

People Saving People

2003 Annual Assessment

National Center for Statistics & Analysis



Motor Vehicle Traffic Crash Fatality Counts and Injury Estimates for 2003

*Based on
The Fatality Analysis Reporting System (FARS)
and
The National Automotive Sampling System
General Estimates System (NASS GES)*

DOT HS 809 755

August 2004



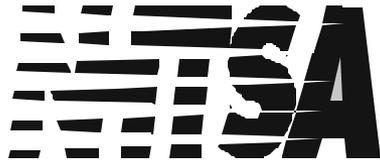
2003 Annual Assessment

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This report updates the estimates from the 2003 Early Assessment released in April 2004, which were based on a statistical procedure which used incomplete/partial data. It also compares fatality counts and injury estimates resulting from motor vehicle traffic crashes occurring in 2003 with counts and estimates from final 2002 files. Counts and estimates are based on Fatality Analysis Reporting System (FARS) and NASS General Estimates System (GES) files, as indicated in the sources listed on page 3. The fatality counts will be updated based on final FARS files released next year.

- **Crash Data**
 - ◆ **Fatality Analysis Reporting System (FARS)**
 - 2002 (and prior years) Final File
 - 2003 Annual Report File
 - ◆ **NASS General Estimates System (GES)**
 - 2003 (and prior years) Annual File
- **Exposure Data**
 - ◆ **Vehicle Miles of Travel (VMT)**
 - Federal Highway Administration (FHWA)
April 2004 Traffic Volume Trends (TVT) Report
 - ◆ **Registered Vehicles**
 - Based on NHTSA's Projections and R.L.Polk
 - ◆ **Population Estimates (based on 2000 Census)**
 - Census Bureau



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2003 Annual Assessment Highlights

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2003 Annual Assessment Highlights

**The Number of Persons
Killed and Injured
in Motor Vehicle Crashes
in 2003
both dropped about 1%
from 2002**



Persons Killed and Injured and Number of Crashes

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	Year		% Change
	2002	2003	
Persons Killed	43,005	42,643	-0.8%
Persons Injured	2,926,000	2,889,000	-1.3%

Unless otherwise noted, changes in Persons Injured and Nonfatal Crashes are not statistically significant.

Sources: FARS, NASS GES



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Motor Vehicle Crash Fatality Rates Declined To Historic Lows



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Exposure Data and Rates

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Exposure Measure	Year		% Change
	2002	2003	
Vehicle Miles Traveled	2,855,756	2,879,719*	+0.8%
Rate/100M VMT	1.51	1.48	-2%
Registered Vehicles	225,684,815	230,199,000**	+2.0%
Rate/100K RV	19.06	18.52	-3%
Population	287,973,924	290,809,777	+1.0%
Rate/100K Pop	14.93	14.66	-1.8%

*FHWA's Estimate from Apr. 2004 Traffic Volume Trends

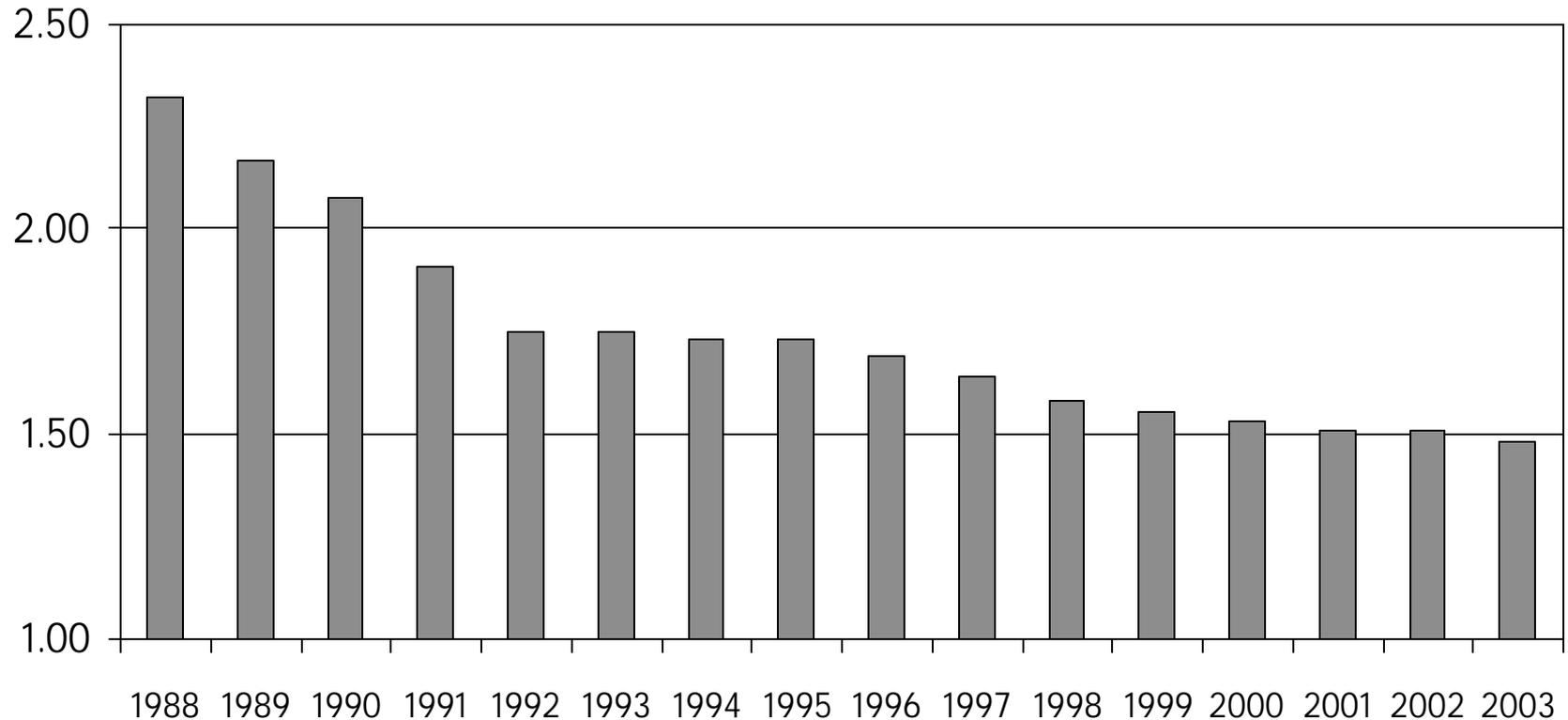
**Based on NHTSA's Projections

Sources: R.L. Polk, FHWA, Census Bureau

*The Drop
in the
Fatality Rate / 100M VMT
was
the Biggest
since 1999*

Number of Persons Killed Per 100 Million VMT, by Year

National Center for Statistics & Analysis



Source: FARS / FHWA VMT

Had
the 2003 Fatality Rate / 100M VMT
Remained at the 2002 Level,
an Additional
841 People
Would have Died

Exposure Measure	Year	
	2002	2003
Vehicle Miles Traveled	2,855,756	2,879,719*
Fatalities	43,005	42,643
Rate/100M VMT	1.51	1.48
Estimated Fatalities in 2003 at 2002 Rate		43,484
Lives Saved in 2003		841

*FHWA's Estimate from Apr. 2004 Traffic Volume Trends

Sources: FARS, FHWA

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27 States had Decreases in Total Motor Vehicle Crash Fatalities

Largest Absolute Decreases:

Texas: -148

Ohio: -141

Colorado: -111

Highest Percentage Decreases:

Colorado: -15%

Vermont: -12%

**Connecticut, Ohio, Oklahoma, West Virginia:
-10%**



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**Motor Vehicle Occupant
and
Non-Occupant
Fatalities Declined
However,
Motorcycle Rider fatalities
Increased for the 6th year in a Row**



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Persons Killed in Motor Vehicle Crashes, by Role

National Center for Statistics & Analysis



Role	2002	2003	Change	% Change
Occupants	34,105	33,471	-634	-1.9%
Passenger Vehicles	32,843	31,904	-939	-2.9%
Large Trucks	689	723	+34	+4.9%
Other/Unknown Vehicles	573	844	+271	na
Motorcycle Riders	3,270	3,661	+391	12%
Non-Occupants	5,630	5,511	-119	-2.1%
Pedestrians	4,851	4,749	-102	-2.1%
Pedalcyclists	665	622	-43	-6.5%
Other*	114	140	+26	23%
TOTAL	43,005	42,643	-362	-0.8%

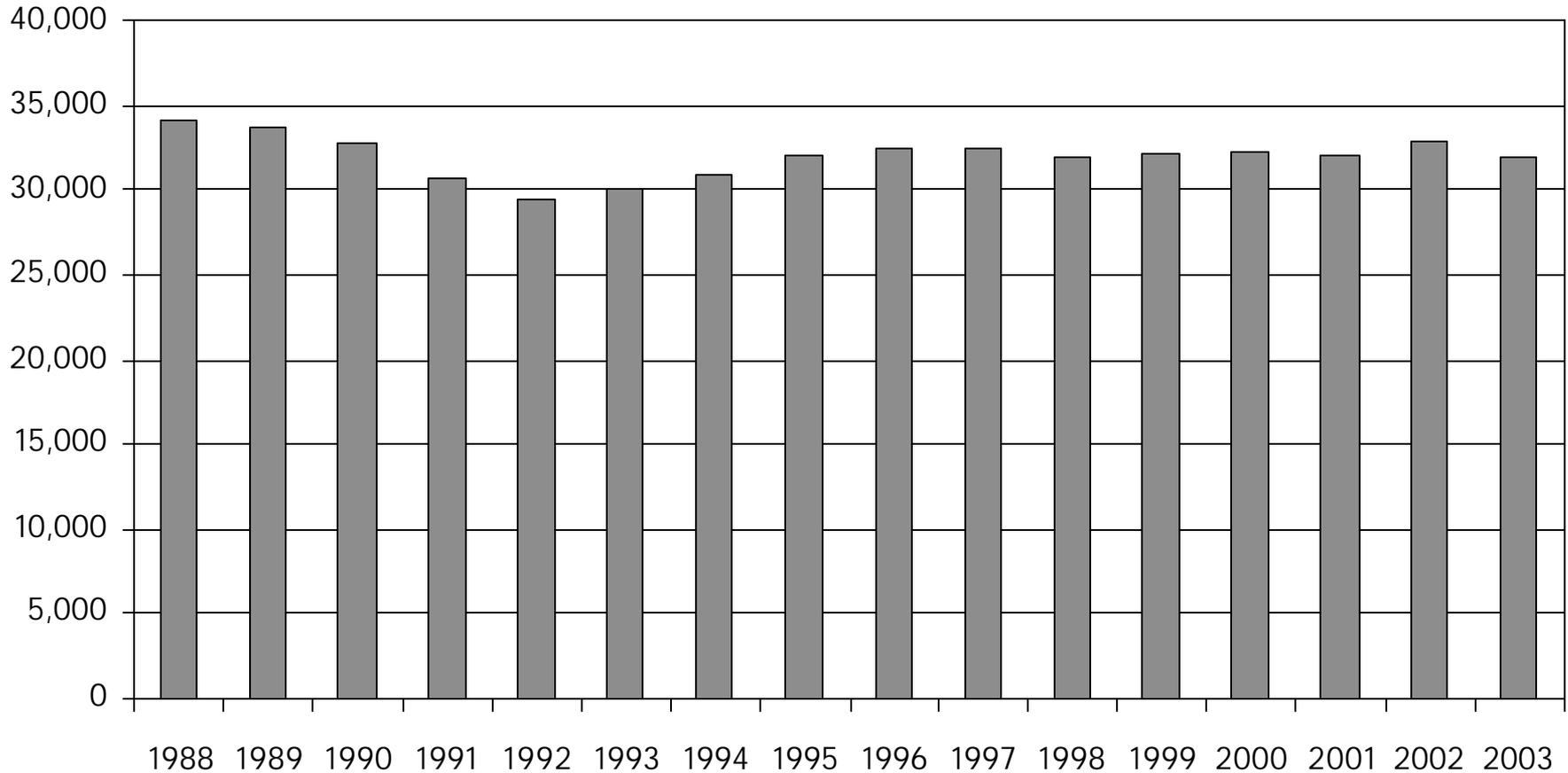
*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

Source: FARS

The 939 Drop in Passenger Vehicle Occupant Fatalities Is the Largest Drop Both in Terms of Number and Percent Since 1992

Passenger Vehicle Occupant Fatalities, by Year

National Center for Statistics & Analysis



Source: FARS

**Total Alcohol-Related Fatalities
Declined (-2.9%)
To
the Lowest Level
Since
1999**



Persons Killed by Highest BAC in Crash

National Center for Statistics & Analysis

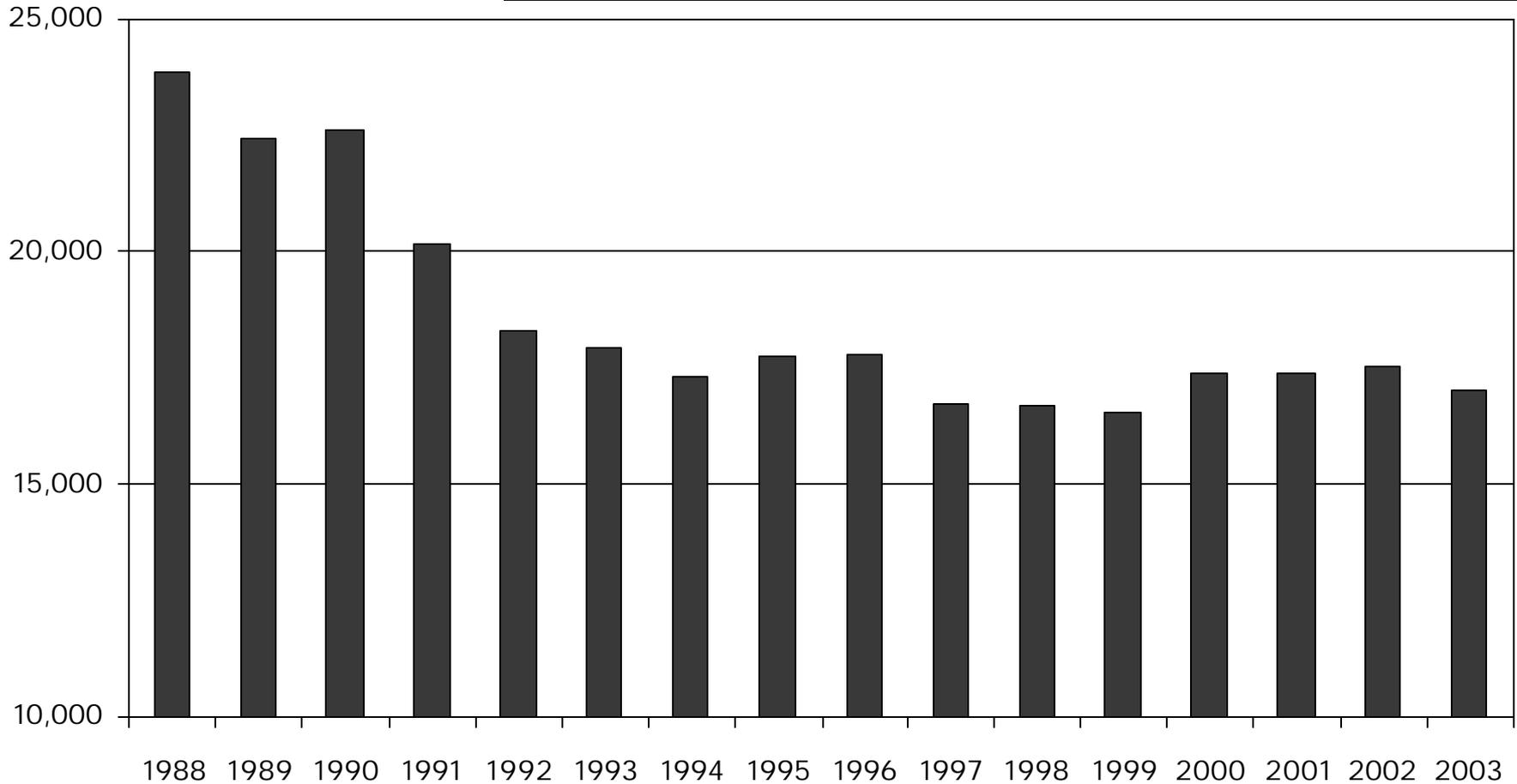


Highest BAC in Crash	Year		% Change
	2002	2003	
Total Alcohol Related	17,524	17,013	-2.9%
0.01 <= Max BAC <= 0.07	2,432	2,383	-2.0%
Max BAC >= 0.08	15,093	14,630	-3.1%

Source: FARS

Persons Killed in Alcohol-Related Traffic Crashes, by Year

National Center for Statistics & Analysis



Source: FARS



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**The Percentage of Unrestrained
Passenger Vehicle Occupants
Killed in Crashes
Declined by 3 Percentage Points
Closely Reflecting the
4 Percentage Point Increase
in Safety Belt Use Observed in 2003**



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Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use*

National Center for Statistics & Analysis



Restraint Use	Year			
	2002		2003	
Persons Killed	32,843		31,904	
Restraint Used**	13,571	41%	13,885	44%
Restraint Not Used	19,272	59%	18,019	56%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.

In both years restraint use was unknown for 8% of passenger vehicle occupants.

** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS



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The Total Number Of Passenger Vehicle Occupants Killed in Rollover Crashes Declined



Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Type of Vehicle	2002	2003	% Change
Persons Killed*	10,729	10,376	-3.3%
Passenger Car	4,794	4,433	-7.5%
Van	699	724	+3.6%
Minivan	489	507	+3.7%
Other Van	210	217	+3.3%
SUV	2,471	2,639	+6.8%
Pickup Truck	2,755	2,569	-6.8%

*Total Killed includes Occupants of Other Light Trucks

Source: FARS



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The Fatality Rate in Rollover Crashes per 100,000 Registered Vehicles Declined



Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Type of Vehicle	2002	2003	% Change
All Passenger Vehicles**	5.06	4.79	-5.3%
Passenger Car	3.69	3.38	-8.4%
Van	3.83	3.93	+2.6%
Minivan	n/a	n/a	---
Other Van	n/a	n/a	---
SUV	10.22	9.75	-4.6%
Pickup Truck	7.18	6.60	-8.1%

**Includes Other Light Trucks

Source: FARS, Polk

*Rate per 100,000 Registered Vehicles

**The Number of Fatalities for
Children 0 - 3 years**

**Remained at an All Time Low
And**

Declined for Children 4 - 7 years

**The Number of fatalities for
Children 8 - 15 years
continued to Increase**



Children, Ages 0 - 15, Killed in Motor Vehicle Crashes, by Age Group

National Center for Statistics & Analysis



Age Group	Year		% Change
	2002	2003	
0 - 3 Years Old	494	494	0%
4 - 7 Years Old	480	472	-1.7%
8 - 15 Years Old	1,576	1,604	+1.8%

Source: FARS

Comparison of 2003 Data to 2002 Data and Long Term Trends

- **362 fewer persons died in Motor Vehicle Traffic Crashes as compared to 2002 - a decrease of 0.8%**
- **The Number of Persons Injured decreased 1.3%***
- **Total number of crashes remained about the same**

**Not statistically significant*



Persons Killed and Injured and Number of Crashes

National Center for Statistics & Analysis



	Year		% Change
	2002	2003	
Persons Killed	43,005	42,643	-0.8%
Persons Injured	2,926,000	2,889,000	-1.3%
Fatal Crashes	38,491	38,252	-0.6%
Nonfatal Crashes	6,277,000	6,289,000	+0.2%
Injury Crashes	1,929,000	1,925,000	-0.2%
Property-Damage-Only	4,348,000	4,365,000	+0.4%

Changes in Persons Injured and Nonfatal Crashes are not statistically significant.

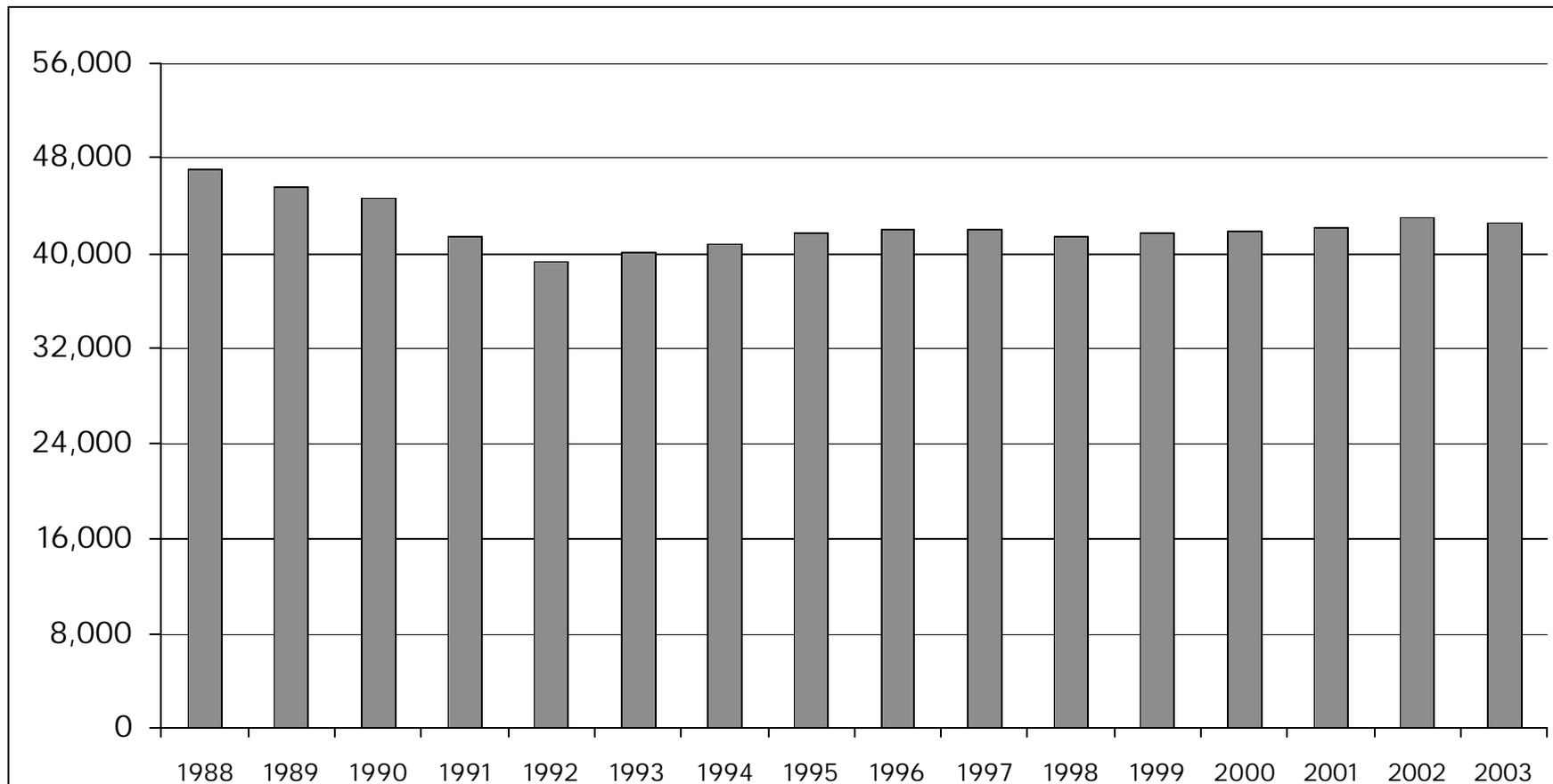
Sources: FARS, NASS GES



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Persons Killed in Traffic Crashes by Year

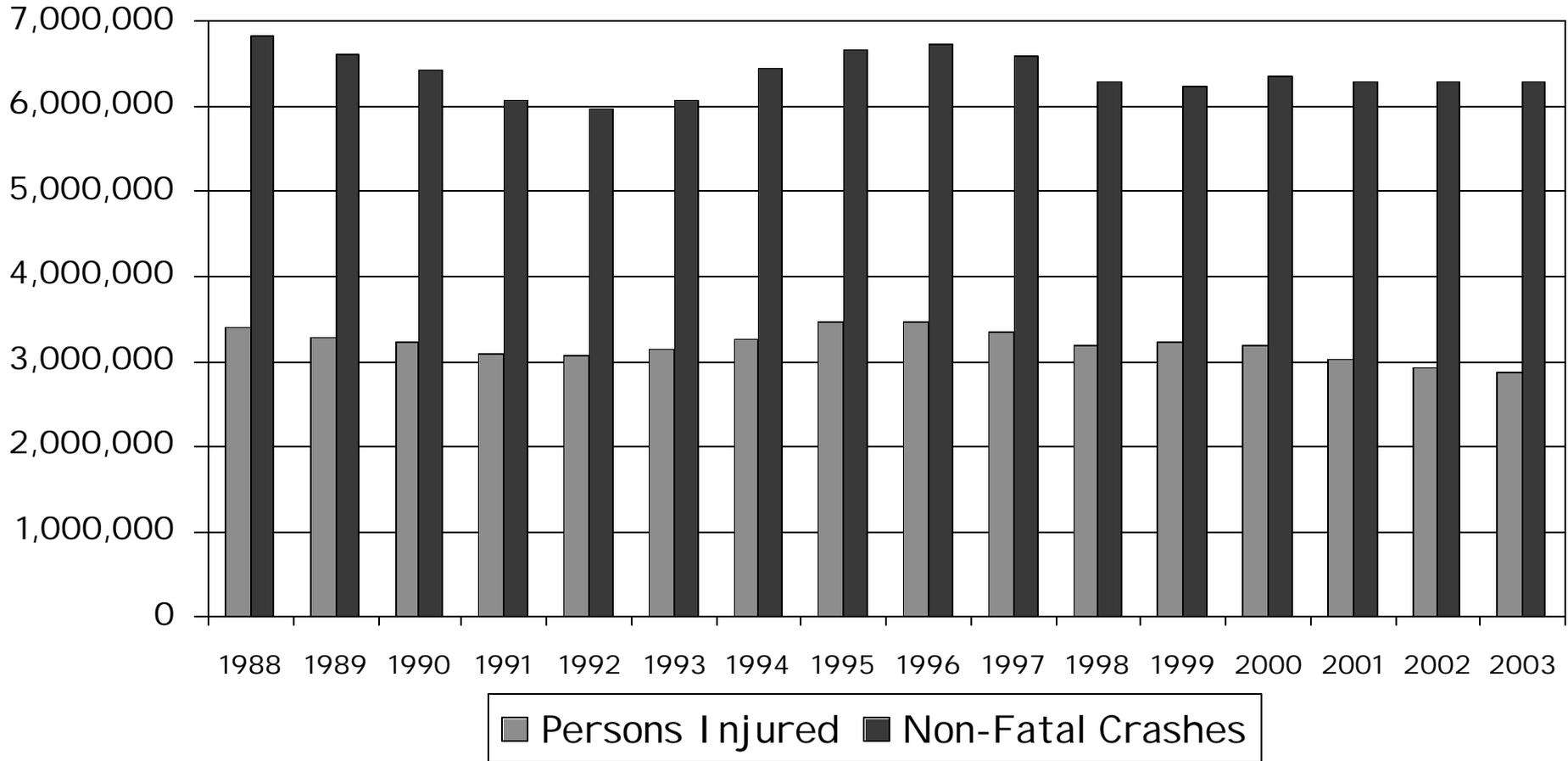
National Center for Statistics & Analysis



Source: FARS

Non-Fatal Crashes and Persons Injured, by Year

National Center for Statistics & Analysis



Sources: NASS GES

- **Fatality Rates declined to a Historic Lows**

Fatalities per 100 million VMT fell below 1.50 for the first time

- **Injury Rates also continued to decline**



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Exposure Data

National Center for Statistics & Analysis



Exposure Measure	Year		% Change
	2002	2003	
Vehicle Miles Traveled (millions)	2,855,756	2,879,719*	+0.8%
Registered Vehicles	225,684,815	230,199,000**	+2.0%
Population	287,973,924	290,809,777	+1.0%

*FHWA's Estimate from April 2004 Traffic Volume Trends

**Based on NHTSA's Projections

Sources: R.L. Polk, FHWA, Census Bureau



Motor Vehicle Crash Fatality and Injury Rates

National Center for Statistics & Analysis



Rate	Year		% Change
	2002	2003	
Persons Killed			
/100M VMT	1.51	1.48	-2.0%
/100K Reg. Vehicles	19.06	18.52*	-2.8%
/100K Population	14.93	14.66	-1.8%
Persons Injured			
/100M VMT	102	100	-2.0%
/100K Reg. Vehicles	1,296	1,255*	-3.2%
/100K Population	1,016	993	-2.3%

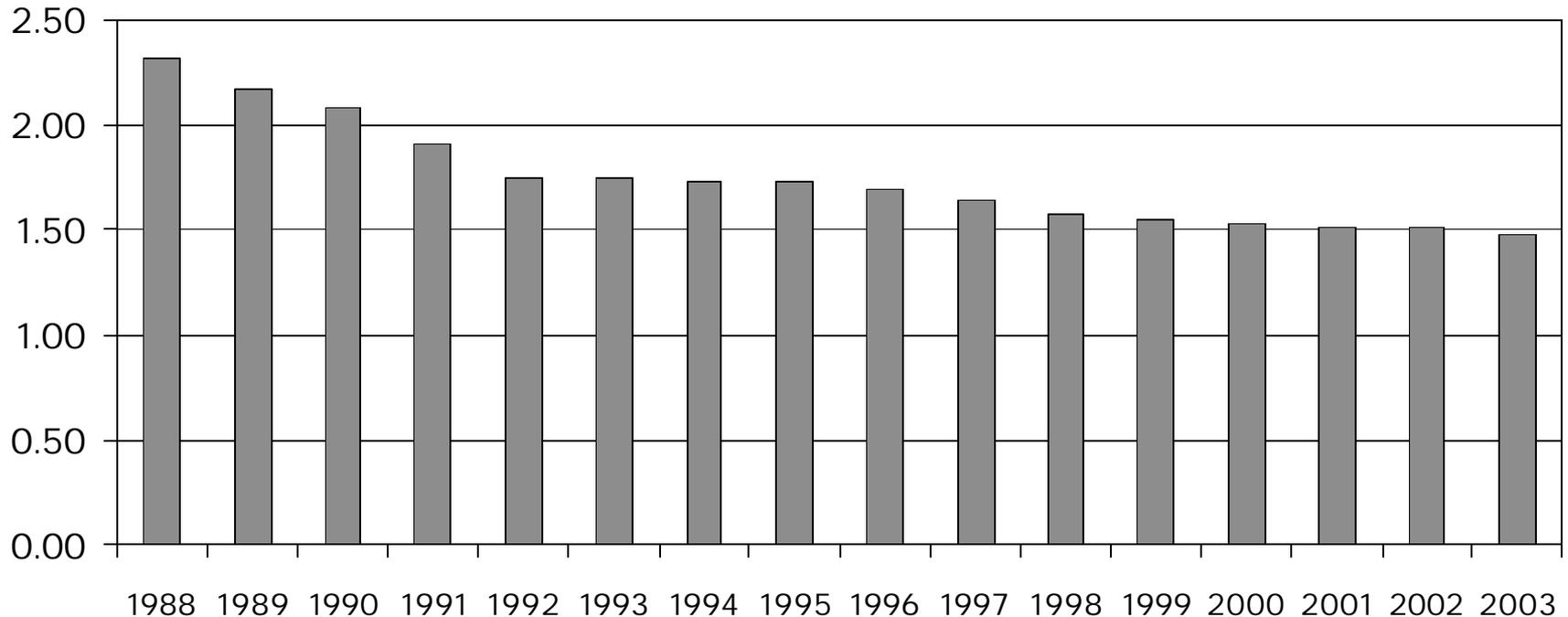
* Reg. Vehicles Based on NHTSA's Projections

Sources: FARS, NASS GES, FHWA, and Census Bureau

***The Drop
in the
Fatality Rate / 100M VMT
was
the Biggest
since 1999***

Number of Persons Killed Per 100 Million VMT, by Year

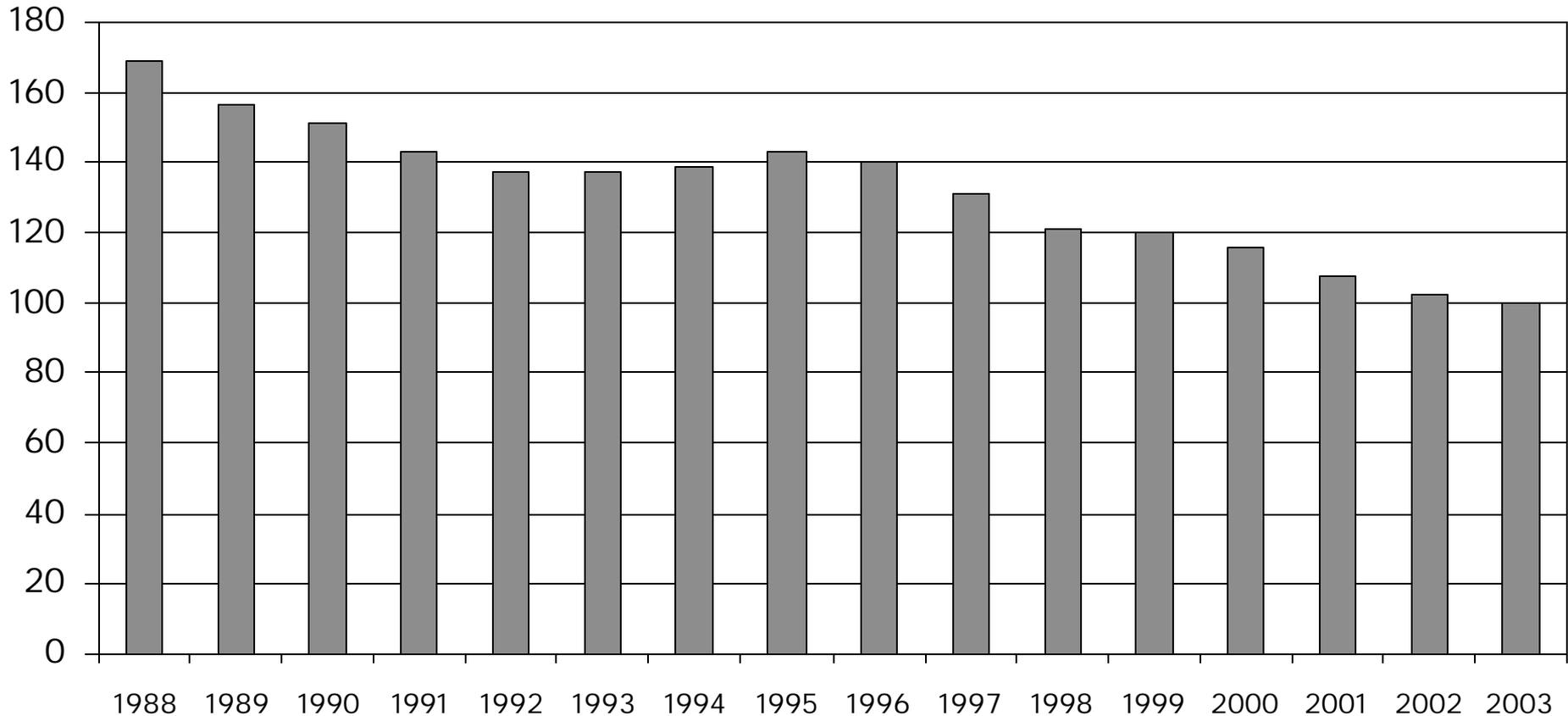
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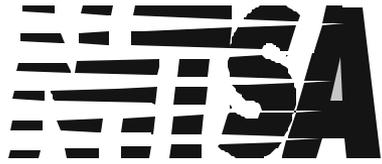
Source: FARS / FHWA VMT

Number of Persons Injured per 100 Million VMT, by Year

National Center for Statistics & Analysis



Sources: NASS GES / FHWA VMT



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Fatalities by State

National Center for Statistics & Analysis



- **27 States had Decreases in the Total Number of Fatalities**
 - ◆ **Largest Absolute Decreases:**
 - **Texas: -148**
 - **Ohio: -141**
 - **Colorado: -111**
 - ◆ **Highest Percentage Decreases:**
 - **Colorado: -15%**
 - **Vermont: -12%**
 - **Connecticut, Ohio, Oklahoma, West Virginia: -10%**



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Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

National Center for Statistics & Analysis



State	2002	2003	% Change	State	2002	2003	% Change
Alabama	1,038	1,001	-3.6%	Florida	3,136	3,169	+1.1%
Alaska	89	95	+6.7%	Georgia	1,524	1,603	+5.2%
Arizona	1,132	1,120	-1.1%	Hawaii	119	135	+13%
Arkansas	640	627	-2.0%	Idaho	264	293	+11%
California	4,088	4,215	+3.1%	Illinois	1,420	1,453	+2.3%
Colorado	743	632	-15%	Indiana	792	834	+5.3%
Connecticut	325	294	-10%	Iowa	405	441	+8.9%
Delaware	124	142	+15%	Kansas	507	471	-7.1%
Dist of Columbia	47	67	+43%	Kentucky	915	928	+1.4%

Source: FARS



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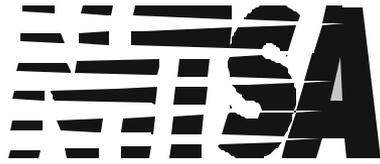
Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

National Center for Statistics & Analysis



State	2002	2003	% Change	State	2002	2003	% Change
Louisiana	907	894	-1.4%	Nebraska	307	293	-4.6%
Maine	216	207	-4.2%	Nevada	381	368	-3.4%
Maryland	661	649	-1.8%	New Hampshire	127	127	0%
Massachusetts	459	462	+0.7%	New Jersey	771	747	-3.1%
Michigan	1,277	1,283	+0.5%	New Mexico	449	439	-2.2%
Minnesota	657	657	0%	New York	1,530	1,491	-2.5%
Mississippi	885	871	-1.6%	North Carolina	1,576	1,531	-2.9%
Missouri	1,208	1,232	+2.0%	North Dakota	97	105	+8.2%
Montana	269	262	-2.6%	Ohio	1,418	1,277	-10%

Source: FARS



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Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

National Center for Statistics & Analysis



State	2002	2003	% Change	State	2002	2003	% Change
Oklahoma	739	668	-10%	Utah	328	309	-5.8%
Oregon	436	512	+17%	Vermont	78	69	-12%
Pennsylvania	1,614	1,577	-2.3%	Virginia	914	943	+3.2%
Rhode Island	84	104	+24%	Washington	658	600	-8.8%
South Carolina	1,053	968	-8.1%	West Virginia	439	394	-10%
South Dakota	180	203	+13%	Wisconsin	803	848	+5.6%
Tennessee	1,177	1,193	+1.4%	Wyoming	176	165	-6.3%
Texas	3,823	3,675	-3.9%	National Total	43,005	42,643	-0.8%

Source: FARS

Motor Vehicle Occupant and Non-Occupant Fatalities Declined

Occupants: -1.9%

Non-Occupants: -2.1%

Motorcycle Rider Fatalities
increased 12%



Persons Killed in Motor Vehicle Crashes, by Role

National Center for Statistics & Analysis



Role	Year		Change	% Change
	2002	2003		
Occupants	34,105	33,471	-634	-1.9%
Drivers	23,625	23,258	-367	-1.6%
Passengers	10,370	10,108	-262	-2.5%
Motorcycle Riders	3,270	3,661	+391	12%
Non-Occupants	5,630	5,511	-119	-2.1%
Pedestrians	4,851	4,749	-102	-2.1%
Pedalcyclists	665	622	-43	-6.5%
Other*	114	140	+26	23%
TOTAL	43,005	42,643	-362	-0.8%

*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices. Source: FARS



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Persons Injured in Motor Vehicle Crashes, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2002	2003	
Occupants	2,735,000	2,697,000	-1.4%
Drivers	1,863,000	1,840,000	-1.2%
Passengers	873,000	857,000	-1.8%
Motorcycle Riders	65,000	67,000	+3.1%
Non-Occupants	126,000	124,000	-1.6%
Pedestrians	71,000	70,000	-1.4%
Pedalcyclists	48,000	46,000	-4.2%
Other*	7,000	8,000	+14%
TOTAL	2,926,000	2,889,000	-1.3%

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: NASS GES

Changes are not statistically significant.

*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

- **Occupant Fatalities in Passenger Cars decreased by 5.4%**

- **Occupant Fatalities in:**
 - **LTV's increased by 1.4%**
 - **due to a 10% increase in SUV fatalities**
 - **Large Trucks increased by 4.9%**

Occupants Killed in Motor Vehicle Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Type of Vehicle	Year		Change	% Change
	2002	2003		
Passenger Vehicles	32,843	31,904	-939	-2.9%
Passenger Cars	20,569	19,460	-1,109	-5.4%
LTVs*	12,274	12,444	+170	+1.4%
Vans	2,109	2,066	-43	-2.0%
SUVs	4,031	4,446	415	+10%
Pickup Trucks	6,100	5,904	-196	-3.2%
Large Trucks	689	723	+34	+4.9%
Other Vehicles**	469	510	+41	+8.7%
Unknown Vehicle Type	104	334	+230	--

*LTV = Pickup Truck, Van, Sport Utility Vehicle and other/unknown LTVs

Source: FARS

**Includes vehicle occupant fatalities in buses and other, e.g., farm equipment, construction equipment, etc., vehicle types. Excludes motorcycle riders.



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Occupants Injured in Motor Vehicle Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Type of Vehicle	Year		% Change
	2002	2003	
Passenger Vehicles	2,684,000	2,646,000	-1.4%
Passenger Cars	1,805,000	1,756,000	-2.7%
LTVs*	879,000	889,000	+1.1%
Vans	208,000	203,000	-2.4%
SUVs	315,000	338,000	+7.3%
Pickup Trucks	344,000	333,000	-3.2%
Large Trucks	26,000	27,000	+3.8%
Other Vehicles**	25,000	25,000	0.0%

Note: Totals may not add due to rounding. Percentages computed after rounding. Source: NASS GES
Changes are not statistically significant.

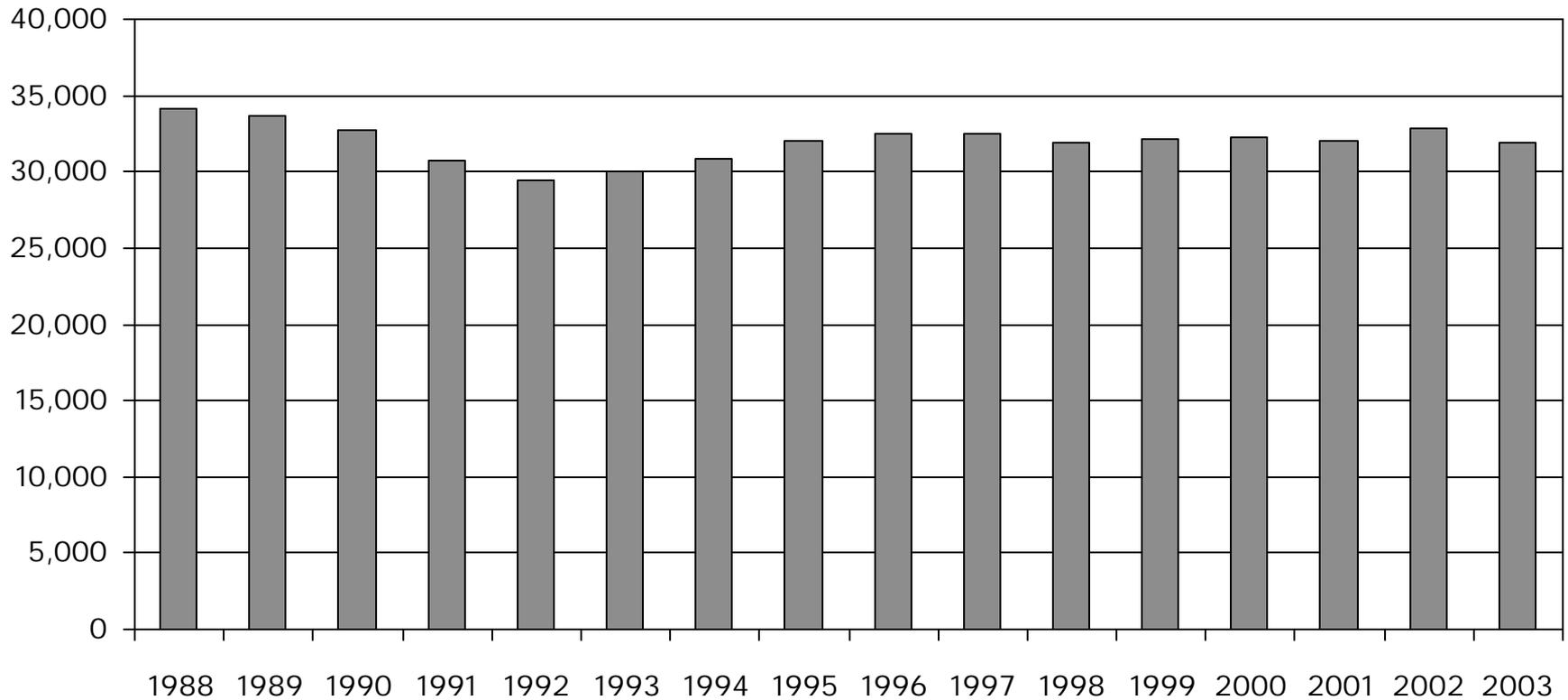
*LTV includes - Pickup Truck, Van, Sport Utility Vehicle and other/unknown LTVs

**I ncludes vehicle occupants injured in buses and other vehicle types. Excludes motorcycle riders.

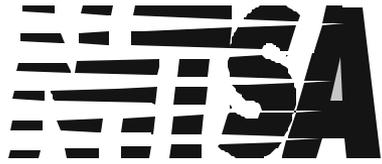


Occupants Killed in Passenger Vehicles, by Year

National Center for Statistics & Analysis



Source: FARS



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- The number of registered vehicles increased for all types of passenger vehicles except other light trucks.
- Among all types of passenger vehicles, SUVs had the largest increase (12%) in registrations.



Registered Passenger Vehicles, by Vehicle Type

National Center for Statistics & Analysis



Vehicle Type	2002	2003	Change	% Change
Passenger Cars	129,906,797	131,072,466	1,165,669	+0.9%
Light Trucks	82,085,865	85,657,140	3,571,275	+4.4%
Vans	18,264,826	18,443,555	178,729	+1.0%
SUVs	24,180,876	27,071,042	2,890,166	+12%
Pickups	38,383,119	38,924,268	541,149	+1.4%
Other	1,257,044	1,218,275	38,769	-3.1%

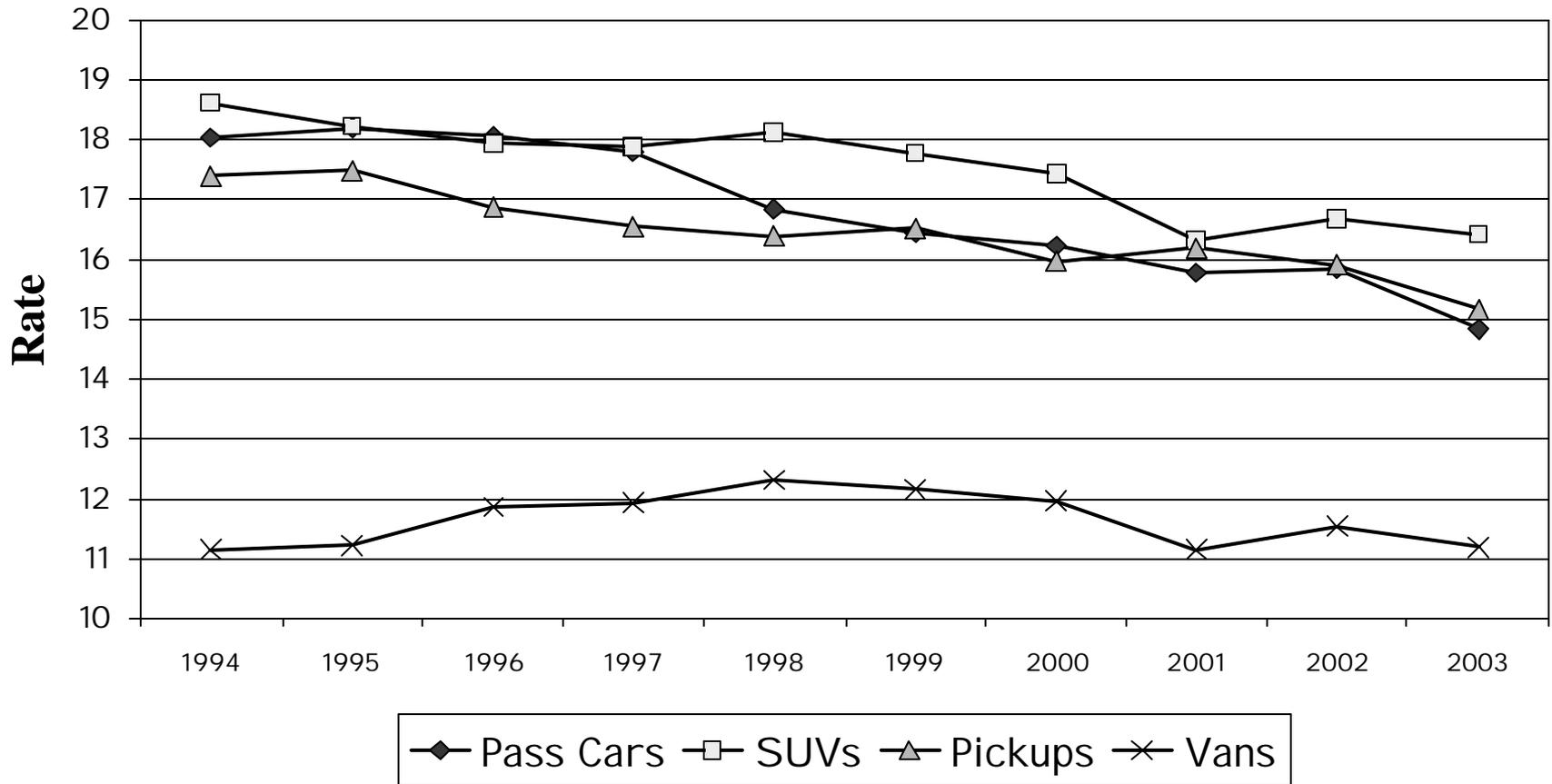
Source: R.L.Polk

- **Occupant fatality rates per 100,000 registered vehicles declined for all types of passenger vehicles**



Passenger Vehicle Occupant Fatality Rate*, by Type of Vehicle and Year

National Center for Statistics & Analysis



*Rate per 100,000 Registered Vehicles

Source: FARS, Polk

AGENCY PRIORITIES

Alcohol
Safety Belts
Rollovers
Vehicle Compatibility

**Fatalities at Max BAC \geq 0.08 g/dl
Declined at a Slightly Higher Rate
(-3.1%)
Than fatalities at
BAC 0.00 \geq 0.07 g/dl (-2%)**



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Persons Killed by Highest BAC in Crash

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Highest BAC in Crash	Year		% Change
	2002	2003	
Total Alcohol Related*	17,524	17,013	-2.9%
Alcohol Fatalities/100M VMT	0.61	0.59	
% All Fatalities	41%	40%	
0.01 <= Max BAC <= 0.07	2,432	2,383	-2.0%
0.01 <= Max BAC <= 0.04	1,233	1,198	-2.8%
0.05 <= Max BAC <= 0.07	1,199	1,185	-1.2%
Max BAC >= 0.08	15,093	14,630	-3.1%
Max BAC >=0.08 Fatalities/100M VMT	0.53	0.51	

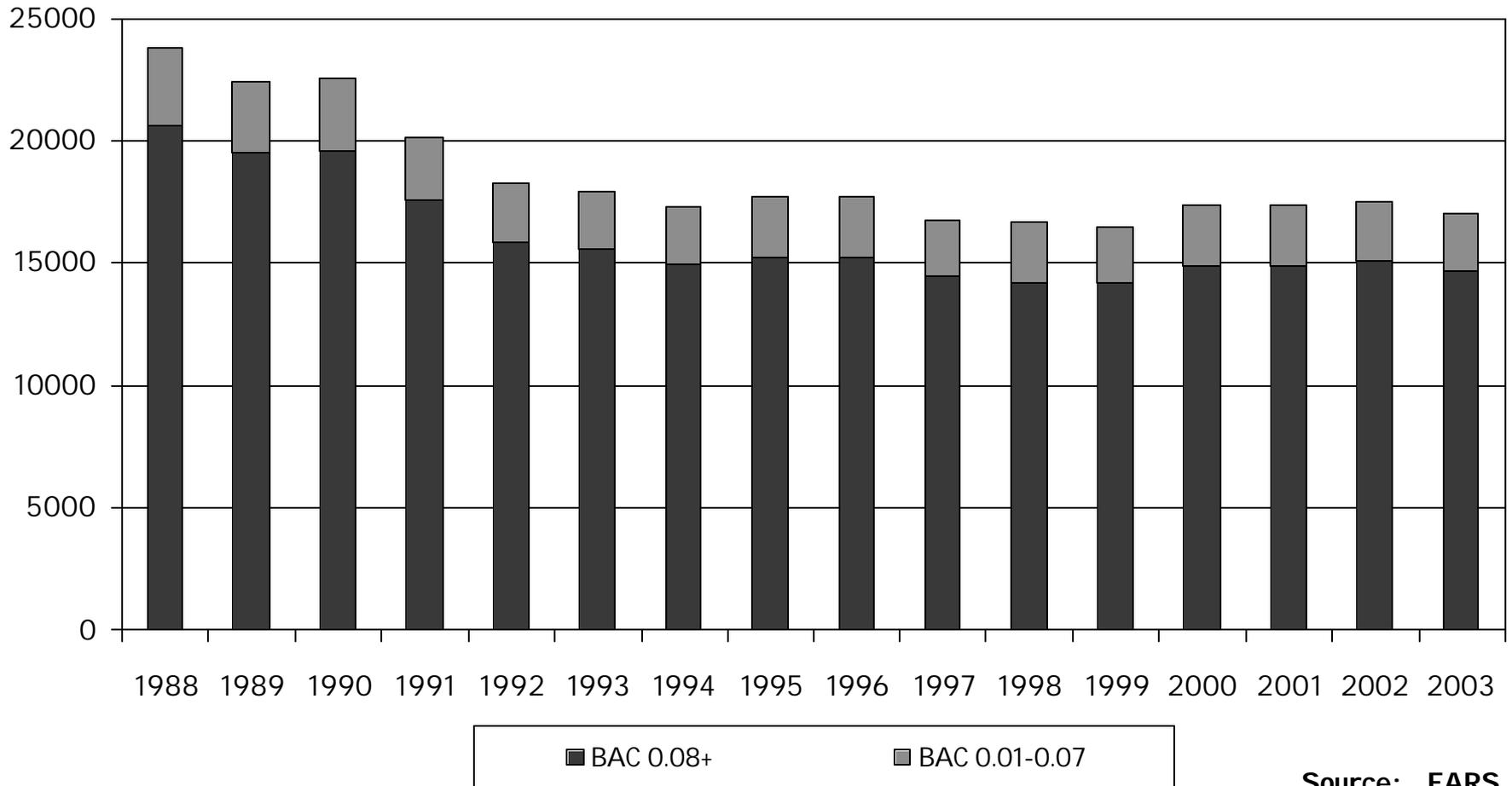
*Total may not add due to rounding.

Source: FARS / FHWA VMT

***Total Alcohol-Related Fatalities
and
Fatalities at Max BAC ≥ 0.08 g/dl
are at
Their Lowest Levels since 1999***

Persons Killed in Alcohol-Related Traffic Crashes, by Year

National Center for Statistics & Analysis



Source: FARS

- Overall, the number of Occupants and Non-occupants killed in alcohol-related crashes declined
 - The largest decrease was for passengers killed in such crashes (8%)

- But, the number of Motorcycle Riders killed in alcohol related crashes increased by more than 5%



Persons Killed in Alcohol-Related Crashes, by Role

National Center for Statistics & Analysis



Role	Year		Change	% Change
	2002	2003		
Occupants*	13,526	12,972	-554	-4.1%
Drivers	9,678	9,442	-236	-2.4%
Passengers	3,797	3,485	-312	-8.2%
Motorcycle Riders	1,427	1,505	+78	+5.5%
Non-Occupants	2,571	2,537	-34	-1.3%
Pedestrians	2,293	2,253	-40	-1.7%
Pedalcyclists	243	238	-5	-2.1%
Other**	36	46	+10	+28%
TOTAL	17,524	17,013	-511	-2.9%

* Totals include occupants whose seating position was unknown.

Source: FARS

**Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

Persons Injured in Alcohol-Related Crashes, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2002	2003	
Occupants	237,000	254,000	+7.2%
Drivers	163,000	171,000	+4.9%
Passengers	74,000	83,000	+12%
Motorcycle Riders	8,000	6,000	-25%
Non-Occupants	13,000	15,000	+15%
Pedestrians	10,000	10,000	0%
Pedalcyclists	2,000	4,000	+100%
Other*	1,000	1,000	0%
TOTAL	258,000	275,000	+6.6%

Note: Totals may not add due to rounding. Percentages computed after rounding. Source: NASS GES
Changes are not statistically significant.

*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

- **Occupants of passenger cars, vans and pickup trucks killed in alcohol-related crashes declined**

However, the number of SUV occupants killed in alcohol-related crashes increased by 5%

Occupants Killed in Alcohol-Related Crashes, by Vehicle Type

National Center for Statistics & Analysis



Type of Vehicle	Year		% Change
	2002	2003	
Motor Vehicle Occupants Killed*	13,526	12,972	-4.1%
Passenger Car	8,058	7,455	-7.5%
Vans	663	595	-10%
SUVs	1,647	1,729	+5.0%
Pickup Truck	2,867	2,779	-3.1%
Large Trucks	84	78	-7.1%

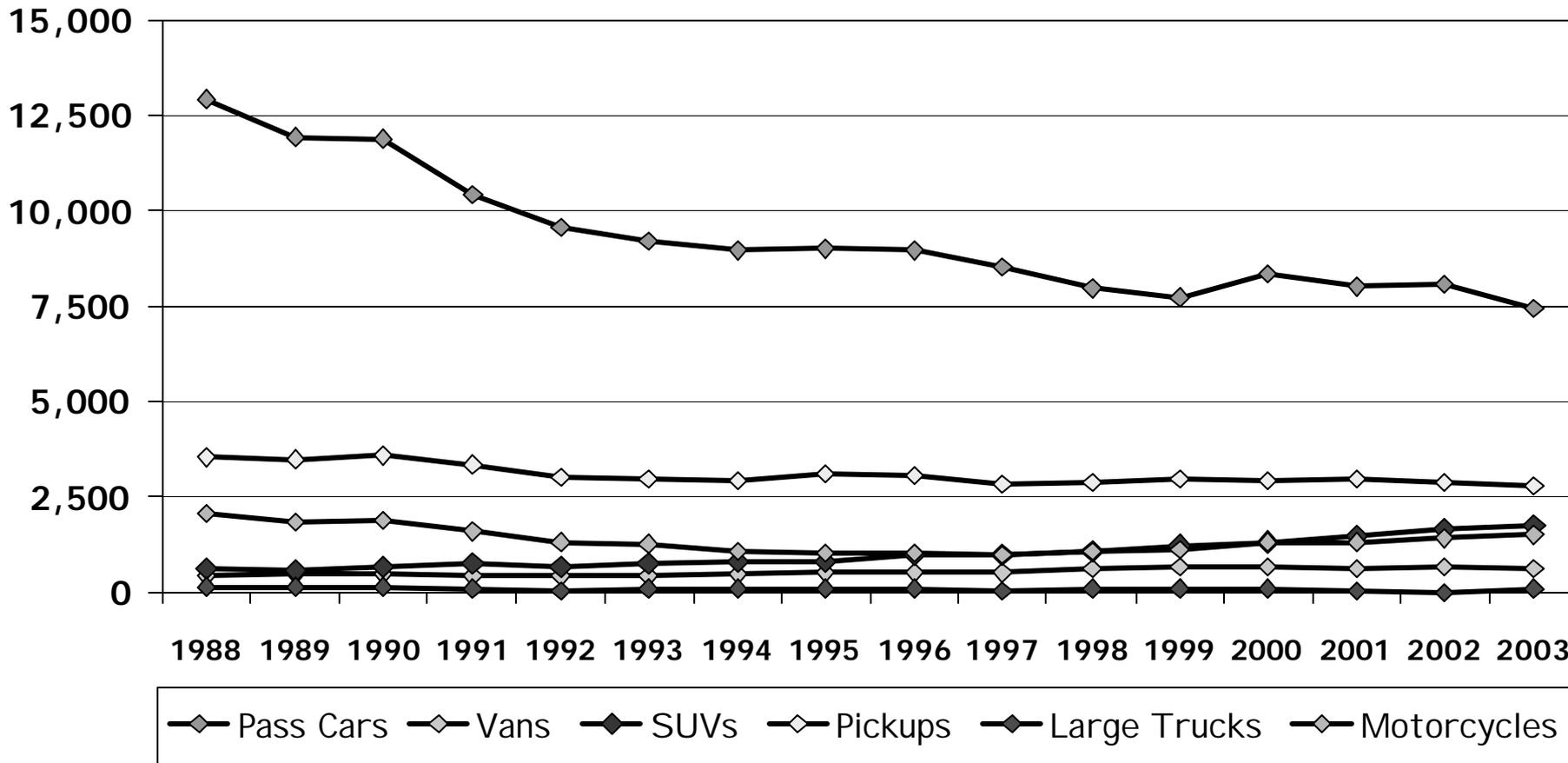
*Includes Buses, Other Vehicles and Vehicles with Unknown Body Type

Source: FARS



Occupants and Motorcycle Riders Killed in Alcohol-Related Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Source: FARS

- **The Number of Alcohol-Involved Drivers in fatal crashes increased in SUVs (3%) and Motorcycles (4%)**

However, the number of such drivers of Passenger Cars declined by 6%



Alcohol-Involved Drivers and Motorcycle Operators Involved in Fatal Crashes by Vehicle Type

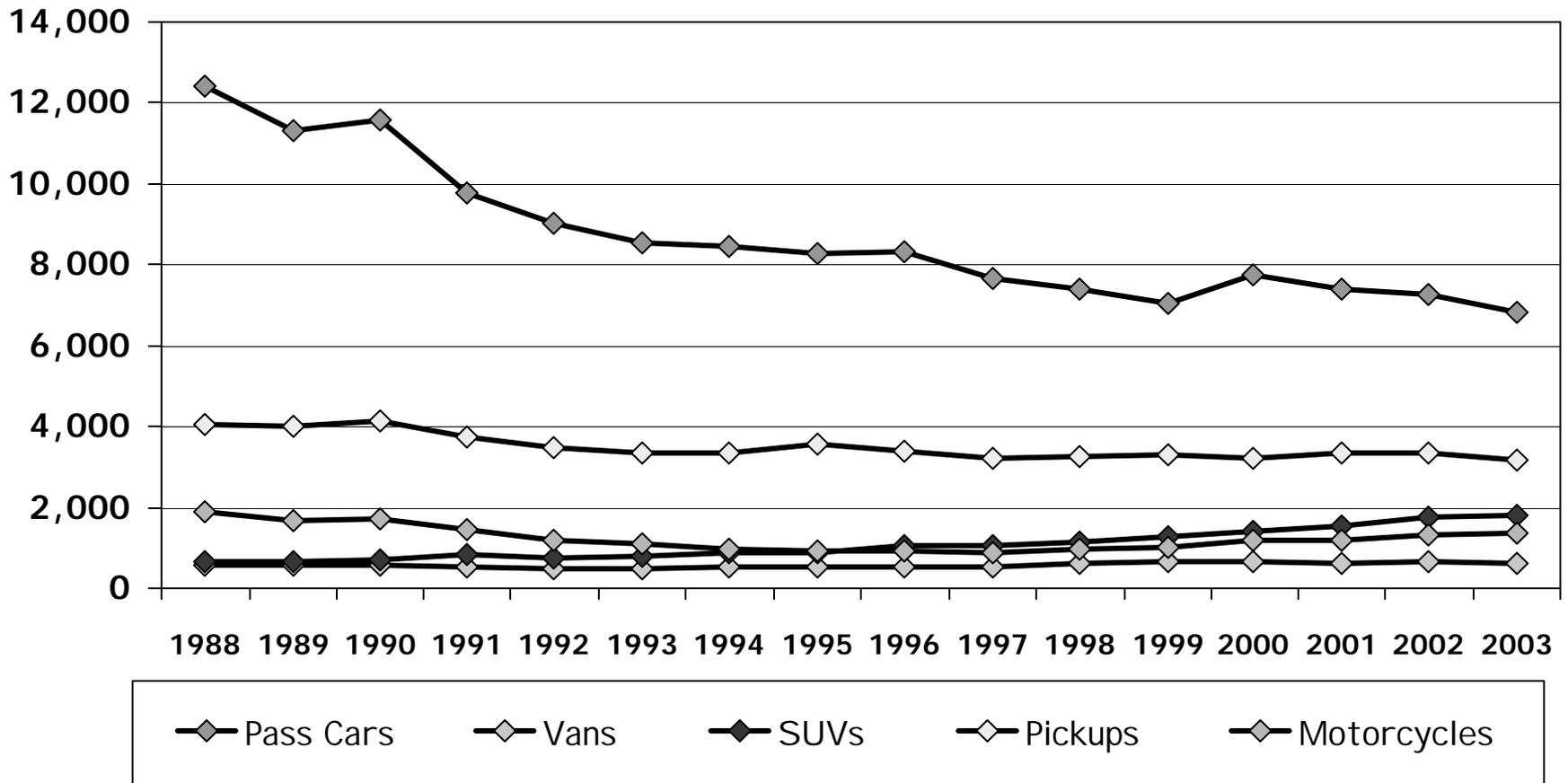
National Center for Statistics & Analysis



Type of Vehicle	Year		% Change
	2002	2003	
Passenger Cars	7,246	6,817	-5.9%
Vans	656	595	-9.3%
SUVs	1,766	1,814	+2.7%
Pickup Trucks	3,353	3,164	-5.6%
Large Trucks	114	95	-17.0%
Buses/Other/Unknown	288	425	+48%
TOTAL (Excludes Motorcycle Operators)	13,423	12,909	-3.8%
Motorcycles	1,303	1,351	+3.7%

Alcohol-Involved Drivers in Fatal Crashes, by Vehicle Type

National Center for Statistics & Analysis

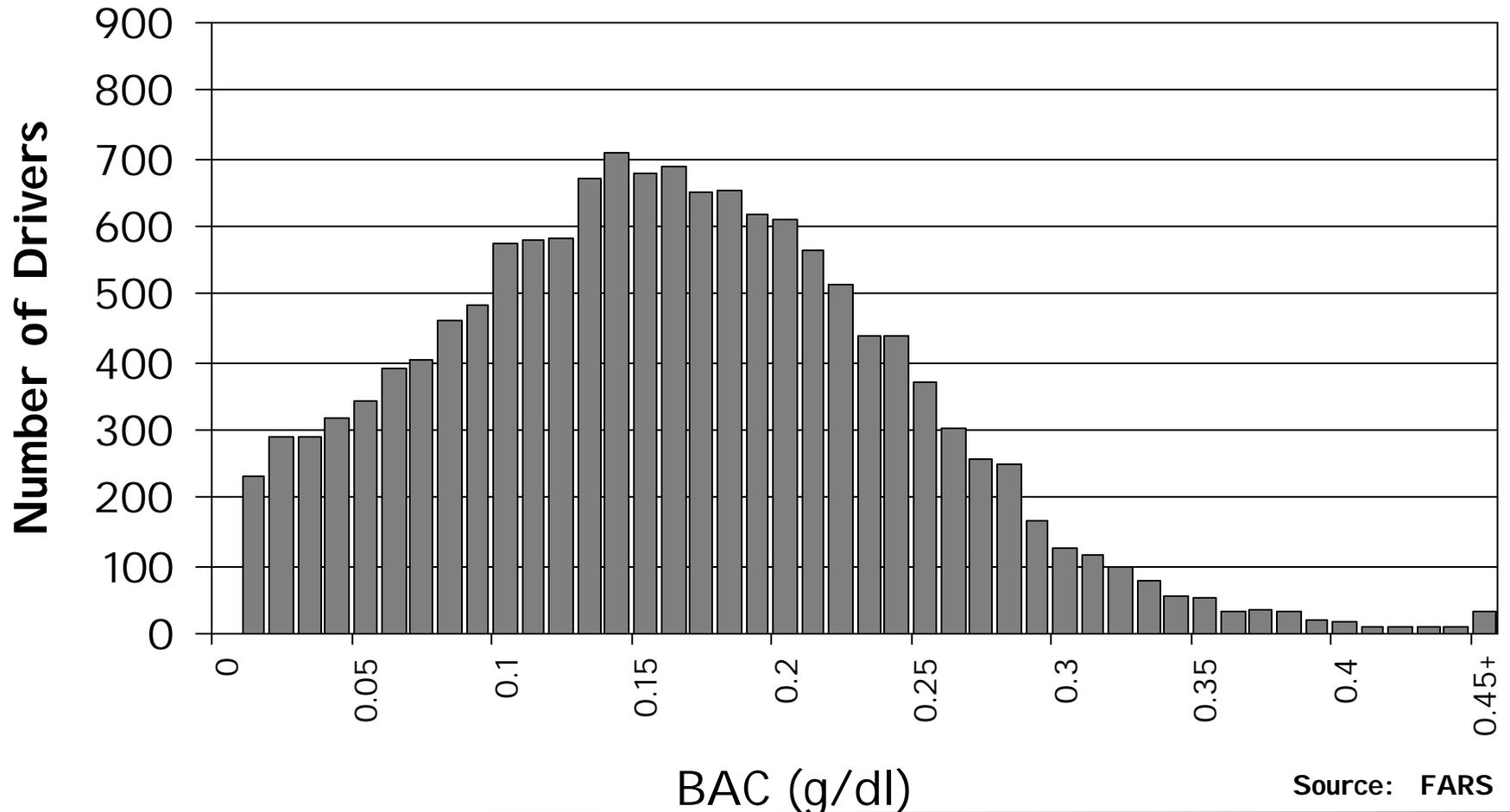


Source: FARS

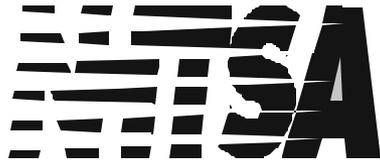
- **The Median BAC Value for Alcohol-Involved Drivers was 0.16 BAC g/dl**
 - **Which means more than half of all alcohol-involved drivers had BACs higher than twice the legal limit in most states**

Drivers Involved in Fatal Crashes with Positive BACs (BAC>0), 2003

National Center for Statistics & Analysis



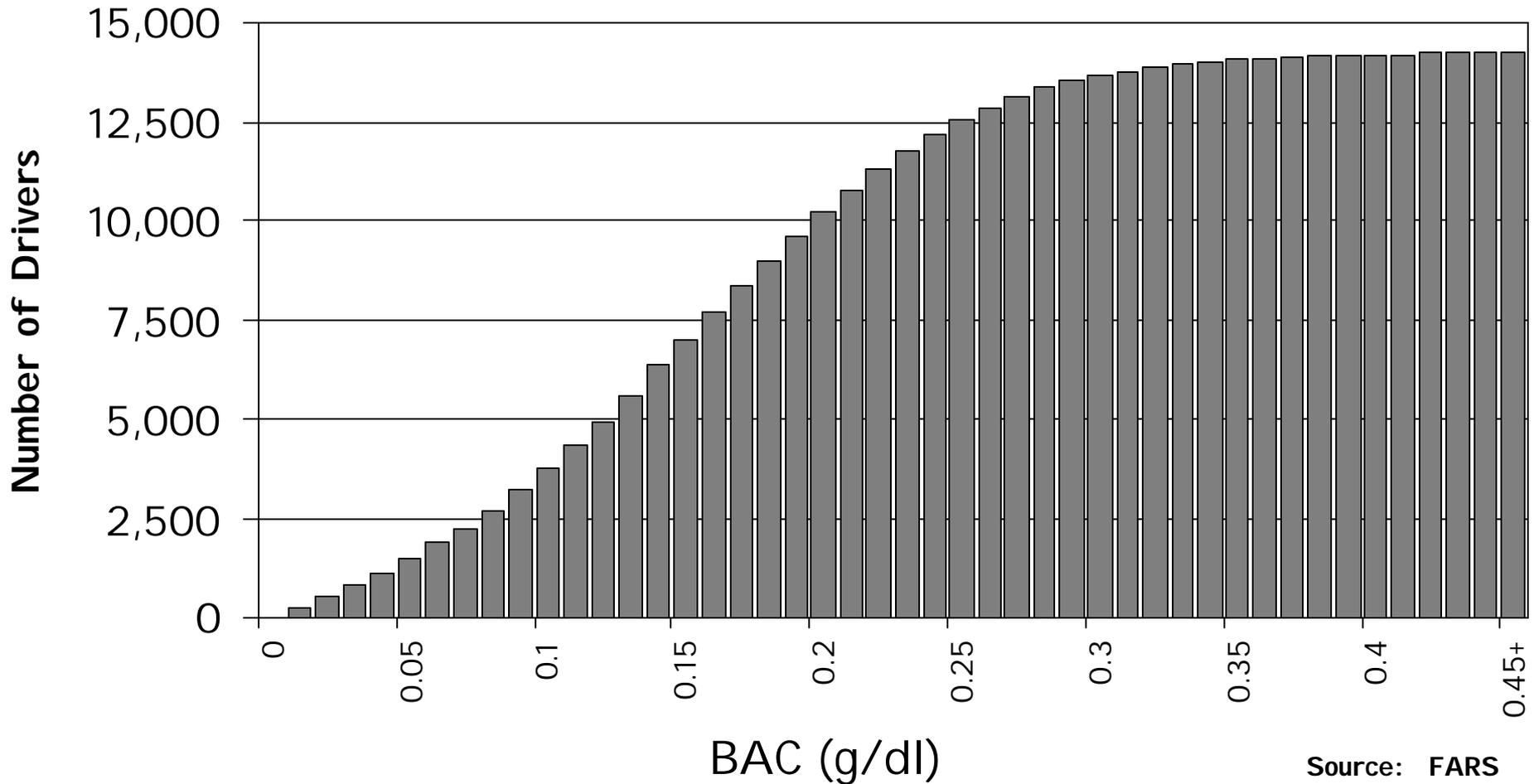
Source: FARS



Drivers Involved in Fatal Crashes with Positive BACs (BAC>0), by Cumulative BAC Level, 2003

People Saving People

National Center for Statistics & Analysis



Source: FARS

- **In 2003, about 1,240 fatalities occurred in crashes involving alcohol-impaired or intoxicated driver(s) who had at least one previous DWI conviction**

--- Accounting for 7% of all alcohol-related fatalities



Drivers in Alcohol-Related Fatal Crashes with Previous Alcohol Convictions

National Center for Statistics & Analysis



	Year	
	2002	2003
Drivers who were Alcohol-Involved and had previous (within 3 years) Alcohol Conviction(s)	1,235	1,103
Percent of All Alcohol-Involved Drivers	8%	8%
Number of Fatalities in Crashes in which Drivers were Alcohol-Involved and had previous Alcohol Conviction(s)	1,356	1,240
Percent of Alcohol-Related Fatalities	8%	7%

**The Percentage of
Unrestrained
Passenger Vehicle Occupants
Killed in Crashes
was the largest
percentage point
decrease (-3) since 1993**



People Saving People

Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use*

National Center for Statistics & Analysis



Restraint Use	Year			
	2002		2003	
Occupants Killed	32,843		31,904	
Restraint Used**	13,571	41%	13,885	44%
Restraint Not Used	19,272	59%	18,019	56%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories. In both years restraint use was unknown for 8% of passenger vehicle occupants.

** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

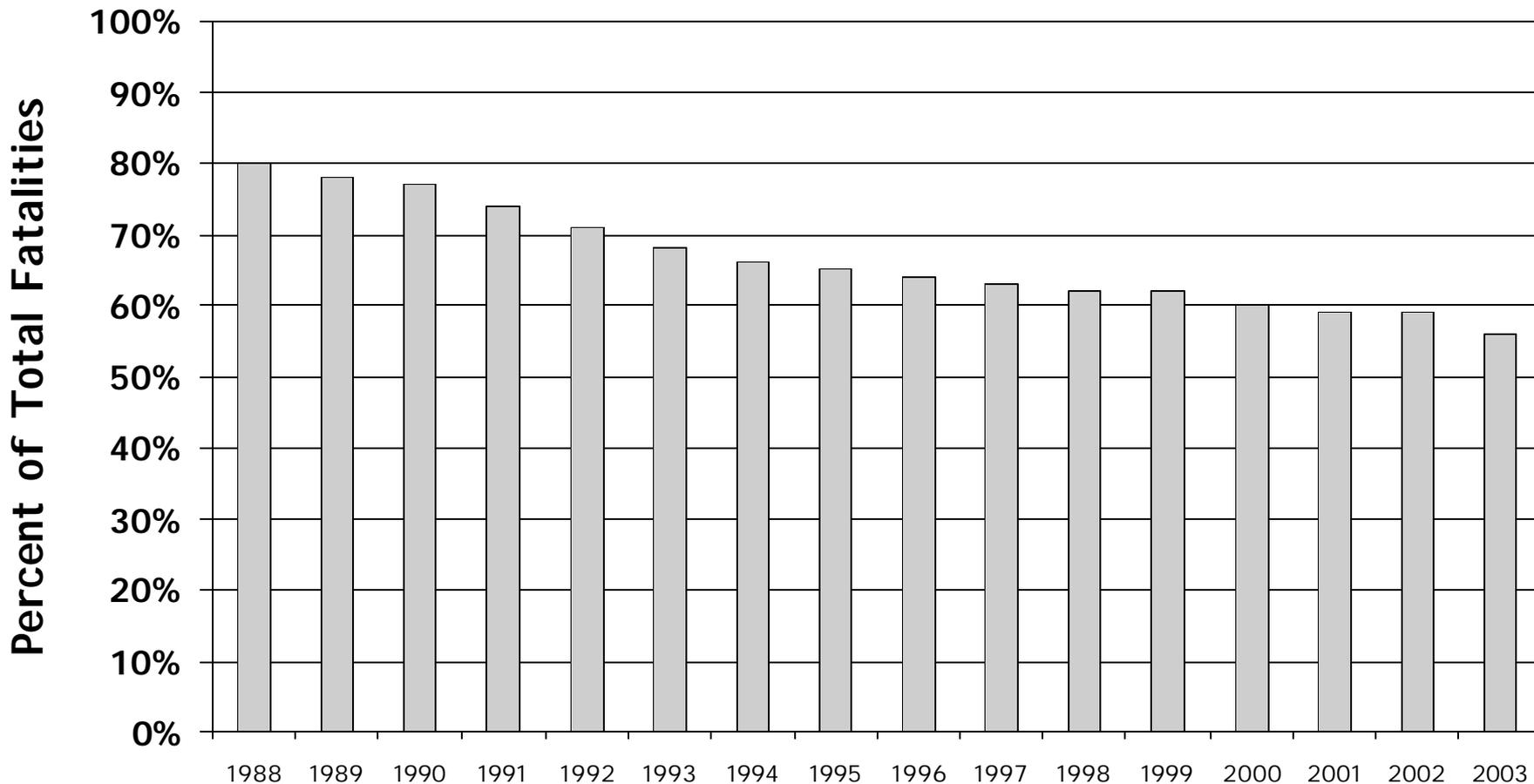
Source: FARS



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Percent of Total Passenger Vehicle Occupant Fatalities that were Unrestrained, by Year

National Center for Statistics & Analysis



Source: FARS

- **Nearly two-thirds (63%) of teen (ages 16-20) passenger vehicle occupants killed were unrestrained**

This compares to 55% of fatally injured adults 21 years of age or older who were unrestrained.



*Passenger Vehicle Occupant Fatalities Teens (16-20) and Adults (21+), by Restraint Use**

National Center for Statistics & Analysis



Restraint Use	Year			
	2002		2003	
Ages 16-20	5,655		5,240	
Restraint Used	2,003	35%	1,945	37%
Restraint Not Used	3,652	65%	3,295	63%
Ages 21 and older	25,333		24,815	
Restraint Used	10,716	42%	11,126	45%
Restraint Not Used	14,617	58%	13,688	55%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.

Note: Totals may not add due to rounding.

Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

**The Number of unrestrained
Passenger Vehicle Occupants
Killed
in Alcohol Related Crashes
Declined 2%**



*Passenger Vehicle Occupant Fatalities in Alcohol Related Crashes, by Restraint Use**

National Center for Statistics & Analysis



Restraint Use	Year			
	2002		2003	
Total	13,247		12,567	
Restraint Used**	3,724	28%	3,784	30%
Restraint Not Used	9,523	72%	8,782	70%

*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.

** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

The Total Number of Passenger Vehicle Occupants Killed in Rollover Crashes Declined



Passenger Vehicle Occupants Killed and Injured in Rollover Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Type of Vehicle	Year		% Change
	2002	2003	
Occupants Killed*	10,729	10,376	-3.3%
Passenger Cars	4,794	4,433	-7.5%
Vans	699	724	+3.6%
Minivans	489	507	+3.7%
Other Vans	210	217	+3.3%
SUVs	2,471	2,639	+6.8%
Pickup Trucks	2,755	2,569	-6.8%
Occupants Injured*	228,000	229,000	+0.4%
Passenger Cars	106,000	99,000	-6.6%
Vans	14,000	17,000	+21%
SUVs	58,000	67,000	+16%
Pickup Trucks	48,000	44,000	-8.3%

Note: Totals for injured may not add due to rounding. Percentages computed after rounding.

Changes in occupants injured are not statistically significant.

*Total Killed and injured includes Occupants of Other Light Trucks

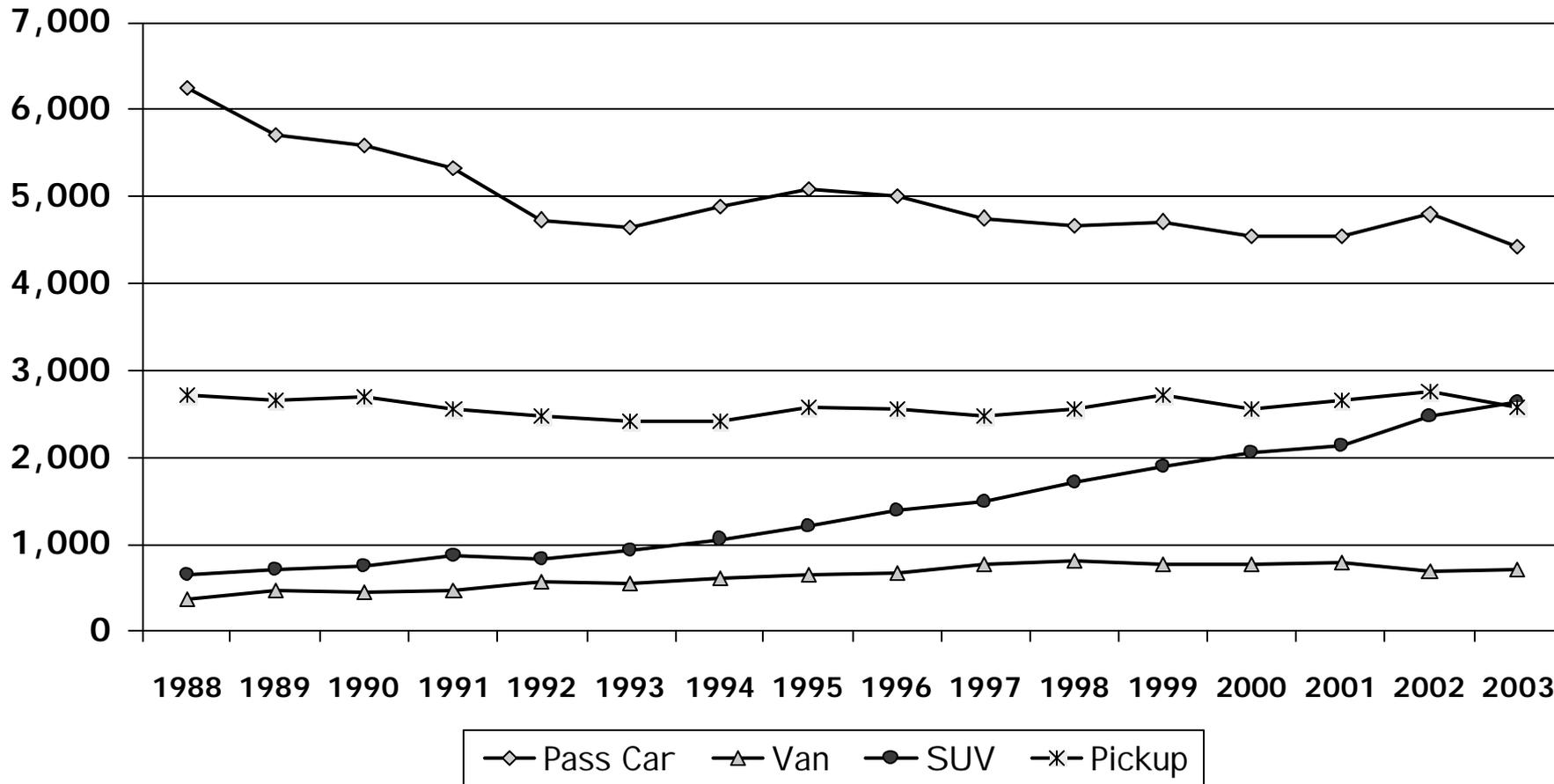
Source: FARS, NASS GES



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Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Vehicle and Year

National Center for Statistics & Analysis



Source: FARS

➤ **Passenger Vehicle Occupant Fatality Rates in Rollover Crashes per 100k Registered Vehicles declined for Passenger Cars, SUVs and Pickup Trucks**



Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, by Type of Vehicle

National Center for Statistics & Analysis

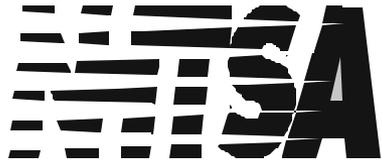


Type of Vehicle	2002	2003	% Change
All Passenger Vehicles**	5.06	4.79	-5.3%
Passenger Car	3.69	3.38	-8.4%
Van	3.83	3.93	+2.6%
Minivan	n/a	n/a	---
Other Van	n/a	n/a	---
SUV	10.22	9.75	-4.6%
Pickup Truck	7.18	6.60	-8.1%

**Includes Other Light Trucks

Source: FARS, Polk

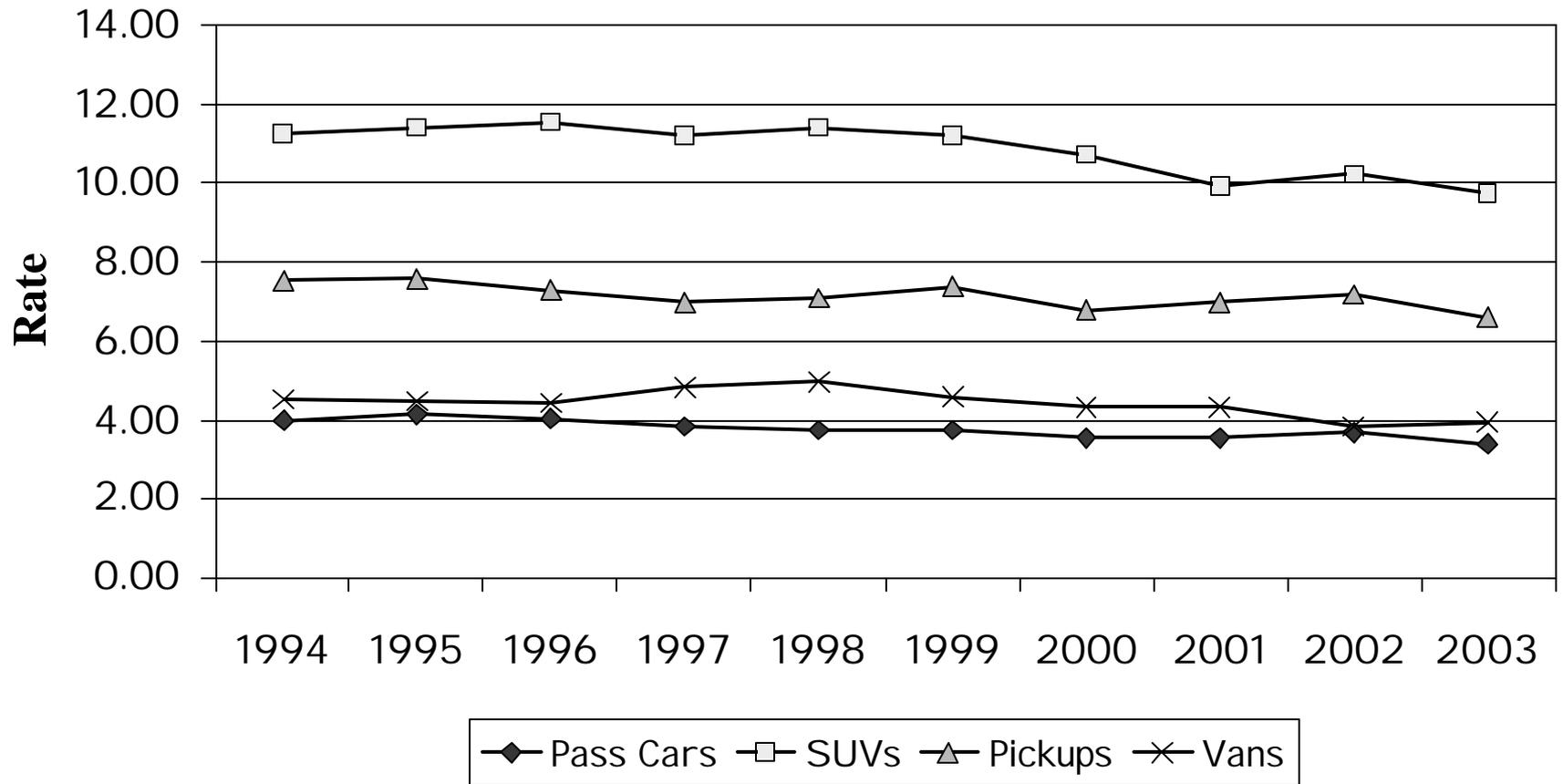
*Rate per 100,000 Registered Vehicles



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Passenger Vehicle Occupant Fatality Rate* in Rollover Crashes, by Type of Vehicle and Year

National Center for Statistics & Analysis



*Rate per 100,000 Registered Vehicles

Source: FARS, Polk

➤ **59% of SUV Occupant Fatalities occurred in Rollover Crashes**

The Type of Vehicle with the Next Highest Percentage (44%) was Pickup Trucks



Passenger Vehicle Occupants Killed and Injured, by Percent Rollover and Type of Vehicle

National Center for Statistics & Analysis



Vehicle Type	2002			2003		
	Rollover		Total	Rollover		Total
	Yes	No		Yes	No	
Occupants Killed						
Passenger Cars	23%	77%	20,569	23%	77%	19,460
Vans	33%	67%	2,109	35%	65%	2,066
SUVs	61%	39%	4,031	59%	41%	4,446
Pickup Trucks	45%	55%	6,100	44%	56%	5,904
Occupants Injured						
Passenger Cars	6%	94%	1,805,000	6%	94%	1,756,000
Vans	7%	93%	208,000	9%	91%	203,000
SUVs	18%	82%	315,000	20%	80%	338,000
Pickup Trucks	14%	86%	344,000	13%	87%	333,000

Note: Totals may not add due to rounding. Percentages computed after rounding. Changes in occupants injured are not statistically significant

Source: FARS, NASS GES

- **Passenger Vehicle Occupant Fatalities in Single Vehicle Rollover Crashes Increased for Vans and SUVs only**



Passenger Vehicle Occupants Killed in Single Vehicle Rollover Crashes, by Type of Vehicle

National Center for Statistics & Analysis



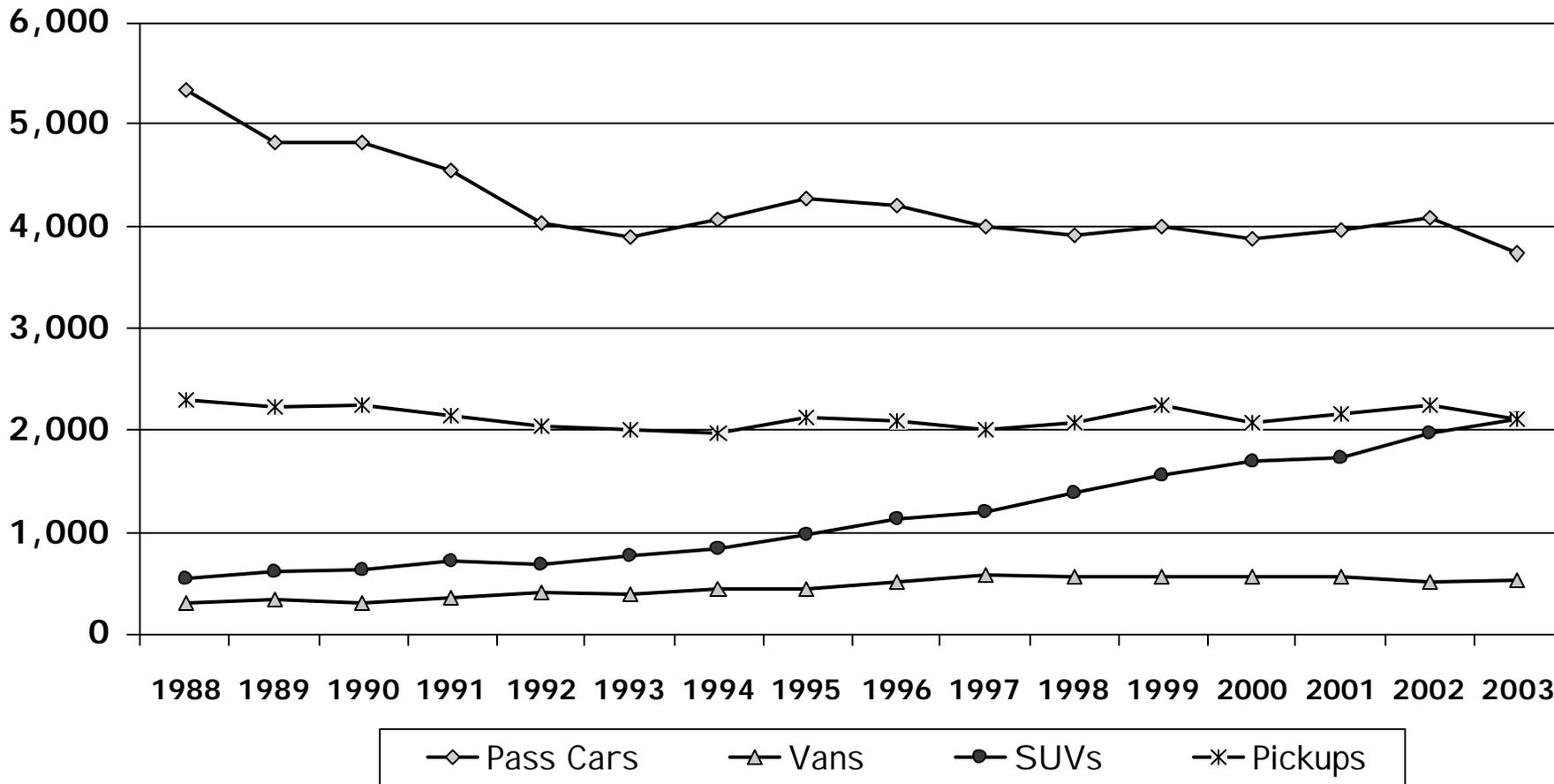
Type of Vehicle	Year		% Change
	2002	2003	
Occupants Killed	8,815	8,476	-3.8%
Passenger Cars	4,077	3,727	-8.6%
Vans	513	520	+1.4%
SUVs	1,974	2,102	+6.5%
Pickup Trucks	2,245	2,119	-5.6%

Total Killed includes Occupants of Other Light Trucks

Source: FARS

Passenger Vehicle Occupants Killed in Single Vehicle Rollover Crashes, by Type of Vehicle and Year

National Center for Statistics & Analysis



Source: FARS



Passenger Vehicle Occupants Killed in Single Vehicle Crashes by Percent Rollover and Type of Vehicle

National Center for Statistics & Analysis



Occupants Killed	2002			2003		
	Rollover		Total	Rollover		Total
	Yes	No		Yes	No	
Passenger Cars	45%	55%	9,013	45%	55%	8,356
Vans	54%	46%	948	59%	41%	887
SUVs	75%	25%	2,625	74%	26%	2,827
Pickup Trucks	61%	39%	3,673	60%	40%	3,536

Source: FARS



Agency Priority Vehicle Compatibility

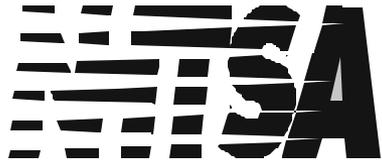
National Center for Statistics & Analysis



Two-Vehicle Crashes between Passenger Cars and LTVs

- **The Number of Passenger Car Occupant Fatalities in Two-Vehicle Crashes with a LTV (Pickup Truck, Van or SUV) decreased**

The Number of Fatalities in LTVs in these crashes also declined



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Occupants Killed and Injured in Two Vehicle Crashes Involving a Passenger Car and a LTV*

National Center for Statistics & Analysis



	Year		% Change
	2002	2003	
Fatal Crashes			
Killed in PC	4,513	4,481	-0.7%
Killed in LTV*	1,136	1,098	-3.3%
Injury Crashes			
Injured in PC	440,000	443,000	+0.7%
Injured in LTV*	295,000	298,000	+1.0%

Changes within injury crashes are not statistically significant.

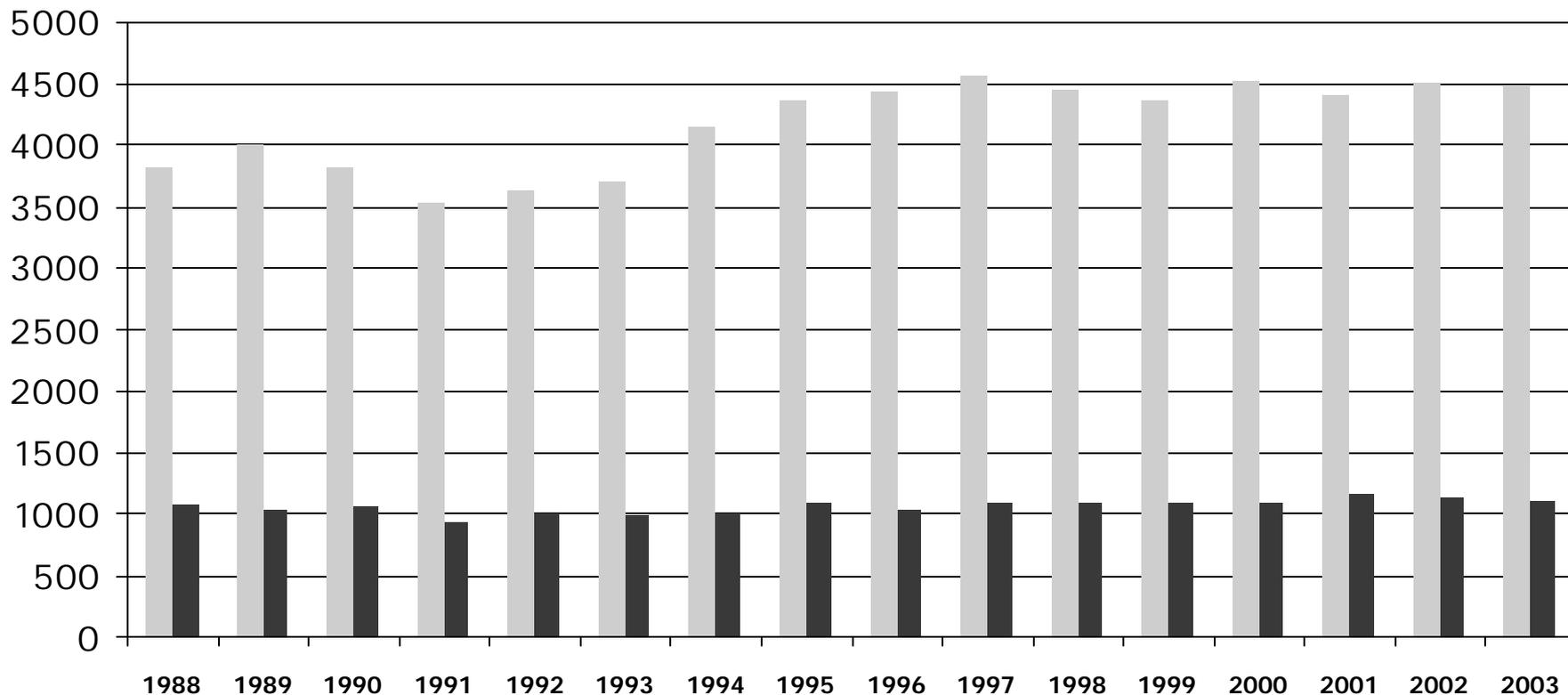
Sources: FARS, NASS GES

*LTV = Pickup Truck, Van, and Sport Utility Vehicle



Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Year

National Center for Statistics & Analysis



*LTV = Pickup Truck, Van, and Sport Utility Vehicle



Source: FARS

Two-vehicle crashes involving a passenger car and a LTV ...*

- In a head-on collision, 3.3 times as many passenger car occupants were killed as LTV occupants.
- When a LTV was struck in the side by a passenger car, 1.5 times as many LTV occupants were killed as passenger car occupants.
- When a passenger car was struck in the side by a LTV, 24 times as many passenger car occupants were killed as LTV occupants.

*Include pickup truck, SUV and Van



Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV, by Collision Type

National Center for Statistics & Analysis



	Year		% Change
	2002	2003	
Head-on Collisions			
Killed in PC	1,613	1,560	-3.3%
Killed in LTV	486	470	-3.3%
Passenger Car Front Strikes LTV Side			
Killed in PC	231	210	-9.1%
Killed in LTV	295	318	7.8%
LTV Front Strikes Passenger Car Side			
Killed in PC	2,213	2,299	3.9%
Killed in LTV	104	96	-7.7%

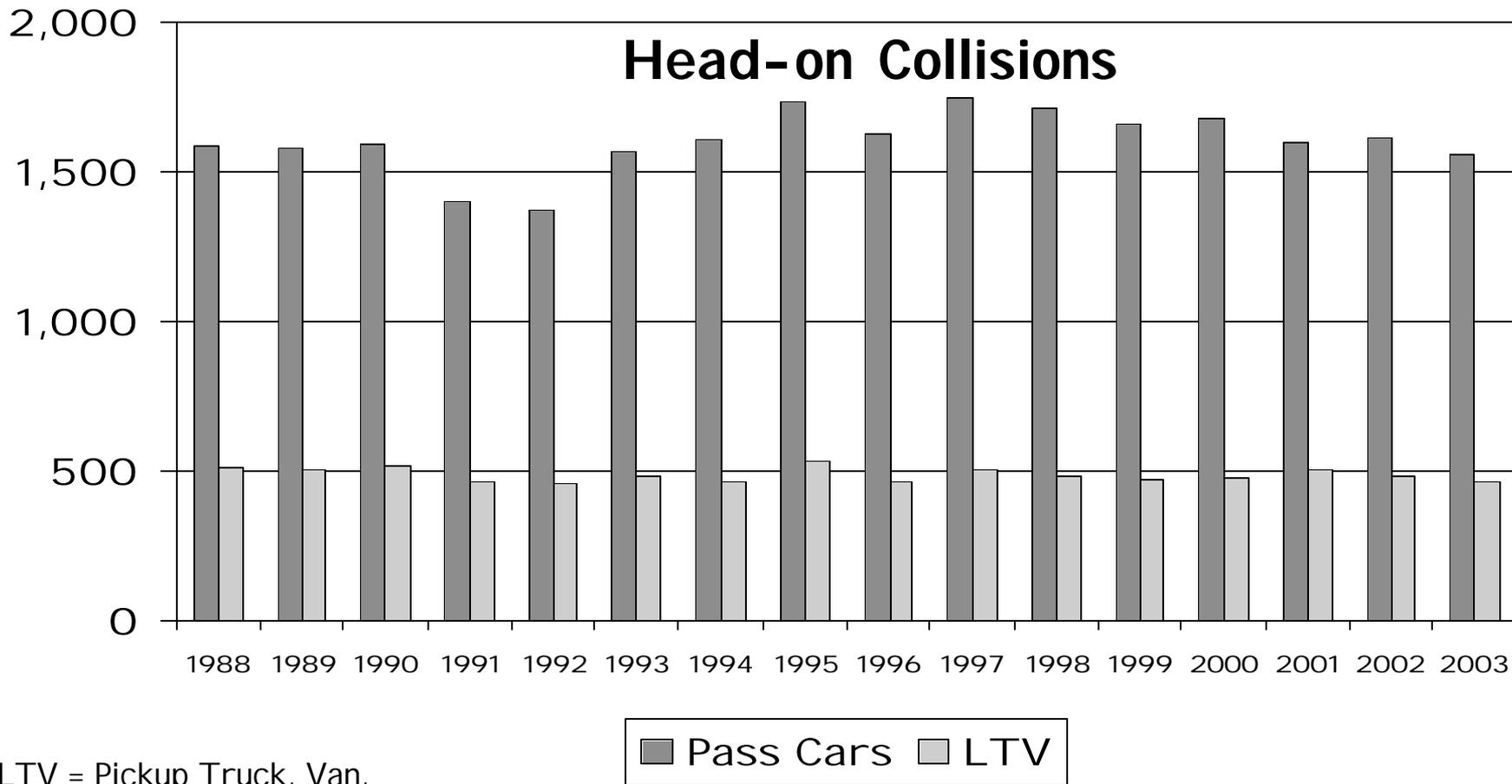
PC = Passenger Car

LTV = Light Trucks which include Pickup Trucks, Vans, and Sport Utility Vehicles

Sources: FARS

Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Year

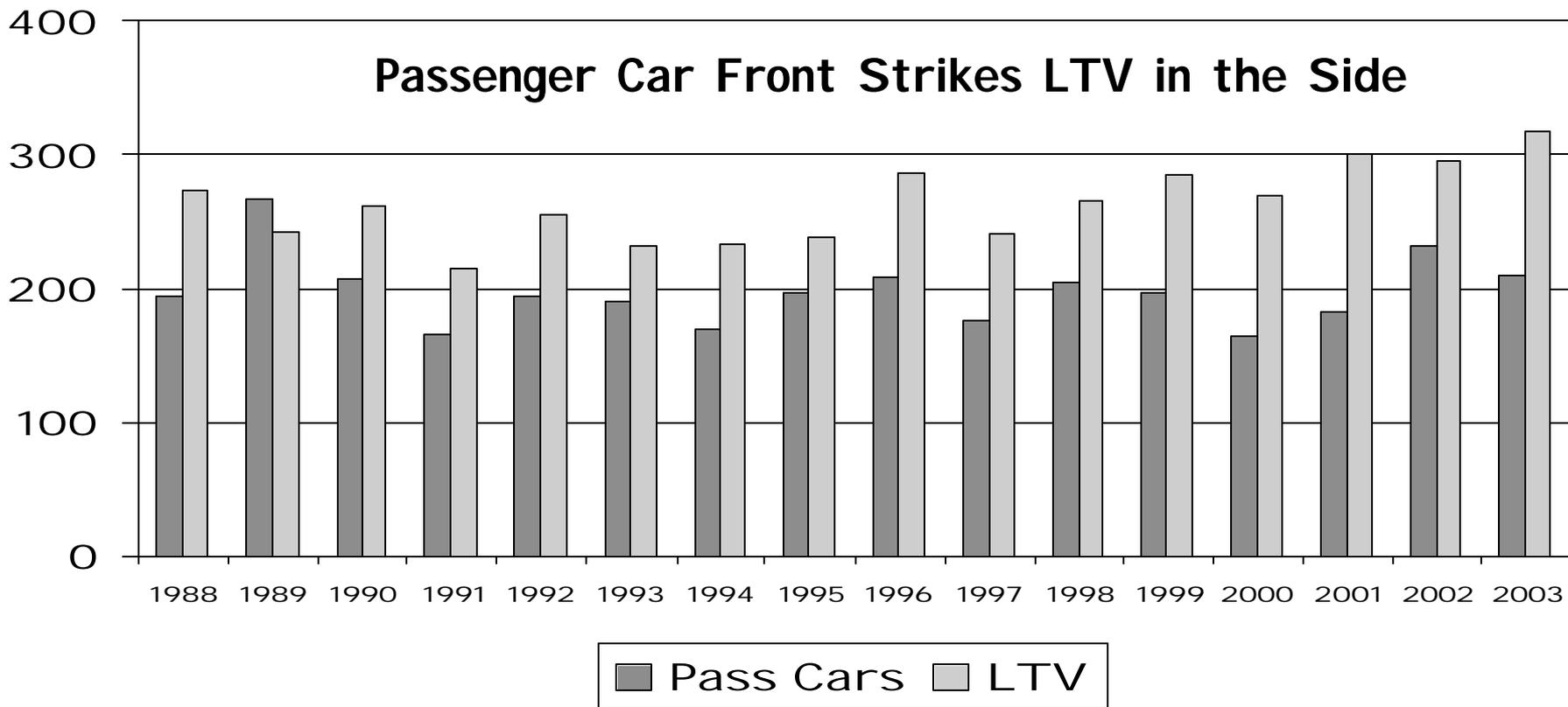
National Center for Statistics & Analysis 



Source: FARS

Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Year

National Center for Statistics & Analysis 



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

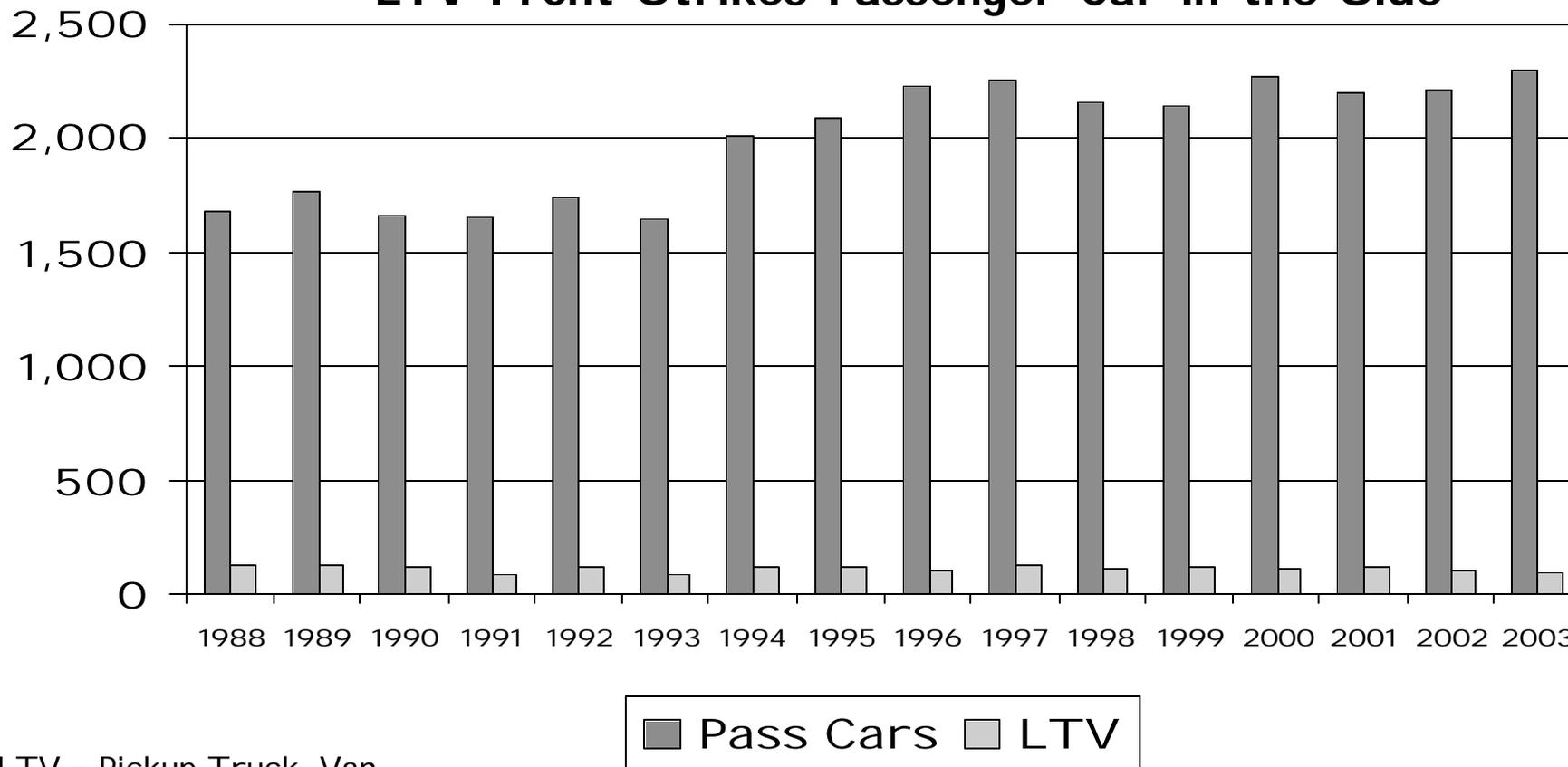
Source: FARS

Occupants Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV*, by Year

National Center for Statistics & Analysis



LTV Front Strikes Passenger Car in the Side



*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Source: FARS

Other Focus Areas

Motorcycles

Large Trucks

Non-Occupants

Children and Youth

Young Drivers

➤ **Motorcycle Rider Fatalities**
Increased 6th Year in a Row
Compared to 1997, an increase of
73% -- 1,545 more Fatalities

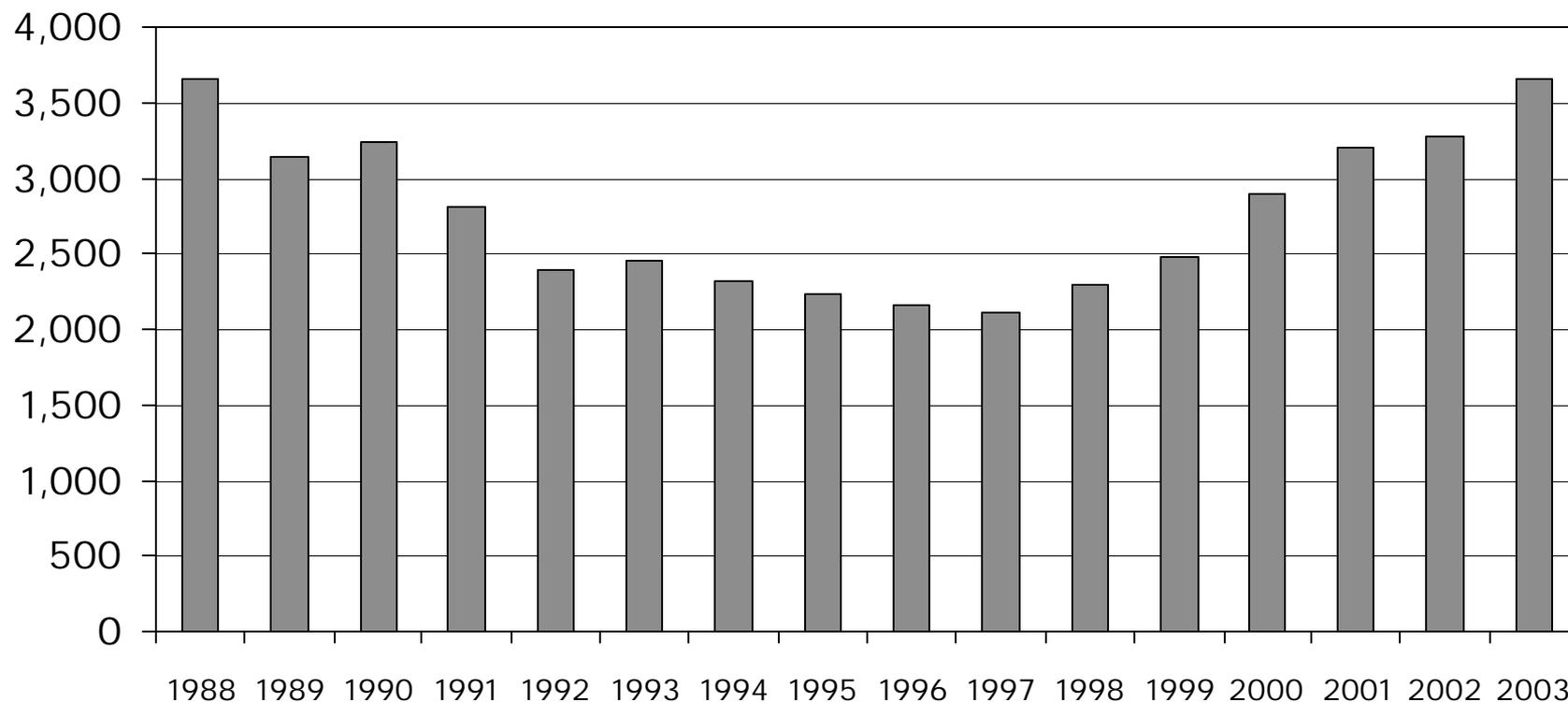
- ◆ Reaching the levels last seen in 1988
- ◆ 2nd largest percentage increase since 1988



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Motorcycle Riders Killed by Year

National Center for Statistics & Analysis



Source: FARS

- **Motorcycle rider fatalities increased to 8.6% of all motor vehicle traffic crash fatalities**

Total vs. Motorcycle Rider Fatalities by Year, 1997-2003

National Center for Statistics & Analysis

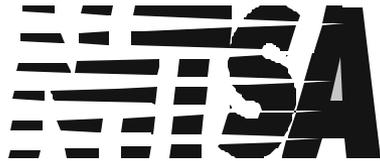


Fatalities	Year						
	1997	1998	1999	2000	2001	2002	2003
Total	42,013	41,501	41,717	41,945	42,196	43,005	42,643
Change	---	-512	+216	+228	+251	+809	-362
Motorcycle Riders	2,116	2,294	2,483	2,897	3,197	3,270	3,661
Change	---	+178	+189	+414	+300	+73	+391
Percent of all Fatalities	5.0%	5.5%	6.0%	6.9%	7.6%	7.6%	8.6%

Source: FARS

- **Since 1997, increases in motorcycle rider fatalities have exceeded increases in exposure as reflected in fatality rates.**

2003 exposure data not yet available.



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Motorcycle Rider Fatality Rates, by Year, 1997-2003

National Center for Statistics & Analysis



Rate	Year						
	1997	1998	1999	2000	2001	2002	2003*
Motorcycle Riders Killed	2,116	2,294	2,483	2,897	3,197	3,270	3,661
/100M VMT	20.99	22.31	23.46	27.67	33.17	34.23	-
/100K Reg. Vehicles	55.30	59.13	59.80	66.66	65.20	65.35	-

*2003 VMT and registered vehicle data not available. Source: FARS

- **Motorcycle rider fatalities increased for every age group**

The largest percentage increase was in the under 20 age group, followed by the 40 and over age groups



Motorcycle Riders Killed, by Age Group

National Center for Statistics & Analysis



Age Group	Year		Change	% Change
	2002	2003		
Under 20	177	224	+47	+27%
20-29	866	937	+71	+8.2%
30-39	781	824	+43	+5.5%
40-49	770	894	+124	+16%
50+	674	780	+106	+16%
Unknown	2	2	--	--
Total	3,270	3,661	+391	+12%

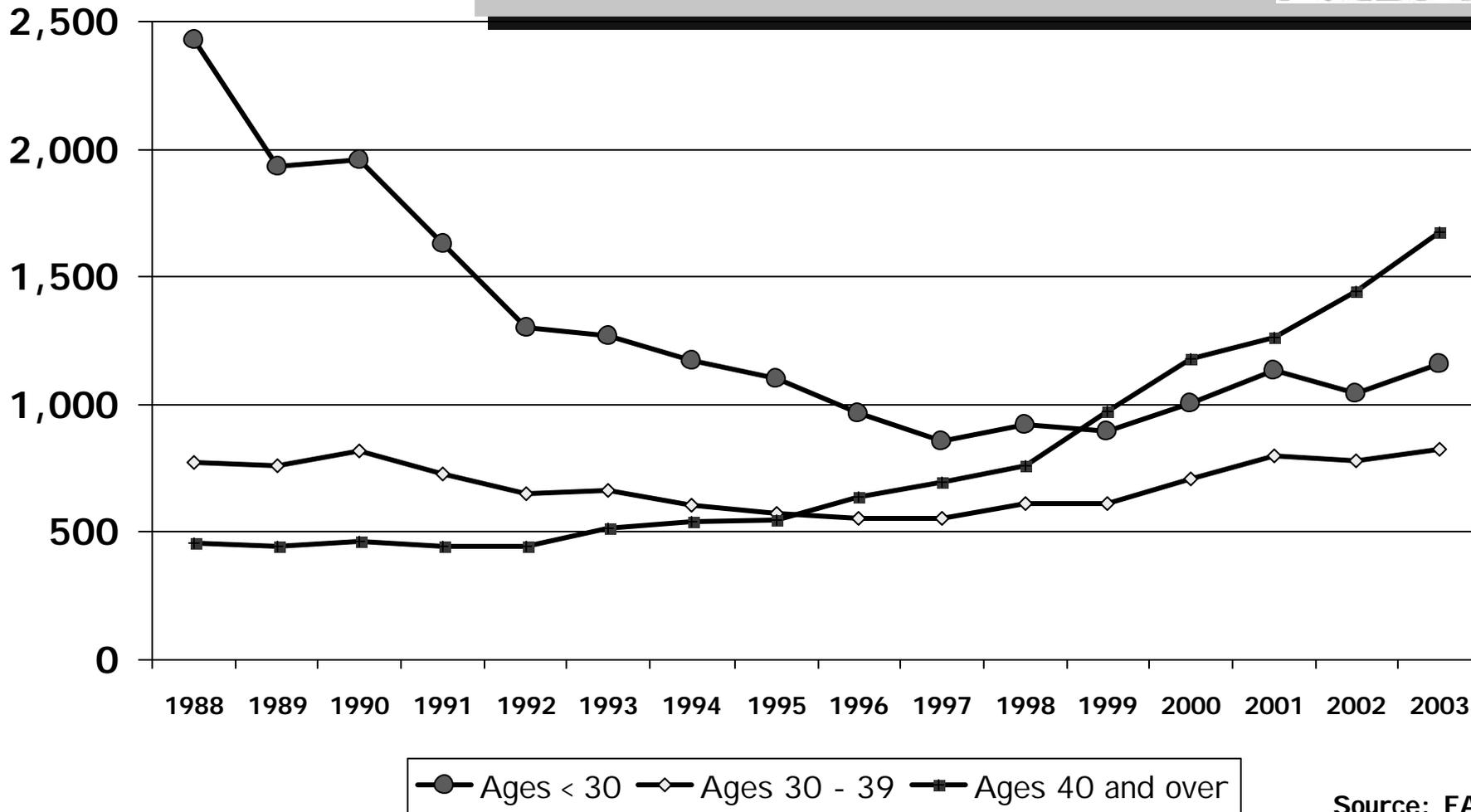
Source: FARS



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Number of Motorcycle Riders Killed, by Age Group, by Year

National Center for Statistics & Analysis



Source: FARS

- **Almost three-fourths of the fatally injured motorcycle riders were not wearing a helmet in states without universal helmet laws compared to 15% in states with universal helmet laws.**



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Fatally Injured Motorcycle Riders in States where Helmet Use is Required vs. Not Required

National Center for Statistics & Analysis



	Year			
	2002		2003	
Total in states with Universal Helmet Laws	1,482	100%	1,584	100%
Helmeted	1,224	83%	1,345	85%
Not Helmeted	258	17%	239	15%
Total in states without Universal Helmet Laws	1,788	100%	2,077	100%
Helmeted	481	27%	611	29%
Not Helmeted	1,307	73%	1,466	71%

Motorcycle rider fatalities whose helmet use was unknown were distributed proportionally to the known use categories. Total fatalities may not add due to rounding.

Source: FARS

- The number of persons killed in crashes involving large trucks increased by 1%
 - Truck occupant fatalities increased by almost 5%

- Fatalities in large truck crashes increased for the first time since 1997



Persons Killed in Large Truck Crashes, by Type

National Center for Statistics & Analysis



Type	Year		% Change
	2002	2003	
Truck Occupants	689	723	+4.9%
Single Vehicle	449	456	+1.6%
Multiple Vehicle	240	267	+11%
Other Vehicle Occupants	3,886	3,879	-0.2%
Non-Occupants	364	384	+5.5%
<i>Total</i>	4,939	4,986	+1.0%

Source: FARS



Large Truck Occupant Fatalities by Person Type and Restraint Use*

National Center for Statistics & Analysis



Restraint Use	Year			
	2002		2003	
Occupants Killed	689		723	
Driver	592		620	
Restraint Used**	196	33%	245	40%
Restraint Not Used	396	67%	375	60%
Passenger	97		103	
Restraint Used**	14	15%	11	11%
Restraint Not Used	83	85%	92	89%

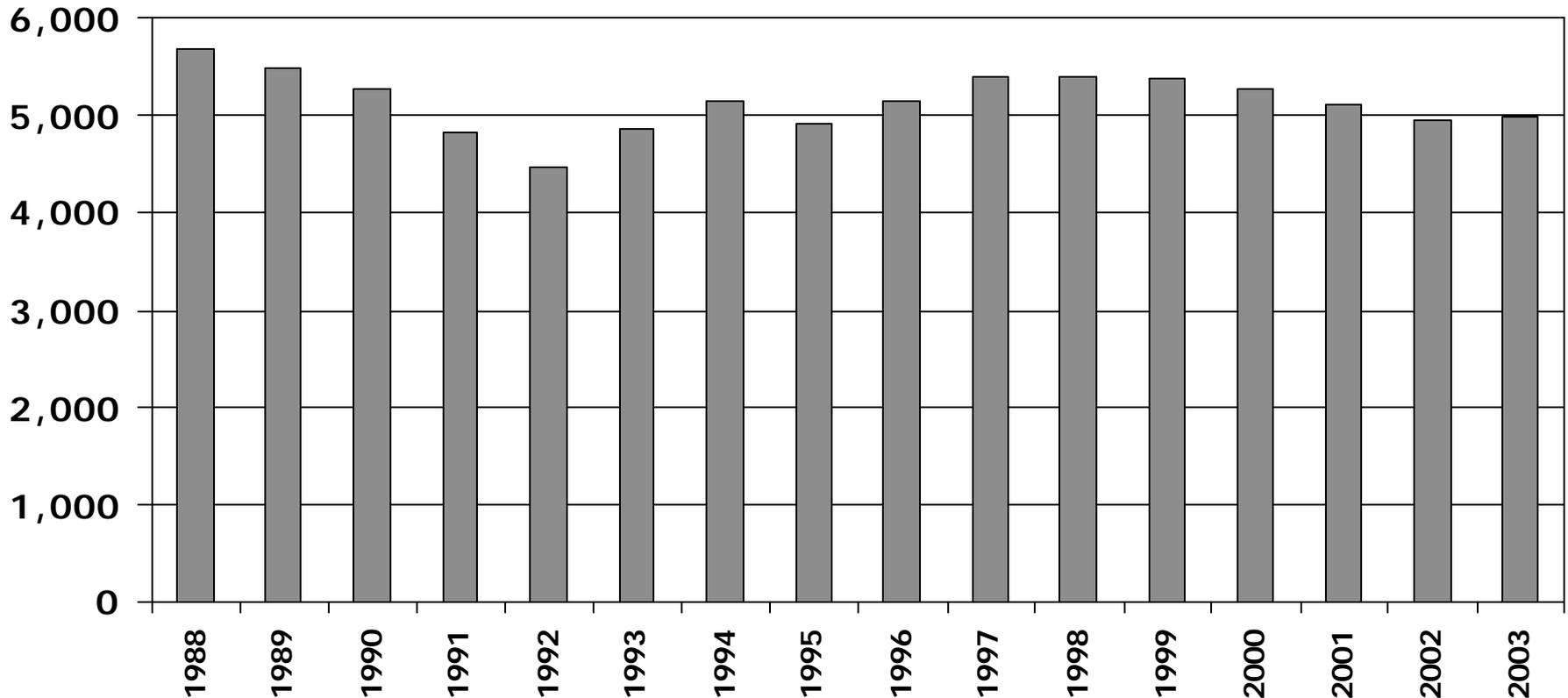
*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.

** Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS

Persons Killed in Large Truck Crashes, by Year

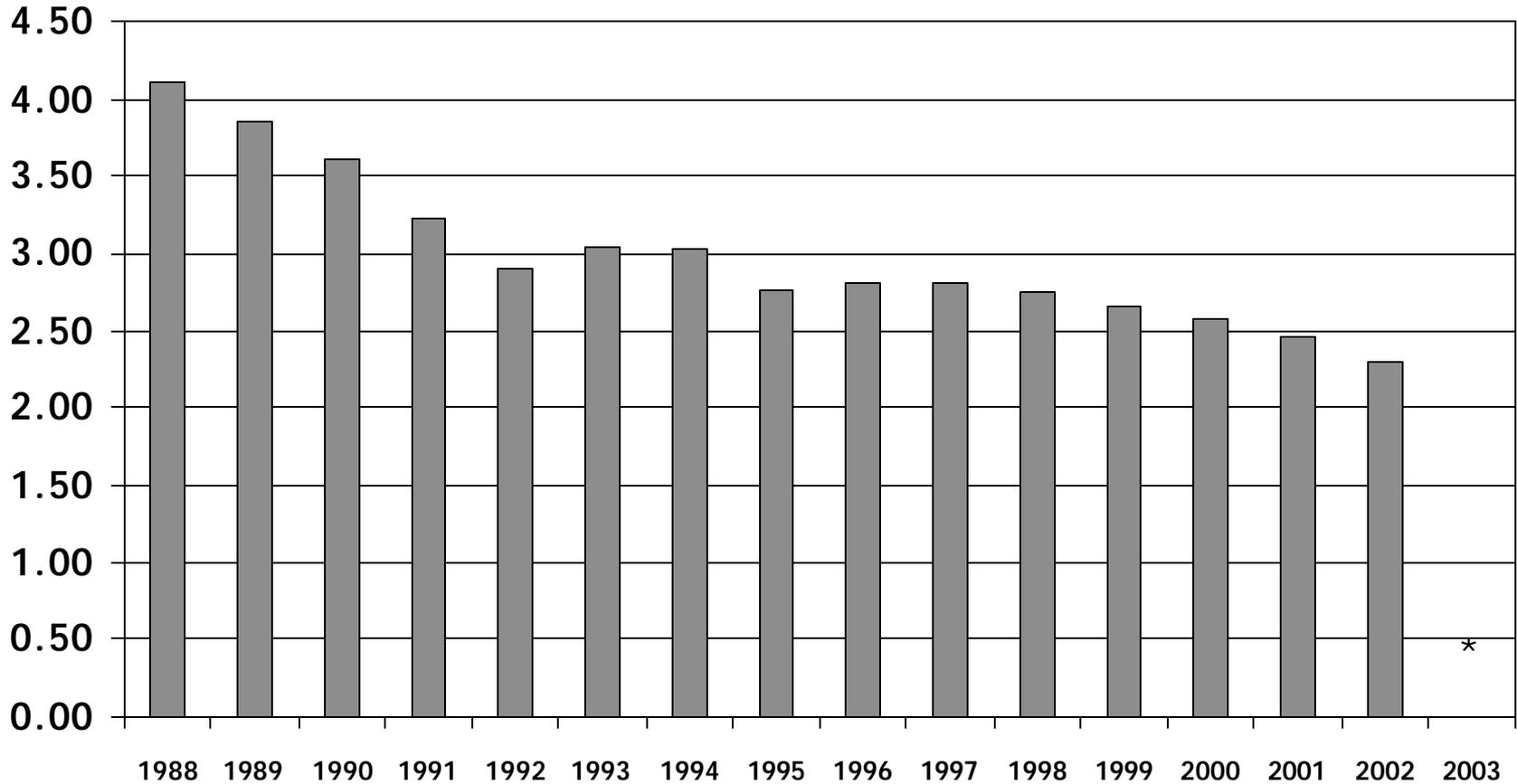
National Center for Statistics & Analysis



Source: FARS

Fatality Rate* in Large Truck Crashes, by Year

National Center for Statistics & Analysis



*Per 100M Large Truck VMT. 2003 VMT not available.

Source: FARS



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Persons Injured in Large Truck Crashes, by Type

National Center for Statistics & Analysis

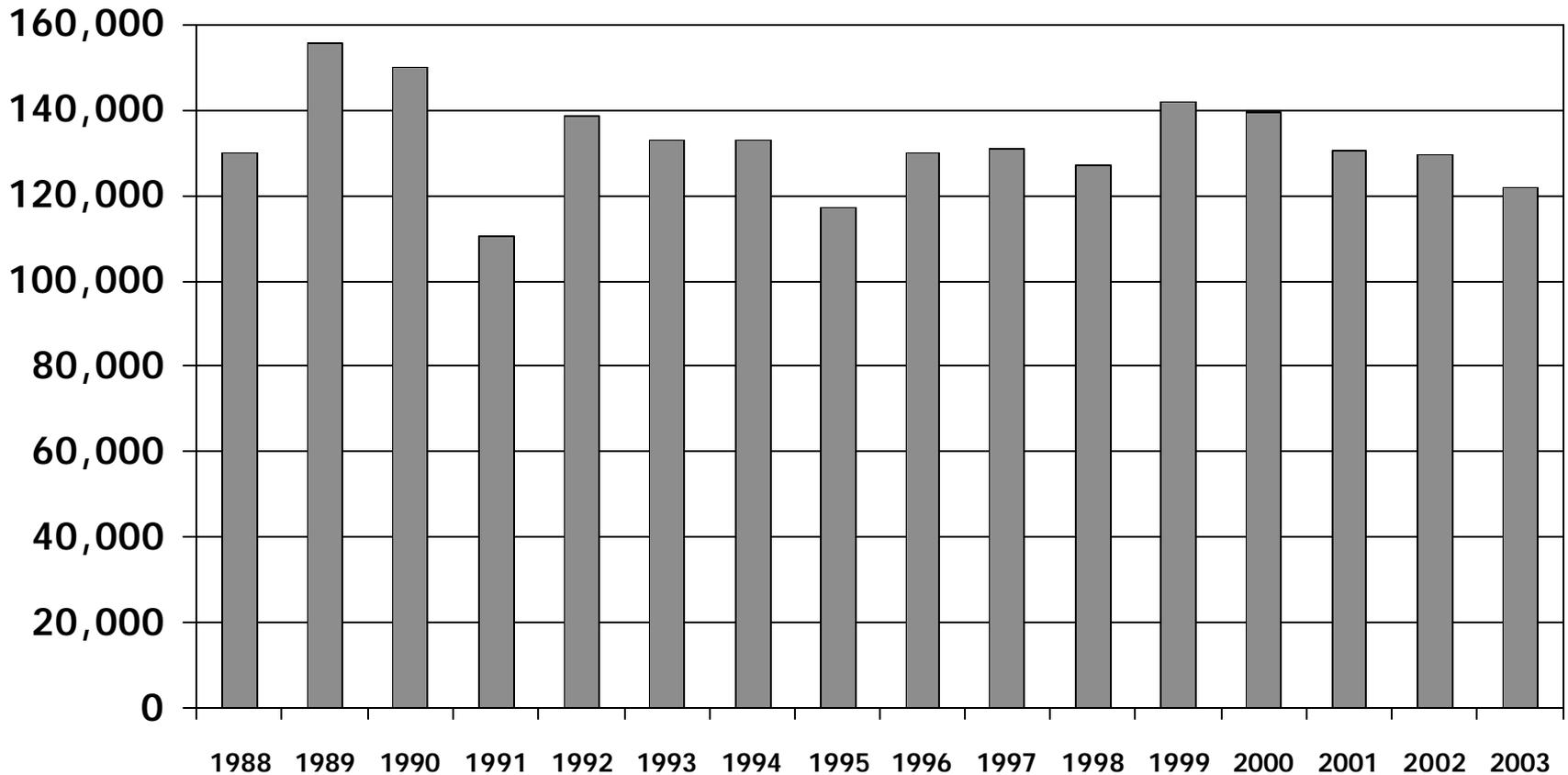


Type	Year		% Change
	2002	2003	
Truck Occupants	26,000	27,000	+3.8%
Single Vehicle	12,000	11,000	-8.3%
Multiple Vehicle	14,000	16,000	+14%
Other Vehicle Occupants	100,000	92,000	-8.0%
Non-Occupants	4,000	3,000	-25%
Total	130,000	122,000	-6.2%

Note: Totals may not add due to rounding. Percentages computed after rounding. Source: NASS GES
Changes are not statistically significant.

Persons Injured in Large Truck Crashes, by Year

National Center for Statistics & Analysis



Source: NASS GES

- **The Number of Non-Occupants Killed or Injured Decreased**
 - **Pedestrians: -102**
 - **Pedalcyclists: -43**

Non-Occupants Killed or Injured, by Type

National Center for Statistics & Analysis



Type	Year		% Change
	2002	2003	
Non-Occupants Killed	5,630	5,511	-2.1%
Pedestrians	4,851	4,749	-2.1%
Pedalcyclists	665	622	-6.5%
Others *	114	140	+23%
Non-Occupants Injured	126,000	124,000	-1.6%
Pedestrians	71,000	70,000	-1.4%
Pedalcyclists	48,000	46,000	-4.2%
Others *	7,000	8,000	+14%

Changes in non-occupants injured are not statistically significant.

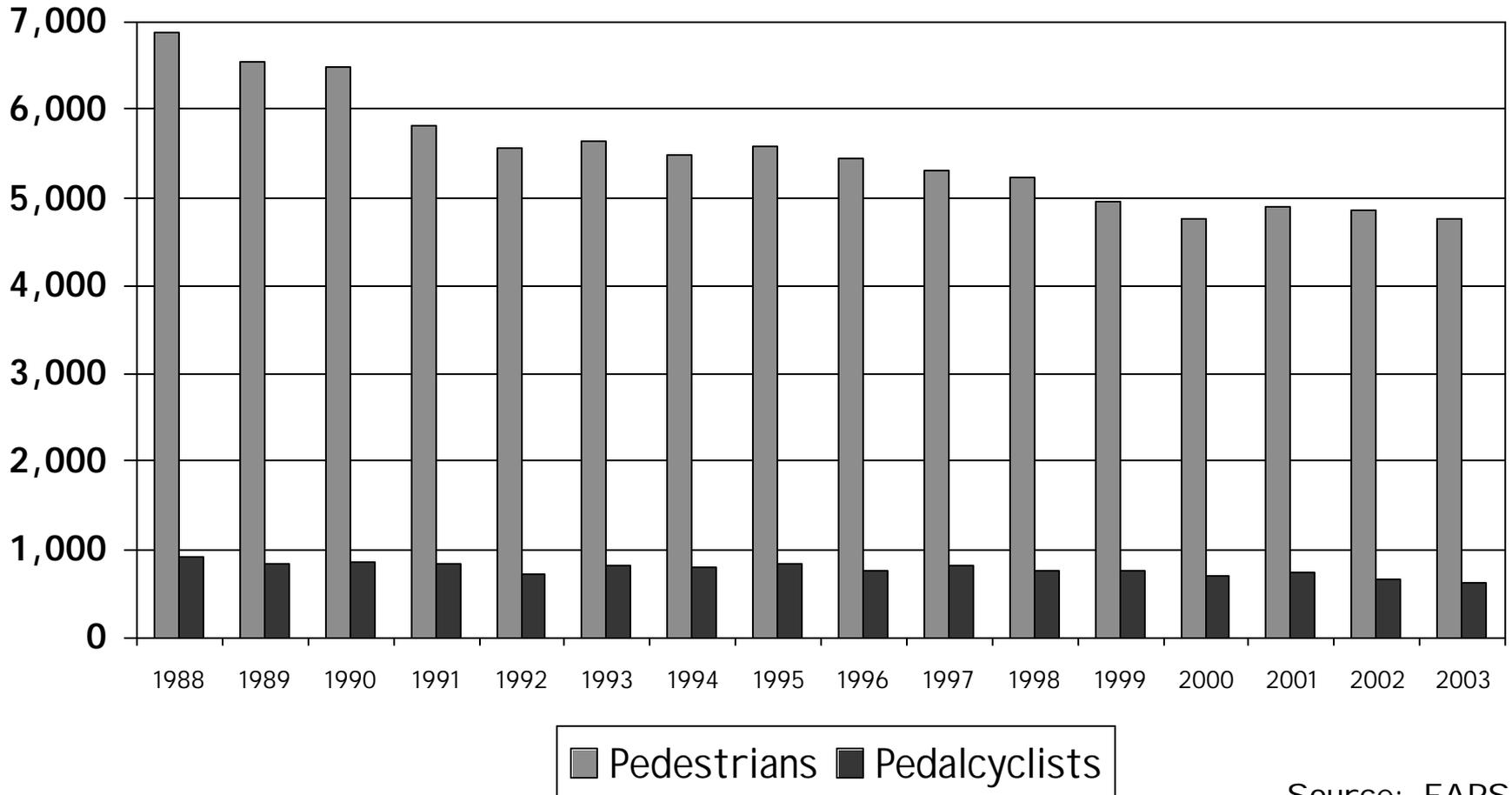
Source: FARS, NASS GES

Note: Totals may not add due to rounding. Percentages computed after rounding.

*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

Pedestrians and Pedalcyclists Killed, by Year

National Center for Statistics & Analysis



Source: FARS

- **Fatalities for Children Ages 0 - 3 remained the same**
- **Fatalities are still below 500 an all time low**

Children, Under Age 4, Killed or Injured, by Role

National Center for Statistics & Analysis



Role	Year		% Change (^= statistically significant)
	2002	2003	
Killed	494	494	0%
Occupants	387	391	+1.0%
Non-Occupants	107	103	-3.7%
Injured	48,000	49,000	+2.1%
Occupants	46,000	47,000	+2.2%
Non-Occupants	2,000	2,000	0%

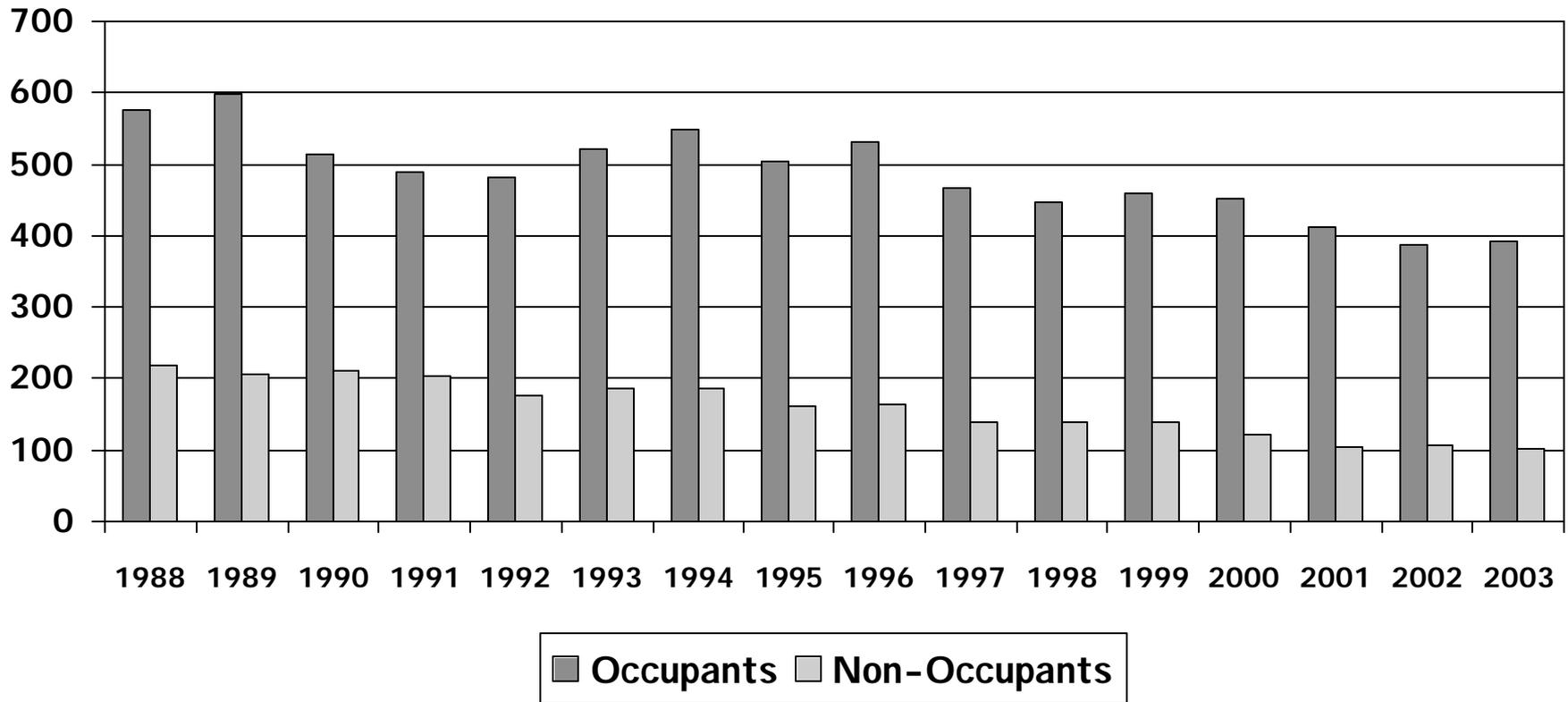
Changes in persons injured are not statistically significant.

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: FARS, NASS GES

Children, Under Age 4, Killed, by Year and Role

National Center for Statistics & Analysis



Source: FARS

- **Fatalities for Children Ages 4 - 7 Declined (by 1.7%)**
- **Fatalities remained below 500**
- **Vehicle occupant fatalities increased while non-occupant fatalities decreased**

Children, Ages 4-7, Killed or Injured, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2002	2003	
Killed	480	472	-1.7%
Occupants	333	350	+5.1%
Non-Occupants	147	122	-17%
Injured	66,000	60,000	-9.1%
Occupants	58,000	53,000	-8.6%
Non-Occupants	8,000	7,000	-13%

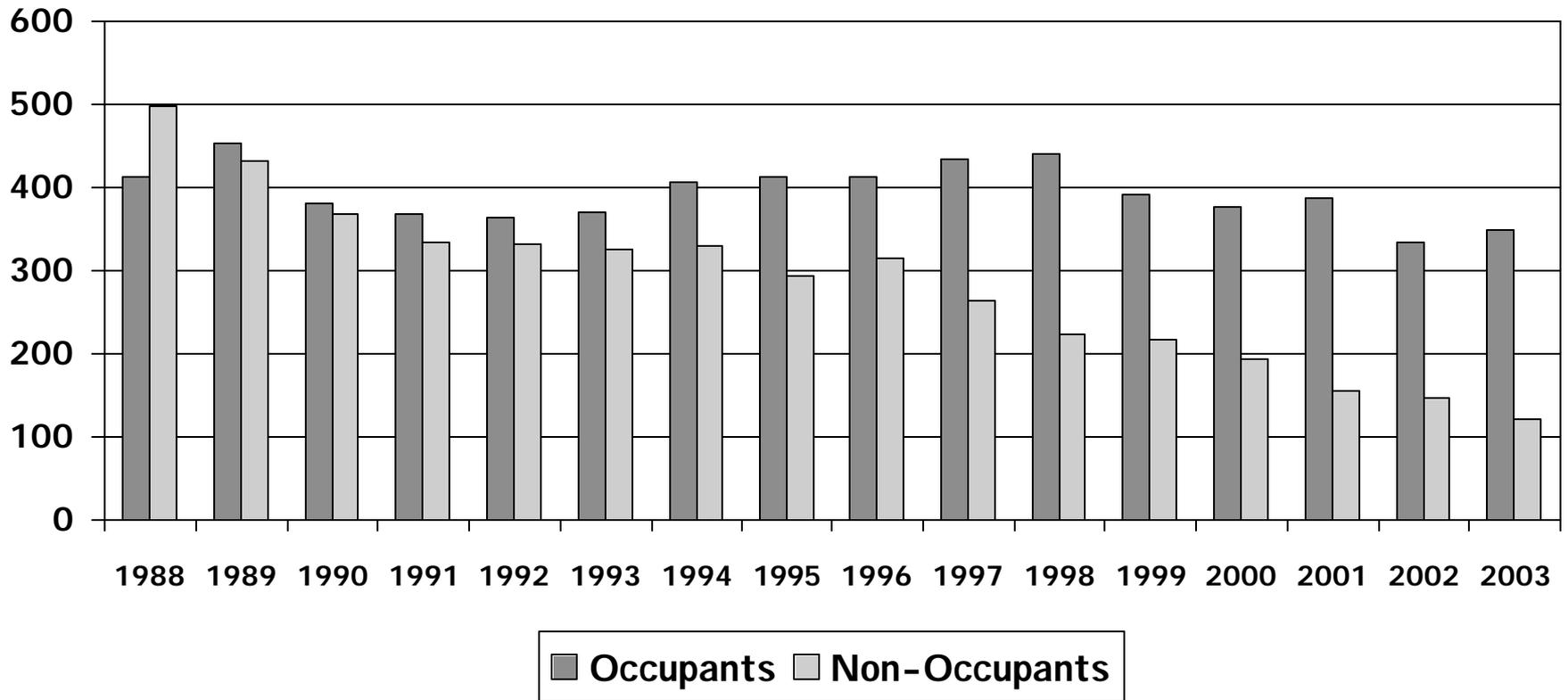
Changes in persons injured are not statistically significant.

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: FARS, NASS GES

Children, Ages 4-7, Killed, by Year and Role

National Center for Statistics & Analysis



Source: FARS

- **Fatalities for Children and Youth, Ages 8 - 15, who were Non-Occupants Increased by 6.5%**



Children and Youth, Ages 8-15, Killed or Injured, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2002	2003	
Killed	1,576	1,604	+1.8%
Occupants	1,208	1,212	+0.3%
Non-Occupants	368	392	+6.5%
Injured	189,000	182,000	-3.7%
Occupants	160,000	153,000	-4.4%
Non-Occupants	29,000	29,000	0%

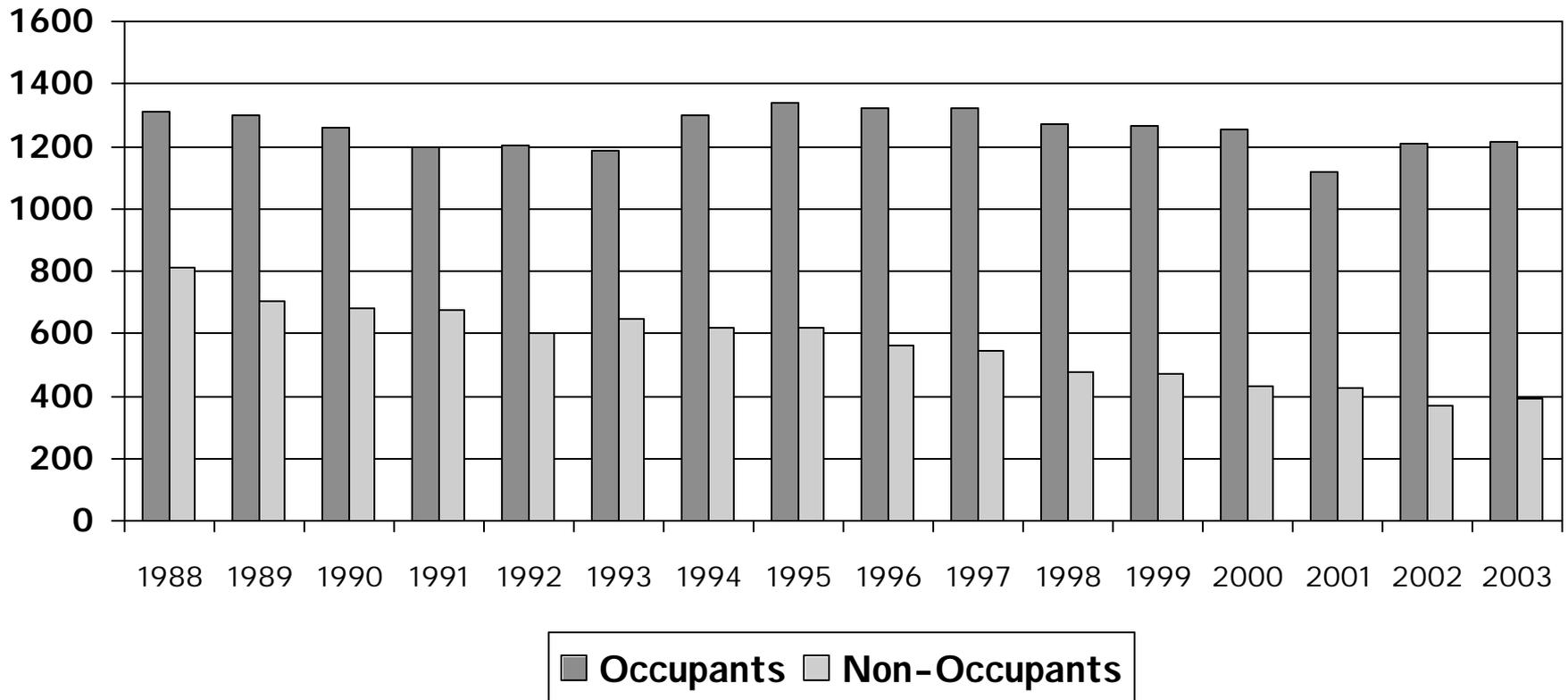
Changes in persons injured are not statistically significant.

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: FARS, NASS, GES

Children and Youth, Ages 8-15, Killed, by Year and Role

National Center for Statistics & Analysis



Source: FARS

- **The Number of Young Drivers (Ages 16 - 20) Killed Declined by 4.4%**

- **And Fatal Crash Involvements of Young Drivers Decreased**



People Saving People

Number of Crashes and Persons Killed in Crashes Involving Young Drivers (Ages 16-20)

National Center for Statistics & Analysis



Crashes or Persons Killed	Year		% Change
	2002	2003	
Crashes			
Fatal	7,782	7,353	-5.5%
Injury	519,000	538,000	+3.7%
PDO	1,111,000	1,212,000	+9.1%
Persons Killed			
Young Drivers	3,734	3,571	-4.4%
Male	2,682	2,583	-3.7%
Female	1,052	988	-6.1%
Passengers*	2,481	2,292	-7.6%
All Others	2,813	2,592	-7.9%

Changes in Property-Damage-Only (PDO) crashes are statistically significant at 95% confidence intervals.

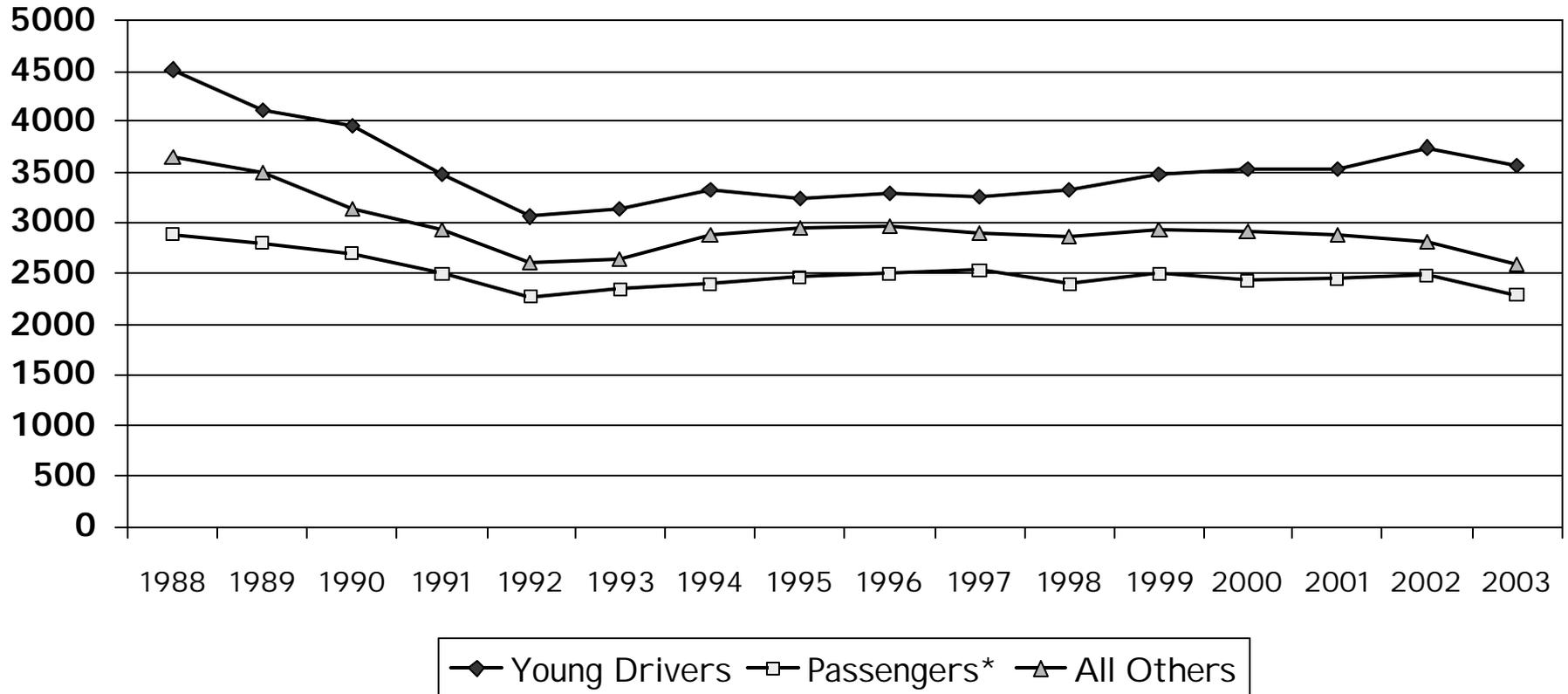
Changes in Injury crashes are not statistically significant.

*In vehicles with young drivers

Source: FARS, NASS GES

Persons Killed in Crashes Involving Young Drivers (Ages 16-20), by Year and Role

National Center for Statistics & Analysis

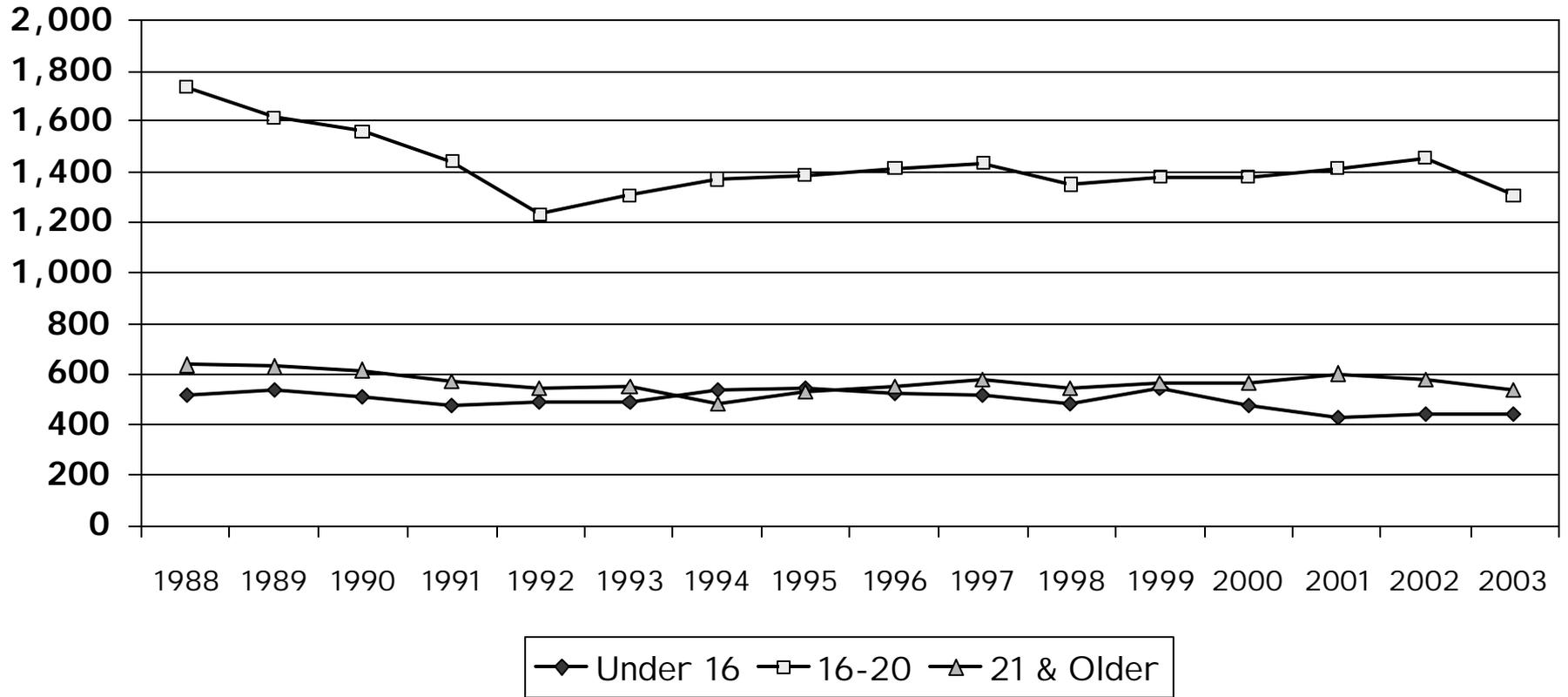


* In vehicles with young drivers

Source: FARS

Passenger Fatalities in Vehicles Driven by a 16-20 Year Old, by Year and Age of Passenger

National Center for Statistics & Analysis



Source: FARS



2003 Annual Assessment

National Center for Statistics & Analysis



Day/Night

- **Nighttime fatalities decreased by nearly 3% while daytime fatalities increased by nearly 1%**



People Saving People

Fatalities by Day/Night

National Center for Statistics & Analysis



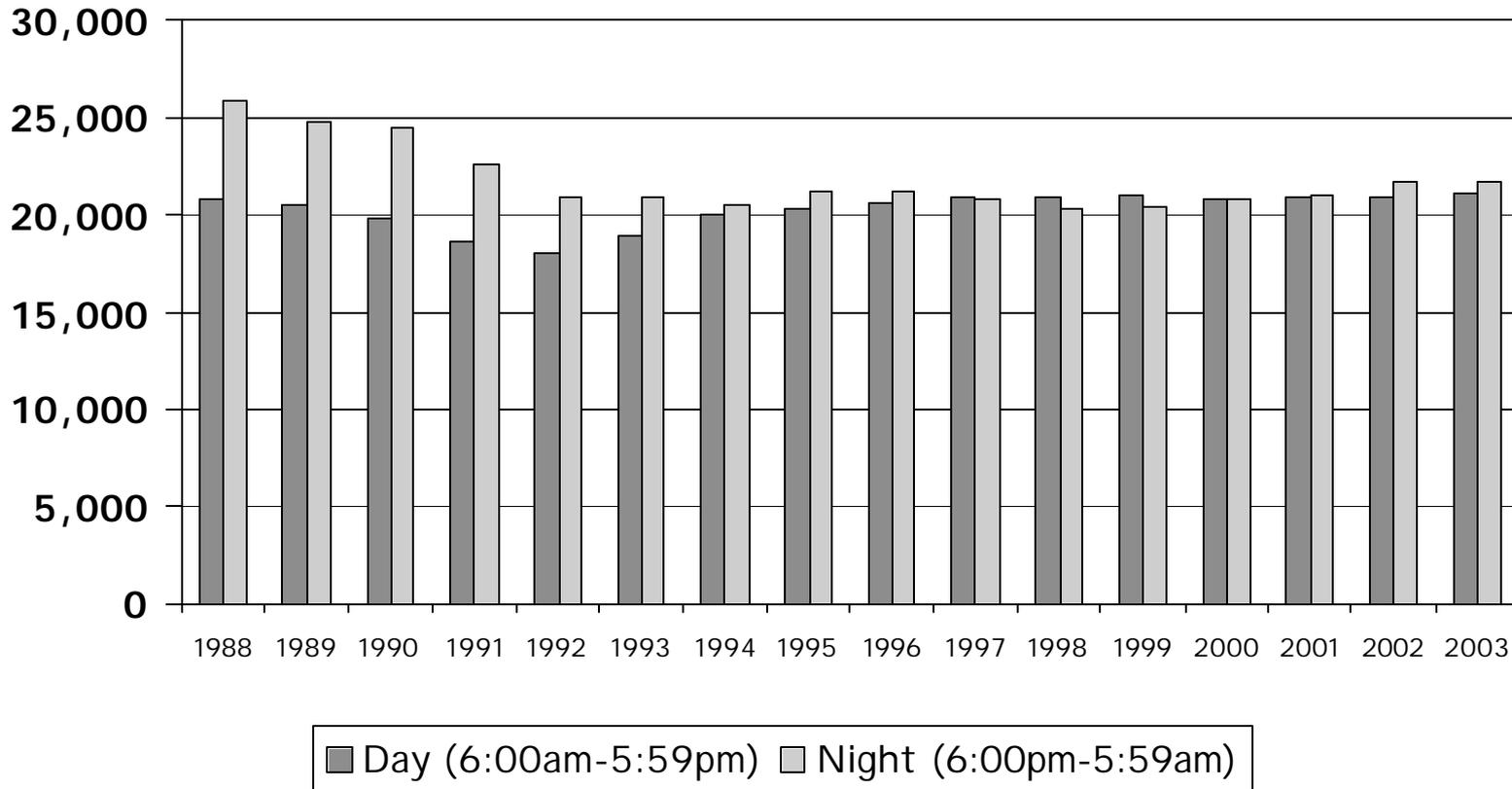
Time of Day	Year		% Change
	2002	2003	
Day	20,922	21,080	+0.8%
Night	21,724	21,129	-2.7%
Total*	43,005	42,643	-0.8%

* Total includes unknown time of day.

Source: FARS

Persons Killed in Crashes, by Year and Time of Day

National Center for Statistics & Analysis



Source: FARS



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Male/Female

- **Fatalities declined for both males and females**

Fatalities in Traffic Crashes, by Gender

National Center for Statistics & Analysis

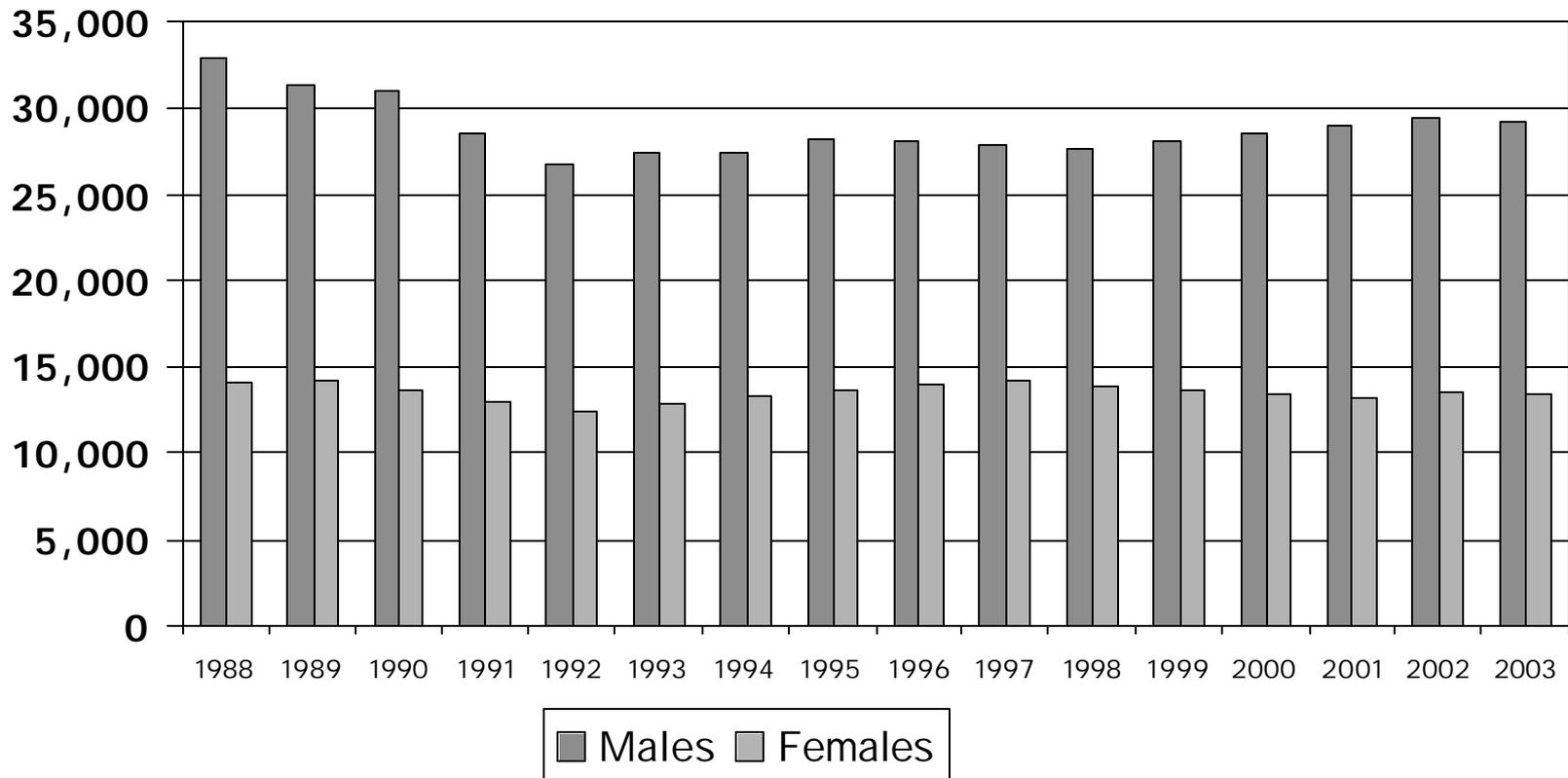


Gender	Year				% Change
	2002		2003		
	Number	Percent	Number	Percent	
Male	29,466	69%	29,188	68%	-0.9%
Female	13,529	31%	13,445	32%	-0.6%
Unknown	10	<1%	10	<1%	0.0%
Total	43,005	100%	42,643	100%	-0.8%

Source: FARS

Fatalities in Traffic Crashes, by Year and Gender

National Center for Statistics & Analysis



Source: FARS

***Questions about the data in this
report may be sent
by E-Mail to:
ncsaweb@nhtsa.dot.gov
or
made by phone to:
1.800.934.8517***