

Traffic Safety Facts

2006 Data

Overview

“In 2006, there were an estimated 5,973,000 police-reported traffic crashes, in which 42,642 people were killed and 2,575,000 people were injured; 4,189,000 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 people of every age from 2 through 34 (based on 2004 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 2006, the fatality rate per 100 million vehicle miles of travel (VMT) was 1.41. The 1996 rate was 1.69 per 100 million VMT. An 81-percent seat belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes — to 41 percent in 2006 from 42 percent in 1996 — 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 2006, 42,642 people were killed in the estimated 5,973,000 police-reported motor vehicle traffic crashes, 2,575,000 people were injured, and 4,189,000 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.

“An average of 117 people died each day in motor vehicle crashes in 2006 — one every 12 minutes.”

Summary

In 2006, 42,642 people lost their lives in motor vehicle crashes — a decrease of 2 percent from 2005 (43,510).

The fatality rate per 100 million VMT in 2006 was 1.41. The injury rate per 100 million VMT in 2006 was 85. The fatality rate per 100,000 population was 14.24 in 2006, a decrease of 3 percent from the 2005 rate of 14.67.

An average of 117 people died each day in motor vehicle crashes in 2006 — one every 12 minutes.

Motor vehicle crashes are the leading cause of death for every age from 2 through 34.

Table 1

Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1996-2006

Year	Occupants by Vehicle Type						Motor-cycle Riders	Nonmotorists				Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Total	Motor-cycles	Pedestrian	Pedal-cyclist	Other/Unknown	Total	Total
Killed												
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	18,512	13,037	804	58	659	33,070	4,576	4,892	786	186	5,864	43,510
2006	17,800	12,721	805	27	739	32,092	4,810	4,784	773	183	5,740	42,642
Injured												
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
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

Table 2

People Killed and Injured and Fatality and Injury Rates, 1996-2006

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									
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	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,217	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,226	14.79	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	288,126	14.93	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,796	14.75	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	293,638	14.59	198,889	21.54	237,949	18.00	2,965	1.44
2005	43,510	296,507	14.67	200,549	21.70	245,628	17.71	2,989	1.46
2006	42,642	299,398	14.24	202,810	21.03	251,423	16.96	3,014	1.41
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									
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	282,217	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,226	1,063	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	288,126	1,015	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,796	993	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	293,638	950	198,889	1,402	237,949	1,172	2,965	94
2005	2,699,000	296,507	910	200,549	1,346	245,628	1,099	2,989	90
2006	2,575,000	299,398	860	202,810	1,269	251,423	1,024	3,014	85

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 75 percent and motorcycle riders accounted for 11 percent of traffic fatalities in 2006. The remaining 14 percent were pedestrians, pedalcyclists, and other nonoccupants.

Occupant Protection

In 2006, 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 2006, it is estimated that seat belts saved 226,567 lives, including 15,383 lives saved in 2006. If all passenger vehicle occupants over age 4 wore seat belts, 20,824 lives (that is, an additional 5,441) could have been saved in 2006.

“NHTSA estimates that 15,383 lives were saved in 2006 by the use of seat belts.”

In 2006, it is estimated that 425 children under age 5 were saved as a result of child restraint use. An estimated 8,325 lives were saved by child restraints from 1975 through 2006.

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 17,602 in 2006—41 percent of all traffic fatalities for the year.”

In 2006, 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. 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 31 percent of the unrestrained occupants.

Table 3

Restraint Use Rates for Passenger Vehicle Occupants in Fatal Crashes, 1996 and 2006

Type of Occupant	Restraint Use Rate (Percent)	
	1996	2006
Drivers	57	66
Passengers - Front Seat	54	67
- Rear Seat	41	59
- 5 Years Old and Over	45	59
- 4 Years Old and Under	69	83
- All Passengers	47	61
All Occupants	53	64

Alcohol

In 2006, there were 17,602 fatalities in alcohol-related crashes. This is an increase of 0.1 percent compared to 2005 (17,590 fatalities), and it represents an average of one alcohol-related fatality every 30 minutes.

The 17,602 alcohol-related fatalities in 2006 (41% of total traffic fatalities for the year) represent a 5-percent reduction from the 17,749 alcohol-related fatalities reported in 1996 (42% of the total).

NHTSA estimates that alcohol was involved in 41 percent of fatal crashes and in 9 percent of all crashes in 2006.

In 2006, 15,121 fatalities (35%) occurred in crashes in which at least one driver or nonoccupant had a BAC of .08 g/dL or higher. Of these 15,121 fatalities, 13,470 (32%) occurred in crashes where at least one driver (including motorcycle operators) had a BAC of .08 g/dL or higher.

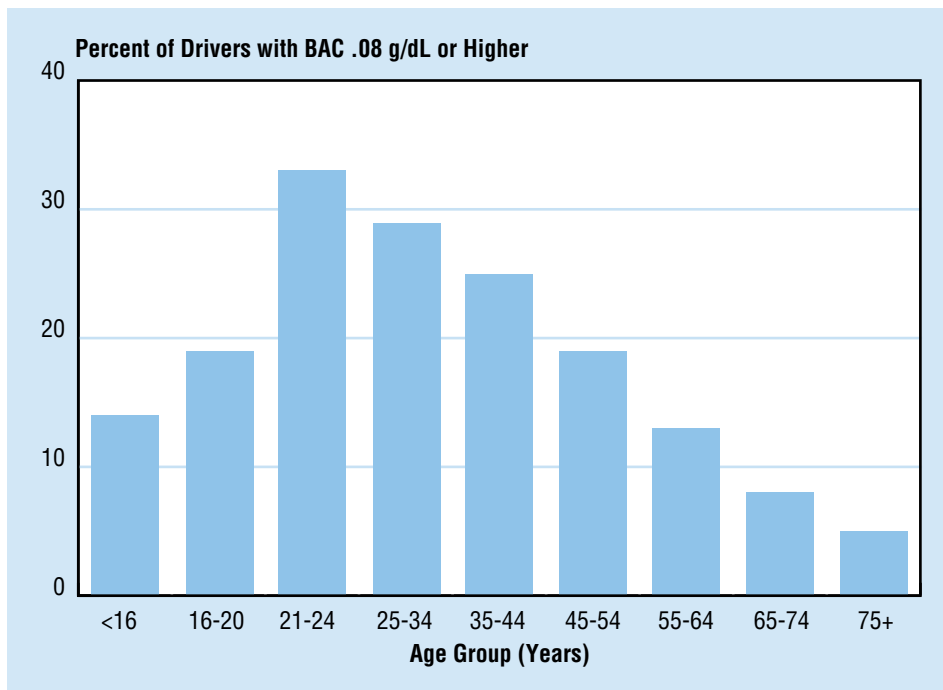
Over 1.46 million drivers were arrested in 2006 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 139 licensed drivers in the United States.

In fatal crashes in 2006, 27 percent of motorcycle operators had BAC levels of .08 g/dL or higher, as compared with 24 percent for drivers of light trucks, 23 percent for passenger car drivers, and 1 percent for drivers of large trucks.

In fatal crashes in 2006, the highest percentages of drivers with BAC levels .08 g/dL or higher were recorded for drivers 21-24 years old (33%), followed by ages 25-34 (29%) and 35-44 (25%).

“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, 2006



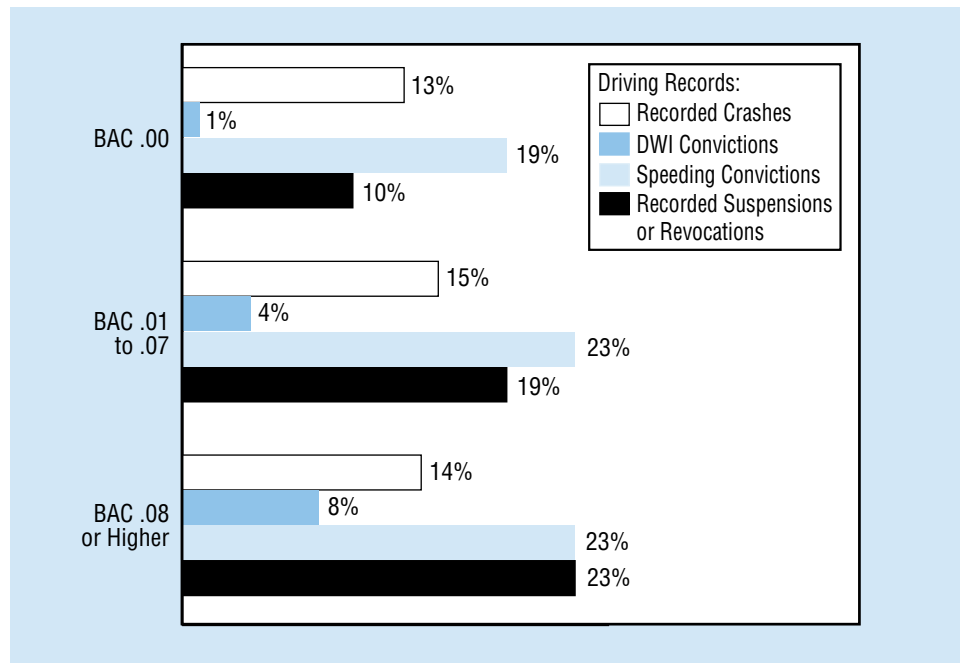
For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-421, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted on 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.gov/portal/site/nhtsa/nca. 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*, *African American*, *Bicyclists and Other Cyclists* (formerly titled *Pedalcyclists*), *Children*, *Hispanic*, *Large Trucks*, *Motorcycles*, *Occupant Protection*, *Older Population*, *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/CMSWeb/index.aspx.

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

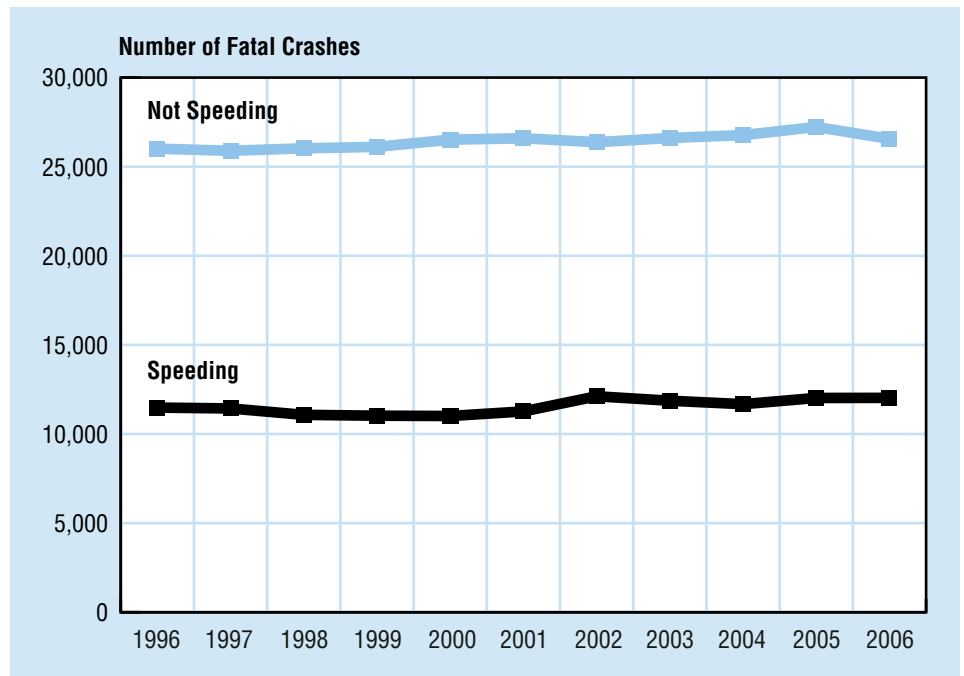
Figure 2
Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 2006



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, 1996-2006



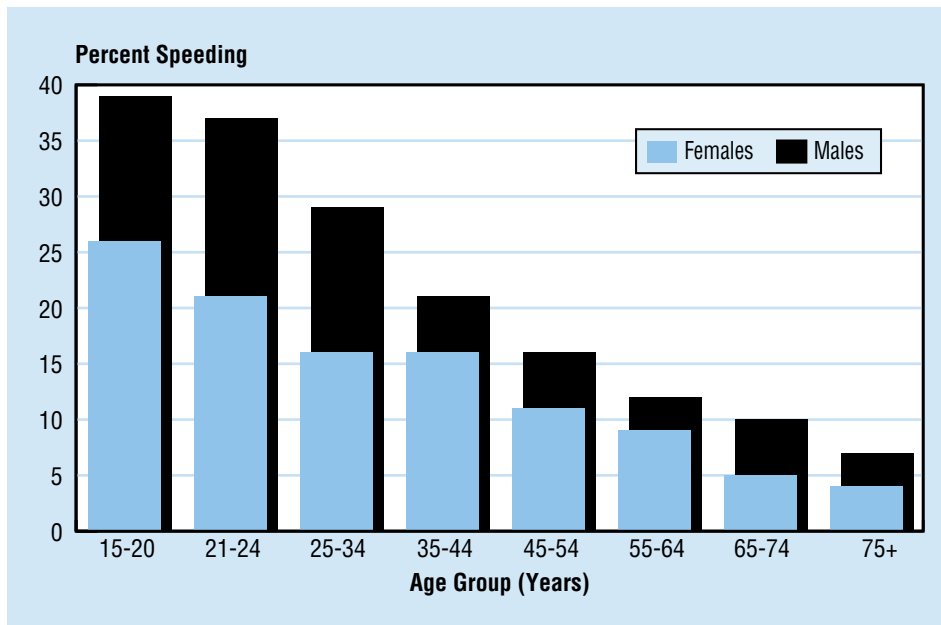
Speeding is one of the most prevalent factors contributing to traffic crashes. The economic cost to society of speeding-related crashes is estimated by NHTSA to be \$40.4 billion per year. In 2006, speeding was a contributing factor in 31 percent of all fatal crashes, and 13,543 lives were lost in speeding-related 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 2006, 39 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 2006, 87 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 2006, 41 percent of the drivers with BAC levels of .08 g/dL or higher who were involved in fatal crashes were speeding, compared with only 15 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, 2006



“In 2006, 39 percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding.”

“Per vehicle mile, motorcyclists were 35 times more likely than passenger car occupants to die in a traffic crash.”

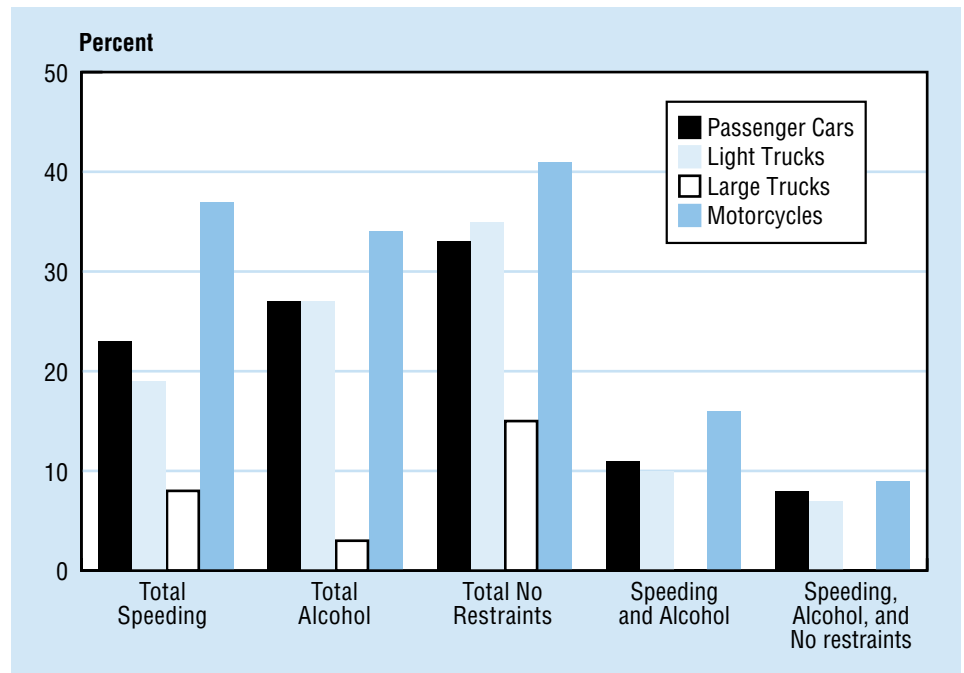
Motorcycles

The 4,810 motorcyclist fatalities in 2006 accounted for 11 percent of all traffic fatalities for the year. An additional 88,000 motorcycle riders were injured.

Per vehicle mile traveled in 2006, motorcyclists were 35 times more likely than passenger car occupants to die in a motor vehicle traffic crash and 8 times more likely to be injured.

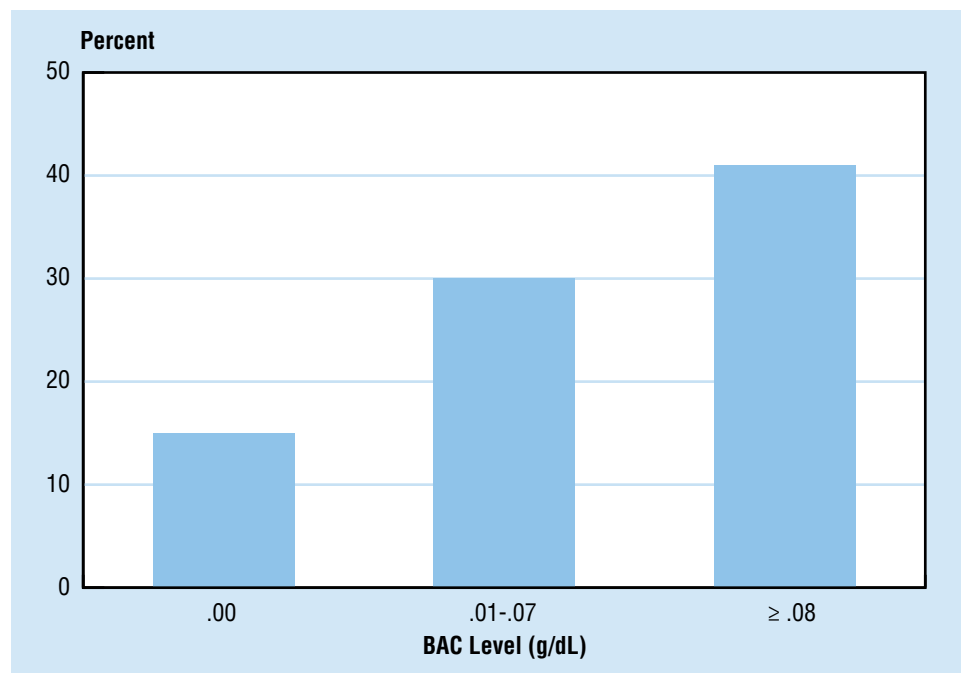
Figure 5
Speeding, Alcohol Involvement, and Failure to Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2006

“In fatal crashes, 37 percent of motorcyclists were speeding.”



In 2006, 37 percent of all motorcycle operators involved in fatal crashes was speeding, compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers.

Figure 6
Percentage of All Drivers Who Were Speeding in Fatal Crashes, by BAC Level, 2006



In 2006, 41 percent of fatally injured motorcycle operators and 55 percent of fatally injured passengers were not wearing helmets at the time of the crash.

One out of four motorcycle operators (25%) involved in fatal crashes in 2006 were operating the vehicle with an invalid license at the time of the collision.

The percentage of motorcycle operators involved in fatal crashes in 2006 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 1,658 motorcyclists in 2006. If all motorcyclists had worn helmets, an additional 752 lives could have been saved.

Large Trucks

In 2006, 12 percent (4,995) 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.

“One out of eight traffic fatalities in 2006 resulted from collisions involving a large truck.”

Table 4

Fatalities and Injuries in Crashes Involving Large Trucks, 2006

	File Type	Number	Percentage of Total
FARS - Type of Fatality	Occupants of Large Trucks	805	16
	Single-Vehicle Crashes	499	10
	Multiple-Vehicle Crashes	306	6
	Occupants of Other Vehicles in Crashes Involving Large Trucks	3,766	75
	Nonoccupants (Pedestrians, Pedalcyclists, etc)	424	8
	Total	4,995	100
GES- Type of Injury	Occupants of Large Trucks	23,000	22
	Single-Vehicle Crashes	11,000	10
	Multiple-Vehicle Crashes	12,000	11
	Occupants of Other Vehicles in Crashes Involving Large Trucks	81,000	76
	Nonoccupants (Pedestrians, Pedalcyclists, etc)	2,000	2
	Total	106,000	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 2006.

Three-quarters (75%) of the large trucks involved in fatal crashes in 2006 collided with other motor vehicles in transport.

“Ejection from the vehicle accounted for 28 percent of all passenger vehicle occupant fatalities.”

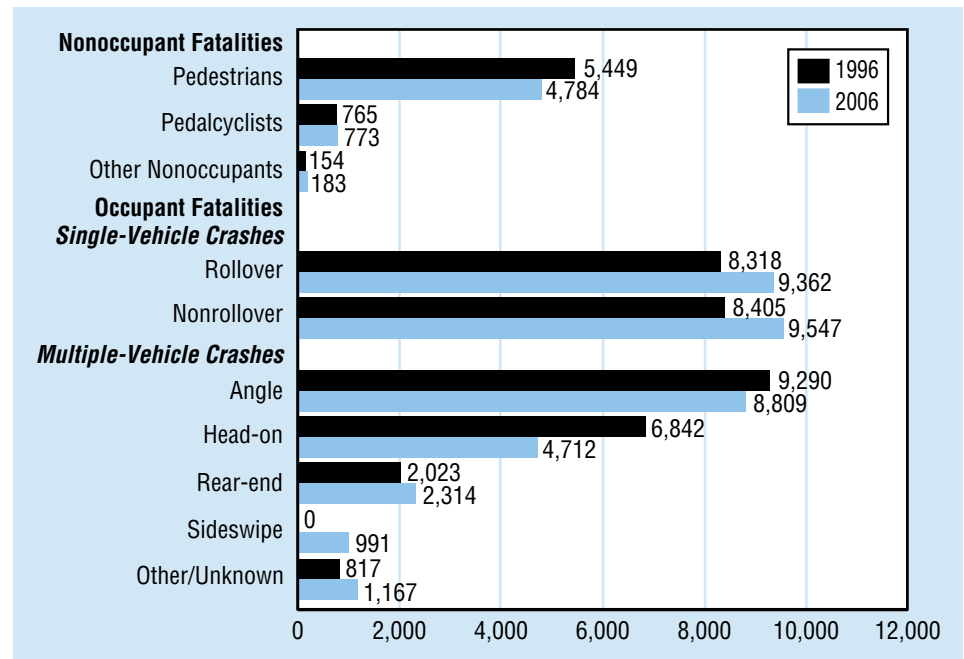
Only 1 percent of the drivers of large trucks involved in fatal crashes in 2006 had BAC levels of .08 g/dL or higher, compared with 23 percent for passenger cars, 24 percent for light trucks, and 27 percent for motorcycles.

Cars, Light Trucks, and Vans

In 2006, 30,521 occupants of passenger vehicles were killed in traffic crashes and an additional 2,331,000 were injured, accounting for 83 percent of all occupant fatalities (passenger cars 48%, light trucks and vans 34%) and 95 percent of all occupants injured (passenger cars 60%, light trucks and vans 35%).

Occupant fatalities in single-vehicle crashes accounted for 44 percent of all motor vehicle fatalities in 2006. Occupant fatalities in multiple-vehicle crashes accounted for 42 percent of all fatalities, and the remaining 14 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

Figure 7
Fatalities in Traffic Crashes, 1996 and 2006



“More than half of the passenger vehicle occupants killed in traffic crashes in 2006 were unrestrained.”

In 2006, 53 percent of passenger vehicle occupant fatalities occurred in vehicles that sustained frontal damage.

Ejection from the vehicle accounted for 28 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was 38 percent.

More than half (55%) of the passenger vehicle occupants killed in traffic crashes in 2006 were unrestrained.

SUVs had the highest rollover involvement rate of any vehicle type in fatal crashes — 35 percent, as compared with 28 percent for pickups, 17 percent for vans, and 17 percent for passenger cars.

SUVs also had the highest rollover rate for passenger vehicles in injury crashes — 10 percent, compared with 7 percent for pickups, 4 percent for vans, and 3 percent for passenger cars.

Driver Age

In 2006, 12 percent of the total U.S. resident population (more than 37 million) were people age 65 years and older.

In 2006, 202,000 older individuals were injured in traffic crashes, accounting for 8 percent of all the people injured in traffic crashes during the year. These older individuals made up 14 percent of all traffic fatalities, 14 percent of all vehicle occupant fatalities, and 19 percent of all pedestrian fatalities.

The percentage of older drivers involved in fatal crashes in 2006 who had BAC levels of .08 g/dL or higher (6%) 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 (61% and 32%, respectively). In 45 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 24 percent, the older drivers were turning left—almost 5 times more often than the younger drivers.

Youth

In 2006, 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 24 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 2006, 19 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 (33% and 29%, respectively).

One-fifth (20%) 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 2006.

Passenger vehicle occupants age 10 to 24 involved in fatal crashes had the lowest restraint use rate (56%), and those under age 10 had the highest rate (79%).

Male/Female Fatal Crash Involvement

In 2006, 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, 69 percent of all pedestrian fatalities, and 88 percent of all pedalcyclist fatalities in 2006.

“In 2006, older people made up 14 percent of all traffic fatalities and 19 percent of all pedestrian fatalities.”

“Males accounted for 70 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 88 percent of all pedalcyclist fatalities in 2006.”

“Pedestrian fatalities in 2006 were 12 percent lower than in 1996.”

Among male drivers involved in fatal crashes in 2006, 24 percent had BAC levels of .08 g/dL or higher, compared with 15 percent of the female drivers involved in fatal crashes.

Among female drivers of passenger vehicles involved in fatal crashes in 2006, 25 percent were unrestrained at the time of the collision, compared with 38 percent of male drivers in fatal crashes.

Pedestrians

In 2006, 61,000 pedestrians were injured and 4,784 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 110 minutes, and one is injured every 9 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 49 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 35 percent had BAC levels of .08 g/dL or higher. Of the drivers involved in fatal crashes, only 14 percent had BAC levels of .08 g/dL or higher. In 6 percent of the crashes, both the driver and the pedestrian had BAC levels of .08 g/dL or higher.

“One-seventh of the pedalcyclists killed in traffic crashes in 2006 were between 5 and 15 years old.”

Pedalcyclists

In 2006, 773 pedalcyclists were killed and an additional 44,000 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 2006 were males (82% and 88%, respectively), and most were between the ages of 5 and 44 (75% and 53%, respectively).

One-seventh (14%) of the pedalcyclists killed in traffic crashes in 2006 were between the ages of 5 and 15.

Table 5

Nonoccupant Traffic Fatalities, 1996-2006

Year	Pedestrian	Pedalcyclist	Other	Total
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	4,892	786	186	5,864
2006	4,784	773	183	5,740