Traffic Safety Facts

2003 Data

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DOT HS 809 767

Overview

"In 2003, there were an estimated 6,328,000 police-reported traffic crashes, in which 42,643 people were killed and 2,889,000 people were injured; 4,365,000 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 2 through 33 years old (based on 2000 data). Traffic fatalities account 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 2003, the fatality rate per 100 million vehicle miles of travel fell to a new historic low of 1.48. The 1993 rate was 1.75 per 100 million vehicle miles traveled. A 79 percent safety belt use rate nationwide and a reduction in the rate of alcohol involvement in fatal crashes — to 40 percent in 2003 from 45 percent in 1993 — 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 2003, 42,643 people were killed in the estimated 6,328,000 police-reported motor vehicle traffic crashes, 2,889,000 people were injured, and 4,365,000 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*, *Occupant Protection*, *Speeding*, *Children*, *Young Drivers*, *Older Population*, *Pedestrians*, *Pedalcyclists*, *Motorcycles*, *Large Trucks*, *School Transportation-Related Crashes*, *State Traffic Data*, and *State Alcohol Estimates*. 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*.

NCSA
National Center for Statistics & Analysis

"An average of 117 persons died each day in motor vehicle crashes in 2003 — one every 12 minutes."

Summary

In 2003, 42,643 people lost their lives in motor vehicle crashes — a decrease of 0.8 percent from 2002 (43,005).

The fatality rate per 100 million vehicle miles of travel in 2003 was 1.48. The injury rate per 100 million vehicle miles of travel in 2003 was 100. The fatality rate per 100,000 population was 14.66 in 2003, a decrease of 2 percent from the 2002 rate of 14.93.

An average of 117 persons died each day in motor vehicle crashes in 2003 — one every 12 minutes.

Motor vehicle crashes are the leading cause of death for every age from 2 through 33 years old.

Vehicle occupants accounted for 87 percent of traffic fatalities in 2003. The remaining 13 percent were pedestrians, pedalcyclists, and other nonoccupants.

Table 1

Motor Vehicle Occupants and Nonoccupants Killed and Injured, 1993-2003

Year	Occupants							Nonoccupants				Total
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/ Unknown	Total	Pedes-trian	Pedal-cyclist	Other	Total	
Killed												
1993	21,566	8,511	605	2,449	18	425	33,574	5,649	816	111	6,576	40,150
1994	21,997	8,904	670	2,320	18	409	34,318	5,489	802	107	6,398	40,716
1995	22,423	9,568	648	2,227	33	392	35,291	5,584	833	109	6,526	41,817
1996	22,505	9,932	621	2,161	21	455	35,695	5,449	765	154	6,368	42,065
1997	22,199	10,249	723	2,116	18	420	35,725	5,321	814	153	6,288	42,013
1998	21,194	10,705	742	2,294	38	409	35,382	5,228	760	131	6,119	41,501
1999	20,862	11,265	759	2,483	59	447	35,875	4,939	754	149	5,842	41,717
2000	20,699	11,526	754	2,897	22	450	36,348	4,763	693	141	5,597	41,945
2001	20,320	11,723	708	3,197	34	458	36,440	4,901	732	123	5,756	42,196
2002	20,569	12,274	689	3,270	45	528	37,375	4,851	665	114	5,630	43,005
2003	19,460	12,444	723	3,661	40	804	37,132	4,749	622	140	5,511	42,643
Injured												
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	2,978,000	94,000	68,000	9,000	171,000	3,149,000
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	3,102,000	92,000	62,000	9,000	164,000	3,266,000
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	3,303,000	86,000	67,000	10,000	162,000	3,465,000
1996	2,458,000	761,000	33,000	55,000	20,000	4,000	3,332,000	82,000	58,000	11,000	151,000	3,483,000
1997	2,341,000	755,000	31,000	53,000	17,000	6,000	3,201,000	77,000	58,000	11,000	146,000	3,348,000
1998	2,201,000	763,000	29,000	49,000	16,000	4,000	3,061,000	69,000	53,000	8,000	131,000	3,192,000
1999	2,138,000	847,000	33,000	50,000	22,000	7,000	3,097,000	85,000	51,000	3,000	140,000	3,236,000
2000	2,052,000	887,000	31,000	58,000	18,000	10,000	3,055,000	78,000	51,000	5,000	134,000	3,189,000
2001	1,927,000	861,000	29,000	60,000	15,000	9,000	2,901,000	78,000	45,000	8,000	131,000	3,033,000
2002	1,805,000	879,000	26,000	65,000	19,000	6,000	2,800,000	71,000	48,000	7,000	126,000	2,926,000
2003	1,756,000	889,000	27,000	67,000	18,000	7,000	2,764,000	70,000	46,000	8,000	124,000	2,889,000

For more information:

Information on traffic safety is available from the National Center for Statistics and Analysis, NPO-101, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at **http://www.nhtsa.dot.gov/people/ncsa**. To report a safety-related problem or to inquire about motor vehicle safety information, contact the DOT Vehicle Safety Hotline at 1-888-327-4236.

Table 2
Persons Killed and Injured and Fatality and Injury Rates, 1993-2003

Killed									
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
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
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	184,980	22.44	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	282,224	14.86	190,625	22	217,028	19.33	2,747	1.53
2001	42,196	285,094	14.8	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,974	14.93	194,296	22.13	225,685	19.06	2,856	1.51
2003	42,643	290,810	14.66	*	*	*	*	2,880	1.48
Injured									
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)	Fatality Rate per 100 Million VMT
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
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	184,980	1,726	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	282,224	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,094	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,974	1,016	194,296	1,506	225,685	1,296	2,856	102
2003	2,889,000	290,810	993	*	*	*	*	2,880	100

*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.

Occupant Protection

In 2003, 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 2003, it is estimated that safety belts saved 179,756 lives, including 14,903 lives saved in 2003. If ALL passenger vehicle occupants over age 4 wore safety belts, 20,984 lives (that is, an additional 6,081) could have been saved in 2003.

In 2003, it is estimated that 446 children under age 5 were saved as a result of child restraint use. An estimated 7,020 lives were saved by child restraints from 1975 through 2003.

Children in rear-facing child seats should not be placed in the front seat of cars equipped with passenger-side air bags. The impact of a deploying

"NHTSA estimates that 14,903 lives were saved in 2003 by the use of safety belts."

air bag striking a rear-facing child seat could result in injury to the child. NHTSA also recommends that children 12 and under sit in the rear seat away from the force of a deploying air bag.

In 2003, 36 percent of passenger car occupants and 40 percent of light truck occupants involved in fatal crashes were unrestrained.

In fatal crashes, 74 percent of passenger vehicle occupants who were totally ejected from the vehicle 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 29 percent of the unrestrained occupants.

"Alcohol-related traffic fatalities rose to 17,013 in 2003 — 40 percent of all traffic fatalities for the year."

Table 3
Restraint Use Rates for Passenger Vehicle Occupants in Fatal Crashes, 1993 and 2003

Type of Occupant	Restraint Use Rate (Percent)	
	1993	2003
Drivers	52	65
Passengers		
Front Seat	49	65
Rear Seat	35	55
5 Years Old and Over	40	56
4 Years Old and Under	57	81
All Passengers	42	58
All Occupants	**48**	**62**

Alcohol

In 2003 there were 17,013 fatalities in alcohol-related crashes. This is a decrease of 2.9 percent compared to 2002 (17,524 fatalities), and it represents an average of one alcohol-related fatality every 31 minutes.

The 17,013 alcohol-related fatalities in 2003 (40 percent of total traffic fatalities for the year) represent a 5 percent reduction from the 17,908 alcohol-related fatalities reported in 1993 (45 percent of the total).

NHTSA estimates that alcohol was involved in 40 percent of fatal crashes and in 7 percent of all crashes in 2003.

In 2003, 34 percent of all traffic fatalities occurred in crashes in which at least one driver or nonoccupant had a BAC of 0.08 g/dl or higher.

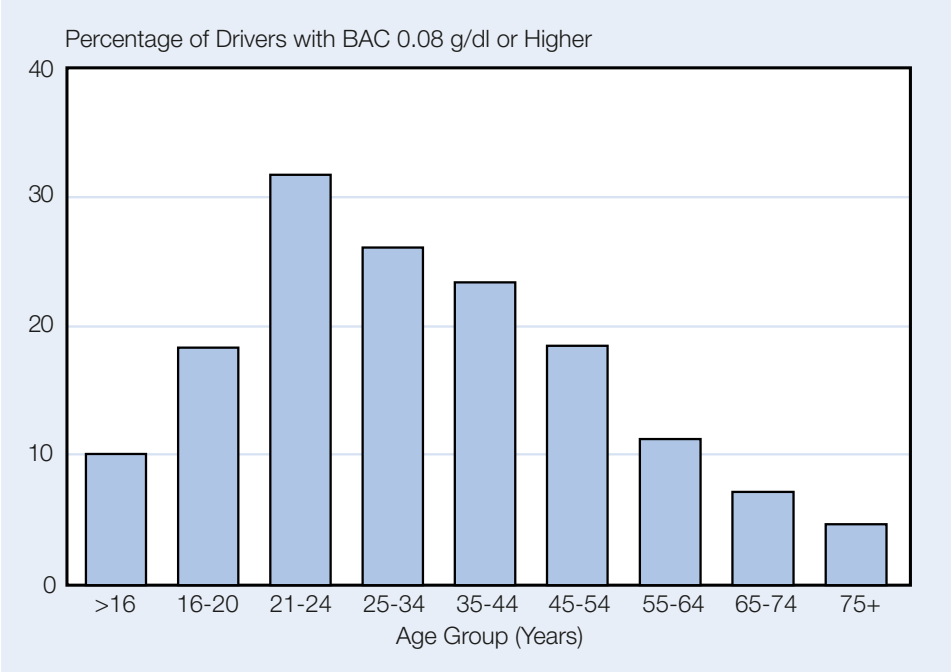
Approximately 1.5 million drivers were arrested in 2002 for driving under the influence of alcohol or narcotics. This is an arrest rate of 1 for every 130 licensed drivers in the United States (2003 data not yet available).

In fatal crashes in 2003, 29 percent of motorcycle operators had BAC levels 0.08 g/dl or higher, as compared with 22 percent for drivers of light trucks, 22 percent for passenger car drivers, and 1 percent for drivers of large trucks.

In fatal crashes in 2003, the highest percentages of drivers with BAC levels 0.08 g/dl or higher were recorded for drivers 21-24 years old (32 percent), followed by ages 25-34 (27 percent) and 35-44 (24 percent).

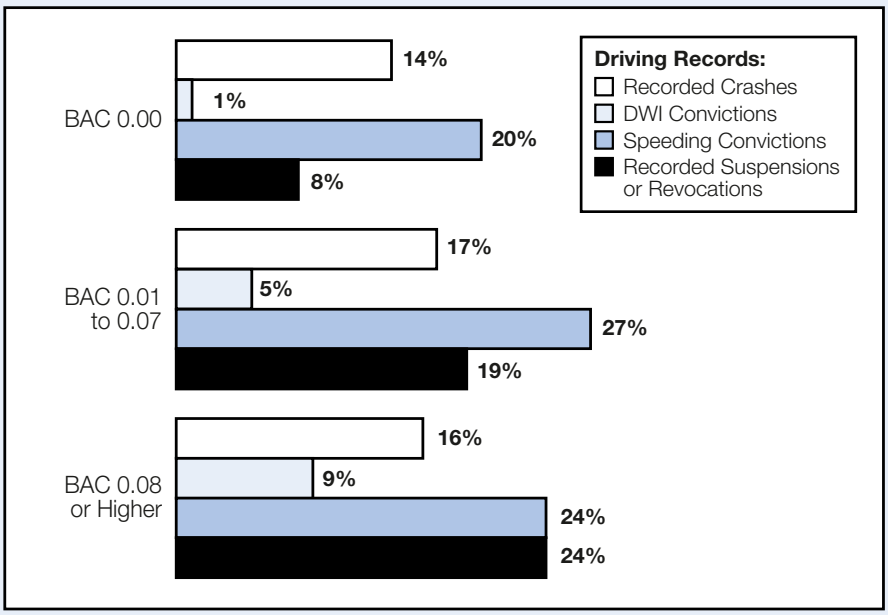
"The highest percentage of drivers in fatal crashes who had BAC levels 0.08 g/dl or higher was for drivers 21 to 24 years old."

Figure 1
Drivers with BAC Levels 0.08 g/dl or Higher Involved in Fatal Crashes by Age Group, 2003



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

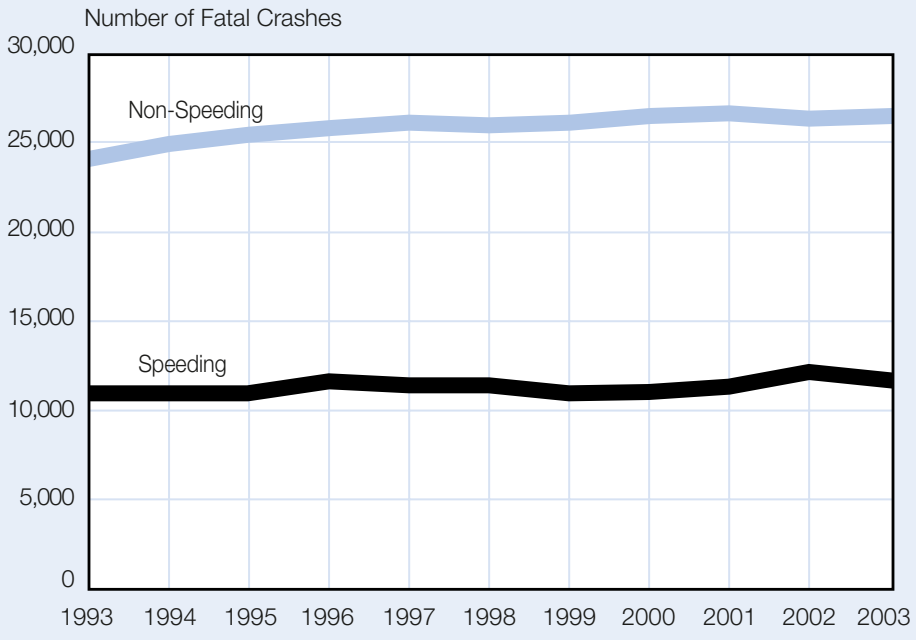
Figure 2
Previous Driving Records of Drivers Killed in Traffic Crashes, by Blood Alcohol Concentration, 2003



Speeding

NHTSA has revised the definition of a speeding-related crash. A crash is considered 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, 1993-2003



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 2003, speeding was a contributing factor in 31 percent of all fatal crashes, and 13,380 lives were lost in speeding-related crashes.

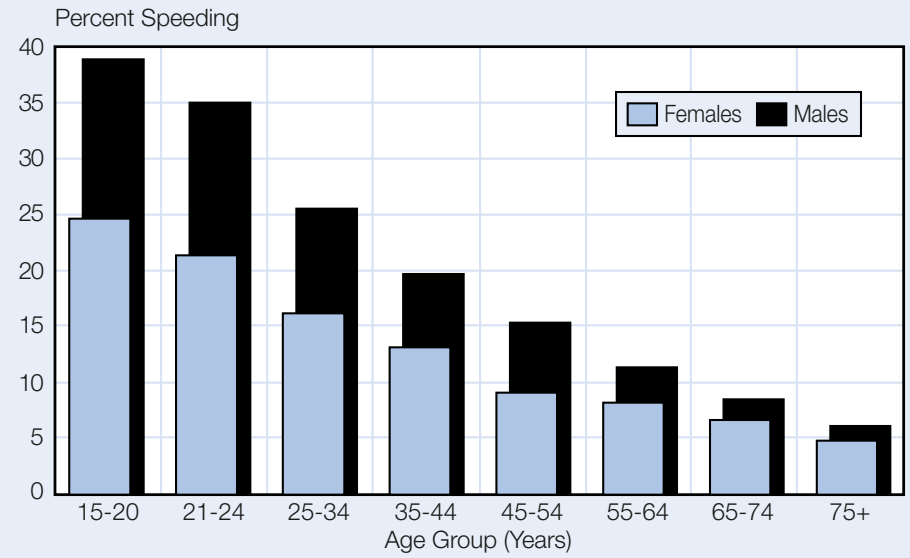
For drivers involved in fatal crashes, young males are the most likely to be speeding. The proportion of all crashes that are speeding-related decreases with increasing driver age. In 2003, 39 percent of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash.

"In 2003, 39 percent of male drivers 15 to 20 years old involved in fatal crashes were speeding."

In 2003, 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 2003, 41 percent of the drivers with BAC = 0.08 or higher who were involved in fatal crashes were speeding, compared with only 14 percent of the drivers with BAC = 0.00 involved in fatal crashes.

Figure 4
Speeding Drivers in Fatal Crashes by Age and Sex, 2003



"Per vehicle mile, motorcyclists were 27 times as likely as passenger car occupants to die in a traffic crash."

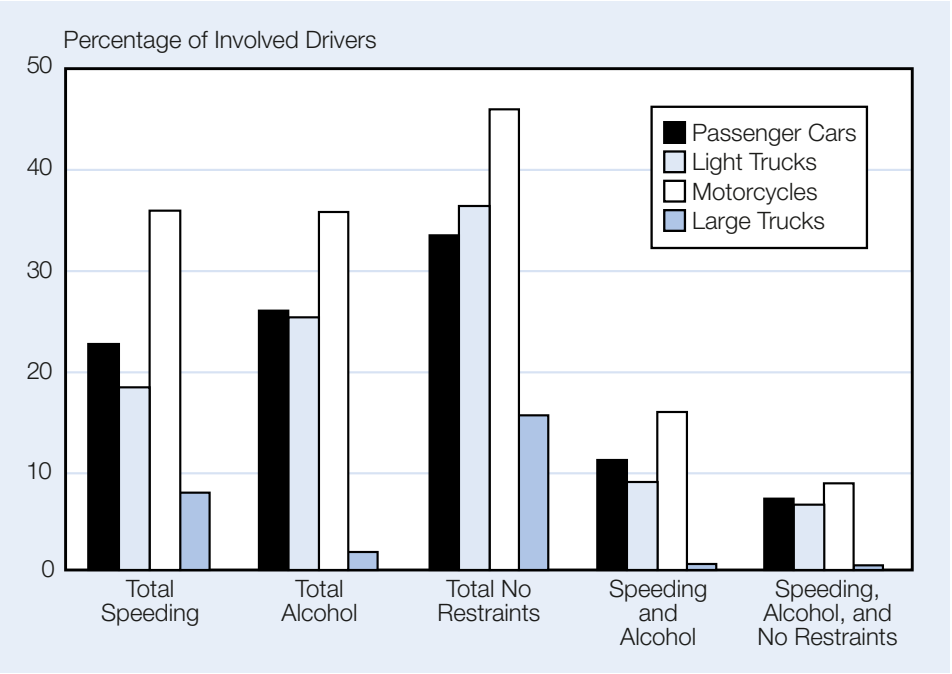
Motorcycles

The 3,661 motorcyclist fatalities in 2003 accounted for 9 percent of all traffic fatalities for the year. An additional 67,000 motorcycle occupants were injured.

Per vehicle mile traveled in 2002, motorcyclists were 27 times as likely as passenger car occupants to die in a motor vehicle traffic crash and 6 times as likely to be injured.

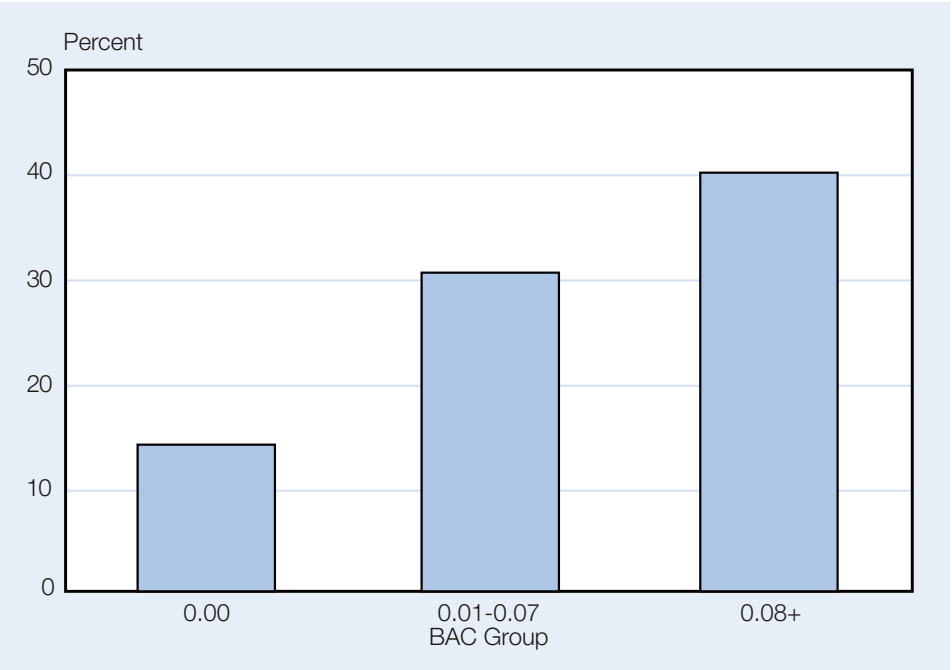
"Speeding involvement for motorcyclists in fatal crashes was about twice as high as for car and light truck drivers."

Figure 5
Speeding, Alcohol Involvement, and Failure To Use Restraints Among Drivers Involved in Fatal Crashes by Vehicle Type, 2003



In 2003, 36 percent of all motorcycle drivers involved in fatal crashes were speeding. The percentage of speeding involvement in fatal crashes was approximately twice as high for motorcyclists as for drivers of passenger cars or light trucks, and the percentage of alcohol involvement was 40 percent higher for motorcyclists.

Figure 6
Percentage of All Drivers Involved in Fatal Crashes That Were Speeding, by BAC Level, 2003



In 2003, 47 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 percent) involved in fatal crashes in 2003 was operating the vehicle with an invalid license at the time of the collision.

The percentage of motorcycle operators involved in fatal crashes in 2003 who had BAC levels 0.08 g/dl or higher — 29 percent — was higher than for any other type of motor vehicle driver.

NHTSA estimates that helmets saved the lives of 1,158 motorcyclists in 2003. If all motorcyclists had worn helmets, an additional 640 lives could have been saved.

"One out of nine traffic fatalities in 2003 resulted from a collision involving a large truck."

Large Trucks

In 2003, 12 percent (4,986) 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, 78 percent were occupants of another vehicle, 8 percent were nonoccupants, and 15 percent were occupants of a large truck.

Table 4

Fatalities and Injuries in Crashes Involving Large Trucks, 2003

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	723	15
Single-Vehicle Crashes	456	9
Multiple-Vehicle Crashes	267	5
Occupants of Other Vehicles in Crashes Involving Large Trucks	3,879	78
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	384	8
Total	**4,986**	**100**
Type of Injury	**Number**	**Percentage of Total**
Occupants of Large Trucks	27,000	22
Single-Vehicle Crashes	11,000	9
Multiple-Vehicle Crashes	16,000	13
Occupants of Other Vehicles in Crashes Involving Large Trucks	92,000	75
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	3,000	3
Total	**122,000**	**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 2003.

More than three-quarters (79 percent) of the large trucks involved in fatal crashes in 2003 collided with another motor vehicle in transport.

Only 1 percent of the drivers of large trucks involved in fatal crashes in 2003 had BAC levels 0.08 g/dl or higher, compared with 22 percent for passenger cars, 22 percent for light trucks, and 29 percent for motorcycles.

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

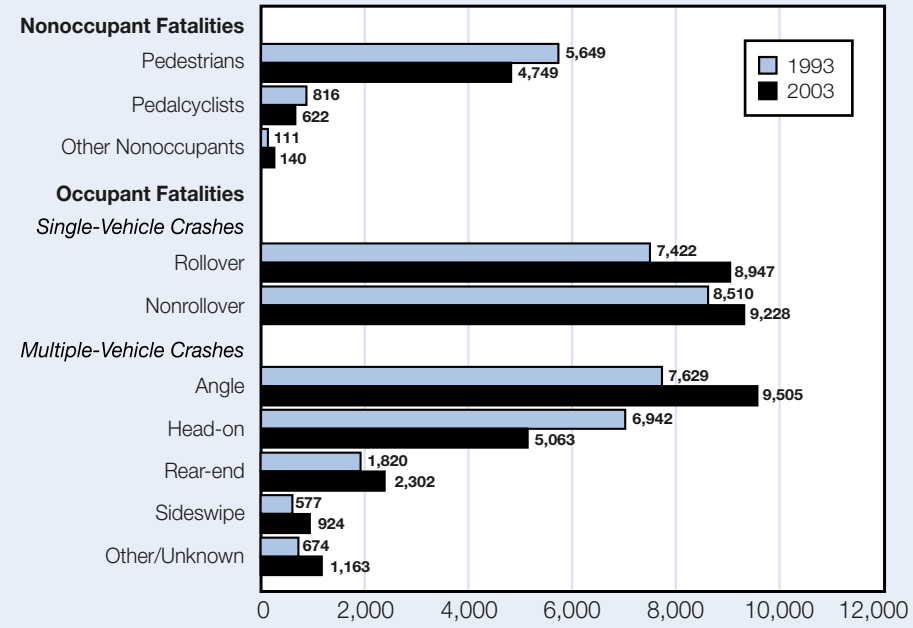
Cars, Light Trucks, and Vans

In 2003, 31,904 occupants of passenger vehicles were killed in traffic crashes and an additional 2,646,000 were injured, accounting for 86 percent of all occupant fatalities (passenger cars 52 percent, light trucks and vans 34 percent) and 96 percent of all occupants injured (passenger cars 64 percent, light trucks and vans 32 percent).

Occupant fatalities in single-vehicle crashes accounted for 43 percent of all motor vehicle fatalities in 2003. Occupant fatalities in multiple-vehicle crashes accounted for 44 percent of all fatalities, and the remaining 13 percent were nonoccupant fatalities (pedestrians, pedalcyclists, etc.).

"More than one-half of the passenger vehicle occupants killed in traffic crashes in 2003 were unrestrained."

Figure 7
Fatalities in Traffic Crashes, 1993 and 2003



In 2003, 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 nearly twice the rate for passenger car occupants.

More than one-half (56 percent) of the passenger vehicle occupants killed in traffic crashes in 2003 were unrestrained.

Utility vehicles had the highest rollover involvement rate of any vehicle type in fatal crashes — 36 percent, as compared with 24 percent for pickups, 19 percent for vans, and 16 percent for passenger cars.

Utility vehicles also had the highest rollover rate for passenger vehicles in injury crashes — 10 percent, compared with 6 percent for pickups, 4 percent for vans, and 3 percent for passenger cars.

Driver Age

There are 26 million people age 70 years and older in the United States. In 2003, this age group made up 9.0 percent of the total U.S. resident population, compared with 8.8 percent in 1993. From 1993 to 2003, the growth rate for this older segment of the population was 15 percent higher than the growth rate of the total population.

In 2003, 145,000 older individuals were injured in traffic crashes, accounting for 5 percent of all the people injured in traffic crashes during the year. These older individuals made up 12 percent of all traffic fatalities, 12 percent of all vehicle occupant fatalities, and 16 percent of all pedestrian fatalities.

"In 2003, older people made up 12 percent of all traffic fatalities and 16 percent of all pedestrian fatalities."

The percentage of older drivers involved in fatal crashes in 2003 who had BAC levels of 0.08 g/dl or higher (5 percent) 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 twice as likely to be the one that was struck (63 percent and 31 percent, respectively). In 44 percent of these crashes, both vehicles were proceeding straight at the time of the collision. In 27 percent, the older driver was turning left — 7 times as often as the younger driver.

Youth

In 2003, 16- to 24-year-olds represented 24 percent of all traffic fatalities, compared with 6 percent for ages 0 to 15, 45 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 2003, 19 percent of 16- to 20-year-old drivers involved in fatal crashes had BAC levels of 0.08 g/dl or higher. The highest percentages were for drivers 21 to 24 and 25 to 34 years old (32 percent and 27 percent, respectively).

More than one-fifth (22 percent) of all children between the ages of 5 and 9 years who were killed in motor vehicle traffic crashes were pedestrians. Nearly one-fifth (17 percent) of the traffic fatalities under age 16 were pedestrians.

Passenger vehicle occupants 10 to 24 years old involved in fatal crashes had the lowest restraint use rate (53 percent), and those over age 65 had the highest rate (74 percent).

Male/Female Fatal Crash Involvement

In 2002, the fatal crash involvement rate per 100,000 population was almost 3 times as high for male drivers as for females.

Males accounted for 68 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 88 percent of all pedalcyclist fatalities in 2003.

"Males accounted for 68 percent of all traffic fatalities, 69 percent of all pedestrian fatalities, and 88 percent of all pedalcyclist fatalities in 2003."

"Pedestrian fatalities in 2003 were 16 percent lower than in 1993."

Among male drivers involved in fatal crashes in 2003, 24 percent had BAC levels of 0.08 g/dl or higher, compared with 12 percent of the female drivers involved in fatal crashes.

Among female drivers of passenger vehicles involved in fatal crashes in 2003, 26 percent were unrestrained at the time of the collision, compared with 39 percent of male drivers in fatal crashes.

Pedestrians

In 2003, 70,000 pedestrians were injured and 4,749 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 111 minutes, and one is injured every 8 minutes.

Alcohol involvement — either for the driver or the pedestrian — was reported in 46 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved, 34 percent had BAC levels 0.08 g/dl or higher. Of the drivers involved, only 13 percent had BAC levels 0.08 g/dl or higher. In 6 percent of the crashes, both the driver and the pedestrian had BAC levels 0.08 g/dl or higher.

"More than one-fifth of the pedalcyclists killed in traffic crashes in 2003 were between 5 and 15 years old."

Pedalcyclists

In 2003, 622 pedalcyclists were killed and an additional 46,000 were injured in traffic crashes. Pedalcyclists made up 1 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 2003 were males (78 percent and 88 percent, respectively), and most were between the ages of 5 and 44 years (84 percent and 62 percent, respectively).

More than one-fifth (23 percent) of the pedalcyclists killed in traffic crashes in 2003 were between 5 and 15 years old.

Table 5

Nonoccupant Traffic Fatalities, 1993-2003

Year	Pedestrian	Pedalcyclist	Other	Total
1993	5,649	816	111	**6,576**
1994	5,489	802	107	**6,398**
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	4,749	622	140	**5,511**