

Upcoming NHTSA Campaigns

Pre-Holiday Season and Holiday Season

The holidays are known for being merry and bright, but they are also known for being the deadliest season when it comes to drunk driving. Every holiday season, lives are lost due to drunk drivers. In preparation for the holiday season, NHTSA will be supporting the *Buzzed Driving is Drunk Driving* campaign from November 23rd to December 12th and the *Drive Sober or Get Pulled Over* campaign from December 14th to January 1st.



The marketing tools below can be used to support your work to stop impaired drivers during the holiday season. Use these materials to partner with your State, communities, and organizations on this drunk driving prevention initiative.



Click [here](#) for social norming (*Buzzed Driving is Drunk Driving*) marketing tools.

Click [here](#) for enforcement (*Drive Sober or Get Pulled Over*) marketing tools.



New from NHTSA

New NCSA Publication

2017 Alcohol-Impaired Driving Traffic Safety Fact Sheet (DOT HS 812 630)

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System containing information on every fatal crash in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). All 50 States, the District of Columbia, and Puerto Rico have by law set a threshold making it illegal to drive with a BAC of 0.08 g/dL or higher. In 2017 there were 10,874 people killed in alcohol-impaired driving crashes, an average of 1 alcohol-impaired-driving fatality every 48 minutes. These alcohol impaired-driving fatalities accounted for 29 percent of all motor vehicle traffic fatalities in the United States in 2017.



Traffic Safety Facts
2017 Data
November 2018 DOT HS 812 630

NHTSA

Key Findings

- In 2017 there were 10,874 fatalities in motor vehicle traffic crashes involving drivers with BACs of .08 g/dL or higher. This totaled 29 percent of all traffic fatalities for the year. (Note: It is illegal in every State to drive with a BAC of .08 g/dL or higher.)
- An average of 1 alcohol-impaired-driving fatality occurred every 48 minutes in 2017.
- The estimated economic cost of all alcohol-impaired crashes (involving alcohol-impaired drivers or alcohol-impaired nonoccupants) in the United States in 2010 (the most recent year for which cost data is available) was \$44 billion.
- Of the traffic fatalities in 2017 among children 14 and younger, 19 percent occurred in alcohol-impaired-driving crashes.
- The 21- to 24-year-old age group had the highest percentage (27%) of drivers with BACs of .08 g/dL or higher in fatal crashes compared to other age groups in 2017.
- The percentage of drivers with BACs of .08 g/dL or higher in fatal crashes in 2017 was highest for fatalities involving motorcycle riders (27%), compared to passenger cars (21%), light trucks (20%), and large trucks (3%).
- The rate of alcohol impairment among drivers involved in fatal crashes in 2017 was 3.6 times higher at night than during the day.
- In 2017 among the 10,874 alcohol-impaired-driving fatalities, 68 percent (7,388) were in crashes in which at least one driver had a BAC of .15 g/dL or higher.

U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Alcohol-Impaired Driving

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. The term "drunk driving" is used instead of alcohol-impaired driving in some other NHTSA communication and material. The term "driver" refers to the operator of any motor vehicle, including a motorcycle.

Estimates of alcohol-impaired driving are generated using BAC values reported to the Fatality Analysis Reporting System (FARS) and BAC values imputed when they are not reported. In this fact sheet, NHTSA uses the term "alcohol-impaired" in evaluating the FARS statistics. **In all cases throughout this fact sheet, use of the term does not indicate that a crash or a fatality was caused by alcohol impairment, only that an alcohol-impaired driver was involved in the crash.** This document also includes BACs of .00 g/dL (no alcohol), .01+ g/dL, and .15+ g/dL solely for comparison purposes.

In this fact sheet for 2017 the alcohol-impaired-driving information is presented as follows:

- [Overview](#)
- [Economic Cost for All Traffic Crashes](#)
- [Children](#)
- [Environmental Characteristics](#)
- [Time of Day and Day of Week](#)
- [Drivers](#)
- [Fatalities by State](#)

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the FARS. FARS is a database containing information on every fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals).

Overview

All 50 States, the District of Columbia, and Puerto Rico have by law set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. In 2017 there were 10,874 people killed in alcohol-impaired-driving crashes, an average of 1 alcohol-impaired-driving fatality every 48 minutes. These alcohol-impaired-driving fatalities accounted for 29 percent of all motor vehicle traffic fatalities in the United States in 2017.

Of the 10,874 people who died in alcohol-impaired-driving crashes in 2017, there were 6,618 drivers (61%) who had BACs of .08 g/dL or higher. The remaining fatalities consisted of 3,075 motor vehicle occupants (28%) and 1,181 nonoccupants (11%). The distribution of fatalities in these crashes by role is shown in Table 1.

NHTSA's National Center for Statistics and Analysis

Click [here](#) to view the publication.

Partner's Corner

2019 Lifesavers Conference

Early registration is open until January 25, 2019!
Click [here](#) for more information and to register.



Present your innovative or creative approach to addressing highway safety or injury prevention through an educational or research project that will be seen by nearly 2,000 Lifesavers Conference attendees.

Poster submissions must be received by **January 25, 2019**. Presenters will be contacted by February 15, 2019 regarding the status of their submission.

For more information and to submit a poster, click [here](#).

LEL Webinar

Creating Positive Change in a Challenging Environment

Wednesday, December 5th at 1:30 PM

When the unthinkable happens, how can we harness pain to spur action? David Mills, whose daughter Kailee was killed in a crash in October 2017, has done just that. In this webinar, David will share his family's life-changing story and discuss how he is working to turn this loss into positive change by founding the Kailee Mills Foundation, an organization spreading seat belt and road safety awareness. David will be joined by Texas Law Enforcement Liaison, Katie Alexander, who will address how LELs can use rapid response techniques and effectively collaborate to create positive impacts in the wake of tragedy.

Click [here](#) to register.

Partner's Corner

Traffic Tuesdays **National TSRP Webinar Series**

"DU-High" - Taking a Closer Look at Marijuana Impaired Driving
Tuesday, December 18th at 2:00 PM

In this session, information will be presented from two major cannabis and driving studies that identified the most frequent indicators of impairment in cannabis impaired drivers with varying blood levels of THC. Information will also be provided on which cognitive, perceptual, and psychomotor tasks are most often affected by THC. How those various indicators can be used to assist in identifying impairment using the psychophysical tests officers receive in the Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and the Drug Recognition Expert (DRE) training will also be presented.

Click [here](#) to register.

If you have questions or need assistance registering, please contact Devin Burke at devin.burke@dot.gov or 202-366-2679.

LEL Webinar

Teen Drivers: The Science Behind Their Increased Risks

Wednesday, December 19th at 1:30 PM

There are 15 major physical differences between the teen brain and the adult brain, each of which presents its own risks to survival on the road. The speed with which teens' brains operate, the increased number of receptors on their neurons, the differences in their biochemical and sleep cycles, and the massive loss of neurons in the thinking part of the teen brain all contribute to increased risk. Youth development consultant Karen Williams will discuss why teens think they know more than adults, why they are so impatient and impulsive, why 70% are driving drowsy, and why they are five times more likely to become addicted to drugs than adults. Attendees will leave with a better understanding of the science of teen driver behavior and the implications for law enforcement

Click [here](#) to register.



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Contact Us

Diane Wigle

Chief, Impaired Driving Division

1200 New Jersey Avenue SE

Washington, DC 20590

E-mail: diane.wigle@dot.gov

