ANNEX 1: GBD 2010 METHODS

WHAT IS THE GLOBAL BURDEN OF DISEASE 2010 (GBD 2010) STUDY?

In 1991, the World Bank commissioned the first Global Burden of Disease study to develop a comprehensive and comparable assessment of the burden of 107 diseases and injuries and 10 selected risk factors for the world and eight major regions. The findings represented a major improvement in global knowledge of population health metrics and proved to be influential in shaping the global health priorities of international health and development agencies. The study also stimulated numerous national burden of disease analyses that have informed debates on health policy over the last two decades.

GBD 2010, the most recent iteration of the study, is a comprehensive update of the original study and presents estimates for 291 diseases and injuries, 67 risk factors, and 1,160 sequelae (nonfatal health consequences) disaggregated by sex and 20 age groups for 21 regions (Table A1) covering the entire globe. The study is a collaboration of hundreds of researchers around the world, led by the Institute for Health Metrics and Evaluation at the University of Washington and a consortium of several other institutions, including Harvard University, Imperial College London, Johns Hopkins University, University of Queensland, University of Tokyo, and the World Health Organization.

Diseases and injuries result in either premature death or life lived with ill health. GBD aims to quantify the gap between the ideal of a population that lives a full life in full health and reality. GBD uses the following concepts to measure this health burden:

- Years of life lost (YLLs) are the number of years of life lost due to premature death. They are calculated by multiplying the number of deaths at each age by a standard life expectancy at that age.
- Years of life lived with disability (YLDs) are the number of years of life lived with short-term or long-term health loss weighted by the severity of the disabling sequelae of diseases and injuries.
- Disability-adjusted life years (DALYs) are the main summary measure of population health used in GBD to quantify health loss. DALYs provide a metric that allows comparison of health loss across different diseases and injuries. They are calculated as the sum of YLLs and YLDs; thus they are a measure of the number of years of healthy life that are lost due to death and nonfatal illness or impairment.

HOW DID WE CONSTRUCT ESTIMATES OF THE BURDEN OF ROAD TRANSPORT?

This report brings together two streams of work undertaken within GBD 2010: first, a comprehensive effort to improve the evidence base of the estimates of the burden of road injuries using new data sources and improved methods; and second, advances in GBD 2010 in estimating the burden of disease that can be attributed to

Table A1: GBD 2010 countries by region

Andean Latin America	Bolivia, Ecuador, Peru
Australasia	Australia, New Zealand
Caribbean	Antigua and Barbuda, Bahamas, Barbados, Belize, Cuba, Dominica, Dominican Republic, Grenada, Guyana, Haiti, Jamaica, Saint Lucia, Saint Vincent and the Grenadines, Suriname, Trinidad and Tobago
Central Asia	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, Uzbekistan
Central Europe	Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Hungary, Macedonia, Montenegro, Poland, Romania, Serbia, Slovakia, Slovenia
Central Latin America	Colombia, Costa Rica, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Venezuela
Central sub-Saharan Africa	Angola, Central African Republic, Congo, Democratic Republic of the Congo, Equatorial Guinea, Gabon
East Asia	China, North Korea, Taiwan
Eastern Europe	Belarus, Estonia, Latvia, Lithuania, Moldova, Russia, Ukraine
Eastern sub-Saharan Africa	Burundi, Comoros, Djibouti, Eritrea, Ethiopia, Kenya, Madagascar, Malawi, Mauritius, Mozambique, Rwanda, Seychelles, Somalia, Sudan, Tanzania, Uganda, Zambia
High-income Asia Pacific	Brunei, Japan, Singapore, South Korea
High-income North America	Canada, United States
North Africa and Middle East	Algeria, Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Morocco, Palestine, Oman, Qatar, Saudi Arabia, Syria, Tunisia, Turkey, United Arab Emirates, Yemen
Oceania	Fiji, Kiribati, Marshall Islands, Micronesia, Papua New Guinea, Samoa, Solomon Islands, Tonga, Vanuatu
South Asia	Afghanistan, Bangladesh, Bhutan, India, Nepal, Pakistan
Southeast Asia	Cambodia, Indonesia, Laos, Malaysia, Maldives, Myanmar, Philippines, Sri Lanka, Thailand, Timor-Leste, Vietnam
Southern Latin America	Argentina, Chile, Uruguay
Southern sub-Saharan Africa	Botswana, Lesotho, Namibia, South Africa, Swaziland, Zimbabwe
Tropical Latin America	Brazil, Paraguay
Western Europe	Andorra, Austria, Belgium, Cyprus, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Israel, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, United Kingdom
Western sub-Saharan Africa	Benin, Burkina Faso, Cameroon, Cape Verde, Chad, Côte d'Ivoire, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, São Tomé and Príncipe, Senegal, Sierra Leone, Togo

long-term exposure to air pollution, which we have further partitioned to estimate the contribution from air pollution caused by motorized road transport.

Estimating the global burden of road injuries

The guiding principle of the burden of disease approach is that estimates of population health metrics (such as incidence and prevalence) should be generated after careful analysis of all available data sources and correction for bias. A substantial project-wide effort was made to incorporate data from vital registration and sample registration systems, demographic surveillance systems, and many others. This broad search was coupled with a targeted effort to improve data on road injuries from the most information-poor settings. As a result, a wealth of data from regions such as sub-Saharan Africa was used for the first time in epidemiological research. Key data sources for injuries included the following:

- Vital registration statistics: These are tabulations from national vital registration systems, which usually record causes of death listed on death certificates.
- Verbal autopsy: This is a method of determining cause of death in which a trained interviewer uses a structured questionnaire to collect information about symptoms that preceded an individual's death. Such surveillance is commonly done in regions that do not have reliable vital registration systems.
- Mortuary/burial registers: Medico-legal records from mortuaries and burial permit offices were another important source of data for information-poor regions.
- Household surveys: These were a critical source for estimating the incidence of nonfatal injuries.
- Hospital databases: Large hospital registries were used as a valuable source of information about the sequelae resulting from injuries.
- Prospective studies of disability outcomes: The results from follow-up studies of patients after an injury were used to estimate the duration of disability and the probability that an injury results in permanent disability.

Prior to analysis, these data sources were subjected to systematic harmonization and data cleaning. This includes adjusting for completeness of mortality data sources, mapping across different coding schemes, and reattribution of poorly specified causes.

We estimated mortality from road crashes in 40 age-sex groups for all countries from 1980 to 2010 using Cause of Death Ensemble Modeling (CODEm), which involves developing a large range of plausible statistical models between the cause and known covariates, testing all possible permutations of covariates, and generating ensembles of the component models. The performance of all component models and ensembles is evaluated based on their out-of-sample predictive validity and the best-performing model or ensemble is chosen.

We estimated the burden of nonfatal outcomes of injuries by first constructing estimates of the incidence of the external causes of injuries using household survey data, hospital data, and the injury mortality estimates. We used hospital databases

to estimate the incidence of the health outcomes (e.g., fractures, dislocations) that result from road injuries. We estimated the long-term disability from these health outcomes using data collected from studies that have followed patients after they sustained a road injury. Finally, we computed YLDs by applying disability weights. These methods rely on many assumptions and will likely undergo substantial refinements in the years to come. However, they are the only known attempt at large-scale coupling of empirical data to construct global estimates of the burden of nonfatal road injuries.

More details about GBD 2010 data sources and methods can be obtained from the following four publications:

- Lozano RL, et al. Global and regional mortality from 235 causes of death for 20 age groups in 1990 and 2010: a systematic analysis for the Global Burden of Disease Study 2010. *The Lancet.* 2012 Dec 13;380:2095–2128.
- Vos T, et al. Years lived with disability (YLDs) for 1,160 sequelae of 289 diseases and injuries, 1990-2010: a systematic analysis for the Global Burden of Disease Study 2010. *The Lancet*. 2012 Dec 13;380:2163–2196.
- Murray CJL, et al. Disability-adjusted life years (DALYs) for 291 diseases and injuries in 21 regions, 1990-2010: a systematic analysis for the Global Burden of Disease Study 2010. *The Lancet.* 2012 Dec 13;380:2197–2223.
- Salomon J, et al. Common values in assessing health outcomes from disease and injury: disability weights measurement study for the Global Burden of Disease Study 2010. *The Lancet.* 2012 Dec 13;380:2129–2143.

Estimating the burden of air pollution from motorized road transport

A database of geo-referenced, annual averaged fine particulate matter ($PM_{2.5}$) measurements from surface monitors in 2005 was assembled from national, regional, and local air-quality monitoring reports and published literature. As surface monitor-based measurements of $PM_{2.5}$ do not cover all populations, these data were combined with two other estimates of $PM_{2.5}$: 1) estimates of $PM_{2.5}$ derived from satellite-based observations of aerosol optical depth, a proxy measure for $PM_{2.5}$, combined with information from a global atmospheric chemistry transport model (GEOS Chem); and 2) estimates of $PM_{2.5}$ from a separate global atmospheric chemistry transport model (TM5). Both of these estimates were linked to the geo-referenced surface monitor-based estimates of $PM_{2.5}$ in the database described above, and a regression model was used to relate the average of the satellite-based and chemical transport model estimates of $PM_{2.5}$ with the surface monitoring data. Together, these estimates of $PM_{2.5}$ allowed for the quantification of $PM_{2.5}$ levels at a grid resolution of 10 x 10 square kilometers across the globe for the year 2005. Information on trends in air pollution concentrations and emissions were used to estimate $PM_{2.5}$ levels for 1990 and 2010. Population estimates for each grid cell from the Gridded Population of the World were used to estimate population-weighted average exposure for each GBD region. For more information, see Brauer et al.[15]

To estimate the risk of mortality across the full global range of estimated ambient concentrations of $PM_{2.5}$, exposure-response functions were developed that integrated epidemiologic evidence for the hazardous effects of particulate matter at different concentrations from different sources and environments. Study-level estimates of the relative risk of mortality associated with any or all of ambient $PM_{2.5}$, secondhand smoke, household air pollution, and active smoking were compiled for the following outcomes: ischemic heart disease, stroke, lung cancer, chronic obstructive pulmonary disease, and acute lower respiratory tract infection in children. Several nonlinear functions with up to three parameters for fitting the integrated exposure-response relationship were evaluated and assessed with respect to goodness of fit. These integrated exposure-response curves were used to generate GBD 2010 estimates of the burden of disease attributable to exposure to ambient $PM_{2.5}$. For more details about methods and findings, see Burnett et al.[22]

To estimate the motor-vehicle contribution to $PM_{2.5}$, we used the global air quality source-receptor model, TM5-FASST, developed by the Joint Research Centre of the European Commission.[23] Briefly, this model links emissions of pollutants within a given source region with downwind impacts, using knowledge of meteorology and atmospheric chemistry. TM5-FASST reproduces, for country and regional averages, concentration levels of air pollutants simulated by the full TM5 Chemical Transport Model, which has been fully evaluated in a large number of international comparisons (e.g., the Task Force on Hemispheric Transport of Air Pollution[24]) and is described in more detail in Brauer et al. and references cited therein. The emissions information used to assess the contribution of various source sectors to ambient $PM_{2.5}$ concentrations are those used in the *Global Energy Assessment*[25] and described in detail by Rao et al.[26] Using TM5-FASST, $PM_{2.5}$ concentrations attributable to road transport were calculated for each of 56 global regions along with estimates of $PM_{2.5}$ levels attributable to all anthropogenic emissions sources, which allowed us to estimate the proportional contribution of $PM_{2.5}$ from road transport to the total $PM_{2.5}$ levels for 1990 and 2010 in each of the 21 GBD 2010 regions. The concentrations attributable to road transport were adjusted at the country level to also consider the contributions from "natural" sources such as mineral dust and sea salt by comparing the total anthropogenic source concentrations with the concentrations of $PM_{2.5}$ from all sources, as described in Brauer et al. We then estimated the country-specific burden of disease attributable to $PM_{2.5}$ from road transport by multiplying the country-specific total $PM_{2.5}$-attributable burden by the region-specific (country-specific in some large countries) proportion of ambient $PM_{2.5}$ from road transport.[15]

We have, in all likelihood, underestimated the burden of disease attributable to vehicular emissions. This is the result of the limitations of the available data and methods, which are described below.

Geographic misalignment of exposure data

We applied a regional fraction to both urban and rural areas, which likely underestimates contribution in urban areas, where pollution is higher. For example, the traffic fractions applied to China and India are approximately 2% and 6%, respectively, but in Delhi and Beijing it is estimated to be as high as 20%.[27] Similarly, in the US, we have estimated the fraction of ambient $PM_{2.5}$ attributable to road transport as 15%,

while a population-weighted estimate of this contribution derived from state-level emissions information across the US estimates this fraction as 26%.[28]

While this report was being prepared, the International Council for Clean Transportation (ICCT) completed a similar analysis of the mortality attributable to ambient $PM_{2.5}$ from motor vehicles.[14] Overall, results were similar, with the ICCT estimating 230,000 deaths per year in 2005, compared to the 180,000 deaths per year in 2010 that we estimate. The same general regional patterns in mortality attributable to $PM_{2.5}$ from motor vehicles were observed in the two analyses. In addition to the difference in years (2005 and 2010), the ICCT analysis uses a different chemical transport model, the Model for Ozone and Related Tracers, version 4 (MOZART-4). As the ICCT analysis did not use age-stratified exposure-response functions and utilized somewhat different underlying mortality data, the two attributable mortality estimates are not directly comparable. Accordingly, while we cannot fully attribute the 28% lower mortality in our estimate to the spatial misalignment in estimated motor vehicle contributions, this comparison provides a rough estimate of the magnitude of this error and supports our suggestion that the estimates provided here are low.

Both our analysis and that conducted by ICCT used the same database of ambient $PM_{2.5}$ concentrations, however, and therefore allow us to directly compare the fraction of ambient $PM_{2.5}$ attributable to motor vehicles. Consequently, it is clear that the differences in these two estimates are due to differences in the underlying emissions databases and chemical transport models and to the different spatial resolution of the estimated contribution of motor vehicles to ambient $PM_{2.5.}$ While our analysis was conducted at the country level, the ICCT analysis was at 0.4° x 0.5°, approximately 40 x 50 km at the equator.

We also compared the country-level contributions of motor vehicles to ambient $PM_{2.5}$ between the two approaches (Figure A1).

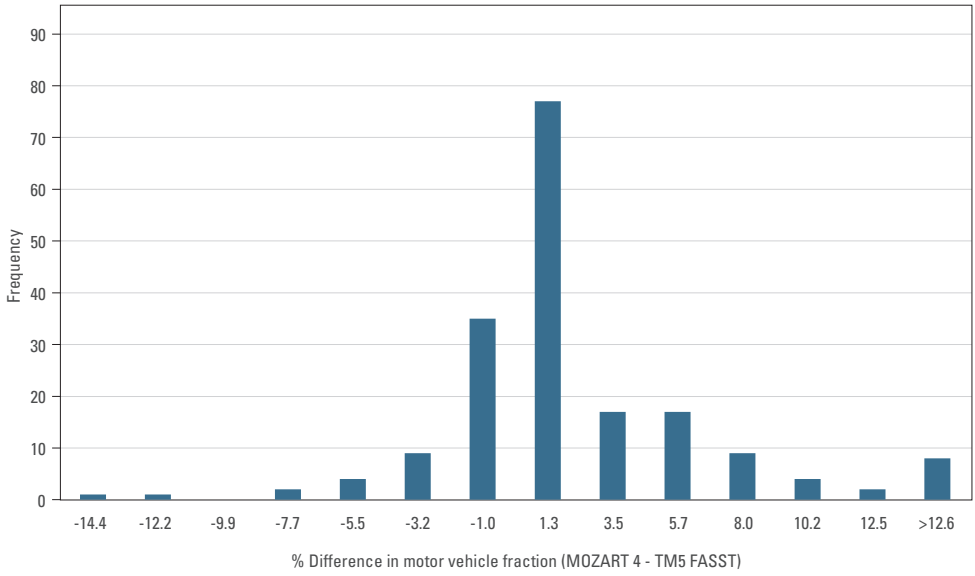
ICCT estimates were systematically higher than those used in our analysis, although absolute differences were rather small. There was reasonable agreement between the two estimates overall (r=0.78), and generally rather small differences (mean absolute difference of 3.0%; SD of differences of 3.6%) in the estimated contributions for specific countries, although large discrepancies were observed in some locations. For example, ICCT estimated that contributions were more than 10% higher in Belgium, Canada, Denmark, Germany, Japan, Luxembourg, Malaysia, Mexico, the Netherlands, Singapore, and Venezuela, while TM5-FASST estimated that contributions were more than 10% higher in Egypt and Malta.

In China (4.9% versus 2.2%) and India (5.6% versus 6.2%), differences between the ICCT study and our analysis were quite small, while in the US (23.5% versus 14.9%), differences were larger.

Limitations of the emissions data

The vehicular contribution to ambient $PM_{2.5}$ is emissions-based, although emissions are processed through a chemical transport model. These estimates therefore only include those transportation sources that are included in currently available emissions inventories.

Figure A1: Country-level differences in estimated fraction of $PM_{2.5}$ attributable to motor vehicles



Limitations of the health data

Although there is considerable evidence regarding the adverse health effects of residential proximity to road traffic, GBD 2010 did not quantify the burden of disease that might be attributable to it.[29,30] As a result, our estimates do not include some adverse effects of traffic-related air pollution, such as increased asthma incidence and severity in children. We have also not included the health impact of motor vehicle contributions to ozone via emission of precursor compounds. GBD 2010 estimated that ozone exposure contributes to the incidence of chronic obstructive pulmonary disease and globally was responsible for 152,000 deaths in 2010. Estimates in the US suggest that mortality attributable to ozone via precursors emitted from road transport is roughly 10% to 15% of that attributable to $PM_{2.5}$ from road transport.[27,30] Further, we do not assess impacts of mobile source "air toxics"[31] such as benzene, 1,3-butadiene, formaldehyde, and acetaldehyde, although these are expected to be much smaller than those attributable to the motor vehicle contributions to $PM_{2.5}$.[32]

Limitations of the statistical model

The estimates reflect the impact of removing road transport given current levels of $PM_{2.5}$ concentrations; however, due to nonlinearities in the integrated exposure-response curves, these numbers are smaller than the burden of road transport absent any other source of $PM_{2.5}$. These issues are discussed in more detail in the Web appendix.

ANNEX 2:
COUNTRY ESTIMATES

	1990		2010								
	Road injury deaths		Road injury deaths								
Country	Deaths count	Rate per 100,000	Official country statistics count	GBD 2010 road deaths count	Uncertainty range 95% CI	Rate per 100,000	Pedestrian %	Bicyclist %	Motorcycle rider %	Vehicle occupant %	Other %
Afghanistan	4,590	34	1,501	10,213	(5,054 - 15,093)	32	14	6	12	64	4
Albania	332	10	352	395	(259 - 533)	12	16	7	13	51	13
Algeria	3,765	15	N.A.	4,283	(3,570 - 5,371)	12	6	9	8	74	2
Andorra	5	10	3	6	(3 - 8)	7	19	11	14	55	1
Angola	6,563	63	4,042	9,408	(2,450 - 31,110)	49	69	2	4	24	1
Antigua and Barbuda	3	5	N.A.	5	(4 - 7)	6	14	8	8	69	1
Argentina	3,389	10	5,094	6,067	(4,484 - 7,015)	15	15	7	14	63	1
Armenia	676	19	285	474	(352 - 776)	15	34	4	3	56	3
Australia	2,836	17	1,363	2,024	(1,629 - 2,590)	9	18	3	12	67	1
Austria	1,411	18	552	723	(622 - 991)	9	18	10	15	56	1
Azerbaijan	1,143	16	1,202	882	(585 - 1,510)	10	27	4	3	62	4
Bahamas	48	19	N.A.	57	(43 - 72)	17	8	5	12	73	2
Bahrain	128	26	73	256	(185 - 327)	20	3	5	5	87	1
Bangladesh	3,432	3	2,872	6,113	(4,148 - 10,330)	4	34	14	11	29	11
Barbados	30	11	19	31	(23 - 38)	11	14	6	7	72	1
Belarus	2,332	23	1,190	2,117	(1,637 - 2,687)	22	37	6	6	47	3
Belgium	1,921	19	840	1,345	(1,139 - 1,720)	12	15	16	18	49	2
Belize	19	10	41	59	(42 - 71)	19	10	11	11	64	2
Benin	982	21	816	1,726	(1,245 - 2,155)	19	36	5	16	39	4
Bhutan	75	14	79	87	(53 - 147)	12	39	10	11	36	3
Bolivia	1,476	22	1,681	1,989	(1,310 - 2,571)	20	45	5	4	45	2
Bosnia and Herzegovina	45	1	336	65	(34 - 132)	2	29	11	7	49	4
Botswana	155	11	385	283	(191 - 484)	14	36	7	14	38	5
Brazil	31,443	21	36,499	43,985	(35,301 - 52,857)	23	34	4	23	38	1
Brunei	40	16	46	50	(37 - 58)	12	17	13	12	58	0
Bulgaria	1,219	14	775	913	(739 - 1,092)	12	19	6	7	64	4
Burkina Faso	2,844	30	966	5,585	(4,271 - 7,113)	34	34	3	14	33	15
Burundi	2,097	37	357	2,534	(812 - 5,044)	30	35	16	12	25	12
Cambodia	875	9	1,816	2,394	(1,414 - 3,298)	17	10	6	23	52	10
Cameroon	4,051	33	1,353	6,951	(4,682 - 9,920)	35	41	4	13	37	4
Canada	4,191	15	2,227	2,962	(2,559 - 3,909)	9	17	5	10	68	1
Cape Verde	45	13	63	80	(36 - 177)	16	44	7	10	35	4
Central African Republic	916	31	145	1,911	(899 - 3,835)	43	47	4	15	26	9
Chad	954	16	3,226	2,765	(2,144 - 3,536)	24	38	4	16	36	7

2010							
Nonfatal road injuries		Motor vehicle air pollution		Total burden (air pollution + road injuries)			
Injuries warranting admission count	Total nonfatal injuries count	Deaths count	Uncertainty range 95% CI	Cause of death rank	YLL rank	YLD rank	DALY rank
36,483	345,765	1,388	(1,130 - 1,705)	10	8	5	8
4,149	33,823	136	(112 - 161)	12	11	5	9
51,649	432,149	417	(366 - 474)	9	7	7	6
63	519	6	(3 - 10)	10	10	9	9
17,608	184,103	11	(8 - 13)	5	4	5	4
104	837	0	(0 - 1)	11	10	8	10
39,338	341,421	278	(170 - 436)	9	9	10	8
4,230	35,180	162	(134 - 192)	12	11	9	11
23,097	189,314	18	(11 - 28)	10	9	7	9
6,272	52,525	393	(311 - 489)	10	10	10	9
13,728	111,534	340	(297 - 383)	12	12	7	12
397	3,375	1	(0 - 2)	8	5	7	6
2,162	18,211	10	(7 - 13)	6	3	8	4
298,166	2,304,607	2,667	(2,129 - 3,177)	12	11	6	10
332	2,709	2	(1 - 3)	10	9	7	8
14,393	123,448	665	(537 - 806)	11	10	11	10
7,362	64,902	928	(752 - 1,120)	10	10	9	9
337	2,911	1	(0 - 1)	8	5	8	5
10,624	91,918	22	(18 - 27)	6	6	8	7
1,482	11,794	12	(9 - 16)	10	6	7	7
11,183	97,324	23	(17 - 30)	8	6	9	7
4,893	37,699	187	(156 - 221)	13	13	7	13
1,962	18,242	0	(0 - 0)	8	4	9	4
166,013	1,538,102	618	(426 - 852)	9	6	12	7
356	3,076	1	(0 - 2)	8	7	9	7
7,818	65,719	844	(726 - 978)	12	11	6	11
14,308	144,032	54	(41 - 70)	8	5	8	4
9,588	89,842	17	(12 - 24)	8	7	9	6
21,924	183,274	129	(110 - 150)	10	7	7	8
20,934	205,855	52	(44 - 62)	5	4	8	4
33,251	275,144	607	(474 - 758)	10	9	10	10
646	5,490	1	(1 - 1)	9	5	9	8
4,357	44,557	12	(10 - 15)	5	6	5	6
11,096	102,518	23	(17 - 31)	10	9	4	9

	1990		2010								
	Road injury deaths		Road injury deaths								
Country	Deaths count	Rate per 100,000	Official country statistics count	GBD 2010 road deaths count	Uncertainty range 95% CI	Rate per 100,000	Pedestrian %	Bicyclist %	Motorcycle rider %	Vehicle occupant %	Other %
Chile	1,587	12	2,071	2,204	(1,573 - 2,572)	13	47	7	7	37	2
China	155,521	14	70,134	282,576	(205,235 - 414,850)	21	37	3	17	26	16
Colombia	6,260	19	5,502	7,503	(5,997 - 9,241)	16	41	7	24	27	1
Comoros	143	33	14	213	(122 - 411)	29	49	18	5	24	4
Congo	1,005	42	269	1,916	(633 - 5,519)	47	65	2	5	27	1
Costa Rica	429	14	700	753	(625 - 913)	16	36	9	17	36	2
Côte d'Ivoire	3,383	27	699	6,536	(4,232 - 8,893)	33	37	4	17	39	4
Croatia	1,019	23	426	537	(443 - 669)	12	20	10	15	53	2
Cuba	2,247	21	809	1,162	(995 - 1,578)	10	32	17	12	35	5
Cyprus	167	26	60	111	(93 - 140)	15	17	4	21	56	2
Czech Republic	1,532	15	802	988	(795 - 1,229)	9	21	12	10	56	1
Democratic Republic of the Congo	6,497	18	332	7,733	(5,107 - 11,060)	12	35	5	23	28	8
Denmark	763	15	255	476	(394 - 603)	9	18	13	13	55	1
Djibouti	303	54	N.A.	345	(167 - 723)	39	65	8	3	22	2
Dominica	10	15	8	9	(7 - 11)	13	11	5	11	72	1
Dominican Republic	1,185	16	2,470	2,231	(1,730 - 2,581)	22	4	1	6	89	1
Ecuador	2,366	23	3,222	3,498	(2,798 - 4,157)	24	56	5	7	31	1
Egypt	7,025	12	9,602	11,708	(9,030 - 13,959)	14	30	3	2	64	1
El Salvador	1,375	26	1,017	1,589	(1,333 - 2,116)	26	10	14	14	58	3
Equatorial Guinea	178	47	53	524	(109 - 1,855)	75	68	2	3	26	1
Eritrea	682	22	N.A.	1,202	(898 - 1,673)	23	41	14	7	31	8
Estonia	383	25	78	126	(100 - 182)	9	21	9	4	57	8
Ethiopia	15,103	31	2,506	21,520	(16,689 - 27,821)	26	47	11	4	30	9
Federated States of Micronesia	11	11	2	14	(9 - 23)	12	19	8	7	58	7
Fiji	45	6	52	63	(53 - 78)	7	17	9	6	61	7
Finland	660	13	272	387	(326 - 529)	7	12	12	11	63	2
France	10,009	18	3,992	5,523	(4,699 - 7,626)	9	11	8	21	58	1
Gabon	586	63	327	1,267	(340 - 3,485)	84	68	2	5	25	1
Gambia	223	23	N.A.	387	(283 - 519)	22	37	4	15	38	6
Georgia	1,206	22	685	515	(378 - 795)	12	9	4	4	81	2
Germany	11,771	15	3,648	5,469	(4,689 - 7,584)	7	17	12	15	55	1
Ghana	2,053	14	1,986	4,844	(3,267 - 6,097)	20	38	5	7	46	4
Greece	2,179	21	1,451	1,773	(1,498 - 2,242)	16	15	8	25	41	11
Grenada	8	8	N.A.	13	(9 - 16)	12	8	7	7	76	2
Guatemala	590	7	958	944	(722 - 1,200)	7	37	5	8	45	4
Guinea	1,019	18	503	1,869	(1,409 - 2,305)	19	33	5	17	39	6
Guinea-Bissau	309	30	134	443	(288 - 600)	29	30	4	22	38	6

2010							
Nonfatal road injuries		Motor vehicle air pollution		Total burden (air pollution + road injuries)			
Injuries warranting admission count	Total nonfatal injuries count	Deaths count	Uncertainty range 95% CI	Cause of death rank	YLL rank	YLD rank	DALY rank
17,104	144,068	220	(159 - 287)	9	8	9	7
1,903,239	16,300,000	27,379	(23,028 - 31,278)	10	6	6	7
30,559	281,963	105	(73 - 145)	9	6	11	6
851	7,871	0	(0 - 0)	5	6	8	6
3,236	35,686	15	(12 - 18)	6	4	10	4
4,876	41,535	24	(16 - 34)	9	5	12	5
19,363	188,795	68	(57 - 84)	8	6	10	6
3,799	32,727	267	(207 - 335)	10	10	6	10
13,751	112,686	83	(53 - 116)	12	9	7	8
1,076	9,006	26	(20 - 33)	9	9	7	8
13,665	110,901	663	(552 - 776)	10	10	5	10
82,668	678,838	136	(110 - 170)	15	12	7	12
4,028	33,958	183	(135 - 236)	10	10	9	9
993	9,634	1	(1 - 2)	4	2	11	2
87	708	0	(0 - 0)	10	8	8	7
9,040	84,034	55	(41 - 72)	8	5	6	6
13,732	126,386	23	(16 - 32)	7	4	8	3
116,416	964,142	11,315	(9,876 - 12,579)	8	7	7	7
5,344	50,112	15	(7 - 26)	8	5	12	6
560	6,796	1	(1 - 2)	4	3	7	3
5,966	54,463	9	(7 - 11)	7	6	8	7
1,417	11,820	26	(14 - 41)	12	11	11	10
65,191	642,113	118	(96 - 143)	6	4	7	4
163	1,340	0	(0 - 0)	10	10	10	10
1,344	10,737	0	(0 - 0)	13	12	10	11
5,092	41,515	44	(25 - 69)	12	9	8	10
46,255	388,852	3,529	(2,808 - 4,280)	10	8	8	8
1,172	14,868	2	(2 - 3)	4	2	9	2
2,016	17,906	4	(3 - 5)	7	5	7	6
5,320	43,693	228	(181 - 279)	12	11	8	12
61,846	507,966	7,359	(6,118 - 8,729)	9	11	7	11
32,905	281,393	72	(61 - 84)	7	5	8	6
12,006	103,222	742	(559 - 980)	11	9	7	9
126	1,042	1	(0 - 1)	11	8	8	9
17,381	137,969	44	(36 - 54)	14	13	9	12
12,295	105,831	33	(26 - 41)	9	8	8	9
186	15,686	4	(3 - 6)	8	6	9	8

	1990		2010								
	Road injury deaths		Road injury deaths								
Country	Deaths count	Rate per 100,000	Official country statistics count	GBD 2010 road deaths count	Uncertainty range 95% CI	Rate per 100,000	Pedestrian %	Bicyclist %	Motorcycle rider %	Vehicle occupant %	Other %
Guyana	68	9	112	127	(72 - 171)	17	10	10	11	66	3
Haiti	1,168	16	N.A.	1,395	(988 - 1,745)	14	7	9	10	65	8
Honduras	654	13	1,217	1,231	(982 - 1,542)	16	36	7	11	43	4
Hungary	2,194	21	740	1,246	(998 - 1,579)	12	28	18	9	44	1
Iceland	27	10	8	16	(12 - 19)	5	7	8	10	69	7
India	145,378	17	130,037	273,835	(176,843 - 440,771)	22	44	11	17	21	8
Indonesia	43,407	24	31,234	65,335	(53,625 - 80,627)	27	12	6	19	57	6
Iran	15,399	28	23,249	27,486	(19,719 - 34,419)	37	28	5	12	48	7
Iraq	1,638	9	5,708	2,593	(2,027 - 3,652)	8	27	7	9	54	3
Ireland	461	13	212	292	(238 - 412)	6	19	6	9	64	1
Israel	573	12	352	729	(578 - 858)	10	38	4	7	51	1
Italy	11,212	20	4,237	6,832	(5,829 - 9,084)	11	27	11	16	46	1
Jamaica	42	2	319	85	(36 - 122)	3	16	6	16	59	2
Japan	14,299	12	5,772	10,017	(8,284 - 14,084)	8	37	18	14	31	0
Jordan	543	16	670	728	(593 - 882)	12	24	6	5	63	2
Kazakhstan	3,768	23	3,379	3,965	(3,167 - 5,133)	25	26	4	4	64	2
Kenya	3,648	16	2,966	7,820	(5,183 - 13,628)	19	51	12	4	29	3
Kiribati	10	14	6	15	(11 - 19)	16	14	8	7	62	9
Kuwait	311	15	374	493	(415 - 595)	18	12	12	12	61	2
Kyrgyzstan	1,045	24	850	1,161	(900 - 1,394)	22	26	6	7	57	4
Laos	555	13	767	1,068	(670 - 1,539)	17	11	4	25	53	7
Latvia	882	33	218	344	(269 - 511)	15	37	8	5	48	2
Lebanon	492	17	533	516	(369 - 715)	12	17	6	4	71	1
Lesotho	76	5	362	232	(106 - 405)	11	26	8	18	37	11
Liberia	428	20	78	561	(199 - 983)	14	23	5	29	35	9
Libya	811	19	N.A.	1,322	(985 - 1,775)	21	17	5	5	72	1
Lithuania	1,085	29	299	613	(510 - 857)	18	33	10	6	49	2
Luxembourg	73	19	32	48	(36 - 60)	10	9	3	10	70	8
Macedonia	144	8	452	133	(96 - 157)	6	6	3	4	83	4
Madagascar	2,891	26	422	3,405	(2,631 - 4,846)	16	48	11	5	30	6
Malawi	2,722	29	976	4,867	(3,293 - 6,560)	32	43	12	7	32	6
Malaysia	2,638	15	6,872	4,106	(3,124 - 4,968)	14	4	4	21	69	1
Maldives	30	14	6	29	(22 - 38)	9	9	13	17	55	6
Mali	1,813	21	739	3,133	(2,379 - 3,924)	20	35	4	17	38	5
Malta	15	4	15	16	(12 - 19)	4	14	8	18	53	7
Marshall Islands	6	12	4	7	(5 - 10)	11	18	8	7	61	6
Mauritania	514	26	163	1,016	(743 - 1,383)	29	35	5	15	40	5
Mauritius	107	10	158	123	(79 - 151)	9	8	10	13	63	6
Mexico	15,954	19	17,301	20,096	(16,217 - 24,578)	18	41	4	7	46	2
Moldova	1,069	24	452	534	(447 - 745)	15	29	7	10	45	9
Mongolia	462	21	477	661	(456 - 908)	24	21	4	5	66	4

2010							
Nonfatal road injuries		Motor vehicle air pollution		Total burden (air pollution + road injuries)			
Injuries warranting admission count	Total nonfatal injuries count	Deaths count	Uncertainty range 95% CI	Cause of death rank	YLL rank	YLD rank	DALY rank
846	7,203	4	(2 - 6)	9	8	7	9
11,270	94,986	62	(46 - 86)	14	13	7	12
6,920	60,980	27	(18 - 37)	11	8	11	8
13,285	109,725	816	(688 - 957)	12	11	7	11
253	2,035	2	(1 - 3)	9	8	7	9
2,197,047	18,500,000	38,804	(32,697 - 44,928)	10	9	8	9
360,187	3,170,472	1,374	(1,167 - 1,606)	7	5	6	6
173,153	1,413,027	2,602	(2,265 - 2,951)	8	3	6	4
43,833	349,096	931	(803 - 1,055)	10	10	7	10
3,449	28,547	112	(75 - 154)	11	9	9	9
5,362	45,641	304	(248 - 376)	9	8	8	7
40,682	356,709	5,895	(4,731 - 7,104)	10	10	8	8
3,366	26,529	17	(12 - 22)	13	13	7	9
118,924	974,382	8,280	(6,524 - 10,200)	10	10	9	10
8,715	71,435	185	(156 - 213)	9	7	8	7
19,011	170,027	283	(243 - 322)	10	10	8	10
48,022	427,257	15	(10 - 21)	7	4	7	5
135	1,130	0	(0 - 0)	9	9	10	9
4,276	36,137	40	(34 - 45)	9	4	7	6
7,089	61,481	102	(87 - 118)	11	10	8	7
7,668	65,649	68	(55 - 82)	11	9	6	9
4,830	39,225	84	(57 - 116)	11	10	11	9
6,348	51,495	245	(203 - 291)	9	9	8	8
2,362	19,535	7	(5 - 11)	15	14	10	16
5,091	42,338	8	(6 - 12)	10	11	9	12
9,136	76,161	83	(72 - 97)	9	6	9	7
4,914	41,634	130	(98 - 168)	10	10	11	9
372	3,153	30	(19 - 43)	10	9	9	9
2,720	21,354	128	(104 - 153)	12	12	5	11
25,756	217,814	14	(9 - 20)	8	7	8	9
16,259	154,318	3	(2 - 5)	7	6	11	6
52,427	422,519	405	(339 - 475)	9	8	9	7
535	4,267	2	(0 - 4)	7	5	5	7
14,787	131,881	33	(26 - 44)	8	5	7	6
330	2,615	39	(22 - 58)	10	10	9	9
91	742	0	(0 - 0)	9	9	10	8
3,090	30,463	5	(4 - 6)	6	5	8	6
1,841	14,819	1	(0 - 3)	10	9	9	9
55,622	558,214	2,179	(1,892 - 2,478)	9	7	11	7
5,660	46,667	261	(215 - 309)	12	10	10	10
3,668	32,991	26	(23 - 30)	10	8	9	8

	1990		2010								
	Road injury deaths		Road injury deaths								
Country	Deaths count	Rate per 100,000	Official country statistics count	GBD 2010 road deaths count	Uncertainty range 95% CI	Rate per 100,000	Pedestrian %	Bicyclist %	Motorcycle rider %	Vehicle occupant %	Other %
Montenegro	70	12	95	82	(66 - 96)	13	48	7	11	33	2
Morocco	2,210	9	3,778	2,857	(2,421 - 3,872)	9	7	7	6	77	2
Mozambique	2,264	17	2,549	7,154	(5,493 - 11,166)	31	41	11	8	30	10
Myanmar	4,528	12	2,464	9,277	(5,037 - 13,985)	19	9	6	23	53	9
Namibia	111	8	292	222	(157 - 385)	10	32	9	11	42	6
Nepal	2,598	14	1,689	3,293	(2,493 - 4,197)	11	28	13	15	26	19
Netherlands	1,780	12	640	1,068	(898 - 1,493)	6	12	28	14	46	1
New Zealand	743	22	375	454	(390 - 562)	10	11	3	9	76	1
Nicaragua	512	12	742	639	(525 - 798)	11	22	10	13	50	4
Niger	1,496	19	703	2,078	(1,412 - 2,821)	13	30	5	19	39	7
Nigeria	32,606	33	5,279	74,548	(55,477 - 91,154)	47	41	3	18	30	8
North Korea	3,518	17	N.A.	3,728	(1,602 - 6,331)	15	15	6	12	26	42
Norway	514	12	208	279	(235 - 378)	6	13	6	13	67	1
Oman	857	46	820	1,090	(856 - 1,331)	40	68	2	2	28	0
Pakistan	8,867	8	5,192	16,573	(12,746 - 22,510)	10	39	13	13	28	7
Palestine	286	14	N.A.	440	(321 - 560)	11	15	6	5	73	2
Panama	439	18	422	591	(501 - 774)	17	42	6	4	46	2
Papua New Guinea	475	11	269	871	(545 - 1,197)	13	23	7	10	52	7
Paraguay	500	12	1,206	1,247	(823 - 1,469)	19	41	3	28	27	2
Peru	2,682	12	2,514	3,973	(3,103 - 4,649)	14	41	4	3	51	1
Philippines	4,317	7	6,739	8,396	(6,464 - 10,535)	9	21	5	19	50	5
Poland	7,513	20	3,907	5,681	(4,590 - 7,152)	15	34	10	5	50	0
Portugal	2,853	29	937	1,327	(1,097 - 1,940)	12	25	9	12	49	5
Qatar	80	17	228	306	(212 - 380)	17	7	12	14	64	3
Romania	4,159	18	2,377	2,906	(2,389 - 3,687)	14	22	9	8	56	5
Russia	40,747	28	26,567	33,379	(27,469 - 40,921)	24	42	3	5	48	2
Rwanda	2,885	41	438	2,492	(1,431 - 5,488)	23	53	13	5	23	6
Saint Lucia	26	19	14	25	(20 - 33)	14	10	6	6	75	2
Saint Vincent and the Grenadines	8	7	5	11	(8 - 13)	10	18	10	9	61	2
Samoa	16	10	55	15	(11 - 21)	8	18	9	5	60	7
São Tomé and Príncipe	12	10	33	15	(10 - 24)	9	38	4	14	40	4
Saudi Arabia	5,757	36	6,596	9,128	(7,304 - 10,400)	34	5	1	1	93	0
Senegal	392	5	277	645	(307 - 1,406)	5	48	5	16	26	5
Serbia	1,176	12	660	988	(769 - 1,141)	10	24	11	12	52	1
Seychelles	8	12	13	12	(8 - 18)	15	16	6	17	61	1
Sierra Leone	951	24	357	1,095	(627 - 1,505)	19	29	5	24	36	6
Singapore	256	9	193	164	(123 - 212)	4	23	9	40	28	1
Slovakia	971	18	515	618	(527 - 801)	11	29	11	7	51	1

2010							
Nonfatal road injuries		Motor vehicle air pollution		Total burden (air pollution + road injuries)			
Injuries warranting admission count	Total nonfatal injuries count	Deaths count	Uncertainty range 95% CI	Cause of death rank	YLL rank	YLD rank	DALY rank
768	6,389	31	(26 - 36)	10	10	6	10
42,311	339,187	454	(394 - 522)	9	8	9	9
26,996	238,575	3	(2 - 5)	6	4	8	4
56,886	490,076	548	(422 - 703)	9	9	8	6
2,107	18,961	0	(0 - 1)	12	11	9	12
57,934	461,572	675	(570 - 800)	11	9	8	11
12,579	102,940	1,092	(865 - 1,323)	10	10	8	10
4,654	38,567	3	(2 - 5)	11	9	8	8
6,810	56,293	12	(7 - 18)	9	9	11	9
18,891	156,679	46	(35 - 61)	14	13	5	13
154,369	1,608,482	297	(241 - 362)	3	2	8	2
40,189	329,849	725	(593 - 867)	11	9	9	10
3,629	29,595	15	(9 - 25)	11	10	10	11
3,717	36,799	41	(36 - 46)	3	1	7	1
331,613	2,651,023	4,496	(3,855 - 5,238)	12	10	7	12
5,630	46,594	132	(108 - 155)	8	6	7	6
3,343	29,132	8	(5 - 13)	10	6	12	7
9,780	79,442	1	(0 - 1)	12	11	8	13
6,362	55,947	8	(3 - 15)	9	7	10	8
35,026	291,197	69	(50 - 90)	9	4	7	5
110,309	900,551	554	(416 - 714)	10	12	9	14
46,151	391,422	1,814	(1,537 - 2,117)	11	11	6	11
4,914	46,631	593	(443 - 768)	11	9	9	8
3,564	29,191	7	(6 - 8)	3	1	8	2
12,279	112,734	1,581	(1,353 - 1,831)	12	11	7	11
179,432	1,569,191	6,572	(5,439 - 7,787)	10	10	10	10
12,724	111,807	16	(12 - 20)	7	6	7	6
211	1,791	1	(0 - 1)	10	8	8	8
135	1,095	1	(0 - 1)	11	9	8	9
272	2,153	0	(0 - 0)	11	10	8	11
220	1,775	0	(0 - 0)	10	7	10	11
42,258	342,789	333	(285 - 376)	5	2	8	4
14,528	114,598	12	(10 - 16)	15	16	7	15
12,272	100,090	564	(475 - 654)	10	10	6	10
123	1,008	0	(0 - 0)	9	9	8	9
7,063	61,334	14	(11 - 18)	10	9	10	9
3,574	28,787	44	(23 - 64)	11	9	7	9
5,796	48,554	356	(298 - 415)	10	10	6	10

	1990		2010								
	Road injury deaths		Road injury deaths								
Country	Deaths count	Rate per 100,000	Official country statistics count	GBD 2010 road deaths count	Uncertainty range 95% CI	Rate per 100,000	Pedestrian %	Bicyclist %	Motorcycle rider %	Vehicle occupant %	Other %
Slovenia	487	24	138	220	(183 - 297)	11	16	9	16	58	1
Solomon Islands	32	10	12	62	(44 - 84)	11	14	8	9	59	10
Somalia	1,898	28	N.A.	2,083	(1,509 - 3,255)	22	43	10	7	29	12
South Africa	2,597	7	14,804	4,479	(3,339 - 5,571)	9	50	5	7	36	1
South Korea	12,262	28	5,505	7,839	(6,365 - 9,651)	16	43	7	20	30	0
Spain	7,949	20	2,478	3,950	(3,403 - 5,439)	9	23	4	14	58	1
Sri Lanka	1,294	7	2,483	2,650	(1,832 - 4,226)	13	14	8	13	60	5
Sudan	5,511	21	3,582	10,278	(7,877 - 13,730)	24	65	7	3	22	3
Suriname	63	15	87	80	(55 - 97)	15	10	7	18	64	1
Swaziland	53	6	216	218	(127 - 346)	18	33	7	14	40	5
Sweden	1,011	12	266	512	(413 - 750)	6	14	9	13	63	1
Switzerland	1,120	17	327	594	(488 - 793)	8	28	12	11	47	2
Syria	825	7	2,118	1,100	(768 - 1,660)	5	18	6	5	68	3
Taiwan	5,330	26	N.A.	4,156	(3,234 - 5,562)	18	14	11	34	20	22
Tajikistan	803	15	442	619	(468 - 873)	9	20	5	4	66	5
Tanzania	4,857	19	3,582	9,404	(6,482 - 14,042)	21	53	7	5	29	6
Thailand	12,337	22	13,365	19,867	(14,779 - 24,943)	29	18	3	35	43	0
Timor-Leste	65	9	99	90	(49 - 134)	8	10	6	21	56	8
Togo	835	23	742	1,401	(966 - 1,733)	23	28	5	20	38	9
Tonga	10	11	6	12	(8 - 16)	11	20	8	4	59	8
Trinidad and Tobago	158	13	200	230	(170 - 295)	17	21	6	6	65	1
Tunisia	2,038	25	1,208	2,719	(1,880 - 3,317)	26	30	3	14	52	1
Turkey	8,022	15	5,253	5,810	(4,839 - 8,418)	8	19	3	8	68	3
Turkmenistan	704	19	N.A.	704	(487 - 1,118)	14	23	4	4	67	3
Uganda	3,185	18	2,954	7,365	(5,368 - 10,509)	22	54	10	7	24	5
Ukraine	12,059	23	6,116	8,007	(6,323 - 9,784)	18	37	7	5	47	5
United Arab Emirates	527	29	826	1,838	(1,128 - 2,654)	25	12	5	7	75	1
United Kingdom	5,526	10	1,905	3,710	(3,169 - 4,822)	6	24	5	16	54	1
United States	49,643	20	32,885	44,001	(36,199 - 53,473)	14	14	2	10	73	0
Uruguay	420	14	556	428	(332 - 514)	13	10	11	18	57	3
Uzbekistan	3,566	17	2,731	4,683	(3,598 - 6,555)	17	50	3	1	43	2
Vanuatu	19	13	4	35	(23 - 54)	14	16	8	7	61	8
Venezuela	4,696	24	7,714	7,616	(6,017 - 10,598)	26	33	8	12	45	2
Vietnam	9,146	14	11,859	16,371	(12,460 - 19,166)	19	13	7	58	15	7
Yemen	1,860	16	3,843	3,520	(2,003 - 5,220)	15	16	5	8	68	3
Zambia	2,276	29	1,348	2,798	(2,077 - 3,955)	21	53	8	5	30	4
Zimbabwe	1,453	14	1,777	3,527	(1,375 - 5,853)	28	11	10	31	11	38

Note: Official country statistics are the country-reported data presented in the 2013 WHO Global Status Report on Road Safety *after adjustment to 30-day definition. Countries for which official data were not available are marked N.A.*

2010							
Nonfatal road injuries		Motor vehicle air pollution		Total burden (air pollution + road injuries)			
Injuries warranting admission count	Total nonfatal injuries count	Deaths count	Uncertainty range 95% CI	Cause of death rank	YLL rank	YLD rank	DALY rank
3,023	24,560	107	(85 - 132)	10	10	5	9
765	6,272	0	(0 - 0)	10	8	9	10
10,805	95,810	14	(11 - 18)	8	9	7	9
51,312	422,129	231	(180 - 291)	10	10	9	11
42,262	374,837	2,126	(1,673 - 2,586)	9	9	9	9
9,698	102,160	1,848	(1,487 - 2,253)	10	10	9	9
27,914	228,517	217	(168 - 271)	10	9	8	10
27,318	273,830	43	(34 - 54)	5	4	9	5
615	5,117	1	(1 - 2)	9	7	7	6
906	9,055	2	(1 - 3)	10	10	9	10
7,134	57,704	159	(110 - 221)	11	9	8	10
2,691	24,535	444	(344 - 551)	10	10	7	9
24,325	194,113	970	(857 - 1,111)	9	9	7	10
38,323	320,120	444	(363 - 537)	8	7	7	7
9,690	78,354	97	(82 - 110)	15	12	6	14
51,035	464,028	12	(8 - 18)	7	5	8	6
56,372	542,010	1,521	(1,276 - 1,828)	11	5	8	5
1,726	13,741	1	(1 - 2)	10	9	8	10
6,958	62,337	16	(13 - 20)	6	6	9	7
148	1,207	0	(0 - 0)	11	11	9	10
1,571	13,337	3	(1 - 5)	9	8	7	7
12,578	113,041	214	(181 - 255)	9	5	8	6
63,339	520,623	2,402	(2,141 - 2,701)	9	9	8	10
7,197	59,607	66	(55 - 75)	10	11	8	10
37,368	332,414	30	(23 - 40)	5	4	9	5
49,729	431,242	4,272	(3,589 - 5,058)	11	10	9	10
11,495	103,262	53	(45 - 62)	4	2	6	3
45,987	376,369	3,384	(2,730 - 4,053)	12	10	9	11
247,223	2,195,212	15,374	(12,643 - 18,263)	10	9	11	9
2,974	25,493	52	(26 - 84)	10	9	11	8
39,414	334,218	513	(448 - 582)	11	11	8	9
332	2,776	0	(0 - 0)	9	8	9	8
25,149	240,924	150	(118 - 186)	8	5	11	5
249,726	2,034,092	607	(485 - 728)	8	5	6	6
32,778	272,129	581	(486 - 710)	11	8	6	9
14,883	131,637	4	(3 - 5)	9	6	9	6
10,477	96,577	2	(1 - 4)	10	8	9	8