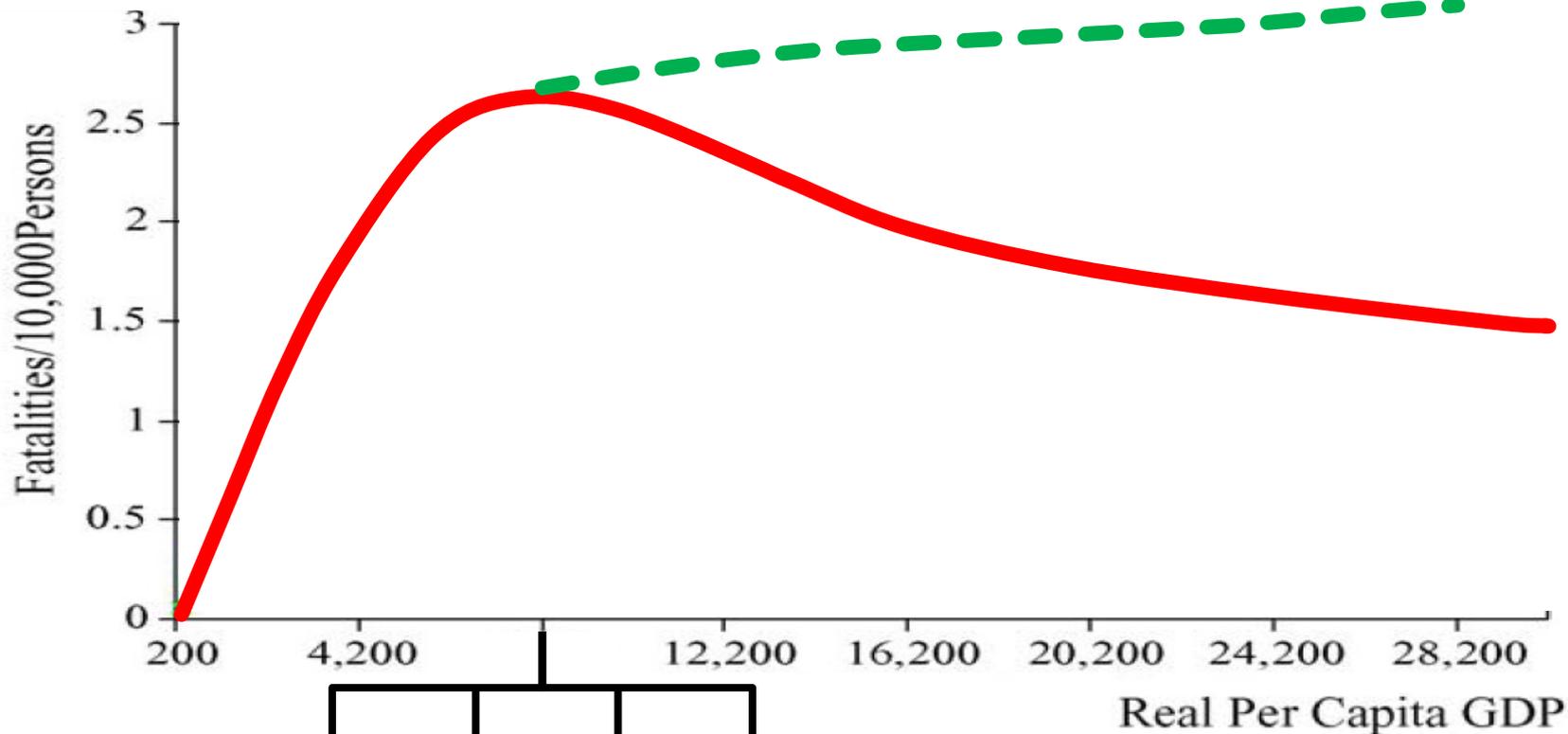


Relation Between Economic Growth and Fatalities

Relation Between GDP and Fatalities

Considering 88 Countries



Real
Expected

Using the quadratic specification ← 5400 5700 6100 8600 → With the spline model

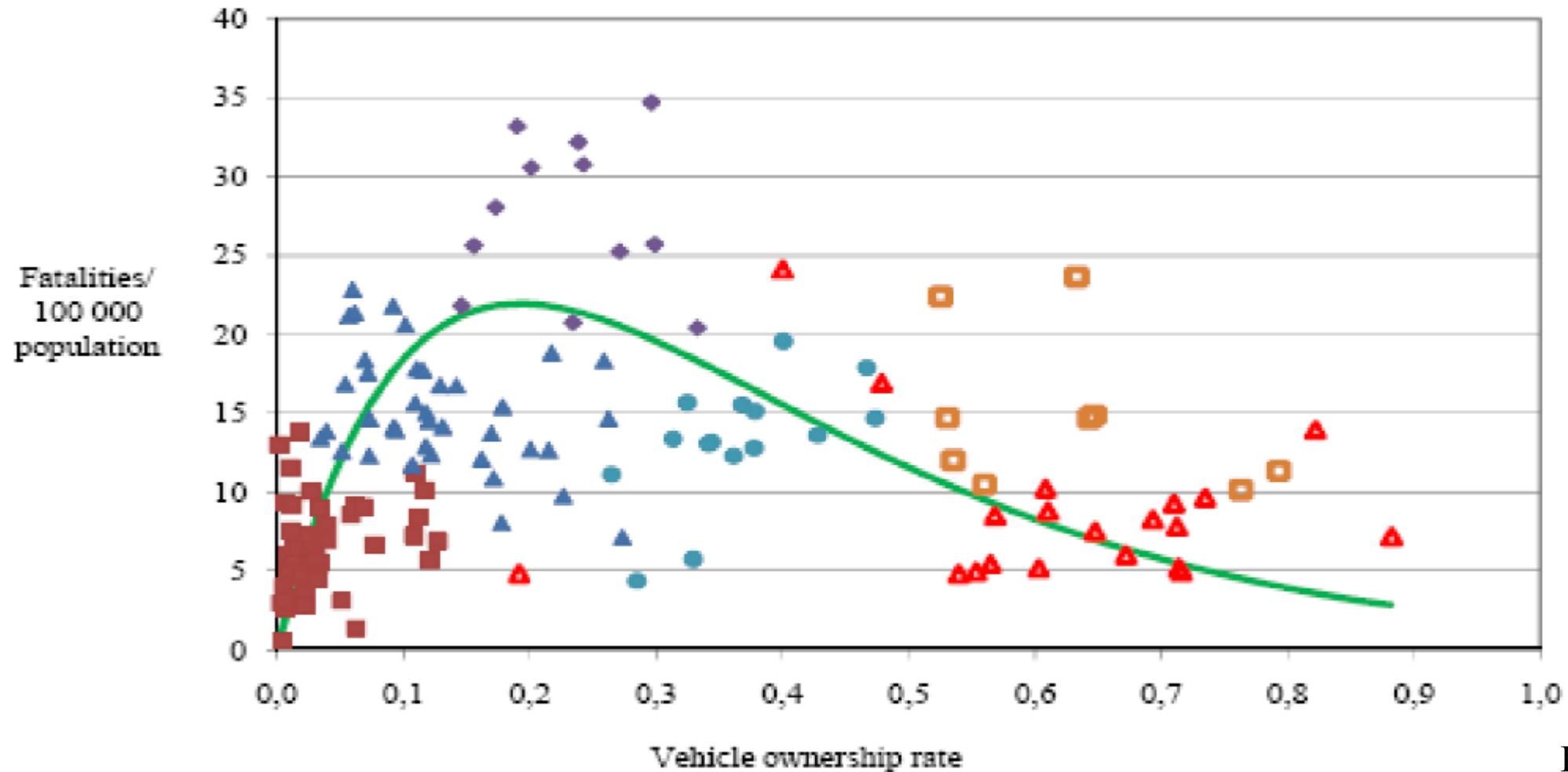
Using the quadratic specification in a specific-region ← 6100 8600 → With the spline model in a specific-region

Ref: Kopits-2003
Ref: Kopits-2005

Relation Between Vehicle Ownership Rate and Fatalities

Growth in motor vehicles accompanies economic growth

Considering 139 Countries



Relation Between Economic Growth and Fatalities

Three Stages of Development

1 Declining Road Safety Situation

Increasing fatality rate per population dominates due to growing GDP and traffic volume and exposure and there is **no social attention to road safety**.

2

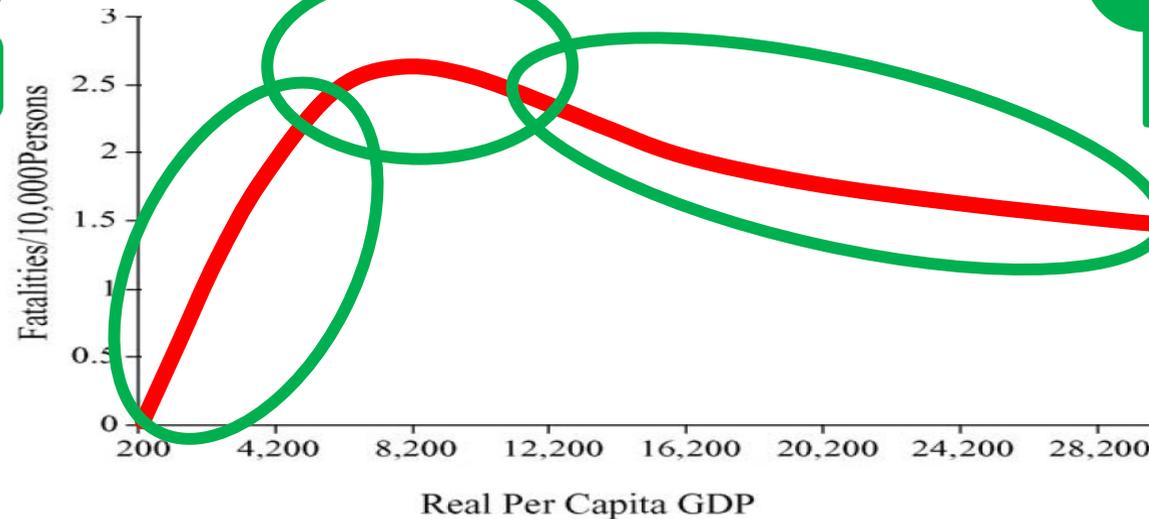
Turning Point

The road safety situation is quite bad; however, the economic performance makes the change possible, **if there is adequate social and political will**.

3

Long-Lasting Improvement

The pace of economic and technological development as well as the change in social attitude is higher than the growth in fatalities.



Relation Between Economic Growth and Fatalities

Two African Nations

In Botswana, annual changes in per capita GDP predicted annual changes in motor vehicle crash fatality rates ($p = 0.042$)

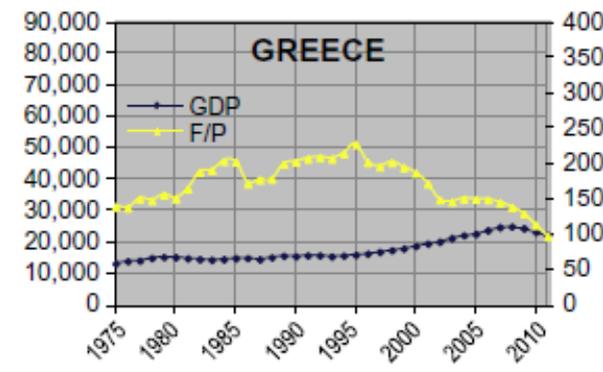
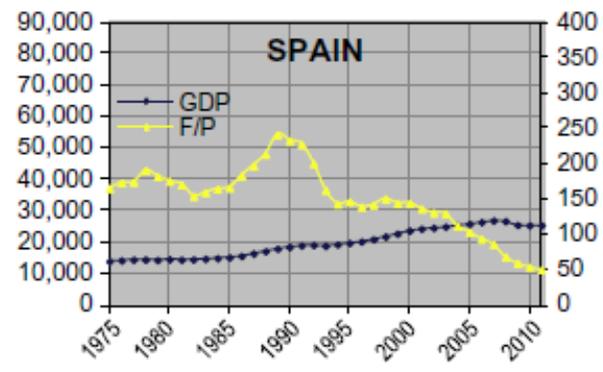
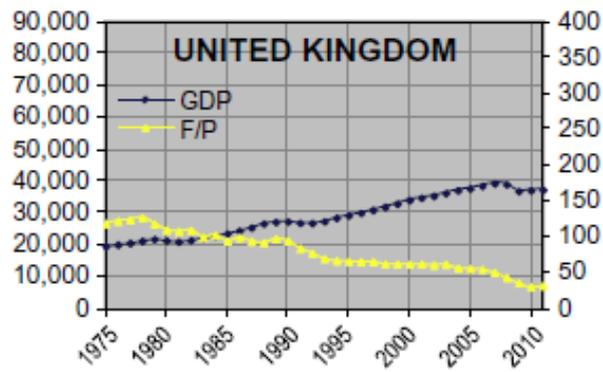
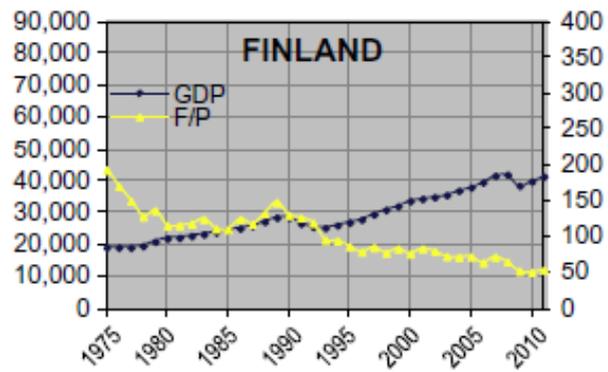
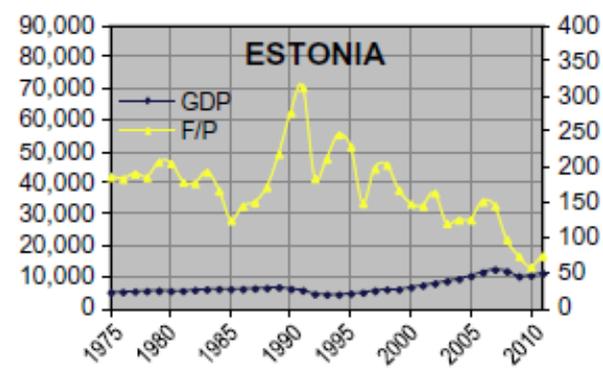
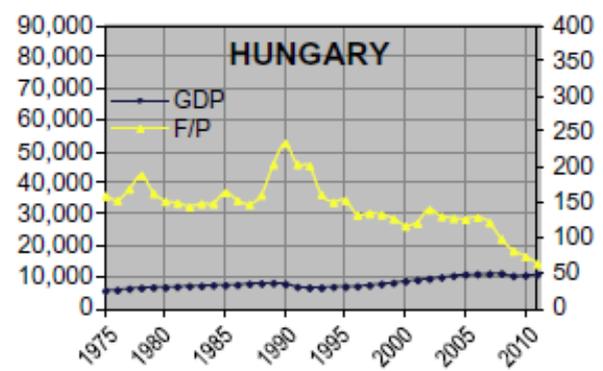
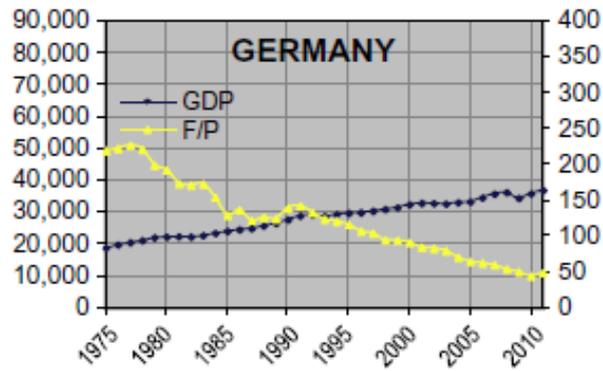
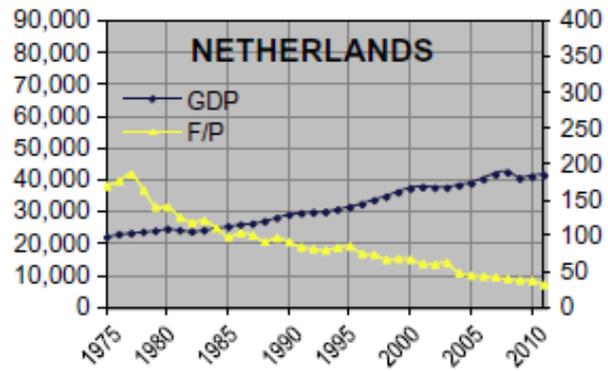
GDP per Capita (2016): 6788 \$

In Zambia, annual GDP changes predicted annual fatality rate changes three years later ($p = 0.029$)

GDP per Capita (2016): 1178 \$

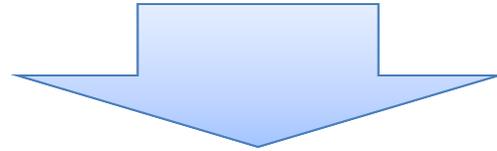
Relation Between Economic Growth and Fatalities

Considering 27 European Countries



همبستگی GDP و تلفات جاده‌ای در ایران

سرانه GDP در کشور: ۴۹۵۸



افزایش سرانه خودرو

افزایش ترافیک در جاده‌ها

افزایش میزان تلفات جاده‌ای



برنامه‌ریزی صحیح جهت ارتقای ایمنی جاده‌ها

افزایش سهم شیوه‌های حمل‌ونقلی ایمن‌تر

بهبود وضعیت زیرساخت و ناوگان

افزایش آگاهی جامعه