

NATIONAL SAFETY COUNCIL
INJURY FACTS[®]



2004 EDITION

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Unintentional-injury deaths were down 2% in 2003 compared to the revised 2002 total. Unintentional-injury deaths were estimated to total 101,500 in 2003 and 103,500 in 2002. The 2003 estimate is virtually unchanged from the 2001 final count of 101,537. The 2003 figure is 17% greater than the 1992 total of 86,777 (the lowest annual total since 1924) and 13% below the 1969 peak of 116,385 deaths.

The death rate in 2003 was 34.9 per 100,000 population — 3% greater than the lowest rate on record, which was 34.0 in 1992. The 2003 death rate was 3% lower than the 2002 revised rate of 35.9.

Comparing 2003 to 2002, public, home, and work deaths decreased while motor-vehicle deaths increased. The population death rates in the public, home, and work classes also declined and the rate increased in the motor-vehicle class.

The motor-vehicle death total was up 2% in 2003. The motor-vehicle death rate per 100,000,000 vehicle-miles was 1.56 in 2003, up 1.3% from the revised 2002 rate (1.54) and down 0.6% from the revised 2001 rate of 1.57.

According to the latest final data (2001), unintentional injuries continued to be the fifth leading cause of death, exceeded only by heart disease, cancer, stroke, and chronic lower respiratory diseases. Preliminary death

certificate data for 2002 indicate that unintentional injuries will remain in fifth place.

Nonfatal injuries also affect millions of Americans. In 2002, about 23.7 million people — about 1 out of 12 — sought medical attention for an injury. About 2.7 million people were hospitalized for injuries and about 39.2 million were treated in hospital emergency departments in 2002. In 2001, about 11.1 million visits to outpatient departments and about 99.8 million visits to physicians' offices were due to injuries.

The economic impact of these fatal and nonfatal unintentional injuries amounted to \$607.7 billion in 2003. This is equivalent to about \$2,100 per capita, or about \$5,700 per household. These are costs that every individual and household pays whether directly out of pocket, through higher prices for goods and services, or through higher taxes.

Between 1912 and 2003, unintentional-injury deaths per 100,000 population were reduced 55% (after adjusting for the classification change in 1948) from 82.4 to 34.9. The reduction in the overall rate during a period when the nation's population tripled has resulted in 4,800,000 fewer people being killed due to unintentional injuries than there would have been if the rate had not been reduced.

ALL UNINTENTIONAL INJURIES, 2003

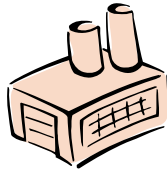
Class	2003 Deaths	Change from 2002	Deaths per 100,000 Persons	Disabling Injuries ^a
All Classes^b	101,500	-2%	34.9	20,700,000
Motor-vehicle	44,800	+2%	15.4	2,400,000
Public nonwork	42,600			2,300,000
Work	2,000			100,000
Home	200			(^c)
Work	4,500	-5%	1.5	3,400,000
Nonmotor-vehicle	2,500			3,300,000
Motor-vehicle	2,000			100,000
Home	33,100	-6%	11.4	7,900,000
Nonmotor-vehicle	32,900			7,900,000
Motor-vehicle	200			(^c)
Public	21,300	-1%	7.3	7,100,000

Source: National Safety Council estimates (rounded) based on data from the National Center for Health Statistics, Bureau of Labor Statistics, state departments of health, state traffic authorities, and state industrial commissions. The National Safety Council adopted the Bureau of Labor Statistics' Census of Fatal Occupational Injuries count for work-related unintentional injuries retroactive to 1992 data. See the Glossary for definitions and the Technical Appendix for revised estimating procedures. Beginning with 1999 data, which became available in September 2001, deaths are now classified according to the 10th revision of the International Classification of Diseases. Overall, about 3% more deaths are classified as due to "unintentional injuries" under the new classification system than under the 9th revision. The difference varies across causes of death. See the Technical Appendix for more information on comparability. Caution should be used in comparing data classified under the two systems.

^aDisabling beyond the day of injury. Disabling injuries are not reported on a national basis, so the totals shown are approximations based on ratios of disabling injuries to deaths developed by the National Safety Council. The totals are the best estimates for the current year. They should not, however, be compared with totals shown in previous editions of this book to indicate year-to-year changes or trends. See the Glossary for definitions and the Technical Appendix for estimating procedures.

^bDeaths and injuries above for the four separate classes add to more than the All Classes figures due to rounding and because some deaths and injuries are included in more than one class. For example, 2,000 work deaths involved motor vehicles in transport and are in both the Work and Motor-vehicle totals and 200 motor-vehicle deaths occurred on home premises and are in both Home and Motor-vehicle. The total of such duplication amounted to about 2,200 deaths and 100,000 injuries in 2003.

^cLess than 10,000.



Between 1912 and 2003, unintentional work deaths per 100,000 population were reduced 93%, from 21 to 1.5. In 1912, an estimated 18,000 to 21,000 workers' lives were lost. In 2003, in a work force nearly quadrupled in size and producing nine times the goods and services, there were only an estimated 4,500 work deaths.

In addition to unintentional (accidental) fatal work injuries, about 800 homicides and suicides occurred in the workplace in 2002. These intentional injuries are not included in the unintentional-injury estimates.

The State Data section, which begins on page 150, shows fatal occupational injuries and nonfatal injury and illness incidence rates by state.

Unintentional-Injury Deaths	4,500
Unintentional-Injury Deaths per 100,000 Workers	3.2
Disabling Injuries	3,400,000
Workers	138,988,000
Costs	\$156.2 billion

UNINTENTIONAL INJURIES AT WORK BY INDUSTRY, UNITED STATES, 2003

Industry Division	Workers ^a (000)	Deaths ^a		Deaths per 100,000 Workers ^a		Disabling Injuries
		2003	Change from 2002	2003	Change from 2002	
All Industries	138,988	4,500	-5%	3.2	-5%	3,400,000
Agriculture ^b	3,340	710	-6%	20.9	-4%	110,000
Mining, quarrying ^b	539	120	+1%	22.3	-4%	20,000
Construction	9,268	1,060	-3%	11.4	-4%	390,000
Manufacturing	17,708	490	-6%	2.8	-4%	460,000
Transportation and public utilities	7,721	770	-9%	10.0	-5%	320,000
Trade ^b	29,240	380	0%	1.3	-4%	710,000
Services ^b	50,310	550	-3%	1.1	-4%	890,000
Government	20,862	420	-3%	2.0	-3%	500,000

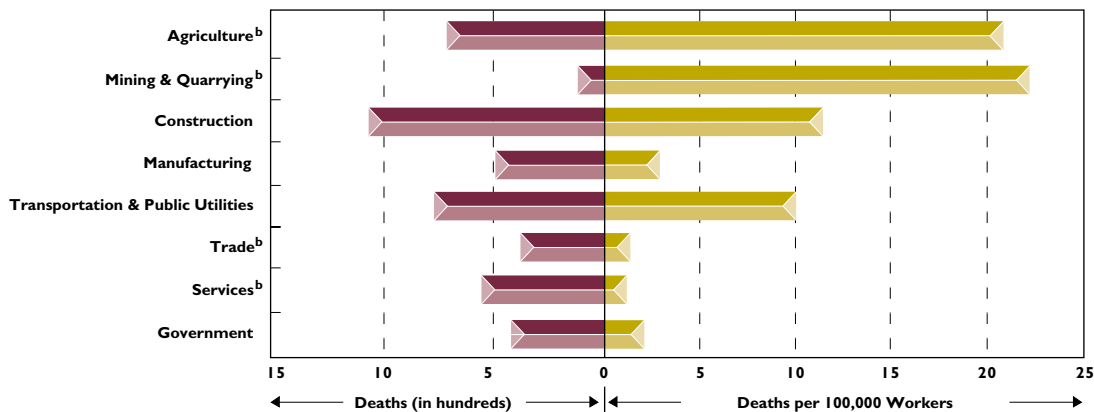
Source: National Safety Council estimates based on data from the Bureau of Labor Statistics, National Center for Health Statistics, state vital statistics departments, and state industrial commissions.

Note: The National Safety Council adopted the Bureau of Labor Statistics' Census of Fatal Occupational Injuries (CFOI), beginning with the 1992 data year, as the authoritative count of work-related deaths. See the Technical Appendix for additional information.

^a Deaths include persons of all ages. Workers and death rates include persons 16 years and older.

^b Agriculture includes forestry, fishing, and agricultural services. Mining includes oil and gas extraction. Trade includes wholesale and retail trade. Services includes finance, insurance, and real estate.

OCCUPATIONAL UNINTENTIONAL-INJURY DEATHS AND DEATH RATES BY INDUSTRY, UNITED STATES, 2003



See footnotes above.

DEATHS (IN HUNDREDS)
DEATHS PER 100,000 WORKERS

WORKERS' COMPENSATION CLAIMS COSTS, 2001–2002



Motor-vehicle crashes are the most costly workers' compensation claims.

The data in the graphs on this and the next page are from the National Council on Compensation Insurance's (NCCI) Detailed Claim Information (DCI) file, a stratified random sample of lost-time claims in 41 states. Total incurred costs consist of medical and indemnity payments plus case reserves on open claims, and are calculated as of the second report (18 months after the initial report of injury). Injuries that result in medical payments only, without lost time, are not included. For open claims, costs include all payments as of the second report plus case reserves for future payments. Because the estimates are based on a sample, they can be volatile from year to year due to the influence of a small but variable number of large claims.

The average cost for all claims combined in 2001–2002 was \$15,865, up 16% from the 2000–2001 average of \$13,719.

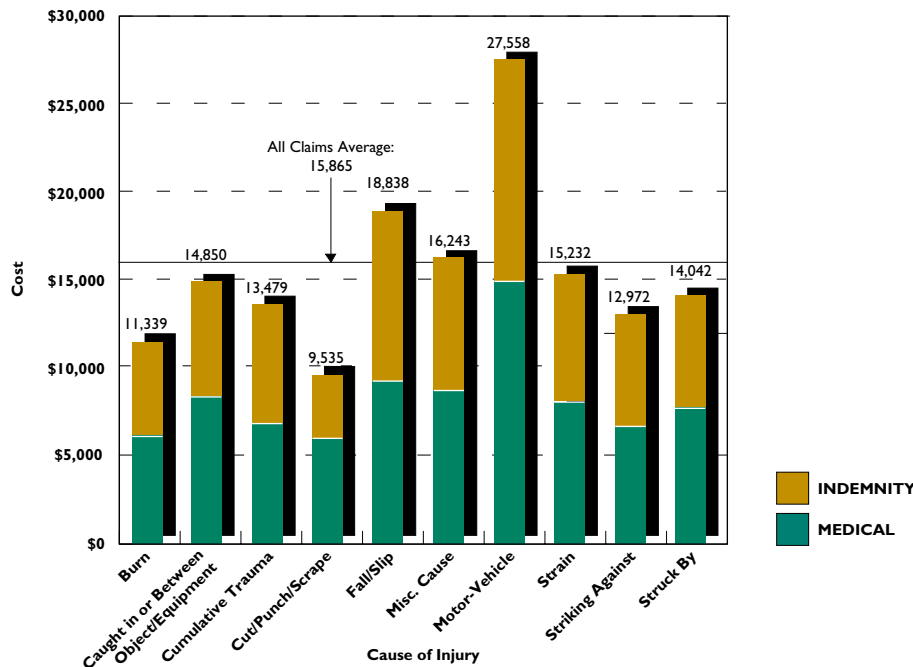
Cause of Injury. The most costly lost-time workers' compensation claims by cause of injury, according to the NCCI data, are for those resulting from motor-vehicle crashes. These injuries averaged more than

\$27,500 per workers' compensation claim filed in 2001 and 2002. The other causes with above average costs were those involving a fall or slip (\$18,838) and miscellaneous causes (\$16,243).

Nature of Injury. The most costly lost-time workers' compensation claims by the nature of the injury are for those resulting from amputation. These injuries averaged \$31,546 per workers' compensation claim filed in 2001 and 2002. The next highest costs were for injuries resulting in fracture (\$21,476), other trauma (\$18,524), and carpal tunnel syndrome (\$17,202).

Part of Body. The most costly lost-time workers' compensation claims are for those involving the head or central nervous system. These injuries averaged \$40,392 per workers' compensation claim filed in 2001 and 2002. The next highest costs were for injuries involving multiple body parts (\$23,903) and the neck (\$23,862). Injuries to the arm/shoulder; hip, thigh, and pelvis; knee; leg; and lower back also had above-average costs.

AVERAGE TOTAL INCURRED COSTS PER CLAIM BY CAUSE OF INJURY, 2001–2002



TYPE OF MOTOR-VEHICLE ACCIDENT



Although motor-vehicle deaths occur more often in collisions between motor vehicles than any other type of accident, this type represents only about 44% of the total. Collisions between a motor vehicle and a fixed object were the next most common type, with about 29% of the deaths, followed by pedestrian accidents and noncollisions (rollovers, etc.).

While collisions between motor vehicles accounted for less than half of motor-vehicle fatalities, this accident type represented 74% of injuries, 70% of injury accidents, and 68% of all accidents. Single-vehicle accidents involving collisions with fixed objects, pedestrians, and noncollisions, on the other hand,

accounted for a greater proportion of fatalities and fatal accidents compared to less serious accidents. These three accident types made up 53% of fatalities and 54% of fatal accidents, but 28% or less of injuries, injury accidents, or all accidents.

Of collisions between motor vehicles, angle collisions cause the greatest number of deaths, about 10,500 in 2003, and the greatest number of nonfatal injuries as well as fatal and injury accidents. The table below shows the estimated number of motor-vehicle deaths, injuries, fatal accidents, injury accidents, and all accidents, for various types of accidents.

MOTOR-VEHICLE DEATHS AND INJURIES AND NUMBER OF ACCIDENTS BY TYPE OF ACCIDENT, 2003

Type of Accident	Deaths	Nonfatal Injuries	Fatal Accidents	Injury Accidents	All Accidents
Total	44,800	2,400,000	41,600	1,800,000	11,800,000
Collision with —					
Pedestrian	5,600	80,000	5,100	70,000	130,000
Other motor vehicle	19,900	1,780,000	17,900	1,260,000	7,980,000
<i>Angle collision</i>	<i>10,500</i>	<i>916,000</i>	<i>10,000</i>	<i>634,000</i>	<i>3,740,000</i>
<i>Head-on collision</i>	<i>5,300</i>	<i>146,000</i>	<i>5,100</i>	<i>84,000</i>	<i>300,000</i>
<i>Rear-end collision</i>	<i>2,400</i>	<i>657,000</i>	<i>1,700</i>	<i>497,000</i>	<i>3,360,000</i>
<i>Sideswipe and other two-vehicle collisions</i>	<i>1,700</i>	<i>61,000</i>	<i>1,100</i>	<i>45,000</i>	<i>580,000</i>
Railroad train	300	2,000	300	2,000	5,000
Pedalcycle	700	28,000	700	28,000	100,000
Animal, animal-drawn vehicle	100	10,000	100	10,000	530,000
Fixed object	13,000	400,000	12,300	330,000	2,685,000
Noncollision	5,200	100,000	5,200	100,000	370,000

Source: National Safety Council estimates, based on reports from state traffic authorities. Procedures for estimating the number of accidents by type were changed for the 1998 edition and are not comparable to estimates in previous editions (see Technical Appendix).

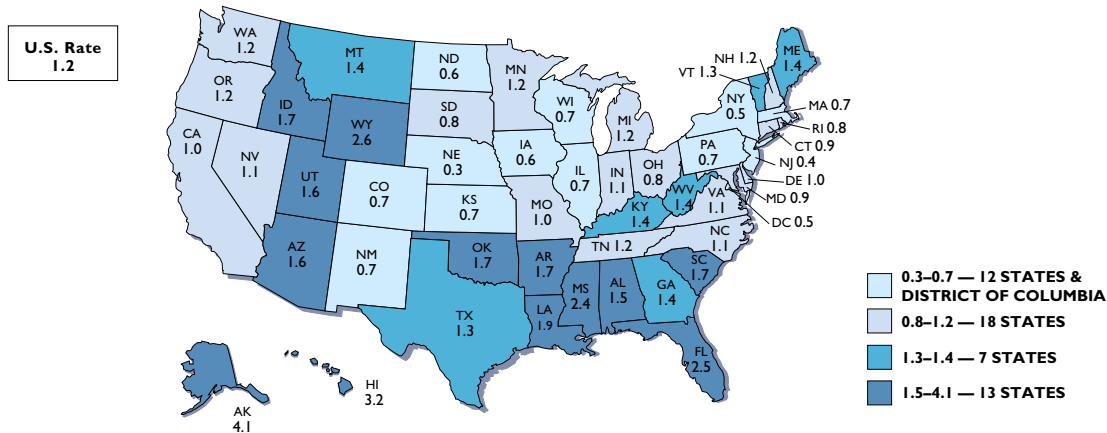


DROWNING DEATHS AND DEATH RATES IN THE UNITED STATES, 2001

In 2001, more than 3,200 people drowned in the United States, thus making drowning one of the leading causes of unintentional-injury death.

The rates of drowning deaths vary between U.S. states. Typically, the rates (per 100,000 population) are higher in Alaska and Hawaii as well as the South Atlantic, East South Central, and West South Central regions.

DROWNING DEATHS PER 100,000 POPULATION BY STATE, 2001

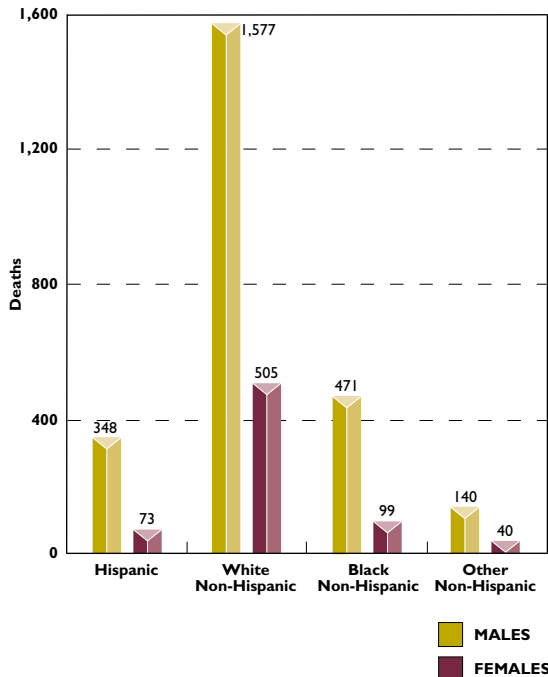


The charts below show the distribution of unintentional drowning deaths and death rates by sex and race^a. White non-Hispanic males made up nearly one-half of the total number of fatal drowning cases. Overall and in each individual racial category, males accounted for more deaths than females. Among Hispanic and Black non-Hispanic persons, the number of drowning deaths

for males was nearly five times greater than for females. Black non-Hispanic males had the highest drowning death rate, while Hispanic females had the lowest compared to other sex-race categories.

*Source: National Safety Council tabulations of National Center for Health Statistics data.
^aDoes not include 28 "race unknown" cases (24 males, 4 females).*

DROWNING DEATHS BY SEX AND RACE, 2001



DROWNING DEATH RATES BY SEX AND RACE, 2001

