

# Statistics Tell the Story

•**On-the-Job.** In 2004, 5,703 people died from on-the-job injuries, according to the Bureau of Transportation Statistics. Of those, 2,460 were transportation-related—with 1,374 were roadway related, 335 were non-roadway related, 230 involved aircrafts, 377 were pedestrians struck by a vehicle, 90 involved a water vehicle and 50 occurred on a railway.

•**Male Dominated.** In 2005, a total of 43,443 people died from traffic crashes. The majority of those killed were drivers—23,240—and males made up 75.7% of the total number of people/vehicle occupants killed in car crashes, while females made up 24%.

•**Vehicles.** Four-wheel-drive pickup trucks and sport utility vehicles (SUVs) are designed to be driven for work, hauling and off-road purposes. NHTSA

reports that SUVs are four times more likely to roll over than passenger cars in high-speed maneuvers. In addition, some smaller, top-heavy SUVs have rolled over in NHTSA side-impact collision testing. SUV-to-car collisions are six times more likely to kill the occupants of the smaller vehicle when compared to a normal car-to-car collision.

•**History Predicts.** According to the U.S. Fatal Accident Reporting System, 6,483 motor vehicle operators involved in fatal crashes had previous recorded crashes; 3,904 had previous recorded suspensions or revocations; 889 had previous DUI convictions; 9,829 had previous speeding convictions; 7,974 had previous other harmful moving convictions.

•**Weather.** In the U.S., most crashes occur during normal weather during daylight hours. This is true for fatal crashes, injury crashes and property-damage-only crashes. The next deadliest time for driving was during rainy periods followed by snow/sleet periods.

•**Incapacitated.** Of the 2.7 million injured in car crashes, 286,000 are incapacitated and likely will never regain full use of their bodies.

•**Telling Trends.** Police reports provide valuable insight to crash trends:

1) 58% of fatal crashes involved only one vehicle, compared with 31% of injury crashes and 31% of property-damage only crashes.

2) More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 23% of property-damage-only crashes occurred on these roads.

3) Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury and property-damage-only crashes. Collisions with fixed objects and non-collisions accounted for only 19% of all crashes, but accounted for 44% of fatal crashes.

5) Nearly 40% of fatal crashes involved alcohol.

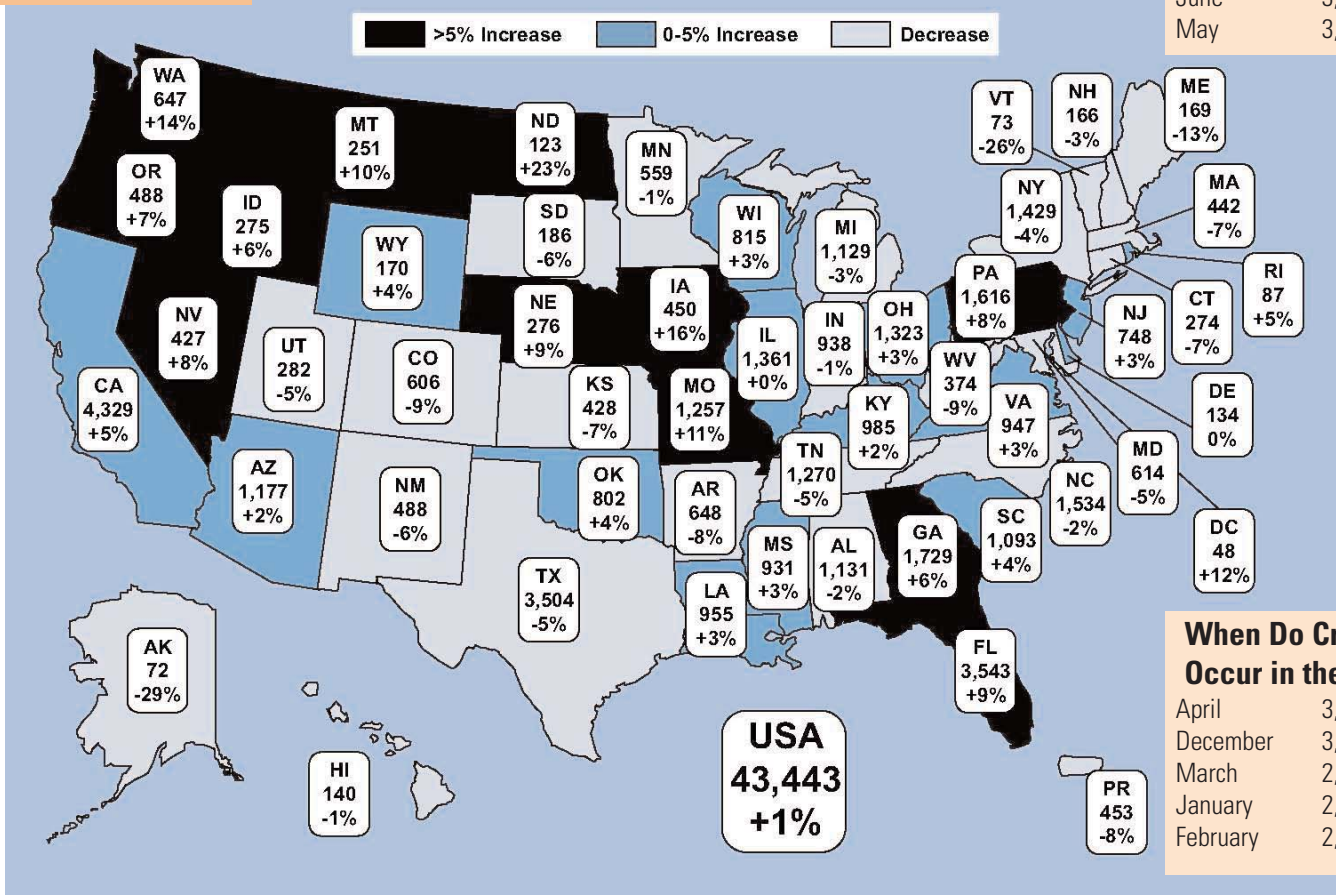
## Crash Fatalities on Holidays in 2005

Thanksgiving = 620 (44% AR)  
 July 4 = 490 (51% AR)  
 Memorial Day = 529 (48% AR)  
 Labor Day = 506 (51% AR)  
 New Year's Day = 471 (50% AR)  
 Christmas = 398 (45% AR)  
 (AR = alcohol related)

## When Do Crashes Occur in the U.S.?

July	3,753
October	3,631
September	3,501
November	3,416
June	3,379
May	3,314

## U.S. traffic fatalities increased by 1.4 percent in 2005



## When Do Crashes Occur in the U.S.?

April	3,235
December	3,219
March	2,885
January	2,816
February	2,618



## 2005 Transportation Fatalities & Injuries: U.S.

Vehicle Type	Occupants Killed	Occupants Injured
Passenger cars	18,440	1,573,000
Light Trucks/SUVs	12,975	872,000
Large Trucks	803	27,000
Buses	58	11,000
Other/Unknown	765	10,000
<b>Total</b>	<b>33,041</b>	<b>2,494,000</b>

Nonoccupants	Killed	Injured
Motorcyclists	4,553	87,000
Pedestrians	4,881	64,000
Pedal cyclists	784	45,000
Other/Unknown	184	8,000
<b>Total</b>	<b>5,849</b>	<b>118,000</b>

### What Contributed to Fatalities in 2005?

- Failure to keep in proper lane or running off road = 16,551
- Driving too fast for conditions or in excess of posted speed limit = 11,803
- DUI = 7,441
- Failure to yield right of way = 4,306
- Distractive driving/inattentive = 3,415
- Operating in erratic/reckless/careless/negligent manner = 2,712
- Failure to obey traffic signs, signals or officer = 2,354

## The Worldwide Toll

In its *World Report on Road Traffic Injury Prevention*, World Health Organization (WHO) reported that data show that in 2002 nearly 1.2 million people worldwide died as a result of road traffic injuries. This represents an average of 3,242 persons dying each day around the world from road traffic injuries. In addition to these deaths, between 20 million and 50 million people globally are estimated to be injured or disabled each year. In the same year, the overall global road traffic injury mortality rate was 19.0 per 100 000 population

Low-income and middle-income countries had a rate slightly greater than the global average, while that for high-income countries was considerably lower. The vast majority—90%—of road traffic deaths were in low-income and middle-income countries. Only 10% of road traffic deaths occurred in high-income countries.

According to WHO data for 2002, road traffic injuries accounted for 2.1% of all global deaths and ranked as the 11th leading cause of death. Furthermore, these road traffic deaths accounted for 23% of all injury deaths worldwide.

In 2002, road traffic injuries were the ninth leading cause of disability-adjusted life years (DALYs) lost, accounting for more than 38 million DALYs lost or 2.6% of the global burden of disease. Low-income and middle-income countries account for 91.8% of the DALYs lost to road traffic injuries worldwide. These observations illustrate the fact that low-income and middle-income countries carry most of the burden of the world's road traffic injuries.

According to WHO data, road traffic deaths have risen from approximately 999,000 in 1990 to just over 1.1 million in 2002—an increase of

around 10%. Low-income and middle-income countries account for the majority of this increase.

Although the number of road traffic injuries has continued to rise in the world as a whole, time series analysis reveals that road traffic fatalities and mortality rates show clear differences in the pattern of growth between high-income countries and low-income and middle-income countries.

In general, since the 1960s and 1970s, there has been a decrease in the numbers and rates of fatalities in high-income countries such as Australia, Canada, Germany, the Netherlands, Sweden, the United Kingdom and the U.S. At the same time, there has been a pronounced rise in numbers and rates in many low-income and middle-income countries.

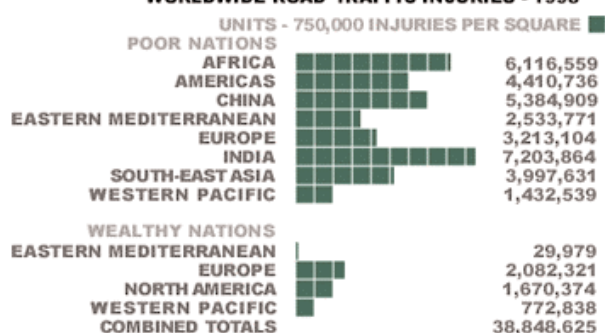
Based on its Global Burden of Disease model, WHO predicts that by 2020:

- Road traffic injuries will rise in rank to sixth place as a major cause of death worldwide.
- Road traffic injuries will rise to become the third leading cause of DALYs lost.
- Road traffic injuries will become the sec-

### WORLDWIDE ROAD TRAFFIC FATALITIES - 1998



### WORLDWIDE ROAD TRAFFIC INJURIES - 1998



ond leading cause of DALYs lost for low-income and middle-income countries.

- Road traffic deaths will increase worldwide, from 0.99 million to 2.34 million (representing 3.4% of all deaths).
- Road traffic deaths will increase on average by more than 80% in low-income and middle-income countries and decline by almost 30% in high-income countries.
- DALYs lost will increase worldwide from 34.3 million to 71.2 million (representing 5.1% of the global burden of disease).

SOURCE - WORLD HEALTH ORGANIZATION WHOISCP/06.11 SOURCE - WORLD HEALTH ORGANIZATION WHOISCP/09.11