Traffic Safety Facts
2013 Data

May 2015

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Key Findings

- Forty-nine percent of passenger vehicle occupants killed in 2013 were unrestrained.
- In 2013, 61 percent of the passenger vehicle occupants in age groups 13 to 15, 21 to 24, and 25 to 34 who were killed in traffic crashes were not using restraints — the highest percentage of all age groups.
- Among fatally injured males for whom restraint use was known, 54 percent were unrestrained. Among fatally injured females for whom restraint use was known, 41 percent were unrestrained.
- Looking at restraint use by passenger vehicle type, 61 percent of pickup truck drivers killed were unrestrained, compared to 55 percent for SUVs, 45 percent for vans, and 43 percent for passenger cars.
- In 2013, seat belts saved an estimated 12,584 lives among passenger vehicle occupants age 5 and older.
- Among children under the age of 5, child restraints saved an estimated 263 lives in 2013.
- In 2013, an estimated 2,388 lives of those 13 and older were saved by frontal air bags.

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Occupant Protection

The term "occupant protection," for the purposes of this fact sheet, includes seat belts, child safety seats, and frontal air bags in passenger vehicles. A "vehicle occupant" is a driver or passenger. Passenger vehicles consist of passenger cars, pickup trucks, vans, and SUVs. In this fact sheet, the 2013 information on passenger vehicle occupant protection is presented in the following order:

- Overview
- Occupant Demographics
  - Age
  - Gender
  - Seating Position
- Passenger Vehicle Types
- Benefits of Restraint Use
  - Seat Belts
  - Child Restraints
  - Frontal Air Bags
- State Belt Use
- Restraint Use Laws

Overview

The national seat belt use rate in 2013 was 87 percent, up slightly from 86 percent in 2012. This is a substantial increase from 58 percent in 1994. This information comes from the National Occupant Protection Use Survey (NOPUS), which is the only survey that provides nationwide probability-based observed data on seat belt use in the United States (DOT HS 812 080, January 2015).

In 2013, 21,132 occupants died in motor vehicle traffic crashes. Of the 21,132 passenger vehicle occupants killed, 9,777 were known to be restrained, as shown in Table 1. Restraint use was not known for 1,775 of the occupants. Looking at only occupants where the restraint status was known, 49 percent were unrestrained at the time of the crash.

The proportion of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes decreased from 2004 to 2013. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths decreased by 6 percentage points from 55 percent in 2004 to 49 percent in 2013.

Table 1
Passenger Vehicle Occupant Fatalities in Crashes by Restraint Use, 2004–2013

Year	Restraint Use						Total		Percent "Known" Restrained	Percent "Known" Unrestrained
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2004	13,250	42%	16,432	52%	2,184	7%	31,866	100%	45%	55%
2005	13,064	41%	16,247	51%	2,238	7%	31,549	100%	45%	55%
2006	12,710	41%	15,635	51%	2,341	8%	30,686	100%	45%	55%
2007	12,322	42%	14,446	50%	2,304	8%	29,072	100%	46%	54%
2008	10,691	42%	12,925	51%	1,846	7%	25,462	100%	45%	55%
2009	10,190	43%	11,545	49%	1,712	7%	23,447	100%	47%	53%
2010	9,969	45%	10,590	48%	1,714	8%	22,273	100%	48%	52%
2011	9,471	44%	10,215	48%	1,630	8%	21,316	100%	48%	52%
2012	9,746	45%	10,370	48%	1,663	8%	21,779	100%	48%	52%
2013	9,777	46%	9,580	45%	1,775	8%	21,132	100%	51%	49%

Source: Fatality Analysis Reporting System (FARS) 2004–2012 Final File and 2013 Annual Report File (ARF).

Occupant Demographics

Age

Information on restraint use by age group for passenger vehicle occupants killed in 2013 is shown in Table 2. Among passenger vehicle occupant fatalities in 2013 where restraint use was known, the age groups 13 to 15, 21 to 24, and 25 to 34 had the highest percentage of unrestrained occupants (61%).

Table 2
Passenger Vehicle Occupants Killed, by Age Group and Restraint Use, 2013

Age (Years)	Restraint Use						Total		Percent "Known" Restrained	Percent "Known" Unrestrained
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
<4	147	69%	53	25%	14	7%	214	100%	74%	27%
4–7	107	54%	77	39%	15	8%	199	100%	58%	42%
8–12	113	50%	94	42%	18	8%	225	100%	55%	45%
13–15	84	34%	134	54%	28	11%	246	100%	39%	61%
16–20	944	41%	1,172	50%	208	9%	2,324	100%	45%	55%
21–24	856	35%	1,340	55%	219	9%	2,415	100%	39%	61%
25–34	1,353	36%	2,085	55%	354	9%	3,792	100%	39%	61%
35–44	995	38%	1,367	53%	236	9%	2,598	100%	42%	58%
45–54	1,197	45%	1,243	47%	225	8%	2,665	100%	49%	51%
55–64	1,315	55%	900	38%	179	7%	2,394	100%	59%	41%
65–74	1,085	61%	564	32%	133	7%	1,782	100%	66%	34%
75+	1,574	70%	548	24%	140	6%	2,262	100%	74%	26%
Unknown	7	44%	3	19%	6	38%	16	100%	70%	30%
Total	9,777	46%	9,580	45%	1,775	8%	21,132	100%	51%	49%

Source: FARS 2013 ARF.

In 2013, there were 214 passenger vehicle occupant fatalities among children younger than 4. Among the 200 fatalities in this age group for which restraint use was known, more than a fourth (53) of the children were unrestrained. In the age group 4 to 7, there were 199 fatalities. Among the 184 fatalities in this age group for which restraint use was known, 77 (42%) were unrestrained.

Gender

Restraint use and gender are shown in Table 3 for passenger vehicle occupants killed in 2013. There were a total of 13,754 male passenger vehicle occupant fatalities. Of the 12,531 fatalities among males for which restraint use was known, 6,792 (54%) were unrestrained. There were a total of 7,372 female passenger vehicle occupant fatalities. Of the 6,823 fatalities among females for whom restraint use was known, 2,787 (41%) were unrestrained.

Table 3
Passenger Vehicle Occupants Killed, by Gender and Restraint Use, 2013

Gender	Restraint Use						Total		Percent "Known" Restrained	Percent "Known" Unrestrained
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Male	5,739	42%	6,792	49%	1,223	9%	13,754	100%	46%	54%
Female	4,036	55%	2,787	38%	549	7%	7,372	100%	59%	41%
Unknown	2	33%	1	17%	3	50%	6	100%	67%	33%
Total	9,777	46%	9,580	45%	1,775	8%	21,132	100%	51%	49%

Source: FARS 2013 ARF.

Seating Position

Restraint use by seating position for passenger vehicle occupants killed in 2013 is presented in Table 4. Among front-seat passengers with known restraint use, 48 percent were unrestrained. Among passenger vehicle occupants sitting in the second row of seats and for whom restraint use was known, 60 percent were unrestrained.

Table 4
Passenger Vehicle Occupants Killed, by Seating Position and Restraint Use, 2013

Seating Position		Restraint Use						Total		Percent "Known" Restrained	Percent "Known" Unrestrained
		Restrained		Unrestrained		Unknown					
		Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Front Seat	Total	9,093	48%	8,357	44%	1,531	8%	18,981	100%	52%	48%
	Left	7,272	47%	6,930	45%	1,250	8%	15,452	100%	51%	49%
	Middle	9	15%	49	79%	4	6%	62	100%	16%	84%
	Right	1,812	52%	1,367	40%	276	8%	3,455	100%	57%	43%
	Other/Unknown	0	0%	11	92%	1	8%	12	100%	0%	100%
Second Row	Total	626	37%	927	55%	147	9%	1,700	100%	40%	60%
	Left	251	39%	345	53%	55	8%	651	100%	42%	58%
	Middle	69	32%	128	59%	20	9%	217	100%	35%	65%
	Right	303	39%	417	53%	67	9%	787	100%	42%	58%
	Other/Unknown	3	7%	37	82%	5	11%	45	100%	8%	93%
Other		42	18%	177	77%	12	5%	231	100%	19%	81%
Unknown		16	7%	119	54%	85	39%	220	100%	12%	88%
Total		9,777	46%	9,580	45%	1,775	8%	21,132	100%	51%	49%

Source: FARS 2013 ARF.

Passenger Vehicle Types

Table 5 shows all passenger vehicle occupant fatalities for 2013, separated into drivers and passengers. A total of 15,447 passenger vehicle drivers were killed in traffic crashes in 2013. Among the 14,199 driver fatalities for which restraint use was known, 49 percent (6,929) were unrestrained. Looking at drivers with known restraint use by passenger vehicle type, 61 percent (1,850) of the pickup truck drivers killed were unrestrained, compared to 55 percent (1,330) for SUVs, 45 percent (303) for vans, and 43 percent (3,436) for passenger cars.

Table 5
Drivers and Passengers Killed, by Passenger Vehicle Type and Restraint Use, 2013

Type of Passenger Vehicle		Restraint Use						Total		Percent "Known" Restrained	Percent "Known" Unrestrained
		Restrained		Unrestrained		Unknown					
		Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Drivers Killed	Passenger Cars	4,635	53%	3,436	39%	713	8%	8,784	100%	57%	43%
	Pickup Trucks	1,159	36%	1,850	57%	249	8%	3,258	100%	39%	61%
	Sport Utility Vehicles	1,090	41%	1,330	50%	217	8%	2,637	100%	45%	55%
	Vans	376	50%	303	41%	66	9%	745	100%	55%	45%
	Other Light Trucks	10	43%	10	43%	3	13%	23	100%	50%	50%
	Total	**7,270**	**47%**	**6,929**	**45%**	**1,248**	**8%**	**15,447**	**100%**	**51%**	**49%**
Passengers Killed	Passenger Cars	1,612	50%	1,254	39%	327	10%	3,193	100%	56%	44%
	Pickup Trucks	278	30%	571	63%	64	7%	913	100%	33%	67%
	Sport Utility Vehicles	431	37%	638	54%	105	9%	1,174	100%	40%	60%
	Vans	184	47%	179	46%	28	7%	391	100%	51%	49%
	Other Light Trucks	2	14%	9	64%	3	21%	14	100%	18%	82%
	Total	**2,507**	**44%**	**2,651**	**47%**	**527**	**9%**	**5,685**	**100%**	**49%**	**51%**

Source: FARS 2013 ARF.

A total of 5,685 passengers were killed in passenger vehicles in 2013. Among the 5,158 of those passengers killed when restraint use was known, 51 percent (2,651) were unrestrained. Additionally, among the passenger fatalities in 2013 with known restraint use, 67 percent (571) of the passengers in pickup trucks were unrestrained, compared to 60 percent (54) for SUVs, 49 percent (46) for vans, and 44 percent (1,254) for passenger cars.

Benefits of Restraint Use

Seat Belts

NHTSA has estimated that lap/shoulder seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent[1] and the risk of moderate-to-critical injury by 50 percent.[2] For light-truck occupants, seat belts reduce the risk of fatal injury by 60 percent[1] and moderate-to-critical injury by 65 percent.[2]

Ejection from a vehicle is one of the most injurious events that can happen to a person in a crash. In fatal crashes in 2013, 79 percent of passenger vehicle occupants who were totally ejected from vehicles were killed. Seat belts are effective in preventing total ejections; in 2013, only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 31 percent of the unrestrained occupants.

Among passenger vehicle occupants age 5 and older, seat belts saved an estimated 12,584 lives in 2013, as shown in Table 6. If all passenger vehicle occupants age 5 and older had worn seat belts that year, 15,384 lives (that is, an additional 2,800) could have been saved.

Child Restraints

NHTSA has estimated that child safety seats reduce the risk of fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (ages 1 to 4 years) in passenger cars. For infants

and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively.[1]

Among children under age 5, an estimated 263 lives were saved in 2013 by restraint use. Of these 263 lives saved, 246 were associated with the use of child safety seats and 17 with the use of adult seat belts. At 100-percent child safety seat use for children under age 5, an estimated 319 (that is, an additional 56) lives could have been saved in 2013.

Frontal Air Bags

Frontal air bags, combined with lap/shoulder belts, offer effective safety protection for passenger vehicle occupants. NHTSA analyses indicate a fatality-reducing effectiveness for frontal air bags of 14 percent when no seat belt was used, and 11 percent when a seat belt was used in conjunction with frontal air bags.[1]

It is estimated that as of 2013, 202 million air-bag-equipped passenger vehicles were on the road, including 199 million with dual air bags. Air bags are supplemental protection and are not designed to deploy in all crashes. Most are designed to inflate in a moderate-to-severe frontal crash. Some crashes at lower speeds may result in injuries, but generally not the serious injuries that air bags are designed to prevent. Lap/shoulder belts should always be used, even in vehicles with air bags.

Children in rear-facing child safety seats should not be placed in the front seat of vehicles equipped with passenger-side air bags. The impact of a deploying air bag striking a rear-facing child safety seat could result in serious injury to the child.

In 2013, an estimated 2,388 lives were saved by frontal air bags. From 1987—when air bags were first installed in vehicles—through 2013, a total of 39,886 lives were saved, as shown in Table 6.

Table 6
Estimated Number of Lives Saved by Restraint Systems, 1975–2013

Restraint Type	1975–03	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total
Seat Belts	179,948	15,548	15,688	15,458	15,223	13,312	12,757	12,670	12,071	12,386	12,584	317,645
Child Restraints	7,021	455	424	427	388	286	307	303	262	285	263	10,421
Frontal Air Bags	14,258*	2,660	2,752	2,824	2,800	2,557	2.481	2,403	2,341	2,422	2,388	39,886

Source: Lives Saved in 2013 by Restraint Use and Minimum Drinking Age Laws
*Note: Total from 1987-2003. Frontal air bags did not exist prior to 1987.

The 2009 through 2012 estimates of lives saved differ from previously published estimates due to a computational correction. Previous estimates did not properly account for model year 2010 through 2013 passenger vehicles, thus slightly underestimating lives saved by seat belts, child restraints, and frontal air bags.

State Belt Use

Observed seat belt use rates in the States, the District of Columbia, and Puerto Rico in 2013 are shown in Table 7. The results were obtained by observing traffic on roads at selected sites. For more information on State seat belt use rates, see the Crash*Stat titled Seat Belt Use in 2013—Use Rates in the States and Territories (DOT HS 812 030).

Restraint Use Laws

The first mandatory belt use law was enacted in the State of New York in 1984. Adult belt use laws are now in effect in 49 States, the District of Columbia, and Puerto Rico. The laws differ from State to State, according to the type and age of the vehicle, occupant age and seating position, etc. The goal of these laws is to promote belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2013, 33 States, the District of Columbia, and Puerto Rico had primary seat belt laws in effect, enabling law enforcement officers to stop vehicles and write citations when they observed violations of the seat belt law. In 16 States, the laws specified secondary enforcement, meaning that law enforcement officers were permitted to write citations only after a vehicle was stopped for some other traffic infraction. New Hampshire is the only State without a seat belt law for adults, although it does have a primary child passenger safety law that covers all drivers and passengers under the age of 18.

Table 7

Passenger Vehicle Occupants Killed, by State, Restraint Use, and Observed Seat Belt Use Rate by State, 2013

State	Restraint Use						Total Occupants Killed		Observed Seat Belt Use Rate*	Percent "Known" Restrained	Percent "Known" Unrestrained
	Restrained		Unrestrained		Unknown						
	Number	Percent	Number	Percent	Number	Percent	Number	Percent			
Alabama	271	41%	369	55%	25	4%	665	100%	97.3%	42%	58%
Alaska	13	48%	12	44%	2	7%	27	100%	86.1%	52%	48%
Arizona	175	39%	227	50%	49	11%	451	100%	84.7%	44%	56%
Arkansas	135	40%	174	51%	31	9%	340	100%	76.7%	44%	56%
California	986	61%	500	31%	125	8%	1,611	100%	97.4%	66%	34%
Colorado	124	39%	177	56%	16	5%	317	100%	82.1%	41%	59%
Connecticut	80	44%	75	41%	27	15%	182	100%	86.6%	52%	48%
Delaware	26	52%	23	46%	1	2%	50	100%	92.2%	53%	47%
District of Columbia	6	100%	0	0%	0	0%	6	100%	87.5%	100%	0%
Florida	601	49%	553	45%	64	5%	1,218	100%	87.2%	52%	48%
Georgia	350	43%	376	46%	85	10%	811	100%	95.5%	48%	52%
Hawaii	15	36%	23	55%	4	10%	42	100%	94.0%	39%	61%
Idaho	54	34%	98	62%	7	4%	159	100%	81.6%	36%	64%
Illinois	292	45%	276	42%	82	13%	650	100%	93.7%	51%	49%
Indiana	279	51%	201	37%	64	12%	544	100%	91.6%	58%	42%
Iowa	108	46%	102	43%	27	11%	237	100%	91.9%	51%	49%
Kansas	103	39%	146	55%	16	6%	265	100%	80.7%	41%	59%
Kentucky	220	47%	245	53%	0	0%	465	100%	85.0%	47%	53%
Louisiana	197	41%	248	52%	31	7%	476	100%	82.5%	44%	56%
Maine	55	49%	56	50%	1	1%	112	100%	83.0%	50%	50%
Maryland	153	55%	108	39%	18	6%	279	100%	90.7%	59%	41%
Massachusetts	59	29%	96	47%	51	25%	206	100%	74.8%	38%	62%
Michigan	329	55%	183	30%	89	15%	601	100%	93.0%	64%	36%
Minnesota	149	58%	80	31%	30	12%	259	100%	94.8%	65%	35%
Mississippi	201	41%	284	58%	4	1%	489	100%	74.4%	41%	59%
Missouri	192	34%	325	58%	42	8%	559	100%	80.1%	37%	63%
Montana	50	31%	108	67%	3	2%	161	100%	74.0%	32%	68%
Nebraska	44	26%	105	62%	20	12%	169	100%	79.1%	30%	70%
Nevada	56	46%	57	46%	10	8%	123	100%	94.8%	50%	50%
New Hampshire	35	38%	56	62%	0	0%	91	100%	73.0%	38%	62%
New Jersey	174	53%	141	43%	14	4%	329	100%	91.0%	55%	45%
New Mexico	72	38%	96	51%	20	11%	188	100%	92.0%	43%	57%
New York	337	55%	186	30%	91	15%	614	100%	91.1%	64%	36%
North Carolina	453	52%	355	41%	63	7%	871	100%	88.6%	56%	44%
North Dakota	28	25%	66	59%	18	16%	112	100%	77.7%	30%	70%
Ohio	288	41%	352	50%	59	8%	699	100%	84.5%	45%	55%
Oklahoma	200	42%	248	52%	26	5%	474	100%	83.6%	45%	55%
Oregon	138	64%	54	25%	24	11%	216	100%	98.2%	72%	28%
Pennsylvania	282	35%	419	52%	98	12%	799	100%	84.0%	40%	60%
Rhode Island	17	46%	19	51%	1	3%	37	100%	85.6%	47%	53%
South Carolina	214	44%	242	50%	32	7%	488	100%	91.7%	47%	53%
South Dakota	32	32%	61	61%	7	7%	100	100%	68.7%	34%	66%
Tennessee	294	41%	351	49%	74	10%	719	100%	84.8%	46%	54%
Texas	1,107	50%	900	41%	198	9%	2,205	100%	90.3%	55%	45%
Utah	70	50%	57	41%	13	9%	140	100%	82.4%	55%	45%
Vermont	28	55%	21	41%	2	4%	51	100%	84.9%	57%	43%
Virginia	248	45%	300	55%	1	0%	549	100%	79.7%	45%	55%
Washington	164	57%	89	31%	34	12%	287	100%	94.5%	65%	35%
West Virginia	95	38%	113	46%	39	16%	247	100%	82.2%	46%	54%
Wisconsin	158	42%	186	49%	32	9%	376	100%	82.4%	46%	54%
Wyoming	20	30%	41	62%	5	8%	66	100%	81.9%	33%	67%
U.S. Total	**9,777**	**46%**	**9,580**	**45%**	**1,775**	**8%**	**21,132**	**100%**	**87.0%**	**51%**	**49%**
Puerto Rico	72	38%	117	62%	1	1%	190	100%	89.7%	38%	62%

Grey shaded: States with primary seat belt laws in 2013.
Source: FARS ARF 2013; *Crash*Stats (DOT HS 812 030), May 2014

The first mandatory child restraint use law was implemented in the State of Tennessee in 1978. Since 1985, all 50 States and the District of Columbia have had child restraint use laws in effect. Child restraint use laws differ from State to State, in terms of the ages of children covered and in other important ways, including height and weight limits, seating position requirements, and various exemptions and exceptions.

The most current information on seat belt laws and child passenger safety laws is available on the Web site of the Governors Highway Safety Association (GHSA) at www.ghsa.org/index.html:

- Seat belt laws—www.ghsa.org/html/stateinfo/laws/seatbelt_laws.html
- Child passenger safety laws—www.ghsa.org/html/stateinfo/laws/childsafety_laws.html

A 2008 NHTSA research note, *States With Primary Enforcement Laws Have Lower Fatality Rates (Updated)* (DOT HS 810 921), suggested that seat belt use among fatally injured occupants was at least 13 percentage points higher in States with primary enforcement laws. In addition, results from the annual National Occupant Protection Use Survey (NOPUS) have found that seat belt use in primary law States is consistently higher than use in States with secondary laws or no law (91 percent versus 80 percent, respectively, in 2013) (see Figure 3 in *Seat Belt Use in 2013—Overall Results*, DOT HS 811 875, http://www-nrd.nhtsa.dot.gov/Pubs/811875.pdf).

This fact sheet contains information on motor vehicle fatalities and fatal crashes, which is 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).

References

1. Kahane, C. J. (2015, January). Lives saved by vehicle safety technologies and associated Federal Motor Vehicle Safety Standards, 1960 to 2012—Passenger cars and LTVs—With reviews of 26 FMVSS and the effectiveness of their associated safety technologies in reducing fatalities, injuries, and crashes. (DOT HS 812 069). Washington, DC: National Highway Traffic Safety Administration. Available at http://www-nrd.nhtsa.dot.gov/Pubs/812069.pdf.

2. National Highway Traffic Safety Administration. (1984). Final regulatory impact analysis amendment to Federal Motor Vehicle Safety Standard 208. Passenger car front seat occupant protection. (DOT HS 806 572). Washington, DC: U.S. Department of Transportation. Available at http://www-nrd.nhtsa.dot.gov/pubs/806572.pdf.

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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 by e-mail at ncsaweb@dot.gov. General information on highway traffic safety can be found 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, Older Population, Overview, Passenger Vehicles, Pedestrians, 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 found at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

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