

### Safety Need - High Level Figures

Country	Year	Population	Total Road Fatalities	4-Wheeled Vehicle Occupant Fatalities	Pole Side Impact Fatalities	Other Side Impact Fatalities	Rollover Fatalities	Total Serious Injuries	4-Wheeled Vehicle Occupant Serious Injuries	Pole Side Impact Serious Injuries	Other Side Impact Serious Injuries	Rollover Serious Injuries
<b>US</b>	2009	307006550	33808	23885	1371	4872	8794	216769	166734	3813	45695	29894
% of total road fatalities/si					4.06%	14.41%	26.01%			1.76%	21.08%	13.79%
% of 4-wheeled occupant fatalities/si					5.74%	20.40%	36.82%			2.29%	27.41%	17.93%
Per 100,000			11.01	7.78	0.45	1.59	2.86	70.61	54.31	1.24	14.88	9.74
<b>Canada</b>	2007	32931956	2761		71	283	371	13771		220	830	1399
% of total road fatalities/si					2.57%	10.25%	13.44%			1.60%	6.03%	10.16%
% of 4-wheeled occupant fatalities/si												
Per 100,000			8.38	0.00	0.22	0.86	1.13	41.82		0.67	2.52	4.25
<b>Germany</b>	2009	82002356	4152	2335	430	641	55	68567				
% of total road fatalities/si					10.36%	15.44%	1.32%					
% of 4-wheeled occupant fatalities/si					18.42%	27.45%	2.36%					
Per 100,000			5.06	2.85	0.52	0.78	0.07					



<b>Australia</b>	2006	20697880	1602	1095	161	172	284					
% of total road fatalities/si					10.05%	10.74%	17.73%					
% of 4-wheeled occupant fatalities/si					14.70%	15.71%	25.94%					
Per 100,000			7.74	5.29	0.78	0.83	1.37					
<b>Victoria</b>	2009	5443228	290	196	31	20	38	6215	4068	201	534	357
% of total road fatalities/si					10.69%	6.90%	13.10%			3.23%	8.59%	5.74%
% of 4-wheeled occupant fatalities/si					15.82%	10.20%	19.39%			4.94%	13.13%	8.78%
Per 100,000			5.33	3.60	0.57	0.37	0.70	114.18	74.74	3.69	9.81	6.56

**Notes:**

si = serious injuries.

■ = Data not provided.

■ Different definition used (see country note).

Unless otherwise stated, 4-Wheeled Vehicle means all vehicles with at least 4-wheels

US - Serious injuries are incapacitating injuries.

Canada - Serious injuries are estimates and may be understated; figures for pole side and other side impacts and rollovers are for M1 and N1 vehicles only. Percentages of occupant fatalities may therefore be understated.

Germany - Population is at 31 Dec 2008; seriously injured figures represent persons who were immediately taken to hospital for inpatient treatment (of at least 24 hours); figures for pole side and other side impacts and rollovers are for M1 vehicles only. Percentages of occupant fatalities may therefore be understated.

Great Britain - Figures do not include Northern Ireland; serious injury definition used: An injury for which a person is detained in hospital as an "in patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Netherlands - Figures for pole side and other side impacts and rollovers are for M1 vehicles and N1 (delivery vans only). Percentages of occupant fatalities may therefore be understated.

South Korea - The definition for total serious injuries is more than 3 weeks treatment in hospital; the figures for 4-wheeled vehicle occupant serious injuries, pole and other side impact serious injuries and rollover injuries comprise all injuries.

Victoria - Serious Injury definition used was an injury where the person was taken to hospital and admitted to hospital (persons taken to hospital but whose admission status is unknown are also included as serious injuries).

AIS3+ injury data estimates are being obtained for Australia and Victoria.