Traffic Safety Facts
2020 Data

DOT HS 813 493   October 2023

Race and Ethnicity

This fact sheet reports data on traffic fatalities by race and ethnicity, which might help develop countermeasures for those at risk. The term "race-ethnicity" is used to refer to the combined classification of race and ethnicity data. It also uses race-ethnicity categories based on the Office of Management and Budget (OMB) Guidelines on Race and Ethnicity Standards for Federal Statistics and Administrative Reporting.[1]

The following terms are used throughout this fact sheet.

- Hispanic or Latino
- American Indian or Alaska Native (AIAN)
- Asian
- Black or African American
- Native Hawaiian or Other Pacific Islander (NHPI)
- White

Under the 1997 OMB race and ethnicity reporting standards,[2] ethnicity is a distinct concept from race. Therefore, people of "Hispanic or Latino" ethnicity may be of any race.

Total values presented in this fact sheet include reported race and ethnicity attributes such as "other," multiple races, or with unknown values. However, these categories are not always shown as separate line items in tables and figures. While this reporting methodology is one way of complying with the OMB guidelines, there are other ways.

See the Appendix for additional information on the race-ethnicity categories used and limitations to the race-ethnicity data.

Key Findings

- Of the 39,007 traffic fatalities in 2020, White people accounted for 50 percent as compared to Hispanic or Latino and Black or African American people who accounted for 17 percent each. In 2020 the U.S. population was 60 percent for White people, 19 percent for Hispanic or Latino people, and 13 percent for Black or African American people.

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[1] 62 Fed. Reg. 58782 (Oct. 30, 1997), Office of Management and Budget; Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity.

[2] Updates to the OMB guidelines are forthcoming. https://spd15revision.gov/

- In 2020 AIAN people had the highest fatality rate at 22.79 per 100,000 population in traffic crashes, followed by Black or African American (15.51) and Hispanic or Latino people (11.02).
- From 2016 to 2020 the traffic fatality rate per 100,000 population increased for Hispanic or Latino and Black or African American people, and decreased for AIAN, Asian, NHPI, and White people.
- White people accounted for 60 percent of motorcyclist fatalities in traffic crashes in 2020 as compared to Hispanic or Latino and Black or African American people, who accounted for 14 percent and 11 percent.
- White people accounted for 41 percent of pedestrian fatalities in traffic crashes in 2020 as compared to Hispanic or Latino and Black or African American people, who accounted for 21 percent and 20 percent.
- Based on known restraint use, 65 percent of AIAN passenger vehicle occupants killed in traffic crashes were unrestrained.
- AIAN people had the highest proportion of alcohol-impaired-driving fatalities in traffic crashes at 41 percent for 2020.
- Hispanic or Latino people had the highest proportion of speeding-related traffic fatalities at 34 percent for 2020.
- AIAN people had a higher proportion of traffic fatalities in rural areas than urban areas in 2020.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS). Refer to the end of this publication for more information on FARS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably in this document.

Overview

It is important to evaluate traffic fatalities by demographics like age, sex, race, and ethnicity. This evaluation of traffic fatality data might help develop countermeasures that will reach those most at risk of death and injury in traffic crashes.

NHTSA's FARS obtains Race and Hispanic Origin data from official death certificates. Due to delayed availability of death certificates in some States, any analysis with race and ethnicity data will use the most recent Final File which has more complete race and ethnicity data compared to the Annual Report File (ARF). This fact sheet uses FARS 2016 to 2020 Final Files. In 2019, FARS revised the coding for race to allow for the coding of more than one race per person, allowing for more accurate data for multi-racial people going forward. Traffic fatalities have increased by 3 percent from 37,806 in 2016 to 39,007 in 2020, as shown in Table 1.

Table 1. Fatalities in Traffic Crashes, by Race-Ethnicity, 2016–2020

Year	Hispanic or Latino		AIAN		Asian		Black or African American		NHPI		White		Multiple Races		All Others		Unknown		Total
	N	%	N	%	N	%	N	%	N	%	N	%	N	%	N	%	N	%	
2016	5,255	14%	704	2%	563	1%	5,256	14%	53	0%	22,656	60%	77	0%	1,153	3%	2,089	6%	**37,806**
2017	5,519	15%	717	2%	533	1%	5,554	15%	49	0%	22,913	61%	82	0%	1,017	3%	1,089	3%	**37,473**
2018	5,654	15%	604	2%	561	2%	5,611	15%	78	0%	21,957	60%	76	0%	1,032	3%	1,262	3%	**36,835**
2019	6,552	18%	541	1%	463	1%	5,308	15%	18	0%	20,020	55%	141	0%	1,519	4%	1,793	5%	**36,355**
2020	6,817	17%	557	1%	404	1%	6,471	17%	15	0%	19,697	50%	185	0%	3,022	8%	1,839	5%	**39,007**

Source: FARS 2016–2020 Final File

Notes: In 2019 FARS began coding all races reported for a fatality. Prior year data captured only one race for a fatality and if more than one race was listed, the first race listed was coded. 2019 and later race data accounts for all people reported as multiple race.

Of the 39,007 traffic fatalities in 2020, White people accounted for 50 percent as compared to Hispanic or Latino and Black or African American people who accounted for 17 percent each. In 2020 the U.S. population was 60 percent for White people, 19 percent for Hispanic or Latino people, and 13 percent for Black or African American people.

From 2016 to 2020:

- Hispanic or Latino: 30-percent increase from 5,255 to 6,817
- AIAN: 21-percent decrease from 704 to 557
- Asian: 28-percent decrease from 563 to 404
- Black or African American: 23-percent increase from 5,256 to 6,471
- NHPI: 72-percent decrease from 53 to 15
  - *NHPI data should be interpreted with caution since the numbers are small and due to data acquisition issues within the States.*
- White: 13-percent decrease from 22,656 to 19,697

For the remainder of this report, other race-ethnicity groups (i.e., multiple races, all others, and unknown) are not shown as line items.

The United States population grew by 3 percent from 2016 to 2020. During this time, the Asian and NHPI populations increased by 9 percent, and the Hispanic or Latino population increased by 8 percent, as shown in Table 2. The White population decreased by 0.1 percent from 2016 to 2020, while the populations of the other race-ethnicity groups increased: Asian (9%), NHPI (9%), Hispanic or Latino (8%), Black or African American (4%), and AIAN (3%).

Table 2. Fatalities in Traffic Crashes, Population, and Fatality Rates, by Race-Ethnicity, 2016 and 2020

Race-Ethnicity	2016					2020				
	Fatalities		Population		Fatality Rate per 100,000 Population	Fatalities		Population		Fatality Rate per 100,000 Population
	Number	Percent	Number	Percent		Number	Percent	Number	Percent	
Hispanic or Latino	5,255	14%	57,285,487	18%	9.17	6,817	17%	61,879,137	19%	11.02
AIAN	704	2%	2,383,244	1%	29.54	557	1%	2,444,583	1%	22.79
Asian	563	1%	17,849,879	6%	3.15	404	1%	19,498,796	6%	2.07
Black or African American	5,256	14%	40,245,438	12%	13.06	6,471	17%	41,725,587	13%	15.51
NHPI	53	0%	569,974	0%	9.30	15	0%	618,447	0%	2.43
White	22,656	60%	197,927,872	61%	11.45	19,697	50%	197,712,124	60%	9.96
Total*	37,806	100%	323,071,755	100%	11.70	39,007	100%	331,501,080	100%	11.77

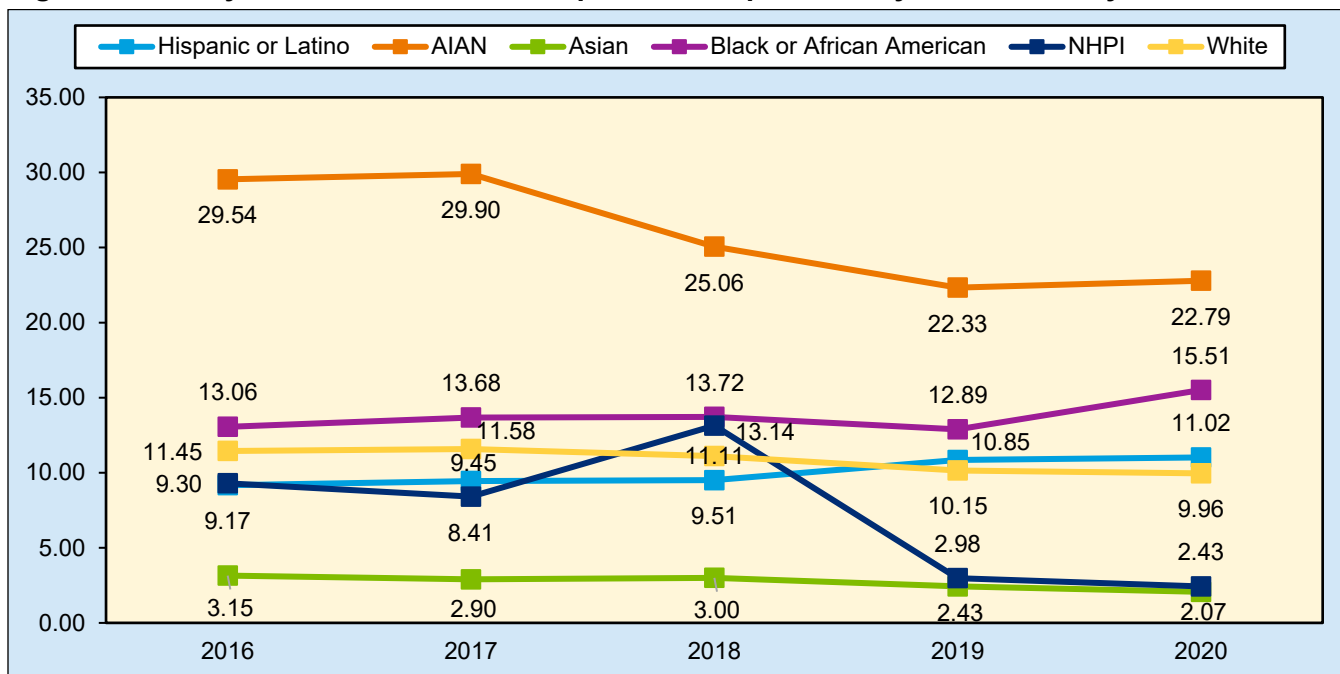Sources: FARS 2016 and 2020 Final File; Population – Census Bureau
*Includes other race-ethnicity groups (i.e., multiple races, all others, and unknown).
Notes: In 2019 FARS began coding all races reported for a fatality. Prior year data captured only one race for a fatality and if more than one race was listed, the first race listed was coded. Race data from 2019 and later accounts for all people reported as multiple race.

Figure 1 displays fatality rates per 100,000 population for the six race-ethnicity groups from 2016 to 2020. AIAN people had the highest fatality rate at 22.79 per 100,000 population, while Asian people had the lowest fatality rate at 2.07 per 100,000 population in 2020. Overall, the fatality rate trend increased for Hispanic or Latino and Black or African American people and decreased for other race-ethnicity groups from 2016 to 2020.

From 2016 to 2020:

- Hispanic or Latino: 20-percent increase from 9.17 to 11.02
- AIAN: 23-percent decrease from 29.54 to 22.79
- Asian: 34-percent decrease from 3.15 to 2.07
- Black or African American: 19-percent increase from 13.06 to 15.51
- NHPI: 74-percent decrease from 9.30 to 2.43.
    - *NHPI data should be interpreted with caution since the numbers are small and due to data acquisition issues within the States.*
- White: 13-percent decrease from 11.45 to 9.96

Figure 1. Fatality Rate in Traffic Crashes per 100K Population, by Race-Ethnicity, 2016–2020

Sources: FARS 2016–2020 Final File; Population – Census Bureau
Notes: Excludes other race-ethnicity groups (i.e., multiple races, all others, and unknown). In 2019 FARS began coding all races reported for a fatality. Prior year data captured only one race for a fatality and if more than one race was listed, the first race listed was coded. 2019 and later race data accounts for all people reported as multiple race.

Occupants and Nonoccupants

In 2020 there were 23,914 occupants of passenger vehicles (passenger cars and light trucks) killed in traffic crashes. White people accounted for 51 percent of the passenger vehicle occupants killed in 2020 while Hispanic or Latino people accounted for 18 percent and Black or African American people accounted for 17 percent.

Table 3 shows occupant and nonoccupant traffic fatalities for each race-ethnicity group in 2020. Overall, 66 percent of the total traffic fatalities were motor vehicle occupants, 20 percent were nonoccupants, and 14 percent were motorcyclists.

Motorcyclist is a general term referring to either the rider or passenger of a motorcycle. In 2020 there were 5,506 motorcyclists killed in motor vehicle traffic crashes. White people accounted for 60 percent of motorcyclist fatalities as compared to Hispanic or Latino (14%) and Black or African American (11%) people.

White people accounted for 41 percent of pedestrian fatalities in traffic crashes in 2020 as compared to Hispanic or Latino (21%) and Black or African American (20%) people. White people accounted for 51 percent of pedalcyclist fatalities in traffic crashes in 2020 as compared to Hispanic or Latino (17%) and Black or African American (13%) people.

Table 3. Occupant and Nonoccupant Fatalities in Traffic Crashes, by Race-Ethnicity, 2020

Description	Race-Ethnicity														
	Hispanic or Latino		AIAN		Asian		Black or African American		NHPI		White		Total*	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Total	**6,817**	**17%**	**557**	**1%**	**404**	**1%**	**6,471**	**17%**	**15**	**0%**	**19,697**	**50%**	**39,007**	**100%**
Occupants														
Passenger Vehicles	4,189	18%	342	1%	209	1%	4,146	17%	8	0%	12,082	51%	23,914	100%
Passenger Cars	2,314	18%	149	1%	123	1%	2,785	22%	7	0%	5,720	45%	12,628	100%
Light Trucks	1,875	17%	193	2%	86	1%	1,361	12%	1	0%	6,362	56%	11,286	100%
–Pickups	740	17%	79	2%	16	0%	333	8%	1	0%	2,618	60%	4,333	100%
–SUVs	975	16%	104	2%	55	1%	907	15%	0	0%	3,246	54%	6,015	100%
–Vans	160	17%	10	1%	15	2%	121	13%	0	0%	498	53%	938	100%
Large Trucks	135	16%	7	1%	8	1%	116	14%	1	0%	434	53%	822	100%
Buses	5	26%	0	0%	1	5%	0	0%	0	0%	9	47%	19	100%
Other/Unknown	128	13%	38	4%	1	0%	98	10%	0	0%	578	59%	976	100%
Total	**4,457**	**17%**	**387**	**2%**	**219**	**1%**	**4,360**	**17%**	**9**	**0%**	**13,103**	**51%**	**25,731**	**100%**
Motorcyclists														
Motorcyclists	778	14%	42	1%	34	1%	605	11%	1	0%	3,319	60%	5,506	100%
Nonoccupants														
Pedestrians	1,367	21%	114	2%	132	2%	1,340	20%	3	0%	2,662	41%	6,565	100%
Pedalcyclists	163	17%	13	1%	17	2%	127	13%	2	0%	484	51%	948	100%
Other/Unknown	52	20%	1	0%	2	1%	39	15%	0	0%	129	50%	257	100%
Total	**1,582**	**20%**	**128**	**2%**	**151**	**2%**	**1,506**	**19%**	**5**	**0%**	**3,275**	**42%**	**7,770**	**100%**

Source: FARS 2020 Final File
*Includes other race-ethnicity groups (i.e., multiple races, all others, and unknown).
Note: Percentages may not add up to 100 percent due to individual rounding.

Restraint Use

Fifty-one percent of passenger vehicle occupants killed in 2020 were unrestrained at the time of the traffic crashes (based on known restraint use), as shown in Figure 2. AIAN people showed the highest percentage of unrestrained passenger vehicle occupants killed (65%) followed by Black or African American people (61%).

Research has shown that lap/shoulder belts, when used, reduce the risk of fatal injury to front-seat occupants (5 and older) of passenger cars by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light-truck occupants, seat belts reduce the risk of fatal injury by 60 percent and the risk of moderate-to-critical injury by 65 percent.[3]

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[3] Kahane, C. J. (2000, December). *Fatality reduction by safety belts for front-seat occupants of cars and light trucks* (Report No. DOT HS 809 199). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809199

Figure 2. Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities in Traffic Crashes, by Vehicle Type and Race-Ethnicity, 2020
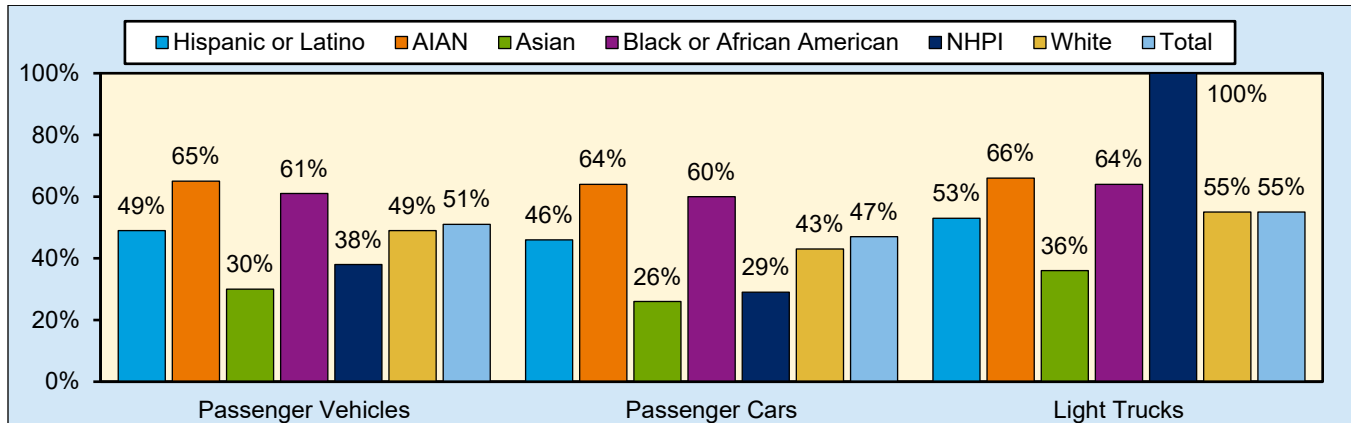
Source: FARS 2020 Final File
*Based on known restraint use.
Note: Consider the small fatality counts for NHPI passenger vehicle occupants (8) when interpreting the percentages; 7 passenger car occupants and 1 light truck occupant died in 2020.

Alcohol

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities.

In 2020 there were 11,718 alcohol-impaired-driving fatalities, which accounted for 30 percent of all traffic fatalities. Overall, AIAN people had the highest proportion of alcohol-impaired-driving fatalities at 41 percent for 2020, as shown in Table 4.

Table 4. Fatalities and Alcohol-Impaired-Driving Fatalities in Traffic Crashes, by Race-Ethnicity, 2020

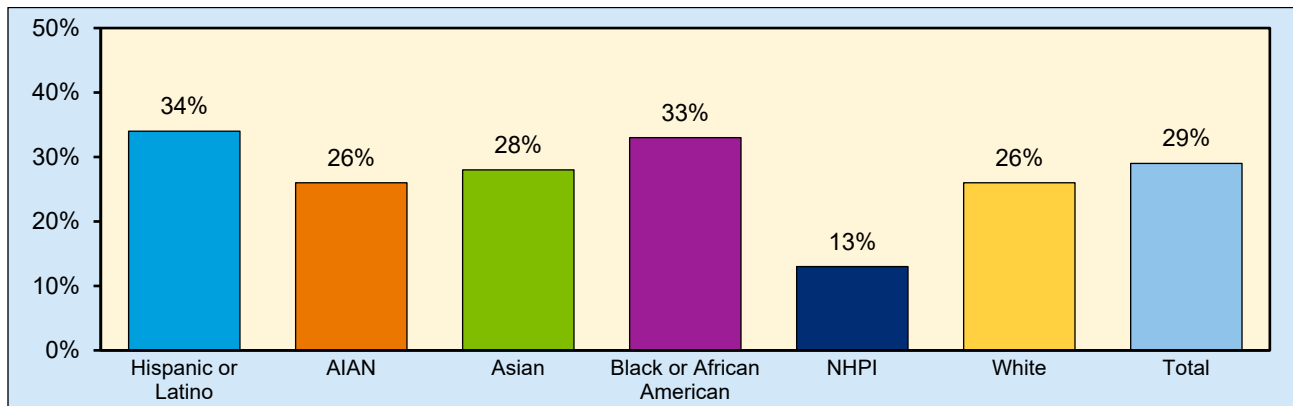|	2020		
		Alcohol-Impaired-Driving Fatalities (BAC=.08 g/dL)	
Race-Ethnicity	**Total Fatalities**	**Number**	**Percent**
Hispanic or Latino	6,817	2,407	35%
AIAN	557	230	41%
Asian	404	88	22%
Black or African American	6,471	2,061	32%
NHPI	15	5	31%
White	19,697	5,366	27%
Total*	**39,007**	**11,718**	**30%**

Source: FARS 2020 Final File
*Includes other race-ethnicity groups (i.e., multiple races, all others, and unknown).

Speeding

NHTSA considers a crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

In 2020 speeding was involved in 29 percent (11,428) of traffic fatalities. That proportion is like that of the speeding involvement for Asian people (28%), but not for other race-ethnicity groups. Thirty-four percent of Hispanic or Latino traffic fatalities were speeding-related, followed by 33 percent for Black or African American traffic fatalities, as shown in Figure 3.

Figure 3. Percentages of Speeding-Related Traffic Fatalities, by Race-Ethnicity, 2020

Source: FARS 2020 Final File

Land Use (Rural/Urban)

Land Use is the classification of the segment of the trafficway on which the crash occurred based on the Federal Highway Administration (FHWA) approved adjusted Census boundaries. Table 5 displays traffic fatalities by land use and race-ethnicity for 2020. White people had the same percentage of traffic fatalities in rural and urban areas, AIAN people had more traffic fatalities in rural areas, and the remaining race-ethnicity groups had higher traffic fatalities in urban areas.

Table 5. Traffic Fatalities, by Land Use (Rural/Urban) and Race-Ethnicity, 2020

| Race-Ethnicity | Land Use | | | | | | Total | |
| | Rural | | Urban | | Unknown | | | |
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Hispanic or Latino	2,168	32%	4,623	68%	26	0%	6,817	100%
AIAN	357	64%	192	34%	8	1%	557	100%
Asian	81	20%	319	79%	4	1%	404	100%
Black or African American	1,718	27%	4,741	73%	12	0%	6,471	100%
NHPI	6	40%	9	60%	0	0%	15	100%
White	9,841	50%	9,771	50%	85	0%	19,697	100%
Total*	16,340	42%	22,513	58%	154	0%	39,007	100%

Source: FARS 2020 Final File
*Includes other race-ethnicity groups (i.e., multiple races, all others, and unknown).
Note: Percentages may not add up to 100 percent due to individual rounding.

Additional Resources

State-level race-ethnicity data is available at NHTSA's State Traffic Safety Information website at https://cdan.dot.gov/stsi.htm.

For a more in-depth analysis of race-ethnicity data in FARS and other Federal data sources, see NHTSA's technical report *Evaluating Disparities in Traffic Fatalities by Race, Ethnicity, and Income*.[4] Note: The 2017 and 2018 FARS Final File data may differ between this fact sheet and the technical report, because there were amendments made to the files after the publication of the technical report.

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[4] Glassbrenner, D., Herbert, G., Reish, L., Webb, C., & Lindsey, T., (2022, September). *Evaluating disparities in traffic fatalities by race, ethnicity, and income* (Report No. DOT HS 813 188). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813188

Appendix

FARS File Versions

In a given crash year, FARS releases two versions of annual files. The first file, known as the Annual Report File (ARF), is released following the crash year. The ARF is replaced about a year later with a "Final" File, which contains additional cases or updates to cases that had become available after the ARF was released. Although most updates are minor, Race and Hispanic Origin data are prone to numerous updates since there is a time lag in receiving death certificate information in FARS between the ARF and Final File. Therefore, for any document with Race and Hispanic Origin data, the most current Final File will be used. The availability of this information differs from State to State resulting in large numbers of unknowns. This needs to be taken into consideration when comparing race and ethnicity data at the State level.

OMB Guidelines on Race and Ethnicity Standards for Federal Statistics and Administrative Reporting

In 1997 the OMB issued revised guidelines on Race and Ethnicity Standards for Federal Statistics and Administrative Reporting. This classification provides a minimum standard for maintaining, collecting, and presenting data on race and ethnicity for all Federal reporting purposes. The categories in this classification are social-political constructs and should not be interpreted as being scientific or anthropological in nature. They are not to be used as determinants of eligibility for participation in any Federal program. The standards have been developed to provide a common language for uniformity and comparability in the collection and use of data on race and ethnicity by Federal agencies.

The standards have five categories for data on race: AIAN, Asian, Black or African American, NHPI, and White. There are two categories for data on ethnicity: "Hispanic or Latino," and "Not Hispanic or Latino." Note that the 1997 OMB race and ethnicity reporting standards maintain that ethnicity is a separate and distinct concept from race. Therefore, people who are of "Hispanic or Latino" ethnicity may be of any race.

The minimum categories for data on race and ethnicity for Federal statistics, program administrative reporting, and civil rights compliance reporting are defined as follows:

- **AIAN**. A person having origins in any of the original peoples of North and South America (including Central America), and who maintains tribal affiliation or community attachment.
- **Asian**. A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- **Black or African American**. A person having origins in any of the black racial groups of Africa.
- **Hispanic or Latino**. A person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
- **NHPI**. A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- **White**. A person having origins in any of the original peoples of Europe, the Middle East, or North Africa.

In 2022 the Federal Interagency Technical Working Group on Race and Ethnicity Standards convened to review and develop updated recommendations to the 1997 Statistical Policy Directive No. 15: Standards for Maintaining, Collecting, and Presenting Federal Data on Race and Ethnicity (SPD 15). For more information visit https://spd15revision.gov/.

FARS Analytical Data Classification

FARS collects two data elements that contribute to the data definitions for race and ethnicity. They are Hispanic Origin (*HISPANIC*) and Race (*RACE*). Data collection for Race and Hispanic Origin can be challenging from year-to-year, especially for some States, resulting in high proportions of unknown data.

The following describes each race and ethnicity category (terms) used in this fact sheet based on Hispanic Origin and Race data collected in FARS, while adhering to the OMB data reporting guidelines:

- **Hispanic or Latino**: Mexican, Puerto Rican, Cuban, Central or South American, European Spanish, or Other Hispanic Origin

- **White**: White, Non-Hispanic

- **Black or African American**: Black or African American, Non-Hispanic

- **AIAN**: American Indian or Alaska Native, Non-Hispanic or Unknown if Hispanic

- **Asian**: Asian, Non-Hispanic or Unknown if Hispanic

- **NHPI**: Native Hawaiian (includes part Hawaiian) or Other Pacific Islander, Non-Hispanic or Unknown if Hispanic

- **Multiple Races**: When the death certificate indicates more than one race without specifying the individual races, Non-Hispanic or Unknown if Hispanic. Due to coding improvements, 2019 and later data includes individuals where more than one race was specified, Non-Hispanic or Unknown if Hispanic.

- **All Others**: Includes White, Unknown if Hispanic; Black or African American, Unknown if Hispanic; Non-Hispanic, Unknown Race; and all Other Races, Non-Hispanic or Unknown if Hispanic

- **Unknown**: Unknown which of the above

Limitations

Traffic fatality rates combine self-reported race-ethnicity (Census Bureau population data) with race-ethnicity identified by others (death certificates in FARS). The answer to race and ethnicity questions for one person could vary depending on the data source.

FARS contains unknown race-ethnicity values. However, the Census population counts have no unknown race-ethnicity. The impact of these unknowns may incorrectly estimate the traffic fatality rates per population for each race-ethnicity group. The unknowns may impact some groups more than others.

Race-ethnicity reporting varies widely by State and year. If a State tends to account for a substantial share of the fatalities from a particular race-ethnicity group, then a high number of unknowns for a given year in the State might substantially impact the fatality rate for that race-ethnicity group.

Until data year 2019 FARS reported the first race listed when the death certificate listed multiple races; this categorization could misrepresent some or all race-ethnicity groups. We can't reliably estimate the impact of traffic fatalities on multi-racial people. Starting in 2019 FARS collects all races reported on the death certificate, vastly improving the ability to analyze the effect of traffic crashes on multi-racial people.

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The 2017 and 2018 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS data file. Starting with the release of 2021 FARS data, all vehicle-related analysis for 2020 and later years will be based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2023, October). *Race and ethnicity: 2020 data* (Traffic Safety Facts. Report No. DOT HS 813 493). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Rural/Urban Comparison of Motor Vehicle Traffic Fatalities
- School-Transportation-Related Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department
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**National Highway
Traffic Safety
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