2013 Crash Overview

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

Data Webinar
January 15, 2015

2013 Overall Statistics

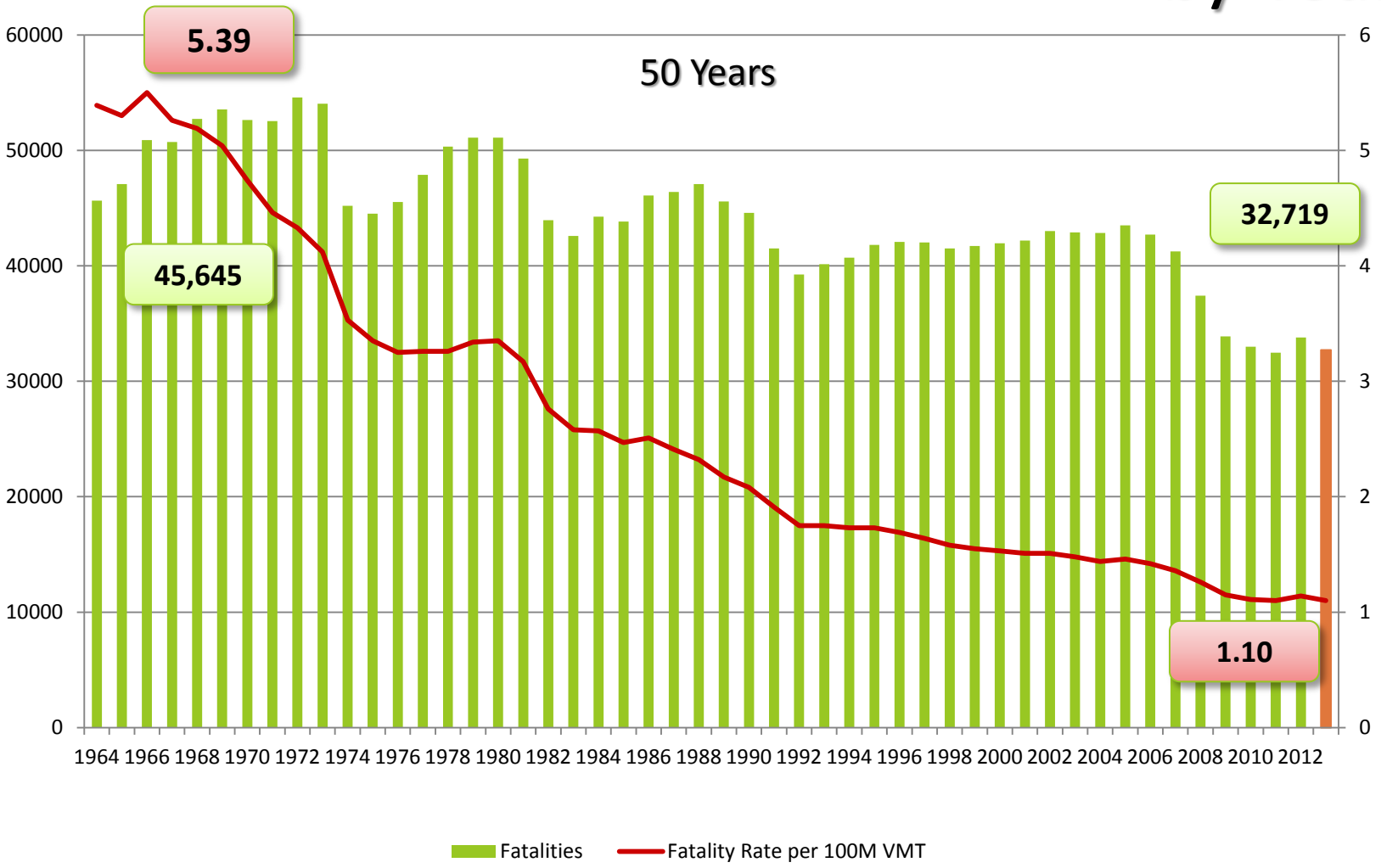
- *32,719 fatalities in motor vehicle crashes*
  - Decrease of 3.1% (1,063 fatalities) over 2012 fatalities
- *An additional 2,313,000 people were injured in crashes*
  - Decrease of 2.1% (49,000 injured people) from people injured in 2012

Crashes by Severity

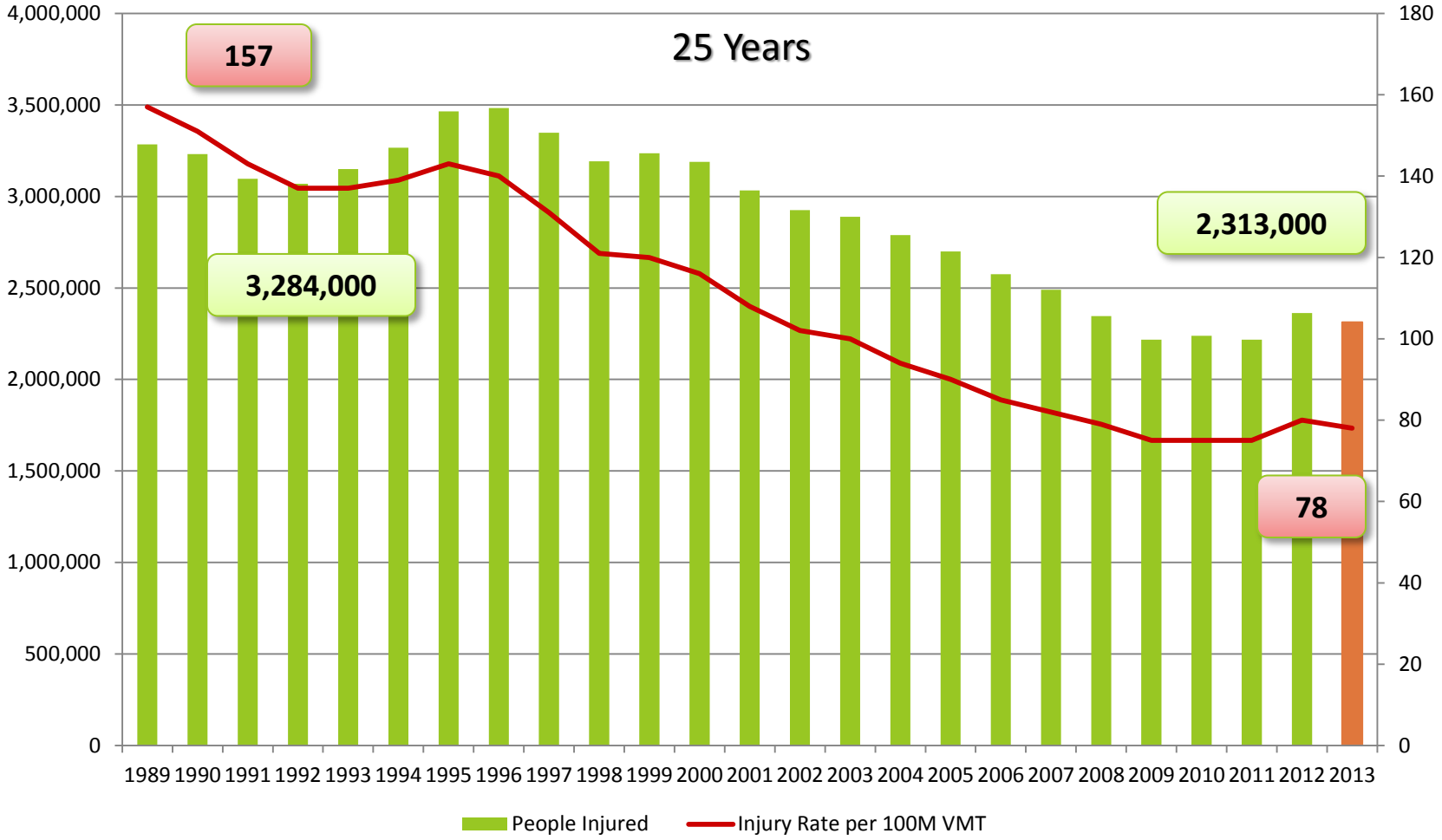
	2012	2013	Change	% Change
Fatal Crashes	31,006	30,057	-949	-3.1%
Non-Fatal Crashes	5,584,000	5,657,000	+73,000	+1.3%
Injury Crashes	1,634,000	1,591,000	-43,000	-2.6%
Property-Damage-Only-Crashes	3,950,000	4,066,000	+116,000	+2.9%
Total Crashes	**5,615,000**	**5,687,000**	**+72,000**	**+1.3%**

Sources: FARS, NASS GES
Changes in the non-fatal crash estimates are not statistically significant.

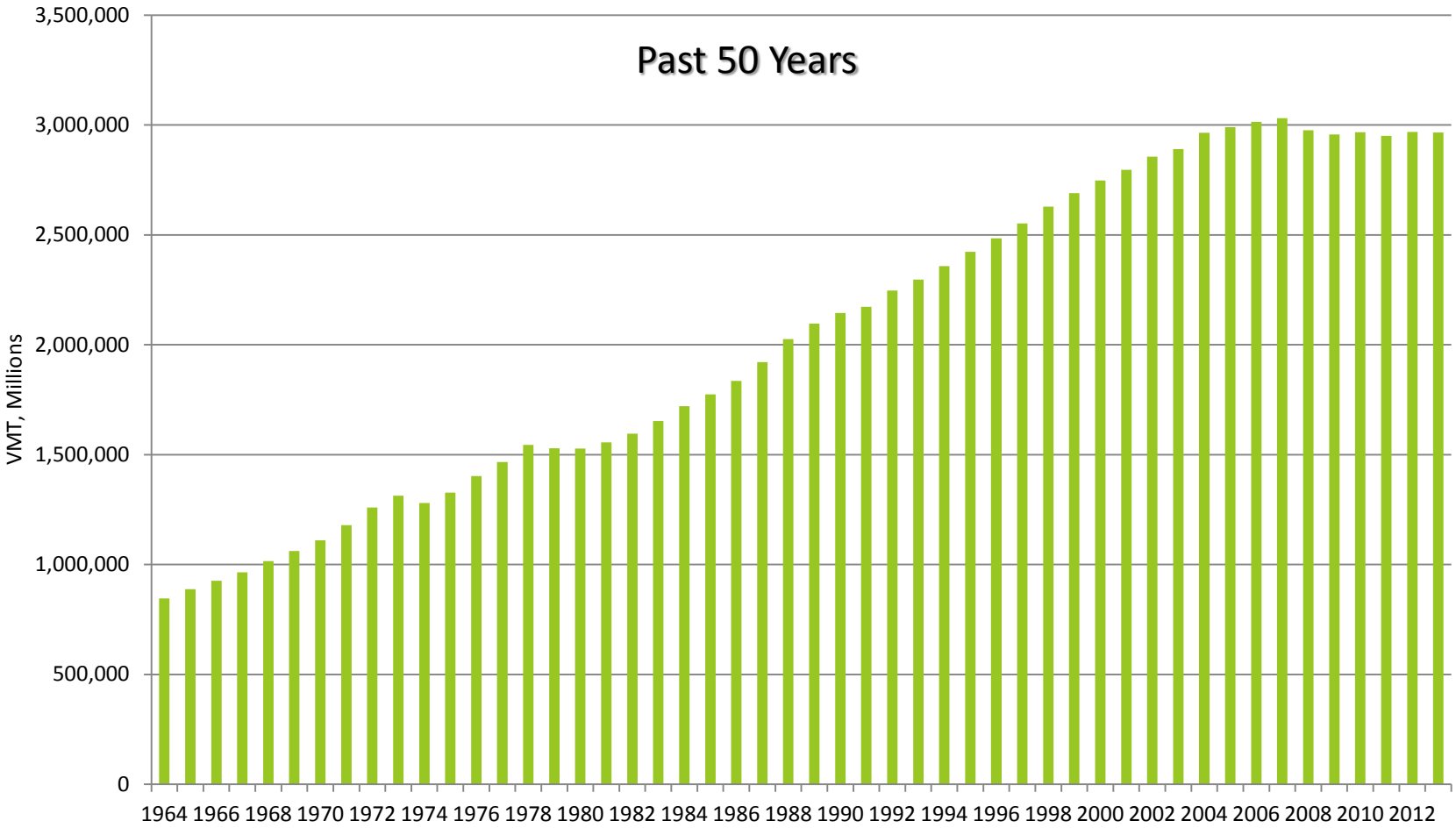
Fatalities and Fatality Rate, by Year



People Injured and Injury Rate, by Year



Vehicle Miles Traveled, by Year



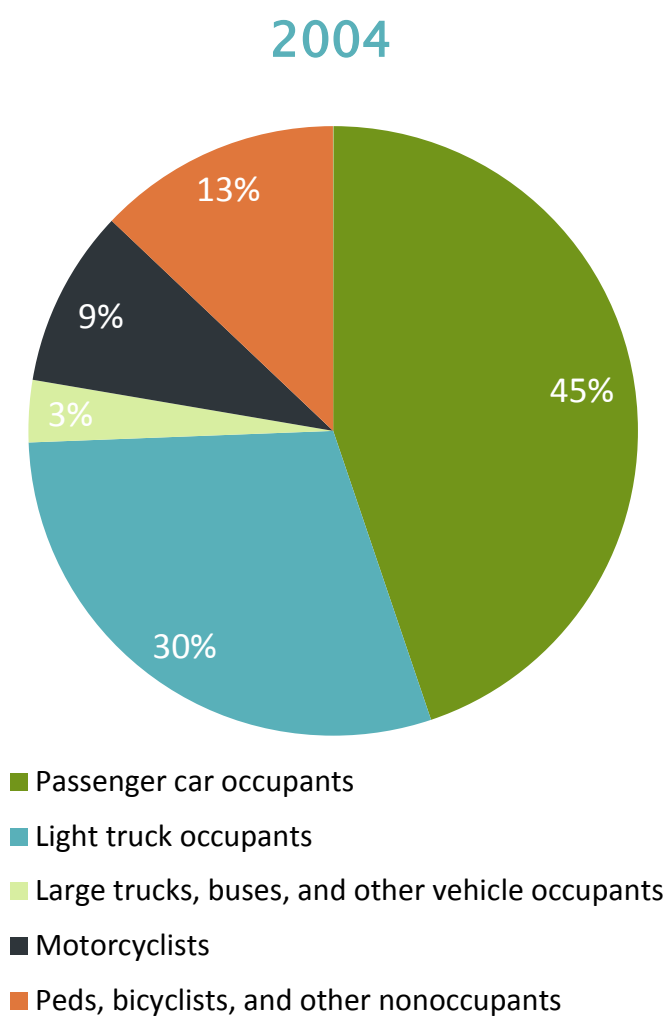
Source: FHWA

Fatalities by Person Type

Description	2012	2013	Change	% Change
Total*	33,782	32,719	-1,063	-3.1%
Occupants and Motorcyclists Killed				
Passenger Vehicles	21,779	21,132	-647	-3.0%
Passenger Cars	12,361	11,977	-384	-3.1%
Light Trucks	9,418	9,155	-263	-2.8%
Large Trucks	697	691	-6	-0.9%
Motorcycles	4,986	4,668	-318	-6.4%
Nonoccupants Killed				
Pedestrians	4,818	4,735	-83	-1.7%
Pedalcyclists	734	743	+9	+1.2%
Other/Unknown	227	190	-37	---

Sources: FARS 2012 [Final], 2013 Annual Report File [ARF]
* Total includes occupants of buses and other/unknown vehicles not shown in table

Change in Fatality Composition



Trend of Fatalities by Person Type

	2004	2013	% Change
Passenger Car Occupants	19,192	11,977	**-38%**
Light Truck Occupants	12,674	9,155	**-28%**
Large Trucks, Buses, and Other Vehicle Occupants	1,410	1,251	**-11%**
Motorcyclists	4,028	4,668	**+16%**
Pedestrians, Cyclists, and Other Nonoccupants	5,532	5,668	**+2%**
Total	42,836	32,719	**-24%**

People Injured by Person Type

Description	2012	2013	Change	% Change
Total*	**2,362,000**	**2,313,000**	**-49,000**	**-2.1%**
Occupants and Motorcyclists Injured				
Passenger Vehicles	2,091,000	2,046,000	-45,000	-2.2%
Passenger Cars	1,328,000	1,296,000	-32,000	-2.4%
Light Trucks	762,000	750,000	-12,000	-1.6%
Large Trucks	25,000	24,000	-1,000	-4.0%
Motorcycles	93,000	88,000	-5,000	-5.4%
Nonoccupants Injured				
Pedestrians	76,000	66,000	-10,000	-13%
Pedalcyclists	49,000	48,000	-1,000	-2.0%
Other/Unknown	10,000	11,000	+1,000	---

Sources: NASS GES 2012, 2013 Files
* Total includes occupants of buses and other/unknown vehicles not shown in table
Note: None of the changes were statistically significant.

2013 Statistics by Program Areas

Restraint Use Perspectives

	Survived	Killed
Restrained		51%
Not Restrained		49%

	Survived	Killed
Restrained	84%	
Not Restrained	16%	

	Survived	Killed
Restrained	73%	27%
Not Restrained	34%	66%

- Of those killed: 49% were not restrained (down from 52% in 2012)
- Of those who survived: 16% were not restrained (down from 17% in 2012)
- Of those in fatal crashes,
  - And restrained: 73% survived
  - And not restrained: 34% survived

Restraint Use Among Fatally Injured

- *21,132 Passenger vehicle occupants were killed in 2013*
  - 49% were not restrained (down from 52% in 2012)
    - For the first time, more than half (51%) of the passenger vehicle occupants killed in 2013 **were** restrained
  - 40% were not restrained during daytime crashes (down from 43% in 2012)
  - 59% were not restrained during nighttime crashes (down from 60% in 2012)

Restraint Use Among Survivors

- *34,051 passenger vehicle occupants survived fatal crashes in 2013*
  - *84% were restrained (up from 83% in 2012)*
  - 87% use during the day (up from 86%); 81% use at night (up from 80%)

Restraint Use – Survivorship

- *Another way to look at the data is the survival of occupants in fatal crashes based on their restraint use.*
- *Of the 35,987 passenger vehicle occupants involved in fatal crashes and using restraints, 73% survived.*
- *Of the 14,444 passenger vehicle occupants involved in fatal crashes and not using restraints, 34% survived.*

Alcohol-Impaired-Driving Fatalities

			2013	Change	% Change
Fatalities in .08+ crashes	10,336	10,076	-260	-2.5%
Fatalities in .08-.14 crashes	3,061	3,216	+155	+5.1%
Fatalities in .15+ crashes	7,275	6,860	-415	-5.7%

Source: FARS 2012 (Final), FARS 2013 ARF

- *Alcohol-impaired fatalities accounted for 31% of total traffic fatalities in 2013 (no change from 2012)*
- *68% of alcohol-impaired-driving fatalities involved drivers with BACs of .15+*

Alcohol-Impaired-Driving Facts

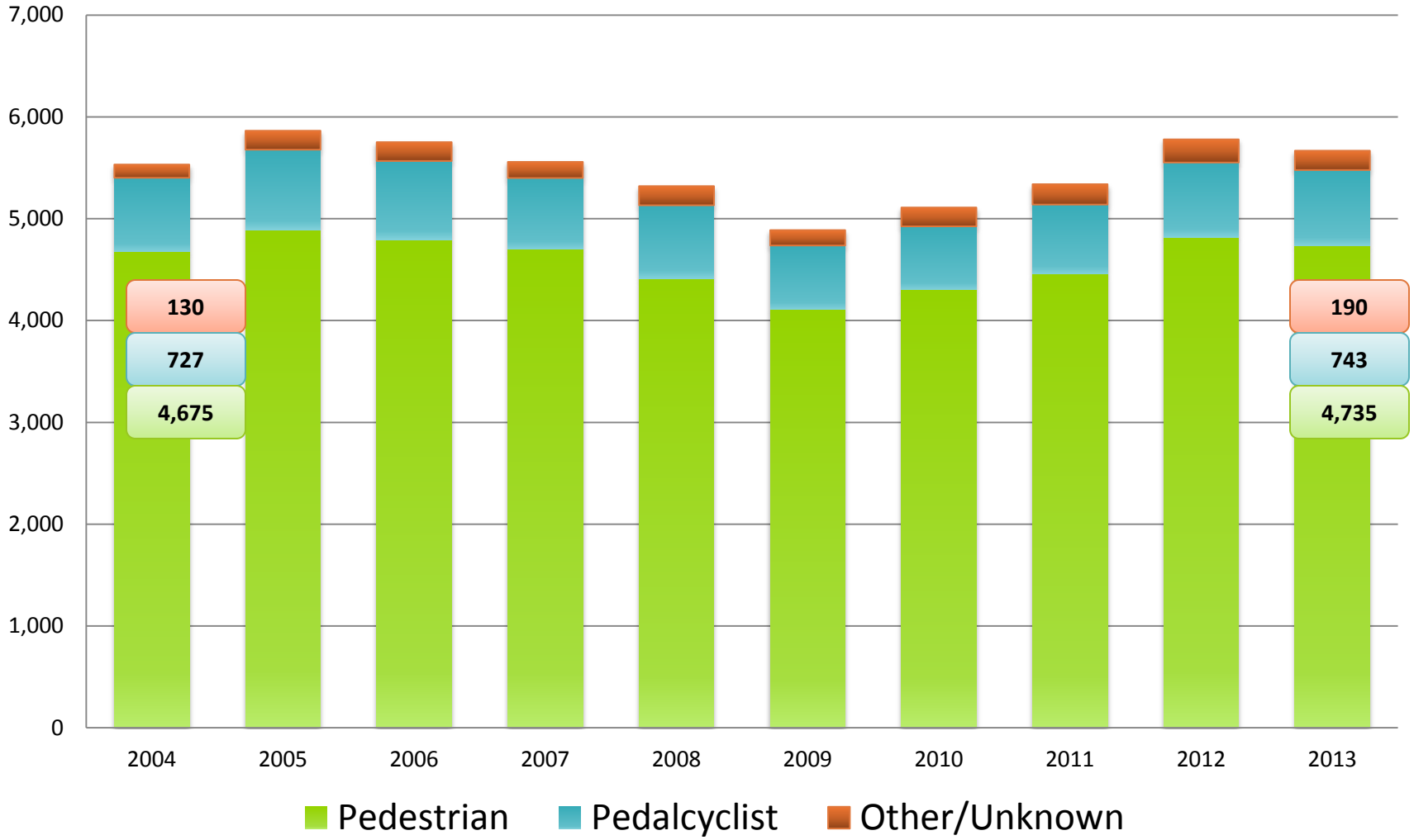
- *6.2% of drunk drivers in fatal crashes had 1+ previous DWI (in last 3 years)*
- *35% of drivers in fatal nighttime crashes were drunk – compared to 9% of drivers in fatal daytime crashes*
- *24% of drunk drivers in fatal crashes had previous license suspensions/revocations*
- *61% of the children who died in AI crashes were occupants of drunk drivers*

Alcohol-Impaired Drivers

- *Drunk motorcycle riders/operators involved in fatal crashes decreased by 8.3%*
- *Drunk large-truck drivers involve in fatal crashes increased by 18% (small numbers, though)*

	2012	2013	Change	% Change
Passenger Car	4,129	4,062	-67	-1.6%
Light Truck – Van	253	253	0	0.0%
Light Truck – Utility	1,482	1,414	-68	-4.6%
Light Truck - Pickup	1,919	1,902	-17	-0.9%
Motorcycles	1,413	1,296	-117	-8.3%
Large Trucks	78	92	+14	+18%

Nonoccupants Killed



Pedestrian Fatality Facts

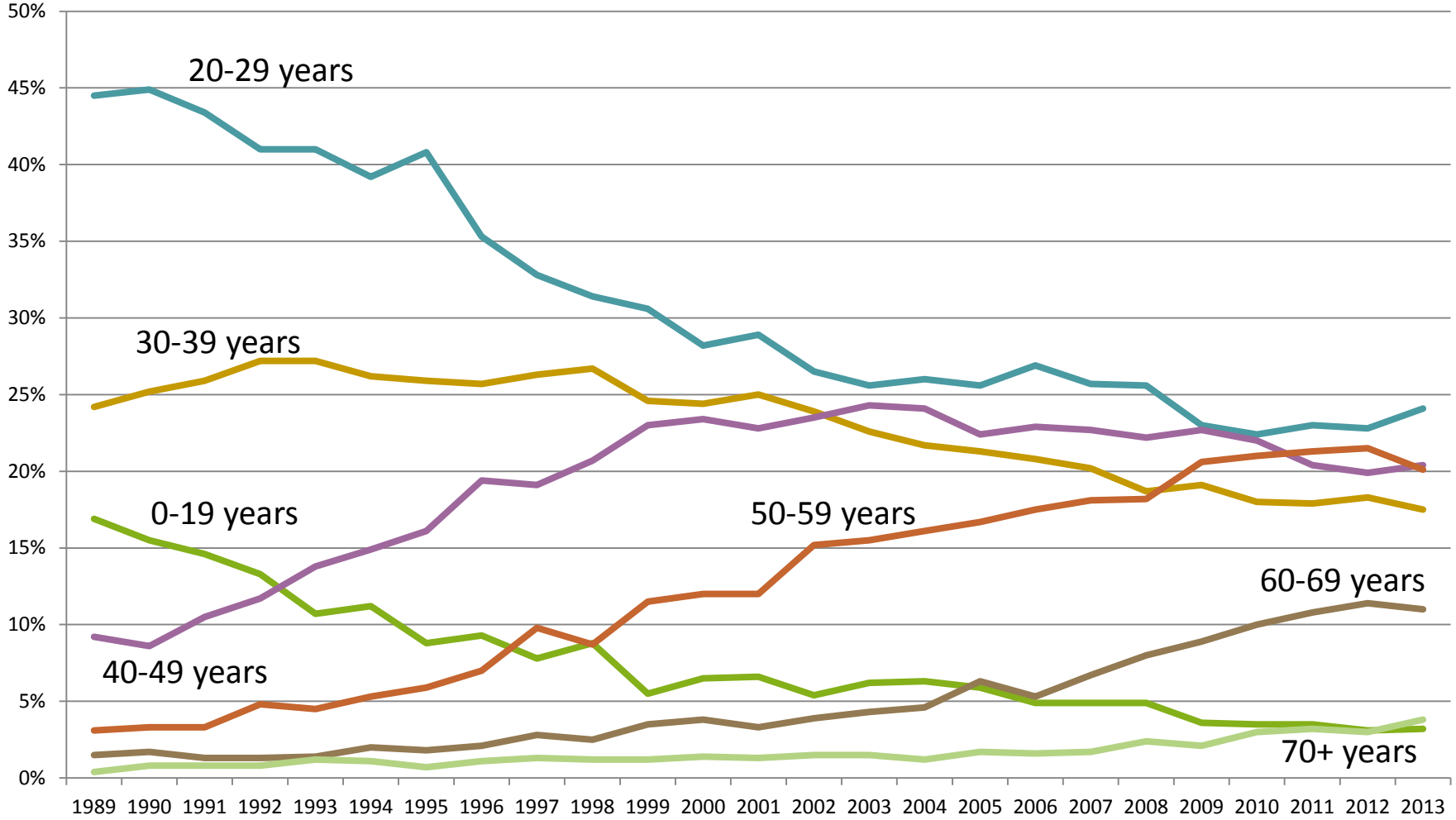
- *34% of the pedestrians killed in 2013 (16+ years old) had BACs of .08 or higher*
- *Age group with highest fatalities: 45-54 years old*
- *73% fatalities in urban areas in 2013*
- *69% fatalities at non-intersections in 2013*
- *70% fatalities at night (6 pm to 6 am)*
- *69% fatalities in 2013 were male*

Pedalcyclist Fatality Facts

- *Average age of pedalcyclists killed in 2013: 44*
  - Steadily increasing – was 39 in 2004
- *46 more pedalcyclists age 55+ died in 2013 than 2012 (21% increase)*
- *20% of the pedalcyclists killed had a BAC .08+*
- *68% of fatalities occurred in urban areas in 2013*
- *57% of fatalities occurred at non-intersections*
- *56% of fatalities occurred between 3pm and midnight*

Motorcyclists Killed by Year

Motorcyclist Fatalities by Age



Motorcycle Fatality Facts

- *43% of motorcyclist fatalities occurred in single-vehicle crashes*
- *11x as many unhelmeted motorcyclist fatalities in States without universal helmet laws (150 vs. 1,704)*
- *27% of motorcycle riders in fatal crashes had .08+ BACs*
- *25% of motorcycle riders in fatal crashes were improperly licensed*

Distraction

- *Distraction-affected (DA) crashes*
  - 10% of fatal crashes
  - 18% of injury crashes
  - 16% of all crashes
- *3,154 fatalities in DA crashes*
  - 6.7% decrease since 2012
- *424,000 people injured in DA crashes*
  - 1% increase since 2012

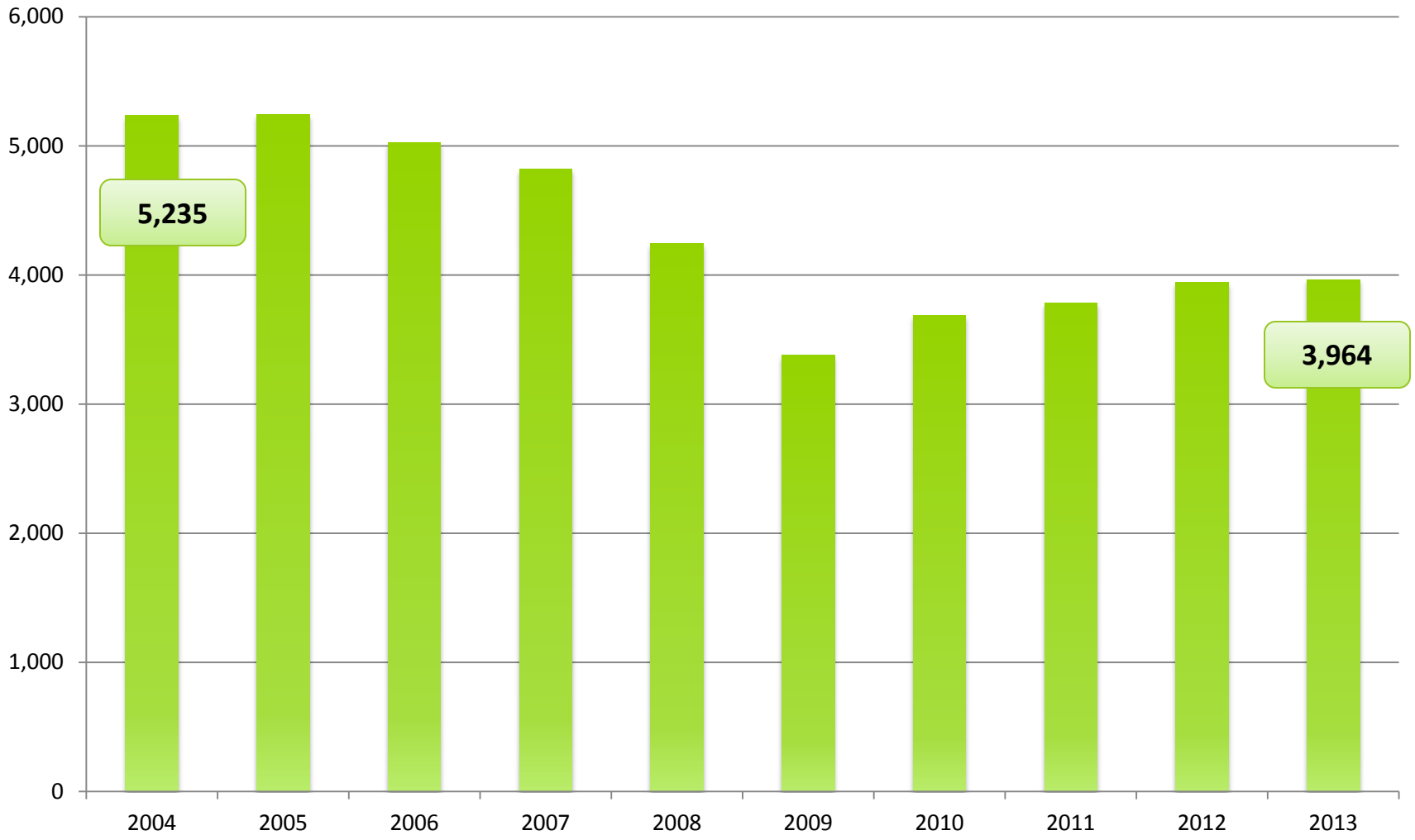
Cell Phone Use in DA Crashes

- *445 fatalities in DA crashes involving cell phones*
  - 6.7% increase since 2012
- 34,000 people injured in DA crashes involving cell phones
  - 21% increase since 2012
- *Percentage of DA crashes involving the use of cell phones has increased in the past 4 years*

Type of Crash	2010	2011	2012	2013
Fatal	12%	12%	12%	14%
Injury	6%	6%	7%	8%
Property Damage Only	5%	6%	6%	8%
Total	5%	6%	7%	8%

Source: FARS 2012 [Final], 2013 [ARF]

Fatalities in Large-Truck Crashes



Large-Truck Crashes

- *3,964 fatalities in crashes involving large trucks in 2013*
  - 0.5% increase in fatalities from 2012
  - 54% restraint use among fatality injured large truck occupants

- *95,000 people injured in crashes involving large trucks, 8.7% decrease since 2012*

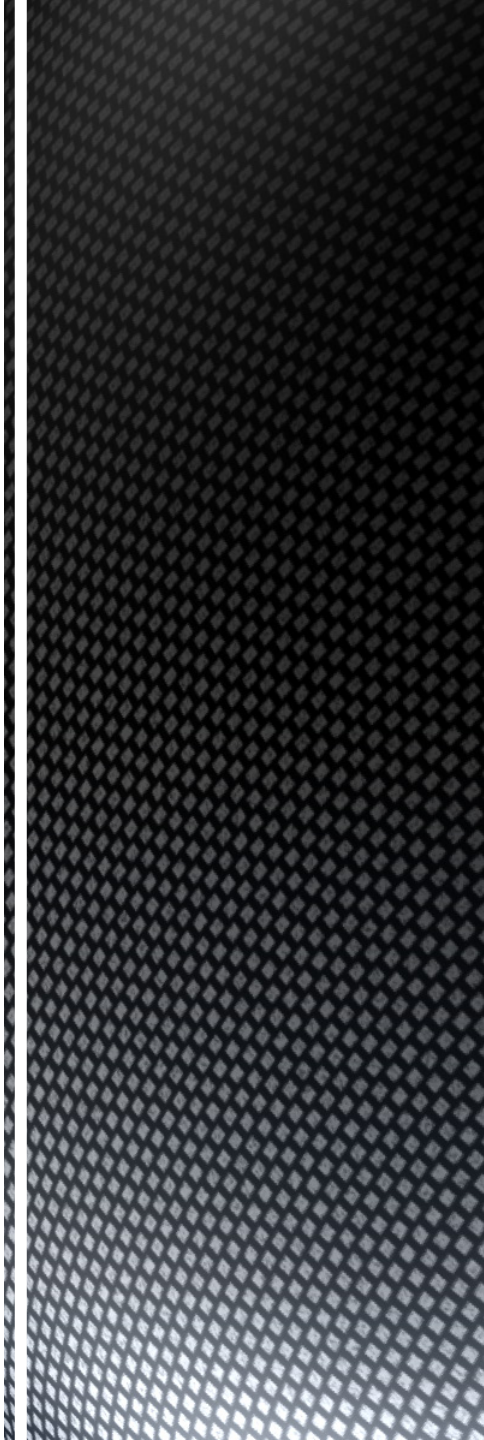
Fatal Bus Crashes and Fatalities

Type of Bus	All Buses*		School Buses		Cross Country/ Intercity Buses		Transit	
	Occ. Fat.	*Total Fat.*	*Occ. Fat.*	*Total Fat.*	*Occ. Fat.*	*Total Fat.*	*Occ. Fat.*	*Total Fat.*
2012	31	247	13	114	15	45	1	79
2013	37	277	11	123	17	53	2	84
10-Year Average	42	294	9	120	21	53	3	90

Sources: FARS 2004-2012 [Final], 2013 [ARF]

* All Buses includes Other and Unknown buses

State Information



Fatalities by State

- *34 States had decreases in overall fatalities*
  - Ohio had the greatest decrease (132 fewer than in 2012)
- *16 States and DC had increases in overall fatalities*
  - Illinois had the greatest increase (35 more than in 2012)

Alcohol-Impaired Driving Fatalities by State

- *31 States had decreases in alcohol-impaired fatalities*
  - Ohio had the greatest decrease (118 fewer than in 2012)
- *17 States had increases in alcohol-impaired fatalities*
  - Texas had the greatest increase (47 more than in 2012)
- *No change in alcohol-impaired fatalities for 2 States*

Key Take-Aways

- *5.7 million crashes in 2013, up 1.3%*
- *32,719 people killed in 2013, down 3.1%*
- *2.3 million people injured in 2013, down 2.1%*
- *Across-the-board decreases for fatalities and injuries among all person types, except a 1.2% increase in bicyclists (9 more fatalities)*
- *Long-term trend in fatalities remains downward*

For More Information

- *NHTSA main Web site: www.nhtsa.gov*
- *NHTSA data page: www.nhtsa.gov/NCSA*
- *For data requests:*
  - www-nrd.nhtsa.dot.gov/Cats/SpecialRequest.aspx
  - 800-934-8517
- *Umesh Shankar*
  - umesh.shankar@dot.gov
  - 202-366-5558
- *www-nrd.nhtsa.dot.gov/Pubs/812101.pdf*