.64	2.48		5.39	3	1.4	4.1	3	0.1	1.5	2	0	5.5
1975		3.98	2.6	3.77	4.49		9.33	3.1	1.9	4.1	5.8	0.2	2.3	1.6	0.3	8.3
1976		4.13	3.9	4.15	4.39		9.09	3.6	2	3.9	6.2	0.3	1.8	1.6	0.7	7.6
1977		4.99	5.9	4.71	4.3		8.81	3.9	2	3.8	6	0.3	1.5	1.8	0.4	6.9
1978		5.69	7.3	4.9	4.1		8.29	3.6	2.2	3.2	5.7	1.7	1.7	2.2	0.3	6
1979		4.76	6	5.6	3.63		6.83	2.9	2.1	3.8	5.8	1.9	2	2.1	0.3	5.8
1980		5.46	4.7	5.8	3.63		7.39	4.8	2	5.2	4.3	2.2	1.7	2.1	0.2	7
1981		7.18	4.9	7	5.25		10.5	5.1	2.2	4.5	5.8	3.6	2	2.6	0.2	7.5
1982		7.8	5.4	8	7.16		11.55	5	2.4	4.4	7.7	3.5	2.6	3.3	0.4	9.5
1983		8.4	5.5	7.7	8.69		14.04	4.5	2.6	4.1	8.3	5.7	3.4	3.7	0.9	9.6
1984		7.9	5.2	9.2	8.69		15.6	5.9	2.7	3.8	8.1	5.7	3.2	3.3	1.1	7.5
1985		6.6	5	9.6	8.88		16.74	6.7	2.6	4	7.3	4.2	2.6	2.9	0.9	7.2
1986		5	5.4	9.7	8.59		17.15	7.1	2.8	3.8	6.5	4.2	2	2.7	0.7	7
1987		5	5	9.8	8.5		16.97	6.1	2.8	3.1	6.3	4.2	2.1	2.2	0.7	6.2
1988		5.7	4.5	9.4	8.3		16.38	6.4	2.5	2.5	6.2	5.7	3.2	1.8	0.6	5.5
1989		6.8	3.1	8.8	7.54		15.19	8.9	2.3	2.6	5.7	7.3	4.9	1.5	0.5	5.3
1990	0.8	7.2	3.1	8.4	6.87	1.35	13.03	9.6	2.1	2.5	5.1	8	5.2	1.7	0.5	5.6
1991	4.4	7.9	6.6	8.9	6.01	6.77	14.76	10.6	2.1	2.4	4.8	10.6	5.5	3.1	1.7	6.8
1992	2.8	8.6	11.6	9.8	6.3	9.8	15.17	11.2	2.2	2.5	4.9	10.7	5.9	5.6	2.7	7.5
1993	4.4	9.5	16.2	11	7.6	11.9	15.79	10	2.5	2.9	5.6	9.8	6	9	3.6	6.9
1994	4.3	7.7	16.4	11.6	8.2	10.7	14.82	7.8	2.9	2.5	6.2	8.4	5.4	9.3	3.6	6.1
1995	4.1	6.8	15.2	11	8	10.2	12.24	6.9	3.2	2.1	7	6.5	4.9	8.8	3.2	5.6
1996	3.9	6.3	14.4	11.5	8.7	9.9	11.95	6.7	3.4	2	6.4	6.3	4.8	9.6	3.5	5.4
1997	4.8	5.2	12.5	11.4	9.4	8.7	10.39	7.7	3.4	2.6	5.4	6.8	4	9.9	3.9	4.9
1998	6.4	4.9	11.3	11	9.1	7.8	7.86	8.5	4.1	7	4.3	7.7	3.2	8.2	3.3	4.5
1999	8.6	5.1	10.1	10.4	8.3	7	5.94	8.9	4.7	6.6	3.6	7.1	3.2	6.7	2.8	4.2
2000	8.7	4.3	9.7	9	7.5	6.4	4.53	8.8	4.7	4.4	3	6.2	3.4	5.6	2.5	4
2001	8	4.5	9.1	8.3	7.6	5.7	3.86	9.4	5	4	2.6	5.5	3.6	5.9	2.2	4.8
2002	7.3	4.6	9.1	8.6	8.4	5.8	4.46	10.3	5.4	3.3	3.1	5.3	3.9	6	2.9	5.8
2003	7.8	5.4	9	9	9.3	5.7	4.61	10.7	5.3	3.6	4.1	4.8	4.2	6.6	3.9	6
2004	8.3	5.5	8.8	9.2	9.8	6.1	4.54	10.4	4.7	3.7	5.1	4	4.3	7.4	4.1	5.5
2005	7.9	4.8	8.3	9.3	10.6	7.2	4.71	9	4.4	3.7	5.3	3.8	4.5	7.7	4.2	5.1
2006	7.2	3.9	7.7	9.2	9.8	7.5	4.6	8.4	4.1	3.5	4.3	3.9	3.4	7.1	3.8	4.6
2007	5.3	3.8	6.9	8.4	8.4	7.4	4.66	7.3	3.9	3.2	3.6	3.7	2.6	6.1	3.4	4.6
2008	4.4	3.4	6.4	7.8	7.6	7.8	6.3	6.1	4	3.2	3.1	4.2	2.5	6.2	3.2	5.8
2009	6.7	6	8.2	9.5	7.7	10	11.8	7.6	5.1	3.6	3.7	6.1	3.2	8.3	4.1	9.3
2010	7.3	7.4	8.4	9.81	7.05	11.2	13.7	7.4	5.15	3.7	4.5	6.5	3.5	8.4	4.2	9.6

APPENDIX B
Regression data

Background

This Appendix explains how various independent variables in the fatality rate and injury rate equations were derived. The following sections describe the derivation of data items that are not simple replications of the data presented in Appendix A.

Australia

Australia and its States have two variables that are constructed.

The RBT variables in each State represent RBT tests per quarter divided by safety-weighted vkt. The exception is Western Australia, where RBT fines per quarter relace tests.

The speed camera (cams) variables represent the number of speed camera fines per quarter divided by safety-weighted vkt.

Britain

Britain has two variables that are derived – alcohol deaths per vkt and speed cams per vkt.

Alcohol deaths are drink-related fatalities. The 3 year average is divided by the unweighted total British vehicle kilometres travelled to generate the alcohol deaths per vkt variable. Before 1979 is set to the 1979 value.

Speed cams per vkt is derived from the number of 'fixed penalties for offences detected by cameras'. When the test numbers decline, the value becomes the previous high times 0.975 until this declining number is again exceeded by the current year. This series is then divided by safety-weighted vkt. Prior to 1992 the series is set to zero.

Canada

The Canadian data is an aggregation of the separate Provinces.

British Columbia

The alcohol variable is the 3 year centred moving average of alcohol-related deaths per vkt.

If the 3-year centred moving average of the unemployment rate equals x, then the unemployment variable is defined as MAX(x-7,0).

Alberta

The alcohol variable is the 3 year centred moving average of alcohol-related deaths per vkt.

If the 3-year centred moving average of the unemployment rate equals x, then the unemployment variable is defined as MAX(x-7,0).

Saskatchewan

The alcohol variable is the 3 year centred moving average of alcohol-related deaths per vkt.

If the 3-year centred moving average of the unemployment rate equals x, then the unemployment variable is defined as MAX(x-6,0).

Manitoba

The alcohol variable is the 3 year centred moving average of alcohol-related deaths per vkt.

If the 3-year centred moving average of the unemployment rate equals x, then the unemployment variable is defined as MAX(x-6,0).

Ontario

The alcohol variable is the 3 year centred moving average of alcohol-related deaths per vkt.

If the 3-year centred moving average of the unemployment rate equals x, then the unemployment variable is defined as MAX(x-7,0).

Quebec

The alcohol variable is the 3 year centred moving average of alcohol-related deaths per vkt.

If the 3-year centred moving average of the unemployment rate equals x, then the unemployment variable is defined as MAX(x-10,0).

Nova Scotia

The alcohol variable is the 3 year centred moving average of alcohol-related deaths per vkt.

If the 3-year centred moving average of the unemployment rate equals x, then the unemployment variable is defined as MAX(x-6,0).

New Brunswick

The alcohol variable is the 3 year centred moving average of alcohol-related deaths per vkt.

If the 3-year centred moving average of the unemployment rate equals x, then the unemployment variable is defined as MAX(x-8,0).

Czech Republic

The Czech Republic has a variable labelled 'alcohol crashes per vkt' which is 'accidents due to the influence of alcohol' divided by the unweighted total vkt.

Denmark

Denmark has a variable labelled alcohol. The first step is to divide 'road deaths attributable to drink driving' by the safety-weighted vkt. Then the alcohol variable is the minimum of 6.0 and alcohol deaths per vkt.

Finland

Finland has an alcohol variable. This is calculated in three steps. First let x be alcohol-related deaths divided by safety-weighted vkt. Then calculate the alcohol variable as equal to MAX(x,(x-2)/3+2). Finally, values before 1989 are set to the 1989 value.

Germany

Germany has an alcohol variable and a petrol variable.

The alcohol variable is calculated in two steps. First let x equal to the percentage of fatal crashes involving alcohol. Then the alcohol variable is equal to LN(MAX(x,(x-12)/3+12)).

The petrol variable is real (2010) petrol prices in Germany. If this equals x, then the petrol variable equals LN(MIN(x,(x-3)/3+3)).

Ireland

Ireland has a Random Breath Testing (RBT) variable which is defined as alcohol tests divided by unweighted vkt.

Israel

Israel has an alcohol variable which is defined as alcohol tests divided by unweighted vkt.

Japan

Japan has an infringements effect and an infringements decrease variable.

The infringements effect variable is calculated in several stages. First, a 5 year average (current plus 4 previous) is taken of the total number of traffic infringements issued. Then, this number is divided by unweighted total vkt and multiplied by 1000. Next, the change in infringements per vkt is calculated. Setting the maximum of this variable to zero gives the infringements decrease variable.

If x equals the change in infringements per vkt, then setting x in 1965 to 100, cumulative infringements per vkt equals x(t-1)+MAX(0,x(t)). Finally, if x now equals cumulative infringements per vkt, then the infringements effect equals (x-100)/2.

Korea

Korea has an alcohol per vkt variable which equals alcohol-related deaths divided by safety-weighted vkt.

Netherlands

The Netherlands has a speed fines and an alcohol variable.

The alcohol variable is calculated in 2 steps. Let x equal to the percentage of car drivers tested with a blood alcohol content of greater than or equal to 0.5 g/l during weekend nights. Then the alcohol variable equals (x(t-1)+2*x(t))/3.

The speed fines variable equals millions of speed fines divided by millions of unweighted vkt.

New Zealand

New Zealand has an alcohol and a speed variable.

The alcohol variable is calculated in 2 steps. Let x equal the percentage of fatally injured drivers over the legal blood alcohol level. Then the alcohol variable equals MAX(x,(x-20)/3+20).

The speed variable uses the 85th percentile speeds on open roads and in urban areas. Open road speeds are divided by 100 km/hr to get an open road index. Urban speeds are divided by 60 km/hr to get an initial urban index. When this index falls below 60, the difference to 60 is halved, resulting in the final urban speed index. Then the average of open road and urban indices is squared to get the final speed variable.

Norway

Norway has an alcohol variable that is calculated in 2 stages. First, the three year average of the percentage of fatalities that were alcohol-related is calculated. Then, when the percentage falls below 19, the difference to 19 is halved, giving the final alcohol variable.

Sweden

Sweden has an alcohol variable that is calculated by multiplying the percentage of alcohol-related fatalities divided by 100 times the total fatalities (to give alcohol-related fatalities) and then dividing by the safety-weighted vkt.

United States

The United States has three independent variables that require calculation – unemployment, alcohol and speed.

If unemployment is represented by x, then the unemployment variable is calculated as MAX((x+x(t+1))/2-5,0). Unemployment in the US lags behind public perception of the state of the economy.

The alcohol variable represents alcohol-related deaths as a percentage of total road fatalities.

The speeding variable represents speed-related deaths as a percentage of total road fatalities.

Datasets

The following tables set out the data used in the equations for fatality rates and injury rates.

Australia

			%Wearing	Tests/ SVVvkt	Fines/ SVVvkt							Tests/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	Dum6567	Dum1 1on	InjuryRate	Pred	FatalRate	Time9710	RBT	Cams
1965	43.1	43.3	2.3	0	0	1	0	478	476	43.1	0	0	0
1966	43.1	43.1	3.0	0	0	1	0	468	476	43.1	0	0	0
1967	40.8	40.5	3.9	0	0	0.5	0	456	451	40.8	0	0	0
1968	38.5	37.9	4.9	0	0	0	0	435	427	38.5	0	0	0
1969	37.8	37.6	6.0	0	0	0	0	412	419	37.8	0	0	0
1970	36.6	36.8	9.1	0	0	0	0	409	407	36.6	0	0	0
1971	33.3	33.8	19.6	0	0	0	0	363	372	33.3	0	0	0
1972	29.2	30.1	33.0	0	0	0	0	347	328	29.2	0	0	0
1973	29.1	28.1	40.1	0	0	0	0	336	327	29.1	0	0	0
1974	27.8	26.9	44.6	0	0	0	0	320	313	27.8	0	0	0
1975	26.3	26.0	47.9	0	0	0	0	284	298	26.3	0	0	0
1976	23.7	25.1	51.1	8.56	0	0	0	266	270	23.7	0	1282	0
1977	23.0	24.0	54.9	32.79	0	0	0	252	262	23.0	0	5126	0
1978	22.4	22.8	59.3	59.12	0	0	0	258	256	22.4	0	9569	0
1979	21.5	20.9	66.2	139.26	0	0	0	247	247	21.5	0	23239	0
1980	19.6	19.1	72.5	118.97	0	0	0	228	227	19.6	0	20505	0
1981	18.7	18.0	76.4	168.11	0	0	0	214	217	18.7	0	29963	0
1982	17.5	16.7	80.6	530.11	0	0	0	199	205	17.5	0	100774	0
1983	15.7	15.5	82.9	1773.51	0	0	0	177	185	15.7	0	336510	0
1984	14.1	14.9	84.1	2248.79	0	0	0	177	168	14.1	0	444661	0
1985	14.0	14.7	85.1	2241.36	0	0	0	160	167	14.0	0	458424	0
1986	14.8	14.1	86.4	2612.16	7	0	0	169	175	14.8	0	532489	1438
1987	13.4	13.7	87.7	2760.84	26	0	0	169	160	13.4	0	564298	5279
1988	13.3	13.4	88.7	2821.11	44	0	0	166	160	13.3	0	593177	9168
1989	13.1	12.5	89.7	4035.55	37	0	0	154	157	13.1	0	884732	8218
1990	11.9	11.7	90.6	4934.54	306	0	0	143	145	11.9	0	1076288	66751
1991	10.4	10.2	91.4	5789.01	1250	0	0	132	129	10.4	0	1224546	264427
1992	9.6	9.7	92.2	6239.33	1355	0	0	118	121	9.6	0	1338226	290541
1993	8.5	9.4	93.0	6524.25	1375	0	0	113	109	8.5	0	1434221	302245
1994	8.9	9.1	93.7	6550.36	1441	0	0	114	113	8.9	0	1468853	323093
1995	8.7	9.2	94.1	6356.08	1279	0	0	110	111	8.7	0	1467350	295337
1996	8.6	8.6	94.6	6811.37	1625	0	0	111	109	8.6	0	1592483	379987
1997	7.9	8.0	95.0	7658.05	1660	0	0	104	105	7.9	1	1810674	392595
1998	7.4	7.9	95.3	7607.40	1707	0	0	107	104	7.4	2	1813206	406790
1999	7.3	7.7	95.6	7803.06	1840	0	0	106	106	7.3	3	1881129	443552
2000	7.3	7.2	95.9	8313.48	1973	0	0	109	108	7.3	4	2041155	484498
2001	7.2	6.7	96.1	9175.72	2010	0	0	109	110	7.2	5	2249258	492602
2002	6.9	6.4	96.4	9442.20	2150	0	0	112	111	6.9	6	2388447	543971
2003	6.5	5.7	96.6	10099.52	2597	0	0	107	110	6.5	7	2606401	670253
2004	5.9	5.7	96.8	9837.46	2621	0	0	107	107	5.9	8	2643312	704140
2005	5.8	5.6	97.0	10191.16	2475	0	0	109	108	5.8	9	2785994	676542
2006	5.9	5.6	97.2	10103.87	2498	0	0	112	113	5.9	10	2812216	695339
2007	5.5	5.6	97.4	10079.84	2513	0	0	114	112	5.5	11	2899569	722807
2008	5.0	5.4	97.4	10087.14	2670	0	0	110	110	5.0	12	2977451	787987
2009	5.1	5.2	97.5	10448.07	2653	0	0	114	114	5.1	13	3118366	791695
2010	4.6	4.9	97.6	10781.42	2776	0	0	108	111	4.6	14	3288159	846636
2011	4.1	4.0	97.7	10957.79	2897	0	1	107	106	4.1	14	3453032	912856
2012	3.9	4.0	97.8	10965.79	2902	0	1	104	104	3.9	14	3556812	941419
2013	3.8	3.9	97.8	10966	2902	0	1		103	3.8	14		
2014		3.9	97.8	10966	2902	0	1		104	3.9	14		
2015		3.9	97.8	10966	2902	0	1		104	3.9	14		
2016		3.9	97.8	10966	2902	0	1		104	3.9	14		
2017		3.9	97.8	10966	2902	0	1		104	3.9	14		
2018		3.9	97.8	10966	2902	0	1		104	3.9	14		
2019		3.9	97.8	10966	2902	0	1		104	3.9	14		
2020		3.9	97.8	10966	2902	0	1		104	3.9	14		
2021		3.9	97.8	10966	2902	0	1		104	3.9	14		
2022		3.9	97.8	10966	2902	0	1		104	3.9	14		
2023		3.9	97.8	10966	2902	0	1		104	3.9	14		
2024		3.9	97.8	10966	2902	0	1		104	3.9	14		
2025		3.9	97.8	10966	2902	0	1		104	3.9	14		
2026		3.9	97.8	10966	2902	0	1		104	3.9	14		
2027		3.9	97.8	10966	2902	0	1		104	3.9	14		
2028		3.9	97.8	10966	2902	0	1		104	3.9	14		
2029		3.9	97.8	10966	2902	0	1		104	3.9	14		
2030		3.9	97.8	10966	2902	0	1		104	3.9	14		

New South Wales

			%Wearing	Tests/ SWVkt	Fines/ SWVkt									Tests/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	Timepre69	Dum7382	Dum0206	InjuryRate	Pred	FatalRate	Time0111	Dum7277	RBT	Cams
1965	43.8	44.5	1.7	0	0	5	0	0	471	476	43.8	0	0	0	0
1966	43.7	42.5	2.1	0	0	4	0	0	460	475	43.7	0	0	0	0
1967	39.5	40.5	2.8	0	0	3	0	0	443	433	39.5	0	0	0	0
1968	39.1	38.4	3.6	0	0	2	0	0	421	429	39.1	0	0	0	0
1969	36.4	36.4	4.4	0	0	1	0	0	390	401	36.4	0	0	0	0
1970	34.5	34.2	5.8	0	0	0	0	0	394	382	34.5	0	0	0	0
1971	30.9	31.6	18.0	0	0	0	0	0	350	346	30.9	0	0	0	0
1972	26.7	27.2	38.7	0	0	0	0	0	364	361	26.7	0	1	0	0
1973	27.1	27.8	47.0	0	0	0	1	0	366	365	27.1	0	1	0	0
1974	27.7	26.9	51.0	0	0	0	1	0	375	371	27.7	0	1	0	0
1975	28.0	26.5	53.2	0	0	0	1	0	335	345	28.0	0	0.5	0	0
1976	25.2	26.0	55.2	0	0	0	1	0	326	317	25.2	0	0.5	0	0
1977	24.9	25.4	58.4	0	0	0	1	0	302	314	24.9	0	0.5	0	0
1978	25.1	24.6	62.0	0	0	0	1	0	314	287	25.1	0	0	0	0
1979	23.7	23.4	67.7	0	0	0	1	0	289	273	23.7	0	0	0	0
1980	22.0	22.7	70.9	0	0	0	1	0	269	256	22.0	0	0	0	0
1981	21.6	22.1	73.3	88	0	0	1	0	259	252	21.6	0	0	5343	0
1982	20.6	20.6	78.5	941	0	0	1	0	234	242	20.6	0	0	61174	0
1983	16.5	16.2	81.8	3393	0	0	0	0	201	201	16.5	0	0	219152	0
1984	15.2	15.4	82.9	4437	0	0	0	0	205	188	15.2	0	0	298844	0
1985	14.3	15.3	84.0	4180	0	0	0	0	164	178	14.3	0	0	291214	0
1986	16.3	14.8	85.2	4627	0	0	0	0	175	198	16.3	0	0	317182	0
1987	14.2	14.6	86.2	4702	0	0	0	0	186	177	14.2	0	0	318549	0
1988	14.4	14.2	87.4	4999	0	0	0	0	176	180	14.4	0	0	342592	0
1989	14.0	13.7	88.5	5474	0	0	0	0	158	175	14.0	0	0	385081	0
1990	13.0	13.0	89.5	6319	0	0	0	0	156	165	13.0	0	0	436784	0
1991	11.3	9.6	90.4	7530	1508	0	0	0	147	148	11.3	0	0	499302	100000
1992	9.8	9.2	91.3	7918	1500	0	0	0	132	133	9.8	0	0	527845	100000
1993	8.7	9.0	92.2	8006	1468	0	0	0	130	122	8.7	0	0	545549	100000
1994	9.1	9.2	93.0	7722	1335	0	0	0	126	126	9.1	0	0	535122	92500
1995	9.0	9.0	93.6	8100	1275	0	0	0	115	125	9.0	0	0	575081	90495
1996	8.5	8.5	94.2	8153	1442	0	0	0	119	120	8.5	0	0	581250	102824
1997	8.2	8.1	94.7	8088	1623	0	0	0	111	117	8.2	0	0	577961	115977
1998	8.1	8.7	95.0	6947	1592	0	0	0	115	116	8.1	0	0	500215	114608
1999	7.7	8.5	95.3	6211	1924	0	0	0	116	112	7.7	0	0	451648	139907
2000	7.9	7.9	95.6	6389	2182	0	0	0	121	114	7.9	0	0	473087	161572
2001	7.4	7.1	95.9	7971	2093	0	0	0	116	113	7.4	1	0	589175	154689
2002	7.5	7.4	96.2	8774	2482	0	0	1	120	118	7.5	2	0	661623	187146
2003	6.8	6.5	96.5	9856	2628	0	0	1	111	115	6.8	3	0	751296	200318
2004	6.9	6.2	96.8	9678	2828	0	0	1	117	119	6.9	4	0	766263	223891
2005	6.3	6.6	97.1	10744	2206	0	0	1	117	117	6.3	5	0	861893	176999
2006	6.6	6.8	97.4	10395	2183	0	0	1	125	125	6.6	6	0	842931	176999
2007	5.3	5.0	97.7	11132	2108	0	0	0	124	115	5.3	7	0	927472	175620
2008	4.4	4.7	97.8	12272	1891	0	0	0	111	110	4.4	8	0	1042017	160560
2009	5.0	5.3	97.8	12773	1422	0	0	0	117	120	5.0	9	0	1095544	121931
2010	5.0	4.6	97.9	12767	1798	0	0	0	113	124	5.0	10	0	1131534	159375
2011	3.9	3.9	97.9	12788	2225	0	0	0	119	117	3.9	11	0	1170824	203750
2012	4.1	3.8	97.9	12924	2238	0	0	0	119	119	4.1	11	0	1204300	208524
2013	3.7	3.8	97.9	12924	2238	0	0	0		115	3.7	11	0		
2014		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2015		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2016		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2017		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2018		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2019		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2020		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2021		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2022		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2023		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2024		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2025		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2026		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2027		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2028		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2029		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		
2030		3.8	97.9	12924	2238	0	0	0		116	3.8	11	0		

Victoria

			%Wearing	Tests/ SWvkt	Fines/ SWvkt									Tests/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	Timepre67	Dum110n	110kdum	InjuryRate	Pred	FatalRate	Time9907	Dumles78	RBT	Cams
1965	48.1	49.0	2.6	0	0	3	0	0	553	553	48.1	0	1	0	0
1966	47.1	46.6	3.3	0	0	2	0	0	527	541	47.1	0	1	0	0
1967	46.1	44.1	4.4	0	0	1	0	0	493	530	46.1	0	1	0	0
1968	39.2	41.6	5.6	0	0	0	0	0	510	448	39.2	0	1	0	0
1969	40.3	41.2	6.9	0	0	0	0	0	484	461	40.3	0	1	0	0
1970	41.3	38.9	13.8	0	0	0	0	0	488	472	41.3	0	1	0	0
1971	35.8	33.7	29.4	0	0	0	0	0	408	408	35.8	0	1	0	0
1972	29.8	31.2	36.9	0	0	0	0	0	363	336	29.8	0	1	0	0
1973	30.4	29.6	41.8	0	0	0	0	0	335	343	30.4	0	1	0	0
1974	26.1	27.8	47.2	0	0	0	0	0	286	293	26.1	0	1	0	0
1975	25.1	26.2	52.0	0	0	0	0	0	258	280	25.1	0	1	0	0
1976	23.7	24.6	56.7	33.84	0	0	0	0	238	264	23.7	0	1	1282	0
1977	23.0	23.5	60.0	129.01	0	0	0	0	240	256	23.0	0	1	5126	0
1978	22.5	22.2	63.9	232.89	0	0	0	0	254	250	22.5	0	1	9569	0
1979	20.0	20.0	70.0	553.19	0	0	0	0	246	262	20.0	0	0	23239	0
1980	18.4	17.8	76.9	481.53	0	0	0	0	225	243	18.4	0	0	20505	0
1981	16.5	16.4	81.3	402.29	0	0	0	0	210	220	16.5	0	0	17451	0
1982	15.6	15.2	84.9	396.00	0	0	0	0	196	209	15.6	0	0	18239	0
1983	15.3	14.4	86.4	1291.82	0	0	0	0	190	206	15.3	0	0	59721	0
1984	13.4	14.0	87.3	1499.69	0	0	0	0	183	184	13.4	0	0	72333	0
1985	13.4	13.8	87.8	1765.30	0	0	0	0	177	183	13.4	0	0	88283	0
1986	13.6	13.2	88.6	2548.40	29	0	0	0	190	185	13.6	0	0	128344	1438
1987	12.7	13.6	89.7	2930.61	103	0	0	1	194	175	12.7	0	0	149858	5271
1988	13.5	13.3	90.6	2683.05	171	0	0	1	207	185	13.5	0	0	143182	9104
1989	13.5	12.8	91.5	3454.65	113	0	0	1	195	185	13.5	0	0	193703	6325
1990	11.8	10.3	92.2	6081.92	999	0	0	0	154	164	11.8	0	0	342189	56225
1991	8.9	8.6	93.1	7520.01	2478	0	0	0	131	130	8.9	0	0	411925	135750
1992	8.4	8.2	94.0	7948.11	2470	0	0	0	116	124	8.4	0	0	441041	137075
1993	7.2	7.5	94.9	9937.53	2157	0	0	0	112	109	7.2	0	0	562154	122000
1994	7.3	6.9	95.6	10614.05	2348	0	0	0	112	111	7.3	0	0	611255	135200
1995	6.4	7.4	95.9	9870.25	1766	0	0	0	112	100	6.4	0	0	583298	104375
1996	7.1	6.9	96.2	10998.52	1891	0	0	0	112	109	7.1	0	0	660904	113650
1997	6.3	6.8	96.5	11044.64	1795	0	0	0	102	99	6.3	0	0	676932	110000
1998	6.0	7.0	96.8	10146.09	1784	0	0	0	106	96	6.0	0	0	625556	110000
1999	6.4	7.0	97.1	10028.72	1760	0	0	0	105	105	6.4	1	0	626814	110000
2000	6.3	6.7	97.4	10597.57	1737	0	0	0	113	109	6.3	2	0	671249	110000
2001	6.5	6.3	97.7	11642.76	1748	0	0	0	120	116	6.5	3	0	732742	110000
2002	6.9	5.9	97.8	11841.17	2217	0	0	0	125	125	6.9	4	0	774867	145080
2003	5.5	4.6	97.8	12730.80	3732	0	0	0	120	113	5.5	5	0	853794	250321
2004	4.8	4.6	97.9	12451.11	3863	0	0	0	111	109	4.8	6	0	868553	269485
2005	4.7	4.3	97.9	12358.94	4259	0	0	0	116	113	4.7	7	0	874626	301425
2006	4.5	4.5	97.9	11924.64	4209	0	0	0	115	115	4.5	8	0	853902	301425
2007	4.6	4.7	97.9	11354.86	4099	0	0	0	116	121	4.6	9	0	834927	301425
2008	4.4	4.7	97.9	11370.80	4158	0	0	0	117	119	4.4	9	0	855185	312729
2009	4.0	4.2	97.9	11715.42	4671	0	0	0	114	114	4.0	9	0	881324	351409
2010	3.7	4.2	97.9	11837.19	4720	0	0	0	112	111	3.7	9	0	912934	364013
2011	3.6	3.7	97.9	11625.71	4635	0	0.5	0	106	109	3.6	9	0	943888	376355
2012	3.2	3.3	97.9	11378.21	4537	0	1	0	104	104	3.2	9	0	970804	387087
2013	2.9	2.8	97.9	11378	4537	0	1.5	0		101	2.9	9	0		
2014		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2015		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2016		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2017		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2018		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2019		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2020		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2021		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2022		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2023		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2024		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2025		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2026		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2027		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2028		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2029		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		
2030		2.8	97.9	11378	4537	0	1.5	0		99	2.8	9	0		

Queensland

			%Wearing	Tests/ SWvkt	Fines/ SWvkt								Tests/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	Timepre67	Dum1013	InjuryRate	Pred	FatalRate	Time8606	Dumles68	RBT	Cams
1965	45.8	46.5	2.1	0	0	3	0	469	447	45.8	0	1	0	0
1966	45.2	44.6	2.6	0	0	2	0	442	442	45.2	0	1	0	0
1967	43.4	42.6	3.4	0	0	1	0	407	424	43.4	0	1	0	0
1968	40.2	40.6	4.4	0	0	0	0	389	394	40.2	0	1	0	0
1969	40.6	40.2	5.4	0	0	0	0	365	359	40.6	0	0	0	0
1970	37.5	39.3	8.1	0	0	0	0	338	329	37.5	0	0	0	0
1971	37.4	36.5	16.4	0	0	0	0	339	329	37.4	0	0	0	0
1972	33.8	31.7	30.6	0	0	0	0	297	294	33.8	0	0	0	0
1973	33.2	29.1	38.1	0	0	0	0	267	289	33.2	0	0	0	0
1974	28.8	27.7	42.3	0	0	0	0	247	247	28.8	0	0	0	0
1975	25.5	27.0	44.5	0	0	0	0	218	216	25.5	0	0	0	0
1976	23.6	26.3	46.5	0	0	0	0	198	199	23.6	0	0	0	0
1977	22.2	25.2	49.6	0	0	0	0	173	186	22.2	0	0	0	0
1978	20.4	24.0	53.2	0	0	0	0	175	168	20.4	0	0	0	0
1979	22.5	21.9	59.5	0	0	0	0	171	188	22.5	0	0	0	0
1980	20.2	19.5	66.5	0	0	0	0	160	167	20.2	0	0	0	0
1981	17.9	17.9	71.3	0	0	0	0	149	144	17.9	0	0	0	0
1982	18.2	16.5	75.5	0	0	0	0	144	148	18.2	0	0	0	0
1983	16.1	15.7	77.9	0	0	0	0	123	128	16.1	0	0	0	0
1984	14.7	15.0	80.0	0	0	0	0	117	115	14.7	0	0	0	0
1985	15.1	14.3	81.8	0	0	0	0	120	118	15.1	0	0	0	0
1986	14.1	13.6	84.0	0	0	0	0	120	113	14.1	1	0	0	0
1987	12.0	12.9	86.0	0	0	0	0	110	97	12.0	2	0	0	0
1988	12.5	12.5	87.3	0	0	0	0	107	105	12.5	3	0	0	0
1989	11.8	11.1	88.6	4774.00	0	0	0	101	102	11.8	4	0	192848	0
1990	10.6	10.8	89.6	4076.35	0	0	0	98	94	10.6	5	0	165685	0
1991	9.8	10.3	90.5	4308.60	226	0	0	101	91	9.8	6	0	172858	9087
1992	10.1	9.6	91.1	5504.67	566	0	0	89	97	10.1	7	0	229612	23625
1993	8.8	9.4	91.7	4601.27	876	0	0	91	88	8.8	8	0	200535	38163
1994	9.2	9.1	92.2	4297.61	1051	0	0	96	96	9.2	9	0	193265	47250
1995	9.7	9.2	92.5	3715.23	1008	0	0	100	105	9.7	10	0	174150	47250
1996	8.2	8.2	92.7	3604.51	2210	0	0	95	93	8.2	11	0	172744	105919
1997	8.2	7.7	93.0	5770.51	2178	0	0	88	97	8.2	12	0	280593	105919
1998	6.2	6.9	93.3	8556.38	2421	0	0	85	82	6.2	13	0	421407	119229
1999	6.0	6.2	93.5	11068.09	2473	0	0	89	84	6.0	14	0	551135	123134
2000	6.4	5.7	93.8	12812.84	2514	0	0	96	91	6.4	15	0	655689	128629
2001	6.0	5.5	94.0	13355.54	2592	0	0	90	91	6.0	16	0	689357	133767
2002	5.9	5.7	94.3	12639.18	2316	0	0	96	94	5.9	17	0	680999	124785
2003	6.1	5.3	94.6	13225.02	2578	0	0	92	100	6.1	18	0	729677	142226
2004	5.1	5.7	94.9	12372.80	2130	0	0	92	93	5.1	19	0	723673	124597
2005	5.2	5.8	95.2	12416.35	1898	0	0	98	98	5.2	20	0	746813	114180
2006	5.5	5.7	95.5	12395.79	1888	0	0	97	105	5.5	21	0	767945	116964
2007	5.7	5.7	95.8	11915.11	1863	0	0	101	106	5.7	21	0	771768	120664
2008	4.9	5.5	96.1	10657.39	2424	0	0	99	99	4.9	21	0	720764	163906
2009	5.2	5.3	96.4	11377.33	2330	0	0	106	102	5.2	21	0	770395	157775
2010	3.9	4.1	96.7	12655.07	2333	0	1	94	90	3.9	21	0	867134	159840
2011	3.6	3.7	97.0	13609.11	2362	0	1	93	87	3.6	21	0	952123	165248
2012	3.8	3.9	97.4	13625.37	2408	0	0.67	88	89	3.8	21	0	986317	174305
2013	4.0	4.1	97.4	13625	2408	0	0.33		90	4.0	21	0		
2014		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2015		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2016		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2017		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2018		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2019		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2020		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2021		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2022		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2023		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2024		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2025		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2026		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2027		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2028		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2029		4.4	97.4	13625	2408	0	0		95	4.4	21	0		
2030		4.4	97.4	13625	2408	0	0		95	4.4	21	0		

South Australia

			%Wearing	Tests/ SWvkt	Fines/ SWvkt							Tests/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	InjuryRate	Pred	FatalRate	Time9712	Dum7885	Dum1 1on	RBT	Cams
1965	30.5	31.2	3.1	0	0	567	498	30.5	0	0	0	0	0
1966	33.0	30.9	4.4	0	0	510	542	33.0	0	0	0	0	0
1967	32.7	30.7	5.8	0	0	573	536	32.7	0	0	0	0	0
1968	29.3	30.3	7.4	0	0	448	476	29.3	0	0	0	0	0
1969	29.1	30.1	8.6	0	0	466	471	29.1	0	0	0	0	0
1970	30.0	29.9	9.8	0	0	471	487	30.0	0	0	0	0	0
1971	27.4	29.4	12.1	0	0	422	442	27.4	0	0	0	0	0
1972	27.2	27.9	19.5	0	0	426	438	27.2	0	0	0	0	0
1973	25.4	26.2	28.0	0	0	449	406	25.4	0	0	0	0	0
1974	30.0	25.3	32.6	0	0	459	488	30.0	0	0	0	0	0
1975	26.1	24.4	37.0	0	0	405	419	26.1	0	0	0	0	0
1976	21.5	23.5	41.6	0	0	353	336	21.5	0	0	0	0	0
1977	20.9	22.3	47.3	0	0	325	326	20.9	0	0	0	0	0
1978	17.8	20.9	54.2	0	0	317	311	17.8	0	1	0	0	0
1979	19.9	18.9	64.6	0	0	340	348	19.9	0	1	0	0	0
1980	16.7	16.9	74.6	0	0	298	291	16.7	0	1	0	0	0
1981	15.5	15.7	80.1	444.59	0	275	271	15.5	0	1	0	7169	0
1982	14.4	15.0	83.5	1260.71	0	265	251	14.4	0	1	0	21361	0
1983	16.2	14.7	84.6	1772.58	0	239	283	16.2	0	1	0	29880	0
1984	13.6	14.5	85.6	1936.19	0	262	237	13.6	0	1	0	33954	0
1985	13.3	14.3	86.5	1889.44	0	227	232	13.3	0	1	0	34132	0
1986	15.4	14.0	87.7	2151.94	0	244	228	15.4	0	0	0	38443	0
1987	15.8	13.7	89.0	3132.68	0	225	236	15.8	0	0	0	55611	0
1988	13.6	13.4	89.8	3881.70	0	212	197	13.6	0	0	0	70043	0
1989	12.2	13.2	90.5	3827.31	93	192	172	12.2	0	0	0	71277	1728
1990	11.4	12.5	91.0	3909.67	552	183	158	11.4	0	0	0	71713	10123
1991	12.2	11.8	91.6	3976.58	1016	179	172	12.2	0	0	0	70118	17920
1992	10.7	11.1	92.3	3710.10	1469	146	145	10.7	0	0	0	65580	25972
1993	9.9	10.3	92.9	3382.82	2057	117	131	9.9	0	0	0	60537	36806
1994	10.6	9.9	93.5	3325.86	2313	122	143	10.6	0	0	0	59410	41311
1995	9.3	9.6	94.0	3340.84	2493	113	121	9.3	0	0	0	60185	44908
1996	10.7	9.1	94.5	5181.96	2659	126	145	10.7	0	0	0	92987	47711
1997	8.4	8.6	95.0	8206.51	2731	123	108	8.4	1	0	0	148064	49272
1998	10.0	8.4	95.5	7991.08	2835	118	141	10.0	2	0	0	144919	51415
1999	8.5	8.1	95.8	7591.41	3086	117	120	8.5	3	0	0	139519	56716
2000	8.0	7.6	96.1	7160.36	3448	117	114	8.0	4	0	0	134379	64708
2001	8.5	7.4	96.5	7591.23	3485	121	128	8.5	5	0	0	141805	65108
2002	7.5	8.0	96.8	8637.38	2895	116	115	7.5	6	0	0	164960	55290
2003	8.3	8.7	97.1	7971.05	2326	118	132	8.3	7	0	0	155411	45341
2004	7.5	8.3	97.4	8177.47	2621	116	123	7.5	8	0	0	162096	51964
2005	7.3	8.3	97.7	8228.25	2507	112	124	7.3	9	0	0	162938	49645
2006	7.3	7.3	97.8	8587.97	3274	118	129	7.3	10	0	0	171365	65337
2007	5.1	6.3	97.8	8248.53	4154	118	93	5.1	11	0	0	168966	85088
2008	5.1	5.2	97.9	8051.12	5073	119	98	5.1	12	0	0	168104	105917
2009	6.0	4.9	97.9	8335.60	5232	115	118	6.0	13	0	0	177938	111686
2010	5.4	5.1	97.9	8193.63	5143	109	111	5.4	14	0	0	180508	113300
2011	5.0	5.0	97.9	8251.52	5179	94	93	5.0	15	0	1	184506	115809
2012	3.9	4.9	97.9	8333.90	5231	78	79	3.9	16	0	1	188793	118500
2013	4.4	4.9	97.9	8334	5231		87	4.4	16	0	1		
2014		4.9	97.9	8334	5231		97	4.9	16	0	1		
2015		4.9	97.9	8334	5231		97	4.9	16	0	1		
2016		4.9	97.9	8334	5231		97	4.9	16	0	1		
2017		4.9	97.9	8334	5231		97	4.9	16	0	1		
2018		4.9	97.9	8334	5231		97	4.9	16	0	1		
2019		4.9	97.9	8334	5231		97	4.9	16	0	1		
2020		4.9	97.9	8334	5231		97	4.9	16	0	1		
2021		4.9	97.9	8334	5231		97	4.9	16	0	1		
2022		4.9	97.9	8334	5231		97	4.9	16	0	1		
2023		4.9	97.9	8334	5231		97	4.9	16	0	1		
2024		4.9	97.9	8334	5231		97	4.9	16	0	1		
2025		4.9	97.9	8334	5231		97	4.9	16	0	1		
2026		4.9	97.9	8334	5231		97	4.9	16	0	1		
2027		4.9	97.9	8334	5231		97	4.9	16	0	1		
2028		4.9	97.9	8334	5231		97	4.9	16	0	1		
2029		4.9	97.9	8334	5231		97	4.9	16	0	1		
2030		4.9	97.9	8334	5231		97	4.9	16	0	1		

Western Australia

			%Wearing	Tests/ SWvkt	Fines/ SWvkt										Fines/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	Dum09on	Dum9401	Dumles74	InjuryRate	Pred	FatalRate	Time0310	Dum6567	Dum7879	RBT	Cams
1965	37.5	36.9	2.8	0	0	0	0	1	288	297	37.5	0	1	0	0	0
1966	37.6	36.7	3.6	0	0	0	0	1	286	298	37.6	0	1	0	0	0
1967	34.2	36.5	4.7	0	0	0	0	1	299	278	34.2	0	1	0	0	0
1968	41.8	36.1	5.9	0	0	0	0	1	291	281	41.8	0	0	0	0	0
1969	37.4	35.8	7.3	0	0	0	0	1	265	257	37.4	0	0	0	0	0
1970	35.5	35.3	9.3	0	0	0	0	1	255	245	35.5	0	0	0	0	0
1971	34.1	34.4	12.9	0	0	0	0	1	233	238	34.1	0	0	0	0	0
1972	28.3	32.6	20.4	0	0	0	0	1	212	205	28.3	0	0	0	0	0
1973	30.4	30.4	29.2	0	0	0	0	1	199	217	30.4	0	0	0	0	0
1974	27.1	29.2	33.8	0	0	0	0	1	179	198	27.1	0	0	0	0	0
1975	23.0	23.5	37.9	0	0	0	0	0	156	174	23.0	0	0	0	0	0
1976	20.0	22.4	42.3	0	0	0	0	0	155	157	20.0	0	0	0	0	0
1977	19.7	21.0	48.0	0	0	0	0	0	152	156	19.7	0	0	0	0	0
1978	19.0	19.3	54.6	0	0	0	0	0	192	191	19.0	0	0	1	0	0
1979	18.2	16.9	64.6	0	0	0	0	0	185	186	18.2	0	0	1	0	0
1980	15.9	14.4	74.6	0	0	0	0	0	163	134	15.9	0	0	0	0	0
1981	15.6	13.0	80.1	0	0	0	0	0	128	132	15.6	0	0	0	0	0
1982	11.8	12.2	83.5	0	0	0	0	0	122	110	11.8	0	0	0	0	0
1983	12.2	11.9	84.6	0	0	0	0	0	114	113	12.2	0	0	0	0	0
1984	10.3	11.7	85.5	0	0	0	0	0	109	102	10.3	0	0	0	0	0
1985	11.2	11.4	86.7	0	0	0	0	0	109	107	11.2	0	0	0	0	0
1986	12.5	11.0	87.9	28.73	0	0	0	0	115	114	12.5	0	0	0	597	0
1987	9.6	10.5	89.1	76.44	113	0	0	0	107	98	9.6	0	0	0	1590	2344
1988	9.8	10.1	89.9	100.93	551	0	0	0	103	99	9.8	0	0	0	2172	11846
1989	10.7	9.8	90.7	137.39	594	0	0	0	99	104	10.7	0	0	0	3068	13262
1990	10.7	9.6	91.3	128.09	628	0	0	0	111	104	10.7	0	0	0	2844	13940
1991	8.7	9.5	92.0	121.75	682	0	0	0	99	93	8.7	0	0	0	2609	14617
1992	9.3	9.3	92.6	113.37	705	0	0	0	100	97	9.3	0	0	0	2445	15202
1993	9.0	9.1	93.3	124.10	772	0	0	0	94	95	9.0	0	0	0	2729	16977
1994	9.3	9.9	94.1	125.44	1063	0	1	0	97	97	9.3	0	0	0	2845	24099
1995	9.5	9.8	94.6	89.07	1389	0	1	0	98	97	9.5	0	0	0	2114	32979
1996	9.3	9.2	95.2	93.50	2294	0	1	0	92	96	9.3	0	0	0	2271	55697
1997	9.1	8.9	95.6	88.68	2731	0	1	0	88	95	9.1	0	0	0	2191	67474
1998	8.1	8.4	95.9	86.26	3770	0	1	0	102	90	8.1	0	0	0	2163	94540
1999	8.8	8.4	96.2	90.49	3699	0	1	0	85	94	8.8	0	0	0	2307	94304
2000	8.2	8.1	96.5	104.45	4119	0	1	0	85	90	8.2	0	0	0	2706	106696
2001	7.7	7.3	96.8	114.85	5709	0	1	0	78	87	7.7	0	0	0	2970	147641
2002	6.4	6.4	97.1	127.43	4647	0	0	0	77	80	6.4	0	0	0	3397	123860
2003	6.7	6.5	97.4	130.47	4350	0	0	0	73	84	6.7	1	0	0	3567	118915
2004	6.0	6.3	97.7	130.98	4694	0	0	0	81	81	6.0	2	0	0	3686	132091
2005	6.0	6.2	97.8	133.68	4808	0	0	0	81	83	6.0	3	0	0	3875	139340
2006	5.9	6.5	97.8	125.83	4157	0	0	0	82	85	5.9	4	0	0	3776	124755
2007	7.1	6.8	97.9	132.80	3469	0	0	0	87	93	7.1	5	0	0	4163	108732
2008	6.9	6.8	97.9	158.48	3255	0	0	0	89	94	6.9	6	0	0	5062	103953
2009	5.8	5.9	97.9	162.91	3235	0.5	0	0	94	90	5.8	7	0	0	5480	108803
2010	5.4	5.9	97.9	166.85	3290	0.5	0	0	95	90	5.4	8	0	0	5611	110643
2011	5.8	5.8	97.9	168.77	3328	0.5	0	0	92	91	5.8	8	0	0	5831	114972
2012	5.2	4.9	97.9	171.53	3383	1	0	0	90	88	5.2	8	0	0	6027	118847
2013	5.0	4.9	97.9	172	3383	1	0	0		87	5.0	8	0	0		
2014		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2015		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2016		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2017		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2018		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2019		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2020		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2021		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2022		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2023		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2024		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2025		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2026		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2027		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2028		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2029		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		
2030		4.9	97.9	172	3383	1	0	0		87	4.9	8	0	0		

Tasmania

			%Wearing	Tests/ SWvkt	Fines/ SWvkt						Tests/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	InjuryRate	Pred	FatalRate	Time0005	Dum6667	RBT	Cams
1965	41.7	42.3	2.8	0	0	246	233	41.7	0	0	0	0
1966	38.7	42.1	3.6	0	0	273	266	38.7	0	1	0	0
1967	42.5	41.7	4.7	0	0	275	282	42.5	0	1	0	0
1968	44.1	41.4	5.9	0	0	248	243	44.1	0	0	0	0
1969	44.7	41.0	7.3	0	0	259	245	44.7	0	0	0	0
1970	41.7	40.1	10.1	0	0	246	233	41.7	0	0	0	0
1971	39.6	37.5	19.2	0	0	206	224	39.6	0	0	0	0
1972	35.6	35.2	27.0	0	0	190	207	35.6	0	0	0	0
1973	24.1	34.0	31.3	0	0	189	158	24.1	0	0	0	0
1974	34.4	32.7	35.7	0	0	177	202	34.4	0	0	0	0
1975	31.6	31.5	40.0	0	0	172	190	31.6	0	0	0	0
1976	27.0	30.1	44.5	0	0	173	170	27.0	0	0	0	0
1977	25.6	28.4	50.5	0	0	182	164	25.6	0	0	0	0
1978	28.8	26.5	56.9	0	0	185	178	28.8	0	0	0	0
1979	23.5	23.6	66.9	0	0	164	155	23.5	0	0	0	0
1980	18.2	21.3	74.9	0	0	159	133	18.2	0	0	0	0
1981	28.0	19.8	80.1	0	0	159	174	28.0	0	0	0	0
1982	25.2	18.8	83.6	0	0	151	163	25.2	0	0	0	0
1983	15.9	16.7	84.6	6049	0	108	123	15.9	0	0	27758	0
1984	15.8	15.9	85.7	8127	0	118	123	15.8	0	0	39530	0
1985	16.6	15.4	86.6	8770	0	122	126	16.6	0	0	44796	0
1986	14.8	14.9	87.8	9428	0	129	118	14.8	0	0	48520	0
1987	17.4	15.0	89.1	7803	2	116	129	17.4	0	0	40280	8
1988	14.1	14.9	89.9	7035	12	118	115	14.1	0	0	37361	64
1989	16.2	14.8	90.6	6690	30	117	124	16.2	0	0	37060	165
1990	11.8	14.1	91.3	8480	72	108	105	11.8	0	0	47580	403
1991	14.6	13.5	91.9	9176	305	106	117	14.6	0	0	50341	1671
1992	11.7	13.2	92.5	8723	694	101	105	11.7	0	0	48606	3869
1993	11.1	13.2	93.2	7210	918	92	103	11.1	0	0	41444	5275
1994	10.9	12.8	94.0	7463	1166	96	102	10.9	0	0	43745	6833
1995	10.3	12.3	94.5	8108	1383	95	99	10.3	0	0	48701	8310
1996	10.7	11.5	95.0	9442	1630	91	101	10.7	0	0	57253	9883
1997	7.1	9.5	95.5	15390	1877	86	85	7.1	0	0	93718	11427
1998	6.2	9.4	95.8	15353	1923	88	82	6.2	0	0	92115	11538
1999	8.9	9.4	96.1	14674	2115	110	93	8.9	0	0	87071	12549
2000	7.9	9.4	96.5	13601	2296	104	91	7.9	1	0	80980	13669
2001	10.6	9.0	96.8	12834	2998	105	105	10.6	2	0	75219	17574
2002	7.3	8.4	97.1	14420	3157	93	93	7.3	3	0	87084	19066
2003	5.3	7.6	97.4	16046	3465	92	87	5.3	4	0	99744	21539
2004	7.5	7.1	97.7	17032	3678	93	99	7.5	5	0	110778	23919
2005	8.1	6.6	97.8	19104	3493	98	104	8.1	6	0	125122	22878
2006	8.4	5.5	97.8	23102	3464	110	105	8.4	6	0	154491	23168
2007	8.1	4.7	97.9	25040	3795	107	104	8.1	6	0	173058	26229
2008	5.8	5.0	97.9	24049	3711	101	94	5.8	6	0	170193	26264
2009	6.9	5.0	97.9	24133	3723	101	99	6.9	6	0	170193	26253
2010	6.0	5.1	97.9	23927	3691	85	95	6.0	6	0	172150	26555
2011	4.2	5.0	97.9	24078	3714	86	87	4.2	6	0	176933	27292
2012	2.6	4.9	97.9	24316	3751	78	80	2.6	6	0	181177	27947
2013	4.7	4.9	97.9	24316	3751		90	4.7	6	0		
2014		4.9	97.9	24316	3751		90	4.9	6	0		
2015		4.9	97.9	24316	3751		90	4.9	6	0		
2016		4.9	97.9	24316	3751		90	4.9	6	0		
2017		4.9	97.9	24316	3751		90	4.9	6	0		
2018		4.9	97.9	24316	3751		90	4.9	6	0		
2019		4.9	97.9	24316	3751		90	4.9	6	0		
2020		4.9	97.9	24316	3751		90	4.9	6	0		
2021		4.9	97.9	24316	3751		90	4.9	6	0		
2022		4.9	97.9	24316	3751		90	4.9	6	0		
2023		4.9	97.9	24316	3751		90	4.9	6	0		
2024		4.9	97.9	24316	3751		90	4.9	6	0		
2025		4.9	97.9	24316	3751		90	4.9	6	0		
2026		4.9	97.9	24316	3751		90	4.9	6	0		
2027		4.9	97.9	24316	3751		90	4.9	6	0		
2028		4.9	97.9	24316	3751		90	4.9	6	0		
2029		4.9	97.9	24316	3751		90	4.9	6	0		
2030		4.9	97.9	24316	3751		90	4.9	6	0		

Northern Territory

			%Wearing	Tests/ SWvkt	Fines/ SWvkt								Tests/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	Dum66	InjuryRate	Pred	FatalRate	Time0012	Dum66	Dum6768	RBT	Cams
1965	63.3	58.2	3.1	0	0	0	497	440	63.3	0	0	0	0	0
1966	98.7	98.7	4.4	0	0	1	540	540	98.7	0	1	0	0	0
1967	68.3	57.2	5.8	0	0	0	602	658	68.3	0	0	1	0	0
1968	37.9	56.6	7.4	0	0	0	522	467	37.9	0	0	1	0	0
1969	76.0	56.2	8.6	0	0	0	462	519	76.0	0	0	0	0	0
1970	57.0	55.7	9.8	0	0	0	482	401	57.0	0	0	0	0	0
1971	55.0	54.9	12.1	0	0	0	437	388	55.0	0	0	0	0	0
1972	51.2	52.2	19.5	0	0	0	404	364	51.2	0	0	0	0	0
1973	48.2	49.1	28.0	0	0	0	381	345	48.2	0	0	0	0	0
1974	34.6	47.4	32.6	0	0	0	337	260	34.6	0	0	0	0	0
1975	52.7	45.8	37.0	0	0	0	311	374	52.7	0	0	0	0	0
1976	33.5	44.1	41.6	0	0	0	251	253	33.5	0	0	0	0	0
1977	29.4	42.0	47.3	0	0	0	254	228	29.4	0	0	0	0	0
1978	41.5	39.5	54.2	0	0	0	274	303	41.5	0	0	0	0	0
1979	31.6	35.7	64.6	0	0	0	282	241	31.6	0	0	0	0	0
1980	34.6	32.0	74.6	73.84	0	0	224	260	34.6	0	0	0	134	0
1981	34.7	30.0	80.1	251.40	0	0	231	261	34.7	0	0	0	492	0
1982	27.7	28.7	83.5	393.26	0	0	223	217	27.7	0	0	0	851	0
1983	22.4	28.2	84.6	552.65	0	0	181	183	22.4	0	0	0	1209	0
1984	21.7	27.8	85.6	679.94	0	0	152	179	21.7	0	0	0	1567	0
1985	27.9	27.4	86.5	803.01	0	0	210	218	27.9	0	0	0	1925	0
1986	30.1	26.9	87.7	967.71	0	0	239	232	30.1	0	0	0	2283	0
1987	36.1	26.4	89.0	1135.73	0	0	226	269	36.1	0	0	0	2641	0
1988	21.5	26.0	89.8	1291.02	0	0	194	178	21.5	0	0	0	3000	0
1989	25.9	25.7	90.5	1424.44	0	0	187	205	25.9	0	0	0	3358	0
1990	29.5	25.4	91.0	1612.17	0	0	222	228	29.5	0	0	0	3716	0
1991	30.5	25.1	91.6	1854.38	0	0	226	234	30.5	0	0	0	4074	0
1992	24.4	24.8	92.3	2005.52	30	0	210	196	24.4	0	0	0	4432	65
1993	19.7	24.2	92.9	2140.40	470	0	166	166	19.7	0	0	0	4790	1053
1994	18.1	23.9	93.5	2260.43	458	0	198	157	18.1	0	0	0	5109	1035
1995	26.1	23.7	94.0	2291.77	459	0	164	206	26.1	0	0	0	5363	1075
1996	30.2	23.4	94.5	2353.24	606	0	190	232	30.2	0	0	0	5617	1447
1997	24.9	23.2	95.0	2431.94	584	0	175	199	24.9	0	0	0	5870	1410
1998	28.5	23.0	95.5	2530.64	594	0	183	222	28.5	0	0	0	6124	1438
1999	20.3	22.4	95.8	2641.47	1132	0	186	170	20.3	0	0	0	6378	2733
2000	21.0	21.5	96.1	2728.94	2079	0	158	176	21.0	1	0	0	6631	5051
2001	22.6	19.8	96.5	2879.66	4017	0	182	189	22.6	2	0	0	6885	9604
2002	17.9	19.6	96.8	2911.80	4073	0	186	162	17.9	3	0	0	7139	9984
2003	24.7	20.0	97.1	2987.35	3415	0	179	206	24.7	4	0	0	7392	8451
2004	17.6	20.8	97.4	2995.59	2294	0	169	164	17.6	5	0	0	7646	5855
2005	15.5	20.1	97.7	3052.42	3014	0	151	152	15.5	6	0	0	7899	7800
2006	18.1	19.6	97.8	3846.00	3134	0	153	171	18.1	7	0	0	10213	8322
2007	18.3	18.4	97.8	8956.68	2135	0	179	174	18.3	8	0	0	24950	5946
2008	23.5	17.7	97.9	9459.86	2692	0	174	209	23.5	9	0	0	27803	7912
2009	18.2	16.6	97.9	13015.97	2386	0	169	177	18.2	10	0	0	39430	7229
2010	11.4	15.2	97.9	16062.84	2626	0	169	137	11.4	11	0	0	49459	8085
2011	13.4	15.3	97.9	15956.99	2608	0	178	151	13.4	12	0	0	51209	8371
2012	16.2	15.0	97.9	16533.02	2703	0	159	171	16.2	13	0	0	52964	8658
2013	13.8	15.0	97.9	16533	2703	0		163	13.8	13	0	0		
2014		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2015		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2016		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2017		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2018		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2019		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2020		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2021		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2022		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2023		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2024		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2025		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2026		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2027		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2028		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2029		15.0	97.9	16533	2703	0		163	15.0	13	0	0		
2030		15.0	97.9	16533	2703	0		163	15.0	13	0	0		

Australian Capital Territory

			%Wearing	Tests/ SWvkt	Fines/ SWvkt							Tests/Q	Fines/Q
	FatalRate	Pred	Belts	RBT	Cams	InjuryRate	Pred	FatalRate	Dum68	Dum8489	Dum9810	RBT	Cams
1965	29.0	27.5	1.7	0	0	208	195	29.0	0	0	0	0	0
1966	27.6	27.4	2.1	0	0	192	187	27.6	0	0	0	0	0
1967	33.2	27.3	2.8	0	0	194	219	33.2	0	0	0	0	0
1968	17.8	27.1	3.6	0	0	213	213	17.8	1	0	0	0	0
1969	28.6	26.9	4.4	0	0	186	193	28.6	0	0	0	0	0
1970	29.6	26.6	5.8	0	0	180	199	29.6	0	0	0	0	0
1971	16.7	24.0	18.0	0	0	156	126	16.7	0	0	0	0	0
1972	23.8	19.6	38.7	0	0	148	166	23.8	0	0	0	0	0
1973	19.4	17.8	47.0	0	0	169	141	19.4	0	0	0	0	0
1974	18.4	16.9	51.0	0	0	153	135	18.4	0	0	0	0	0
1975	17.3	16.5	53.2	0	0	140	129	17.3	0	0	0	0	0
1976	18.6	16.0	55.2	0	0	124	136	18.6	0	0	0	0	0
1977	13.3	15.3	58.4	0	0	123	107	13.3	0	0	0	0	0
1978	13.1	14.6	62.0	0	0	117	105	13.1	0	0	0	0	0
1979	10.1	13.4	67.7	0	0	106	88	10.1	0	0	0	0	0
1980	12.1	12.7	70.9	0	0	93	100	12.1	0	0	0	0	0
1981	11.3	12.1	73.3	0	0	95	95	11.3	0	0	0	0	0
1982	9.4	11.0	78.5	0	0	90	84	9.4	0	0	0	0	0
1983	9.9	10.3	81.8	0	0	82	87	9.9	0	0	0	0	0
1984	12.7	10.1	82.9	0	0	75	81	12.7	0	1	0	0	0
1985	10.5	9.9	84.0	0	0	75	68	10.5	0	1	0	0	0
1986	10.0	9.6	85.2	0	0	74	66	10.0	0	1	0	0	0
1987	11.1	9.4	86.2	0	0	68	72	11.1	0	1	0	0	0
1988	9.5	9.1	87.4	0	0	58	63	9.5	0	1	0	0	0
1989	8.9	8.3	88.5	1331.44	0	59	60	8.9	0	1	0	4763	0
1990	7.2	7.3	89.5	3408.58	0	58	72	7.2	0	0	0	12337	0
1991	4.7	6.2	90.4	5586.01	0	57	58	4.7	0	0	0	20002	0
1992	5.6	5.4	91.3	7108.12	0	57	63	5.6	0	0	0	25542	0
1993	3.3	5.4	92.2	6542.39	0	48	50	3.3	0	0	0	24002	0
1994	4.6	5.1	93.0	7016.77	0	42	57	4.6	0	0	0	26056	0
1995	4.0	5.0	93.6	6837.45	0	47	54	4.0	0	0	0	25935	0
1996	6.0	4.8	94.2	7167.88	0	53	65	6.0	0	0	0	27345	0
1997	4.5	4.0	94.7	8744.94	0	60	56	4.5	0	0	0	33406	0
1998	5.8	4.4	95.0	7619.91	0	64	48	5.8	0	0	1	28994	0
1999	5.0	4.6	95.3	6498.06	324	47	43	5.0	0	0	1	24942	1245
2000	4.6	3.9	95.6	6597.87	1516	40	41	4.6	0	0	1	25771	5921
2001	5.2	3.6	95.9	5416.25	2962	50	44	5.2	0	0	1	20961	11464
2002	3.3	3.7	96.2	4749.39	3165	43	33	3.3	0	0	1	18914	12604
2003	3.2	4.2	96.5	4037.73	2575	37	33	3.2	0	0	1	16478	10508
2004	2.1	4.7	96.8	2808.25	2417	27	27	2.1	0	0	1	11949	10284
2005	3.5	4.3	97.1	3383.60	2645	26	34	3.5	0	0	1	14602	11416
2006	4.3	3.6	97.4	4929.66	2614	36	39	4.3	0	0	1	21582	11446
2007	3.8	3.3	97.7	5175.27	3051	30	36	3.8	0	0	1	23377	13782
2008	3.0	2.9	97.8	4615.28	4054	19	32	3.0	0	0	1	21188	18611
2009	2.8	2.4	97.8	4900.93	4830	34	31	2.8	0	0	1	22973	22642
2010	4.2	2.3	97.9	4999.13	4927	27	38	4.2	0	0	1	23899	23555
2011	2.0	2.3	97.9	5001.14	4929	29	43	2.0	0	0	0	24758	24402
2012	1.0	2.3	97.9	5066.45	4993	40	37	1.0	0	0	0	25422	25055
2013	2.2	2.3	97.9	5066	4993		44	2.2	0	0	0		
2014		2.3	97.9	5066	4993		44	2.3	0	0	0		
2015		2.3	97.9	5066	4993		44	2.3	0	0	0		
2016		2.3	97.9	5066	4993		44	2.3	0	0	0		
2017		2.3	97.9	5066	4993		44	2.3	0	0	0		
2018		2.3	97.9	5066	4993		44	2.3	0	0	0		
2019		2.3	97.9	5066	4993		44	2.3	0	0	0		
2020		2.3	97.9	5066	4993		44	2.3	0	0	0		
2021		2.3	97.9	5066	4993		44	2.3	0	0	0		
2022		2.3	97.9	5066	4993		44	2.3	0	0	0		
2023		2.3	97.9	5066	4993		44	2.3	0	0	0		
2024		2.3	97.9	5066	4993		44	2.3	0	0	0		
2025		2.3	97.9	5066	4993		44	2.3	0	0	0		
2026		2.3	97.9	5066	4993		44	2.3	0	0	0		
2027		2.3	97.9	5066	4993		44	2.3	0	0	0		
2028		2.3	97.9	5066	4993		44	2.3	0	0	0		
2029		2.3	97.9	5066	4993		44	2.3	0	0	0		
2030		2.3	97.9	5066	4993		44	2.3	0	0	0		

Austria

	FatalRate	Predicted	Belts	Speed	Unempl	Dumles75	BAC.05	Dum10on	InjuryRate	Predicted	FatalRate	Unempl	Timeles71	Dum08on
1963	76.9	76.2	0.2	0	2.1	2.0	0	0	2538	2567	76.9	2.1	9.0	0.0
1964	80.3	76.2	0.2	0	2.0	2.0	0	0	2535	2569	80.3	2.0	8.0	0.0
1965	70.1	76.3	0.3	0	1.9	2.0	0	0	2366	2301	70.1	1.9	7.0	0.0
1966	75.6	76.3	0.4	0	1.8	2.0	0	0	2332	2346	75.6	1.8	6.0	0.0
1967	81.1	76.3	0.5	0	1.7	2.0	0	0	2356	2392	81.1	1.7	5.0	0.0
1968	78.5	76.2	0.5	0	1.8	2.0	0	0	2225	2271	78.5	1.8	4.0	0.0
1969	72.1	76.3	0.6	0	1.7	2.0	0	0	2183	2080	72.1	1.7	3.0	0.0
1970	74.2	76.4	0.7	0	1.4	2.0	0	0	2151	2058	74.2	1.4	2.0	0.0
1971	78.6	76.7	0.8	0	1.0	2.0	0	0	2114	2085	78.6	1.0	1.0	0.0
1972	78.3	76.8	0.8	0	0.8	2.0	0	0	1992	2017	78.3	0.8	0.0	0.0
1973	68.9	69.3	0.9	0	0.7	1.5	0	0	1766	1827	68.9	0.7	0.0	0.0
1974	61.2	61.6	1.3	0	0.9	1.0	0	0	1676	1671	61.2	0.9	0.0	0.0
1975	57.8	60.9	2.8	0	1.0	1.0	0	0	1549	1600	57.8	1.0	0.0	0.0
1976	47.9	44.0	7.5	0	1.1	0.0	0	0	1367	1400	47.9	1.1	0.0	0.0
1977	44.3	42.5	11.1	0	1.2	0.0	0	0	1360	1329	44.3	1.2	0.0	0.0
1978	43.0	41.2	14.4	0	1.2	0.0	0	0	1242	1303	43.0	1.2	0.0	0.0
1979	41.8	41.0	15.1	0	1.2	0.0	0	0	1236	1277	41.8	1.2	0.0	0.0
1980	37.2	40.1	17.3	0	1.2	0.0	0	0	1194	1185	37.2	1.2	0.0	0.0
1981	35.8	39.0	19.5	0	1.6	0.0	0	0	1179	1153	35.8	1.6	0.0	0.0
1982	34.9	37.8	21.6	0	2.1	0.0	0	0	1157	1129	34.9	2.1	0.0	0.0
1983	36.1	36.5	24.2	0	2.5	0.0	0	0	1188	1148	36.1	2.5	0.0	0.0
1984	32.6	33.3	31.9	0	2.7	0.0	0	0	1105	1076	32.6	2.7	0.0	0.0
1985	25.1	28.2	44.6	0	2.8	0.0	0	0	989	925	25.1	2.8	0.0	0.0
1986	23.5	24.0	55.1	0	3.1	0.0	0	0	920	890	23.5	3.1	0.0	0.0
1987	22.1	22.3	59.0	0	3.2	0.0	0	0	863	860	22.1	3.2	0.0	0.0
1988	24.4	23.2	56.9	0	3.1	0.0	0	0	872	907	24.4	3.1	0.0	0.0
1989	23.5	23.3	56.8	0	3.1	0.0	0	0	906	888	23.5	3.1	0.0	0.0
1990	23.0	22.7	58.1	0	3.2	0.0	0	0	895	878	23.0	3.2	0.0	0.0
1991	22.4	21.6	60.6	0	3.4	0.0	0	0	873	865	22.4	3.4	0.0	0.0
1992	19.6	21.2	61.2	0	3.6	0.0	0	0	802	804	19.6	3.6	0.0	0.0
1993	17.7	18.5	63.1	0.5	3.8	0.0	0	0	744	765	17.7	3.8	0.0	0.0
1994	17.8	16.1	64.4	1.0	3.9	0.0	0	0	715	765	17.8	3.9	0.0	0.0
1995	15.9	15.2	66.6	1.0	4.0	0.0	0	0	666	726	15.9	4.0	0.0	0.0
1996	13.0	14.6	67.6	1.0	4.2	0.0	0	0	631	667	13.0	4.2	0.0	0.0
1997	13.8	14.3	68.1	1.0	4.4	0.0	0	0	646	680	13.8	4.4	0.0	0.0
1998	11.9	12.3	68.1	1.0	4.3	0.0	1.0	0	630	643	11.9	4.3	0.0	0.0
1999	13.0	12.3	68.4	1.0	4.0	0.0	1.0	0	660	667	13.0	4.0	0.0	0.0
2000	11.6	12.6	68.2	1.0	3.7	0.0	1.0	0	650	642	11.6	3.7	0.0	0.0
2001	11.1	11.9	69.8	1.0	3.8	0.0	1.0	0	653	632	11.1	3.8	0.0	0.0
2002	10.8	11.3	70.9	1.0	4.0	0.0	1.0	0	643	624	10.8	4.0	0.0	0.0
2003	10.3	10.4	72.5	1.0	4.5	0.0	1.0	0	632	609	10.3	4.5	0.0	0.0
2004	9.6	9.4	74.4	1.0	4.8	0.0	1.0	0	611	591	9.6	4.8	0.0	0.0
2005	8.2	7.9	77.9	1.0	5.0	0.0	1.0	0	571	562	8.2	5.0	0.0	0.0
2006	7.7	6.9	80.7	1.0	4.8	0.0	1.0	0	549	553	7.7	4.8	0.0	0.0
2007	7.1	6.6	82.3	1.0	4.3	0.0	1.0	0	546	546	7.1	4.3	0.0	0.0
2008	6.9	6.5	82.6	1.0	4.3	0.0	1.0	0	510	508	6.9	4.3	0.0	0.5
2009	6.5	6.3	83.1	1.0	4.3	0.0	1.0	0	503	500	6.5	4.3	0.0	0.5
2010	5.6	5.7	83.2	1.0	4.5	0.0	1.0	0.5	462	480	5.6	4.5	0.0	0.5
2011	5.2	5.2	83.4	1.0	4.3	0.0	1.0	1	448	442	5.2	4.3	0.0	1.0
2012		5.0	83.7	1.0	4.3	0.0	1.0	1		438	5.0	4.3	0.0	1.0
2013		4.9	84.1	1.0	4.3	0.0	1.0	1		435	4.9	4.3	0.0	1.0
2014		4.7	84.5	1.0	4.3	0.0	1.0	1		432	4.7	4.3	0.0	1.0
2015		4.6	84.9	1.0	4.3	0.0	1.0	1		429	4.6	4.3	0.0	1.0
2016		4.4	85.3	1.0	4.3	0.0	1.0	1		426	4.4	4.3	0.0	1.0
2017		4.3	85.7	1.0	4.3	0.0	1.0	1		423	4.3	4.3	0.0	1.0
2018		4.1	86.0	1.0	4.3	0.0	1.0	1		420	4.1	4.3	0.0	1.0
2019		4.0	86.4	1.0	4.3	0.0	1.0	1		417	4.0	4.3	0.0	1.0
2020		3.8	86.8	1.0	4.3	0.0	1.0	1		414	3.8	4.3	0.0	1.0
2021		3.7	87.2	1.0	4.3	0.0	1.0	1		411	3.7	4.3	0.0	1.0
2022		3.5	87.6	1.0	4.3	0.0	1.0	1		408	3.5	4.3	0.0	1.0
2023		3.4	88.0	1.0	4.3	0.0	1.0	1		405	3.4	4.3	0.0	1.0
2024		3.2	88.3	1.0	4.3	0.0	1.0	1		402	3.2	4.3	0.0	1.0
2025		3.1	88.7	1.0	4.3	0.0	1.0	1		399	3.1	4.3	0.0	1.0
2026		2.9	89.1	1.0	4.3	0.0	1.0	1		396	2.9	4.3	0.0	1.0
2027		2.8	89.5	1.0	4.3	0.0	1.0	1		393	2.8	4.3	0.0	1.0
2028		2.6	89.9	1.0	4.3	0.0	1.0	1		390	2.6	4.3	0.0	1.0
2029		2.5	90.2	1.0	4.3	0.0	1.0	1		387	2.5	4.3	0.0	1.0
2030		2.3	90.6	1.0	4.3	0.0	1.0	1		384	2.3	4.3	0.0	1.0

Belgium

	FatalRate	Predicted	Seat belts	Speedlim	Dumles73	DumRBT95	InjuryRate	Predicted	FatalRate	Speedlim	Timeles70	Dum8292	Dum05on
1965	64.3	61.9	0	0	1.50	0	2661	2680	64	0	6.0	0	0
1966	62.9	63.7	0	0	1.80	0	2525	2542	63	0	5.0	0	0
1967	63.3	65.5	0	0	2.10	0	2451	2465	63	0	4.0	0	0
1968	68.4	67.3	0	0	2.40	0	2497	2531	68	0	3.0	0	0
1969	67.7	69.0	0	0	2.70	0	2527	2416	68	0	2.0	0	0
1970	71.1	70.8	0	0	3.0	0	2562	2431	71	0	1.0	0	0
1971	70.9	70.8	0	0	3.0	0	2231	2334	71	0	0.0	0	0
1972	68.3	67.9	0	0	2.5	0	2258	2253	68	0	0.0	0	0
1973	59.8	58.9	0	0	1.0	0	1945	1991	60	0	0.0	0	0
1974	51.3	52.5	1	0	0.0	0	1691	1728	51	0	0.0	0	0
1975	43.9	47.5	11	0	0.0	0	1537	1499	44	0	0.0	0	0
1976	44.2	43.9	18	0	0.0	0	1494	1509	44	0	0.0	0	0
1977	42.6	40.9	25	0	0.0	0	1449	1459	43	0	0.0	0	0
1978	40.2	38.3	30	0	0.0	0	1355	1385	40	0	0.0	0	0
1979	35.8	36.5	34	0	0.0	0	1260	1250	36	0	0.0	0	0
1980	36.7	34.6	38	0	0.0	0	1259	1276	37	0	0.0	0	0
1981	33.4	32.7	41	0	0.0	0	1200	1176	33	0	0.0	0	0
1982	30.3	30.8	45	0	0.0	0	1139	1145	30	0	0.0	0.5	0
1983	30.5	29.1	49	0	0.0	0	1157	1151	30	0	0.0	0.5	0
1984	26.7	27.5	52	0	0.0	0	1126	1103	27	0	0.0	1.0	0
1985	25.1	26.2	55	0	0.0	0	1038	1052	25	0	0.0	1.0	0
1986	25.6	25.1	57	0	0.0	0	1048	1068	26	0	0.0	1.0	0
1987	24.1	24.2	59	0	0.0	0	1027	1021	24	0	0.0	1.0	0
1988	23.0	23.2	61	0	0.0	0	994	989	23	0	0.0	1.0	0
1989	22.1	22.3	63	0	0.0	0	962	960	22	0	0.0	1.0	0
1990	21.5	21.4	64	0	0.0	0	937	940	21	0	0.0	1.0	0
1991	19.2	20.5	66	0	0.0	0	827	804	19	0	0.0	0.5	0
1992	16.6	16.8	68	1	0.0	0	767	789	17	1	0.0	0.5	0
1993	16.0	16.1	69	1	0.0	0	734	705	16	1	0.0	0	0
1994	15.6	15.4	71	1	0.0	0	677	692	16	1	0.0	0	0
1995	13.1	13.2	72	1	0.0	1	634	613	13	1	0.0	0	0
1996	12.1	12.6	73	1	0.0	1	595	582	12	1	0.0	0	0
1997	11.9	12.1	74	1	0.0	1	606	577	12	1	0.0	0	0
1998	12.6	11.7	75	1	0.0	1	595	599	13	1	0.0	0	0
1999	11.6	11.6	75	1	0.0	1	589	567	12	1	0.0	0	0
2000	12.2	11.5	75	1	0.0	1	563	586	12	1	0.0	0	0
2001	12.1	11.4	75	1	0.0	1	531	583	12	1	0.0	0	0
2002	10.8	10.9	77	1	0.0	1	519	543	11	1	0.0	0	0
2003	9.6	10.0	78	1	0.0	1	524	506	10	1	0.0	0	0
2004	9.0	9.1	80	1	0.0	1	493	488	9	1	0.0	0	0
2005	8.4	8.5	81	1	0.0	1	502	507	8	1	0.0	0	1
2006	8.1	8.1	82	1	0.0	1	493	498	8	1	0.0	0	1
2007	7.9	7.6	83	1	0.0	1	483	491	8	1	0.0	0	1
2008	7.0	7.3	84	1	0.0	1	476	464	7	1	0.0	0	1
2009	6.9	6.9	85	1	0.0	1	456	460	7	1	0.0	0	1
2010	6.1	6.4	86	1	0.0	1	438	437	6	1	0.0	0	1
2011	6.1	6.2	86	1	0.0	1	447	437	6	1	0.0	0	1
2012		5.9	87	1	0.0	1		432	6	1	0.0	0	1
2013		5.7	87	1	0.0	1		424	6	1	0.0	0	1
2014		5.4	88	1	0.0	1		417	5	1	0.0	0	1
2015		5.2	88	1	0.0	1		409	5	1	0.0	0	1
2016		4.9	89	1	0.0	1		401	5	1	0.0	0	1
2017		4.7	89	1	0.0	1		394	5	1	0.0	0	1
2018		4.5	90	1	0.0	1		386	4	1	0.0	0	1
2019		4.2	90	1	0.0	1		379	4	1	0.0	0	1
2020		4.0	91	1	0.0	1		373	4	1	0.0	0	1
2021		3.9	91	1	0.0	1		369	4	1	0.0	0	1
2022		3.8	91	1	0.0	1		367	4	1	0.0	0	1
2023		3.8	91	1	0.0	1		365	4	1	0.0	0	1
2024		3.7	91	1	0.0	1		363	4	1	0.0	0	1
2025		3.6	91	1	0.0	1		360	4	1	0.0	0	1
2026		3.5	92	1	0.0	1		358	4	1	0.0	0	1
2027		3.5	92	1	0.0	1		356	3	1	0.0	0	1
2028		3.4	92	1	0.0	1		354	3	1	0.0	0	1
2029		3.3	92	1	0.0	1		352	3.3	1.0	0.0	0	1
2030		3.3	92	1	0.0	1		350	3.3	1.0	0.0	0	1

Britain

	FatalRate	Predicted	Seat belts	Alcdeaths/ vkt	Timeles79	Speedcams/ vkt	InjuryRate	Predicted	FatalRate	Dum9202	Dumles68	Dum01on	Alc deaths	Cams	Adj cams
1965	24.7	25.1	0	1.83	11.15	0	1512	1449	24.7	0	1	0			
1966	24.8	24.7	0	1.83	10.70	0	1461	1455	24.8	0	1	0			
1967	23.2	24.3	0	1.83	10.25	0	1371	1388	23.2	0	1	0			
1968	21.6	23.8	0	1.83	9.80	0	1272	1324	21.6	0	1	0			
1969	23.6	23.4	0	1.83	9.35	0	1279	1235	23.6	0	0	0			
1970	24.4	23.0	0	1.83	8.90	0	1300	1269	24.4	0	0	0			
1971	24.2	22.5	0	1.83	8.45	0	1206	1261	24.2	0	0	0			
1972	23.8	22.1	1	1.83	8	0	1190	1244	23.8	0	0	0			
1973	21.6	21.1	1	1.83	7	0	1138	1155	21.6	0	0	0			
1974	20.0	20.1	2	1.83	6	0	1050	1091	20.0	0	0	0			
1975	17.7	19.0	3	1.83	5	0	1005	999	17.7	0	0	0			
1976	16.7	18.0	4	1.83	4	0	978	958	16.7	0	0	0			
1977	16.7	16.9	6	1.83	3	0	995	960	16.7	0	0	0			
1978	16.9	15.8	8	1.83	2	0	971	965	16.9	0	0	0			
1979	15.5	14.7	10	1.83	1	0	925	911	15.5	0	0	0	1640		
1980	13.3	13.6	12	1.83	0	0	842	823	13.3	0	0	0	1450		
1981	12.4	13.4	14	1.83	0	0	808	787	12.4	0	0	0	1420		
1982	12.3	12.4	24	1.83	0	0	813	782	12.3	0	0	0	1550		
1983	11.2	11.5	35	1.83	0	0	745	740	11.2	0	0	0	1110		
1984	11.2	10.5	46	1.83	0	0	751	737	11.2	0	0	0	1170		
1985	10.4	10.2	49	1.83	0	0	733	707	10.4	0	0	0	1040		
1986	10.6	9.9	52	1.83	0	0	716	713	10.6	0	0	0	990		
1987	9.6	9.7	55	1.83	0	0	653	675	9.6	0	0	0	900		
1988	9.2	9.4	58	1.83	0	0	643	657	9.2	0	0	0	790		
1989	9.2	9.1	61	1.83	0	0	635	656	9.2	0	0	0	810		
1990	9.0	8.8	65	1.83	0	0	634	648	9.0	0	0	0	760		
1991	7.8	7.9	69	1.58	0	0	577	603	7.8	0	0	0	660		
1992	7.5	7.6	71	1.59	0	212	586	606	7.5	0.50	0	0	660	120	120
1993	6.9	6.8	73	1.30	0	217	585	592	6.9	0.75	0	0	540	120	120
1994	6.5	6.6	74	1.27	0	212	589	584	6.5	1.00	0	0	540	120	120
1995	6.3	6.5	75	1.25	0	313	570	577	6.3	1.00	0	0	540	180	180
1996	6.1	6.4	77	1.30	0	427	573	570	6.1	1.00	0	0	580	252	252
1997	5.9	6.0	79	1.21	0	628	572	563	5.9	1.00	0	0	550	381	381
1998	5.5	5.3	80	1.00	0	745	555	546	5.5	1.00	0	0	460	462	462
1999	5.4	5.2	81	0.98	0	865	534	540	5.4	1.00	0	0	460	551	551
2000	5.3	5.5	82	1.13	0	937	533	539	5.3	1.00	0	0	530	599	599
2001	5.3	5.3	83	1.11	0	1346	512	508	5.3	0.75	0	0.25	530	878	878
2002	5.1	5.2	84	1.12	0	1691	482	472	5.1	0.50	0	0.50	550	1135	1135
2003	5.1	5.0	86	1.17	0	2427	454	454	5.1	0	0	0.50	580	1670	1670
2004	4.7	4.9	87	1.18	0	2583	433	436	4.7	0	0	0.50	590	1787	1787
2005	4.6	4.6	88	1.09	0	2608	415	413	4.6	0	0	0.75	550	1824	1824
2006	4.5	4.6	89	1.09	0	2518	390	389	4.5	0	0	1	560	1689	1778
2007	4.1	3.7	90	0.79	0	2399	367	373	4.1	0	0	1	410	1296	1734
2008	3.6	3.5	92	0.78	0	2384	347	353	3.6	0	0	1	400	1048	1691
2009	3.2	3.3	93	0.75	0	2347	338	336	3.2	0	0	1	380	935	1648
2010	2.7	2.6	95	0.50	0	2348	324	318	2.7	0	0	1	250	1000	1607
2011	2.8	2.7	96	0.57	0	2323	321	322	2.8	0	0	1	280	1000	1567
2012	2.7	2.6	96	0.54	0	2262	315	316	2.7	0	0	1	245	1000	1528
2013		2.6	96	0.54	0	2262		313	2.6	0	0	1			
2014		2.6	96	0.54	0	2262		313	2.6	0	0	1			
2015		2.6	96	0.53	0	2262		312	2.6	0	0	1			
2016		2.6	96	0.53	0	2262		312	2.6	0	0	1			
2017		2.5	96	0.53	0	2262		312	2.5	0	0	1			
2018		2.5	96	0.53	0	2262		311	2.5	0	0	1			
2019		2.5	96	0.52	0	2262		311	2.5	0	0	1			
2020		2.5	96	0.52	0	2262		310	2.5	0	0	1			
2021		2.5	97	0.52	0	2262		310	2.5	0	0	1			
2022		2.5	97	0.52	0	2262		310	2.5	0	0	1			
2023		2.5	97	0.52	0	2262		309	2.5	0	0	1			
2024		2.5	97	0.51	0	2262		309	2.5	0	0	1			
2025		2.5	97	0.51	0	2262		308	2.5	0	0	1			
2026		2.5	97	0.51	0	2262		308	2.5	0	0	1			
2027		2.4	97	0.51	0	2262		308	2.4	0	0	1			
2028		2.4	97	0.50	0	2262		307	2.4	0	0	1			
2029		2.4	97	0.50	0	2262		307	2.4	0	0	1			
2030		2.4	97	0.50	0	2262		306	2.4	0	0	1			

British Columbia

			%Wearing											
	FatalRate	Pred	Belts	Unempl	Alcohol	Dum6872	InjuryRate	Pred	FatalRate	Timeles85	Dumles96	Dumles75	Time0610	Alcohol deaths
1965	74.9	69.8	0.0	0	6	0	2631	2587	74.9	21	1	1	0	
1966	69.1	69.8	0.0	0	6	0	2586	2455	69.1	20	1	1	0	
1967	67.9	69.8	0.0	0	6	0	2369	2419	67.9	19	1	1	0	
1968	65.0	65.0	0.0	0	6	1	2307	2347	65.0	18	1	1	0	
1969	57.1	59.7	1.0	0	6	2	2375	2167	57.1	17	1	1	0	
1970	55.5	54.4	2.0	0	6	3	2241	2123	55.5	16	1	1	0	
1971	59.0	58.2	3.0	0.3	6	2	2072	2188	59.0	15	1	1	0	
1972	62.6	62.4	4.0	0.3	6	1	2038	2256	62.6	14	1	1	0	
1973	74.1	66.2	6.0	0.0	6	0	2490	2494	74.1	13	1	1	0	
1974	70.6	65.0	8.0	0.1	6	0	2401	2409	70.6	12	1	1	0	
1975	61.0	62.1	12.0	0.7	6	0	2127	2193	61.0	11	1	1	0	
1976	51.3	58.5	17.0	1.3	6	0	2055	2406	51.3	10	1	0	0	
1977	54.3	54.9	23.0	1.4	6	0	2411	2460	54.3	9	1	0	0	
1978	44.4	50.5	31.0	1.1	6	0	2297	2238	44.4	8	1	0	0	
1979	46.8	49.2	34.0	0.6	6	0	2397	2279	46.8	7	1	0	0	
1980	47.6	50.9	32.0	0.1	6	0	2441	2287	47.6	6	1	0	0	
1981	47.5	47.1	36.0	1.5	6	0	2438	2274	47.5	5	1	0	0	
1982	35.3	38.9	46.0	4.0	6	0	1987	2004	35.3	4	1	0	0	
1983	34.6	32.1	53.0	6.7	6	0	1818	1979	34.6	3	1	0	0	
1984	27.9	29.6	56.0	7.4	6	0	1725	1825	27.9	2	1	0	0	
1985	24.8	27.1	61.0	7.0	6	0	1762	1747	24.8	1	1	0	0	
1986	27.9	25.1	66.0	6.0	6	0	1880	1805	27.9	0	1	0	0	
1987	26.9	25.2	68.0	4.7	6	0	1788	1784	26.9	0	1	0	0	141
1988	24.4	23.4	72.0	3.5	5	0	1753	1730	24.4	0	1	0	0	132
1989	22.5	21.4	77.0	2.3	5	0	1818	1689	22.5	0	1	0	0	112
1990	24.2	20.1	79.0	2.1	4	0	1875	1726	24.2	0	1	0	0	136
1991	19.2	18.5	81.0	2.5	4	0	1693	1618	19.2	0	1	0	0	113
1992	16.2	16.1	84.0	2.9	4	0	1659	1554	16.2	0	1	0	0	123
1993	16.0	14.9	86.0	2.7	4	0	1470	1550	16.0	0	1	0	0	123
1994	15.3	13.9	88.0	2.1	3	0	1387	1535	15.3	0	1	0	0	114
1995	14.6	13.5	89.0	1.8	3	0	1370	1519	14.6	0	1	0	0	118
1996	12.9	13.6	89.0	1.5	3	0	1136	1169	12.9	0	0.5	0	0	99
1997	12.4	13.2	89.0	1.7	3	0	884	845	12.4	0	0	0	0	100
1998	12.1	12.6	90.0	1.5	2	0	822	840	12.1	0	0	0	0	86
1999	11.5	12.8	90.0	1.1	2	0	774	826	11.5	0	0	0	0	79
2000	11.8	13.2	90.0	0.7	2	0	850	832	11.8	0	0	0	0	77
2001	11.0	12.7	91.0	0.8	2	0	838	816	11.0	0	0	0	0	87
2002	12.4	12.2	91.0	1.1	2	0	777	846	12.4	0	0	0	0	94
2003	13.3	12.5	91.0	0.9	2	0	903	865	13.3	0	0	0	0	63
2004	12.2	13.2	91.0	0.0	2	0	842	842	12.2	0	0	0	0	79
2005	12.4	12.8	92.0	0.0	2	0	873	846	12.4	0	0	0	0	90
2006	12.0	12.3	93.0	0.0	2	0	790	778	12.0	0	0	0	1	76
2007	11.8	11.0	95.0	0.0	2	0	725	713	11.8	0	0	0	2	95
2008	10.3	10.9	95.0	0.0	2	0	613	621	10.3	0	0	0	3	80
2009	10.8	10.2	96.0	0.0	2	0	563	573	10.8	0	0	0	4	67
2010	9.9	8.8	97.0	0.6	2	0	499	493	9.9	0	0	0	5	
2011		9.2	97.0	0.3	2	0		478	9.2	0	0	0	5	
2012		9.4	97.0	0.0	2	0		484	9.4	0	0	0	5	
2013		9.4	97.0	0.0	2	0		484	9.4	0	0	0	5	
2014		9.4	97.0	0.0	2	0		484	9.4	0	0	0	5	
2015		9.4	97.0	0.0	2	0		484	9.4	0	0	0	5	
2016		9.4	97.0	0.0	2	0		484	9.4	0	0	0	5	
2017		9.4	97.0	0.0	2	0		484	9.4	0	0	0	5	
2018		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2019		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2020		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2021		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2022		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2023		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2024		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2025		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2026		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2027		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2028		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2029		9.4	97.0	0	2	0		484	9.4	0	0	0	5	
2030		9.4	97.0	0	2	0		484	9.4	0	0	0	5	

Alberta

			%Wearing										
	FatalRate	Pred	Belts	Unempl	Alcohol	Dumles81	Dum96on	InjuryRate	Pred	FatalRate	Dum7886	Time0510	Alcohol deaths
1972	43.8	48.1	2	0.0	5	1	0	1308	1182	43.8	0	0	
1973	56.1	48.1	2	0.0	5	1	0	1579	1384	56.1	0	0	
1974	57.8	48.1	2	0.0	5	1	0	1462	1413	57.8	0	0	
1975	50.6	47.9	3	0.0	5	1	0	1352	1294	50.6	0	0	
1976	45.3	47.7	4	0.0	5	1	0	1291	1207	45.3	0	0	
1977	45.4	47.5	5	0.0	5	1	0	847	1209	45.4	0	0	
1978	38.0	47.3	6	0.0	5	1	0	1475	1379	38.0	1	0	
1979	44.0	46.9	8	0.0	5	1	0	1345	1479	44.0	1	0	
1980	41.7	46.9	8	0.0	5	1	0	1583	1441	41.7	1	0	
1981	41.4	46.5	10	0.0	5	1	0	1454	1435	41.4	1	0	
1982	28.8	29.9	13	0.7	5	0	0	1259	1229	28.8	1	0	
1983	23.3	25.8	14	4.0	5	0	0	1045	1137	23.3	1	0	
1984	23.7	24.8	17	4.3	5	0	0	955	998	23.7	0.5	0	
1985	25.7	25.8	21	2.8	5	0	0	958	1032	25.7	0.5	0	
1986	23.3	21.7	40	2.9	5	0	0	987	992	23.3	0.5	0	
1987	20.7	17.2	61	2.6	5	0	0	805	803	20.7	0	0	136
1988	17.6	17.3	67	1.0	4	0	0	712	752	17.6	0	0	125
1989	17.8	16.7	73	0.2	3	0	0	721	755	17.8	0	0	105
1990	14.2	15.8	77	0.0	3	0	0	645	696	14.2	0	0	81
1991	14.2	14.1	78	1.2	3	0	0	661	695	14.2	0	0	93
1992	12.4	12.0	80	2.5	2	0	0	631	667	12.4	0	0	78
1993	12.0	11.3	82	2.6	2	0	0	602	660	12.0	0	0	68
1994	11.8	12.1	83	1.8	2	0	0	603	657	11.8	0	0	77
1995	12.3	12.8	85	0.8	2	0	0	637	665	12.3	0	0	70
1996	10.2	11.5	86	0.0	2	0	0.5	652	631	10.2	0	0	70
1997	12.1	11.4	86	0.0	2	0	0.5	677	662	12.1	0	0	79
1998	11.6	11.6	85	0.0	2	0	0.5	675	654	11.6	0	0	89
1999	9.1	9.4	85	0.0	2	0	1	668	612	9.1	0	0	67
2000	9.3	9.4	85	0.0	2	0	1	674	615	9.3	0	0	67
2001	10.0	9.8	84	0.0	2	0	1	682	627	10.0	0	0	80
2002	10.1	9.7	84	0.0	2	0	1	783	628	10.1	0	0	75
2003	9.8	9.9	84	0.0	2	0	1	671	624	9.8	0	0	90
2004	10.0	10.0	83	0.0	2	0	1	627	627	10.0	0	0	68
2005	10.6	10.1	83	0.0	2	0	1	555	599	10.6	0	1	104
2006	10.0	9.3	86	0.0	2	0	1	571	552	10.0	0	2	104
2007	9.6	8.8	88	0.0	2	0	1	513	509	9.6	0	3	99
2008	8.6	8.5	89	0.0	2	0	1	464	456	8.6	0	4	93
2009	7.1	8.0	91	0.0	2	0	1	386	393	7.1	0	5	80
2010	6.9	7.8	92	0.0	2	0	1		353	6.9	0	6	
2011		7.6	93	0.0	2	0	1		365	7.6	0	6	
2012		7.4	94	0.0	2	0	1		361	7.4	0	6	
2013		7.2	95	0.0	2	0	1		358	7.2	0	6	
2014		7.0	96	0.0	2	0	1		354	7.0	0	6	
2015		7.0	96	0.0	2	0	1		354	7.0	0	6	
2016		7.0	96	0.0	2	0	1		354	7.0	0	6	
2017		7.0	96	0.0	2	0	1		354	7.0	0	6	
2018		7.0	96	0.0	2	0	1		354	7.0	0	6	
2019		7.0	96	0.0	2	0	1		354	7.0	0	6	
2020		7.0	96	0.0	2	0	1		354	7.0	0	6	
2021		7.0	96	0.0	2	0	1		354	7.0	0	6	
2022		7.0	96	0.0	2	0	1		354	7.0	0	6	
2023		7.0	96	0.0	2	0	1		354	7.0	0	6	
2024		7.0	96	0.0	2	0	1		354	7.0	0	6	
2025		7.0	96	0.0	2	0	1		354	7.0	0	6	
2026		7.0	96	0.0	2	0	1		354	7.0	0	6	
2027		7.0	96	0.0	2	0	1		354	7.0	0	6	
2028		7.0	96	0.0	2	0	1		354	7.0	0	6	
2029		7.0	96	0.0	2	0	1		354	7.0	0	6	
2030		7.0	96	0.0	2	0	1		354	7.0	0	6	

Saskatchewan

	FatalRate	Pred	%Wearing Belts	Unempl	Alcohol	Dumles80	InjuryRate	Pred	FatalRate	Dum6668	Dum07on	Alcohol deaths
1965	56.5	60.6	0	0	7	1	1753	1894	56.5	0	0	60
1966	66.4	60.6	0	0	7	1	1702	1720	66.4	1	0	60
1967	68.0	60.6	0	0	7	1	1713	1765	68.0	1	0	60
1968	64.5	60.6	0	0	7	1	1737	1667	64.5	1	0	60
1969	54.5	60.3	1	0	7	1	1617	1839	54.5	0	0	60
1970	51.2	59.9	2	0	7	1	1729	1745	51.2	0	0	60
1971	51.8	59.9	2	0	7	1	1933	1761	51.8	0	0	60
1972	62.4	59.9	2	0	7	1	2139	2065	62.4	0	0	60
1973	58.9	59.6	3	0	7	1	2241	1965	58.9	0	0	60
1974	67.8	59.3	4	0	7	1	2207	2219	67.8	0	0	60
1975	61.1	57.9	8	0	7	1	2201	2027	61.1	0	0	60
1976	51.9	55.6	15	0	7	1	1885	1764	51.9	0	0	60
1977	49.3	52.6	24	0	7	1	1724	1689	49.3	0	0	60
1978	53.0	49.6	33	0	7	1	1587	1797	53.0	0	0	60
1979	48.0	48.2	37	0	7	1	1503	1653	48.0	0	0	60
1980	42.4	43.1	38	0	7	0.5	1421	1493	42.4	0	0	60
1981	41.9	38.7	37	0	7	0	1383	1478	41.9	0	0	60
1982	38.6	37.3	40	0.3	7	0	1371	1386	38.6	0	0	60
1983	35.0	35.1	41	1.7	7	0	1231	1283	35.0	0	0	60
1984	31.3	34.9	40	2.1	7	0	1121	1178	31.3	0	0	60
1985	28.5	33.2	45	2.1	7	0	1129	1097	28.5	0	0	60
1986	30.3	28.5	61	1.7	7	0	1091	1147	30.3	0	0	60
1987	27.9	24.3	69	1.3	6	0	1080	1079	27.9	0	0	60
1988	22.3	23.2	70	1.4	6	0	975	920	22.3	0	0	40
1989	21.0	19.2	77	1.4	5	0	889	881	21.0	0	0	59
1990	16.9	18.7	81	1.0	5	0	844	767	16.9	0	0	36
1991	18.3	15.8	83	1.4	4	0	821	806	18.3	0	0	46
1992	12.4	12.5	86	2.0	3	0	695	638	12.4	0	0	34
1993	13.5	11.1	86	2.3	3	0	708	668	13.5	0	0	33
1994	13.6	13.0	87	0.9	3	0	740	672	13.6	0	0	27
1995	13.8	12.4	89	0.7	3	0	708	678	13.8	0	0	37
1996	11.5	12.4	89	0.6	3	0	616	612	11.5	0	0	28
1997	12.5	11.9	90	0.0	2	0	612	640	12.5	0	0	27
1998	10.6	12.0	90	0.0	2	0	518	585	10.6	0	0	28
1999	12.6	11.6	91	0.0	2	0	560	643	12.6	0	0	41
2000	12.0	13.4	91	0.0	3	0	657	626	12.0	0	0	29
2001	11.6	12.3	92	0	3	0	548	615	11.6	0	0	47
2002	11.7	13.3	92	0	3	0	653	618	11.7	0	0	32
2003	11.2	11.5	93	0	3	0	618	602	11.2	0	0	36
2004	10.5	11.8	93	0	3	0	647	582	10.5	0	0	28
2005	13.2	11.9	93	0	3	0	613	659	13.2	0	0	32
2006	11.3	12.3	93	0	3	0	605	605	11.3	0	0	35
2007	9.8	11.8	94	0	3	0	509	489	9.8	0	1	35
2008	11.3	12.1	95	0	3	0	541	532	11.3	0	1	49
2009	12.1	12.3	96	0	4	0	526	555	12.1	0	1	43
2010	12.9	11.5	97	0	3	0		577	12.9	0	1	
2011		11.5	97	0	3	0		536	11.5	0	1	
2012		11.5	97	0	3	0		536	11.5	0	1	
2013		11.5	97	0	3	0		536	11.5	0	1	
2014		11.5	97	0	3	0		536	11.5	0	1	
2015		11.5	97	0	3	0		536	11.5	0	1	
2016		11.5	97	0	3	0		536	11.5	0	1	
2017		11.5	97	0	3	0		536	11.5	0	1	
2018		11.5	97	0	3	0		536	11.5	0	1	
2019		11.5	97	0	3	0		536	11.5	0	1	
2020		11.5	97	0	3	0		536	11.5	0	1	
2021		11.5	97	0	3	0		536	11.5	0	1	
2022		11.5	97	0	3	0		536	11.5	0	1	
2023		11.5	97	0	3	0		536	11.5	0	1	
2024		11.5	97	0	3	0		536	11.5	0	1	
2025		11.5	97	0	3	0		536	11.5	0	1	
2026		11.5	97	0	3	0		536	11.5	0	1	
2027		11.5	97	0	3	0		536	11.5	0	1	
2028		11.5	97	0	3	0		536	11.5	0	1	
2029		11.5	97	0	3	0		536	11.5	0	1	
2030		11.5	97	0	3	0		536	11.5	0	1	

Manitoba

	FatalRate	Pred	%Wearing Belts	Unempl	Alcohol	Timeles79	Dum07on	InjuryRate	Pred	FatalRate	Dum6569	Dum8994	Dum95on	Alcohol deaths
1965	50.7	51.8	0	0	5	14	0	2082	2198	50.7	1	0	0	
1966	56.3	50.6	0	0	5	13	0	2187	2375	56.3	1	0	0	
1967	53.2	49.4	0	0	5	12	0	2274	2276	53.2	1	0	0	
1968	48.5	48.2	0	0	5	11	0	2080	2129	48.5	1	0	0	
1969	39.8	46.7	1	0	5	10	0	2203	1849	39.8	1	0	0	
1970	35.3	45.3	2	0	5	9	0	2138	2078	35.3	0	0	0	
1971	39.8	44.1	2	0	5	8	0	2044	2220	39.8	0	0	0	
1972	38.3	42.8	2	0	5	7	0	2489	2173	38.3	0	0	0	
1973	52.9	41.6	2	0	5	6	0	2727	2638	52.9	0	0	0	
1974	43.7	40.4	2	0	5	5	0	2415	2345	43.7	0	0	0	
1975	43.4	39.2	2	0	5	4	0	2156	2335	43.4	0	0	0	
1976	43.7	37.7	3	0	5	3	0	2255	2347	43.7	0	0	0	
1977	35.8	36.5	3	0	5	2	0	2238	2094	35.8	0	0	0	
1978	36.7	35.3	3	0	5	1	0	2195	2123	36.7	0	0	0	
1979	32.3	33.9	4	0	5	0	0	2028	1982	32.3	0	0	0	
1980	30.9	33.9	4	0	5	0	0	1919	1936	30.9	0	0	0	
1981	34.9	32.6	5	0.7	5	0	0	1935	2065	34.9	0	0	0	
1982	26.8	30.1	7	2.0	5	0	0	1831	1807	26.8	0	0	0	
1983	21.7	24.1	26	2.9	5	0	0	1762	1643	21.7	0	0	0	
1984	19.0	20.5	41	2.8	5	0	0	1743	1556	19.0	0	0	0	
1985	18.4	21.2	42	2.2	5	0	0	1519	1538	18.4	0	0	0	
1986	21.4	19.8	50	1.8	5	0	0	1446	1634	21.4	0	0	0	
1987	19.2	18.7	56	1.6	5	0	0	1390	1564	19.2	0	0	0	47
1988	15.0	16.7	62	1.6	4	0	0	1279	1430	15.0	0	0	0	41
1989	15.9	14.8	67	1.5	4	0	0	1369	1549	15.9	0	1	0	38
1990	12.2	14.1	68	1.8	4	0	0	1360	1431	12.2	0	1	0	29
1991	12.0	11.7	73	2.4	3	0	0	1537	1424	12.0	0	1	0	41
1992	11.9	10.3	76	3.1	4	0	0	1625	1421	11.9	0	1	0	29
1993	12.9	9.4	78	3.1	3	0	0	1509	1454	12.9	0	1	0	41
1994	10.9	9.4	82	2.4	3	0	0	1269	1389	10.9	0	1	0	34
1995	12.4	9.9	82	1.7	3	0	0	1143	1134	12.4	0	0	0.5	31
1996	8.9	10.8	82	1.0	2	0	0	970	1021	8.9	0	0	0.5	20
1997	10.6	10.9	84	0.4	2	0	0	839	861	10.6	0	0	1	26
1998	11.1	11.2	85	0	2	0	0	856	879	11.1	0	0	1	20
1999	10.0	10.9	86	0	2	0	0	851	844	10.0	0	0	1	19
2000	9.9	10.7	87	0	2	0	0	894	839	9.9	0	0	1	23
2001	8.3	10.6	88	0	2	0	0	799	791	8.3	0	0	1	24
2002	10.9	10.4	90	0	2	0	0	949	873	10.9	0	0	1	21
2003	8.7	9.8	91	0	2	0	0	796	801	8.7	0	0	1	27
2004	9.8	9.5	92	0	2	0	0	891	835	9.8	0	0	1	23
2005	9.7	9.1	93	0	2	0	0	788	728	9.7	0	0	1.25	10
2006	10.3	9.6	91	0	2	0	0	729	746	10.3	0	0	1.25	25
2007	7.9	7.6	91	0	2	0	1	617	669	7.9	0	0	1.25	27
2008	6.9	7.7	92	0	2	0	1	689	639	6.9	0	0	1.25	26
2009	7.6	7.2	94	0	2	0	1	616	660	7.6	0	0	1.25	26
2010	7.3	7.1	94	0	2	0	1		650	7.3	0	0	1.25	
2011		6.9	95	0	2	0	1		637	6.9	0	0	1.25	
2012		6.9	95	0	2	0	1		637	6.9	0	0	1.25	
2013		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2014		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2015		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2016		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2017		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2018		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2019		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2020		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2021		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2022		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2023		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2024		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2025		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2026		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2027		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2028		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2029		6.6	96	0	2	0	1		630	6.6	0	0	1.25	
2030		6.6	96	0	2	0	1		630	6.6	0	0	1.25	

Ontario

			%Wearing										
	FatalRate	Pred	Belts	Unempl	Alcohol	Timeles73	Dum7792	InjuryRate	Pred	Belts	Dumles71	Time0406	Alcohol deaths
1965	63.7	60.0	0	0	4	8	0	2409	2333	48.6	1	0	
1966	59.2	58.6	0	0	4	7	0	2418	2333	48.6	1	0	
1967	60.3	57.2	0	0	4	6	0	2362	2333	48.6	1	0	
1968	51.2	55.7	0	0	4	5	0	2311	2333	48.6	1	0	
1969	51.0	53.8	1	0	4	4	0	2270	2311	48.2	1	0	
1970	44.7	52.0	2	0	4	3	0	2190	2290	47.7	1	0	
1971	49.9	50.1	3	0	4	2	0	2386	2437	47.3	0.5	0	
1972	50.9	47.8	5	0	4	1	0	2505	2563	46.4	0	0	
1973	48.5	45.4	7	0	4	0	0	2422	2520	45.5	0	0	
1974	42.0	44.6	9	0	4	0	0	2371	2476	44.6	0	0	
1975	42.7	38.3	23	0	4	0	0	2302	2174	38.4	0	0	
1976	35.1	34.3	32	0	4	0	0	1945	1979	34.4	0	0	
1977	31.5	32.2	30	0	4	0	0.5	2124	2022	35.2	0	0	
1978	30.3	30.9	33	0	4	0	0.5	1987	1957	33.9	0	0	
1979	30.3	28.4	32	0	4	0	1	1965	1979	34.4	0	0	
1980	28.4	27.1	35	0	4	0	1	1907	1914	33.0	0	0	
1981	26.7	25.5	38	0.8	4	0	1	1856	1849	31.7	0	0	
1982	22.0	23.8	41	1.9	4	0	1	1796	1784	30.3	0	0	
1983	21.9	20.9	47	2.7	4	0	1	1667	1655	27.7	0	0	
1984	18.8	19.7	50	2.1	4	0	1	1617	1590	26.3	0	0	
1985	18.4	18.8	53	1.0	4	0	1	1688	1525	25.0	0	0	
1986	15.6	17.7	56	0.0	4	0	1	1536	1460	23.7	0	0	
1987	15.6	16.4	59	0.0	4	0	1	1541	1395	22.3	0	0	327
1988	14.4	15.0	62	0.0	3	0	1	1379	1330	21.0	0	0	274
1989	14.0	14.4	63	0.0	3	0	1	1314	1308	20.5	0	0	297
1990	12.1	12.1	68	0.0	3	0	1	1100	1200	18.3	0	0	258
1991	11.7	9.8	72	1.8	3	0	1	960	1114	16.5	0	0	276
1992	11.4	10.9	75	3.4	3	0	0.5	954	1049	15.2	0	0	282
1993	11.2	11.6	80	3.4	3	0	0	901	941	13.0	0	0	317
1994	9.3	10.8	82	2.8	3	0	0	843	898	12.1	0	0	261
1995	10.1	9.6	85	2.1	2	0	0	857	833	10.7	0	0	254
1996	8.6	8.3	88	1.7	2	0	0	829	768	9.4	0	0	169
1997	8.9	7.9	89	1.2	2	0	0	783	746	9.0	0	0	196
1998	7.9	8.2	89	0.3	2	0	0	735	746	9.0	0	0	170
1999	8.4	7.8	90	0.0	1	0	0	727	725	8.5	0	0	171
2000	7.5	7.8	90	0.0	1	0	0	721	725	8.5	0	0	138
2001	7.6	7.3	91	0.0	1	0	0	705	703	8.1	0	0	131
2002	7.2	7.3	91	0.0	1	0	0	679	703	8.1	0	0	124
2003	7.8	7.3	91	0.0	1	0	0	669	703	8.1	0	0	147
2004	6.7	6.8	92	0.0	1	0	0	600	633	7.6	0	1	131
2005	6.4	6.8	92	0.0	1	0	0	572	584	7.6	0	2	127
2006	6.2	6.8	92	0.0	1	0	0	525	535	7.6	0	3	136
2007	6.4	6.4	93	0.0	1	0	0	535	514	7.2	0	3	146
2008	5.3	5.8	94	0.3	1	0	0	480	492	6.7	0	3	100
2009	5.0	5.1	95	1.1	1	0	0	491	470	6.3	0	3	98
2010	4.5	4.5	96	1.5	1	0	0		449	5.8	0	3	
2011		4.6	96	1.1	1	0	0		449	5.8	0	3	
2012		4.7	96	0.8	1	0	0		449	5.8	0	3	
2013		4.7	96	0.8	1	0	0		449	5.8	0	3	
2014		4.7	96	0.8	1	0	0		449	5.8	0	3	
2015		4.7	96	0.8	1	0	0		449	5.8	0	3	
2016		4.7	96	0.8	1	0	0		449	5.8	0	3	
2017		4.7	96	0.8	1	0	0		449	5.8	0	3	
2018		4.7	96	0.8	1	0	0		449	5.8	0	3	
2019		4.7	96	0.8	1	0	0		449	5.8	0	3	
2020		4.7	96	0.8	1	0	0		449	5.8	0	3	
2021		4.7	96	0.8	1	0	0		449	5.8	0	3	
2022		4.7	96	0.8	1	0	0		449	5.8	0	3	
2023		4.7	96	0.8	1	0	0		449	5.8	0	3	
2024		4.7	96	0.8	1	0	0		449	5.8	0	3	
2025		4.7	96	0.8	1	0	0		449	5.8	0	3	
2026		4.7	96	0.8	1	0	0		449	5.8	0	3	
2027		4.7	96	0.8	1	0	0		449	5.8	0	3	
2028		4.7	96	0.8	1	0	0		449	5.8	0	3	
2029		4.7	96	0.8	1	0	0		449	5.8	0	3	
2030		4.7	96	0.8	1	0	0		449	5.8	0	3	

Quebec

			%Wearing									
	FatalRate	Pred	Belts	Unempl	Alcohol	Timeles80	Dum01on	InjuryRate	Pred	FatalRate	Dum7888	Time0610	Alcohol deaths
1965	96.2	95.5	0	0	11	15	0	2441	2363	96.2	0	0	
1966	99.0	92.8	0	0	11	14	0	2364	2416	99.0	0	0	
1967	87.8	90.2	0	0	11	13	0	2397	2208	87.8	0	0	
1968	84.1	87.5	0	0	11	12	0	2238	2138	84.1	0	0	
1969	81.7	84.4	1	0	11	11	0	2121	2094	81.7	0	0	
1970	75.2	81.3	2	0	11	10	0	1905	1973	75.2	0	0	
1971	75.1	78.7	2	0	11	9	0	1958	1971	75.1	0	0	
1972	82.4	75.6	3	0	11	8	0	2088	2108	82.4	0	0	
1973	82.3	72.5	4	0	11	7	0	1862	2106	82.3	0	0	
1974	68.9	69.0	6	0	11	6	0	1980	1858	68.9	0	0	
1975	65.3	64.6	10	0	11	5	0	1792	1791	65.3	0	0	
1976	53.7	59.3	16	0.0	11	4	0	1465	1575	53.7	0	0	
1977	49.9	54.5	21	0.0	11	3	0	1405	1505	49.9	0	0	
1978	53.6	51.1	23	0.4	11	2	0	1748	1885	53.6	1	0	
1979	52.1	47.5	25	0.3	11	1	0	1835	1857	52.1	1	0	
1980	42.6	44.0	27	0.1	11	0	0	1787	1681	42.6	1	0	
1981	42.2	40.0	37	1.5	11	0	0	1703	1672	42.2	1	0	
1982	34.3	37.0	45	2.9	11	0	0	1438	1526	34.3	1	0	
1983	36.4	38.1	43	3.8	11	0	0	1518	1565	36.4	1	0	
1984	35.2	37.9	43	3.2	11	0	0	1589	1544	35.2	1	0	
1985	37.7	34.5	50	2.1	11	0	0	1678	1589	37.7	1	0	
1986	26.4	28.5	63	1.1	11	0	0	1465	1381	26.4	1	0	
1987	25.6	25.6	69	0.2	11	0	0	1376	1365	25.6	1	0	474
1988	22.8	24.9	69	0.0	10	0	0	1240	1313	22.8	1	0	469
1989	22.3	20.6	77	0.0	9	0	0	1123	994	22.3	0	0	454
1990	20.4	17.6	83	0.7	8	0	0	1000	959	20.4	0	0	389
1991	18.7	17.2	83	1.8	7	0	0	942	927	18.7	0	0	379
1992	17.9	16.1	85	2.7	6	0	0	926	913	17.9	0	0	303
1993	16.9	14.6	87	2.8	5	0	0	859	894	16.9	0	0	260
1994	13.5	13.7	88	2.3	4	0	0	794	830	13.5	0	0	266
1995	12.9	13.1	89	1.9	4	0	0	780	820	12.9	0	0	264
1996	12.5	12.9	89	1.6	4	0	0	748	812	12.5	0	0	269
1997	11.4	12.2	90	1.2	4	0	0	756	791	11.4	0	0	244
1998	9.9	11.7	90	0.4	4	0	0	738	763	9.9	0	0	234
1999	10.5	11.5	90	0.0	3	0	0	731	775	10.5	0	0	209
2000	10.1	11.3	90	0.0	3	0	0	755	768	10.1	0	0	221
2001	7.5	8.8	90	0.0	3	0	1	708	720	7.5	0	0	193
2002	8.9	8.3	91	0.0	3	0	1	749	744	8.9	0	0	211
2003	7.9	8.3	91	0.0	3	0	1	754	726	7.9	0	0	233
2004	8.0	8.5	91	0.0	3	0	1	778	728	8.0	0	0	214
2005	9.8	8.7	91	0	4	0	1	871	762	9.8	0	0	245
2006	8.5	8.1	92	0	3	0	1	711	713	8.5	0	1	251
2007	7.2	7.4	93	0	3	0	1	679	666	7.2	0	2	192
2008	7.0	6.8	94	0	3	0	1	632	638	7.0	0	3	174
2009	5.9	6.3	95	0	2	0	1	592	594	5.9	0	4	188
2010	6.5	5.8	96	0	2	0	1		581	6.5	0	5	
2011		5.4	97	0	2	0	1		560	5.4	0	5	
2012		5.4	97	0	2	0	1		560	5.4	0	5	
2013		5.4	97	0	2	0	1		560	5.4	0	5	
2014		5.4	97	0	2	0	1		560	5.4	0	5	
2015		5.4	97	0	2	0	1		560	5.4	0	5	
2016		5.4	97	0	2	0	1		560	5.4	0	5	
2017		5.4	97	0	2	0	1		560	5.4	0	5	
2018		5.4	97	0	2	0	1		560	5.4	0	5	
2019		5.4	97	0	2	0	1		560	5.4	0	5	
2020		5.4	97	0	2	0	1		560	5.4	0	5	
2021		5.4	97	0	2	0	1		560	5.4	0	5	
2022		5.4	97	0	2	0	1		560	5.4	0	5	
2023		5.4	97	0	2	0	1		560	5.4	0	5	
2024		5.4	97	0	2	0	1		560	5.4	0	5	
2025		5.4	97	0	2	0	1		560	5.4	0	5	
2026		5.4	97	0	2	0	1		560	5.4	0	5	
2027		5.4	97	0	2	0	1		560	5.4	0	5	
2028		5.4	97	0	2	0	1		560	5.4	0	5	
2029		5.4	97	0	2	0	1		560	5.4	0	5	
2030		5.4	97	0	2	0	1		560	5.4	0	5	

New Brunswick

	FatalRate	Pred	%Wearing Belts	Unempl	Alcohol	Timeles79	InjuryRate	Pred	FatalRate	Dum6567	Dum8192	Dum02on	Alcohol deaths
1965	112.1	116.1	0	0	8	14	2147	2097	112.1	1	0	0	
1966	118.5	111.9	0	0	8	13	2184	2172	118.5	1	0	0	
1967	115.9	107.7	0	0.0	8	12	2080	2142	115.9	1	0	0	
1968	103.1	103.3	0	0.2	8	11	1768	1735	103.1	0	0	0	
1969	93.1	98.1	1	0.8	8	10	1535	1616	93.1	0	0	0	
1970	85.2	92.7	2	1.4	8	9	1457	1524	85.2	0	0	0	
1971	77.8	88.0	2	1.8	8	8	1399	1436	77.8	0	0	0	
1972	78.0	83.7	2	1.9	8	7	1431	1438	78.0	0	0	0	
1973	87.2	79.6	2	1.8	8	6	1479	1547	87.2	0	0	0	
1974	89.7	75.3	2	2.0	8	5	1453	1576	89.7	0	0	0	
1975	68.5	70.4	2	2.6	8	4	1451	1326	68.5	0	0	0	
1976	67.8	64.8	3	3.4	8	3	1387	1318	67.8	0	0	0	
1977	57.6	59.9	3	4.0	8	2	1326	1198	57.6	0	0	0	
1978	55.6	55.8	3	4.0	8	1	1307	1174	55.6	0	0	0	
1979	59.2	51.6	4	3.6	8	0	1247	1217	59.2	0	0	0	
1980	46.6	51.1	5	3.6	8	0	1146	1068	46.6	0	0	0	
1981	41.0	50.8	4	4.3	8	0	1144	1138	41.0	0	0.5	0	
1982	46.4	40.4	24	5.4	8	0	1186	1202	46.4	0	0.5	0	
1983	27.8	30.2	44	6.3	8	0	1159	1119	27.8	0	1	0	
1984	32.2	29.7	44	6.7	8	0	1146	1171	32.2	0	1	0	
1985	28.2	27.1	50	6.6	8	0	1141	1124	28.2	0	1	0	
1986	23.5	25.5	55	6.0	8	0	1134	1068	23.5	0	1	0	
1987	24.1	25.5	57	5.2	8	0	1093	1075	24.1	0	1	0	44
1988	23.4	25.3	58	4.5	7	0	1013	1067	23.4	0	1	0	53
1989	21.9	22.9	63	4.2	6	0	1076	1049	21.9	0	1	0	45
1990	21.4	18.6	70	4.3	5	0	1000	1044	21.4	0	1	0	30
1991	16.4	16.7	73	4.6	4	0	965	985	16.4	0	1	0	26
1992	17.7	15.8	76	4.7	5	0	826	864	17.7	0	0.5	0	36
1993	17.4	13.3	81	4.6	5	0	712	724	17.4	0	0	0	52
1994	9.3	13.8	80	4.3	4	0	621	627	9.3	0	0	0	22
1995	13.4	13.0	81	4.0	3	0	657	676	13.4	0	0	0	33
1996	11.3	10.8	86	4.0	3	0	560	651	11.3	0	0	0	23
1997	12.9	11.2	85	3.9	3	0	621	670	12.9	0	0	0	26
1998	11.9	11.6	85	3.5	3	0	652	659	11.9	0	0	0	24
1999	13.4	11.5	86	2.9	2	0	647	676	13.4	0	0	0	22
2000	11.2	12.0	86	2.5	3	0	647	650	11.2	0	0	0	15
2001	11.7	12.3	86	2.4	3	0	686	656	11.7	0	0	0	27
2002	12.8	12.5	86	2.3	3	0	592	591	12.8	0	0	0.5	23
2003	11.8	12.5	86	2.1	3	0	572	579	11.8	0	0	0.5	23
2004	10.3	13.0	86	1.8	3	0	573	483	10.3	0	0	1	15
2005	13.8	13.4	86	1.3	2	0	508	524	13.8	0	0	1	19
2006	12.2	12.7	89	0.7	2	0	452	506	12.2	0	0	1	21
2007	11.1	12.2	91	0.4	2	0	460	492	11.1	0	0	1	22
2008	10.0	11.2	93	0.5	2	0	482	479	10.0	0	0	1	16
2009	9.0	10.1	94	0.8	2	0	481	468	9.0	0	0	1	16
2010	11.4	9.2	95	1.2	2	0		496	11.4	0	0	1	
2011		8.6	95	1.6	2	0		463	8.6	0	0	1	
2012		7.8	96	2.0	2	0		453	7.8	0	0	1	
2013		7.5	96	2.2	2	0		450	7.5	0	0	1	
2014		7.1	97	2.2	2	0		445	7.1	0	0	1	
2015		7.1	97	2.2	2	0		445	7.1	0	0	1	
2016		7.1	97	2.2	2	0		445	7.1	0	0	1	
2017		7.1	97	2.2	2	0		445	7.1	0	0	1	
2018		7.1	97	2.2	2	0		445	7.1	0	0	1	
2019		7.1	97	2.2	2	0		445	7.1	0	0	1	
2020		7.1	97	2.2	2	0		445	7.1	0	0	1	
2021		7.1	97	2.2	2	0		445	7.1	0	0	1	
2022		7.1	97	2.2	2	0		445	7.1	0	0	1	
2023		7.1	97	2.2	2	0		445	7.1	0	0	1	
2024		7.1	97	2.2	2	0		445	7.1	0	0	1	
2025		7.1	97	2.2	2	0		445	7.1	0	0	1	
2026		7.1	97	2.2	2	0		445	7.1	0	0	1	
2027		7.1	97	2.2	2	0		445	7.1	0	0	1	
2028		7.1	97	2.2	2	0		445	7.1	0	0	1	
2029		7.1	97	2.2	2	0		445	7.1	0	0	1	
2030		7.1	97	2.2	2	0		445	7.1	0	0	1	

Nova Scotia

			%Wearing											
	FatalRate	Pred	Belts	Unempl	Alcohol	Timeles79	Dum98on	InjuryRate	Pred	FatalRate	Dum7175	Dum0207	Dum08on	Alcohol deaths
1965	101.5	107.0	0	0	7	14	0	1649	1544	101.5	0	0	0	
1966	103.6	102.7	0	0	7	13	0	1553	1565	103.6	0	0	0	
1967	109.9	98.5	0	0	7	12	0	1652	1625	109.9	0	0	0	
1968	91.5	93.8	0	0.3	7	11	0	1466	1449	91.5	0	0	0	
1969	87.1	88.3	1	1.0	7	10	0	1363	1408	87.1	0	0	0	
1970	73.7	82.9	2	1.6	7	9	0	1211	1280	73.7	0	0	0	
1971	71.6	77.7	2	2.2	7	8	0	1129	1103	71.6	1	0	0	
1972	76.5	73.5	2	2.2	7	7	0	1137	1150	76.5	1	0	0	
1973	78.0	69.8	2	1.9	7	6	0	1141	1165	78.0	1	0	0	
1974	71.1	65.2	2	2.1	7	5	0	1102	1099	71.1	1	0	0	
1975	62.9	60.3	2	2.6	7	4	0	1028	1020	62.9	1	0	0	
1976	50.9	54.4	3	3.5	7	3	0	1076	1062	50.9	0	0	0	
1977	43.7	49.1	4	4.0	7	2	0	961	993	43.7	0	0	0	
1978	51.1	44.2	5	4.3	7	1	0	1013	1064	51.1	0	0	0	
1979	39.7	40.0	6	4.1	7	0	0	960	955	39.7	0	0	0	
1980	40.9	40.0	7	3.9	7	0	0	923	967	40.9	0	0	0	
1981	33.7	38.3	8	4.8	7	0	0	888	898	33.7	0	0	0	
1982	35.8	36.5	8	6.1	7	0	0	917	918	35.8	0	0	0	
1983	32.0	34.2	11	7.1	7	0	0	871	882	32.0	0	0	0	
1984	27.3	27.4	35	7.3	7	0	0	870	837	27.3	0	0	0	
1985	26.8	21.2	58	7.2	7	0	0	911	832	26.8	0	0	0	
1986	21.3	22.2	56	6.9	7	0	0	661	780	21.3	0	0	0	
1987	23.2	23.0	59	5.8	7	0	0	817	798	23.2	0	0	0	42
1988	19.0	21.2	68	4.7	6	0	0	710	758	19.0	0	0	0	60
1989	15.0	20.3	72	4.2	6	0	0	774	719	15.0	0	0	0	45
1990	17.6	17.3	74	4.9	4	0	0	652	744	17.6	0	0	0	38
1991	13.6	14.5	77	6.0	4	0	0	726	706	13.6	0	0	0	31
1992	13.1	11.5	80	7.2	4	0	0	713	701	13.1	0	0	0	36
1993	11.2	10.4	81	7.7	4	0	0	727	683	11.2	0	0	0	32
1994	9.7	9.5	85	7.3	3	0	0	663	668	9.7	0	0	0	31
1995	11.7	9.8	87	6.7	3	0	0	668	688	11.7	0	0	0	32
1996	11.7	10.1	87	6.2	3	0	0	654	687	11.7	0	0	0	29
1997	8.9	10.5	88	5.7	3	0	0	673	661	8.9	0	0	0	22
1998	8.6	7.0	88	4.7	3	0	1	674	658	8.6	0	0	0	30
1999	10.3	8.7	88	3.7	3	0	1	721	675	10.3	0	0	0	31
2000	9.3	8.9	88	3.5	3	0	1	757	665	9.3	0	0	0	26
2001	7.9	8.4	88	3.5	2	0	1	647	651	7.9	0	0	0	23
2002	8.0	7.9	88	3.5	2	0	1	574	524	8.0	0	1	0	20
2003	6.4	7.7	89	3.2	2	0	1	504	508	6.4	0	1	0	18
2004	9.4	8.4	89	2.8	2	0	1	533	537	9.4	0	1	0	12
2005	7.0	8.4	90	2.4	1	0	1	488	513	7.0	0	1	0	18
2006	8.2	8.7	91	2.1	2	0	1	471	526	8.2	0	1	0	11
2007	9.7	8.8	91	1.8	1	0	1	578	540	9.7	0	1	0	17
2008	8.4	8.6	91	2.3	2	0	1	743	755	8.4	0	0	1	12
2009	6.8	7.8	91	2.7	2	0	1	752	740	6.8	0	0	1	19
2010	6.8	7.5	90	3.1	2	0	1		740	6.8	0	0	1	
2011		7.3	91	3.0	2	0	1		745	7.3	0	0	1	
2012		7.5	91	2.9	2	0	1		746	7.5	0	0	1	
2013		7.4	91	3	2	0	1		745	7.4	0	0	1	
2014		7.1	92	3	2	0	1		743	7.1	0	0	1	
2015		7.1	92	3	2	0	1		743	7.1	0	0	1	
2016		7.1	92	3	2	0	1		743	7.1	0	0	1	
2017		7.1	92	3	2	0	1		743	7.1	0	0	1	
2018		6.8	93	3	2	0	1		740	6.8	0	0	1	
2019		6.8	93	3	2	0	1		740	6.8	0	0	1	
2020		6.8	93	3	2	0	1		740	6.8	0	0	1	
2021		6.8	93	3	2	0	1		740	6.8	0	0	1	
2022		6.5	94	3	2	0	1		738	6.5	0	0	1	
2023		6.5	94	3	2	0	1		738	6.5	0	0	1	
2024		6.5	94	3	2	0	1		738	6.5	0	0	1	
2025		6.3	95	3	2	0	1		735	6.3	0	0	1	
2026		6.3	95	3	2	0	1		735	6.3	0	0	1	
2027		6.3	95	3	2	0	1		735	6.3	0	0	1	
2028		6.3	95	3	2	0	1		735	6.3	0	0	1	
2029		6.0	96	3	2	0	1		732	6.0	0	0	1	
2030		6.0	96	3	2	0	1		732	6.0	0	0	1	

Prince Edward Island

	FatalRate	Pred	%Wearing Belts	Dum8182	Dumles77	InjuryRate	Pred	FatalRate	Dum7277	Dum8102	Alcohol deaths
1965	100.0	101.3	0	0	1	2432	2070	100.0	0	0	
1966	117.9	101.3	0	0	1	2175	2368	117.9	0	0	
1967	103.6	101.3	0	0	1	2450	2130	103.6	0	0	
1968	125.8	101.3	0	0	1	2545	2500	125.8	0	0	
1969	117.6	100.8	1	0	1	2109	2364	117.6	0	0	
1970	88.9	100.3	2	0	1	1894	1885	88.9	0	0	
1971	78.9	100.3	2	0	1	1763	1719	78.9	0	0	
1972	112.5	100.3	2	0	1	1505	1667	112.5	1	0	
1973	102.4	100.3	2	0	1	1407	1498	102.4	1	0	
1974	95.5	100.3	2	0	1	1568	1382	95.5	1	0	
1975	97.8	100.3	2	0	1	1453	1421	97.8	1	0	
1976	63.0	99.9	3	0	1	1141	842	63.0	1	0	
1977	104.1	99.9	3	0	1	1261	1526	104.1	1	0	
1978	56.6	54.8	3	0	0	1377	1347	56.6	0	0	
1979	56.9	54.4	4	0	0	1153	1352	56.9	0	0	
1980	60.3	54.8	3	0	0	1221	1409	60.3	0	0	
1981	37.5	33.8	4	1	0	1277	1236	37.5	0	1	
1982	29.6	33.3	5	1	0	1252	1105	29.6	0	1	
1983	52.5	53.4	6	0	0	2068	1487	52.5	0	1	
1984	48.4	51.4	10	0	0	1378	1418	48.4	0	1	
1985	54.4	50.4	12	0	0	1296	1518	54.4	0	1	
1986	38.2	44.5	24	0	0	1111	1247	38.2	0	1	
1987	21.7	31.2	51	0	0	1248	972	21.7	0	1	4
1988	22.6	26.7	60	0	0	1061	987	22.6	0	1	5
1989	18.6	28.2	57	0	0	1068	920	18.6	0	1	6
1990	28.4	25.2	63	0	0	1103	1085	28.4	0	1	6
1991	30.7	20.8	72	0	0	965	1123	30.7	0	1	5
1992	12.5	19.3	75	0	0	856	819	12.5	0	1	4
1993	19.3	17.3	79	0	0	821	932	19.3	0	1	6
1994	16.1	13.9	86	0	0	731	879	16.1	0	1	4
1995	13.7	12.9	88	0	0	712	839	13.7	0	1	6
1996	15.0	13.4	87	0	0	683	861	15.0	0	1	4
1997	16.5	13.4	87	0	0	739	887	16.5	0	1	3
1998	17.1	13.4	87	0	0	757	896	17.1	0	1	1
1999	16.0	13.9	86	0	0	860	878	16.0	0	1	2
2000	15.0	14.4	85	0	0	936	860	15.0	0	1	4
2001	12.2	14.9	84	0	0	893	814	12.2	0	1	2
2002	13.5	14.9	84	0	0	788	837	13.5	0	1	4
2003	12.0	15.4	83	0	0	756	604	12.0	0	0	3
2004	22.8	15.9	82	0	0	762	783	22.8	0	0	7
2005	11.3	14.4	85	0	0	565	591	11.3	0	0	4
2006	26.0	12.9	88	0	0	805	836	26.0	0	0	3
2007	5.6	12.9	88	0	0	567	497	5.6	0	0	2
2008	15.0	12.4	89	0	0	497	653	15.0	0	0	8
2009	9.4	12.4	89	0	0	596	560	9.4	0	0	5
2010	7.2	11.9	90	0	0		523	7.2	0	0	
2011		11.9	90	0	0		602	11.9	0	0	
2012		11.9	90	0	0		602	11.9	0	0	
2013		11.4	91	0	0		593	11.4	0	0	
2014		11.4	91	0	0		593	11.4	0	0	
2015		11.4	91	0	0		593	11.4	0	0	
2016		10.9	92	0	0		585	10.9	0	0	
2017		10.9	92	0	0		585	10.9	0	0	
2018		10.9	92	0	0		585	10.9	0	0	
2019		10.9	92	0	0		585	10.9	0	0	
2020		10.4	93	0	0		577	10.4	0	0	
2021		10.4	93	0	0		577	10.4	0	0	
2022		10.4	93	0	0		577	10.4	0	0	
2023		9.9	94	0	0		569	9.9	0	0	
2024		9.9	94	0	0		569	9.9	0	0	
2025		9.9	94	0	0		569	9.9	0	0	
2026		9.4	95	0	0		561	9.4	0	0	
2027		9.4	95	0	0		561	9.4	0	0	
2028		9.4	95	0	0		561	9.4	0	0	
2029		8.9	96	0	0		552	8.9	0	0	
2030		8.9	96	0	0		552	8.9	0	0	

Newfoundland

	FatalRate	Pred	%Wearing Belts	Timeles79	Dum06on	InjuryRate	Pred	FatalRate	Dum7483	Dum05on	Alcohol deaths
1965	80.9	84.1	0	14	0	2260	2204	80.9	0	0	
1966	93.9	80.8	0	13	0	2422	2486	93.9	0	0	
1967	78.1	77.5	0	12	0	2133	2143	78.1	0	0	
1968	63.2	74.1	0	11	0	2128	1821	63.2	0	0	
1969	77.0	70.5	1	10	0	2257	2120	77.0	0	0	
1970	51.5	66.9	2	9	0	1860	1566	51.5	0	0	
1971	59.2	63.6	2	8	0	1701	1732	59.2	0	0	
1972	66.3	60.2	2	7	0	1638	1886	66.3	0	0	
1973	56.6	56.9	2	6	0	1656	1677	56.6	0	0	
1974	60.6	53.6	2	5	0	1331	1483	60.6	1	0	
1975	54.5	50.3	2	4	0	1295	1350	54.5	1	0	
1976	51.8	47.0	2	3	0	1039	1291	51.8	1	0	
1977	41.1	43.7	2	2	0	889	1061	41.1	1	0	
1978	32.6	40.4	2	1	0	1023	876	32.6	1	0	
1979	37.8	37.0	2	0	0	1065	988	37.8	1	0	
1980	33.9	36.4	4	0	0	983	903	33.9	1	0	
1981	23.4	29.0	27	0	0	780	676	23.4	1	0	
1982	23.0	21.6	50	0	0	1008	667	23.0	1	0	
1983	36.7	21.6	50	0	0	849	965	36.7	1	0	
1984	20.7	21.3	51	0	0	792	898	20.7	0	0	
1985	23.4	20.3	54	0	0	883	957	23.4	0	0	
1986	19.3	20.0	55	0	0	853	867	19.3	0	0	
1987	16.8	18.7	59	0	0	868	813	16.8	0	0	6
1988	14.6	18.4	60	0	0	818	765	14.6	0	0	16
1989	21.0	16.8	65	0	0	753	905	21.0	0	0	18
1990	15.8	13.0	77	0	0	704	792	15.8	0	0	15
1991	11.2	11.4	82	0	0	691	692	11.2	0	0	15
1992	9.8	10.1	86	0	0	671	660	9.8	0	0	13
1993	9.3	9.1	89	0	0	619	651	9.3	0	0	16
1994	7.1	8.8	90	0	0	549	603	7.1	0	0	7
1995	5.7	8.5	91	0	0	503	573	5.7	0	0	3
1996	9.3	8.5	91	0	0	551	650	9.3	0	0	12
1997	6.9	8.8	90	0	0	567	599	6.9	0	0	9
1998	6.8	8.8	90	0	0	530	596	6.8	0	0	9
1999	7.5	8.8	90	0	0	596	611	7.5	0	0	12
2000	9.0	9.1	89	0	0	614	644	9.0	0	0	5
2001	7.6	9.1	89	0	0	690	613	7.6	0	0	8
2002	9.2	9.4	88	0	0	701	648	9.2	0	0	6
2003	9.4	9.4	88	0	0	769	653	9.4	0	0	7
2004	9.3	9.8	87	0	0	698	651	9.3	0	0	8
2005	11.0	9.8	87	0	0	537	551	11.0	0	1	9
2006	7.8	8.1	87	0	1	501	482	7.8	0	1	8
2007	7.6	7.8	88	0	1	519	477	7.6	0	1	13
2008	6.8	7.1	90	0	1	386	461	6.8	0	1	16
2009	7.8	6.5	92	0	1	509	482	7.8	0	1	3
2010	5.7	6.2	93	0	1		438	5.7	0	1	
2011		5.9	94	0	1		440	5.9	0	1	
2012		5.5	95	0	1		433	5.5	0	1	
2013		5.5	95	0	1		433	5.5	0	1	
2014		5.5	95	0	1		433	5.5	0	1	
2015		5.2	96	0	1		426	5.2	0	1	
2016		5.2	96	0	1		426	5.2	0	1	
2017		5.2	96	0	1		426	5.2	0	1	
2018		5.2	96	0	1		426	5.2	0	1	
2019		5.2	96	0	1		426	5.2	0	1	
2020		5.2	96	0	1		426	5.2	0	1	
2021		5.2	96	0	1		426	5.2	0	1	
2022		5.2	96	0	1		426	5.2	0	1	
2023		5.2	96	0	1		426	5.2	0	1	
2024		5.2	96	0	1		426	5.2	0	1	
2025		5.2	96	0	1		426	5.2	0	1	
2026		5.2	96	0	1		426	5.2	0	1	
2027		5.2	96	0	1		426	5.2	0	1	
2028		5.2	96	0	1		426	5.2	0	1	
2029		5.2	96	0	1		426	5.2	0	1	
2030		5.2	96	0	1		426	5.2	0	1	

The Czech Republic

	FatalRate	Predicted	Seat belts	Learning	Dumno50k	AlCr/vkt	Actual	Predicted	FatalRate	Alc Crashes
1996	45.2	45.6	37.4	0	1	125	1088	1052	45.2	4323
1997	44.2	43.8	42.8	0	1	118	1014	1032	44.2	4266
1998	34.9	35.3	44.1	0	0	100	903	840	34.9	3882
1999	36.1	34.6	45.4	0	0	92	861	865	36.1	3714
2000	36.7	34.1	46.7	0	0	88	801	877	36.7	3566
2001	32.4	34.6	44.8	0	0	86	817	788	32.4	3557
2002	33.1	34.2	47.8	0	0	98	796	804	33.1	4239
2003	31.7	31.3	54.7	0	0	75	776	774	31.7	3404
2004	29.3	29.5	58.9	0	0	59	726	725	29.3	2787
2005	25.6	26.3	69.5	0	0	53	641	649	25.6	2688
2006	20.6	22.1	82.7	0	0	44	544	546	20.6	2252
2007	22.8	21.5	84.9	0	0	44	545	592	22.8	2363
2008	19.4	18.6	84.9	2	0	42	515	523	19.4	2334
2009	15.8	16.2	85.2	4	0	56	477	447	15.8	3197
2010	13.6	14.0	87.5	4.5	0	33	413	403	13.6	1940
2011	12.9	12.3	88.5	5.5	0	33		377	12.3	
2012	11.1	10.5	90.0	6.5	0	33		340	10.5	
2013		9.0	90.4	7.5	0	33		309	9.0	
2014		7.5	90.8	8.5	0	33		278	7.5	
2015		6.0	91.2	9.5	0	33		247	6.0	
2016		4.5	91.6	10.5	0	33		216	4.5	
2017		4.4	91.9	10.5	0	33		214	4.4	
2018		4.3	92.3	10.5	0	33		212	4.3	
2019		4.2	92.7	10.5	0	33		209	4.2	
2020		4.1	93.1	10.5	0	33		207	4.1	
2021		3.9	93.5	10.5	0	33		205	3.9	
2022		3.8	93.9	10.5	0	33		202	3.8	
2023		3.7	94.3	10.5	0	33		200	3.7	
2024		3.6	94.7	10.5	0	33		198	3.6	
2025		3.5	95.1	10.5	0	33		196	3.5	
2026		3.4	95.4	10.5	0	33		193	3.4	
2027		3.3	95.8	10.5	0	33		191	3.3	
2028		3.2	96.2	10.5	0	33		189	3.2	
2029		3.0	96.6	10.5	0	33		186	3.0	
2030		2.9	97	10.5	0	33		184	2.9	

Denmark

	FatalRate	Predicted	Seat belts	SpeedLimits	Alcohol	Dum7071	Speedcams	InjuryRate	Predicted	FatalRate	Dum8595	Alc deaths
1965	26.1	27.9	0.0	1.0	6.0	0.0	0.0	719	613.6	26.1	0.0	350
1966	27.6	29.0	0.0	1.0	6.0	0.2	0.0	729	648.7	27.6	0.0	350
1967	29.0	30.0	0.0	1.0	6.0	0.4	0.0	712	685.0	29.0	0.0	350
1968	30.6	31.1	0.0	1.0	6.0	0.6	0.0	737	722.4	30.6	0.0	350
1969	32.1	32.2	0.0	1.0	6.0	0.8	0.0	748	761.0	32.1	0.0	350
1970	33.8	33.2	0.0	1.0	6.0	1.0	0.0	727	800.8	33.8	0.0	274
1971	33.5	33.1	1.0	1.0	6.0	1.0	0.0	742	794.9	33.5	0.0	341
1972	29.6	27.7	2.0	1.0	6.0	0.0	0.0	668	698.8	29.6	0.0	347
1973	29.2	27.4	4.0	1.0	6.0	0.0	0.0	615	631.7	29.2	1.0	349
1974	20.3	21.9	5.4	0.0	6.0	0.0	0.0	505	470.3	20.3	0.0	320
1975	21.2	20.8	13.8	0.0	6.0	0.0	0.0	524	492.0	21.2	0.0	339
1976	21.3	19.4	24.8	0.0	6.0	0.0	0.0	492	494.1	21.3	0.0	314
1977	19.9	19.2	27.0	0.0	6.0	0.0	0.0	499	461.3	19.9	0.0	355
1978	20.5	18.9	29.4	0.0	6.0	0.0	0.0	494	475.7	20.5	0.0	383
1979	17.7	18.5	32.0	0.0	6.0	0.0	0.0	416	404.9	17.7	0.0	320
1980	17.7	18.1	35.1	0.0	6.0	0.0	0.0	403	405.6	17.7	0.0	302
1981	17.6	17.8	37.4	0.0	6.0	0.0	0.0	377	402.8	17.6	0.0	282
1982	17.4	17.5	39.9	0.0	6.0	0.0	0.0	370	398.6	17.4	0.0	265
1983	16.8	17.3	41.9	0.0	6.0	0.0	0.0	345	384.1	16.8	0.0	254
1984	16.0	17.0	43.9	0.0	6.0	0.0	0.0	344	363.8	16.0	0.0	254
1985	17.9	16.8	46.0	0.0	6.0	0.0	0.0	334	352.6	17.9	1.0	273
1986	15.9	16.5	48.2	0.0	6.0	0.0	0.0	305	303.9	15.9	1.0	271
1987	14.7	15.4	50.4	0.0	5.1	0.0	0.0	263	276.0	14.7	1.0	241
1988	14.8	14.4	52.5	0.0	4.3	0.0	0.0	253	278.7	14.8	1.0	207
1989	13.8	14.1	54.5	0.0	4.2	0.0	0.0	248	253.6	13.8	1.0	205
1990	12.8	12.7	56.5	0.0	3.1	0.0	0.0	222	228.2	12.8	1.0	152
1991	11.9	11.4	58.5	0.0	2.7	0.0	1.0	208	206.2	11.9	1.0	139
1992	10.8	11.5	60.5	0.0	3.1	0.0	1.0	204	180.1	10.8	1.0	167
1993	10.4	10.8	62.4	0.0	2.6	0.0	1.0	192	170.1	10.4	1.0	141
1994	10.1	10.5	64.3	0.0	2.5	0.0	1.0	187	163.0	10.1	1.0	137
1995	10.7	10.0	66.2	0.0	2.3	0.0	1.0	190	177.0	10.7	1.0	123
1996	9.2	8.9	68.1	0.0	2.3	0.0	2.0	181	197.2	9.2	0.0	130
1997	8.5	8.3	70.0	0.0	1.9	0.0	2.0	172	179.4	8.5	0.0	108
1998	8.4	8.3	71.8	0.0	2.1	0.0	2.0	160	177.3	8.4	0.0	126
1999	8.3	8.2	73.6	0.0	2.2	0.0	2.0	157	175.5	8.3	0.0	138
2000	7.9	7.5	75.4	0.0	1.8	0.0	2.0	150	166.3	7.9	0.0	110
2001	6.8	7.3	77.8	0.0	1.8	0.0	2.0	139	138.3	6.8	0.0	115
2002	7.1	7.4	78.6	0.0	2.0	0.0	2.0	140	146.1	7.1	0.0	132
2003	6.7	6.9	79.3	0.0	1.6	0.0	2.0	136	136.3	6.7	0.0	105
2004	5.7	6.3	80.9	0.0	1.6	0.0	2.5	121	111.0	5.7	0.0	106
2005	5.2	5.7	83.4	0.0	1.3	0.0	2.5	108	99.6	5.2	0.0	85
2006	4.7	4.9	88.0	0.0	1.1	0.0	2.5	104	86.3	4.7	0.0	73
2007	6.0	5.5	87.0	0.0	1.6	0.0	2.5	102	117.8	6.0	0.0	112
2008	5.9	4.9	90.1	0.0	1.3	0.0	2.5	90	115.4	5.9	0.0	93
2009	4.4	4.1	94.0	0.0	1.1	0.0	2.5	75	78.1	4.4	0.0	75
2010	3.7	3.9	95.0	0.0	0.9	0.0	2.5	63	61.7	3.7	0.0	64
2011	3.3	3.6	96.0	0.0	0.8	0.0	2.5	63	50.9	3.3	0.0	
2012		3.6	96.1	0.0	0.8	0.0	2.5		59.6	3.6	0.0	
2013		3.6	96.1	0.0	0.8	0.0	2.5		59.3	3.6	0.0	
2014		3.6	96.2	0.0	0.8	0.0	2.5		59.0	3.6	0.0	
2015		3.6	96.2	0.0	0.8	0.0	2.5		58.7	3.6	0.0	
2016		3.6	96.3	0.0	0.8	0.0	2.5		58.4	3.6	0.0	
2017		3.5	96.3	0.0	0.8	0.0	2.5		58.1	3.5	0.0	
2018		3.5	96.4	0.0	0.8	0.0	2.5		57.9	3.5	0.0	
2019		3.5	96.4	0.0	0.8	0.0	2.5		57.6	3.5	0.0	
2020		3.5	96.5	0.0	0.8	0.0	2.5		57.3	3.5	0.0	
2021		3.5	96.5	0.0	0.7	0.0	2.5		57.0	3.5	0.0	
2022		3.5	96.6	0.0	0.7	0.0	2.5		56.7	3.5	0.0	
2023		3.5	96.6	0.0	0.7	0.0	2.5		56.5	3.5	0.0	
2024		3.5	96.7	0.0	0.7	0.0	2.5		56.2	3.5	0.0	
2025		3.5	96.7	0.0	0.7	0.0	2.5		55.9	3.5	0.0	
2026		3.4	96.8	0.0	0.7	0.0	2.5		55.6	3.4	0.0	
2027		3.4	96.8	0.0	0.7	0.0	2.5		55.3	3.4	0.0	
2028		3.4	96.9	0.0	0.7	0.0	2.5		55.1	3.4	0.0	
2029		3.4	96.9	0.0	0.7	0.0	2.5		54.8	3.4	0.0	
2030		3.4	97.0	0.0	0.7	0.0	2.5		54.5	3.4	0.0	

Finland

	FatalRate	Pred	Seat belts	Alcohol	Timeles73	Dumles74	SpFines/vkt	InjuryRate	Pred	FatalRate	Dum07on	Alc deaths	Speed fines
1965	47.3	44.6	0.0	3.4	9.0	1.0	300	601	599.8	47.3	0.0	133	
1966	47.0	43.2	0.8	3.4	8.0	1.0	300	543	595.7	47.0	0.0	136	
1967	38.2	41.9	1.1	3.4	7.0	1.0	300	521	497.7	38.2	0.0	122	
1968	36.5	40.6	1.4	3.4	6.0	1.0	300	492	478.2	36.5	0.0	122	
1969	37.4	39.3	1.7	3.4	5.0	1.0	300	507	488.7	37.4	0.0	142	
1970	36.8	38.0	2.0	3.4	4.0	1.0	300	505	481.1	36.8	0.0	159	
1971	37.8	36.7	2.3	3.4	3.0	1.0	300	483	492.9	37.8	0.0	218	
1972	36.8	34.8	5.3	3.4	2.0	1.0	300	467	481.8	36.8	0.0	230	
1973	33.1	32.1	12.0	3.4	1.0	1.0	300	447	440.2	33.1	0.0	224	
1974	25.8	26.6	20.7	3.4	0.0	0.0	300	391	357.5	25.8	0.0	209	
1975	26.7	24.5	30.2	3.4	0.0	0.0	300	387	368.0	26.7	0.0	215	
1976	23.1	22.4	39.8	3.4	0.0	0.0	300	315	327.9	23.1	0.0	151	
1977	20.4	20.6	48.0	3.4	0.0	0.0	300	305	296.8	20.4	0.0	163	
1978	17.3	19.3	53.8	3.4	0.0	0.0	300	233	262.8	17.3	0.0	135	
1979	18.3	18.2	58.8	3.4	0.0	0.0	300	233	273.4	18.3	0.0	129	
1980	15.4	16.9	64.4	3.4	0.0	0.0	300	223	240.7	15.4	0.0	98	
1981	15.2	15.7	70.1	3.4	0.0	0.0	300	237	239.3	15.2	0.0	98	
1982	15.1	14.7	74.5	3.4	0.0	0.0	300	231	238.4	15.1	0.0	102	
1983	15.6	14.0	77.6	3.4	0.0	0.0	300	231	243.9	15.6	0.0	112	
1984	13.6	13.7	79.2	3.4	0.0	0.0	300	221	221.5	13.6	0.0	103	
1985	13.2	13.6	79.6	3.4	0.0	0.0	300	222	216.0	13.2	0.0	93	
1986	14.4	13.5	79.8	3.4	0.0	0.0	300	242	229.5	14.4	0.0	137	
1987	13.0	13.5	79.9	3.4	0.0	0.0	300	232	214.4	13.0	0.0	109	
1988	13.8	13.5	80.0	3.4	0.0	0.0	300	242	223.0	13.8	0.0	126	
1989	14.7	13.5	80.1	3.4	0.0	0.0	300	233	233.2	14.7	0.0	169	
1990	12.6	13.4	80.2	3.4	0.0	0.0	300	239	209.9	12.6	0.0	173	
1991	12.5	13.5	80.4	3.4	0.0	0.0	300	219	208.2	12.5	0.0	173	
1992	11.7	11.2	80.6	2.9	0.0	0.0	300	186	199.8	11.7	0.0	147	
1993	9.5	9.7	80.6	2.5	0.0	0.0	300	148	175.0	9.5	0.0	126	
1994	9.5	8.9	80.5	2.3	0.0	0.0	437	153	174.5	9.5	0.0	116	22186
1995	8.6	8.7	80.3	2.2	0.0	0.0	286	192	164.9	8.6	0.0	114	14672
1996	7.8	7.7	80.5	2.0	0.0	0.0	376	174	156.1	7.8	0.0	101	19422
1997	8.3	7.9	80.7	2.1	0.0	0.0	347	163	161.1	8.3	0.0	109	18365
1998	7.4	7.5	80.6	2.0	0.0	0.0	375	161	151.0	7.4	0.0	101	20385
1999	7.7	7.9	80.3	2.0	0.0	0.0	455	156	155.1	7.7	0.0	113	25379
2000	7.0	7.1	80.3	1.9	0.0	0.0	1044	144	146.6	7.0	0.0	94	59302
2001	7.4	7.6	80.3	2.0	0.0	0.0	991	138	151.8	7.4	0.0	114	57727
2002	6.9	7.3	80.4	2.0	0.0	0.0	2005	130	146.1	6.9	0.0	115	120091
2003	6.2	5.9	81.1	1.7	0.0	0.0	2962	140	137.4	6.2	0.0	76	182455
2004	5.9	6.0	82.4	1.8	0.0	0.0	2724	132	134.8	5.9	0.0	91	172524
2005	5.9	5.9	83.2	1.8	0.0	0.0	2882	131	134.2	5.9	0.0	99	186316
2006	5.1	5.8	83.9	1.9	0.0	0.0	3052	123	125.9	5.1	0.0	103	200108
2007	5.6	5.4	85.0	1.8	0.0	0.0	3293	117	122.2	5.6	1.0	103	222138
2008	5.1	5.0	86.1	1.8	0.0	0.0	3935	118	116.2	5.1	1.0	102	265650
2009	4.1	4.3	86.5	1.7	0.0	0.0	4512	109	104.7	4.1	1.0	79	309162
2010	3.9	3.9	87.2	1.7	0.0	0.0	5066	102	102.8	3.9	1.0	77	352674
2011	4.2	3.7	88.0	1.7	0.0	0.0	5639	105	105.6	4.2	1.0	83	396186
2012	3.6	3.7	88.2	1.73	0.0	0.0	5589	92	99.2	3.6	1.0		396186
2013		3.6	88.5	1.72	0.0	0.0	5589		99.4	3.6	1.0		
2014		3.5	88.8	1.72	0.0	0.0	5589		98.5	3.5	1.0		
2015		3.4	89.0	1.72	0.0	0.0	5589		97.7	3.4	1.0		
2016		3.4	89.3	1.71	0.0	0.0	5589		96.9	3.4	1.0		
2017		3.3	89.6	1.71	0.0	0.0	5589		96.1	3.3	1.0		
2018		3.2	89.8	1.71	0.0	0.0	5589		95.2	3.2	1.0		
2019		3.2	90.1	1.70	0.0	0.0	5589		94.4	3.2	1.0		
2020		3.1	90.4	1.70	0.0	0.0	5589		93.6	3.1	1.0		
2021		3.0	90.7	1.70	0.0	0.0	5589		92.8	3.0	1.0		
2022		2.9	90.9	1.69	0.0	0.0	5589		92.0	2.9	1.0		
2023		2.9	91.2	1.69	0.0	0.0	5589		91.1	2.9	1.0		
2024		2.8	91.5	1.69	0.0	0.0	5589		90.3	2.8	1.0		
2025		2.7	91.7	1.68	0.0	0.0	5589		89.5	2.7	1.0		
2026		2.6	92.0	1.68	0.0	0.0	5589		88.7	2.6	1.0		
2027		2.6	92.3	1.68	0.0	0.0	5589		87.9	2.6	1.0		
2028		2.5	92.5	1.67	0.0	0.0	5589		87.0	2.5	1.0		
2029		2.4	92.8	1.67	0.0	0.0	5589		86.2	2.4	1.0		
2030		2.4	93.1	1.67	0.0	0.0	5589		85.4	2.4	1.0		

France

	FatalRate	Pred	Seat belts	Dumpre65	50urban	03laws	InjuryRate	Pred	FatalRate	Dumpre67	Time9100	Dum7288
1963	65.0	64.3	0.1	1.0	0.0	0.0	954	952.5	65.0	1.0	0.0	0.0
1964	64.1	64.2	0.3	1.0	0.0	0.0	931	939.5	64.1	1.0	0.0	0.0
1965	63.4	64.1	0.5	1.0	0.0	0.0	924	928.7	63.4	1.0	0.0	0.0
1966	59.2	58.8	0.9	0.5	0.0	0.0	867	866.4	59.2	1.0	0.0	0.0
1967	59.3	58.5	1.5	0.5	0.0	0.0	879	868.4	59.3	1.0	0.0	0.0
1968	52.2	53.0	2.2	0.0	0.0	0.0	863	836.1	52.2	0.0	0.0	0.0
1969	51.1	52.5	3.3	0.0	0.0	0.0	820	820.0	51.1	0.0	0.0	0.0
1970	49.6	51.7	4.9	0.0	0.0	0.0	802	797.7	49.6	0.0	0.0	0.0
1971	49.0	50.7	7.1	0.0	0.0	0.0	796	788.9	49.0	0.0	0.0	0.0
1972	47.0	47.8	13.1	0.0	0.0	0.0	833	871.8	47.0	0.0	0.0	11.0
1973	40.8	44.5	20.0	0.0	0.0	0.0	733	780.6	40.8	0.0	0.0	11.0
1974	34.9	39.6	30.5	0.0	0.0	0.0	686	694.1	34.9	0.0	0.0	11.0
1975	33.6	35.9	38.3	0.0	0.0	0.0	686	674.8	33.6	0.0	0.0	11.0
1976	34.5	32.6	45.3	0.0	0.0	0.0	683	688.7	34.5	0.0	0.0	11.0
1977	32.1	31.0	48.5	0.0	0.0	0.0	668	654.1	32.1	0.0	0.0	11.0
1978	28.9	30.1	50.5	0.0	0.0	0.0	619	605.8	28.9	0.0	0.0	11.0
1979	28.8	29.3	52.3	0.0	0.0	0.0	621	595.1	28.8	0.0	0.0	10.0
1980	28.1	28.3	54.4	0.0	0.0	0.0	591	574.7	28.1	0.0	0.0	9.0
1981	27.3	26.9	57.4	0.0	0.0	0.0	572	552.3	27.3	0.0	0.0	8.0
1982	27.0	25.4	60.4	0.0	0.0	0.0	547	537.0	27.0	0.0	0.0	7.0
1983	25.7	24.2	62.9	0.0	0.0	0.0	509	507.8	25.7	0.0	0.0	6.0
1984	25.1	23.4	64.8	0.0	0.0	0.0	484	489.8	25.1	0.0	0.0	5.0
1985	22.4	22.5	66.6	0.0	0.0	0.0	461	439.1	22.4	0.0	0.0	4.0
1986	22.7	21.6	68.4	0.0	0.0	0.0	429	434.0	22.7	0.0	0.0	3.0
1987	19.4	20.8	70.2	0.0	0.0	0.0	376	374.4	19.4	0.0	0.0	2.0
1988	19.8	19.9	72.1	0.0	0.0	0.0	371	370.8	19.8	0.0	0.0	1.0
1989	19.2	19.1	73.9	0.0	0.0	0.0	351	352.0	19.2	0.0	0.0	0.0
1990	18.2	18.2	75.7	0.0	0.0	0.0	326	337.1	18.2	0.0	0.0	0.0
1991	16.5	16.6	77.5	0.0	0.5	0.0	290	307.4	16.5	0.0	1.0	0.0
1992	15.2	15.0	79.3	0.0	1.0	0.0	272	282.9	15.2	0.0	2.0	0.0
1993	14.7	14.2	81.1	0.0	1.0	0.0	253	271.1	14.7	0.0	3.0	0.0
1994	13.6	13.5	82.6	0.0	1.0	0.0	238	249.8	13.6	0.0	4.0	0.0
1995	13.1	12.9	83.8	0.0	1.0	0.0	234	238.1	13.1	0.0	5.0	0.0
1996	12.5	12.6	84.5	0.0	1.0	0.0	218	224.1	12.5	0.0	6.0	0.0
1997	12.1	12.2	85.3	0.0	1.0	0.0	214	213.8	12.1	0.0	7.0	0.0
1998	12.4	11.8	86.1	0.0	1.0	0.0	205	212.2	12.4	0.0	8.0	0.0
1999	11.4	11.5	86.8	0.0	1.0	0.0	197	192.8	11.4	0.0	9.0	0.0
2000	10.6	11.1	87.6	0.0	1.0	0.0	187	176.7	10.6	0.0	10.0	0.0
2001	10.3	10.7	88.4	0.0	1.0	0.0	171	172.5	10.3	0.0	10.0	0.0
2002	9.7	10.1	89.7	0.0	1.0	0.0	153	163.2	9.7	0.0	10.0	0.0
2003	7.6	7.3	91.1	0.0	1.0	1.0	128	132.9	7.6	0.0	10.0	0.0
2004	7.1	6.7	92.3	0.0	1.0	1.0	122	125.2	7.1	0.0	10.0	0.0
2005	6.4	6.3	93.1	0.0	1.0	1.0	119	114.3	6.4	0.0	10.0	0.0
2006	5.6	5.9	94.0	0.0	1.0	1.0	112	103.3	5.6	0.0	10.0	0.0
2007	5.4	5.5	94.8	0.0	1.0	1.0	111	100.5	5.4	0.0	10.0	0.0
2008	5.0	5.2	95.6	0.0	1.0	1.0	101	94.9	5.0	0.0	10.0	0.0
2009	5.1	5.0	96.0	0.0	1.0	1.0	99	95.3	5.1	0.0	10.0	0.0
2010	4.6	4.8	96.4	0.0	1.0	1.0	90	88.9	4.6	0.0	10.0	0.0
2011	4.6	4.7	96.6	0.0	1.0	1.0	86	88.4	4.6	0.0	10.0	0.0
2012		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2013		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2014		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2015		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2016		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2017		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2018		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2019		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2020		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2021		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2022		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2023		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2024		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2025		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2026		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2027		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2028		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2029		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0
2030		4.5	97.0	0.0	1.0	1.0		87.0	4.5	0.0	10.0	0.0

Germany

	FatalRate	Predicted	Seat belts	Alcohol	Pre79time	Speed	Petrol	InjuryRate	Predicted	FatalRate	Pre82time	Dum99on	Time9910	%Alcohol	Real petrol
1965	76.9	76.0	0.0	3.0	15.0	0	-0.02	1952	1848	76.9	18.0	0.0	0.0	20.0	0.98
1966	76.3	74.3	0.0	3.0	14.0	0	-0.06	1897	1842	76.3	17.0	0.0	0.0	20.0	0.95
1967	72.0	72.1	0.0	3.0	13.0	0	-0.07	1786	1761	72.0	16.0	0.0	0.0	20.0	0.93
1968	66.1	69.9	0.0	3.0	12.0	0	-0.09	1692	1651	66.1	15.0	0.0	0.0	20.0	0.91
1969	63.7	68.2	0.0	3.0	11.0	0	-0.12	1612	1607	63.7	14.0	0.0	0.0	20.0	0.89
1970	69.3	68.2	1.0	3.0	10.0	0	-0.23	1692	1727	69.3	13.0	0.0	0.0	20.0	0.79
1971	64.4	60.9	2.0	3.0	9.0	0	-0.08	1567	1633	64.4	12.0	0.0	0.0	20.0	0.93
1972	62.6	59.2	4.0	3.0	8.0	0	-0.14	1542	1603	62.6	11.0	0.0	0.0	20.0	0.87
1973	52.9	54.5	6.0	3.0	7.0	0	-0.08	1370	1415	52.9	10.0	0.0	0.0	20.0	0.92
1974	48.3	48.1	8.0	3.0	6.0	0	0.07	1277	1329	48.3	9.0	0.0	0.0	20.0	1.08
1975	46.6	52.2	10.3	3.0	5.0	0	-0.11	1230	1301	46.6	8.0	0.0	0.0	20.8	0.89
1976	44.7	43.2	18.8	3.0	4.0	0	-0.00	1220	1269	44.7	7.0	0.0	0.0	20.5	1.00
1977	43.5	40.6	23.2	3.1	3.0	0	0.18	1230	1252	43.5	6.0	0.0	0.0	21.8	1.20
1978	40.5	35.9	27.9	3.0	2.0	0	-0.04	1172	1197	40.5	5.0	0.0	0.0	20.0	0.96
1979	35.2	36.8	30.2	3.1	1.0	0	-0.01	1086	1099	35.2	4.0	0.0	0.0	21.3	0.99
1980	33.2	33.2	32.5	3.1	0.0	0	0.10	1087	1064	33.2	3.0	0.0	0.0	21.3	1.10
1981	31.4	32.1	34.7	3.1	0.0	0	0.23	1082	1033	31.4	2.0	0.0	0.0	22.0	1.26
1982	30.1	31.4	36.7	3.1	0.0	0	0.16	1038	1014	30.1	1.0	0.0	0.0	21.5	1.17
1983	29.5	30.7	38.6	3.1	0.0	0	0.12	1051	1007	29.5	0.0	0.0	0.0	21.2	1.12
1984	25.4	24.8	56.0	3.0	0.0	0	0.11	975	926	25.4	0.0	0.0	0.0	20.5	1.12
1985	21.2	19.4	71.8	3.0	0.0	0	0.12	885	842	21.2	0.0	0.0	0.0	19.3	1.13
1986	21.3	21.1	76.0	3.0	0.0	0	-0.17	877	844	21.3	0.0	0.0	0.0	19.3	0.84
1987	18.3	20.3	77.6	2.9	0.0	0	-0.20	804	784	18.3	0.0	0.0	0.0	18.8	0.82
1988	18.2	18.6	79.8	2.9	0.0	0	-0.24	810	782	18.2	0.0	0.0	0.0	17.8	0.79
1989	17.7	17.8	82.6	2.9	0.0	0	-0.08	798	772	17.7	0.0	0.0	0.0	18.5	0.93
1990	19.1	17.3	85.1	2.9	0.0	0	-0.19	790	799	19.1	0.0	0.0	0.0	17.8	0.83
1991	18.6	19.6	86.6	3.0	0.0	0	-0.11	746	791	18.6	0.0	0.0	0.0	20.0	0.89
1992	17.3	18.3	87.9	3.0	0.0	0	-0.10	747	763	17.3	0.0	0.0	0.0	19.3	0.90
1993	16.1	15.8	89.1	2.9	0.0	1	-0.15	726	740	16.1	0.0	0.0	0.0	18.8	0.86
1994	15.3	14.9	89.1	2.9	0.0	1	-0.06	717	724	15.3	0.0	0.0	0.0	18.6	0.94
1995	14.4	14.8	88.0	2.9	0.0	1	-0.09	693	705	14.4	0.0	0.0	0.0	18.2	0.92
1996	13.2	12.9	87.6	2.8	0.0	1	-0.06	664	682	13.2	0.0	0.0	0.0	16.8	0.95
1997	12.7	13.0	88.1	2.8	0.0	1	-0.05	666	672	12.7	0.0	0.0	0.0	16.9	0.95
1998	11.2	10.2	89.5	2.7	0.0	1	-0.12	642	643	11.2	0.0	0.0	0.0	14.3	0.88
1999	9.3	9.8	90.8	2.7	0.0	1	-0.04	650	640	9.3	0.0	1.0	1.0	14.3	0.96
2000	9.0	8.3	91.0	2.6	0.0	1	0.14	631	625	9.0	0.0	1.0	2.0	13.6	1.15
2001	8.1	7.7	92.2	2.6	0.0	1	0.14	600	597	8.1	0.0	1.0	3.0	13.0	1.15
2002	7.9	8.3	90.9	2.6	0.0	1	0.15	574	583	7.9	0.0	1.0	4.0	13.6	1.16
2003	7.7	7.5	91.9	2.6	0.0	1	0.18	559	569	7.7	0.0	1.0	5.0	12.9	1.20
2004	6.6	6.8	92.6	2.5	0.0	1	0.20	521	538	6.6	0.0	1.0	6.0	12.2	1.22
2005	6.2	6.2	94.3	2.5	0.0	1	0.26	520	519	6.2	0.0	1.0	7.0	11.5	1.30
2006	5.8	5.8	95.7	2.5	0.0	1	0.30	499	501	5.8	0.0	1.0	8.0	10.8	1.35
2007	5.5	5.7	94.3	2.4	0.0	1	0.32	499	486	5.5	0.0	1.0	9.0	10.1	1.38
2008	4.9	5.0	96.3	2.4	0.0	2	0.35	473	466	4.9	0.0	1.0	10.0	9.4	1.42
2009	4.5	4.5	96.6	2.4	0.0	2.5	0.27	451	447	4.5	0.0	1.0	11.0	8.7	1.31
2010	3.9	4.2	97.8	2.4	0.0	2.5	0.35	417	426	3.9	0.0	1.0	12.0	8.0	1.42
2011	4.3	4.0	97.8	2.4	0.0	2.5	0.42	436	433	4.3	0.0	1.0	12.0		1.52
2012	3.9	3.9	97.8	2.4	0.0	2.5	0.44		425	3.9	0.0	1.0	12.0		1.56
2013		3.9	97.8	2.4	0.0	2.5	0.44		426	3.9	0.0	1.0	12.0		
2014		3.9	97.8	2.4	0.0	2.5	0.44		426	3.9	0.0	1.0	12.0		
2015		3.9	97.8	2.4	0.0	2.5	0.44		425	3.9	0.0	1.0	12.0		
2016		3.9	97.8	2.3	0.0	2.5	0.44		425	3.9	0.0	1.0	12.0		
2017		3.9	97.8	2.3	0.0	2.5	0.44		425	3.9	0.0	1.0	12.0		
2018		3.8	97.8	2.3	0.0	2.5	0.44		424	3.8	0.0	1.0	12.0		
2019		3.8	97.8	2.3	0.0	2.5	0.44		424	3.8	0.0	1.0	12.0		
2020		3.8	97.8	2.3	0.0	2.5	0.44		424	3.8	0.0	1.0	12.0		
2021		3.8	97.8	2.3	0.0	2.5	0.44		423	3.8	0.0	1.0	12.0		
2022		3.8	97.8	2.3	0.0	2.5	0.44		423	3.8	0.0	1.0	12.0		
2023		3.7	97.8	2.3	0.0	2.5	0.44		422	3.7	0.0	1.0	12.0		
2024		3.7	97.8	2.3	0.0	2.5	0.44		422	3.7	0.0	1.0	12.0		
2025		3.7	97.8	2.3	0.0	2.5	0.44		422	3.7	0.0	1.0	12.0		
2026		3.7	97.8	2.3	0.0	2.5	0.44		421	3.7	0.0	1.0	12.0		
2027		3.7	97.8	2.3	0.0	2.5	0.44		421	3.7	0.0	1.0	12.0		
2028		3.7	97.8	2.3	0.0	2.5	0.44		421	3.7	0.0	1.0	12.0		
2029		3.6	97.8	2.3	0.0	2.5	0.44		420	3.6	0.0	1.0	12.0		
2030		3.6	97.8	2.3	0.0	2.5	0.44		420	3.6	0.0	1.0	12.0		

Hungary

	FatalRate	Predicted	Seat belts	Pre 95	Preurban50k	Dum08on	Dum9901	InjuryRate	Predicted	FatalRate
1991	84.7	86.5	26	1	1	0.0	0	1306	1287	85
1992	84.0	82.2	32	1	1	0.0	0	1303	1279	84
1993	67.6	64.9	37	1	0	0.0	0	1025	1090	68
1994	61.1	61.8	41	1	0	0.0	0	1054	1014	61
1995	57.5	59.5	44	1	0	0.0	0	938	973	58
1996	46.5	45.8	43	0	0	0.0	0	812	845	46
1997	47.5	46.9	42	0	0	0.0	0	846	858	48
1998	45.5	47.0	42	0	0	0.0	0	877	835	46
1999	39.6	39.0	42	0	0	0.0	1	749	767	40
2000	36.4	38.1	44	0	0	0.0	1	688	729	36
2001	37.6	36.5	46	0	0	0.0	1	732	742	38
2002	43.0	41.4	49	0	0	0.0	0	781	805	43
2003	38.0	39.0	52	0	0	0.0	0	762	747	38
2004	35.4	36.8	55	0	0	0.0	0	767	718	35
2005	34.2	34.2	59	0	0	0.0	0	737	704	34
2006	32.9	32.1	62	0	0	0.0	0	707	689	33
2007	29.7	29.6	65	0	0	0.0	0	663	652	30
2008	23.0	23.2	68	0	0	0.75	0	587	575	23
2009	19.4	19.5	71	0	0	1.00	0	548	532	19
2010	17.3	17.2	74	0	0	1.00	0	489	509	17
2011	14.5	14.3	78	0	0	1.00	0	458	476	15
2012		12.2	81	0	0	1.00	0		449	12.2
2013		10.7	83	0	0	1.00	0		432	10.7
2014		9.5	85	0	0	1.00	0		418	9.5
2015		8.6	86	0	0	1.00	0		408	8.6
2016		8.0	87	0	0	1.00	0		401	8.0
2017		7.8	87	0	0	1.00	0		399	7.8
2018		7.6	87	0	0	1.00	0		396	7.6
2019		7.3	88	0	0	1.00	0		394	7.3
2020		7.1	88	0	0	1.00	0		391	7.1
2021		6.9	88	0	0	1.00	0		388	6.9
2022		6.7	89	0	0	1.00	0		386	6.7
2023		6.4	89	0	0	1.00	0		383	6.4
2024		6.2	89	0	0	1.00	0		380	6.2
2025		6.0	89	0	0	1.00	0		378	6.0
2026		5.8	90	0	0	1.00	0		375	5.8
2027		5.5	90	0	0	1.00	0		373	5.5
2028		5.3	90	0	0	1.00	0		370	5.3
2029		5.1	91	0	0	1.00	0		367	5.1
2030		4.9	91	0	0	1.00	0		365	4.9

Ireland

	FatalRate	Predicted	Seat belts	RBT	Dumles77	BAC.5	InjuryRate	Predicted	FatalRate	Time9804	Dumles77	RBT
1965	18.9	18.5	0	0	-5	0	328	312.7	18.9	0	0	
1966	20.2	20.3	0	0	-3	0	414	390.6	20.2	0	3	
1967	21.9	22.1	0	0		0	495	494.1	21.9	0	7	
1968	23.4	23.9	0	0	1	0	577	572.3	23.4	0	10	
1969	24.0	25.7	0	0	3	0	559	548.1	24.0	0	9	
1970	27.0	27.5	0	0	5	0	517	528.1	27.0	0	8	0
1971	28.8	29.3	0	0	7	0	521	506.0	28.8	0	7	0
1972	31.3	28.4	0	0	6	0	485	485.0	31.3	0	6	0
1973	27.3	27.5	0	0	5	0	445	453.0	27.3	0	5	0
1974	26.8	26.6	0	0	4	0	410	427.0	26.8	0	4	0
1975	26.2	25.7	0	0	3	0	352	400.8	26.2	0	3	0
1976	22.5	24.8	0	0	2	0	364	369.2	22.5	0	2	0
1977	23.5	23.9	0	0	1	0	372	345.8	23.5	0	1	0
1978	23.8	22.5	3	0	0	0	379	321.0	23.8	0	0	0
1979	22.5	21.3	10	0	0	0	324	318.9	22.5	0	0	0
1980	19.8	19.7	20	0	0	0	319	314.2	19.8	0	0	0
1981	20.0	19.0	25	0	0	0	309	314.6	20.0	0	0	0
1982	18.6	18.2	29	0	0	0	297	312.2	18.6	0	0	0
1983	18.7	17.6	33	0	0	0	294	312.3	18.7	0	0	0
1984	16.2	16.9	37	0	0	0	302	308.2	16.2	0	0	0
1985	14.3	16.3	41	0	0	0	287	304.9	14.3	0	0	0
1986	13.5	15.7	44	0	0	0	305	303.6	13.5	0	0	0
1987	15.7	15.2	48	0	0	0	300	307.2	15.7	0	0	0
1988	15.5	14.6	51	0	0	0	296	306.9	15.5	0	0	0
1989	14.5	14.1	54	0	0	0	289	305.2	14.5	0	0	0
1990	14.3	13.7	57	0	0	0	294	304.9	14.3	0	0	0
1991	13.1	13.3	59	0	0	0	304	302.9	13.1	0	0	0
1992	11.9	12.8	62	0	0	0	304	300.9	11.9	0	0	0
1993	11.9	12.5	64	0	0	0	282	300.8	11.9	0	0	0
1994	10.5	10.3	66	5125	0	0	276	298.4	10.5	0	0	150000
1995	10.7	10.1	68	4844	0	0	320	298.7	10.7	0	0	150000
1996	10.6	9.9	70	4615	0	0	322	298.5	10.6	0	0	150000
1997	10.6	9.7	71	4578	0	0	304	298.5	10.6	0	0	156940
1998	9.9	9.0	73	5779	0	0	286	277.4	9.9	1	0	206291
1999	8.6	8.9	74	5623	0	0	266	255.1	8.6	2	0	209767
2000	8.5	8.4	75	6380	0	0	253	234.8	8.5	3	0	244835
2001	8.1	8.1	76	7053	0	0	208	214.3	8.1	4	0	279902
2002	7.4	7.7	77	7829	0	0	187	193.0	7.4	5	0	314970
2003	6.4	7.3	78	8478	0	0	162	171.2	6.4	6	0	350037
2004	6.9	6.9	79	9044	0	0	149	152.1	6.9	7	0	385105
2005	7.1	6.5	80	9571	0	0	171	152.4	7.1	7	0	420172
2006	6.2	6.0	83	9832	0	0	148	150.8	6.2	7	0	455240
2007	5.4	5.1	87	10166	0	0	129	149.6	5.4	7	0	490307
2008	4.4	4.5	88	11489	0	0	157	147.8	4.4	7	0	566016
2009	3.8	4.2	90	11652	0	0	157	146.8	3.8	7	0	566016
2010	3.5	3.9	91	11938	0	0	138	146.2	3.5	7	0	566016
2011	3.0	3.5	93	11938	0	0		145.4	3.0	7	0	
2012	2.6	2.6	94	11938	0	1		144.7	2.6	7	0	
2013		2.6	94	11938	0	1		144.7	2.6	7	0	
2014		2.5	94	11938	0	1		144.6	2.5	7	0	
2015		2.5	94	11938	0	1		144.6	2.5	7	0	
2016		2.5	94	11938	0	1		144.5	2.5	7	0	
2017		2.4	95	11938	0	1		144.5	2.4	7	0	
2018		2.4	95	11938	0	1		144.4	2.4	7	0	
2019		2.4	95	11938	0	1		144.3	2.4	7	0	
2020		2.3	95	11938	0	1		144.3	2.3	7	0	
2021		2.3	95	11938	0	1		144.2	2.3	7	0	
2022		2.3	95	11938	0	1		144.2	2.3	7	0	
2023		2.2	96	11938	0	1		144.1	2.2	7	0	
2024		2.2	96	11938	0	1		144.1	2.2	7	0	
2025		2.2	96	11938	0	1		144.0	2.2	7	0	
2026		2.1	96	11938	0	1		144.0	2.1	7	0	
2027		2.1	96	11938	0	1		143.9	2.1	7	0	
2028		2.1	97	11938	0	1		143.9	2.1	7	0	
2029		2.1	97	11938	0	1		143.8	2.1	7	0	
2030		2.0	97	11938	0	1		143.8	2.0	7	0	

Israel

	FatalRate	Predicted	Belts	Alcohol	Timeles73	InjuryRate	Predicted	FatalRate	Alcohol	Dum6779	Dumles89	Dum07on	Alc tests
1965	64.1	59.3	0.0	0.0	9	2856	2903.4	64.1	0.0	0.0	1.0	0	0
1966	53.6	58.4	0.0	0.0	8	2718	2429.7	53.6	0.0	0.0	1.0	0	0
1967	59.7	57.6	0.0	0.0	7	2363	2450.6	59.7	0.0	0.5	1.0	0	0
1968	56.2	56.7	0.0	0.0	6	2190	2039.3	56.2	0.0	1.0	1.0	0	0
1969	51.6	55.6	0.5	0.0	5	2026	1835.4	51.6	0.0	1.0	1.0	0	0
1970	52.8	54.1	2.1	0.0	4	1892	1886.7	52.8	0.0	1.0	1.0	0	0
1971	56.5	52.2	4.2	0.0	3	1885	2053.4	56.5	0.0	1.0	1.0	0	0
1972	52.1	50.8	5.4	0.0	2	1744	1855.1	52.1	0.0	1.0	1.0	0	0
1973	43.4	49.8	5.7	0.0	1	1600	1466.6	43.4	0.0	1.0	1.0	0	0
1974	51.0	49.0	5.7	0.0	0	1513	1804.5	51.0	0.0	1.0	1.0	0	0
1975	45.7	46.0	12.1	0.0	0	1474	1571.3	45.7	0.0	1.0	1.0	0	0
1976	43.0	42.7	19.3	0.0	0	1480	1446.7	43.0	0.0	1.0	1.0	0	0
1977	45.6	43.0	18.6	0.0	0	1615	1563.0	45.6	0.0	1.0	1.0	0	0
1978	44.7	41.9	21.1	0.0	0	1726	1525.5	44.7	0.0	1.0	1.0	0	0
1979	38.4	36.3	33.2	0.0	0	1389	1496.6	38.4	0.0	0.5	1.0	0	0
1980	28.0	32.6	41.2	0.0	0	1150	1285.3	28.0	0.0	0.0	1.0	0	0
1981	28.3	28.9	49.2	0.0	0	1200	1299.6	28.3	0.0	0.0	1.0	0	0
1982	23.4	25.2	57.2	0.0	0	1125	1080.4	23.4	0.0	0.0	1.0	0	0
1983	25.0	22.6	62.9	0.0	0	1136	1149.4	25.0	0.0	0.0	1.0	0	0
1984	21.6	21.1	66.2	0.0	0	1034	998.0	21.6	0.0	0.0	1.0	0	0
1985	19.8	20.7	67.1	0.0	0	959	919.0	19.8	0.0	0.0	1.0	0	0
1986	20.2	20.2	68.1	0.0	0	1034	937.1	20.2	0.0	0.0	1.0	0	0
1987	22.9	19.8	69.0	0.0	0	889	1055.4	22.9	0.0	0.0	1.0	0	0
1988	21.4	19.4	69.8	0.0	0	964	988.9	21.4	0.0	0.0	1.0	0	0
1989	18.8	19.1	70.5	0.0	0	954	875.0	18.8	0.0	0.0	1.0	0	0
1990	16.4	17.7	71.0	1.4	0	1066	1189.7	16.4	1.4	0.0	0.0	0	26316
1991	15.8	16.5	71.5	2.7	0	1132	1146.5	15.8	2.7	0.0	0.0	0	52632
1992	15.6	15.6	72.0	3.5	0	1174	1124.9	15.6	3.5	0.0	0.0	0	78947
1993	14.2	14.7	72.5	4.3	0	1078	1049.6	14.2	4.3	0.0	0.0	0	105263
1994	13.6	14.1	72.9	4.8	0	921	1011.6	13.6	4.8	0.0	0.0	0	131579
1995	12.2	13.6	73.4	5.2	0	861	945.2	12.2	5.2	0.0	0.0	0	157895
1996	11.2	12.8	73.9	5.8	0	1014	888.1	11.2	5.8	0.0	0.0	0	184211
1997	10.7	12.2	74.4	6.3	0	972	861.8	10.7	6.3	0.0	0.0	0	210526
1998	11.3	11.4	74.9	7.0	0	1024	874.9	11.3	7.0	0.0	0.0	0	236842
1999	9.5	10.7	75.4	7.5	0	917	785.7	9.5	7.5	0.0	0.0	0	263158
2000	8.9	10.2	75.9	7.9	0	781	751.2	8.9	7.9	0.0	0.0	0	289474
2001	10.1	9.6	76.4	8.4	0	705	800.2	10.1	8.4	0.0	0.0	0	315789
2002	9.7	8.8	76.9	9.0	0	711	772.6	9.7	9.0	0.0	0.0	0	342105
2003	8.2	8.3	77.3	9.5	0	674	696.9	8.2	9.5	0.0	0.0	0	368421
2004	8.4	7.8	77.6	9.9	0	657	699.6	8.4	9.9	0.0	0.0	0	394737
2005	7.6	7.6	77.7	10.1	0	607	659.1	7.6	10.1	0.0	0.0	0	421053
2006	6.7	6.4	79.9	10.3	0	589	617.2	6.7	10.3	0.0	0.0	0	447368
2007	6.1	5.6	81.1	10.5	0	519	514.5	6.1	10.5	0.0	0.0	0.5	473684
2008	6.3	4.9	82.6	10.6	0	480	522.4	6.3	10.6	0.0	0.0	0.5	500000
2009	4.7	4.6	83.2	10.6	0	474	451.2	4.7	10.6	0.0	0.0	0.5	515000
2010	5.1	4.4	83.7	10.5	0	404	397.0	5.1	10.5	0.0	0.0	1.0	530000
2011	4.7	4.2	84.2	10.6	0		377.0	4.7	10.6	0.0	0.0	1	
2012	3.9	3.9	84.9	10.6	0		340.4	3.9	10.6	0.0	0.0	1	
2013		3.6	85.6	10.6	0		326.9	3.6	10.6	0.0	0.0	1	
2014		3.4	86.0	10.6	0		319.2	3.4	10.6	0.0	0.0	1	
2015		3.3	86.1	10.6	0		315.9	3.3	10.6	0.0	0.0	1	
2016		3.2	86.3	10.6	0		312.6	3.2	10.6	0.0	0.0	1	
2017		3.2	86.4	10.6	0		309.4	3.2	10.6	0.0	0.0	1	
2018		3.1	86.6	10.6	0		306.1	3.1	10.6	0.0	0.0	1	
2019		3.0	86.8	10.6	0		302.8	3.0	10.6	0.0	0.0	1	
2020		3.0	86.9	10.6	0		299.5	3.0	10.6	0.0	0.0	1	
2021		2.9	87.1	10.6	0		296.3	2.9	10.6	0.0	0.0	1	
2022		2.8	87.2	10.6	0		293.0	2.8	10.6	0.0	0.0	1	
2023		2.7	87.4	10.6	0		289.7	2.7	10.6	0.0	0.0	1	
2024		2.7	87.5	10.6	0		286.4	2.7	10.6	0.0	0.0	1	
2025		2.6	87.7	10.6	0		283.1	2.6	10.6	0.0	0.0	1	
2026		2.5	87.9	10.6	0		279.9	2.5	10.6	0.0	0.0	1	
2027		2.4	88.0	10.6	0		276.6	2.4	10.6	0.0	0.0	1	
2028		2.4	88.2	10.6	0		273.3	2.4	10.6	0.0	0.0	1	
2029		2.3	88.3	10.6	0		267.4	2.3	10.6	0.0	0.0	1	
2030		2.2	88.4	10.6	0		265.8	2.2	10.6	0.0	0.0	1	

Japan

	FatalRate	Predicted	Seat belts	Infr effect	Infr decreases	Timeles73	BAC .3	InjuryRate	Predicted	FatalRate	Timeles67	Time9402	Infringements
1963	61.29	62.54	0	100	0.0	11.0	0.0	1343	1227	61.3	5	0	33
1964	59.34	59.46	0	100	0.0	10.0	0.0	1315	1391	59.3	4	0	33
1965	48.96	56.38	0	100	0.0	9.0	0.0	1244	1258	49.0	3	0	33
1966	47.27	53.31	0	100	0.0	8.0	0.0	1306	1431	47.3	2	0	33
1967	40.31	50.23	0	100	0.0	7.0	0.0	1435	1419	40.3	1	0	34
1968	37.72	47.15	0	100	0.0	6.0	0.0	1617	1560	37.7	0	0	41
1969	39.97	44.07	0	100	0.0	5.0	0.0	1752	1640	40.0	0	0	49
1970	37.98	40.98	0	100	0.0	4.0	0.0	1639	1569	38.0	0	0	52
1971	36.93	37.88	1	100	0.0	3.0	0.0	1582	1532	36.9	0	0	65
1972	35.81	34.77	1	100	0.0	2.0	0.0	1461	1493	35.8	0	0	79
1973	32.59	31.03	1	105	0.0	1.0	0.0	1287	1379	32.6	0	0	93
1974	27.61	27.14	2	111	0.0	0.0	0.0	1144	1204	27.6	0	0	93
1975	24.85	25.40	3	125	0.0	0.0	0.0	1039	1107	24.9	0	0	101
1976	20.93	21.08	4	159	0.0	0.0	0.0	953	969	20.9	0	0	101
1977	17.56	18.68	5	178	0.0	0.0	0.0	838	850	17.6	0	0	89
1978	16.53	17.39	6	187	0.0	0.0	0.0	803	813	16.5	0	0	95
1979	15.15	17.00	8	198	-6.4	0.0	0.0	763	765	15.2	0	0	95
1980	15.43	16.09	9	198	-2.1	0.0	0.0	751	775	15.4	0	0	99
1981	15.09	15.91	11	198	-1.9	0.0	0.0	746	763	15.1	0	0	98
1982	15.34	16.26	13	198	-5.0	0.0	0.0	748	771	15.3	0	0	109
1983	15.70	15.53	21	198	-4.4	0.0	0.0	760	784	15.7	0	0	108
1984	14.68	13.86	28	201	0.0	0.0	0.0	716	748	14.7	0	0	101
1985	14.09	13.51	39	201	-3.2	0.0	0.0	727	727	14.1	0	0	97
1986	13.39	13.23	49	201	-6.4	0.0	0.0	716	703	13.4	0	0	83
1987	13.06	12.40	58	201	-6.0	0.0	0.0	706	691	13.1	0	0	60
1988	13.85	13.45	61	201	-13.1	0.0	0.0	706	719	13.8	0	0	64
1989	14.38	14.86	63	201	-22.1	0.0	0.0	743	738	14.4	0	0	60
1990	13.84	14.97	62	201	-22.0	0.0	0.0	688	718	13.8	0	0	57
1991	13.34	14.05	60	201	-16.4	0.0	0.0	690	701	13.3	0	0	56
1992	13.56	13.68	60	201	-13.9	0.0	0.0	711	709	13.6	0	0	57
1993	12.16	12.56	60	201	-7.8	0.0	0.0	745	659	12.2	0	0	57
1994	11.68	11.43	61	201	-1.9	0.0	0.0	748	693	11.7	0	1	62
1995	11.32	11.82	62	201	-4.6	0.0	0.0	767	732	11.3	0	2	64
1996	10.31	11.11	63	201	-1.3	0.0	0.0	777	747	10.3	0	3	65
1997	9.98	10.55	65	202	0.0	0.0	0.0	796	786	10.0	0	4	67
1998	9.66	10.03	68	204	0.0	0.0	0.0	831	826	9.7	0	5	59
1999	9.13	9.79	70	205	0.0	0.0	0.0	869	858	9.1	0	6	59
2000	9.08	9.71	71	205	-0.3	0.0	0.0	949	908	9.1	0	7	59
2001	8.69	9.90	73	205	-2.0	0.0	0.0	962	945	8.7	0	8	63
2002	8.32	8.76	74	205	-1.1	0.0	0.5	958	983	8.3	0	9	68
2003	7.72	7.75	75	205	-0.7	0.0	1.0	970	1013	7.7	0	10	72
2004	7.53	7.36	76	206	0.0	0.0	1.0	993	1006	7.5	0	10	75
2005	7.18	6.77	78	210	0.0	0.0	1.0	992	994	7.2	0	10	78
2006	6.65	6.48	80	211	0.0	0.0	1.0	952	975	6.6	0	10	76
2007	6.07	6.26	81	212	0.0	0.0	1.0	898	904	6.1	0	9	78
2008	5.64	6.04	82	213	0.0	0.0	1.0	841	837	5.6	0	8	
2009	5.44	5.88	83	214	0.0	0.0	1.0	817	830	5.4	0	8	
2010	5.47	5.74	84	214	0.0	0.0	1.0	813	831	5.5	0	8	
2011	5.21	5.63	85	214	0.0	0.0	1.0	779	771	5.2	0	7	
2012		5.56	85	215	0.0	0.0	1.0		778	5.6	0	7	
2013		5.50	85	215	0.0	0.0	1.0		771	5.5	0	7	
2014		5.43	86	216	0.0	0.0	1.0		763	5.4	0	7	
2015		5.36	86	216	0.0	0.0	1.0		755	5.4	0	7	
2016		5.30	86	216	0.0	0.0	1.0		748	5.3	0	6	
2017		5.23	86	217	0.0	0.0	1.0		740	5.2	0	6	
2018		5.17	86	217	0.0	0.0	1.0		732	5.2	0	6	
2019		5.10	86	218	0.0	0.0	1.0		725	5.1	0	6	
2020		5.04	87	218	0.0	0.0	1.0		717	5.0	0	6	
2021		4.97	87	218	0.0	0.0	1.0		709	5.0	0	6	
2022		4.91	87	219	0.0	0.0	1.0		702	4.9	0	6	
2023		4.84	87	219	0.0	0.0	1.0		694	4.8	0	6	
2024		4.78	87	220	0.0	0.0	1.0		686	4.8	0	6	
2025		4.71	88	220	0.0	0.0	1.0		679	4.7	0	6	
2026		4.65	88	220	0.0	0.0	1.0		671	4.6	0	5	
2027		4.58	88	221	0.0	0.0	1.0		663	4.6	0	5	
2028		4.52	88	221	0.0	0.0	1.0		656	4.5	0	5	
2029		4.45	88	222	0.0	0.0	1.0		648	4.5	0	5	
2030		4.39	89	222	0.0	0.0	1.0		640	4.4	0	5	

Korea

	FatalRate	Predicted	Seat belts	Alc/vkt	Timeles94	InjuryRate	Predicted	FatalRate	Dum8394	Dumles74	AlcDeath
1971	347.9	336.0	0.5	3.8	24	4744	4707	347.9	0	1	
1972	307.3	324.0	0.9	3.8	23	4152	4151	307.3	0	1	
1973	284.0	312.1	1.4	3.8	22	3888	3833	284.0	0	1	
1974	277.3	300.2	1.8	3.8	21	3648	3741	277.3	0	1	
1975	316.2	288.2	2.3	3.8	20	4594	4973	316.2	0	0	
1976	290.5	276.3	2.7	3.8	19	5621	4622	290.5	0	0	
1977	265.0	264.4	3.2	3.8	18	4266	4273	265.0	0	0	
1978	262.8	252.5	3.6	3.8	17	4038	4243	262.8	0	0	
1979	255.6	240.5	4.1	3.8	16	3385	4144	255.6	0	0	
1980	226.5	228.6	4.5	3.8	15	3719	3747	226.5	0	0	
1981	212.9	216.7	5.0	3.8	14	3575	3560	212.9	0	0	
1982	202.0	204.7	5.4	3.8	13	3386	3411	202.0	0	0	
1983	189.9	192.8	5.9	3.8	12	3815	3877	189.9	1	0	
1984	188.2	180.9	6.3	3.8	11	3894	3854	188.2	1	0	
1985	169.7	168.9	6.8	3.8	10	3779	3601	169.7	1	0	
1986	143.0	157.0	7.2	3.8	9	3298	3235	143.0	1	0	
1987	116.4	145.1	7.7	3.8	8	3311	2871	116.4	1	0	
1988	154.8	133.1	8.1	3.8	7	3553	3397	154.8	1	0	
1989	148.3	121.2	8.6	3.8	6	3530	3307	148.3	1	0	
1990	121.5	109.3	9.0	3.8	5	2996	2941	121.5	1	0	
1991	107.9	97.6	9.0	3.8	4	2477	2755	107.9	1	0	
1992	78.9	85.9	9.0	3.8	3	2108	2358	78.9	1	0	
1993	61.6	74.2	9.0	3.8	2	1856	2122	61.6	1	0	
1994	52.6	62.6	9.0	3.8	1	1699	1999	52.6	1	0	
1995	46.2	50.9	9.0	3.8	0	1381	1281	46.2	0	0	
1996	50.4	48.6	13.1	3.8	0	1322	1338	50.4	0	0	
1997	44.1	44.5	20.6	3.8	0	1215	1252	44.1	0	0	
1998	32.4	38.4	31.6	3.8	0	1141	1092	32.4	0	0	
1999	31.5	32.3	42.7	3.8	0	1268	1080	31.5	0	0	
2000	28.7	26.2	53.7	3.8	0	1283	1042	28.7	0	0	
2001	21.1	21.6	62.0	3.8	0	1068	938	21.1	0	0	1466
2002	17.7	18.2	67.6	3.4	0	900	891	17.7	0	0	1395
2003	16.5	16.2	70.5	3.0	0	910	875	16.5	0	0	1324
2004	14.8	14.4	73.5	2.8	0	823	852	14.8	0	0	1253
2005	12.9	12.9	75.4	2.4	0	734	826	12.9	0	0	1182
2006	13.3	12.5	76.0	2.3	0	754	831	13.3	0	0	1111
2007	12.7	12.7	75.3	2.1	0	730	822	12.7	0	0	1040
2008	12.4	13.0	74.6	2.0	0	756	818	12.4	0	0	969
2009	13.5	13.0	74.6	2.1	0	895	834	13.5	0	0	898
2010	12.2	12.3	75.3	1.7	0	830	816	12.2	0	0	781
2011	11.1	11.3	76.4	1.3	0	770	801	11.1	0	0	760
2012		10.7	77.5	1.3	0		796	10.7	0	0	
2013		10.0	78.6	1.2	0		787	10.0	0	0	
2014		9.4	79.7	1.2	0		778	9.4	0	0	
2015		9.0	80.4	1.1	0		772	9.0	0	0	
2016		8.6	80.9	1.1	0		767	8.6	0	0	
2017		8.3	81.5	1.0	0		763	8.3	0	0	
2018		7.9	82.0	1.0	0		758	7.9	0	0	
2019		7.6	82.5	0.9	0		753	7.6	0	0	
2020		7.3	83.1	0.9	0		749	7.3	0	0	
2021		6.9	83.6	0.8	0		744	6.9	0	0	
2022		6.6	84.2	0.8	0		739	6.6	0	0	
2023		6.2	84.7	0.7	0		735	6.2	0	0	
2024		5.9	85.3	0.7	0		730	5.9	0	0	
2025		5.6	85.8	0.6	0		725	5.6	0	0	
2026		5.2	86.3	0.6	0		721	5.2	0	0	
2027		4.9	86.9	0.6	0		716	4.9	0	0	
2028		4.5	87.4	0.5	0		711	4.5	0	0	
2029		4.2	88.0	0.5	0		707	4.2	0	0	
2030		3.9	88.5	0.5	0		703	3.9	0	0	

Netherlands

	FatalRate	Predicted	Belts	Alcohol	Dum09on	SpeedFines	InjuryRate	Predicted	FatalityRate	Dum6773	Time2000on	%alc>.05	SpeedFines
1963	44.5	50.1	0.0	13.0	0.00	0.0	1140	1114	44.5	0.0	0.0	13.0	0
1964	50.4	50.1	0.0	13.0	0.00	0.0	1245	1238	50.4	0.0	0.0	13.0	0
1965	49.0	50.1	0.0	13.0	0.00	0.0	1224	1210	49.0	0.0	0.0	13.0	0
1966	49.2	49.6	0.5	13.0	0.00	0.0	1227	1214	49.2	0.0	0.0	13.0	0
1967	50.4	49.3	0.8	13.0	0.00	0.0	1075	1091	50.4	1.0	0.0	13.0	0
1968	48.3	48.8	1.3	13.0	0.00	0.0	1032	1047	48.3	1.0	0.0	13.0	0
1969	48.7	48.3	1.8	13.0	0.00	0.0	1071	1056	48.7	1.0	0.0	13.0	0
1970	47.9	47.5	2.5	13.0	0.00	0.0	1028	1038	47.9	1.0	0.0	13.0	0
1971	46.1	47.8	3.4	14.3	0.00	0.0	1052	1001	46.1	1.0	0.0	15.0	0
1972	45.8	48.5	4.4	16.3	0.00	0.0	984	994	45.8	1.0	0.0	17.0	0
1973	42.4	46.9	5.4	15.7	0.00	0.0	964	994	42.4	0.5	0.0	15.0	0
1974	35.1	34.3	12.5	6.3	0.00	0.0	912	912	35.1	0.0	0.0	2.0	0
1975	31.2	30.0	20.3	8.0	0.00	0.0	805	829	31.2	0.0	0.0	11.0	0
1976	32.1	26.8	28.4	11.3	0.00	0.0	822	849	32.1	0.0	0.0	11.5	0
1977	32.9	25.7	30.8	11.8	0.00	0.0	821	865	32.9	0.0	0.0	12.0	0
1978	28.6	24.7	32.9	12.0	0.00	0.0	774	773	28.6	0.0	0.0	12.0	0
1979	23.4	23.5	35.1	12.0	0.00	0.7	669	662	23.4	0.0	0.0	12.0	50000
1980	22.3	22.7	36.4	12.0	0.00	1.3	633	640	22.3	0.0	0.0	12.0	100000
1981	20.4	20.3	37.1	12.0	0.00	13.6	605	600	20.4	0.0	0.0	12.0	1000000
1982	18.6	19.1	37.2	12.0	0.00	21.1	567	560	18.6	0.0	0.0	12.0	1600000
1983	18.6	18.7	38.5	12.0	0.00	20.3	555	560	18.6	0.0	0.0	12.0	1600000
1984	16.7	18.0	40.1	11.3	0.00	19.8	524	520	16.7	0.0	0.0	11.0	1600000
1985	14.8	16.9	42.2	10.3	0.00	19.6	500	480	14.8	0.0	0.0	10.0	1600000
1986	14.9	15.9	44.7	9.3	0.00	18.6	489	482	14.9	0.0	0.0	9.0	1600000
1987	13.9	14.3	49.1	8.3	0.00	17.9	460	460	13.9	0.0	0.0	8.0	1600000
1988	12.1	12.8	53.4	6.7	0.00	16.9	424	421	12.1	0.0	0.0	6.0	1600000
1989	12.4	11.6	57.8	6.0	0.00	16.4	429	429	12.4	0.0	0.0	6.0	1600000
1990	11.5	10.9	60.0	5.3	0.00	16.3	433	409	11.5	0.0	0.0	5.0	1600000
1991	10.3	10.0	63.7	4.3	0.00	15.9	382	385	10.3	0.0	0.0	4.0	1600000
1992	9.7	9.6	65.4	4.0	0.00	15.3	371	370	9.7	0.0	0.0	4.0	1600000
1993	9.3	9.4	66.8	4.1	0.00	15.2	358	362	9.3	0.0	0.0	4.2	1600000
1994	9.5	9.7	66.0	4.7	0.00	14.6	358	366	9.5	0.0	0.0	4.9	1600000
1995	9.5	9.7	65.8	4.8	0.00	15.1	362	367	9.5	0.0	0.0	4.8	1679028
1996	8.3	9.5	66.1	4.5	0.00	15.4	344	341	8.3	0.0	0.0	4.4	1721726
1997	8.0	8.5	67.7	4.3	0.00	25.7	336	334	8.0	0.0	0.0	4.3	2948266
1998	6.9	8.0	69.3	4.4	0.00	28.7	320	311	6.9	0.0	0.0	4.4	3421758
1999	6.8	7.3	71.2	4.2	0.00	35.3	320	310	6.8	0.0	0.0	4.1	4383261
2000	6.5	6.5	73.7	4.2	0.00	44.1	279	282	6.5	0.0	2.0	4.2	5648257
2001	5.9	5.6	77.4	4.1	0.00	52.3	255	258	5.9	0.0	3.0	4.0	6738724
2002	5.8	5.2	80.8	4.0	0.00	53.6	239	244	5.8	0.0	4.0	4.0	6925255
2003	5.8	4.7	83.9	3.8	0.00	56.5	213	232	5.8	0.0	5.0	3.7	7650719
2004	4.4	4.6	85.6	3.4	0.00	52.9	178	193	4.4	0.0	6.0	3.3	7270983
2005	4.1	4.3	87.7	3.0	0.00	57.3	172	174	4.1	0.0	7.0	2.9	7964151
2006	3.9	3.9	89.0	3.0	0.00	63.5	154	160	3.9	0.0	8.0	3.0	8874080
2007	3.8	3.6	90.6	3.0	0.00	68.9	162	146	3.8	0.0	9.0	3.0	9740861
2008	3.6	3.7	92.0	3.0	0.00	63.7	144	130	3.6	0.0	10.0	3.0	9159301
2009	3.3	3.4	93.2	2.6	1.00	62.4	114	114	3.3	0.0	11.0	2.4	9102868
2010	3.2	3.2	95.0	2.4	1.00	63.0		107	3.2	0.0	11.5	2.4	
2011	3.3	3.2	95.1	2.4	1.00	63.9		103	3.3	0.0	12.0		
2012		3.2	95.2	2.4	1.00	64.7		100	3.2	0.0	12.0		
2013		3.1	95.3	2.3	1.00	65.6		99	3.1	0.0	12.0		
2014		3.1	95.4	2.3	1.00	66.4		99	3.1	0.0	12.0		
2015		3.1	95.5	2.3	1.00	67.2		98	3.1	0.0	12.0		
2016		3.0	95.6	2.3	1.00	68.1		97	3.0	0.0	12.0		
2017		3.0	95.7	2.3	1.00	68.9		97	3.0	0.0	12.0		
2018		3.0	95.8	2.2	1.00	69.8		96	3.0	0.0	12.0		
2019		3.0	95.9	2.2	1.00	70.6		96	3.0	0.0	12.0		
2020		2.9	96.0	2.2	1.00	71.5		95	2.9	0.0	12.0		
2021		2.9	96.1	2.2	1.00	72.3		94	2.9	0.0	12.0		
2022		2.9	96.2	2.2	1.00	73.2		94	2.9	0.0	12.0		
2023		2.8	96.3	2.1	1.00	74.0		93	2.8	0.0	12.0		
2024		2.8	96.4	2.1	1.00	74.9		93	2.8	0.0	12.0		
2025		2.8	96.5	2.1	1.00	75.7		92	2.8	0.0	12.0		
2026		2.8	96.6	2.1	1.00	76.6		92	2.8	0.0	12.0		
2027		2.7	96.7	2.1	1.00	77.4		91	2.7	0.0	12.0		
2028		2.7	96.8	2.0	1.00	78.3		91	2.7	0.0	12.0		
2029		2.7	96.9	2.0	1.00	79.1		90	2.7	0.0	12.0		
2030		2.7	97.0	2.0	1.00	80.0		90	2.7	0.0	12.0		

New Zealand

	Fatal rate	Predicted	Seat belts	Alcohol%	Speed	Speed limit	Car less	Dum73	Drug, youth	Unempl	Injury rate	Predicted	Fatal rate	Dum7701	%Alc Deaths	Open road	Urban	Open index	Urban index
1965	39.5	35.3	0.2	45	1.30	0	0	0	0	0.1	1269	1270.4	39.5	0	45	118	66	1.18	1.10
1966	33.7	35.1	1.2	45	1.30	0	0	0	0	0.1	1171	1092.9	33.7	0	45	118	66	1.18	1.10
1967	35.1	34.8	2.8	45	1.30	0	0	0	0	0.1	1092	1133.8	35.1	0	45	118	66	1.18	1.10
1968	31.5	34.4	4.2	45	1.30	0	0	0	0	0.8	1111	1025.5	31.5	0	45	118	66	1.18	1.10
1969	32.4	34.2	6.0	45	1.30	0	0	0	0	0.3	1103	1051.6	32.4	0	45	118	66	1.18	1.10
1970	34.4	33.8	8.0	45	1.30	0	0	0	0	0.1	1137	1114.7	34.4	0	45	118	66	1.18	1.10
1971	32.6	33.1	11.5	45	1.30	0	0	0	0	0.2	1083	1059.2	32.6	0	45	118	66	1.18	1.10
1972	31.3	30.5	24.8	45	1.30	0	0	0	0	0.5	1025	1019.1	31.3	0	45	118	66	1.18	1.10
1973	34.1	34.1	41.8	45	1.30	0	0	1	0	0.2	994	1105.1	34.1	0	45	118	66	1.18	1.10
1974	25.1	23.7	47.0	45	1.30	1	0	0	0	0.1	818	827.2	25.1	0	45	118	66	1.18	1.10
1975	22.4	22.6	52.4	45	1.30	1	0	0	0	0.2	751	745.5	22.4	0	45	118	66	1.18	1.10
1976	20.6	22.1	55.2	45	1.30	1	0	0	0	0.3	642	690.0	20.6	0	45	118	66	1.18	1.10
1977	23.7	21.7	57.0	45	1.30	1	0	0	0	0.3	628	647.9	23.7	1.0	45	118	66	1.18	1.10
1978	21.7	21.0	58.5	45	1.30	1	0	0	0	1.7	532	585.3	21.7	1.0	45	118	66	1.18	1.10
1979	17.3	16.9	60.1	45	1.30	1	1	0	0	1.9	462	449.7	17.3	1.0	45	118	66	1.18	1.10
1980	17.6	18.4	61.5	45	1.30	1	1	0	0	2.2	499	460.1	17.6	1.0	45	118	66	1.18	1.10
1981	19.0	19.6	62.9	45	1.30	1	0	0	0	3.6	470	501.2	19.0	1.0	45	118	66	1.18	1.10
1982	18.8	19.4	64.1	45	1.30	1	0	0	0	3.5	483	494.9	18.8	1.0	45	118	66	1.18	1.10
1983	17.7	18.5	65.4	45	1.30	1	0	0	0	5.7	484	463.5	17.7	1.0	45	118	66	1.18	1.10
1984	18.4	18.3	66.7	45	1.30	1	0	0	0	5.7	512	483.8	18.4	1.0	45	118	66	1.18	1.10
1985	20.2	21.0	68.0	45	1.30	0	0	0	0	4.2	541	538.2	20.2	1.0	45	118	66	1.18	1.10
1986	20.4	20.7	69.3	45	1.30	0	0	0	0	4.2	532	546.5	20.4	1.0	45	118	66	1.18	1.10
1987	21.0	20.1	70.6	42	1.30	0	0	0	0	4.2	520	562.3	21.0	1.0	42	118	66	1.18	1.10
1988	19.3	19.2	71.9	40	1.30	0	0	0	0	5.7	482	512.0	19.3	1.0	40	118	66	1.18	1.10
1989	20.2	18.4	73.1	39	1.30	0	0	0	0	7.3	462	539.2	20.2	1.0	39	118	66	1.18	1.10
1990	19.6	18.8	74.4	46	1.30	0	0	0	0	8.0	493	521.7	19.6	1.0	46	118	66	1.18	1.10
1991	17.4	17.0	75.6	40	1.30	0	0	0	0	10.6	466	454.1	17.4	1.0	40	118	66	1.18	1.10
1992	17.2	16.3	76.9	36	1.30	0	0	0	0	10.7	440	447.3	17.2	1.0	36	118	66	1.18	1.10
1993	15.7	15.8	78.2	32	1.30	0	0	0	0	9.8	404	401.6	15.7	1.0	32	118	66	1.18	1.10
1994	15.0	16.7	79.4	38	1.30	0	0	0	0	8.4	438	380.3	15.0	1.0	38	118	66	1.18	1.10
1995	14.8	16.0	80.7	30	1.30	0	0	0	0	6.5	436	372.9	14.8	1.0	30	118	66	1.18	1.10
1996	12.9	14.4	81.9	30	1.23	0	0	0	0	6.3	376	314.4	12.9	1.0	30	115	64	1.15	1.07
1997	13.3	12.1	83.2	21	1.19	0	0	0	0	6.8	334	327.3	13.3	1.0	21	113	63	1.13	1.05
1998	12.1	12.4	84.3	27	1.19	0	0	0	0	7.7	303	290.2	12.1	1.0	27	113	63	1.13	1.05
1999	12.0	11.4	85.4	21	1.18	0	0	0	0	7.1	287	287.4	12.0	1.0	21	112	63	1.12	1.05
2000	10.7	10.9	86.5	21	1.15	0	0	0	0	6.2	258	247.7	10.7	1.0	21	111	62	1.11	1.03
2001	10.3	10.2	88.7	21	1.13	0	0	0	0	5.5	284	304.4	10.3	0.5	21	109	62	1.09	1.03
2002	8.9	9.8	89.3	24	1.09	0	0	0	0	5.3	311	331.0	8.9	0	24	107	61	1.07	1.02
2003	9.9	9.4	89.9	27	1.05	0	0	0	0	4.8	314	362.0	9.9	0	27	105	60	1.05	1.00
2004	9.1	8.7	92.2	27	1.03	0	0	0	0	4.0	294	336.3	9.1	0	27	105	58	1.05	0.98
2005	8.3	8.1	93.7	25	1.02	0	0	0	0	3.8	302	311.9	8.3	0	25	104	58	1.04	0.98
2006	7.9	7.7	93.7	24	1.01	0	0	0	0	3.9	311	300.2	7.9	0	24	103	58	1.03	0.98
2007	8.2	8.1	93.7	27	1.01	0	0	0	0	3.7	320	309.9	8.2	0	27	103	58	1.03	0.98
2008	7.0	8.1	93.8	28	1.01	0	0	0	0	4.2	299	272.9	7.0	0	28	103	58	1.03	0.98
2009	7.4	7.2	94.7	28	1.00	0	0	0	0	6.1	287	285.1	7.4	0	28	103	57	1.03	0.97
2010	7.2	7.3	94.8	30	1.00	0	0	0	0	6.5	277	278.7	7.2	0	30	103	57	1.03	0.97
2011	5.4	5.5	94.3	26	1.00	0	0	0	1	6.6	243	221.9	5.4	0	26	103	57	1.03	0.97
2012	5.4	5.2	95.4	26	0.99	0	0	0	1	6.2		223.6	5.4	0	26	102	56	1.02	0.96
2013		5.1	95.5	25.7	0.99	0	0	0	1	6.1		215.0	5.1	0				1.02	0.95
2014		5.0	95.6	25.3	0.98	0	0	0	1	6.1		212.5	5.0	0				1.02	0.95
2015		5.0	95.7	25.0	0.98	0	0	0	1	6.0		210.0	5.0	0				1.02	0.95
2016		4.9	95.8	24.7	0.98	0	0	0	1	5.9		207.6	4.9	0				1.02	0.94
2017		4.8	95.8	24.3	0.98	0	0	0	1	5.9		205.1	4.8	0				1.01	0.94
2018		4.7	95.9	24.0	0.98	0	0	0	1	5.8		202.6	4.7	0				1.01	0.94
2019		4.6	96.0	23.7	0.97	0	0	0	1	5.7		200.1	4.6	0				1.01	0.93
2020		4.6	96.1	23.3	0.97	0	0	0	1	5.7		197.6	4.6	0				1.01	0.93
2021		4.5	96.2	23.0	0.97	0	0	0	1	5.6		195.2	4.5	0				1.01	0.93
2022		4.4	96.3	22.7	0.97	0	0	0	1	5.5		192.7	4.4	0				1.01	0.92
2023		4.3	96.4	22.3	0.96	0	0	0	1	5.5		190.2	4.3	0				1.01	0.92
2024		4.2	96.5	22.0	0.96	0	0	0	1	5.4		187.7	4.2	0				1.01	0.92
2025		4.2	96.6	21.7	0.96	0	0	0	1	5.3		185.3	4.2	0				1.01	0.92
2026		4.1	96.6	21.3	0.96	0	0	0	1	5.3		182.8	4.1	0				1.00	0.91
2027		4.0	96.7	21.0	0.96	0	0	0	1	5.2		180.3	4.0	0				1.00	0.91
2028		3.9	96.8	20.7	0.95	0	0	0	1	5.1		177.8	3.9	0				1.00	0.91
2029		3.8	96.9	20.3	0.95	0	0	0	1	5.1		175.4	3.8	0				1.00	0.90
2030		3.8	97.0	20	0.95	0	0	0	1	5		172.9	3.8	0				1.00	0.90

Norway

	FatalRate	Predicted	Seat belts	Unempl	Alcohol%	DrugLaw	Dumles71	InjuryRate	Predicted	FatalityRate	Dum7707	%AlcDeaths
1965	34.2	34.7	0.0	0.9	33.0	0	1	662	714.6	34.2	0.0	33
1966	33.9	34.3	1.4	0.8	33.0	0	1	689	709.8	33.9	0.0	33
1967	34.8	34.0	2.9	0.7	33.0	0	1	745	725.1	34.8	0.0	33
1968	33.2	33.4	4.3	1.1	33.0	0	1	720	696.4	33.2	0.0	33
1969	32.3	33.1	5.8	1.1	33.0	0	1	737	680.9	32.3	0.0	33
1970	33.9	32.5	7.2	1.4	33.0	0	1	713	709.9	33.9	0.0	33
1971	31.9	32.2	8.4	1.4	33.0	0	1	663	673.1	31.9	0.0	33
1972	28.0	28.4	9.7	1.7	33.0	0	0	646	603.7	28.0	0.0	33
1973	27.9	28.0	11.7	1.5	33.0	0	0	598	601.9	27.9	0.0	33
1974	26.9	27.2	15.1	1.5	33.0	0	0	541	584.5	26.9	0.0	33
1975	27.6	25.2	20.7	2.3	33.0	0	0	561	596.2	27.6	0.0	33
1976	23.0	23.9	27.2	1.8	33.0	0	0	507	514.7	23.0	0.0	33
1977	20.3	22.3	34.2	1.5	33.0	0	0	588	517.8	20.3	1.0	33
1978	19.2	20.3	41.5	1.7	33.0	0	0	548	499.3	19.2	1.0	33
1979	18.8	17.7	50.8	2.0	33.0	0	0	471	491.7	18.8	1.0	33
1980	15.4	16.1	58.1	1.7	33.0	0	0	436	431.4	15.4	1.0	33
1981	14.0	14.7	62.6	2.0	33.0	0	0	435	406.9	14.0	1.0	33
1982	16.0	14.2	63.4	2.6	33.0	0	0	417	442.1	16.0	1.0	33
1983	15.6	13.4	64.3	3.4	33.0	0	0	405	435.2	15.6	1.0	33
1984	14.9	13.3	65.3	3.2	33.0	0	0	405	421.7	14.9	1.0	33
1985	14.1	13.4	66.5	2.6	33.0	0	0	417	407.5	14.1	1.0	33
1986	14.5	13.4	67.8	2.0	33.0	0	0	385	415.3	14.5	1.0	33
1987	12.1	12.9	69.4	2.1	33.0	0	0	338	373.0	12.1	1.0	33
1988	11.3	11.9	71.0	3.2	33.0	0	0	328	358.5	11.3	1.0	33
1989	11.2	10.5	72.4	4.9	33.0	0	0	337	356.3	11.2	1.0	33
1990	9.6	10.0	73.3	5.2	33.0	0	0	345	328.8	9.6	1.0	33
1991	9.4	9.6	74.3	5.5	33.0	0	0	340	324.2	9.4	1.0	33
1992	9.4	8.9	76.1	5.9	33.0	0	0	329	324.0	9.4	1.0	33
1993	8.0	8.5	77.4	6.0	33.0	0	0	327	298.9	8.0	1.0	33
1994	7.9	8.7	78.1	5.4	33.0	0	0	313	297.1	7.9	1.0	33
1995	8.3	8.8	79.0	4.9	33.0	0	0	321	305.4	8.3	1.0	33
1996	6.7	8.2	81.5	4.8	33.0	0	0	316	276.5	6.7	1.0	33
1997	7.7	8.1	84.0	4.0	33.0	0	0	300	294.1	7.7	1.0	33
1998	8.7	8.1	85.8	3.2	33.0	0	0	299	311.6	8.7	1.0	33
1999	7.4	8.1	85.6	3.2	33.0	0	0	281	289.7	7.4	1.0	33
2000	8.1	7.8	86.5	3.4	33.0	0	0	278	301.9	8.1	1.0	33
2001	6.4	7.4	87.0	3.6	32.0	0	0	268	270.9	6.4	1.0	33
2002	7.0	6.6	88.4	3.9	30.1	0	0	279	282.3	7.0	1.0	30
2003	6.3	6.0	88.5	4.2	27.3	0	0	257	270.0	6.3	1.0	27
2004	5.7	5.5	89.0	4.3	24.4	0	0	255	258.8	5.7	1.0	24
2005	4.8	4.7	89.4	4.5	20.1	0	0	238	243.4	4.8	1.0	22
2006	5.2	4.9	90.6	3.4	18.6	0	0	227	249.2	5.2	1.0	14
2007	4.9	5.0	91.5	2.6	17.9	0	0	240	243.7	4.9	1.0	19
2008	5.2	5.2	91.5	2.5	18.8	0	0	217	199.0	5.2	0.0	17
2009	4.3	4.7	92.0	3.2	18.8	0	0	196	182.3	4.3	0.0	20
2010	4.2	4.4	92.7	3.5	19.5	0	0	180	180.6	4.2	0.0	19
2011	3.4	3.3	93.2	3.3	19.3	1	0	164	165.8	3.4	0.0	19
2012	3.3	3.3	93.5	3.2	19.1	1	0		164.2	3.3	0.0	19
2013		3.3	93.6	3.1	18.9	1	0		164.6	3.3	0.0	19
2014		3.3	93.8	2.9	18.8	1	0		165.1	3.3	0.0	19
2015		3.3	93.9	2.8	18.7	1	0		165.6	3.3	0.0	18
2016		3.3	94.1	2.8	18.6	1	0		164.7	3.3	0.0	18
2017		3.2	94.2	2.8	18.5	1	0		163.8	3.2	0.0	18
2018		3.2	94.3	2.8	18.4	1	0		162.9	3.2	0.0	18
2019		3.1	94.5	2.8	18.2	1	0		162.0	3.1	0.0	17
2020		3.1	94.6	2.8	18.1	1	0		161.1	3.1	0.0	17
2021		3.0	94.7	2.8	18.0	1	0		160.2	3.0	0.0	17
2022		3.0	94.9	2.8	17.9	1	0		159.3	3.0	0.0	17
2023		2.9	95.0	2.8	17.8	1	0		158.5	2.9	0.0	17
2024		2.9	95.2	2.8	17.7	1	0		157.6	2.9	0.0	16
2025		2.8	95.3	2.8	17.6	1	0		156.7	2.8	0.0	16
2026		2.8	95.4	2.8	17.5	1	0		155.8	2.8	0.0	16
2027		2.7	95.6	2.8	17.3	1	0		154.9	2.7	0.0	16
2028		2.7	95.7	2.8	17.2	1	0		154.0	2.7	0.0	15
2029		2.6	95.9	2.8	17.1	1	0		153.1	2.6	0.0	15
2030		2.6	96	2.8	17.0	1	0		152.2	2.6	0.0	15

Sweden

	FatalityRate	Predicted	Seat belts	AlcDeath/ vkt	Speed cams	Dumles70	InjuryRate	Predicted	FatalityRate	Dum7382	Dum0209	%AlcDeaths
1965	29.0	26.0	1.3	3.39	0	1	602	556.0	29.0	0.0	0.0	31
1966	27.1	26.0	1.6	3.39	0	1	510	531.2	27.1	0.0	0.0	31
1967	21.9	25.9	1.9	3.39	0	1	488	461.8	21.9	0.0	0.0	31
1968	25.6	25.9	2.2	3.39	0	1	529	510.8	25.6	0.0	0.0	31
1969	25.7	25.8	2.6	3.39	0	1	526	512.0	25.7	0.0	0.0	31
1970	26.1	25.7	3.2	3.39	0	1	499	518.0	26.1	0.0	0.0	31
1971	23.3	22.8	4.1	3.39	0	0	472	480.7	23.3	0.0	0.0	31
1972	22.1	22.5	5.9	3.39	0	0	442	464.8	22.1	0.0	0.0	31
1973	20.0	22.1	8.5	3.39	0	0	406	413.3	20.0	0.5	0.0	31
1974	21.5	21.8	10.9	3.39	0	0	398	411.3	21.5	1.0	0.0	31
1975	20.8	19.3	27.3	3.39	0	0	392	402.1	20.8	1.0	0.0	31
1976	19.4	17.4	40.0	3.39	0	0	384	382.8	19.4	1.0	0.0	31
1977	16.4	16.2	47.7	3.39	0	0	325	342.6	16.4	1.0	0.0	31
1978	16.1	15.1	55.0	3.39	0	0	338	338.3	16.1	1.0	0.0	31
1979	14.1	14.0	62.2	3.39	0	0	316	312.1	14.1	1.0	0.0	31
1980	13.0	13.2	67.9	3.39	0	0	313	297.7	13.0	1.0	0.0	31
1981	12.1	12.7	70.8	3.39	0	0	303	284.6	12.1	1.0	0.0	31
1982	11.5	12.7	70.8	3.39	0	0	311	299.5	11.5	0.5	0.0	31
1983	11.6	12.6	71.5	3.39	0	0	314	323.8	11.6	0.0	0.0	31
1984	11.8	12.4	72.7	3.39	0	0	324	326.8	11.8	0.0	0.0	31
1985	11.6	11.9	76.5	3.39	0	0	315	323.4	11.6	0.0	0.0	31
1986	12.0	11.3	80.2	3.39	0	0	327	329.3	12.0	0.0	0.0	31
1987	10.6	10.8	83.7	3.39	0	0	292	309.6	10.6	0.0	0.0	31
1988	10.4	10.6	84.9	3.39	0	0	309	307.0	10.4	0.0	0.0	31
1989	11.0	10.5	85.6	3.39	0	0	301	314.9	11.0	0.0	0.0	31
1990	9.4	9.5	86.0	2.90	0	0	291	293.7	9.4	0.0	0.0	31
1991	8.9	8.9	86.3	2.59	0	0	269	288.0	8.9	0.0	0.0	29
1992	9.0	7.9	86.5	2.07	0	0	262	288.9	9.0	0.0	0.0	23
1993	7.6	7.0	86.6	1.59	0	0	255	269.8	7.6	0.0	0.0	21
1994	7.0	6.7	86.2	1.39	0	0	269	261.5	7.0	0.0	0.0	20
1995	6.7	6.5	86.1	1.27	0	0	267	257.5	6.7	0.0	0.0	19
1996	6.2	6.1	85.7	1.05	0	0	261	251.1	6.2	0.0	0.0	17
1997	6.2	6.4	86.2	1.24	0	0	265	251.2	6.2	0.0	0.0	20
1998	6.0	6.1	86.8	1.14	0	0	262	248.5	6.0	0.0	0.0	19
1999	6.4	6.5	87.5	1.40	0	0	262	253.7	6.4	0.0	0.0	22
2000	6.4	6.2	87.8	1.27	0	0	258	253.5	6.4	0.0	0.0	20
2001	5.8	5.9	88.1	1.45	0.50	0	256	246.0	5.8	0.0	0.0	25
2002	5.3	5.1	88.5	1.33	1.00	0	272	271.5	5.3	0.0	0.5	25
2003	5.2	5.2	89.1	1.45	1.00	0	292	301.4	5.2	0.0	1.0	28
2004	4.6	4.8	89.4	1.24	1.00	0	282	287.1	4.6	0.0	0.9	27
2005	4.2	4.3	90.1	1.04	1.00	0	280	275.2	4.2	0.0	0.8	25
2006	4.1	4.0	91.0	0.93	1.00	0	272	267.3	4.1	0.0	0.7	23
2007	4.2	3.9	92.1	1.00	1.00	0	262	262.1	4.2	0.0	0.6	24
2008	3.4	3.2	93.0	0.70	1.00	0	253	245.6	3.4	0.0	0.5	21
2009	3.0	3.2	93.7	0.75	1.00	0	243	234.2	3.0	0.0	0.4	25
2010	2.4	2.7	94.5	0.56	1.00	0	221	219.8	2.4	0.0	0.3	23
2011	2.9	2.9	95.0	0.66	1.00	0	210	219.5	2.9	0.0	0.2	23
2012	2.4	2.6	95.1	0.55	1.00	0	209	206.7	2.4	0.0	0.1	23
2013		2.6	95.2	0.54	1.00	0		203.2	2.6	0.0	0.0	
2014		2.6	95.3	0.53	1.00	0		202.8	2.6	0.0	0.0	
2015		2.5	95.4	0.53	1.00	0		202.4	2.5	0.0	0.0	
2016		2.5	95.5	0.52	1.00	0		201.9	2.5	0.0	0.0	
2017		2.5	95.6	0.51	1.00	0		201.5	2.5	0.0	0.0	
2018		2.5	95.7	0.50	1.00	0		201.1	2.5	0.0	0.0	
2019		2.4	95.8	0.49	1.00	0		200.7	2.4	0.0	0.0	
2020		2.4	95.9	0.48	1.00	0		200.3	2.4	0.0	0.0	
2021		2.4	96.0	0.48	1.00	0		199.8	2.4	0.0	0.0	
2022		2.3	96.2	0.47	1.00	0		199.4	2.3	0.0	0.0	
2023		2.3	96.3	0.46	1.00	0		199.0	2.3	0.0	0.0	
2024		2.3	96.4	0.45	1.00	0		198.6	2.3	0.0	0.0	
2025		2.2	96.5	0.44	1.00	0		198.2	2.2	0.0	0.0	
2026		2.2	96.6	0.43	1.00	0		197.7	2.2	0.0	0.0	
2027		2.2	96.7	0.43	1.00	0		197.3	2.2	0.0	0.0	
2028		2.1	96.8	0.42	1.00	0		196.9	2.1	0.0	0.0	
2029		2.1	96.9	0.41	1.00	0		196.5	2.1	0.0	0.0	
2030		2.1	97.0	0.40	1.00	0		196.0	2.1	0.0	0.0	

Switzerland

	FatalRate	Predicted	Seat belts	SpeedLim	Dumles74	BAC/RBT	InjuryRate	Predicted	FatalRate	Dum9308	Dum6566
1965	39.1	38.6	0.0	0	1.00	0	912	915.5	39.1	0.0	1
1966	36.8	38.6	0.0	0	1.00	0	883	879.5	36.8	0.0	1
1967	39.0	38.6	0.0	0	1.00	0	866	857.4	39.0	0.0	0
1968	36.9	38.6	0.0	0	1.00	0	818	824.7	36.9	0.0	0
1969	38.4	38.6	0.0	0	1.00	0	854	848.1	38.4	0.0	0
1970	39.5	38.3	1.0	0	1.00	0	865	865.9	39.5	0.0	0
1971	40.2	38.1	2.0	0	1.00	0	870	877.5	40.2	0.0	0
1972	37.2	37.8	3.0	0	1.00	0	826	828.6	37.2	0.0	0
1973	30.5	29.4	4.0	0	0.3	0	711	722.1	30.5	0.0	0
1974	28.5	29.2	5.0	0	0.3	0	680	689.7	28.5	0.0	0
1975	25.7	25.4	6.2	0	0.0	0	638	645.0	25.7	0.0	0
1976	24.5	24.6	9.4	0	0.0	0	612	625.7	24.5	0.0	0
1977	25.4	24.0	11.5	0	0.0	0	627	640.0	25.4	0.0	0
1978	24.0	24.2	10.8	0	0.0	0	631	618.6	24.0	0.0	0
1979	23.6	24.4	10.0	0	0.0	0	621	610.8	23.6	0.0	0
1980	22.5	23.5	12.8	0.5	0.0	0	601	593.8	22.5	0.0	0
1981	20.6	21.8	18.5	1.0	0.0	0	578	563.9	20.6	0.0	0
1982	20.4	20.1	25.3	1.0	0.0	0	554	560.6	20.4	0.0	0
1983	19.4	18.8	30.5	1.0	0.0	0	561	545.0	19.4	0.0	0
1984	18.1	17.9	33.8	1.0	0.0	0	518	523.6	18.1	0.0	0
1985	14.9	16.7	37.1	2.0	0.0	0	504	472.2	14.9	0.0	0
1986	16.5	15.8	40.4	2.0	0.0	0	501	498.9	16.5	0.0	0
1987	14.9	15.0	43.6	2.0	0.0	0	471	473.0	14.9	0.0	0
1988	14.5	14.2	46.9	2.0	0.0	0	475	465.9	14.5	0.0	0
1989	13.8	13.3	50.2	2.0	0.0	0	465	455.6	13.8	0.0	0
1990	14.3	12.6	52.9	2.0	0.0	0	452	462.9	14.3	0.0	0
1991	12.6	12.1	55.0	2.0	0.0	0	428	436.5	12.6	0.0	0
1992	12.8	11.7	56.4	2.0	0.0	0	439	438.6	12.8	0.0	0
1993	11.3	11.2	58.6	2.0	0.0	0	440	433.2	11.3	0.5	0
1994	10.4	10.6	60.9	2.0	0.0	0	450	438.2	10.4	1.0	0
1995	10.5	10.0	63.1	2.0	0.0	0	435	438.7	10.5	1.0	0
1996	9.3	9.6	64.6	2.0	0.0	0	399	419.6	9.3	1.0	0
1997	8.7	9.2	66.1	2.0	0.0	0	403	410.0	8.7	1.0	0
1998	8.6	8.9	67.7	2.0	0.0	0	401	409.3	8.6	1.0	0
1999	8.2	8.5	69.2	2.0	0.0	0	415	402.3	8.2	1.0	0
2000	8.1	8.2	70.4	2.0	0.0	0	409	400.3	8.1	1.0	0
2001	7.3	7.9	71.5	2.0	0.0	0	406	388.5	7.3	1.0	0
2002	6.8	7.6	72.6	2.0	0.0	0	396	380.4	6.8	1.0	0
2003	7.2	7.2	73.9	2.0	0.0	0	395	385.8	7.2	1.0	0
2004	6.6	6.7	76.2	2.0	0.0	0	372	376.9	6.6	1.0	0
2005	5.2	5.2	79.3	2.0	0.0	1.0	343	355.2	5.2	1.0	0
2006	4.7	4.8	81.0	2.0	0.0	1.0	338	346.2	4.7	1.0	0
2007	4.8	4.6	81.7	2.0	0.0	1.0	339	348.1	4.8	1.0	0
2008	4.4	4.6	81.7	2.0	0.0	1.0	314	323.2	4.4	0.5	0
2009	4.3	4.3	82.8	2.0	0.0	1.0	306	302.5	4.3	0.0	0
2010	3.9	4.0	83.9	2.0	0.0	1.0	290	297.2	3.9	0.0	0
2011	3.8	3.6	85.3	2.0	0.0	1.0	278	295.8	3.8	0.0	0
2012		3.5	86.1	2.0	0.0	1.0		289.8	3.5	0.0	0
2013		3.3	86.8	2.0	0.0	1.0		287.1	3.3	0.0	0
2014		3.2	87.0	2.0	0.0	1.0		286.0	3.2	0.0	0
2015		3.1	87.3	2.0	0.0	1.0		284.9	3.1	0.0	0
2016		3.1	87.6	2.0	0.0	1.0		283.8	3.1	0.0	0
2017		3.0	87.8	2.0	0.0	1.0		282.7	3.0	0.0	0
2018		2.9	88.1	2.0	0.0	1.0		281.6	2.9	0.0	0
2019		2.9	88.4	2.0	0.0	1.0		280.5	2.9	0.0	0
2020		2.8	88.6	2.0	0.0	1.0		279.4	2.8	0.0	0
2021		2.7	88.9	2.0	0.0	1.0		278.3	2.7	0.0	0
2022		2.7	89.2	2.0	0.0	1.0		277.2	2.7	0.0	0
2023		2.6	89.5	2.0	0.0	1.0		276.1	2.6	0.0	0
2024		2.5	89.7	2.0	0.0	1.0		275.0	2.5	0.0	0
2025		2.5	90.0	2.0	0.0	1.0		273.9	2.5	0.0	0
2026		2.4	90.3	2.0	0.0	1.0		272.8	2.4	0.0	0
2027		2.3	90.5	2.0	0.0	1.0		271.7	2.3	0.0	0
2028		2.3	90.8	2.0	0.0	1.0		270.6	2.3	0.0	0
2029		2.2	91.1	2.0	0.0	1.0		269.5	2.2	0.0	0
2030		2.1	91.2	2.0	0.0	1.0		268.8	2.1	0.0	0

United States

	FatalRate	Predicted	Timepre86	Seat belts	Unempl	%Speeding	Dumless74	%Alcohol	InjuryRate	Predicted	FatalRate	Dum7101
1960	28.2	29.3	26	0.0	2.1	35.00	1.40	42	1532	1560	28.0	0
1961	27.1	29.1	25	0.0	2.1	35.00	1.40	42	1552	1624	29.3	0
1962	27.6	28.8	24	0.0	2.1	35.00	1.40	42	1576	1606	28.9	0
1963	28.0	28.6	23	0.0	2.1	35.00	1.40	42	1598	1600	28.8	0
1964	29.3	28.3	22	0.0	2.1	35.00	1.40	42	1545	1546	27.8	0
1965	28.9	28.1	21	0.0	2.1	35.00	1.40	42	1540	1528	27.4	0
1966	28.8	27.8	20	0.0	2.1	35.00	1.40	42	1462	1483	26.6	0
1967	27.8	27.5	19	0.0	2.1	35.00	1.40	42	1395	1377	24.5	0
1968	27.4	27.3	18	0.1	2.1	35.00	1.40	42	1278	1290	22.9	0
1969	26.6	25.7	17	0.2	2.1	35.00	1.20	42	1237	1240	21.9	0
1970	24.5	24.1	16	0.4	2.1	35.00	1.00	42	1196	1162	20.4	0
1971	22.9	22.5	15	0.7	2.1	35.00	0.80	42	1143	1144	17.4	0.5
1972	21.9	21.3	14	1.0	2.1	35.00	0.65	42	1168	1103	16.6	0.5
1973	20.4	20.0	13	1.6	2.1	35.00	0.50	42	1120	1057	15.7	0.5
1974	17.4	16.4	12	2.5	2.1	35.00	0.0	42	1017	1058	15.7	0.5
1975	16.6	16.1	11	3.4	2.1	35.00	0.0	42	1117	1048	15.5	0.5
1976	15.7	15.8	10	4.1	2.1	35.00	0.0	42	1113	1043	15.4	0.5
1977	15.7	15.5	9	5.0	2.1	35.00	0.0	42	1067	1020	15.0	0.5
1978	15.5	15.1	8	5.9	2.1	35.00	0.0	42	1034	973	14.1	0.5
1979	15.4	14.8	7	6.7	2.1	35.00	0.0	42	991	1032	12.5	1.0
1980	15.0	14.5	6	7.6	2.1	35.00	0.0	42	982	1007	12.0	1.0
1981	14.1	14.2	5	8.5	2.1	35.00	0.0	42	1008	1010	12.0	1.0
1982	12.5	13.8	4	10.0	2.1	35.00	0.0	42	1021	985	11.6	1.0
1983	12.0	13.5	3	11.3	2.1	35.00	0.0	42	1009	997	11.8	1.0
1984	12.0	13.0	2	14.4	2.1	35.00	0.0	42	988	977	11.4	1.0
1985	11.6	12.3	1	22.2	2.1	35.00	0.0	42	951	956	11.0	1.0
1986	11.8	11.6	0	30.6	1.6	34.83	0.0	42.5	935	919	10.3	1.0
1987	11.4	10.9	0	38.5	0.8	33.30	0.0	40.6	918	903	10.0	1.0
1988	11.0	10.7	0	41.3	0.4	32.80	0.0	39.5	861	861	9.2	1.0
1989	10.3	10.3	0	44.1	0.4	32.60	0.0	38.5	841	823	8.5	1.0
1990	10.0	9.9	0	48.5	1.3	30.68	0.0	39.8	799	823	8.4	1.0
1991	9.2	9.2	0	51.9	2.2	30.31	0.0	38.5	755	816	8.3	1.0
1992	8.5	8.6	0	54.7	2.2	30.28	0.0	35.8	780	820	8.4	1.0
1993	8.4	8.6	0	54.4	1.5	29.62	0.0	34.2	765	784	8.3	0.9
1994	8.3	8.6	0	54.4	0.8	29.21	0.0	32.9	712	742	8.0	0.8
1995	8.4	8.6	0	55.3	0.5	29.85	0.0	32.2	662	698	7.7	0.7
1996	8.3	8.5	0	56.3	0.2	29.09	0.0	32.0	655	662	7.6	0.6
1997	8.0	8.2	0	58.5	0.0	28.56	0.0	30.4	633	629	7.5	0.5
1998	7.7	7.9	0	60.4	0.0	26.51	0.0	30.2	593	600	7.5	0.4
1999	7.6	7.7	0	63.5	0.0	26.37	0.0	30.1	561	572	7.5	0.3
2000	7.5	7.7	0	66.0	0.0	26.22	0.0	31.8	547	538	7.4	0.2
2001	7.5	7.5	0	68.5	0.3	27.25	0.0	31.5	515	498	7.2	0.1
2002	7.5	7.2	0	71.0	0.9	28.60	0.0	31.3	494	500	7.2	0
2003	7.4	7.0	0	73.2	0.8	28.22	0.0	30.5	466	484	6.9	0
2004	7.2	6.9	0	76.4	0.3	28.01	0.0	30.6	448	470	6.6	0
2005	7.2	6.9	0	77.9	0.0	27.81	0.0	31.2	429	442	6.1	0
2006	6.9	6.9	0	79.9	0.0	28.33	0.0	31.6	410	415	5.6	0
2007	6.6	6.8	0	80.5	0.2	28.60	0.0	31.6	415	412	5.5	0
2008	6.1	6.0	0	81.6	2.6	28.18	0.0	31.4	409	405	5.4	0
2009	5.6	5.5	0	82.3	4.5	27.50	0.0	32.1		419	5.7	0
2010	5.5	5.4	0	83.1	4.3	27.50	0.0	31.0		433	5.9	0
2011	5.4	5.5	0	83.6	3.5	26.0	0.0	31.0		439	6.0	0
2012	5.7	5.7	0	84.1	2.5	26.0	0.0	31.0		437	6.0	0
2013		5.9	0	84.6	1.5	26.0	0.0	31.0		435	6.0	0
2014		6.0	0	85.1	1.0	26.0	0.0	31.0		433	5.9	0
2015		6.0	0	85.6	1.0	26.0	0.0	31.0		432	5.9	0
2016		6.0	0	86.1	1.0	26.0	0.0	31.0		430	5.9	0
2017		5.9	0	86.6	1.0	26.0	0.0	31.0		428	5.8	0
2018		5.9	0	87.1	1.0	26.0	0.0	31.0		426	5.8	0
2019		5.9	0	87.5	1.0	26.0	0.0	31.0		425	5.8	0
2020		5.8	0	88.0	1.0	26.0	0.0	31.0		423	5.7	0
2021		5.8	0	88.5	1.0	26.0	0.0	31.0		421	5.7	0
2022		5.8	0	89.0	1.0	26.0	0.0	31.0		419	5.7	0
2023		5.7	0	89.5	1.0	26.0	0.0	31.0		418	5.6	0
2024		5.7	0	90.0	1.0	26.0	0.0	31.0		416	5.6	0
2025		5.7	0	90.5	1.0	26.0	0.0	31.0		414	5.6	0
2026		5.6	0	91.0	1.0	26.0	0.0	31.0		412	5.5	0
2027		5.6	0	91.5	1.0	26.0	0.0	31.0		411	5.5	0
2028		5.6	0	92.0	1.0	26.0	0.0	31.0				
2029		5.5	0	92.5	1.0	26.0	0.0	31.0				
2030		5.5	0	93.0	1.0	26.0	0.0	31.0				

APPENDIX C
Seat belt data

Background

This Appendix explains how data on seat belt wearing for Australia and twenty other countries around the world was derived.

Data definitions and considerations

One of the most important variables in road safety is seat belt wearing. But it is also one of the most difficult to gather data for and to standardise across nations and across time.

In terms of standardising the definition, there are several different versions.

The first is "wearing when fitted". This was a common definition back in the late 1960s and 1970s when seat belts were first starting to be fitted in vehicles. It was related to the second definition – "fitting rate" in deriving the third definition – "wearing rate", where:

Wearing rate = "wearing when fitted rate" * "fitting rate"

The wearing rate is the desirable one to standardise on, and is the basis for the present analysis.

The desired variable, however, is the "national all-occupant wearing rate". Most of the early statistics covered only the driver or at most also front seat passengers. Rear seat wearing rates are few and far between in the early statistics, and have to be roughly estimated.

Another standardisation necessary is complete coverage of area of driving. Many statistics are divided into urban, rural and highway, and need to be amalgamated.

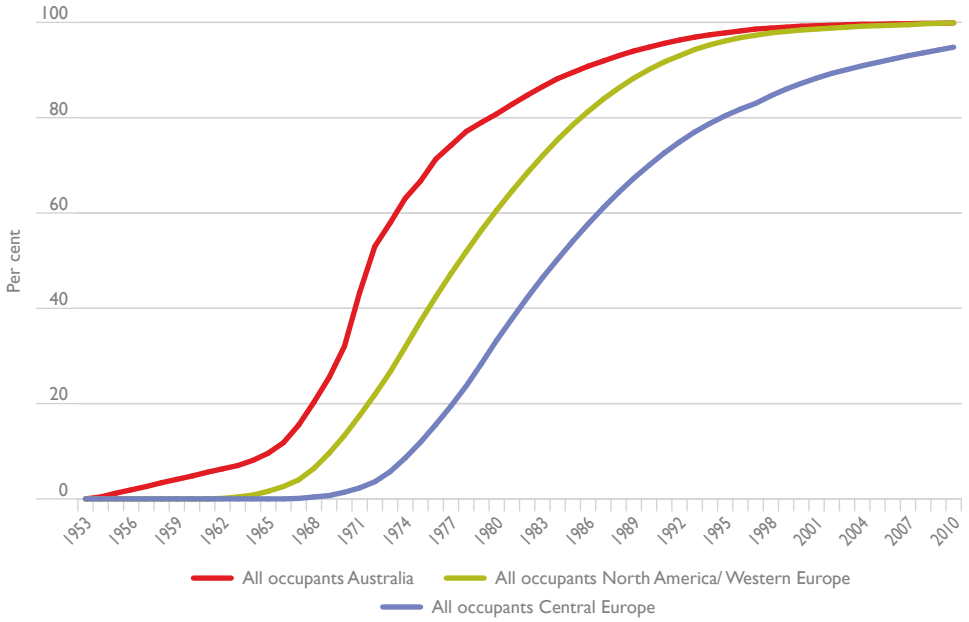
Another way of reporting seat belt usage is the "always, sometimes, never" questionnaire response.

Several rules of thumb have been developed to calculate standardised all-occupant wearing rates from component statistics. For example, all-occupant wearing rate equals .85*front seat rate + .15*rear wearing rate. All area wearing rate = .5* urban rate + .5*rural rate, or alternatively all area rate = .5*urban rate + .25*rural rate + .25*motorway rate. Front seat rate = (driver rate + .25* front passenger rate)/1.25. Front seat rate = driver rate *0.9. All occupant rate = (driver rate + .25*front passenger rate + .25* rear passenger rate)/1.5. Wearing rate = "always+(100-always)/2".

And finally, especially for earlier statistics, wearing rate = "wearing when fitted rate" * "fitting rate". Where an estimated fitting rate is not available for a nation, a (lagged) fitting rate from a comparable area is used. Figure C1 shows representative fitting rates for Australia, North America/Western Europe, and Central Europe.

The following sections present the seat belt wearing data that was pieced together for each country, and the transformations necessary for standardisation.

Figure C1 Seat Belt Fitting Rates



Austria

Austria has seat belt statistics from 1976. Up to 1984 the statistics are treated as "wearing when fitted" and the Western European fitting rate is used (without lag) to correct the wearing rate. The detailed statistics are for driver/front seat passengers. The formula 'wearing rate = .5*urban rate + .25*rural rate + .25*motorway rate is used to derive a national rate, which before 1984 is the multiplied by the fitting rate and 0.9 to get a front seat wearing rate. Before 1991 the rate is for drivers only and so is multiplied by 0.9 to convert to an estimate for the front seat wearing rate.

Rear seat wearing rates appear only in 2000. Before then there is a simple interpolation to a value in 1976 that is assumed to be half the front seat rate. Interpolated values are shown in yellow in Table C1, and 'driver wearing when fitted' in red and 'driver wearing' in orange.

Table C1 Austrian Seat Belt Statistics

	Driver/front			
	Urban	Rural	Motorway	All
1961				
1962				
1963				
1964				
1965				
1966				
1967				
1968				
1969				
1970				
1971				
1972				
1973				
1974				
1975				
1976	7.5	22.5	22.5	15.0
1977	25.0	50.0	60.0	40.0
1978	20.0	30.0	50.0	30.0
1979				0.0
1980				0.0
1981				0.0
1982				0.0
1983	28.2	44.3	55.9	39.2
1984	33.7	44.9	58.3	42.7
1985				
1986	72.0	80.0	85.0	77.3
1987	65.2	79.7	78.1	72.1
1988	64.0	74.0	74.6	69.2
1989	61.4	76.6	71.8	67.8
1990				
1991				
1992	62.0	71.9	78.6	68.6
1993	56.7	71.5	75.3	65.1
1994	65.2	77.9	77.9	71.6
1995	66.8	78.1	78.3	72.5
1996	68.4	75.3	74.8	71.7
1997	70.5	75.3	80.5	74.2
1998	70.1	76.4	77.5	73.5
1999	66.4	73.3	76.1	70.6
2000	71.2	76.7	78.9	74.5
2001	67.7	74.1	76.3	71.5
2002	72.5	76.7	76.8	74.6
2003	73.0	76.3	81.6	76.0
2004	71.2	79.5	82.7	76.2
2005	77.7	85.4	85.5	81.6
2006	86.2	88.7	91.8	88.2
2007	87.0	89.9	91.5	88.9
2008	87.0	89.0	92.0	88.8
2009	87.0	89.0	93.0	89.0
2010	82.0	83.0	86.0	83.3
2011				88.0

	Driver	Front pas	Front	Rear pas	All
1961					
1962					
1963					
1964					
1965					
1966					
1967					
1968					
1969					
1970					
1971					
1972					
1973					
1974					
1975					
1976					
1977					
1978					
1979					
1980					
1981					
1982					
1983					
1984					
1985					
1986					
1987					
1988					
1989					
1990					
1991					
1992					
1993					
1994					
1995					
1996					
1997					
1998					
1999					
2000	75	79	75.8	45	70.7
2001					
2002					
2003	76	76	76	57	72.8
2004	78	74	77.2	55	73.5
2005	83	79	82.2	51	77.0
2006	90	88	89.6	58	84.3
2007	90	87	89.4	49	82.7
2008	90	88	89.6	60	84.7
2009	89	89	89	65	85.0
2010	84	81	88.5	66	80.5
2011	88	88	88	64	84.0

				Smoothed	Fitted rate
	Front	Rear	All occup	All occup	W Eur
1961			0.0	0.0	
1962			0.1	0.1	
1963			0.2	0.2	
1964			0.2	0.2	
1965			0.3	0.3	
1966			0.4	0.4	
1967			0.5	0.5	
1968			0.5	0.5	
1969			0.6	0.6	
1970			0.7	0.7	
1971			0.8	0.8	
1972			0.8	0.8	
1973			0.9	0.9	
1974			1	1.3	
1975			2	2.8	
1976	5.7	2.9	5.3	7.5	42.4
1977	17.0	4.6	15.2	11.1	47.3
1978	14.0	6.4	12.9	14.4	51.9
1979	16.3	8.1	15.1	15.1	56.4
1980	18.6	9.9	17.3	17.3	60.6
1981	20.8	11.6	19.5	19.5	64.6
1982	23.1	13.4	21.6	21.6	68.4
1983	25.4	15.2	23.8	24.2	72.0
1984	28.9	16.9	27.1	31.9	75.4
1985	49.2	18.7	44.6	44.6	78.5
1986	69.5	20.4	62.2	55.1	81.3
1987	64.8	22.2	58.4	59.0	83.9
1988	62.2	23.9	56.5	56.9	86.2
1989	61.0	25.7	55.7	56.8	88.3
1990	63.6	27.4	58.1	58.1	90.1
1991	66.1	29.2	60.6	60.6	91.7
1992	68.6	31.0	63.0	61.2	93.0
1993	65.1	32.7	60.2	63.1	94.3
1994	71.6	34.5	66.0	64.4	95.3
1995	72.5	36.2	67.1	66.6	96.1
1996	71.7	38.0	66.7	67.6	96.8
1997	74.2	39.7	69.0	68.1	97.3
1998	73.5	41.5	68.7	68.1	97.8
1999	70.6	43.2	66.5	68.4	98.1
2000	74.5	45	70.1	68.2	98.4
2001	71.5	49	68.1	69.8	98.6
2002	74.6	53	71.4	70.9	98.8
2003	76.0	57	73.1	72.5	99.0
2004	76.2	55	73.0	74.4	99.2
2005	81.6	51	77.0	77.9	99.3
2006	88.2	58	83.7	81.2	99.4
2007	88.9	49	82.9	83.7	99.5
2008	88.8	60	84.4	84.2	99.7
2009	89.0	65	85.4	85.0	99.8
2010	88.5	66	85.1	85.2	99.9
2011	88.0	67.5	85.0	85.4	100.0
2012	89	69	86.0	85.9	100.0
2013			86.6	86.6	100.0
2014			87.2	87.2	100
2015			87.8	87.8	100
2016			88.4	88.4	100
2017			89.1	89.1	100
2018			89.7	89.7	100
2019			90.3	90.3	100
2020			90.9	90.9	100
2021			91.5	91.5	100
2022			92.1	92.1	100
2023			92.7	92.7	100
2024			93.3	93.3	100
2025			93.9	93.9	100
2026			94.6	94.6	100
2027			95.2	95.2	100
2028			95.8	95.8	100
2029			96.4	96.4	100

Belgium

Belgium has seat belt statistics from 1974 (before the seat belt law). The statistics are treated as "wearing when fitted" and the Western European fitting rate is used (with a 2 year lag) to correct the wearing rate. Recent statistics are in the form of 'always wear' survey responses (orange), and are corrected to wearing rates using the formula mentioned already. The rear seat wearing rate in 1974 is assumed to be half the front rate, is interpolated (yellow) to 2003, and then is made proportional to the front seat rate.

Table C2 Belgian Seat Belt Statistics

	Always wear												
	Front Urban	Front Rural	Front Motorway	Front All	Rear		Driver	Front pas	Front	Rear	All occup	Smoothed	%Fitted
1965						1965					0	0	
1966						1966					0	0	
1967						1967					0	0	
1968						1968					0	0	
1969						1969					0	0	
1970						1970					0	0	6.4
1971						1971					0	0	9.6
1972						1972					0	0	13.3
1973						1973					1	1	17.5
1974						1974	17		3	2	3	5	21.9
1975						1975	52		12	4	11	12	26.6
1976						1976	87		25	6	22	20	31.9
1977						1977			29	8	26	26	37.3
1978						1978			33	10	30	30	42.4
1979						1979			38	12	34	34	47.3
1980						1980			42	14	38	38	51.9
1981						1981			46	16	41	41	56.4
1982						1982			50	18	45	45	60.6
1983						1983			54	20	49	49	64.6
1984						1984	65		59	22	53	52	68.4
1985						1985			60	24	55	55	72.0
1986						1986			62	26	57	57	75.4
1987						1987			64	29	58	58	78.5
1988						1988			65	31	60	60	81.3
1989						1989			67	33	62	62	83.9
1990						1990			69	35	64	64	86.2
1991						1991			71	37	66	66	88.3
1992	53	63	73	61		1992	61		72	39	67	67	90.1
1993						1993			73	41	69	69	91.7
1994						1994			74	43	70	70	93.0
1995						1995			76	45	71	71	94.3
1996						1996			77	47	72	72	95.3
1997	57	64	72	63		1997	63		78	49	74	73	96.1
1998						1998	63		79	51	75	75	96.8
1999						1999	63		79	53	75	75	97.3
2000						2000	63		79	55	76	76	97.8
2001						2001	63		80	58	76	76	98.1
2002						2002	63		80	60	77	77	98.4
2003					25	2003	65	65	81	62	78	78	98.6
2004						2004	67	66	82	60	79	79	98.8
2005						2005	68	70	83	61	80	81	99.0
2006						2006	77	73	88	64	84	83	99.2
2007	80	75	82	79		2007	78	80	88	64	85	85	99.3
2008				80		2008	80	79	90	65	86	86	99.4
2009						2009	82	82	91	66	87	87	99.5
2010						2010	86	86	92	67	88	88	99.7
						2011					89	89	99.8
						2012					89	89	99.5
						2013					90	90	99.7
						2014					91	91	99.8
						2015					92	92	99.9
						2016					92	92	99.8
						2017					93	93	99.9
						2018					94	94	100.0
						2019					94	94	100.0
						2020					95	95	100.0
						2021					95	95	100.0
						2022					95	95	100.0
						2023					96	96	100.0
						2024					96	96	100.0
						2025					96	96	100.0
						2026					96	96	100.0
						2027					96	96	100.0
						2028					97	97	100.0
						2029					97	97	100.0
						2030					97	97	100.0

Britain

Britain has seat belt statistics from 1970. The statistics are treated as "wearing when fitted" and the Western European fitting rate is used (with a 5 year lag) to correct the wearing rate. Interpolated wearing rates are shown in yellow.

Table C3 British Seat Belt Statistics

	Front	Rear	All	%Fitted	All occup	Smoothed
1965					0	0
1966					0	0
1967					0	0
1968					0	0
1969					0	0
1970	15	5	13	1.6	0	0
1971	17	5	15	2.6	0	0
1972	19	6	17	4.0	1	1
1973	22	7	19	6.4	1	1
1974	24	7	21	9.6	2	2
1975	26	8	23	13.3	3	3
1976	28	8	25	17.5	4	4
1977	30	8	27	21.9	6	6
1978	32	8	28	26.6	8	8
1979	34	8	30	31.9	10	10
1980	36	8	32	37.3	12	12
1981	38	8	34	42.4	14	14
1982	40	8	35	47.3	17	24
1983	95	8	82	51.9	43	35
1984	95	8	82	56.4	46	46
1985	94	8	81	60.6	49	49
1986	94	8	81	64.6	52	52
1987	94	8	81	68.4	55	55
1988	94	8	81	72.0	58	58
1989	93	10	81	75.4	61	61
1990	93	28	83	78.5	65	65
1991	92	45	85	81.3	69	69
1992	92	48	85	83.9	72	71
1993	92	48	85	86.2	74	73
1994	90	47	84	88.3	74	74
1995	90	43	83	90.1	75	75
1996	90	47	84	91.7	77	77
1997	91	51	85	93.0	79	79
1998	91	56	86	94.3	81	80
1999	90	58	85	95.3	81	81
2000	90	56	85	96.1	82	82
2001	90	57	85	96.8	82	83
2002	91	60	86	97.3	84	84
2003	92	63	88	97.8	86	86
2004	93	66	89	98.1	87	87
2005	93	67	89	98.4	88	88
2006	93	67	89	98.6	88	89
2007	94	75	91	98.8	90	90
2008	95	82	93	99.0	92	92
2009	96	90	95	99.2	94	93
2010	95	89	94	99.3	93	95
2011			97	99.4	96	96
2012			96	99.5	96	96
2013			96	99.7	96	96
2014				99.8	96	96
2015				99.9	96	96
2016				100	96	96
2017				100	96	96
2018				100	96	96
2019				100	96	96
2020				100	96	96
2021				100	97	97
2022				100	97	97
2023				100	97	97
2024				100	97	97
2025				100	97	97
2026				100	97	97
2027				100	97	97
2028				100	97	97
2029				100	97	97
2030				100	97	97

Czech Republic

The Czech Republic has seat belt statistics from 1996. Interpolated wearing rates are shown in yellow.

Table C4 Czech Seat Belt Statistics

	Driver							
	Urban	Rural	Motorway	All areas		Front	Rear	All occup
1996	31	62	70	45	1996	45.0	7.0	37.4
1997	40	64	75	51.8	1997	51.8	7.0	42.8
1998	42	63	77	53	1998	53.4	7.0	44.1
1999	45	63	78	55	1999	55.0	7.0	45.4
2000	47	62	80	56.6	2000	56.6	7.0	46.7
2001	43	60	80	53.8	2001	53.8	9.0	44.8
2002	42	65	80	54.2	2002	57.0	11.0	47.8
2003	48	66	89	59.8	2003	62.0	13.0	54.7
2004	59	70	84	66.2	2004	64.0	30.0	58.9
2005	68	75	89	73.6	2005	72.0	55.0	69.5
2006	89	90	99	91.2	2006	87.0	58.0	82.7
2007	86	91	99	89.6	2007	89.6	58.0	84.9
2008	86	91	99	89.6	2008	89.6	58.0	84.9
2009	84	90	98	88	2009	90.0	58.0	85.2
2010					2010	90.0	73.0	87.5
2011								88.5
2012								90.0
2013								90.4
2014								90.8
2015								91.2
2016								91.6
2017								91.9
2018								92.3
2019								92.7
2020								93.1
2021								93.5
2022								93.9
2023								94.3
2024								94.7
2025								95.1
2026								95.4
2027								95.8
2028								96.2
2029								96.6
2030								97

Denmark

Denmark has seat belt statistics from 1976, the year the seat belt law came into force. The level of usage before the law in 1974 was taken as equal to the Belgian rate of that year. The rear wearing rate for 1974 was taken as half the front seat rate. Before 2000, the statistics are treated as "wearing when fitted" and the Australian fitting rate is used (with a 4 year lag) to correct the wearing rate. Interpolated wearing rates are shown in yellow.

Table C5 Danish Seat Belt Statistics

	When fitted				Smoothed	Front
	Driver	Front	Rear	All occup	All occup	%Fitted
1965				0	0	
1966				0	0	
1967				0	0	
1968				0	0	
1969				0	0	
1970				0	0	14
1971				1	1	19
1972				2	2	24
1973				4	4	30
1974	17	6	3	5	8	38
1975	34	15	5	14	15	51
1976	50	28	7	25	22	62
1977	50	30	9	27	27	67
1978	50	33	10	29	29	73
1979	52	35	12	32	32	76
1980	54	39	14	35	35	80
1981	55	41	16	37	37	83
1982	57	44	18	40	40	85
1983	59	46	20	42	42	86
1984	61	48	22	44	44	87
1985	63	50	24	46	46	89
1986	64	52	26	48	48	90
1987	66	54	28	50	50	92
1988	68	57	29	53	52	93
1989	70	59	31	55	55	94
1990	71	61	33	57	57	94
1991	73	63	35	59	58	95
1992	75	65	37	60	60	96
1993	77	67	39	62	62	96
1994	79	68	41	64	64	97
1995	80	70	43	66	66	97
1996	82	72	45	68	68	98
1997	84	74	46	70	70	98
1998	86	76	48	72	72	98
1999	88	78	50	74	74	99
2000	89	80	52	75	76	99
2001		82	54	78	77	99
2002		82	59	79	79	99
2003		82	64	79	80	99
2004		84	63	81	81	99
2005		87	63	83	84	100
2006		91	71	88	86	100
2007		90	70	87	88	100
2008		92	79	90	90	100
2009		94	94	94	93	100
2010		95	95	95	95	100
2011		96	96	96	96	100
2012				96	96	100
2013				96.1	96.1	100
2014				96.2	96.2	100
2015				96.2	96.2	100
2016				96.3	96.3	100
2017				96.3	96.3	100
2018				96.4	96.4	100
2019				96.4	96.4	100
2020				96.5	96.5	100
2021				96.5	96.5	100
2022				96.6	96.6	100
2023				96.6	96.6	100
2024				96.7	96.7	100
2025				96.7	96.7	100
2026				96.8	96.8	100
2027				96.8	96.8	100
2028				96.9	96.9	100
2029				96.9	96.9	100
2030				97	97	100

Finland

Finland has seat belt statistics from 1965. Before 1973, the statistics are treated as "wearing when fitted" and the Australian fitting rate is used (with a 5 year lag) to correct the wearing rate. The rear wearing rate prior to 1974 was taken as half the front seat rate. Interpolated wearing rates are shown in yellow.

Table C6 Finnish Seat Belt Statistics

	Front								Smoothed
	Urban	Rural	All	Fitting rate		Front	Rear	All occup	All occup
1965	0.0	18.0	9.0	7.70	1965	0.7		0	0.0
1966	1.5	19.0	10.3	8.90	1966	0.9	0	1	0.8
1967	3.0	20.0	11.5	10.00	1967	1.2	1	1	1.1
1968	3.2	20.0	11.6	11.20	1968	1.5	1	1	1.4
1969	3.4	20.0	11.7	12.80	1969	1.8	1	2	1.7
1970	3.6	20.0	11.8	15.10	1970	2.2	1	2	2.0
1971	3.8	20.0	11.9	18.40	1971	2.5	1	2	2.3
1972	4.0	20.0	12.0	23.90	1972	2.9	1	3	5.3
1973			0.0	30.90	1973	2.9	1	3	12.0
1974	8.0	28.0	18.0	38.40	1974	18.0	9	17	20.7
1975	30.5	49.0	39.8	47.40	1975	39.8	12	36	30.2
1976	38.0	65.0	51.5	63.50	1976	51.5	15	46	39.8
1977	39.5	68.0	53.8	76.80	1977	56.0	17	50	48.0
1978	41.0	71.0	56.0	82.10	1978	56.0	20	51	53.8
1979				87.90	1979	63.6	23	58	58.8
1980				90.80	1980	71.3	26	64	64.4
1981				94.90	1981	78.9	29	71	70.1
1982	87.0	86.0	86.5	96.30	1982	86.5	31	78	74.5
1983	82.0	92.0	87.0	97.90	1983	87.0	34	79	77.6
1984	82.0	92.0	87.0	98.00	1984	87.0	37	80	79.2
1985				98.10	1985	86.7	40	80	79.6
1986				98.60	1986	86.3	43	80	79.8
1987				99.10	1987	86.0	45	80	79.9
1988				99.60	1988	85.7	48	80	80.0
1989				100.00	1989	85.3	51	80	80.2
1990	72.0	89.0	80.5	100.00	1990	85.0	54	80	80.3
1991	73.7	89.7	81.7	100.00	1991	84.7	57	80	80.5
1992	76.8	90.1	83.4	100.00	1992	84.3	59	81	80.8
1993	77.0	91.0	84.0	100.00	1993	84.0	62	81	80.7
1994	83.0	91.0	87.0	100.00	1994	85.0	65	82	80.6
1995	82.0	93.0	87.5	100.00	1995	82.0	68	80	80.4
1996				100.00	1996	81.0	73	80	80.7
1997				100.00	1997	82.0	66	80	80.9
1998				100.00	1998	84.0	72	82	80.8
1999				100.00	1999	85.0	73	83	80.4
2000				100.00	2000	80.0	75	79	80.4
2001				100.00	2001	78.0	75	78	80.4
2002				100.00	2002	81.0	74	80	80.5
2003				100.00	2003	83.0	76	82	81.4
2004				100.00	2004	85.0	77	84	83.2
2005				100.00	2005	85.0	78	84	84.2
2006				100.00	2006	87.0	82	86	85.0
2007				100.00	2007	86.0	80	85	86.5
2008				100.00	2008	87.0	81	86	87.9
2009				100.00	2009	92.0	87	91	88.4
2010				100.00	2010	92.0	84	91	89.4
2011				100.00	2011	89.0	87	89	90.4
2012				100.00	2012			90	90.7
2013				100.00	2013			91	91.0
2014				100.00	2014			91.4	91.4
2015				100.00	2015			91.7	91.7
2016				100.00	2016			92.1	92.1
2017				100.00	2017			92.4	92.4
2018				100.00	2018			92.8	92.8
2019				100.00	2019			93.1	93.1
2020				100.00	2020			93.5	93.5
2021				100.00	2021			93.8	93.8
2022				100.00	2022			94.2	94.2
2023				100.00	2023			94.5	94.5
2024				100.00	2024			94.9	94.9
2025				100.00	2025			95.2	95.2
2026				100.00	2026			95.6	95.6
2027				100.00	2027			95.9	95.9
2028				100.00	2028			96.3	96.3
2029				100.00	2029			96.6	96.6
2030				100.00	2030			97.0	97

France

France has seat belt statistics from 1963. Before 1983, the statistics are treated as "wearing when fitted" and the Australian fitting rate fitting rate is used to correct the wearing rate. The rear wearing rate prior to 2003 was taken as 0.73 times the front seat rate. Interpolated wearing rates are shown in yellow.

Table C7 French Seat Belt Statistics

	Urban	Ratio	Rural				Smoothed	Australia
	Front	U/NU	Front	Est'd front	Est'd rear	All occup	All occup	%Fitted
1963	1.3	0.7	1.9	0.1	0.1	0.1	0.1	7.0
1964	2.9	0.7	4.2	0.3	0.1	0.3	0.3	8.1
1965	4.5	0.7	6.5	0.5	0.3	0.5	0.5	9.6
1966	6.1	0.7	8.8	0.9	0.5	0.8	0.9	11.8
1967	7.7	0.7	11.1	1.5	0.9	1.4	1.5	15.5
1968	9.3	0.7	13.3	2.3	1.4	2.2	2.2	20.3
1969	10.9	0.7	15.6	3.4	2.1	3.2	3.3	25.5
1970	12.5	0.7	17.9	4.9	3.0	4.6	4.9	32.0
1971	14.1	0.7	20.2	7.4	4.5	7.0	7.1	43.3
1972	15.8	0.7	22.5	10.1	6.4	9.6	13.1	53.0
1973	35.0	0.70	50.0	24.6	12.7	22.8	20.0	57.9
1974	38.2	0.71	54.0	29.1	19.6	27.7	30.5	63.1
1975	54.5	0.72	76.0	43.5	26.5	41.0	38.3	66.7
1976	57.3	0.72	79.0	48.5	33.6	46.3	45.3	71.3
1977	57.9	0.73	79.0	50.8	36.2	48.6	48.5	74.2
1978	58.6	0.74	79.0	53.0	37.8	50.7	50.5	77.1
1979	59.2	0.75	79.0	54.6	39.2	52.3	52.3	79.0
1980	59.9	0.76	79.0	56.1	40.4	53.7	54.4	80.8
1981	62.8	0.77	82.0	59.9	42.3	57.3	57.4	82.8
1982	65.8	0.77	85.0	63.8	45.1	61.0	60.4	84.7
1983		0.78		65.7	47.2	63.0	62.9	86.5
1984		0.79		67.6	48.6	64.8	64.8	88.2
1985		0.80		69.5	50.0	66.6	66.6	89.5
1986		0.81		71.4	51.4	68.4	68.4	90.8
1987		0.82		73.3	52.8	70.2	70.2	91.9
1988		0.82		75.2	54.2	72.1	72.1	93.0
1989		0.83		77.1	55.5	73.9	73.9	94.0
1990		0.84		79.0	56.9	75.7	75.7	94.8
1991		0.85		80.9	58.3	77.5	77.5	95.6
1992		0.86		82.8	59.7	79.3	79.3	96.3
1993		0.87		84.7	61.1	81.1	81.1	96.9
1994	80.8	0.87	92.4	86.6	62.4	83.0	82.6	97.4
1995	81.9	0.88	92.8	87.4	63.4	83.8	83.8	97.8
1996	83.1	0.89	93.3	88.2	64.0	84.5	84.5	98.2
1997	84.2	0.90	93.7	89.0	64.6	85.3	85.3	98.6
1998	85.4	0.91	94.1	89.8	65.2	86.1	86.1	98.8
1999	86.6	0.92	94.6	90.6	65.7	86.8	86.8	99.0
2000	87.8	0.92	95.0	91.4	66.3	87.6	87.6	99.2
2001	88.9	0.93	95.4	92.2	66.9	88.4	88.4	99.3
2002	90.1	0.94	95.9	93.0	67.5	89.2	89.7	99.4
2003	92.0	0.95	97.0	94.5	75.2	91.6	91.1	99.5
2004	93.1	0.96	97.3	95.2	76.1	92.4	92.3	99.6
2005	94.3	0.97	97.7	96.0	76.7	93.1	93.1	99.6
2006	95.4	0.97	98.0	96.7	78.4	94.0	94.0	99.7
2007	96.5	0.98	98.3	97.4	80.1	94.8	94.8	99.7
2008	97.7	0.99	98.7	98.2	81.8	95.7	95.6	99.8
2009	98.0	0.99	99.0	98.5	83.5	96.3	96.0	99.8
2010	95.5		98.9	97.8	85.2	95.9	96.4	99.9
2011						97.0	96.6	99.9
2012						97.0	97.0	100.0
2013						97.0	97.0	100.0
2014						97.0	97.0	100.0
2015						97.0	97.0	100.0
2016						97.0	97.0	100.0
2017						97.0	97.0	100.0
2018						97.0	97.0	100.0
2019						97.0	97.0	100.0
2020						97.0	97.0	100.0
2021						97.0	97.0	100.0
2022						97.0	97.0	100.0
2023						97.0	97.0	100.0
2024						97.0	97.0	100.0
2025						97.0	97.0	100.0
2026						97.0	97.0	100.0
2027						97.0	97.0	100.0
2028						97.0	97.0	100.0
2029						97.0	97.0	100.0
2030						97.0	97.0	100.0

Germany

Germany has seat belt statistics from 1975. The statistics are treated as "wearing when fitted" and the Western European fitting rate is used to correct the wearing rate. The rear wearing rate prior to 1984 was taken as half the front seat rate, and then from 1984 to 2000 as 0.895 times the front rate. Interpolated wearing rates are shown in yellow.

Table C8 German Seat Belt Statistics

	When fitted				Smoothed	
	Front	Rear	All	%Fitted	All occup	All occup
1965					0	0
1966					0	0
1967					0	0
1968					0	0
1969					0	0
1970					1	1
1971					2	2
1972					4	4
1973					6	6
1974					8	8
1975	30	15	28	37	10	10
1976	48	24	44	42	19	17
1977	53	27	49	47	23	23
1978	58	29	54	52	28	27
1979	58	29	54	56	30	30
1980	58	29	54	61	33	32
1981	58	29	54	65	35	35
1982	58	29	54	68	37	37
1983	58	29	54	72	39	44
1984	76	68	74	75	56	55
1985	93	83	92	78	72	68
1986	95	85	94	81	76	75
1987	94	84	93	84	78	78
1988	94	84	93	86	80	80
1989	95	85	94	88	83	82
1990	96	86	94	90	85	85
1991	96	86	94	92	87	87
1992	96	86	94	93	88	88
1993	96	86	94	94	89	89
1994	95	85	94	95	89	89
1995	93	83	92	96	88	88
1996	92	82	91	97	88	88
1997	92	82	91	97	88	88
1998	93	83	92	98	89	89
1999	94	84	93	98	91	90
2000	94	84	93	98	91	91
2001	95	85	94	99	92	91
2002	93	86	92	99	91	92
2003	94	86	93	99	92	92
2004	94	90	93	99	93	93
2005	96	89	95	99	94	94
2006	97	92	96	99	96	95
2007	95	93	95	100	94	95
2008	97	95	97	100	96	96
2009	97	96	97	100	97	97
2010	98	97	98	100	98	97
2011	98	96	98	100	98	98
2012				100	98	98
2013				100	98	98
2014				100	98	98
2015				100	98	98
2016				100	98	98
2017				100	98	98
2018				100	98	98
2019				100	98	98
2020				100	98	98
2021				100	98	98
2022				100	98	98
2023				100	98	98
2024				100	98	98
2025				100	98	98
2026				100	98	98
2027				100	98	98
2028				100	98	98
2029				100	98	98
2030				100	98	98

Hungary

Hungary has seat belt statistics from 1963. The urban front to rural front ratio in the 1990s was taken as 0.75, which increased to 0.9 from 2009 on. The urban rear wearing rate to urban front wearing rate ratio was taken as equal to the same ratio for rural wearing. Interpolated wearing rates are shown in yellow.

Table C9 Hungarian Seat Belt Statistics

	Rural			Urban			All occup All areas	
	Front	Rear	All	Front	Rear	All	All	5 yr av
1991	33	6	30	25	5	22	26	32
1992	75	15	67	28	6	24	46	37
1993	75	16	65	31	7	27	46	41
1994	63	13	57	34	7	30	43	44
1995	63	12	55	37	7	32	44	43
1996	53	8	49	40	6	35	42	42
1997	51	9	45	42	7	37	41	42
1998	43	7	39	45	7	39	39	42
1999	49	8	43	48	8	42	42	44
2000	54	15	50	50	14	45	47	46
2001	52	16	49	53	16	47	48	49
2002	58	20	54	55	19	50	52	52
2003	58	27	58	58	27	53	56	55
2004	64	30	62	61	28	56	59	59
2005	68	36	66	63	33	59	62	62
2006	71	39	70	66	36	61	66	65
2007	70	40	68	68	39	64	66	68
2008	79	49	77	71	44	67	72	71
2009	79	60	80	71	54	69	74	74
2010	79	65	82			74	78	78
2011			83			75	82	82
2012			84			76	85	85
2013							89	87
2014							90	89
2015							90	90
2016							91	91
2017							91	91
2018							91	91
2019							92	92
2020							92	92
2021							93	93
2022							93	93
2023							94	94
2024							94	94
2025							95	95
2026							95	95
2027							96	96
2028							96	96
2029							97	96

Ireland

Ireland has seat belt statistics from 1977. The statistics before 1980 are treated as "wearing when fitted" and the Western European fitting rate (lagged 5 years) is used to correct the wearing rate. The rear wearing rate prior to 2004 was taken as one fifth the front seat rate. The front seat rate from 1980 to 2002 is taken as the fitting percentage minus 14. Interpolated wearing rates are shown in yellow.

Table C10 Irish Seat Belt Statistics

	If fitted					5 yr lag
	Drivers	Drivers	Front	Rear	All	%Fitted
1965					0	
1966					0	
1967					0	
1968					0	
1969					0	
1970					0	
1971					0	
1972					0	
1973					1	
1974					2	
1975					3	
1976					4	
1977	13	3	3		5	22
1978	14	4	3	1	3	27
1979	42	13	12	2	10	32
1980			23	3	20	37
1981			28	4	25	42
1982			33	5	29	47
1983			38	6	33	52
1984			42	7	37	56
1985			47	8	41	61
1986			51	9	44	65
1987			54	10	48	68
1988			58	11	51	72
1989			61	11	54	75
1990			64	12	57	78
1991			67	13	59	81
1992			70	16	62	84
1993			72	18	64	86
1994			74	20	66	88
1995			76	23	68	90
1996			78	25	70	92
1997			79	27	71	93
1998			80	30	73	94
1999			81	32	74	95
2000			82	34	75	96
2001			83	37	76	97
2009			91	82	90	100
2010			92	86	91	100
2011			94	90	93	100
2012					93.59	100
2013					93.78	100
2014					93.97	100
2015					94.16	100
2016					94.35	100
2017					94.54	100
2018					94.73	100
2019					94.92	100
2020					95.11	100
2021					95.29	100
2022					95.48	100
2023					95.67	100
2024					95.86	100
2025					96.05	100
2026					96.24	100
2027					96.43	100
2028					96.62	100
2029					96.81	100
2030					97	100

Israel

Israel has seat belt statistics from 1970. The statistics prior to 1972 are treated as "wearing when fitted" and the Australian fitting rate is used to correct the wearing rate. From 1970 to 1972 Israel retrofitted seat belts to their vehicles, and the percentage fitted goes to 100. The rear wearing rate prior to 1975 was taken as two-thirds the front seat rate. Interpolated wearing rates are shown in yellow.

Table C11 Israeli Seat Belt Statistics

	Drivers	Front	Rear	All	%Fitted	Smoothed
1965		0		0	10	0.0
1966		0		0	12	0.0
1967		0		0	16	0.0
1968		1		0	20	0.0
1969		2		1	26	0.5
1970	3	3	4	3.2	50	2.1
1971	5	5	4	5	90	4.2
1972	6	6	4	6	100	5.4
1973	6	6	4	6	100	5.7
1974	6	6	4	6	100	5.7
1975	21	21	5	19	100	12.1
1976	23	23	5	20	100	19.3
1977	19	19	6	17	100	18.6
1978		28	7	25	100	21.1
1979		38	7	33	100	33.2
1980		47	8	41	100	41.2
1981		56	9	49	100	49.2
1982		66	9	57	100	57.2
1983		75	10	65	100	62.9
1984		76	11	66	100	66.2
1985		77	11	67	100	67.1
1986		78	12	68	100	68.1
1987		79	13	69	100	69.0
1988		80	13	70	100	69.8
1989		80	14	70	100	70.5
1990		81	14	71	100	71.0
1991		81	15	71	100	71.5
1992		82	16	72	100	72.0
1993		82	16	72	100	72.5
1994		83	17	73	100	72.9
1995		83	18	73	100	73.4
1996		84	18	74	100	73.9
1997		84	19	74	100	74.4
1998		85	20	75	100	74.9
1999		85	20	75	100	75.4
2000		86	21	76	100	75.9
2001		86	22	76	100	76.4
2002		87	22	77	100	76.9
2003		87	23	77	100	77.3
2004		87	24	78	100	77.6
2005		87	25	78	100	77.7
2006		87	26	78	100	79.9
2007		91	45	84	100	82.3
2008		90	56	85	100	85.3
2009		91	63	87	100	86.5
2010		91	69	88	100	87.4
2011		91	68	88	100	88.4
2012		93	73	90	100	89.7
2013		94	78	92	100	91.2
2014				92	100	91.9
2015				92	100	92.2
2016				93	100	92.6
2017				93	100	92.9
2018				93	100	93.2
2019				94	100	93.5
2020				94	100	93.8
2021				94	100	94.1
2022				94	100	94.5
2023				95	100	94.8
2024				95	100	95.1
2025				95	100	95.4
2026				96	100	95.7
2027				96	100	96.0
2028				96	100	96.4
2029				97	100	96.7
2030				97	100	96.8

Japan

Japan has seat belt statistics from 1976. The statistics are treated as "wearing when fitted" and the Western European fitting rate is used to correct the wearing rate. The rear wearing rate prior to 2002 was taken as 0.08 times the front seat rate. Interpolated wearing rates are shown in yellow.

Table C12 Japanese Seat Belt Statistics

	Driver						Smoothed	
	Urban	Motorway	Total		Front	Rear	All occup	All occup	%Fitted
1963				1963			0	0	0
1964				1964			0	0	1
1965				1965			0	0.0	2
1966				1966			0	0.0	3
1967				1967			0	0.0	4
1968				1968			0	0.0	6
1969				1969			0	0.1	10
1970				1970			0	0.3	13
1971				1971			0.5	0.6	17
1972				1972			0.9	0.9	22
1973				1973			1.4	1.4	27
1974				1974			1.9	1.9	32
1975				1975			2.3	2.5	37
1976	6	12	8	1976	3	0	2.8	3.5	42
1977	9	16	11	1977	5	0	4.4	4.6	47
1978	12	20	15	1978	7	1	6.2	5.9	52
1979	13	21	16	1979	8	1	7.2	7.6	56
1980	16	22	18	1980	10	1	8.9	9.2	61
1981	21	21	21	1981	13	1	11.1	10.9	65
1982	20	26	22	1982	14	1	12.3	13.3	68
1983	23	29	25	1983	17	1	14.7	20.7	72
1984	29	37	32	1984	23	2	19.5	27.8	75
1985	59	95	71	1985	53	4	45.6	38.8	78
1986	57	97	70	1986	54	4	46.8	49.0	81
1987	97	99	98	1987	78	6	67.1	57.9	84
1988	91	98	93	1988	76	6	65.9	60.6	86
1989	87	95	90	1989	75	6	64.3	63.1	88
1990	77	90	81	1990	68	5	59.0	61.6	90
1991	74	86	78	1991	69	5	59.3	60.5	92
1992	75	86	79	1992	69	5	59.6	59.6	93
1993	75	86	79	1993	70	5	60.0	60.0	94
1994	81	89	84	1994	70	5	60.3	60.7	95
1995	84	91	86	1995	70	6	60.6	61.8	96
1996	85	91	87	1996	73	6	63.0	63.3	97
1997	87	94	89	1997	76	6	65.1	65.0	97
1998	87	94	89	1998	78	6	67.3	67.7	98
1999	88	95	90	1999	80	6	69.1	69.7	98
2000	92	93	92	2000	86	7	73.9	71.4	98
2001	94	95	94	2001	85	7	73.0	72.9	99
2002	95	95	95	2002	86	6.7	73.7	74.3	99
2003	95	96	95	2003	87	6.9	74.6	75.0	99
2004	95	96	95	2004	88	7.5	76.1	76.2	99
2005	97	97	97	2005	90	8.1	77.7	77.6	99
2006	97	97	97	2006	92	7.5	79.1	79.7	99
2007	97	97	97	2007	93	8.8	80.6	81.8	100
2008	98	98	98	2008	95	30.8	85.0	84.0	100
2009	98	98	98	2009	96	35.0	86.7	86.2	100
2010				2010	97	40.0	88.8	88.5	100
2011				2011			90.0	90.0	100
2012				2012			90.4	90.4	100
2013				2013			90.7	90.7	100
2014				2014			91.1	91.1	100
2015				2015			91.5	91.5	100
2016				2016			91.8	91.8	100
2017				2017			92.2	92.2	100
2018				2018			92.6	92.6	100
2019				2019			92.9	92.9	100
2020				2020			93.3	93.3	100
2021				2021			93.7	93.7	100
2022				2022			94.1	94.1	100
2023				2023			94.4	94.4	100
2024				2024			94.8	94.8	100
2025				2025			95.2	95.2	100
2026				2026			95.5	95.5	100
2027				2027			95.9	95.9	100
2028				2028			96.3	96.3	100
2029				2029			96.6	96.6	100
2030				2030			97.0	97	100

Korea

Korea has seat belt statistics from 1996. Interpolated wearing rates are shown in yellow.

Table C13 Korean Seat Belt Statistics

	Front	Rear	All occup	Smoothed All occup
1965			0	
1966			0	
1967			0	
1968			0	
1969			0	
1970			0	0.0
1971			0.45	0.5
1972			0.9	0.9
1973			1.35	1.4
1974			1.8	1.8
1975			2.25	2.3
1976			2.7	2.7
1977			3.15	3.2
1978			3.6	3.6
1979			4.05	4.1
1980			4.5	4.5
1981			4.95	5.0
1982			5.4	5.4
1983			5.85	5.9
1984			6.3	6.3
1985			6.75	6.8
1986			7.2	7.2
1987			7.65	7.7
1988			8.1	8.1
1989			8.55	8.6
1990			9.0	9.0
1991			9.0	9.0
1992			9.0	9.0
1993			9.0	9.0
1994			9.0	9.0
1995			9.0	9.0
1996	10.6	4	9.6	13.1
1997	23.6	4	20.6	20.6
1998	36.5	4	31.6	31.6
1999	49.5	4	42.7	42.7
2000	62.4	4	53.7	53.7
2001	75.4	4	64.7	62.0
2002	78.8	4	67.6	67.6
2003	82.3	4	70.5	70.5
2004	85.7	4	73.5	73.5
2005	89.2	4	76.4	75.4
2006	89	4	76.2	76.0
2007	87.8	4	75.2	75.3
2008	86.8	4	74.4	74.6
2009	85.2	12	74.2	74.6
2010	86.4	12	75.3	75.3
2011			76.5	76.4
2012			77.5	77.5
2013			78.6	78.6
2014			79.7	79.7
2015			80.8	80.8
2016			81.8	81.8
2017			82.9	82.9
2018			84.0	84.0
2019			85.1	85.1
2020			86.2	86.2
2021			87.3	87.3
2022			88.3	88.3
2023			89.4	89.4
2024			90.5	90.5
2025			91.6	91.6
2026			92.7	92.7
2027			93.8	93.8
2028			94.8	94.8
2029			95.9	95.9
2030			97.0	97

Netherlands

The Netherlands has seat belt statistics from 1974. The statistics prior to 1990 are treated as "wearing when fitted" and the Western European fitting rate (corrected for 1971 Dutch law requiring seat belts in new cars) is used to correct the wearing rate. Interpolated wearing rates are shown in yellow.

Table C14 Dutch Seat Belt Statistics

	Front Driver Urban	Front Driver Rural	Front Driver All	Front Driver Urban	Front Driver Rural	Front Pass All	Rear Pass All	Front All
1965								
1966								
1967								
1968								
1969								
1970								
1971								
1972								
1973								
1974	11	24	18			18		18
1975	58	75	67			69		67
1976	58	75	67			69		67
1977								66
1978								66
1979								66
1980	57	73	65			68		66
1981	52	70	61			64		62
1982	50	66	58			60		59
1983	46	65	56			58		56
1984	50	67	59			61		59
1985	49	66	58			60		58
1986	49	67	58			60		59
1987	55	70	63			65		63
1988	63	77	70			73		71
1989	62	78	70			73	16	71
1990	59	78	69			71	18	69
1991	62	77	70	68	78	73	14	70
1992	66	79	73	72	80	76	35	73
1993	65	78	72	72	80	76	33	73
1994	65	78	71	72	80	76	30	72
1995	64	77	71	72	80	76	28	72
1996	65	77	71	72	79	75	35	72
1997	66	76	71	71	77	74	41	72
1998	67	80	74	72	82	77	44	74
1999	71	83	77	73	83	78	38	77
2000	74	86	80	74	84	79	32	80
2001	79	89	84	80	88	84	42	84
2002	83	91	87	85	92	89	53	87
2003	84	89	87	88	83	86	63	86
2004								90
2005								90
2006								92
2007								93
2008								94
2009								95
2010								97

	When fitted Front	Front	Rear	All occup	3 yr av All occup	%Fitted
1965	18.0	0.3	0.0	0	0	1.6
1966	18.0	0.5	1	0	0	2.6
1967	18.0	0.7	1	1	1	4.0
1968	18.0	1.2	2	1	1	6.4
1969	18.0	1.7	2	2	2	9.6
1970	18.0	2.4	3	2	3	13.3
1971	18.0	3.5	3	3	3	19.5
1972	18.0	4.6	4	4	4	25.6
1973	18.0	5.7	4	5	5	31.5
1974	18.3	6.8	5	6	13	37.2
1975	69.4	29.4	5	26	20	42.4
1976	69.4	32.8	6	29	28	47.3
1977		35.2	6	31	31	51.9
1978		37.6	7	33	33	56.4
1979		40.0	7	35	35	60.6
1980	65.6	42.4	8	37	36	64.6
1981	61.6	42.1	8.0	37	37	68.4
1982	58.6	42.2	9.0	37	37	72.0
1983	56.0	42.2	10.0	37	39	75.4
1984	59.1	46.3	11.0	41	40	78.5
1985	58.1	47.2	12.0	42	42	81.3
1986	58.6	49.1	13.0	44	45	83.9
1987	63.1	54.4	14.0	48	49	86.2
1988	70.7	62.4	15.0	55	53	88.3
1989	70.7	63.7	16.0	57	58	90.1
1990		69.2	18.3	62	60	91.7
1991		70.3	14.0	62	64	93.0
1992		73.3	35.0	68	65	94.3
1993		72.8	32.7	67	67	95.3
1994		72.3	30.3	66	66	96.1
1995		71.8	28.0	65	66	96.8
1996		71.7	34.5	66	66	97.3
1997		71.7	41.0	67	68	97.8
1998		74.3	44.0	70	69	98.1
1999		77.0	38.0	71	71	98.4
2000		79.8	32.0	73	74	98.6
2001		83.6	42.3	77	77	98.8
2002		87.3	52.5	82	81	99.0
2003		86.3	63.0	83	84	99.2
2004		90.0	69.0	87	86	99.3
2005		90.0	71.0	87	88	99.4
2006		92.0	73.0	89	89	99.5
2007		93.0	77.0	91	91	99.7
2008		94.0	81.0	92	92	99.8
2009		95.0	83.0	93	93	99.9
2010		96.5	82.0	94	95	100.0
2011				95	95	100.0
2012				95	95	100.0
2013				95	95	100.0
2014				95	95	100.0
2015				95	95	100.0
2016				96	96	100.0
2017				96	96	100.0
2018				96	96	100.0
2019				96	96	100.0
2020				96	96	100.0
2021				96	96	100.0
2022				96	96	100.0
2023				96	96	100.0
2024				96	96	100.0
2025				96	96	100.0
2026				97	97	100.0
2027				97	97	100.0
2028				97	97	100.0
2029				97	97	100.0
2030				97	97	100.0

New Zealand

New Zealand has seat belt statistics from 1965. Interpolated wearing rates are shown in yellow.

Table C15 New Zealand Seat Belt Statistics

					3 yr av
	Driver	Front	Back	All occup	All occup
1965	1.6	1.4	0.8	0.2	0.2
1966	6.4	5.7	3.2	1.2	1.4
1967	11.1	10.0	5.6	2.8	2.7
1968	13.4	12.0	6.7	4.2	4.3
1969	15.6	14.0	7.8	6.0	6.1
1970	17.8	16.0	8.9	8.0	8.5
1971		20.0	10.0	11.5	14.8
1972		40.0	20.0	24.8	26.0
1973		60.0	30.0	41.8	37.9
1974		60.0	30.0	47.0	47.1
1975		60.0	30.0	52.4	51.5
1976				55.2	54.9
1977				57.0	56.9
1978				58.5	58.5
1979				60.1	60.0
1980				61.5	61.5
1981				62.9	62.8
1982				64.1	64.1
1983				65.4	65.4
1984				66.7	66.7
1985				68.0	68.0
1986				69.3	69.3
1987				70.6	70.6
1988				71.9	71.9
1989				73.1	73.1
1990				74.4	74.4
1991				75.6	75.6
1992				76.9	76.9
1993				78.2	78.2
1994				79.4	79.4
1995				80.7	80.7
1996				81.9	81.9
1997		88.0	56.0	83.2	83.1
1998		88.7	59.5	84.3	84.3
1999		89.3	63.0	85.4	85.4
2000		90.0	66.5	86.5	86.9
2001		92.0	70.0	88.7	88.2
2002		92.0	74.0	89.3	89.3
2003		92.0	78.0	89.9	90.5
2004		94.0	82.0	92.2	91.9
2005		95.0	86.0	93.7	93.2
2006		95.0	86.3	93.7	93.7
2007		95.0	86.5	93.7	93.7
2008		95.0	86.8	93.8	94.0
2009		96.0	87.0	94.7	94.4
2010		96.0	88.0	94.8	94.6
2011		95.0	90.0	94.3	94.8
2012		96.0	92.0	95.4	95.0
2013				95.5	95.5
2014				95.6	95.6
2015				95.7	95.7
2016				95.8	95.8
2017				95.8	95.8
2018				95.9	95.9
2019				96.0	96.0
2020				96.1	96.1
2021				96.2	96.2
2022				96.3	96.3
2023				96.4	96.4
2024				96.5	96.5
2025				96.6	96.6
2026				96.6	96.6
2027				96.7	96.7
2028				96.8	96.8
2029				96.9	96.9
2030				97.0	97.0

Norway

Norway has seat belt statistics from 1975. The statistics are treated as "wearing when fitted" and a 3 year lead on the Western European fitting rate is used to correct the wearing rate. The rear wearing rate prior to 1985 was taken as a constant ratio of the front rate. Interpolated wearing rates are shown in yellow.

Table C16 Norwegian Seat Belt Statistics

	Driver	Driver	3 yrs ahead Driver	Driver					Smoothed
	Urban	Rural	Fitted	All areas		Front	Rear	All occup	All occup
1965	5	10	13.3	1	1965	1	0	0.0	0.0
1966			17.48	2	1966	2	1	0.0	2.2
1967			21.89	3	1967	3	1	2.0	3.5
1968			26.55	5	1968	4	2	4.0	4.7
1969			31.85	6	1969	5	2	5.9	6.0
1970			37.28	7	1970	6	2	7.9	7.2
1971			42.39	8	1971	8	3	9.9	8.4
1972			47.27	10	1972	9	3	11.9	9.7
1973	7	35	51.93	11	1973	10	4	13.9	11.7
1974	10	42	56.37	15	1974	13	5	15.8	15.1
1975	15	50	60.59	20	1975	20	7	17.8	20.7
1976	28	58	64.62	28	1976	28	10	25.1	27.2
1977	35	65	68.42	34	1977	34	13	31.0	34.2
1978	40	73	72	41	1978	41	15	36.8	41.5
1979	50	82	75.35	50	1979	50	18	45.0	50.8
1980	70	88	78.45	62	1980	62	23	56.1	58.1
1981	67	87	81.29	63	1981	63	23	56.7	62.6
1982	65	86	83.89	63	1982	63	23	57.3	63.4
1983	64	85	86.22	64	1983	64	24	58.1	64.3
1984	63	85	88.29	65	1984	65	24	59.1	65.3
1985	62	85	90.12	66	1985	66	24	60.0	66.5
1986	63	85	91.67	68	1986	68	35	62.9	67.8
1987	64	85	92.99	69	1987	69	42	65.2	69.4
1988	66	85	94.26	71	1988	71	59	69.4	71.0
1989	67	85	95.31	72	1989	72	65	71.3	72.4
1990	68	85	96.14	74	1990	74	67	72.6	73.3
1991	68	85	96.8	74	1991	74	71	73.6	74.3
1992	70	85	97.34	75	1992	75	73	75.1	76.1
1993	75	86	97.76	79	1993	79	75	78.1	77.4
1994	72	87	98.11	78	1994	78	76	77.7	78.1
1995	70	88	98.39	78	1995	78	77	77.6	79.0
1996	75	90	98.62	81	1996	81	78	80.9	81.5
1997	80	93	98.82	85	1997	85	79	84.6	84.0
1998	80	92	98.99	85	1998	85	81	84.5	85.8
1999	83	92	99.15	87	1999	87	82	86.0	85.6
2000	79	92	99.29	85	2000	85	83	84.6	86.5
2001	83	94	99.42	88	2001	88	84	87.4	87.0
2002	85	92	99.54	88	2002	88	85	87.6	88.4
2003	85	94	99.66	89	2003	89	85	88.6	88.5
2004	85	92	99.78	88	2004	88	85	87.8	89.0
2005	87	92	99.91	89	2005	89	85	88.8	89.4
2006	87	94	100	91	2006	91	85	89.7	90.6
2007	90	94	100	92	2007	92	85	91.0	91.5
2008	90	94	100	92	2008	92	85	91.0	91.5
2009			100		2009	94	85	92.7	92.0
2010			100		2010	94	84	92.5	92.7
					2011			93.0	93.2
					2012			94.0	93.5
					2013				93.64
					2014				93.78
					2015				93.92
					2016				94.06
					2017				94.19
					2018				94.33
					2019				94.47
					2020				94.61
					2021				94.75
					2022				94.89
					2023				95.03
					2024				95.17
					2025				95.31
					2026				95.44
					2027				95.58
					2028				95.72
					2029				95.86
					2030				96

Sweden

Sweden has seat belt statistics from 1965. Prior to 1979 the statistics are treated as "wearing when fitted" and a 5 year lag on the Australian driver fitting rate is used to correct the wearing rate. The rear wearing rate in 1965 was taken as half the front seat rate. Interpolated wearing rates are shown in yellow.

Table C17 Swedish Seat Belt Statistics

	When fitted							
	Driver			Aust 5yrs back				
	Urban	Rural	Total	Fitting rate		Front	Rear	All occup
1965	8	33	20	7.7	1965	1	0.7	1.3
1966	8	34	21	8.9	1966	2	1.1	1.6
1967	9	34	22	10.0	1967	2	1.5	1.9
1968	10	35	22	11.2	1968	2	1.9	2.2
1969	11	35	23	12.8	1969	3	2.3	2.6
1970	11	36	24	15.1	1970	3	2.7	3.1
1971	12	36	24	18.4	1971	4	3.1	3.9
1972	14	39	27	23.9	1972	6	3.5	5.4
1973	17	50	33	30.9	1973	9	3.9	8.5
1974	20	50	35	38.4	1974	12	4.4	10.9
1975	79	86	82	47.4	1975	35	4.8	30.5
1976	77	86	82	63.5	1976	47	5.2	40.4
1977	77	87	82	76.8	1977	57	5.6	49.0
1978	77	91	84	82.1	1978	62	6.0	53.7
					1979	72.0	6.4	62.2
					1980	82.0	6.8	70.7
					1981	82.0	7.2	70.8
					1982	82.0	7.6	70.8
					1983	82.0	8.0	70.9
					1984	83.0	15.0	72.8
					1985	85.0	15.0	74.5
					1986	87.0	55.0	82.2
					1987	88.0	60.0	83.8
					1988	89.0	63.0	85.1
					1989	89.0	67.0	85.7
					1990	89.0	69.0	86.0
					1991	89.0	71.0	86.3
					1992	89.0	74.0	86.8
					1993	89.0	71.0	86.3
					1994	88.7	75.0	86.6
					1995	88.2	71.0	85.6
					1996	89.0	69.0	86.0
					1997	88.3	70.0	85.6
					1998	89.4	73.0	86.9
					1999	90.4	74.0	87.9
					2000	90.1	73.0	87.5
					2001	90.3	75.0	88.0
					2002	91.2	75	88.8
					2003	91.3	74	88.7
					2004	91.8	79.0	89.9
					2005	92.4	73.0	89.5
					2006	93.8	74.0	90.8
					2007	96.0	74.0	92.7
					2008	96.0	74	92.7
					2009	96.0	80	93.6
					2010	96	88	94.8
					2011	96	89	94.95
					2012	96	90	95.10
					2013	96	91	95.25
					2014			95.31
					2015			95.42
					2016			95.52
					2017			95.63
					2018			95.73
					2019			95.84
					2020			95.94
					2021			96.05
					2022			96.16
					2023			96.26
					2024			96.37
					2025			96.47
					2026			96.58
					2027			96.68
					2028			96.79
					2029			96.89
					2030			97

Switzerland

Switzerland has seat belt statistics from 1974. Prior to 1983 the statistics are treated as "wearing when fitted" and a 5 year lag on the Western European fitting rate is used to correct the wearing rate. Prior to 1994, the rear wearing rate was taken as half the front seat rate, and then from 1985 to 2001 as 0.71 times the front rate. Interpolated wearing rates are shown in yellow.

Table C18 Swiss Seat Belt Statistics

	Driver									Smoothed
	Urban	Rural	Motorway	All Areas	% Fitted		Front	Rear	All occup	All occup
1965						1965			0	0
1966						1966			0	0
1967						1967			0	0
1968						1968			0	0
1969						1969			0	0
1970						1970			1	1
1971						1971			2	2
1972						1972			3	3
1973						1973			3	4
1974	15	33	38	2	10	1974			3	5
1975	19	35	42	4	13.3	1975	3	2	3.2	6.2
1976	82	87	92	15	17.48	1976	13	7	12.5	9.4
1977	61	72	81	15	21.89	1977	14	7	12.5	11.5
1978	32	48	62	12	26.55	1978	10	5	9.7	10.8
1979	28	41	57	12	31.85	1979	11	5	10.1	10.0
1980	23	34	51	12	37.28	1980	11	5	10.2	12.8
1981	43	55	64	22	42.39	1981	19	10	18.0	18.5
1982	62	76	77	33	47.27	1982	29	15	27.3	25.3
1983				37	51.93	1983	33	17	30.5	30.5
1984				41	56.37	1984	37	18	33.8	33.8
1985				45	60.59	1985	40	20	37.1	37.1
1986				48	64.62	1986	44	22	40.4	40.4
1987				52	68.42	1987	47	24	43.6	43.6
1988				56	72	1988	51	25	46.9	46.9
1989				60	75.35	1989	54	27	50.2	50.2
1990	53	71	80	64	78.45	1990	58	29	53.5	52.9
1991				65	81.29	1991	59	30	55.0	55.0
1992				66	83.89	1992	61	31	56.4	56.4
1993				67	86.22	1993	63	31	57.9	58.6
1994				68	88.29	1994	64	47	61.6	60.9
1995				69	90.12	1995	66	48	63.1	63.1
1996				70	91.67	1996	67	49	64.6	64.6
1997				71	92.99	1997	69	50	66.1	66.1
1998				72	94.26	1998	71	51	67.7	67.7
1999				73	95.31	1999	72	52	69.2	69.2
2000	66	74	89	74	96.14	2000	74	54	70.7	70.4
2001	66	76	89	74	96.8	2001	74	54	71.2	71.5
2002	68	77	89	76	97.34	2002	76	55	72.6	72.6
2003	70	79	90	77	97.76	2003	77	57	74.1	73.9
2004	72	80	90	79	98.11	2004	79	56	75.2	76.2
2005	74	82	90	80	98.39	2005	84	53	79.4	79.3
2006	78	85	90	82	98.62	2006	86	68	83.3	81.5
2007	81	87	90	85	98.82	2007	85	65	81.8	82.5
2008	82	87	91	85	98.99	2008	85	65	82.4	82.5
2009	82	88	92	86	99.15	2009	86	68	83.4	84.2
2010	83	88	93	87	99.29	2010	89	74	86.8	85.9
						2011	89	79	87.5	88.0
						2012	92	77	89.8	89.1
						2013			90.2	90.2
						2014			90.6	90.6
						2015			91.0	91.0
						2016			91.4	91.4
						2017			91.8	91.8
						2018			92.2	92.2
						2019			92.6	92.6
						2020			93.0	93.0
						2021			93.4	93.4
						2022			93.8	93.8
						2023			94.2	94.2
						2024			94.6	94.6
						2025			95.0	95.0
						2026			95.4	95.4
						2027			95.8	95.8
						2028			96.2	96.2
						2029			96.6	96.6
						2030			97	96.9

United States

The United States has seat belt statistics from 1966. For 1966 and 1974, the original statistics (11% and 26%) were treated as "wearing when fitted" and a 5 year lag of the Western European fitting rate was used to correct the wearing rate. to 0% and 2%. The rear wearing rate prior to 1984 was taken as 0.5875 times the front seat rate. Interpolated wearing rates are shown in yellow.

Table C19 American Seat Belt Statistics

				Smooth	
	Front	Rear	All	All	% Fitted
1960	0	0	0.0	0.0	0.0
1961	0	0	0.0	0.0	0.0
1962	0	0	0.0	0.0	0.0
1963	0	0	0.0	0.0	0.0
1964	0	0	0.0	0.0	0.0
1965	0	0	0.0	0.0	0.1
1966	0	0	0.0	0.0	0.2
1967	0	0	0.3	0.0	0.3
1968	1	0	0.6	0.1	0.4
1969	1	1	0.9	0.2	0.8
1970	1	1	1.2	0.4	1.6
1971	2	1	1.5	0.7	2.6
1972	2	1	1.8	1.0	4.0
1973	2	1	2.0	1.6	6.4
1974	2	1	2.3	2.5	9.6
1975	3	2	3.2	3.4	13.3
1976	4	3	4.1	4.1	17.5
1977	5	3	5.0	5.0	21.9
1978	6	4	5.9	5.9	26.6
1979	7	4	6.7	6.7	31.9
1980	8	5	7.6	7.6	37.3
1981	9	5	8.5	8.5	42.4
1982	10	6	9.4	10.0	47.3
1983	13	8	12.2	11.3	51.9
1984	13	8	12.2	14.4	56.4
1985	20	12	18.8	22.2	60.6
1986	38	22	35.6	30.6	64.6
1987	40	24	37.5	38.5	68.4
1988	45	26	42.2	41.3	72.0
1989	47	28	44.1	44.1	75.4
1990	49	29	46.0	48.5	78.5
1991	59	35	55.3	51.9	81.3
1992	62	34	54.4	54.7	83.9
1993	66	34	54.4	54.4	86.2
1994	67	34	54.4	54.4	88.3
1995	68	34	54.4	55.3	90.1
1996	68	36	57.2	56.3	91.7
1997	69	36	57.2	58.5	93.0
1998	69	38	61.0	60.4	94.3
1999	68	39	62.9	63.5	95.3
2000	71	42	66.6	66.0	96.1
2001	72	43	68.5	68.5	96.8
2002	74	44	70.4	71.0	97.3
2003	79	46	74.1	73.2	97.8
2004	80	47	75.1	76.4	98.1
2005	82	68	79.9	77.9	98.4
2006	81	65	78.6	79.9	98.6
2007	82	76	81.1	80.5	98.8
2008	83	74	81.7	81.6	99.0
2009	84	70	81.9	82.3	99.2
2010	85	74	83.4	83.1	99.3
2011			84.0	83.6	99.4
2012			84.1	84.1	99.5
2013			84.6	84.6	99.7
2014			85.1	85.1	99.8
2015			85.6	85.6	99.9
2016			86.1	86.1	100.0
2017			86.6	86.6	100.0
2018			87.1	87.1	100.0
2019			87.5	87.5	100.0
2020			88.0	88.0	100.0
2021			88.5	88.5	100.0
2022			89.0	89.0	100.0
2023			89.5	89.5	100.0
2024			90.0	90.0	100.0
2025			90.5	90.5	100.0
2026			91.0	91.0	100.0
2027			91.5	91.5	100.0
2028			92.0	92.0	100.0
2029			92.5	92.5	100.0
2030			93.0	93	100.0

British Columbia

British Columbia has seat belt statistics from 1975. Interpolated wearing rates are shown in yellow.

Table C20 British Columbia Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	% Fitted	Cal year	All occup
1965					6	1965	0
1966					6	1966	0
1967					7	1967	0
1968					8	1968	0
1969					10	1969	1
1970					12	1970	2
1971					16	1971	3
1972					20	1972	4
1973					26	1973	6
1974					32	1974	8
1975	23	10	5	9	43	1975	12
1976	30	16	8	15	53	1976	17
1977	37	21	11	20	58	1977	23
1978	47	30	10	27	63	1978	31
1979	59	39	16	36	67	1979	34
1980	49	35	21	33	71	1980	32
1981	42	31	30	31	74	1981	36
1982	53	41	39	41	77	1982	46
1983	67	53	35	51	79	1983	53
1984	73	59	31	55	81	1984	56
1985	74	61	41	58	83	1985	61
1986	78	66	53	64	85	1986	66
1987	80	70	59	68	86	1987	68
1988	80	70	61	69	88	1988	72
1989	85	76	66	75	90	1989	77
1990	88	80	70	79	91	1990	79
1991	87	80	70	79	92	1991	81
1992	91	85	76	83	93	1992	84
1993	91	86	80	85	94	1993	86
1994	93	88	80	87	95	1994	88
1995	94	90	85	89	96	1995	89
1996	93	89	86	89	96	1996	89
1997		89	88	89	97	1997	89
1998		90	90	90	97	1998	90
1999		90	89	90	98	1999	90
2000		90	89	90	98	2000	90
2001		91	90	90	99	2001	91
2002		91	90	91	99	2002	91
2003		91	90	91	99	2003	91
2004		91	91	91	99	2004	91
2005		92	91	91	99	2005	92
2006		92	91	92	99	2006	93
2007		95	91	94	99	2007	95
2008		96	92	95	100	2008	95
2009		96	92	96	100	2009	96
2010		97	95	97	100	2010	97
						2011	97
						2012	97
						2013	97
						2014	97
						2015	97
						2016	97
						2017	97
						2018	97
						2019	97
						2020	97
						2021	97
						2022	97
						2023	97
						2024	97
						2025	97
						2026	97
						2027	97
						2028	97
						2029	97
						2030	97

Alberta

Alberta has seat belt statistics from 1980. Interpolated wearing rates are shown in yellow.

Table C21 Alberta Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	Fitting	Cal year	All occup
1965					5.6	1965	0
1966					6.3	1966	0
1967					7.0	1967	0
1968					8.1	1968	0
1969					9.6	1969	1
1970					11.8	1970	2
1971					15.5	1971	2
1972					20.3	1972	2
1973					25.5	1973	2
1974					32.0	1974	2
1975					43.3	1975	3
1976					53.0	1976	4
1977					57.9	1977	5
1978					63.1	1978	6
1979					66.7	1979	8
1980	13	9	5	8	71.3	1980	8
1981	11	8	4	8	74.2	1981	10
1982	17	13	7	12	77.1	1982	13
1983	18	14	9	14	79.0	1983	14
1984	20	16	8	15	80.8	1984	17
1985	24	20	13	19	82.8	1985	21
1986	28	24	14	22	84.7	1986	40
1987	74	64	16	57	86.5	1987	61
1988	83	73	20	65	88.2	1988	67
1989	85	76	24	68	89.5	1989	73
1990	88	80	64	78	90.8	1990	77
1991	84	78	73	77	91.9	1991	78
1992	86	80	76	80	93.0	1992	80
1993	87	81	80	81	94.0	1993	82
1994	88	83	78	82	94.8	1994	83
1995	89	85	80	84	95.6	1995	85
1996	90	86	81	86	96.3	1996	86
1997		86	83	86	96.9	1997	86
1998		86	85	86	97.4	1998	85
1999		85	86	85	97.8	1999	85
2000		85	86	85	98.2	2000	85
2001		84	86	85	98.6	2001	84
2002		84	85	84	98.8	2002	84
2003		84	85	84	99.0	2003	84
2004		83	84	83	99.2	2004	83
2005		83	84	83	99.3	2005	83
2006		83	84	83	99.4	2006	86
2007		89	83	88	99.5	2007	88
2008		90	83	89	99.6	2008	89
2009		91	83	90	99.6	2009	91
2010		92	89	92	99.7	2010	92
						2011	93
						2012	94
						2013	95
						2014	96
						2015	96
						2016	96
						2017	96
						2018	96
						2019	96
						2020	96
						2021	96
						2022	96
						2023	96
						2024	96
						2025	96
						2026	96
						2027	96
						2028	96
						2029	96
						2030	96

Saskatchewan

Saskatchewan has seat belt statistics from 1975. Interpolated wearing rates are shown in yellow.

Table C22 Saskatchewan Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	Fitting	Cal year	All occup
1965					6	1965	0
1966					6	1966	0
1967					7	1967	0
1968					8	1968	0
1969					10	1969	1
1970					12	1970	2
1971					16	1971	2
1972					20	1972	2
1973					26	1973	3
1974					32	1974	4
1975	13	6	3	5	43	1975	8
1976	24	13	6	12	53	1976	15
1977	33	19	9	17	58	1977	24
1978	55	34	6	30	63	1978	33
1979	60	40	13	36	67	1979	37
1980	61	43	19	39	71	1980	38
1981	51	37	34	37	74	1981	37
1982	48	37	40	37	77	1982	40
1983	54	42	43	42	79	1983	41
1984	50	40	37	39	81	1984	40
1985	51	42	37	41	83	1985	45
1986	60	50	42	49	85	1986	61
1987	92	79	40	73	86	1987	69
1988	81	71	42	66	88	1988	70
1989	88	78	50	73	90	1989	77
1990	92	82	79	82	91	1990	81
1991	92	83	71	81	92	1991	83
1992	94	86	78	85	93	1992	86
1993	94	87	82	86	94	1993	86
1994	93	87	83	86	95	1994	87
1995	93	88	86	88	96	1995	89
1996	94	89	87	89	96	1996	89
1997		90	87	89	97	1997	90
1998		90	88	90	97	1998	90
1999		91	89	91	98	1999	91
2000		91	90	91	98	2000	91
2001		92	90	92	99	2001	92
2002		92	91	92	99	2002	92
2003		93	91	93	99	2003	93
2004		93	92	93	99	2004	93
2005		94	92	93	99	2005	93
2006		93	93	93	99	2006	93
2007		94	93	93	99	2007	94
2008		95	94	94	100	2008	95
2009		96	93	95	100	2009	96
2010		97	94	96	100	2010	97
						2011	97
						2012	97
						2013	97
						2014	97
						2015	97
						2016	97
						2017	97
						2018	97
						2019	97
						2020	97
						2021	97
						2022	97
						2023	97
						2024	97
						2025	97
						2026	97
						2027	97
						2028	97
						2029	97
						2030	97

Manitoba

Manitoba has seat belt statistics from 1980. Interpolated wearing rates are shown in yellow.

Table C23 Manitoba Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	Fitting	Cal year	All occup
1965					5.6	1965	0
1966					6.3	1966	0
1967					7.0	1967	0
1968					8.1	1968	0
1969					9.6	1969	1
1970					11.8	1970	2
1971					15.5	1971	2
1972					20.3	1972	2
1973					25.5	1973	2
1974					32.0	1974	2
1975					43.3	1975	2
1976					53.0	1976	3
1977					57.9	1977	3
1978					63.1	1978	3
1979					66.7	1979	4
1980	6	4	2	4	71.3	1980	4
1981	6	5	2	4	74.2	1981	5
1982	7	5	3	5	77.1	1982	7
1983	11	9	4	8	79.0	1983	26
1984	62	50	5	43	80.8	1984	41
1985	54	44	5	39	82.8	1985	42
1986	61	52	9	45	84.7	1986	50
1987	65	56	50	55	86.5	1987	56
1988	66	58	44	56	88.2	1988	62
1989	79	71	52	68	89.5	1989	67
1990	73	67	56	65	90.8	1990	68
1991	79	73	58	71	91.9	1991	73
1992	82	76	71	75	93.0	1992	76
1993	83	78	67	76	94.0	1993	78
1994	86	82	73	80	94.8	1994	82
1995	88	84	76	83	95.6	1995	82
1996	85	82	78	81	96.3	1996	82
1997		83	82	83	96.9	1997	84
1998		84	84	84	97.4	1998	85
1999		86	82	85	97.8	1999	86
2000		87	83	87	98.2	2000	87
2001		88	84	88	98.6	2001	88
2002		90	86	89	98.8	2002	90
2003		91	87	90	99.0	2003	91
2004		92	88	92	99.2	2004	92
2005		94	90	93	99.3	2005	93
2006		93	91	93	99.4	2006	91
2007		89	92	90	99.5	2007	91
2008		91	94	91	99.6	2008	92
2009		92	93	92	99.6	2009	94
2010		94	89	93	99.7	2010	94
						2011	95
						2012	95
						2013	96
						2014	96
						2015	96
						2016	96
						2017	96
						2018	96
						2019	96
						2020	96
						2021	96
						2022	96
						2023	96
						2024	96
						2025	96
						2026	96
						2027	96
						2028	96
						2029	96
						2030	96

Ontario

Ontario has seat belt statistics from 1975. Interpolated wearing rates are shown in yellow.

Table C24 Ontario Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles		All vehicles
Fin year	Driver	Front	Rear	All occup	Cal year	All occup
1965					1965	0
1966					1966	0
1967					1967	0
1968					1968	0
1969					1969	1
1970					1970	2
1971					1971	3
1972					1972	5
1973					1973	7
1974					1974	9
1975	24	10	5	10	1975	23
1976	75	40	20	37	1976	32
1977	50	29	14	27	1977	30
1978	60	38	10	34	1978	33
1979	48	32	40	33	1979	32
1980	44	31	29	31	1980	35
1981	53	39	38	39	1981	38
1982	49	38	32	37	1982	41
1983	60	47	31	45	1983	47
1984	62	50	39	48	1984	50
1985	66	55	38	52	1985	53
1986	66	56	47	55	1986	56
1987	68	58	50	57	1987	59
1988	70	62	55	61	1988	62
1989	71	63	56	62	1989	63
1990	72	65	58	64	1990	68
1991	80	73	62	72	1991	72
1992	81	75	63	73	1992	75
1993	84	79	65	77	1993	80
1994	89	84	73	83	1994	82
1995	87	83	75	82	1995	85
1996	92	89	79	87	1996	88
1997		89	84	88	1997	89
1998		90	83	89	1998	89
1999		90	89	90	1999	90
2000		90	89	90	2000	90
2001		91	90	91	2001	91
2002		91	90	91	2002	91
2003		91	90	91	2003	91
2004		92	91	92	2004	92
2005		92	91	92	2005	92
2006		92	91	92	2006	92
2007		93	92	93	2007	93
2008		94	92	94	2008	94
2009		95	92	95	2009	95
2010		96	93	96	2010	96
					2011	96
					2012	96
					2013	96
					2014	96
					2015	96
					2016	96
					2017	96
					2018	96
					2019	96
					2020	96
					2021	96
					2022	96
					2023	96
					2024	96
					2025	96
					2026	96
					2027	96
					2028	96
					2029	96
					2030	96

Quebec

Quebec has seat belt statistics from 1975. Interpolated wearing rates are shown in yellow.

Table C25 Quebec Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	Fitting	Cal year	All occup
1965					5.6	1965	0
1966					6.3	1966	0
1967					7.0	1967	0
1968					8.1	1968	0
1969					9.6	1969	1
1970					11.8	1970	2
1971					15.5	1971	2
1972					20.3	1972	3
1973					25.5	1973	4
1974					32.0	1974	6
1975	18	8	4	7	43.3	1975	10
1976	27	14	7	13	53.0	1976	16
1977	36	21	10	19	57.9	1977	20
1978	38	24	8	22	63.1	1978	23
1979	40	27	14	25	66.7	1979	25
1980	37	26	21	26	71.3	1980	27
1981	39	29	24	28	74.2	1981	37
1982	63	49	27	45	77.1	1982	45
1983	60	48	26	45	79.0	1983	43
1984	54	44	29	42	80.8	1984	43
1985	53	44	49	45	82.8	1985	50
1986	68	57	48	56	84.7	1986	63
1987	86	74	44	70	86.5	1987	69
1988	82	72	44	68	88.2	1988	69
1989	82	73	57	71	89.5	1989	77
1990	94	85	74	83	90.8	1990	83
1991	92	85	72	83	91.9	1991	83
1992	91	85	73	83	93.0	1992	85
1993	93	87	85	87	94.0	1993	87
1994	92	87	85	87	94.8	1994	88
1995	93	89	85	88	95.6	1995	89
1996	93	90	87	89	96.3	1996	89
1997		90	87	89	96.9	1997	90
1998		90	89	90	97.4	1998	90
1999		90	90	90	97.8	1999	90
2000		90	90	90	98.2	2000	90
2001		90	90	90	98.6	2001	90
2002		91	90	90	98.8	2002	91
2003		91	90	91	99.0	2003	91
2004		91	90	91	99.2	2004	91
2005		91	91	91	99.3	2005	91
2006		91	91	91	99.4	2006	92
2007		93	91	93	99.5	2007	93
2008		94	91	94	99.6	2008	94
2009		95	91	94	99.6	2009	95
2010		96	93	96	99.7	2010	96
						2011	97
						2012	97
						2013	97
						2014	97
						2015	97
						2016	97
						2017	97
						2018	97
						2019	97
						2020	97
						2021	97
						2022	97
						2023	97
						2024	97
						2025	97
						2026	97
						2027	97
						2028	97
						2029	97
						2030	97

New Brunswick

New Brunswick has seat belt statistics from 1980. Interpolated wearing rates are shown in yellow.

Table C26 New Brunswick Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	Fitting	Cal year	All occup
1965					5.6	1965	0
1966					6.3	1966	0
1967					7.0	1967	0
1968					8.1	1968	0
1969					9.6	1969	1
1970					11.8	1970	2
1971					15.5	1971	2
1972					20.3	1972	2
1973					25.5	1973	2
1974					32.0	1974	2
1975					43.3	1975	2
1976					53.0	1976	3
1977					57.9	1977	3
1978					63.1	1978	3
1979					66.7	1979	4
1980	6	4	2	4	71.3	1980	5
1981	8	6	3	6	74.2	1981	4
1982	4	3	2	3	77.1	1982	24
1983	67	53	4	45	79.0	1983	44
1984	60	49	6	42	80.8	1984	44
1985	63	52	3	45	82.8	1985	50
1986	67	56	53	56	84.7	1986	55
1987	65	56	49	55	86.5	1987	57
1988	68	60	52	59	88.2	1988	58
1989	64	58	56	57	89.5	1989	63
1990	77	70	56	68	90.8	1990	70
1991	82	75	60	73	91.9	1991	73
1992	81	76	58	73	93.0	1992	76
1993	86	80	70	79	94.0	1993	81
1994	89	84	75	83	94.8	1994	80
1995	81	77	76	77	95.6	1995	81
1996	90	86	80	85	96.3	1996	86
1997		86	84	86	96.9	1997	85
1998		86	77	85	97.4	1998	85
1999		86	86	86	97.8	1999	86
2000		86	86	86	98.2	2000	86
2001		86	86	86	98.6	2001	86
2002		86	86	86	98.8	2002	86
2003		86	86	86	99.0	2003	86
2004		86	86	86	99.2	2004	86
2005		86	86	86	99.3	2005	86
2006		87	86	87	99.4	2006	89
2007		92	86	91	99.5	2007	91
2008		93	86	92	99.6	2008	93
2009		94	87	93	99.6	2009	94
2010		95	92	94	99.7	2010	95
						2011	95
						2012	96
						2013	96
						2014	97
						2015	97
						2016	97
						2017	97
						2018	97
						2019	97
						2020	97
						2021	97
						2022	97
						2023	97
						2024	97
						2025	97
						2026	97
						2027	97
						2028	97
						2029	97
						2030	97

Nova Scotia

Nova Scotia has seat belt statistics from 1980. Interpolated wearing rates are shown in yellow.

Table C27 Nova Scotia Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	Fitting	Cal year	All occup
1965					5.6	1965	0
1966					6.3	1966	0
1967					7.0	1967	0
1968					8.1	1968	0
1969					9.6	1969	1
1970					11.8	1970	2
1971					15.5	1971	2
1972					20.3	1972	2
1973					25.5	1973	2
1974					32.0	1974	2
1975					43.3	1975	2
1976					53.0	1976	3
1977					57.9	1977	4
1978					63.1	1978	5
1979					66.7	1979	6
1980	10	7	4	7	71.3	1980	7
1981	12	9	4	8	74.2	1981	8
1982	10	8	4	7	77.1	1982	8
1983	13	10	7	10	79.0	1983	11
1984	15	12	9	12	80.8	1984	35
1985	81	67	8	58	82.8	1985	58
1986	80	68	10	59	84.7	1986	56
1987	69	59	12	52	86.5	1987	59
1988	73	65	67	65	88.2	1988	68
1989	79	71	68	70	89.5	1989	72
1990	83	76	59	73	90.8	1990	74
1991	84	77	65	75	91.9	1991	77
1992	86	80	71	78	93.0	1992	80
1993	87	82	76	81	94.0	1993	81
1994	87	83	77	82	94.8	1994	85
1995	93	89	80	88	95.6	1995	87
1996	91	88	82	87	96.3	1996	87
1997		88	83	87	96.9	1997	88
1998		88	89	88	97.4	1998	88
1999		88	88	88	97.8	1999	88
2000		88	88	88	98.2	2000	88
2001		88	88	88	98.6	2001	88
2002		88	88	88	98.8	2002	88
2003		89	88	88	99.0	2003	89
2004		89	88	89	99.2	2004	89
2005		89	88	89	99.3	2005	90
2006		91	89	91	99.4	2006	91
2007		92	89	92	99.5	2007	91
2008		92	89	91	99.6	2008	91
2009		91	91	91	99.6	2009	91
2010		90	92	90	99.7	2010	90
						2011	91
						2012	91
						2013	91
						2014	92
						2015	92
						2016	92
						2017	92
						2018	93
						2019	93
						2020	93
						2021	93
						2022	93
						2023	94
						2024	94
						2025	95
						2026	95
						2027	95
						2028	95
						2029	96
						2030	96

Prince Edward Island

Prince Edward Island has seat belt statistics from 1980. Interpolated wearing rates are shown in yellow.

Table C28 Prince Edward Island Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	Fitting	Cal year	All occup
1965					5.6	1965	0
1966					6.3	1966	0
1967					7.0	1967	0
1968					8.1	1968	0
1969					9.6	1969	1
1970					11.8	1970	2
1971					15.5	1971	2
1972					20.3	1972	2
1973					25.5	1973	2
1974					32.0	1974	2
1975					43.3	1975	2
1976					53.0	1976	3
1977					57.9	1977	3
1978					63.1	1978	3
1979					66.7	1979	4
1980	6	4	2	4	71.3	1980	3
1981	3	3	1	2	74.2	1981	4
1982	7	6	3	5	77.1	1982	5
1983	6	4	4	4	79.0	1983	6
1984	9	8	3	7	80.8	1984	10
1985	18	15	6	13	82.8	1985	12
1986	14	12	4	11	84.7	1986	24
1987	50	43	8	38	86.5	1987	51
1988	82	72	15	64	88.2	1988	60
1989	73	65	12	57	89.5	1989	57
1990	65	59	43	57	90.8	1990	63
1991	75	69	72	69	91.9	1991	72
1992	82	76	65	74	93.0	1992	75
1993	83	78	59	75	94.0	1993	79
1994	90	86	69	83	94.8	1994	86
1995	95	91	76	89	95.6	1995	88
1996	92	88	78	87	96.3	1996	87
1997		88	86	87	96.9	1997	87
1998		87	91	87	97.4	1998	87
1999		86	88	86	97.8	1999	86
2000		85	88	86	98.2	2000	85
2001		85	87	85	98.6	2001	84
2002		84	86	84	98.8	2002	84
2003		83	85	83	99.0	2003	83
2004		82	85	83	99.2	2004	82
2005		81	84	82	99.3	2005	85
2006		88	83	87	99.4	2006	88
2007		89	82	88	99.5	2007	88
2008		89	81	88	99.6	2008	89
2009		89	88	89	99.6	2009	89
2010		90	89	90	99.7	2010	90
						2011	90
						2012	90
						2013	91
						2014	91
						2015	91
						2016	92
						2017	92
						2018	92
						2019	92
						2020	93
						2021	93
						2022	93
						2023	94
						2024	94
						2025	94
						2026	95
						2027	95
						2028	95
						2029	96
						2030	96

Newfoundland

Newfoundland has seat belt statistics from 1980. Interpolated wearing rates are shown in yellow.

Table C29 Newfoundland Seat Belt Statistics

	If fitted	All vehicles	All vehicles	All vehicles			All vehicles
Fin year	Driver	Front	Rear	All occup	Fitting	Cal year	All occup
1965					5.6	1965	0
1966					6.3	1966	0
1967					7.0	1967	0
1968					8.1	1968	0
1969					9.6	1969	1
1970					11.8	1970	2
1971					15.5	1971	2
1972					20.3	1972	2
1973					25.5	1973	2
1974					32.0	1974	2
1975					43.3	1975	2
1976					53.0	1976	2
1977					57.9	1977	2
1978					63.1	1978	2
1979					66.7	1979	2
1980	3	2	1	2	71.3	1980	4
1981	9	6	3	6	74.2	1981	27
1982	68	52	26	48	77.1	1982	50
1983	76	60	2	51	79.0	1983	50
1984	70	56	6	49	80.8	1984	51
1985	66	54	52	54	82.8	1985	54
1986	61	52	60	53	84.7	1986	55
1987	65	56	56	56	86.5	1987	59
1988	72	64	54	62	88.2	1988	60
1989	65	58	52	57	89.5	1989	65
1990	84	76	56	73	90.8	1990	77
1991	92	84	64	81	91.9	1991	82
1992	94	87	58	83	93.0	1992	86
1993	97	91	76	89	94.0	1993	89
1994	96	91	84	90	94.8	1994	90
1995	95	91	87	90	95.6	1995	91
1996	94	91	91	91	96.3	1996	91
1997		90	91	90	96.9	1997	90
1998		90	91	90	97.4	1998	90
1999		90	91	90	97.8	1999	90
2000		89	90	89	98.2	2000	89
2001		89	90	89	98.6	2001	89
2002		88	90	88	98.8	2002	88
2003		88	89	88	99.0	2003	88
2004		87	89	88	99.2	2004	87
2005		87	88	87	99.3	2005	87
2006		87	88	87	99.4	2006	87
2007		87	87	87	99.5	2007	88
2008		89	87	88	99.6	2008	90
2009		91	87	90	99.6	2009	92
2010		93	87	92	99.7	2010	93
						2011	94
						2012	95
						2013	95
						2014	95
						2015	96
						2016	96
						2017	96
						2018	96
						2019	96
						2020	96
						2021	96
						2022	96
						2023	96
						2024	96
						2025	96
						2026	96
						2027	96
						2028	96
						2029	96
						2030	96

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