

# NCSA

National Center for Statistics & Analysis  
of the National Highway Traffic Safety Administration



## What data programs are conducted by NCSA?

The Fatality Analysis Reporting System (FARS) provides information on all motor vehicle traffic crashes in the U.S. in which one or more involved people die of their injuries within 30 days of the crash.

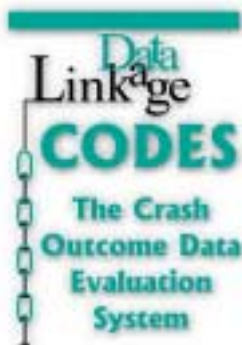
The National Automotive Sampling System Crashworthiness Data System (NASS CDS) is a nationally representative sample of police-reported motor vehicle traffic crashes involving towed passenger cars, light trucks and vans in which detailed investigations are conducted to support the NHTSA's crashworthiness standards development and evaluation programs.



The National Automotive Sampling System General Estimates System (NASS GES) is a nationally representative sample of all police-reported motor vehicle traffic crashes throughout the U.S. Data are based on that collected on the police crash report.

The State Data System is a multi-year collection of computerized police-reported crash files from seventeen states. These files are obtained each year.

The Crash Outcome Data Evaluation System (CODES), is a program which encourages states to link statewide motor vehicle crash data and medical outcome data bases to match vehicle, crash, and human behavior characteristics to their specific medical and financial outcomes.



The Special Crash Investigations (SCI) program utilizes highly trained and skilled motor vehicle crash reconstructionists to perform detailed in-depth investigations on a limited number of crashes involving new and rapidly changing occupant protection technologies or high profile crashes of interest to the Agency.

The Commercial Vehicle Analysis Reporting System (CVARS) is being designed, in cooperation with the Federal Motor Carrier Safety Administration, to provide data on motor vehicle crashes, including crash causation, involving commercial motor vehicles.



The National Occupant Protection Use Survey (NOPUS), is a nationally representative observational survey that provides estimates of shoulder belt and motorcycle helmet use as well as the characteristics of belt users.

## Are NCSA's data collection programs flexible?

The infrastructure of NCSA's field data collection staff allows NCSA to respond to changing needs. Recent examples of this flexibility are:

**Pedestrian Study:** The pedestrian crash data study was conducted from July 1994 until December 31, 1998 to collect detailed crash reconstruction data on pedestrian crashes through the NASS CDS. The study was developed to provide up-to-date information on whether the late model year passenger vehicles (most recent 5 years) produced the same types of injuries as the older vehicles. The data were also used for laboratory and computer reconstruction to establish injury criteria for use with instrumented impact devices for simulating pedestrian impacts.

**Large Truck Crash Causation Study:** The large truck crash causation study is a nationally representative survey of a sample of large truck crashes in which at least one vehicle involved in the crash is a medium or heavy truck regulated by the Federal Motor Carrier Safety Administration and where at least one person involved in the crash was



either killed or seriously injured. The data will be obtained through interviews, scene inspections, vehicle inspections, and medical records.

**Tire Pressure Study:** The tire pressure study was conducted to respond to section 13 of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act of 2000. This Act directs the Department of Transportation to complete a rule requiring, within one year of enactment, a warning system in new motor vehicles for under-inflated tires. To assist in developing the rule, data on the frequency and pervasiveness of under-inflation were collected and provided.



The tire pressure survey was designed to assess the extent to which passenger vehicle operators are aware of the recommended air pressure for their tires, if they monitor air pressure, and to what extent actual tire pressure differs from that recommended by the vehicle manufacturer.

## What type of quality control support does NCSA provide to ensure that the data collected are of adequate quality?

Each of the data systems developed and maintained by NCSA undergoes various quality assurance/quality control measures prior to its release to the public. These measures include: performing data edit, consistency and range checks, checking the frequency distribution of data elements, identifying inconsistencies in coding, recoding of the cases, generating and evaluating control charts, and performing ad hoc statistical analysis to ensure the data make sense.

In an effort to improve crash data comparability between and within states, NCSA, along with other staff from NHTSA, Federal Highway Administration (FHWA), and the National Association of Governors' Highway Safety Representatives (NAGHSR), played key roles in developing a set of guidelines for states to use when revising crash forms. These guidelines, the Model Minimum Uniform Crash Criteria (MMUCC), are a minimum set of crash data elements with standardized definitions that are relevant to injury control, highway and traffic safety.

## How does NCSA use these data?

NCSA's data analysis program staff use these data to produce annual reports which describe the current state of motor vehicle traffic safety in the U.S. Data analysis staff also conduct analyses which support NHTSA's research, safety performance, safety assurance, and traffic safety programs and injury control efforts.

NCSA reports and analyses are used by NHTSA and the entire highway traffic safety community to quantify emerging traffic safety issues and problems, determine priorities, and target resources where they will be the most effective.

NCSA also reports on all of the metrics used to track NHTSA's activities under the Department of Transportation's (DOT's) Annual Performance Plan.



## How have NCSA data been used?

The data collected by the NCSA have been integral parts of the biomechanics and crashworthiness programs research. The data have been used extensively by NHTSA to develop overall policies and priorities, target risk reduction programs, shape and support regulations, and investigate defects.



## What benefits does NCSA provide?

Through NCSA's data collection and analysis programs, NHTSA and the Highway Safety Community can:

- Understand the factors that influence highway safety;
- Relate human, vehicle, environmental, and roadway characteristics to crash frequency and injuries;
- Identify injury mechanisms and associated crash dynamics in motor vehicle crashes;
- Evaluate the effectiveness of crashworthiness, crash avoidance, and traffic safety efforts;
- Monitor the magnitude of the traffic safety problem;
- Quantify the benefits resulting from proposed agency rules.

# How can I obtain information from NCSA?

Our website <http://www.nhtsa.dot.gov/people/ncsa> provides access and/or links to online queries for retrieving NASS case data, FARS data and SCI information. Annual reports such as **Traffic Safety Facts** and Traffic Safety Facts sheets are available by request or downloadable versions are available from the website. These reports provide statistics on crash data related to specific topics of interest and study to the traffic safety community, lawmakers and the general public.

A variety of NCSA reports are available through the website as well as research notes and individual state traffic safety information. Analytical users manuals are available for download to assist researchers, analysts and users in understanding NCSA operations, procedures and systems, and to use NCSA data efficiently.

The NCSA webpages also offer information on how to obtain printed copies of special interest cases, statistical information on electronic media and printable order forms.

The card provided in this brochure is intended to be used as a reference for reaching the National Center for Statistics and Analysis and its component divisions. Public awareness and response to traffic safety issues is an important element in the success of our programs, which are designed to protect and improve public health and welfare.

# **ABOUT THE** National Center for Statistics and Analysis (NCSA)

## **What is NCSA?**

The National Center for Statistics and Analysis (NCSA), is an office of the National Highway Traffic Safety Administration (NHTSA), an agency in the United States Department of Transportation, which provides analytical and statistical support to NHTSA and the highway safety community through data collection, crash investigations, and data analysis.

## **Our VISION**

Provide the data and the analysis to allow complete understanding of:

- The nature, causes, and injury outcomes of crashes; and,
- The strategies and interventions that will reduce crashes and their consequences.

## **Our MISSION**

- Target the collection and analysis of data and the dissemination of information to quickly identify potential problems and support data driven decisions; and,
- Continuously identify, advance and promote new technologies, systems and procedures that make information more complete, accurate, timely and accessible.

## **Our PRINCIPLES**

- Sound statistical and engineering methods;
- Quality assurance;
- Easy public access to our data for multiple users and uses;
- Protection of confidential information that is entrusted to us;
- Work with and listen to stakeholders in law enforcement, states, industry, public interest groups and other DOT offices to understand and address their needs and concerns; and
- Provide strong support to the network of people in the field who gather the data we rely on everyday.

## NCSA Information Resources

NHTSA Website: <http://www.nhtsa.dot.gov>

NCSA Website: <http://www.nhtsa.dot.gov/people/ncsa>

FARS Query Website: <http://www-fars.nhtsa.dot.gov>

NASS Website: [www-nass.nhtsa.dot.gov/nass](http://www-nass.nhtsa.dot.gov/nass)

FARS FTP Server: <ftp://www.nhtsa.dot.gov/fars>

GES FTP Server: <ftp://www.nhtsa.dot.gov/ges>



U.S. Department of Transportation

**National Highway Traffic Safety  
Administration**



Please notify NHTSA if any of the following situations apply to the crash:

- Any seated occupant protected by a deployed air bag receives a severe, life threatening or fatal injury.
- Pregnant seated occupant protected by a deployed air bag receives a severe, life threatening or fatal injury and/or injury to the fetus.
- Side air bag (door/seat mounted) and/or side curtain deployment into an occupied position.
- Any air bag deployment in a 2000 or newer vehicle.
- Children properly restrained in a child safety seat involved in a motor vehicle crash.



United States Department of Transportation  
National Highway Traffic Safety Administration  
400 7th Street, S.W. Washington, D.C. 20590

## SPECIAL CRASH INVESTIGATIONS NOTIFICATIONS

Toll Free Nationwide: 877.201.3172  
Washington, D.C. Area: 202.366.2545  
Fax: 202.366.5374  
E-mail: [sci@nhtsa.dot.gov](mailto:sci@nhtsa.dot.gov)



United States Department of Transportation  
National Highway Traffic Safety Administration  
National Center for Statistics & Analysis  
400 Seventh Street, S.W.  
Washington, D.C. 20590

Automated Information Request Line: 1.800.934.8517  
In the Washington, D.C. area: 202.366.4198  
Fax: 202.366.7078  
E-mail: [ncsaweb@nhtsa.dot.gov](mailto:ncsaweb@nhtsa.dot.gov)  
Internet site: <http://www.nhtsa.dot.gov/people/ncsa>