

## eResults

### Global, Regional, and National Disease Burden

Regionally, Eastern Europe had the largest age-standardized incidence rates (737 [633 to 857] cases per 100,000 population), age-standardized prevalence estimates (1312 [1240 to 1393] cases per 100,000 population), and age-standardized YLD rates (193 [136 to 261] YLDs per 100,000 population) of TBI in 2019. High-income North America had the largest age-standardized incidence rates (23 [17 to 30] cases per 100,000 population), age-standardized prevalence estimates (438 [404 to 474] cases per 100,000 population), and age-standardized YLD rates (113 [80 to 146] YLDs per 100,000 population) of SCI in 2019.

Nationally, for TBI, Slovenia had the largest age-standardized incidence rates (885 [768 to 1036] cases per 100,000 population), age-standardized prevalence estimates (1521 [1448 to 1595] cases per 100,000 population), and age-standardized YLD rates (223 [157 to 303] YLDs per 100,000 population) in 2019. For SCI, Afghanistan had the largest age-standardized incidence rates (44 [12 to 132] cases per 100,000 population), and Syrian Arab Republic had the largest age-standardized prevalence estimates (1049 [333 to 2942] cases per 100,000 population) and age-standardized YLD rates (403 [113 to 1150] YLDs per 100,000 population) in 2019.

### Leading Causes by Country and Territory

By falls, the countries/territories with the top three largest increase in age-standardized incidence rates of TBI from 1990 to 2019 were Turkey (100.3% [88.8% to 114.5%]), Bhutan (96.7% [86.9% to 108.0%]), and Cambodia (73.5% [67.6% to 79.9%]), and the top three decreasing rates were in Democratic People's Republic of Korea (-38.1% [-40.2% to -35.8%]), Armenia (-35.1% [-41.2% to -28.4%]), and Latvia (-34.6% [-38.4% to -30.9%]) (out of 150 countries/territories). By pedestrian road injuries, the top three countries/territories by increasing rates were Lesotho (49.5% [38.4% to 59.9%]), Cabo Verde (28.1% [19.2% to 37.2%]), and Ghana (18.3% [11.2% to 26.6%]), and the top three countries/territories by decreasing rates were Zimbabwe (-32.5% [-38.5% to -26.4%]), Rwanda (-30.3% [-34.9% to -25.3%]), and South Sudan (-19.2% [-24.3% to -13.9%]) (out of 29 countries/territories). By motor vehicle road injuries, the countries/territories with the top three largest increase in rates were Dominican Republic (38.5% [24.0% to 54.6%]), Sao Tome and Principe (28.9% [20.0% to 38.6%]), and Seychelles (26.8% [15.3% to 39.3%]), and there were only two countries/territories had a significant decrease in their rates: South Africa (-26.0% [-30.5% to -21.3%]) and Mauritania (-11.2% [-17.4% to -4.2%]) (amongst the 11 included countries/territories).

Regarding change rates in falls (as a cause of SCI) from 1990 to 2019, the countries/territories with the largest increase in age-standardized incidence rates were Turkey (110.5% [97.3% to 125.4%]), Bhutan (101.1% [90.9% to 112.6%]), and Cambodia (76.5% [70.1% to 83.1%]), and the top largest declines were in Democratic People's Republic of Korea (-37.2% [-39.3% to -34.9%]), Latvia (-34.5% [-37.9% to -31.0%]), and Armenia (-33.9% [-39.3% to -27.9%]) (out of 198 countries/territories).