U.S. Department of Transportation
National Highway Traffic Safety Administration

TRAFFIC SAFETY FACTS
2012 Data

NHTSA
www.nhtsa.gov

DOT HS 812 016

May 2014 (Revised)

Overview

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, motor vehicle crashes are the leading cause of death for age 4 and every age 11 through 27 (based on 2009 data). The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

In 2012, 33,561 people were killed (Table 1) in the estimated 5,615,000 police-reported motor vehicle traffic crashes; 2,362,000 people were injured; and 3,950,000 crashes resulted in property damage only. Compared to 2011, this is a 3.3-percent increase in the number of fatalities, and a 5.2-percent increase in the number of police-reported motor vehicle traffic crashes, a 6.5-percent increase in the number of people injured, and a 4.6-percent increase in crashes resulting in property damage.

In 2012, there were an estimated 5,615,000 police-reported traffic crashes in which 33,561 people were killed and 2,362,000 people were injured; 3,950,000 crashes resulted in property damage only.

An average of 92 people died each day in motor vehicle crashes in 2012—one every 16 minutes.

Fortunately, much progress has been made in reducing the number of deaths and injuries on our Nation's highways. In 2012, the fatality rate per 100 million vehicle miles of travel (VMT) increased to 1.13 after falling to a historic low of 1.10 in 2011. The 2003 rate was 1.48 per 100 million VMT. The National Occupant Protection Use Survey (NOPUS) reported an 86-percent seat belt use rate nationwide for 2012. Data shows a decrease in the number of fatalities in alcohol-impaired-driving crashes—from 13,096 in 2003 to 10,322 in 2012. Fatalities in alcohol-impaired-driving crashes when compared to the previous year (2011) increased by 4.6 percent from 9,865 to 10,322.

This overview fact sheet contains statistics on motor vehicle fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System General Estimates System (GES). GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

An average of 92 people died each day in motor vehicle crashes in 2012—an average of one every 16 minutes.

The following terms are used to define motorcycle occupants: A motorcycle rider is the operator only; a passenger is any person seated on the motorcycle but not in control of the motorcycle; and any combined reference to the "motorcycle rider" (operator) as well as the "passenger" will be referred to as motorcyclists. NHTSA publications prior to 2007 may not reflect this terminology.

Table 1

People Killed and Injured, and Fatality and Injury Rates, 2003–2012

Year	Killed	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
				Killed					
2003	42,884	290,108	14.78	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	292,805	14.63	198,889	21.54	237,949	18.00	2,965	1.44
2005	43,510	295,517	14.72	200,549	21.70	245,628	17.71	2,989	1.46
2006	42,708	298,380	14.31	202,810	21.06	251,415	16.99	3,014	1.42
2007	41,259	301,231	13.70	205,742	20.05	257,472	16.02	3,031	1.36
2008	37,423	304,094	12.31	208,321	17.96	259,360	14.43	2,977	1.26
2009	33,883	306,772	11.05	209,618	16.16	258,958	13.08	2,957	1.15
2010	32,999	309,326	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,479	311,588	10.42	211,875	15.33	265,043	12.25	2,950	1.10
2012	33,561	313,914	10.69	211,815	15.84	265,647	12.63	2,969	1.13
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
				Injured					
2003	2,889,000	290,108	996	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	292,805	952	198,889	1,402	237,949	1,172	2,965	94
2005	2,699,000	295,517	913	200,549	1,346	245,628	1,099	2,989	90
2006	2,575,000	298,380	863	202,810	1,269	251,415	1,024	3,014	85
2007	2,491,000	301,231	827	205,742	1,211	257,472	967	3,031	82
2008	2,346,000	304,094	771	208,321	1,126	259,360	904	2,977	79
2009	2,217,000	306,772	723	209,618	1,058	258,958	856	2,957	75
2010	2,239,000	309,326	724	210,115	1,066	257,312	870	2,967	75
2011	2,217,000	311,588	712	211,875	1,046	265,043	836	2,950	75
2012	2,362,000	313,914	752	211,815	1,115	265,647	889	2,969	80

Sources: Vehicle Miles of Travel and Licensed Drivers — Federal Highway Administration; Registered Vehicles — Polk (1999-2010 Old NVPP and 2011-2012 New NVPP) and Federal Highway Administration; Population — U.S. Bureau of the Census.

The fatality rate per miles traveled, population, and registered vehicles increased from 2011 to 2012. The injury rate per 100 million VMT increased to 80 in 2012 from 75 in 2011. The injury rate based on population and registered vehicles also increased from 2011 (Table 1). Note: Due to an enhancement in Polk's 2011 and 2012 National Vehicle Population Profile (NVPP), registration counts and rates for these years are not comparable to prior years.

Vehicle occupants accounted for 68 percent and motorcyclists accounted for 15 percent of traffic fatalities in 2012. The remaining 17 percent were pedestrians, pedalcyclists, and other nonoccupants (Table 2). Males accounted for 71 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 87 percent of all pedalcyclist fatalities in 2012.

Table 2

Motor Vehicle Occupants, Motorcyclists, and Nonoccupants Killed and Injured, 2003–2012

Year	Occupants by Vehicle Type						Motorcyclist	Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrian	Pedalcyclist	Other/ Unknown	Total	
Killed												
2003	19,725	12,546	726	41	589	33,627	3,714	4,774	629	140	5,543	42,884
2004	19,192	12,674	766	42	602	33,276	4,028	4,675	727	130	5,532	42,836
2005	18,512	13,037	804	58	659	33,070	4,576	4,892	786	186	5,864	43,510
2006	17,925	12,761	805	27	601	32,119	4,837	4,795	772	185	5,752	42,708
2007	16,614	12,458	805	36	614	30,527	5,174	4,699	701	158	5,558	41,259
2008	14,646	10,816	682	67	580	26,791	5,312	4,414	718	188	5,320	37,423
2009	13,135	10,312	499	26	554	24,526	4,469	4,109	628	151	4,888	33,883
2010	12,491	9,782	530	44	524	23,371	4,518	4,302	623	185	5,110	32,999
2011	12,014	9,302	640	55	499	22,510	4,630	4,457	682	200	5,339	32,479
2012	12,271	9,396	697	39	509	22,912	4,957	4,743	726	223	5,692	33,561
Injured												
2003	1,756,000	889,000	27,000	18,000	7,000	2,697,000	67,000	70,000	46,000	8,000	124,000	2,889,000
2004	1,643,000	900,000	27,000	16,000	7,000	2,594,000	76,000	68,000	41,000	9,000	118,000	2,788,000
2005	1,573,000	872,000	27,000	11,000	10,000	2,494,000	87,000	64,000	45,000	8,000	118,000	2,699,000
2006	1,475,000	857,000	23,000	10,000	11,000	2,375,000	88,000	61,000	44,000	7,000	112,000	2,575,000
2007	1,379,000	841,000	23,000	12,000	8,000	2,264,000	103,000	70,000	43,000	10,000	124,000	2,491,000
2008	1,304,000	768,000	23,000	15,000	9,000	2,120,000	96,000	69,000	52,000	9,000	130,000	2,346,000
2009	1,216,000	759,000	17,000	12,000	7,000	2,011,000	90,000	59,000	51,000	7,000	116,000	2,217,000
2010	1,253,000	733,000	20,000	17,000	5,000	2,027,000	82,000	70,000	52,000	8,000	130,000	2,239,000
2011	1,240,000	728,000	23,000	13,000	6,000	2,010,000	81,000	69,000	48,000	9,000	126,000	2,217,000
2012	1,328,000	762,000	25,000	12,000	6,000	2,134,000	93,000	76,000	49,000	10,000	136,000	2,362,000

Occupant Protection

In 2012, 49 States and the District of Columbia had seat belt use laws in effect. Use rates vary widely from State to State, reflecting factors such as differences in public attitudes, enforcement practices, legal provisions, and public information and education programs.

From 1975 through 2012, NHTSA estimates that seat belts saved the lives of 304,679 passenger vehicle occupants age 5 and older, including 12,174 lives saved in 2012. If all passenger vehicle occupants age 5 and older wore seat belts, an estimated 15,205 lives (that is, an additional 3,031) would have been saved in 2012.

In 2012, it is estimated that 284 children under age 5 were saved as a result of child restraint use, which includes child safety seats and seat belts. Among children, an estimated 10,157 lives were saved by restraints from 1975 through 2012.

In 2012, 29 percent of passenger car occupants and 32 percent of light-truck occupants involved in fatal crashes were unrestrained.

NHTSA estimates that 12,174 lives were saved in 2012 by the use of seat belts.

Important Safety Information

Children in rear-facing child safety seats should not be placed in the front seats of cars equipped with passenger-side frontal air bags. The impact of a deploying air bag striking a rear-facing child safety seat could result in injury to the child. NHTSA also recommends that children 12 and younger sit in the rear seats away from the force of deploying frontal air bags.

In fatal crashes, 79 percent of passenger vehicle occupants who were totally ejected from vehicles were killed. Seat belts are effective in preventing total ejections: Only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 30 percent of the unrestrained occupants.

Table 3 shows belt use for passenger vehicle occupants in fatal crashes for 2012 compared to belt use in 2003.

Table 3
Restraint Use Rates for Passenger Vehicle Occupants in Fatal Crashes, 2003 and 2012

Type of Occupant	Restraint Use Rate (Percent)	
	2003	2012
Drivers	65	71
All Passengers	58	68
Front Seat	65	73
Rear Seat	55	66
4 and Younger	81	88
5 and Older	56	66
All Occupants	62	70

Alcohol-impaired-driving fatalities increased to 10,322 in 2012—31 percent of all traffic fatalities for the year.

Alcohol

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatality occurring in a crash involving a driver with a BAC of .08 or higher is considered to be an alcohol-impaired-driving fatality. The term "driver" refers to the operator of any motor vehicle, including a motorcycle.

In 2012, there were 10,322 alcohol-impaired-driving fatalities. This is an increase of 4.6 percent compared to 2011 (9,865), and it represents an average of one alcohol-impaired-driving fatality every 51 minutes.

The 10,322 alcohol-impaired-driving fatalities in 2012 (31% of total traffic fatalities) represent a 21-percent decrease from the 13,096 alcohol-impaired-driving fatalities reported in 2003 (31% of the total).

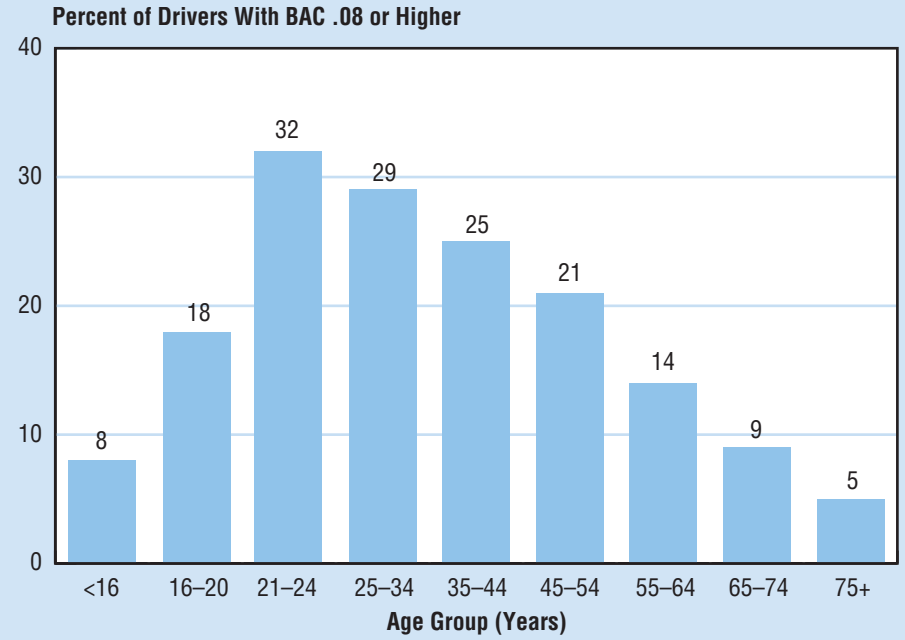
Over 1.28 million drivers were arrested in 2012 for driving under the influence of alcohol or narcotics (FBI's Uniform Crime Report, 2012). This is an arrest rate of 1 for every 165 licensed drivers in the United States (based on 2011 figures).

In fatal crashes in 2012, 27 percent of motorcycle riders had BAC s of .08 g/dL or higher, as compared with 23 percent for drivers of passenger cars, 22 percent for light-truck drivers, and 2 percent for drivers of large trucks.

In fatal crashes in 2012, the highest percentages of drivers with BACs of .08 g/dL or higher were recorded for drivers 21 to 24 years old (32%), followed by 25 to 34 (29%) and 35 to 44 (25%) age groups.

Figure 1

Drivers With BACs of .08 g/dL or Higher Involved in Fatal Crashes by Age Group, 2012



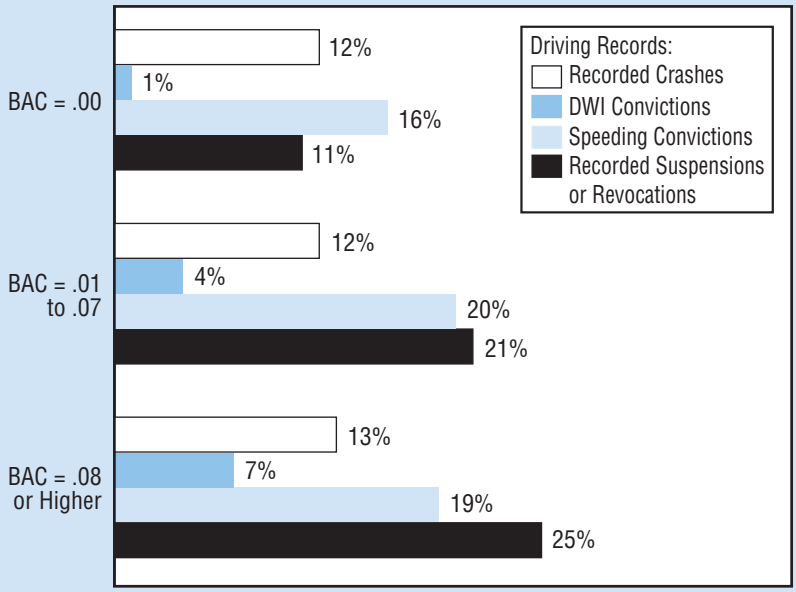
The highest percentage of drivers in fatal crashes who had BACs of .08 g/dL or higher was for drivers 21 to 24 years old.

Drivers with BACs of .08 g/dL or higher involved in fatal crashes were seven times more likely to have a prior conviction for driving while impaired (DWI) than were drivers with no alcohol (7% and 1%, respectively). Note: FARS records previous DWI convictions of drivers that occurred up to three years prior to the date of the crash.

Drivers with BACs of .08 or higher in fatal crashes were seven times more likely to have prior convictions for driving while impaired than were drivers with no alcohol.

Figure 2

Previous Driving Records of Drivers Involved in Fatal Traffic Crashes by BAC, 2012



Speeding

NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

Table 4

Fatalities in Motor Vehicle Traffic Crashes by Speeding Involvement, 2003–2012

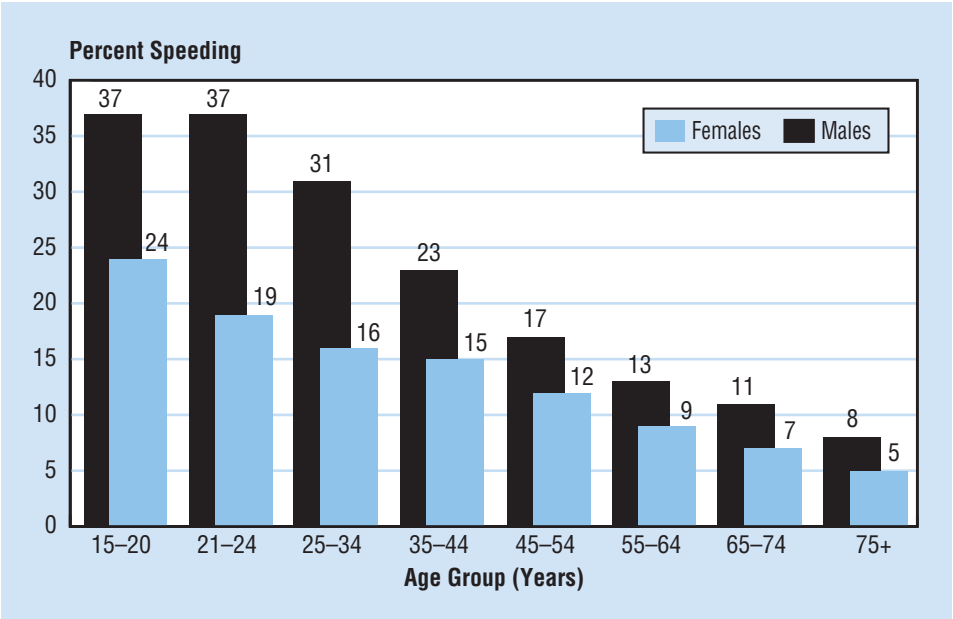
Year	Speeding		Not Speeding	
	Number	Percent	Number	Percent
2003	13,499	31	29,385	69
2004	13,291	31	29,545	69
2005	13,583	31	29,927	69
2006	13,609	32	29,099	68
2007	13,140	32	28,119	68
2008	11,767	31	25,656	69
2009	10,664	31	23,219	69
2010	10,508	32	22,491	68
2011	10,001	31	22,478	69
2012	10,219	30	23,342	70

Speeding is one of the most prevalent factors contributing to traffic crashes. In 2012, speeding was a contributing factor in 30 percent of all fatal crashes, and 10,219 lives (30%) were lost in speeding-related crashes (Table 4).

For drivers involved in fatal crashes, young males are the most likely to be speeding. In 2012, 37 percent of both 15- to 20-year-old and 21- to 24-year-old male drivers who were involved in fatal crashes were speeding at the time of the crash. (Figure 3).

Figure 3

Speeding Drivers in Fatal Crashes by Age and Gender, 2012



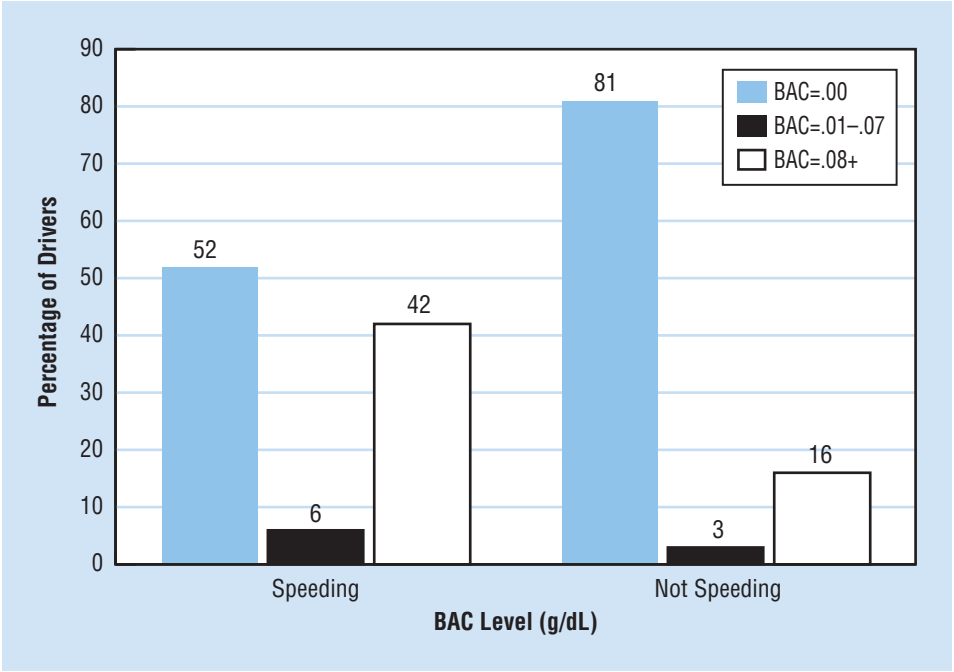
In 2012, 88 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Alcohol involvement was prevalent for drivers who were speeding in fatal crashes in 2012. Forty-two percent of the drivers who were speeding in fatal crashes in 2012 had BACs of .08 g/dL or higher, compared with only 16 percent for drivers who were not speeding (Figure 4).

In 2012, 88 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Figure 4

Percentage of All Drivers in Fatal Crashes by Speeding Involvement and BAC, 2012

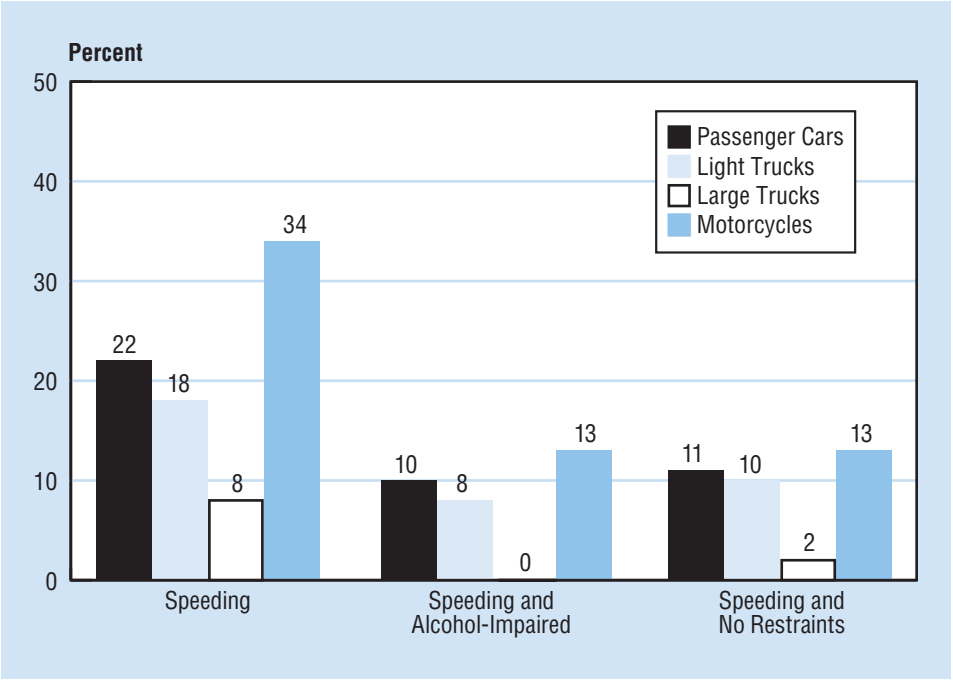


In 2012, 34 percent of all motorcycle riders involved in fatal crashes were speeding, as compared to 22 percent for passenger car drivers, 18 percent for light-truck drivers, and 8 percent for large-truck drivers. Thirteen percent of all motorcycle riders involved in fatal crashes were speeding and had BACs of .08 g/dL or higher, compared to 10 percent for passenger car drivers, 8 percent for light-truck drivers, and less than 0.5 percent for large-truck drivers (Figure 5).

In fatal crashes, 34 percent of motorcycle riders were speeding.

Figure 5

Speeding, Alcohol Impairment, and Failure to Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2012



Note: Among large-truck drivers, speeding and alcohol-impairment was less than 0.5 percent.

Per vehicle mile traveled in 2012, motorcyclists were more than 26 times more likely than passenger car occupants to die in motor vehicle traffic crashes.

Motorcycles

The 4,957 motorcyclist fatalities in 2012 accounted for 15 percent of all traffic fatalities for the year. An additional 93,000 motorcyclists were injured.

Per vehicle mile traveled in 2012, motorcyclists were more than 26 times more likely than passenger car occupants to die in motor vehicle traffic crashes and 5 times more likely to be injured.

In 2012, 41 percent of fatally injured motorcycle riders and 53 percent of fatally injured motorcycle passengers were not wearing helmets at the time of the crash.

Nearly one-fourth of motorcycle riders (24%) involved in fatal crashes in 2012 were driving the vehicles with invalid licenses at the time of the crashes.

The percentage of motorcycle riders involved in fatal crashes in 2012 who had BACs of .08 g/dL or higher — 27 percent — was higher than for any other type of motor vehicle driver (Figure 5).

NHTSA estimates that helmets saved the lives of 1,699 motorcyclists in 2012. If all motorcyclists had worn helmets, an additional 781 lives could have been saved.

Large Trucks

In 2012, 12 percent (3,921) of all the motor vehicle traffic fatalities involved large trucks (gross vehicle weight rating greater than 10,000 pounds).

Twelve percent of all motor vehicle traffic fatalities in 2012 involved large trucks.

Of the fatalities that resulted from crashes involving large trucks, 73 percent were occupants of other vehicles, 18 percent were occupants of large trucks, and 10 percent were nonoccupants.

Table 5
People Killed and Injured in Crashes Involving Large Trucks, 2012

		Number	Percentage of Total
Killed	Occupants of Large Trucks	697	18
	in Single-Vehicle Crashes	*424*	*11*
	in Multiple-Vehicle Crashes	*273*	*7*
	Occupants of Other Vehicles in Crashes Involving Large Trucks	2,843	73
	Nonoccupants (Pedestrians, Pedalcyclists, etc.)	381	10
	Total	**3,921**	**100**
Injured	Occupants of Large Trucks	25,000	24
	in Single-Vehicle Crashes	*9,000*	*9*
	in Multiple-Vehicle Crashes	*17,000*	*16*
	Occupants of Other Vehicles in Crashes Involving Large Trucks	76,000	73
	Nonoccupants (Pedestrians, Pedalcyclists, etc.)	3,000	3
	Total	**104,000**	**100**

Large trucks accounted for 8 percent of all vehicles involved in fatal crashes and 3 percent of all vehicles involved in injury and property-damage-only crashes in 2012.

More than two-thirds (71%) of the large trucks involved in fatal crashes in 2012 collided with other motor vehicles in transport.

Passenger Vehicles

In 2012, there were 21,667 passenger vehicle occupants fatally injured, accounting for 78 percent of all occupant fatalities (passenger cars 44%, light trucks 34%). Light trucks consist of SUVs, pickups, and vans. An additional 2,091,000 passenger vehicle occupants were injured, representing 94 percent of all occupants injured (passenger cars 60%, light trucks 34%). The average age of passenger vehicle occupant killed in crashes in 2012 was 42.

Twenty-five percent of all passenger vehicle occupants killed were ejected from the vehicles.

In 2012, 52 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

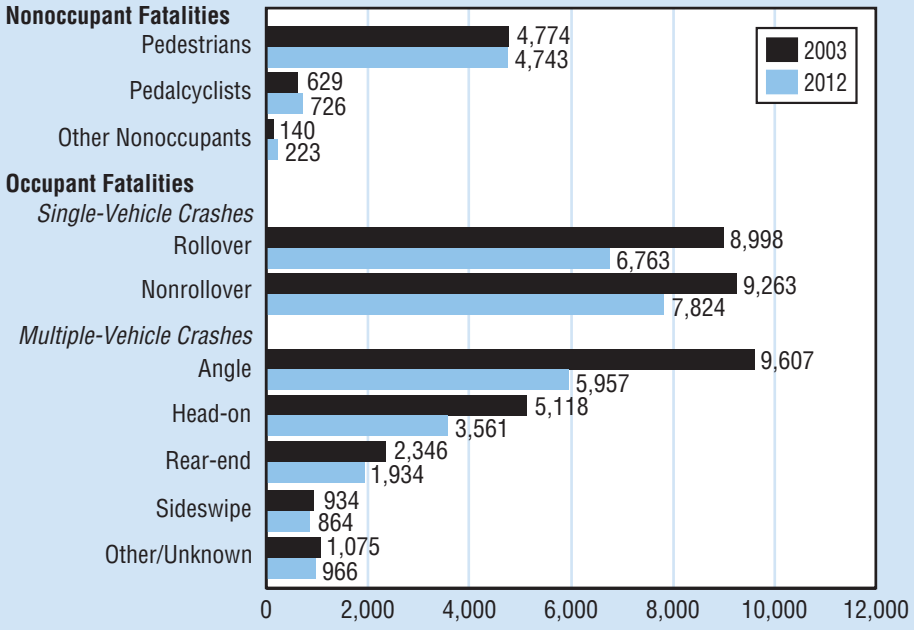
Ejection from the vehicle accounted for 25 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of passenger cars in fatal crashes was 18 percent and for light trucks was 34 percent.

Fifty-two percent of the passenger vehicle occupants killed in traffic crashes in 2012 were unrestrained.

More than half (52%) of the passenger vehicle occupants killed in traffic crashes in 2012 were unrestrained.

SUVs had the highest rollover involvement rate of any vehicle type in fatal crashes — 31 percent, as compared with 26 percent for pickups, 16 percent for passenger cars, and 15 percent for vans.

Figure 6
Fatalities in Traffic Crashes, 2003 and 2012



In 2012, older people (65+) made up 17 percent of all traffic fatalities and 20 percent of all pedestrian fatalities.

Older Population

In 2012, 14 percent (43.1 million) of the total U.S. resident population were people 65 and older. There were 36 million licensed older drivers in 2012, accounting for 17 percent of the total licensed drivers in 2012.

In 2012, there were 5,560 older people (65+) killed and 214,000 injured in traffic crashes, accounting for 17 percent of all people killed and 9 percent of all the people injured in traffic crashes during the year. Older people made up 16 percent of all vehicle occupant fatalities, and 20 percent of all pedestrian fatalities.

The percentage of older drivers involved in fatal crashes in 2012 who had BACs of .08 g/dL or higher (7%) was lower than for any other group of adult drivers.

Fatalities in crashes involving older drivers increased by 5 percent, from 5,636 in 2011 to 5,894 in 2012. Most traffic fatalities involving older drivers in 2012 occurred during the daytime (75%).

Young Drivers

In 2012, there were 4,283 young drivers 15 to 20 years old who were involved in fatal crashes — a 46-percent decrease from the 7,937 involved in 2003. Driver fatalities for this age group decreased by 49 percent between 2003 and 2012.

In 2012, 9 percent of all the drivers involved in fatal crashes were 15 to 20 years old.

There were 211.8 million licensed drivers in the United States in 2012, and young drivers accounted for 5.7 percent (12.1 million) of the total. Of all drivers (45,337) involved in fatal crashes, 9 percent (4,283) were young drivers, and of all drivers (9,882,000) involved in police-reported crashes, 13 percent (1,258,000) were young drivers.

In 2012, 28 percent of the young drivers who were killed in crashes had BACs of .01 g/dL or higher; 24 percent had BACs of .08 g/dL or higher.

Drivers are less likely to use restraints when they have been drinking. In 2012, 55 percent of the young drivers of passenger vehicles involved in fatal crashes who had been drinking were unrestrained. Of the young drivers who had been drinking and were killed in crashes, 71 percent were unrestrained. In comparison, of the non-drinking young drivers killed, 49 percent were unrestrained.

Children

In 2012, of the 33,561 traffic fatalities in the United States, the 14-and-younger age group accounted for 3 percent (1,168). This age group accounted for 3 percent (817) of all vehicle occupant fatalities, 7 percent (169,000) of all the people injured in motor vehicle crashes, and 7 percent (147,000) of all the vehicle occupants injured in crashes. During 2012, fatalities in this age group (1,168) increased 3 percent from the 1,139 fatalities in 2011.

More than one-fifth (22%) of all children 5 to 9 years old who were killed in motor vehicle traffic crashes were pedestrians. Among fatalities in children 14 and younger, pedestrian fatalities accounted for 22 percent in 2012.

In 2012, a total of 1,168 children 14 and younger were killed in motor vehicle traffic crashes. Of those 1,168 fatalities, 239 (20%) occurred in alcohol-impaired-driving crashes. Out of those 239 deaths, 124 (52%) were occupants of vehicles with drivers who had BACs of .08 g/dL or higher. Another 38 children were pedestrians or pedalcyclists who were struck by drivers with BACs of .08 g/dL or higher.

Pedestrians

In 2012, there were 4,743 pedestrians who were killed and 76,000 injured in traffic crashes in the United States, representing 14 percent of all fatalities and 3 percent of all people injured in traffic crashes.

Pedestrian fatalities in 2012 were 1-percent lower than in 2003.

On average, a pedestrian is killed in a motor vehicle crash every 111 minutes, and one is injured every 7 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 48 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 34 percent had BACs of .08 g/dL or higher. Of the drivers involved in these fatal crashes, 14 percent had BAC levels of .08 g/dL or higher. In 6 percent of the crashes, both the driver and the pedestrian had BACs of .08 g/dL or higher.

Nine percent of the pedalcyclists killed in traffic crashes in 2012 were 5 to 15 years old.

Pedalcyclists

In 2012, there were 726 pedalcyclists killed and 49,000 injured in traffic crashes. Pedalcyclists made up 2 percent of all traffic fatalities and 2 percent of all the people injured in traffic crashes during the year.

Most of the pedalcyclists killed (88%) or injured (80%) in 2012 were males.

During 2012, 9 percent of the pedalcyclists killed in traffic crashes were 5 to 15 years old.

Table 6
Nonoccupant Traffic Fatalities, 2003–2012

Year	Pedestrian	Pedalcyclist	Other/Unknown Nonoccupants	Total
2003	4,774	629	140	5,543
2004	4,675	727	130	5,532
2005	4,892	786	186	5,864
2006	4,795	772	185	5,752
2007	4,699	701	158	5,558
2008	4,414	718	188	5,320
2009	4,109	628	151	4,888
2010	4,302	623	185	5,110
2011	4,457	682	200	5,339
2012	4,743	726	223	5,692

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or via the following e-mail address: ncsaweb@dot.gov. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be accessed online at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

U.S. Department of Transportation
National Highway Traffic Safety Administration

10584-051314-v4