



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



Traffic Safety Facts

2023 Data



DOT HS 813 713

May 2025

Alcohol-Impaired Driving

In this fact sheet for 2023 the information is presented as follows.

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Drivers are alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal traffic crash involving a driver with a BAC of .08 g/dL or higher is an alcohol-impaired-driving crash, and fatalities occurring in those crashes are alcohol-impaired-driving fatalities. The term “drunk driving” is used instead of alcohol-impaired driving in some other NHTSA communications and material. The term “driver” refers to the operator of any motor vehicle, including a motorcycle.

Estimates of alcohol-impaired driving are generated using BAC values reported to the Fatality Analysis Reporting System (FARS) and BAC values imputed when they are not reported. For more information on multiple imputation, see *Multiple Imputation of Missing Blood Alcohol Concentration (BAC) Values in FARS*.¹ In this fact sheet NHTSA uses the term “alcohol-impaired” in evaluating the FARS statistics. **In all cases throughout this fact sheet, use of the term does not indicate that a crash or a fatality was caused by alcohol impairment, only that an alcohol-impaired driver was involved in the crash.** This report also includes BACs of .00 g/dL (no alcohol), .01+ g/dL, and .15+ g/dL solely for comparison purposes.

Key Findings

- In 2023 there were 12,429 fatalities in motor vehicle traffic crashes in which at least one driver was alcohol-impaired. This represented 30 percent of all traffic fatalities in the United States for the year.
- Traffic fatalities in alcohol-impaired-driving crashes decreased by 7.6 percent (13,458 to 12,429 fatalities) from 2022 to 2023.
- On average, one alcohol-impaired-driving fatality occurred every 42 minutes in 2023.
- The 21- to 24-year-old age group had the highest percentage (28%) of alcohol-impaired drivers involved in fatal traffic crashes compared to other age groups in 2023.
- Males had the higher percentage (22%) of alcohol-impaired drivers involved in fatal traffic crashes than females (16%) in 2023.

¹ Rubin, D. B., Schafer, J. L., & Subramanian, R. (1998, October). *Multiple imputation of missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 808 816). National Highway Traffic Safety Administration.
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/808816>

- The percentages of alcohol-impaired drivers involved in fatal traffic crashes in 2023 was highest for motorcycle riders (26%) compared to drivers of passenger cars (24%), light trucks (20%), and large trucks (4%).
- Of the 1,019 traffic fatalities in 2023 among children 14 and younger, 25 percent (253) occurred in alcohol-impaired-driving crashes.
- In 2023 among the 12,429 alcohol-impaired-driving fatalities, 67 percent (8,272) were in traffic crashes in which at least one driver had a BAC of .15 g/dL or higher.
- The rate of alcohol impairment among drivers involved in fatal traffic crashes in 2023 was three times higher at night than during the day.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from FARS. Refer to the end of this publication for more information on FARS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

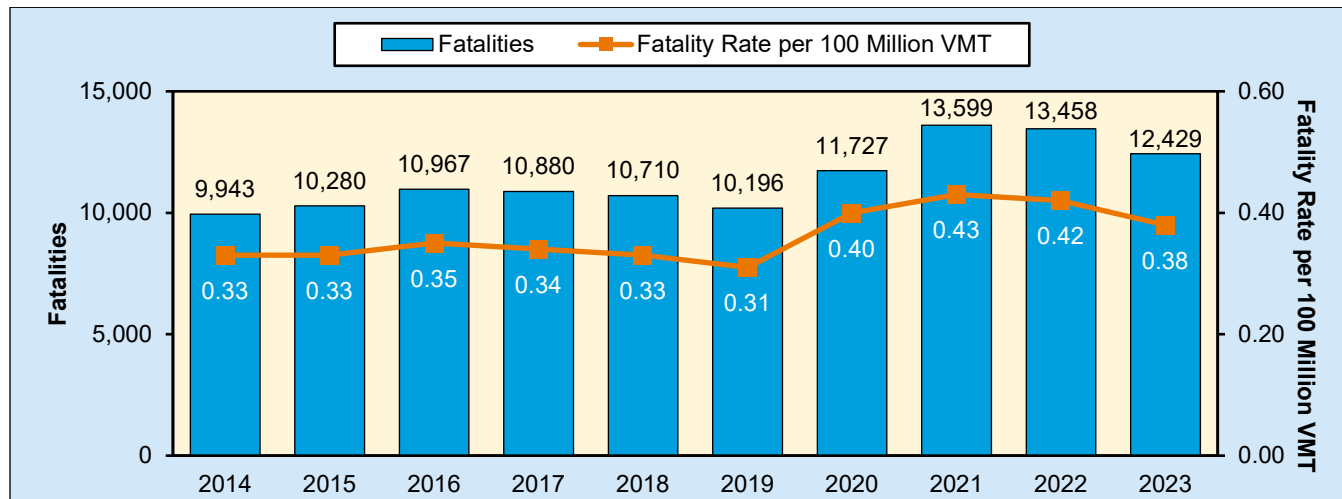
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

All 50 States, the District of Columbia, and Puerto Rico have set thresholds making it illegal to drive with a BAC of .08 g/dL or higher. **Note:** Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. In addition, people under 21 are legally prohibited from drinking alcohol (except in Puerto Rico, where the legal drinking age is 18). Operating a commercial vehicle at a BAC of .04 g/dL or above is a violation of Federal regulations and may result in criminal charges.

In 2023 there were 12,429 people killed in alcohol-impaired-driving traffic crashes, an average of 1 alcohol-impaired-driving fatality every 42 minutes. These alcohol-impaired-driving fatalities accounted for 30 percent of all motor vehicle traffic fatalities in the United States in 2023.

Traffic fatalities in alcohol-impaired-driving crashes decreased by 7.6 percent (13,458 to 12,429 fatalities) from 2022 to 2023 compared to a 4.3-percent decrease in overall traffic fatalities between 2022 and 2023 (42,721 to 40,901). The national rate of alcohol-impaired-driving fatalities in motor vehicle traffic crashes in 2023 was 0.38 per 100 million vehicle miles traveled (VMT), down from 0.42 in 2022. Figure 1 presents the fatality numbers and rates for the decade from 2014 to 2023.

Figure 1. Traffic Fatalities and Fatality Rate per 100 Million VMT in Alcohol-Impaired-Driving Crashes, 2014–2023

Sources: FARS 2014–2022 Final File, 2023 Annual Report File (ARF); VMT – Federal Highway Administration (FHWA)

Notes: NHTSA estimates BACs when alcohol test results are unknown. Due to amendments in the 2021 FARS Final File, the 2021 alcohol-impaired-driving fatalities changed from 13,617 to 13,599.

Of the 12,429 people who died in alcohol-impaired-driving traffic crashes in 2023, there were 7,494 drivers (60%) who were alcohol-impaired. The remaining fatalities consisted of 1,571 passengers riding with alcohol-impaired drivers (13%), 1,980 occupants of other vehicles (16%), and 1,384 nonoccupants (11%). The distribution of traffic fatalities in these crashes by role is shown in Table 1.

Table 1. Traffic Fatalities in Alcohol-Impaired-Driving Crashes, by Role, 2023

Role	Number	Percent
Alcohol-Impaired Drivers	7,494	60%
Passengers Riding With Alcohol-Impaired Drivers	1,571	13%
Subtotal	9,065	73%
Occupants of Other Vehicles	1,980	16%
Nonoccupants (pedestrians/pedalcyclists/other)	1,384	11%
Total Alcohol-Impaired-Driving Fatalities	12,429	100%

Source: FARS 2023 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

Economic Cost for All Traffic Crashes

The estimated economic cost of all motor vehicle traffic crashes in the United States in 2019 (the most recent year for which cost data is available) was \$340 billion, of which \$58 billion resulted from alcohol-impaired-driving crashes (drivers or nonoccupants with a BAC of .08 g/dL or higher). Included in the economic costs are:

- Lost productivity,
- Workplace costs,
- Legal and court costs,
- Medical costs,
- Emergency medical services,
- Insurance administration costs,
- Congestion impacts, and
- Property damage.

These costs represent the tangible losses that result from motor vehicle traffic crashes. However, in cases of serious injury or death, such costs fail to capture the relatively intangible value of lost quality-of-life that results from these injuries. When quality-of-life valuations are considered, the total value of societal harm from motor vehicle traffic crashes in the United States in 2019 was an estimated \$1.37 trillion, of which \$296 billion resulted from alcohol-impaired-driving crashes. For further information on cost estimates, see *The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised)*.²

Drivers

Table 2 provides information on alcohol-impaired drivers involved (killed or survived) in fatal traffic crashes by the age of the driver as well as sex and vehicle type. In fatal traffic crashes in 2023 the highest percentage of alcohol-impaired drivers was for 21- to 24-year-olds (28%), followed by 25- to 34-year-old drivers (26%).

The percentages of alcohol-impaired drivers involved in fatal traffic crashes in 2023 was 22 percent among males and 16 percent among females. In 2023 there were almost 4 male alcohol-impaired drivers involved for every female alcohol-impaired driver involved (9,155 versus 2,339). When looking at all drivers involved in fatal traffic crashes, there were almost 3 male drivers for every female driver.

The percentages of alcohol-impaired drivers involved in fatal traffic crashes in 2023 by vehicle type were 26 percent for motorcycle riders, 24 percent for drivers of passenger cars, and 20 percent for drivers of light trucks (22% for drivers of pickups, 19% for drivers of SUVs, and 12% for drivers of vans). The percentages of alcohol-impaired drivers in fatal crashes were the lowest for drivers of large trucks (4%).

Table 2. Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Age Group, Sex, and Vehicle Type, 2022 and 2023

Drivers Involved in Fatal Traffic Crashes	2022			2023		
	Total Drivers	Alcohol-Impaired Drivers		Total Drivers	Alcohol-Impaired Drivers	
		Number	Percentage of Total		Number	Percentage of Total
Total*	60,308	12,919	21%	57,939	11,779	20%
Age Group						
15–20	4,876	937	19%	5,133	1,030	20%
21–24	5,308	1,542	29%	5,101	1,413	28%
25–34	12,661	3,500	28%	11,916	3,134	26%
35–44	10,398	2,482	24%	9,876	2,257	23%
45–54	8,652	1,731	20%	8,116	1,562	19%
55–64	7,932	1,347	17%	7,560	1,215	16%
65–74	5,076	624	12%	4,954	596	12%
75+	3,460	264	8%	3,458	260	8%
Sex						
Male	43,770	9,887	23%	42,101	9,155	22%
Female	14,783	2,571	17%	14,186	2,339	16%

² Blincoe, L., Miller, T., Wang, J.-S., Swedler, D., Coughlin, T., Lawrence, B., Guo, F., Klauer, S., & Dingus, T. (2023, February). *The economic and societal impact of motor vehicle crashes, 2019 (Revised)* (Report No. DOT HS 813 403). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>

Drivers Involved in Fatal Traffic Crashes	2022			2023		
	Total Drivers	Alcohol-Impaired Drivers		Total Drivers	Alcohol-Impaired Drivers	
		Number	Percentage of Total		Number	Percentage of Total
Vehicle Type						
Passenger Car	20,011	4,863	24%	18,642	4,505	24%
Light Truck**	25,717	5,500	21%	25,171	4,946	20%
--Pickup	9,603	2,343	24%	9,301	2,068	22%
--SUV	14,063	2,886	21%	13,908	2,634	19%
--Van	2,038	269	13%	1,954	243	12%
Large Truck***	5,793	157	3%	5,317	187	4%
Motorcycle	6,382	1,772	28%	6,429	1,668	26%

Source: FARS 2022 Final File, 2023 ARF

*Includes unknown age, unknown sex, and other/unknown vehicle type.

**Includes other/unknown light-truck vehicle types.

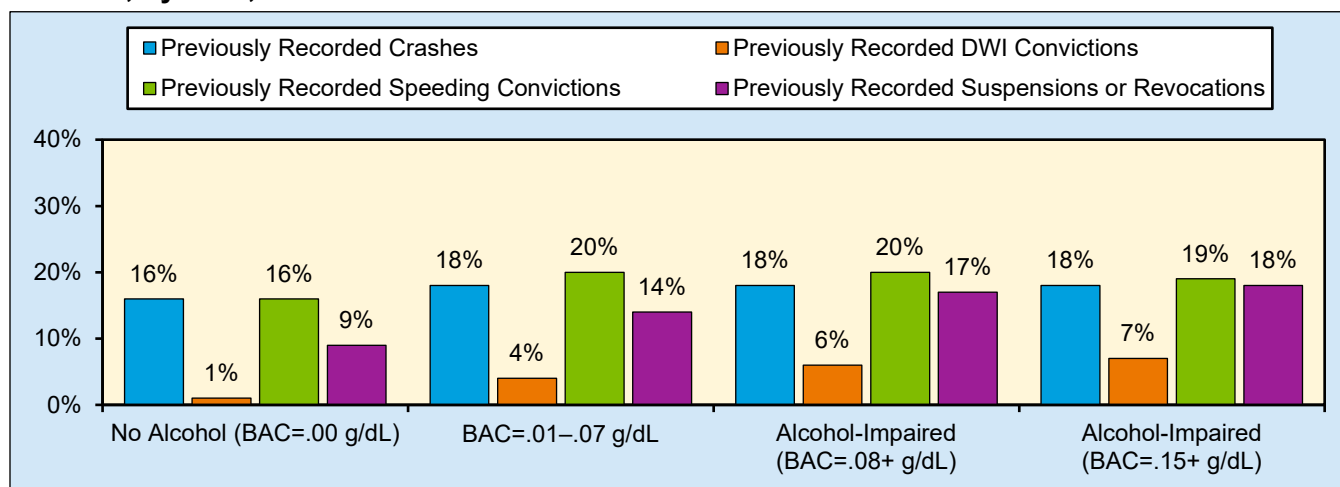
***Includes commercial and non-commercial trucks with GVWRs (gross vehicle weight ratings) over 10,000 pounds.

Note: NHTSA estimates BACs when alcohol test results are unknown.

In 2023 there were 5,590 passenger vehicle drivers killed who were alcohol-impaired (passenger vehicles include passenger cars as well as light trucks such as pickups, SUVs, and vans with gross vehicle weight ratings of 10,000 pounds or less). Of these driver fatalities for whom restraint use was known, 65 percent were unrestrained. Based on known restraint use, 51 percent of passenger vehicle drivers killed who had BACs of .01 to .07 g/dL were unrestrained, 42 percent of passenger vehicle drivers killed who had no alcohol (.00 g/dL) were unrestrained, and 65 percent of passenger vehicle drivers who had BACs of .15 g/dL or higher were unrestrained.

Figure 2 shows information on the driving record of drivers in fatal traffic crashes in 2023 at different BAC levels. There was little difference by BAC level in the percentages of drivers with previously recorded crashes. Alcohol-impaired drivers involved in fatal traffic crashes were 6 times more likely to have prior DWI convictions than were drivers with no alcohol (6% and 1%, respectively).

Figure 2. Percentages of Previous 5-Year Driving Records of Drivers Involved in Fatal Traffic Crashes, by BAC, 2023



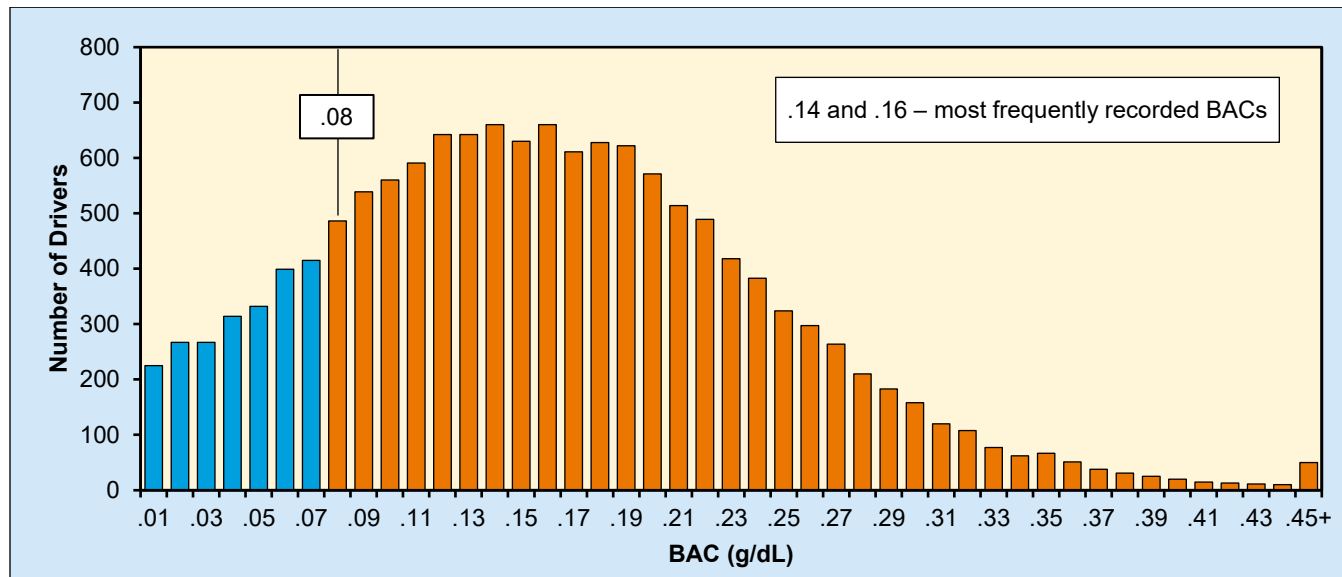
Source: FARS 2023 ARF

Notes: Excludes all drivers with previous records that were unknown. NHTSA estimates BACs when alcohol test results are unknown.

While a driver with a BAC of .08 g/dL is considered to be impaired, the large majority of drivers in fatal traffic crashes with any measurable alcohol had levels far higher. Eighty-four percent (11,779) of the 13,996 drivers with alcohol in their systems who were involved in fatal traffic crashes in 2023 had BAC levels at or above .08 g/dL,

and 55 percent (7,660) had BACs at or above .15 g/dL. In 2023 among the 12,429 alcohol-impaired-driving fatalities, 67 percent (8,272) were in traffic crashes in which at least one driver in the crash had BACs of .15 g/dL or higher. Figure 3 presents the distribution of BACs for those drivers with any alcohol in their systems. The most frequently recorded BACs among drinking drivers in fatal traffic crashes were at .14 and .16 g/dL.

Figure 3. Distribution of BACs for Drivers With BACs of .01 g/dL or Higher Involved in Fatal Traffic Crashes, 2023



Source: FARS 2023 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

Children

A total of 1,019 children 14 and younger were killed in motor vehicle traffic crashes in 2023. Of these 1,019 fatalities, 253 children (25%) died in alcohol-impaired-driving crashes. Of these 253 child deaths:

- 132 (52%) were passengers of vehicles with alcohol-impaired drivers;
- 85 (34%) were occupants of other vehicles;
- 29 (11%) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants); and
- 7 (3%) were child drivers.

Crash Characteristics

Figure 4 displays information about the setting surrounding alcohol-impaired drivers involved (killed or survived) in fatal traffic crashes in 2023 including month, rural/urban classification, weather, light condition, and functional system.³

In 2023 based on known crash characteristic values of alcohol-impaired drivers involved in fatal traffic crashes:

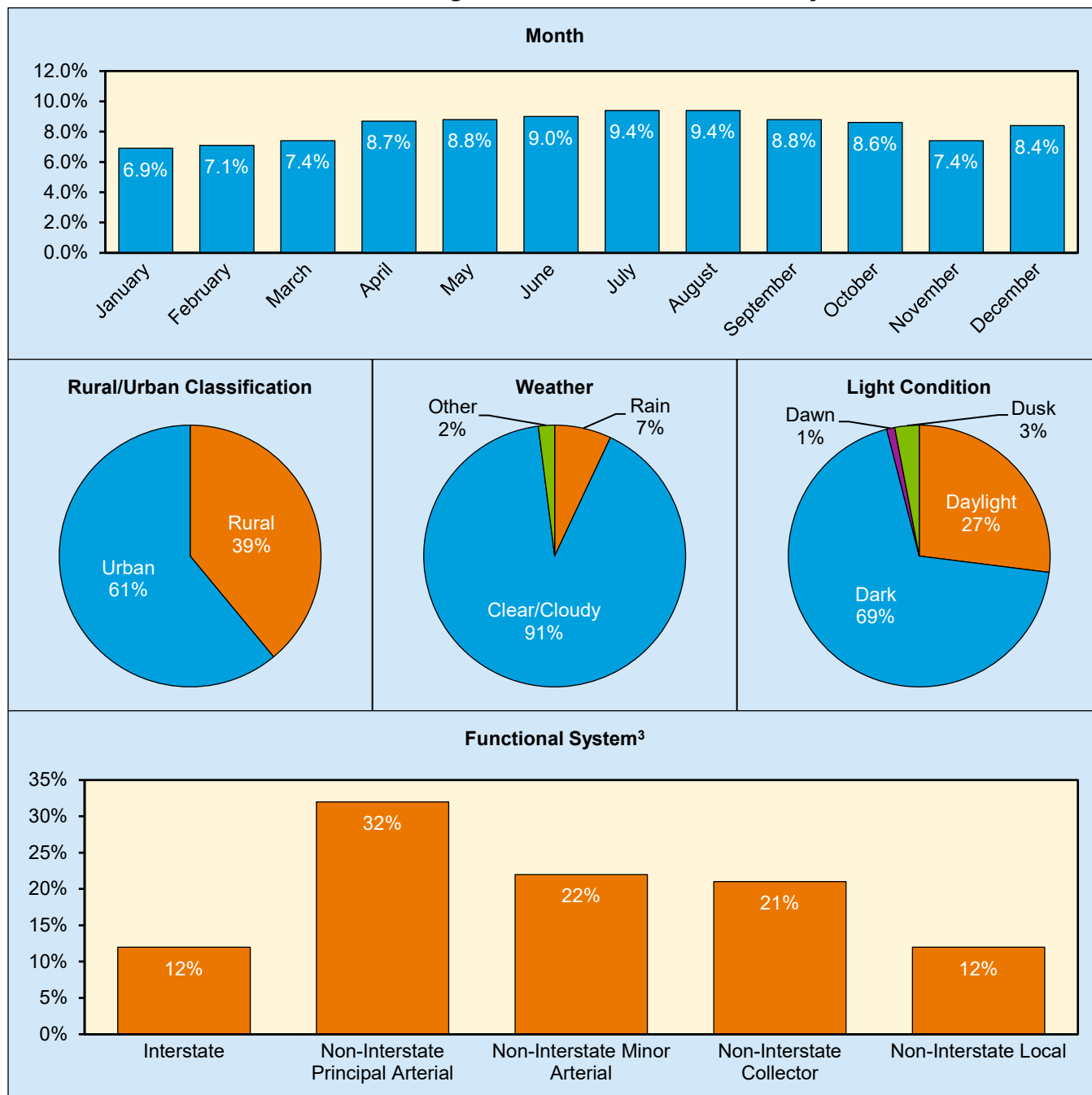
- More occurred in July (9.4%) and August (9.4%) than the other months; January had the lowest percentage (6.9%);
- 61 percent occurred in urban areas and 39 percent occurred in rural areas;
- 91 percent occurred in clear/cloudy conditions compared to 7 percent in rainy conditions and 2 percent in other conditions;

³ Definitions for different functional system can be found at

www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

- 69 percent occurred in the dark compared to 27 percent in daylight, 3 percent in dusk, and 1 percent in dawn; and
- 88 percent occurred on non-interstate roads compared to 12 percent on interstate roads.

Figure 4. Percentages of Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Month, Rural/Urban Classification, Weather, Light Condition, and Functional System, 2023³



Source: FARS 2023 ARF

Notes: Unknowns were removed before calculating percentages. Percentages may not add up to 100 percent due to individual rounding. NHTSA estimates BACs when alcohol test results are unknown.

³ Definitions for different functional system can be found at

www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Time of Day and Day of Week

Table 3 presents information on drivers involved (killed or survived) in fatal traffic crashes in 2022 and 2023 by time of day and day of week, as well as single-vehicle and multi-vehicle crash data. In 2023:

- The rate of alcohol impairment among drivers involved in fatal traffic crashes was three times higher at night than during the day (30% versus 10%);
- 32 percent of all drivers involved in single-vehicle fatal traffic crashes were alcohol-impaired, compared to 14 percent in multi-vehicle fatal traffic crashes; and
- 15 percent of all drivers involved in fatal traffic crashes during the week were alcohol-impaired, compared to 28 percent on weekends.

Table 3. Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Crash Type, Time of Day, and Day of Week, 2022 and 2023

Drivers Involved in Fatal Traffic Crashes	2022			2023		
	Total Drivers	Alcohol-Impaired Drivers		Total Drivers	Alcohol-Impaired Drivers	
		Number	Percentage of Total		Number	Percentage of Total
Total*	60,308	12,919	21%	57,939	11,779	20%
Crash Type and Time of Day						
Single-Vehicle*	22,260	7,112	32%	20,905	6,598	32%
Daytime	8,348	1,495	18%	7,790	1,393	18%
Nighttime	13,649	5,506	40%	12,849	5,082	40%
Multi-Vehicle*	38,048	5,807	15%	37,034	5,181	14%
Daytime	21,523	1,650	8%	20,716	1,461	7%
Nighttime	16,457	4,148	25%	16,287	3,714	23%
Time of Day						
Daytime	29,871	3,145	11%	28,506	2,854	10%
Nighttime	30,106	9,653	32%	29,136	8,796	30%
Day of Week and Time of Day						
Weekday*	36,551	5,958	16%	34,738	5,343	15%
Daytime	22,205	1,978	9%	20,996	1,793	9%
Nighttime	14,224	3,947	28%	13,643	3,508	26%
Weekend*	23,676	6,931	29%	23,123	6,410	28%
Daytime	7,666	1,167	15%	7,510	1,062	14%
Nighttime	15,882	5,706	36%	15,493	5,288	34%

Source: FARS 2022 Final File, 2023 ARF

*Includes drivers involved in fatal crashes when time of day was unknown.

Note: NHTSA estimates BACs when alcohol test results are unknown.

Daytime – 6 a.m. to 5:59 p.m.

Nighttime – 6 p.m. to 5:59 a.m.

Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)

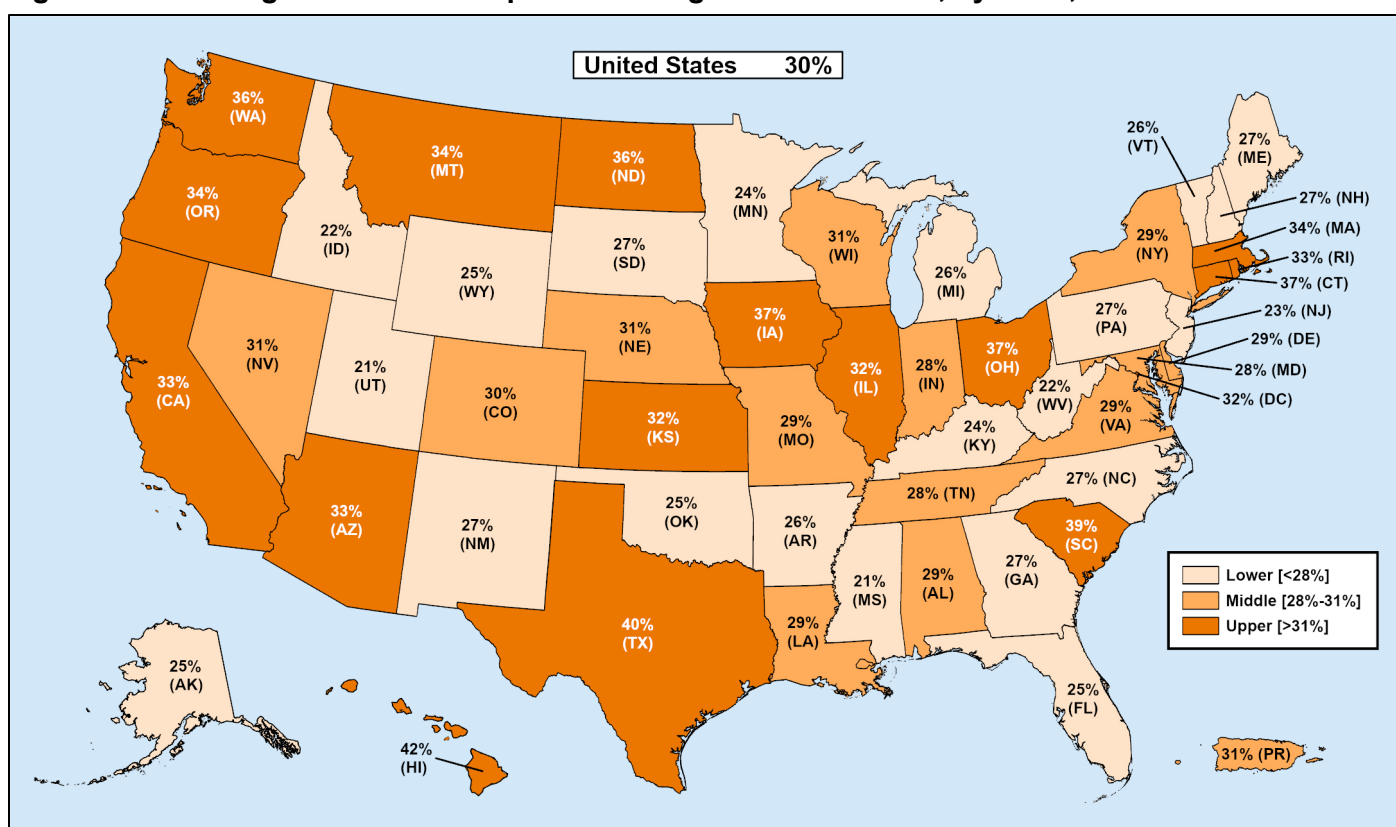
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

State

Figure 5 contains a color-coded map of the percentages of alcohol-impaired-driving traffic fatalities by State in 2023. Table 4 shows traffic fatalities by State and the highest driver BAC in the crashes in 2023. Puerto Rico is not included in the overall U.S. total.

- Alcohol-impaired-driving traffic fatalities were highest in Texas (1,699), followed by California (1,355) and Florida (839), and lowest in the District of Columbia (14).
- The percentages of alcohol-impaired-driving fatalities among total traffic fatalities in States ranged from a high of 42 percent (Hawaii) to a low of 21 percent (Mississippi and Utah), compared to the national 30 percent.
- The percentages of traffic fatalities in crashes involving a driver with a BAC of .15 g/dL or higher ranged from a high of 27 percent (Texas) to a low of 13 percent (Mississippi), compared to the national 20 percent.

Figure 5. Percentages of Alcohol-Impaired-Driving Traffic Fatalities, by State, 2023



Source: FARS 2023 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

Table 4. Traffic Fatalities, by State and Highest Driver BAC in the Crash, 2023

State	Total Fatalities*	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired			
	Number	Number	Percent	Number	Percent	BAC=.08+ g/dL		BAC=.15+ g/dL	
						Number	Percent	Number	Percent
Alabama	974	641	66%	333	34%	283	29%	181	19%
Alaska	60	42	71%	18	29%	15	25%	12	20%
Arizona	1,304	787	60%	511	39%	429	33%	283	22%
Arkansas	596	411	69%	185	31%	157	26%	104	18%
California	4,061	2,471	61%	1,581	39%	1,355	33%	892	22%
Colorado	720	464	65%	255	35%	214	30%	139	19%
Connecticut	308	173	56%	135	44%	113	37%	79	26%
Delaware	135	87	64%	48	36%	39	29%	27	20%
District of Columbia	44	21	48%	20	45%	14	32%	7	15%
Florida	3,396	2,410	71%	983	29%	839	25%	556	16%
Georgia	1,615	1,087	67%	527	33%	433	27%	287	18%
Hawaii	93	50	54%	43	46%	39	42%	24	26%
Idaho	275	202	73%	73	27%	60	22%	39	14%
Illinois	1,241	784	63%	457	37%	399	32%	272	22%
Indiana	898	597	66%	301	34%	251	28%	161	18%
Iowa	377	207	55%	169	45%	141	37%	99	26%
Kansas	387	241	62%	146	38%	125	32%	82	21%
Kentucky	814	582	71%	231	28%	198	24%	135	17%
Louisiana	811	530	65%	278	34%	232	29%	160	20%
Maine	135	85	63%	49	36%	37	27%	29	21%
Maryland	621	419	67%	202	33%	173	28%	119	19%
Massachusetts	343	210	61%	132	39%	116	34%	85	25%
Michigan	1,094	752	69%	340	31%	286	26%	176	16%
Minnesota	409	288	70%	121	30%	100	24%	70	17%
Mississippi	732	555	76%	175	24%	155	21%	99	13%
Missouri	991	664	67%	326	33%	283	29%	196	20%
Montana	208	123	59%	85	41%	71	34%	50	24%
Nebraska	227	149	65%	78	35%	70	31%	52	23%
Nevada	389	246	63%	143	37%	121	31%	75	19%
New Hampshire	130	89	69%	41	31%	36	27%	23	17%
New Jersey	606	434	72%	172	28%	142	23%	91	15%
New Mexico	437	304	70%	133	30%	119	27%	77	18%
New York	1,114	734	66%	380	34%	325	29%	211	19%
North Carolina	1,561	1,076	69%	480	31%	415	27%	276	18%
North Dakota	106	64	60%	42	40%	38	36%	28	26%
Ohio	1,242	711	57%	528	42%	455	37%	311	25%
Oklahoma	718	497	69%	216	30%	179	25%	132	18%
Oregon	587	349	59%	238	41%	200	34%	127	22%
Pennsylvania	1,211	825	68%	382	32%	321	27%	216	18%
Rhode Island	71	44	62%	27	38%	24	33%	18	25%
South Carolina	1,047	584	56%	463	44%	413	39%	275	26%
South Dakota	140	88	63%	50	36%	38	27%	27	19%
Tennessee	1,323	887	67%	434	33%	371	28%	228	17%
Texas	4,291	2,326	54%	1,957	46%	1,699	40%	1,141	27%
Utah	280	211	75%	68	24%	59	21%	41	15%
Vermont	69	48	69%	21	31%	18	26%	12	17%
Virginia	913	608	67%	305	33%	261	29%	187	20%
Washington	810	467	58%	340	42%	294	36%	184	23%
West Virginia	260	184	71%	76	29%	58	22%	42	16%
Wisconsin	583	375	64%	207	36%	182	31%	116	20%
Wyoming	144	101	70%	43	30%	36	25%	25	18%
U.S. Total	40,901	26,284	64%	14,547	36%	12,429	30%	8,272	20%
Puerto Rico	307	191	62%	116	38%	96	31%	61	20%

Source: FARS 2023 ARF

*Includes fatalities in crashes in which there was no driver (includes motorcycle riders) present.

Notes: Percentages are computed based on unrounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

Important Safety Reminders

The best way to prevent alcohol-impaired driving is to never drive after drinking. When your plans involve drinking alcohol, follow these safety tips.

- Take a taxi or ride-hailing service to your destination to stop yourself from driving home after drinking.
- Always plan your safe ride home before you go out; choose a non-drinking friend as a designated driver.
- If you do drink, call a taxi, a ride-hailing service, or a sober friend to take you home.

Ways to support your friends and family:

- If you're hosting a party where alcohol is served, ask your guests to plan ahead and designate a sober driver before they arrive; offer alcohol-free beverages, and make sure all guests get home safely.
- If someone you know has been drinking, don't let them drive. Take their keys and arrange a sober ride home for them or have them stay for the night.

Ways to protect yourself and others against impaired drivers:

- Always wear your seat belt — it's your best defense against impaired drivers.
- If you see an impaired driver on the road, pull over and contact local law enforcement. Your actions could help save someone's life.

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514, in the 2022 ARF. The number of alcohol-impaired-driving fatalities from the 2022 Final File was 13,458, which was updated from 13,524 from the 2022 ARF.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS is no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS data file. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at

<https://vpic.nhtsa.dot.gov/>.

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at <https://cdan.dot.gov>.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at <https://crashstats.nhtsa.dot.gov/>.



U.S. Department
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