Traffic Safety Facts

Overview

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"In 2005, there were an estimated 6,159,000 police-reported traffic crashes, in which 43,443 people were killed and 2,699,000 people were injured; 4,304,000 crashes involved property damage only."

Introduction

Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, deaths and injuries resulting from motor vehicle crashes are the leading cause of death for persons of every age from 3 through 33 (based on 2003 data). Traffic fatalities accounted for more than 90 percent of transportation-related fatalities. The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our Nation's highways. In 2005, the fatality rate per 100 million vehicle miles of travel was 1.47. The 1995 rate was 1.73 per 100 million vehicle miles traveled. An 82-percent safety belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes — to 39 percent in 2005 from 42 percent in 1995 — were significant contributions to maintaining this consistently low fatality rate. However, much remains to be done. The economic cost alone of motor vehicle crashes in 2000 was $230.6 billion.

In 2005, 43,443 people were killed in the estimated 6,159,000 police-reported motor vehicle traffic crashes, 2,699,000 people were injured, and 4,304,000 crashes involved property damage only.

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 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.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol*, *Bicyclists and Other Cyclists* (formerly titled *Pedalcyclists*), *Children*, *Large Trucks*, *Motorcycles*, *Occupant Protection*, *Older Population*, *Pedestrians*, *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.nhtsa.dot.gov/people/ncsa**.

NCSA
NHTSA's National Center for Statistics & Analysis

"An average of 119 persons died each day in motor vehicle crashes in 2005 — one every 12 minutes."

Summary

In 2005, 43,443 people lost their lives in motor vehicle crashes — an increase of 0.1 percent from 2004 (42,836).

The fatality rate per 100 million vehicle miles of travel in 2005 was 1.47. The injury rate per 100 million vehicle miles of travel in 2005 was 91. The fatality rate per 100,000 population was 14.66 in 2005, an increase of 0.5 percent from the 2004 rate of 14.59.

An average of 119 persons died each day in motor vehicle crashes in 2005 — one every 12 minutes.

Motor vehicle crashes are the leading cause of death for every age from 3 through 33.

Table 1
Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1995-2005

Year	Occupants by Vehicle Type						Motor-cycle Riders	Nonmotorists				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total	Motor-cycles	Pedes-trian	Pedal-cyclist	Other/ Unknown	Total	Total
	Sum	Sum	Sum	Sum	Sum	Sum	Sum	Sum	Sum	Sum	Sum	Sum
Killed												
1995	22,423	9,568	648	33	392	33,064	2,227	5,584	833	109	6,526	41,817
1996	22,505	9,932	621	21	455	33,534	2,161	5,449	765	154	6,368	42,065
1997	22,199	10,249	723	18	420	33,609	2,116	5,321	814	153	6,288	42,013
1998	21,194	10,705	742	38	409	33,088	2,294	5,228	760	131	6,119	41,501
1999	20,862	11,265	759	59	447	33,392	2,483	4,939	754	149	5,842	41,717
2000	20,699	11,526	754	22	450	33,451	2,897	4,763	693	141	5,597	41,945
2001	20,320	11,723	708	34	458	33,243	3,197	4,901	732	123	5,756	42,196
2002	20,569	12,274	689	45	528	34,105	3,270	4,851	665	114	5,630	43,005
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	18,440	12,975	803	58	765	33,041	4,553	4,881	784	184	5,849	43,443
Injured												
1995	2,469,000	722,000	30,000	19,000	4,000	3,246,000	57,000	86,000	67,000	10,000	162,000	3,465,000
1996	2,458,000	761,000	33,000	20,000	4,000	3,277,000	55,000	82,000	58,000	11,000	151,000	3,483,000
1997	2,341,000	755,000	31,000	17,000	6,000	3,149,000	53,000	77,000	58,000	11,000	146,000	3,348,000
1998	2,201,000	763,000	29,000	16,000	4,000	3,012,000	49,000	69,000	53,000	8,000	131,000	3,192,000
1999	2,138,000	847,000	33,000	22,000	7,000	3,047,000	50,000	85,000	51,000	3,000	140,000	3,236,000
2000	2,052,000	887,000	31,000	18,000	10,000	2,997,000	58,000	78,000	51,000	5,000	134,000	3,189,000
2001	1,927,000	861,000	29,000	15,000	9,000	2,841,000	60,000	78,000	45,000	8,000	131,000	3,033,000
2002	1,805,000	879,000	26,000	19,000	6,000	2,735,000	65,000	71,000	48,000	7,000	126,000	2,926,000
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

For more information:

Information on traffic safety is available from the National Center for Statistics and Analysis, NPO-101, 400 Seventh Street SW., Washington, DC 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 800-934-8517. Fax messages should be sent to 202-366-7078. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.dot.gov/people/ncsa. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Table 2
People Killed and Injured and Fatality and Injury Rates, 1995-2005

Year	Killed	Resident Popualtion (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									
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.3	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,193	14.86	190,625	22	217,028	19.33	2,747	1.53
2001	42,196	285,108	14.8	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,985	14.93	194,602	22.1	225,685	19.06	2,856	1.51
2003	42,884	290,850	14.74	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	293,657	14.59	198,889	21.54	237,961	18	2,963	1.45
2005	43,443	296,410	14.66	0	0	242,721	17.9	2,965	1.47
Injured									
Year	**Injured**	**Resident Popualtion (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**
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,193	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,108	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,985	1,016	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,850	993	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	293,657	950	198,889	1,402	237,961	1,172	2,963	94
2005	2,699,000	296,410	911	0	0	242,721	1,112	2,965	91

*Data not available.
Sources: Vehicle Miles of Travel and Licensed Drivers — Federal Highway Administration; Registered Vehicles — R.L. Polk & Co. and Federal Highway Administration; Population — U.S. Bureau of the Census.

Vehicle occupants accounted for 76 percent and motorcycle riders accounted for 10 percent of traffic fatalities in 2005. The remaining 14 percent were pedestrians, pedalcyclists, and other nonoccupants.

Occupant Protection

In 2005, 49 States and the District of Columbia had safety 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 2005, it is estimated that safety belts saved 211,128 lives, including 15,632 lives saved in 2005. If all passenger vehicle occupants over age 4 wore safety belts, 20,960 lives (that is, an additional 5,328) could have been saved in 2005.

"NHTSA estimates that 15,632 lives were saved in 2005 by the use of safety belts."

In 2005, it is estimated that 420 children under age 5 were saved as a result of child restraint use. An estimated 7,896 lives were saved by child restraints from 1975 through 2005.

Children in rear-facing child safety seats should not be placed in the front seat of cars equipped with passenger-side 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 age 12 and under sit in the rear seat away from the force of a deploying air bag.

"Alcohol-related traffic fatalities rose to 16,885 in 2005 —39 percent of all traffic fatalities for the year."

In 2005, 35 percent of passenger car occupants and 37 percent of light-truck occupants involved in fatal crashes were unrestrained.

In fatal crashes, 75 percent of passenger vehicle occupants who were totally ejected from vehicles were killed. Safety 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
Restraint Use Rates for Passenger Vehicle Occupants in Fatal Crashes, 1995 and 2005

Type of Occupant	Restraint Use Rate (Percent)	
	1995	2005
Drivers	55	66
Passengers - Front Seat	52	67
- Rear Seat	42	58
- 5 Years Old and Over	44	59
- 4 Years Old and Under	66	81
- All Passengers	46	61
All Occupants	51	64

Alcohol

In 2005, there were 16,885 fatalities in alcohol-related crashes. This is a decrease of 0.2 percent compared to 2004 (16,919 fatalities), and it represents an average of one alcohol-related fatality every 31 minutes.

The 16,885 alcohol-related fatalities in 2005 (39% of total traffic fatalities for the year) represent a 5-percent reduction from the 17,732 alcohol-related fatalities reported in 1995 (42% of the total).

NHTSA estimates that alcohol was involved in 39 percent of fatal crashes and in 7 percent of all crashes in 2005.

In 2005, 14,539 fatalities (33%) occurred in crashes in which at least one driver or nonoccupant had a BAC of .08 g/dL or higher. Of these 14,539 fatalities, 12,945 (30%) occurred in crashes where at least one driver (including motorcycle operators) had a BAC of .08 g/dL or higher.

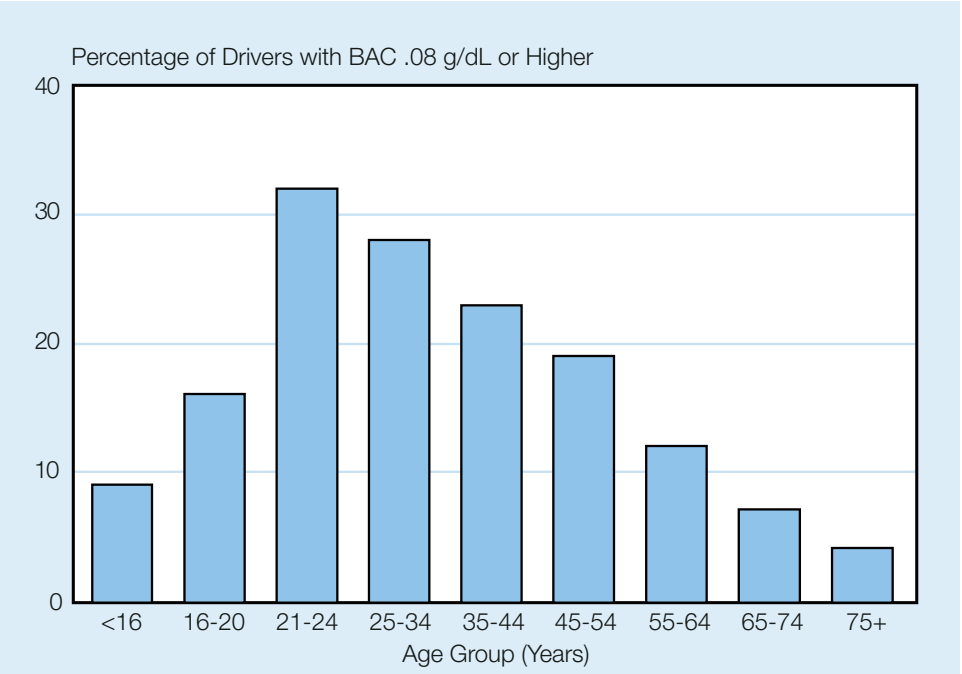
Over 1.4 million drivers were arrested in 2004 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 139 licensed drivers in the United States (2005 data not yet available).

In fatal crashes in 2005, 27 percent of motorcycle operators had BAC levels of .08 g/dL or higher, as compared with 21 percent for drivers of light trucks, 22 percent for passenger car drivers, and 1 percent for drivers of large trucks.

In fatal crashes in 2005, the highest percentages of drivers with BAC levels .08 g/dL or higher were recorded for drivers 21-24 years old (32%), followed by ages 25-34 (28%) and 35-44 (23%).

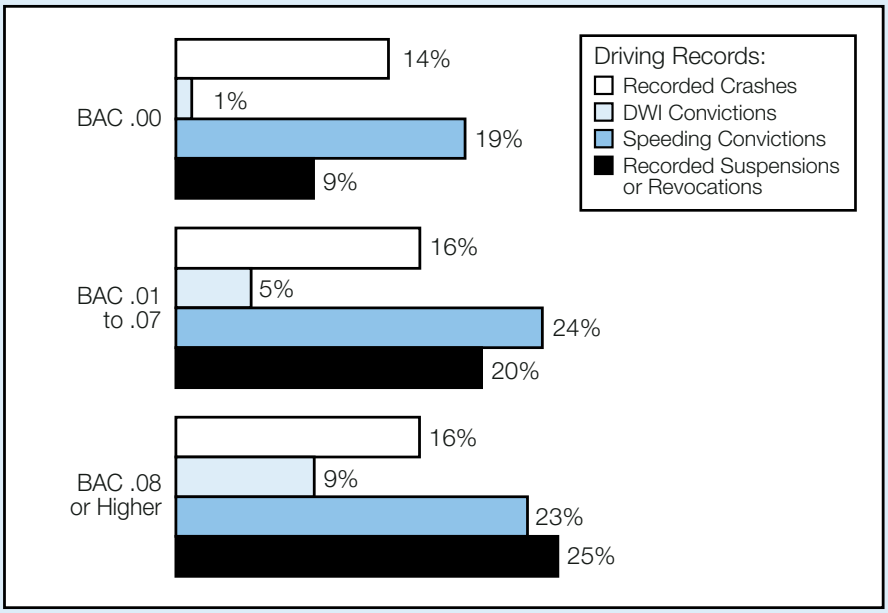
"The highest percentage of drivers in fatal crashes who had BAC levels .08 g/dL or higher was for drivers 21 to 24 years old."

Figure 1
Drivers with BAC Levels .08 g/dL or Higher Involved in Fatal Crashes by Age Group, 2005



"The economic cost of speeding-related crashes is estimated to be $40.4 billion each year."

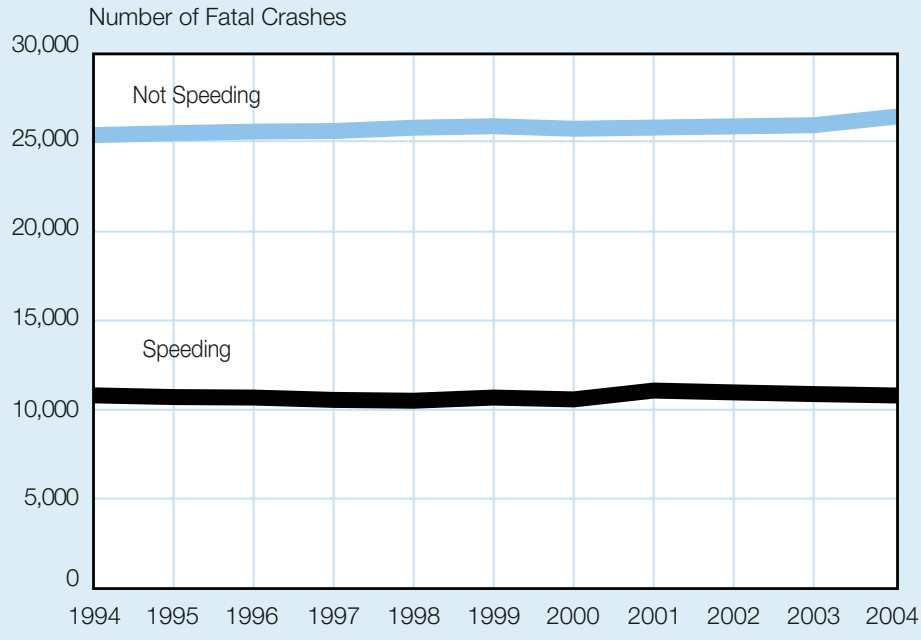
Figure 2
Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 2005



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.

Figure 3
Fatal Crashes by Speeding Status, 1995-2005



Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be $40.4 billion per year. In 2005, speeding was a contributing factor in 30 percent of all fatal crashes, and 13,113 lives were lost in speeding-related crashes.

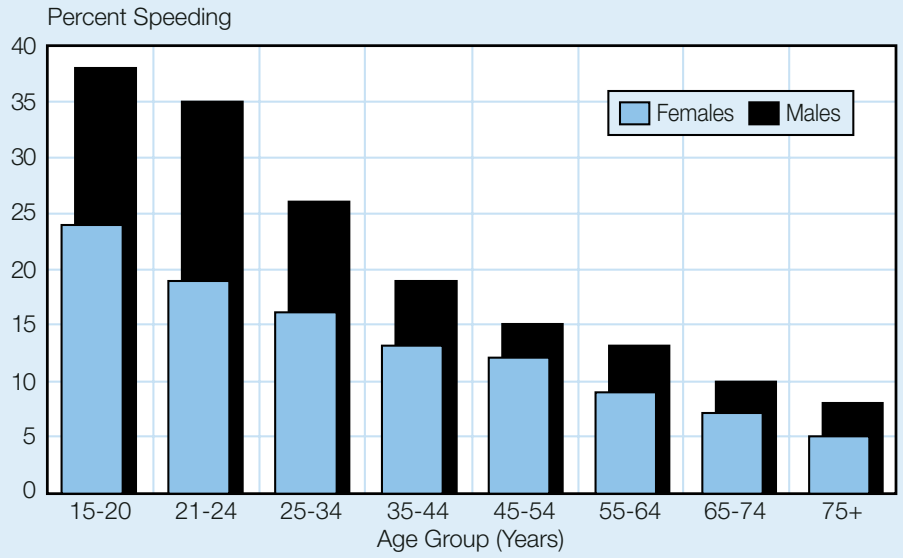
For drivers involved in fatal crashes, young males are the most likely to be speeding. With increase in driver age, the proportion of all crashes that are speeding-related decreases. In 2005, 38 percent of the 15- to 20-year-old male drivers who were involved in fatal crashes were speeding at the time of the crash.

"In 2005, 38 percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding."

In 2005, 86 percent of speeding-related fatalities occurred on roads that were not Interstate highways.

Alcohol and speeding are clearly a deadly combination. Speeding involvement is prevalent for drivers involved in alcohol-related crashes. In 2005, 40 percent of the drivers with BAC levels of .08 g/dL or higher who were involved in fatal crashes were speeding, compared with only 14 percent of the drivers with BAC levels of .00 (i.e., no alcohol) involved in fatal crashes.

Figure 4
Speeding Drivers in Fatal Crashes by Age and Sex, 2005



Motorcycles

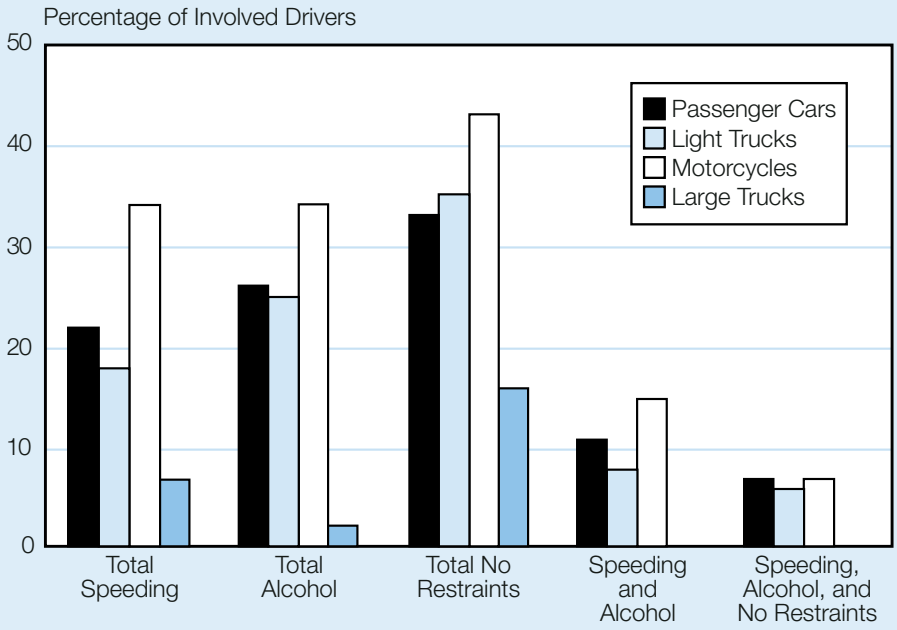
The 4,553 motorcyclist fatalities in 2005 accounted for 10 percent of all traffic fatalities for the year. An additional 87,000 motorcycle riders were injured.

Per vehicle mile traveled in 2004, motorcyclists were 34 times more likely than passenger car occupants to die in a motor vehicle traffic crash and 8 times more likely to be injured.

"Per vehicle mile, motorcyclists were 34 times more likely than passenger car occupants to die in a traffic crash."

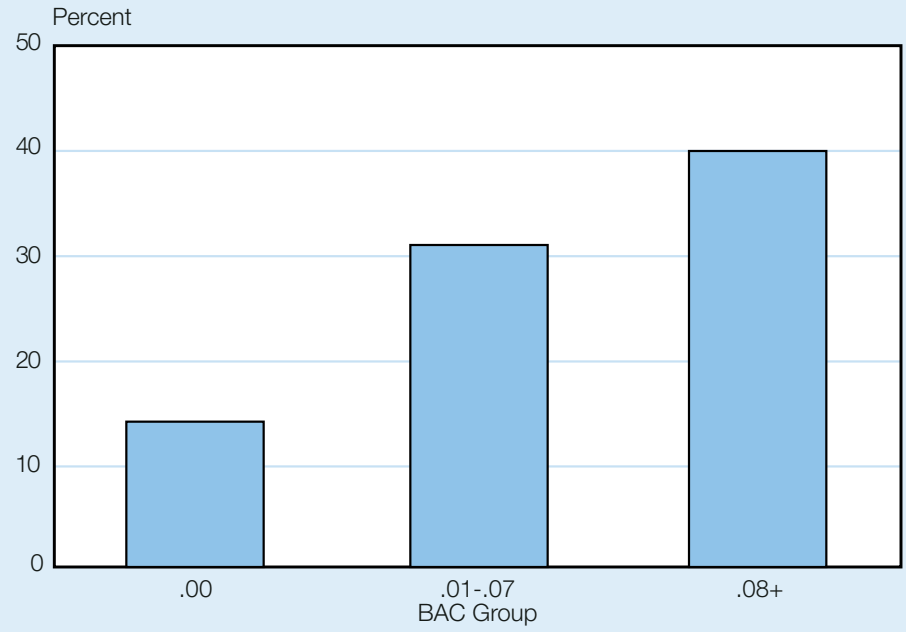
"In fatal crashes, 34 percent of motorcyclists were speeding."

Figure 5
Speeding, Alcohol Involvement, and Failure to Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2005



In 2005, 34 percent of all motorcycle operators involved in fatal crashes was speeding, compared to 22 percent for passenger car drivers, 18 percent for light-truck drivers, and 7 percent for large-truck drivers.

Figure 6
Percentage of All Drivers Who Were Speeding in Fatal Crashes, by BAC Level, 2005



In 2005, 42 percent of fatally injured motorcycle operators and 50 percent of fatally injured passengers were not wearing helmets at the time of the crash.

Nearly one out of four motorcycle operators (24%) involved in fatal crashes in 2005 were operating the vehicle with an invalid license at the time of the collision.

The percentage of motorcycle operators involved in fatal crashes in 2005 who had BAC levels of .08 g/dL or higher — 27 percent — was higher than for any other type of motor vehicle driver.

NHTSA estimates that helmets saved the lives of 1,546 motorcyclists in 2005. If all motorcyclists had worn helmets, an additional 728 lives could have been saved.

"One out of eight traffic fatalities in 2005 resulted from collisions involving a large truck."

Large Trucks

In 2005, 12 percent (5,212) of all the motor vehicle traffic fatalities reported involved large trucks (gross vehicle weight rating greater than 10,000 pounds).

Of the fatalities that resulted from crashes involving large trucks, 76 percent were occupants of other vehicles, 9 percent were nonoccupants, and 15 percent were occupants of large trucks.

Table 4
Fatalities and Injuries in Crashes Involving Large Trucks, 2005

FARS - Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	803	15
Single-Vehicle Crashes	480	9
Multiple-Vehicle Crashes	323	6
Occupants of Other Vehicles in Crashes Involving Large Trucks	3,944	76
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	465	9
Total	**5,212**	**100**
GES- Type of Injury	**Number**	**Percentage of Total**
Occupants of Large Trucks	27,000	24
Single-Vehicle Crashes	10,000	9
Multiple-Vehicle Crashes	17,000	15
Occupants of Other Vehicles in Crashes Involving Large Trucks	84,000	74
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	2,000	2
Total	**113,000**	**100**

Large trucks accounted for 8 percent of all vehicles involved in fatal crashes and 4 percent of all vehicles involved in injury and property-damage-only crashes in 2005.

Three-quarters (75%) of the large trucks involved in fatal crashes in 2005 collided with other motor vehicles in transport.

Only 1 percent of the drivers of large trucks involved in fatal crashes in 2005 had BAC levels of .08 g/dL or higher, compared with 22 percent for passenger cars, 21 percent for light trucks, and 27 percent for motorcycles.

"Ejection from the vehicle accounted for 27 percent of all passenger vehicle occupant fatalities."

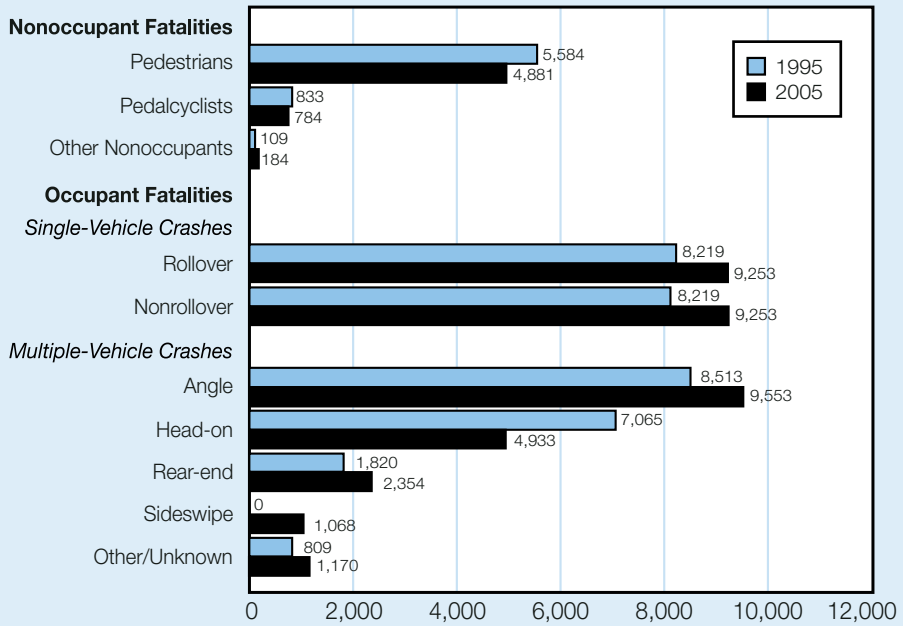
Cars, Light Trucks, and Vans

In 2005, 31,415 occupants of passenger vehicles were killed in traffic crashes and an additional 2,446,000 were injured, accounting for 84 percent of all occupant fatalities (passenger cars 49%, light trucks and vans 35%) and 95 percent of all occupants injured (passenger cars 61%, light trucks and vans 34%).

Occupant fatalities in single-vehicle crashes accounted for 43 percent of all motor vehicle fatalities in 2005. Occupant fatalities in multiple-vehicle crashes accounted for 43 percent of all fatalities, and the remaining 14 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

"More than half of the passenger vehicle occupants killed in traffic crashes in 2005 were unrestrained."

Figure 7
Fatalities in Traffic Crashes, 1995 and 2005



In 2005, 59 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

Ejection from the vehicle accounted for 27 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was twice the rate of passenger car occupants.

More than half (55%) of the passenger vehicle occupants killed in traffic crashes in 2005 were unrestrained.

SUVs had the highest rollover involvement rate of any vehicle type in fatal crashes — 35 percent, as compared with 27 percent for pickups, 19 percent for vans, and 16 percent for passenger cars.

SUVs also had the highest rollover rate for passenger vehicles in injury crashes — 9 percent, compared with 7 percent for pickups, 5 percent for vans, and 4 percent for passenger cars.

Driver Age

In 2005, 12 percent of the total U.S. resident population (more than 36 million) were people age 65 years and older.

In 2005, 191,000 older individuals were injured in traffic crashes, accounting for 7 percent of all the people injured in traffic crashes during the year. These older individuals made up 15 percent of all traffic fatalities, 14 percent of all vehicle occupant fatalities, and 20 percent of all pedestrian fatalities.

"In 2005, older people made up 15 percent of all traffic fatalities and 20 percent of all pedestrian fatalities."

The percentage of older drivers involved in fatal crashes in 2005 who had BAC levels of .08 g/dL or higher (5%) was lower than for any other group of adult drivers.

In two-vehicle fatal crashes involving an older driver and a younger driver, the vehicle driven by the older person was nearly twice as likely to be the one that was struck (60% and 33%, respectively). In 45 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 25 percent, the older drivers were turning left — 5 times more often than the younger drivers.

Youth

In 2005, 16- to 24-year-olds represented 24 percent of all traffic fatalities compared with 5 percent for age 15 and under, 46 percent for ages 25 to 54, and 25 percent for ages 55 and over.

On a per population basis, drivers under the age of 25 had the highest rate of involvement in fatal crashes of any age group.

In 2005, 16 percent of 16- to 20-year-old drivers involved in fatal crashes had BAC levels of .08 g/dL or higher. The highest percentages were for drivers age 21 to 24 and 25 to 34 (32% and 28%, respectively).

Nearly one-fifth (18%) of all children between the ages of 5 and 9 who were killed in motor vehicle traffic crashes were pedestrians. Children age 15 and under accounted for 17 percent of the pedestrian fatalities in 2005.

Passenger vehicle occupants age 10 to 24 involved in fatal crashes had the lowest restraint use rate (56%), and those over age 65 had the highest rate (75%).

Male/Female Fatal Crash Involvement

In 2005, the fatal crash involvement rate per 100,000 population was almost 3 times higher for male drivers than for females.

Males accounted for 70 percent of all traffic fatalities, 70 percent of all pedestrian fatalities, and 87 percent of all pedalcyclist fatalities in 2005.

"Males accounted for 70 percent of all traffic fatalities, 70 percent of all pedestrian fatalities, and 87 percent of all pedalcyclist fatalities in 2005."

"Pedestrian fatalities in 2005 were 15 percent lower than in 1995."

Among male drivers involved in fatal crashes in 2005, 23 percent had BAC levels of .08 g/dL or higher, compared with 13 percent of the female drivers involved in fatal crashes.

Among female drivers of passenger vehicles involved in fatal crashes in 2005, 25 percent were unrestrained at the time of the collision, compared with 38 percent of male drivers in fatal crashes.

Pedestrians

In 2005, 64,000 pedestrians were injured and 4,881 were killed in traffic crashes in the United States, representing 2 percent of all the people injured in traffic crashes and 11 percent of all traffic fatalities.

On average, a pedestrian is killed in a motor vehicle crash every 108 minutes, and one is injured every 8 minutes.

"Nearly one-fifth of the pedalcyclists killed in traffic crashes in 2005 were between 5 and 15 years old."

Alcohol involvement — either for the driver or the pedestrian — was reported in 44 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 32 percent had BAC levels of .08 g/dL or higher. Of the drivers involved in fatal crashes, only 11 percent had BAC levels of .08 g/dL or higher. In 5 percent of the crashes, both the driver and the pedestrian had BAC levels of .08 g/dL or higher.

Pedalcyclists

In 2005, 784 pedalcyclists were killed and an additional 45,000 were 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 injured or killed in 2005 were males (80% and 87%, respectively), and most were between the ages of 5 and 44 (70% and 59%, respectively).

Nearly one-fifth (17%) of the pedalcyclists killed in traffic crashes in 2005 were between the ages of 5 and 15.

Table 5
Nonoccupant Traffic Fatalities, 1995-2005

Year	Pedestrian	Pedalcyclist	Other	Total
1995	5,584	833	109	6,526
1996	5,449	765	154	6,368
1997	5,321	814	153	6,288
1998	5,228	760	131	6,119
1999	4,939	754	149	5,842
2000	4,763	693	141	5,597
2001	4,901	732	123	5,756
2002	4,851	665	114	5,630
2003	4,774	629	140	5,543
2004	4,675	727	130	5,532
2005	4,881	784	184	5,849