



**IMPACT INDUCED FIRES & FUEL LEAKAGE: STATISTICAL  
ANALYSIS OF FARS AND STATE DATA FILES (1978-2001)**

**FINAL REPORT**

**VOLUME II: APPENDICES**

PREPARED FOR  
MOTOR VEHICLE FIRE RESEARCH INSTITUTE

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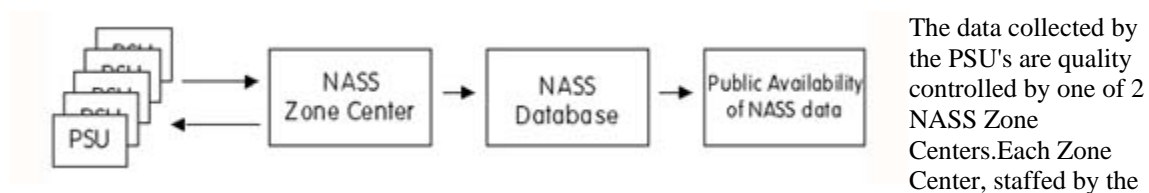
Note: These Appendices include a description of each data source and details of fire related variables contained in *Impact Induced Fires & Fuel Leakage: Statistical Analysis of FARS And State Data Files (1978-2001)Volume I: Research Report*.

## A. NASS-CDS

### Crashworthiness Data System (CDS)

NASS CDS has detailed data on a representative, random sample of thousands of minor, serious, and fatal crashes. Field research teams located at Primary Sampling Units (PSU's) across the country study about 5,000 crashes a year involving passenger cars, light trucks, vans, and utility vehicles. Trained crash investigators obtain data from crash sites, studying evidence such as skid marks, fluid spills, broken glass, and bent guard rails. They locate the vehicles involved, photograph them, measure the crash damage, and identify interior locations that were struck by the occupants. These researchers follow up on their on-site investigations by interviewing crash victims and reviewing medical records to determine the nature and severity of injuries.

Interviews with people in the crash are conducted with discretion and confidentiality. The research teams are interested only in information that will help them understand the nature and consequences of the crashes. Personal information about individuals - names, addresses, license and registration numbers, and even specific crash locations - are not included in any public NASS files.



most experienced crash researchers, is responsible for half of the PSU field offices. Zone Centers have the responsibility for coordinating and supervising the activities of the field offices, keeping field offices informed regarding changes in functional and administrative procedures, sharing ideas and concepts throughout the system regarding new techniques, procedures, and components found on vehicles and updating field offices regarding changes in system hardware and software.

NASS case review is conducted at the Zone Center and may result in case data being sent back and forth between the Zone Center and the PSU several times until the case passes quality control standards built into the NASS data collection cycle. Once data is approved for inclusion into the NASS database, it will again be subjected to quality assurance checks before becoming publicly released as part of annual NASS data files.

The data collected by the CDS research teams become permanent NASS records. This information is used by NHTSA for a variety of purposes, including:

- Assessment of the overall state of traffic safety, and identification of existing and potential traffic safety problems.
- Obtaining detailed data on the crash performance of passenger cars, light trucks, vans, and utility vehicles.
- Evaluation of vehicle safety systems and designs.
- Increasing knowledge about the nature of crash injuries, as well as the relationship between the type and seriousness of a crash and the resultant injuries.
- Assessment of the effectiveness of motor vehicle and traffic safety program standards. Evaluation of alcohol and safety belt use programs.
- Evaluation of the effect of societal changes, such as increased traffic flow and increased large truck traffic.

## B. NHTSA Special Crash Investigations

This actually can be thought of as part of the NASS-CDS system as the data resides in the NASS-CDS database. However, a description is provided here in the interest of completeness. Fires are a special crash investigation study. There is a special form for use when NASS teams select a case that happens to have a fire in it. In addition, if a special case is identified for study outside of the normal NASS sampling strategy, it is assigned a special case id number to distinguish it from the rest of NASS and no weighting values are assigned to the case.

Below is NHTSA's description of the SCI.

### *Special Crash Investigations (SCI)*

**NEW** - Excel Data in ZIP file!

HTML versions of the most recent quarterly reports are available on the Text Version page.

SCI Downloadable Files, Reports & Tables	▼
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**Mission:** To examine the safety impact of new, emerging, and rapidly changing technology (such as air bags and alternative fuel systems) and for exploring alleged or potential vehicle defects.

Since 1972, NCSA's Special Crash Investigations (SCI) Program has provided NHTSA with the most in depth and detailed level of crash investigation data collected by the agency. The data collected ranges from basic data maintained in routine police and insurance crash reports to comprehensive data from special reports by professional crash investigation teams. Hundreds of data elements relevant to the vehicle, occupants, injury mechanisms, roadway, and safety systems involved are collected for each of the over 200 crashes designated for study annually.

SCI cases are intended to be an anecdotal data set useful for examining special crash circumstances or outcomes from an engineering perspective. The benefit of this program lies in its ability to locate unique real-world crashes anywhere in the country, and perform in depth clinical investigations in a timely manner which can be utilized by the automotive safety community to improve the performance of its state-of-the-art safety systems. Individual and select groups of cases have triggered both individual companies and the industry as a whole to improve the safety performance of motor vehicles, including passenger cars, light trucks, or school buses.

Summary tables of air bag related fatal and serious injury cases are available, as are copies of completed SCI reports.

### *Crash Notification*

[SCI Crash Notification fax back form](#)

If you are involved in a crash, please notify NHTSA if any of the following situations apply to the crash:

- Any occupant in a seat position protected by a deployed air bag receives a severe, life threatening, or fatal injury.

- A pregnant occupant in a seat position protected by a deployed air bag receives a severe, life threatening, or fatal injury and/or injury to the fetus.
- Side mounted (in the door or door frame) air bag deployment into an occupied seating position.
- Any air bag deployment in a 1998 or newer vehicle.

There are several ways to make this notification. Use the following link to find out how. [Contact Information](#)

### Case Selection

Cases of interest are located from an extensive and diverse network of sources, including NHTSA's Auto Safety Hotline, the Department of Transportation's National Crash Alert System, NHTSA's regional offices, automotive manufacturers, other government agencies, law enforcement agencies, engineers, and medical personnel.

Actual case selection is based on the program manager's discretion. The program's flexibility allows for the detailed investigation of any new emerging technologies, including the safety performance of alternative fueled vehicles, child safety restraints, adapted vehicles, safety belts, vehicle-pedestrian interactions, and potential safety defects. Historically, resources have been concentrated on crashes involving automatic restraints (air bags and safety belts), and school busees.

### Data Collection

Professional crash investigators obtain data and photographs from crash sites, which includes studying evidence such as skid marks, gouges, fluid spills, and broken glass. They locate the vehicles involved, photograph them, measure the crash damage, and identify interior locations that were contacted by the occupants. The investigators follow up their on-site investigations by interviewing crash victims and other involved parties, and by reviewing medical records to determine the nature and severity of injuries.

Interviews are conducted with discretion and are held confidential. The research teams are interested only in information that will help them understand the nature and consequences of the crashes. Personal information about individuals, such as names, addresses, license numbers, and even specific crash locations, are not included in any public SCI file. Each investigation provides extensive information about pertinent pre-crash, crash, and post-crash events involving the occupants, vehicles, rescue, and environmental factors which may have contributed to the event's occurrence or severity. Included in each report is an analysis and determination of the occupant kinematics and vehicle dynamics as they occurred throughout the crash. Detailed performance evaluations of the air bag and any other safety features (particularly those related to any of the Federal Motor Vehicle Safety Standards) are provided.

The participation and cooperation of automotive manufacturers, suppliers, law enforcement agencies, hospitals, physicians, medical examiners, coroners, tow yard operators, and the individuals involved in crashes are essential to the success of the SCI program.



### *Air Bags*

More than 1,200 air bag investigations have been conducted to date, about 50 per year. The SCI program established a census of the early air bag vehicle crashes which played a pivotal role in the establishment of Federal Motor Vehicle Safety Standard 208. Due to the rapid growth of air bag equipped vehicles into the marketplace in 1988, the program shifted gears from investigation of each air bag vehicle crash to investigating special interest cases involving such issues as non-

SCI areas of interest include school bus crashes, child safety seats, seat belt performance and airbags.

deployment crashes, air bag related injuries, interaction with child safety seats, and new air bag equipped vehicles crashes. These SCI air bag cases have been utilized by the agency and the automotive safety community to understand the real world performance of their state-of-the-art systems, and have been instrumental in influencing subsequent changes to a number of production air bag systems.

### ***School Buses***

Thirty-nine school bus crash investigations have been conducted to date. Included in this count are incidents of children being killed or injured as they enter or exit the loading zone. These cases are a useful tool to NHTSA in assessing the real world performance of conventional, transit, and van-based school bus crashworthiness and crash avoidance issues. Such issues have included mirror systems, hand rail designs, video monitoring of pupils, safety belt use, and joint strength.

### ***Emerging Technology***

The SCI program's flexibility allows for the detailed investigation of any new emerging technologies related to automotive safety. A number of incidents involving alternative fuel vehicles, passenger side air bag deployments, vehicle-to-pedestrian impacts, and child safety restraints have been investigated. As was the case with the early SCI air bag investigations, these anecdotal investigations will be utilized by NHTSA and the automotive safety community to understand the real world performance of these state-of-the-art systems, and will result in increased safety from subsequent second and third generation improvements to these new technologies.



SCI studies emerging technology like the Airbag Sensing and Diagnostic Module (SDM).

### ***Availability of SCI Information***

Requests for copies of completed SCI reports can be obtained from the [Contact Information](#) page. The reports contain text, slides and/or photographs or digital images and there is a cost associated with the reproduction of the crash report. You must provide the Case Number when requesting an SCI report. This is listed in the first column of the Summary Tables, which can be accessed from the pull down menu above. Only those cases listed as 'Available' can be requested. 'Active' and 'Under Review' cases are still in the quality control process and are not completed.

Copies of completed SCI reports are made available to the crash victims, families of crash victims, and the investigating police jurisdiction upon request. Copies are automatically sent to the automobile manufacturer of the subject vehicle. Completed SCI reports can be reviewed at the Arlington, Virginia archives upon request to the proper address. There is a nominal cost for case retrieval and handling.

## C. NASS-GES

### General Estimates System (GES)

#### 08/07/2002 - 2001 NASS GES Releases:

(Manuals also available thru the **Available Information** page, Other Documents, Documentation and Manuals menu)

[Analytical Users Manual](#)

[Data Coding and Editing Manual](#)

[GES FTP site](#) (SAS and Flat Files along with ZIP documentation)

Data for GES come from a nationally representative sample of police reported motor vehicle crashes of all types, from minor to fatal. The system began operation in 1988, and was created to identify traffic safety problem areas, provide a basis for regulatory and consumer initiatives, and form the basis for cost and benefit analyses of traffic safety initiatives. The information is used to estimate how many motor vehicle crashes of different kinds take place, and what happens when they occur. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to the police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, GES concentrates on those crashes of greatest concern to the highway safety community and the general public.

GES data are used in traffic safety analyses by NHTSA as well as other DOT agencies. GES data are also used to answer motor vehicle safety questions from Congress, lawyers, doctors, students, researchers, and the general public.

### *GES Sampling*

In order for a crash to be eligible for the GES sample a police accident report (PAR) must be completed, it must involve at least one motor vehicle traveling on a traffic way, and the result must be property damage, injury, or death.

These accident reports are chosen from 60 areas that reflect the geography, roadway mileage, population, and traffic density of the U.S. GES data collectors make weekly visits to approximately 400 police jurisdictions in the 60 areas across the United States, where they randomly sample about 50,000 PARs each year. The collectors obtain copies of the PARs and send them to a central contractor for coding. No other data are collected beyond the selected PARs.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. Some element modification takes place every other year in order to meet the changing needs of the traffic safety community. To protect individual privacy, no personal information, such as names, addresses, or specific crash locations, is coded. During coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors.

An annual publication, Traffic Safety Facts (use Available Information link above), is produced with GES data for nonfatal crashes, combined with information on fatal crashes from the Fatal Analysis Reporting System. This report is available from NCSA (use Contact Information link above).

## D. FARS

### *Fatality Analysis Reporting System (FARS)*

**Mission:** The mission of FARS is to make vehicle crash information accessible and useful so that traffic safety can be improved

In order to improve traffic safety, the United States Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) created the Fatality Analysis Reporting System (FARS) in 1975. This data system was conceived, designed, and developed by the National Center for Statistics and Analysis (NCSA) to assist the traffic safety community in identifying traffic safety problems and evaluating both motor vehicle safety standards and highway safety initiatives.

Fatality information derived from FARS includes motor vehicle traffic crashes that result in the death of an occupant of a vehicle or a nonmotorist within 30 days of the crash. FARS contains data on all fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. The data system was conceived, designed, and developed by the NCSA to assist the traffic safety community in identifying traffic safety problems, developing and implementing vehicle and driver countermeasures, and evaluating motor vehicle safety standards and highway safety initiatives.

NCSA responds to over 3,000 requests for information and sends out more than 50 computer tapes of FARS data each year. FARS data are used extensively within NHTSA, and requests are received from sources such as state and local governments, research organizations, private citizens, the auto and insurance industries, Congress, and the media.

FARS data can be used to answer many questions on the safety of vehicles, drivers, traffic situations, and roadways. FARS data can also be accessed at the state level by the FARS analyst to respond to state safety issues. To protect individual privacy, no personal information, such as names, addresses, or specific crash locations, is coded. Data are available for every year since FARS was established in 1975. Users can obtain FARS data in several ways:

#### **How Does FARS Work?**

NHTSA has a contract with an agency in each state to provide information on fatal crashes. FARS analysts are state employees who extract the information and put it in a standard format. Each FARS analyst attends a formal training program, and also receives on-the-job training.

Data on fatal motor vehicle traffic crashes are gathered from the state's own source documents, and are coded on standard FARS forms. The analysts obtain the documents needed to complete the FARS forms, which generally include some or all of the following:

- Police Accident Reports (PAR's)
- State vehicle registration files
- State driver licensing files
- State Highway Department data
- Vital Statistics
- Death certificates
- Coroner/Medical examiner reports
- Hospital medical records
- Emergency medical service reports



### **FARS Data**

To be included in FARS, a crash must involve a motor vehicle travelling on a traffic way customarily open to the public, and result in the death of a person (either an occupant of a vehicle or a non-motorist) within 30 days of the crash. The FARS file contains descriptions of each fatal crash reported. Each case has more than 100 coded data elements that characterize the crash, the vehicles, and the people involved. The specific data elements may be modified slightly at times, in response to users' needs and highway safety emphasis areas. All data elements are reported on four forms:

- The Accident Form asks for information such as the time and location of the crash, the first harmful event, whether it is a hit-and-run crash, whether a school bus was involved, and the number of vehicles and people involved.
- The Vehicle and Driver Forms call for data on each crash-involved vehicle and driver. Data include the vehicle type, initial and principle impact points, most harmful event, and drivers' license status.
- The Person Form contains data on each person involved in the crash, including age, gender, role in the crash (driver, passenger, non-motorist ), injury severity, and restraint use.

### **Quality Control**

Quality Control is a vital system feature. One important part of the quality control program is a series of consistency checks, which ensure that no inconsistent data are entered. For example, if an analyst codes 11:00 am as the time of the crash and "dusk" as the light condition, these codes would be rejected as inconsistent. Other checks are for timeliness, completeness, and accuracy. Statistical control charts are also employed to monitor the coding of key data elements.

RSEP Restraint System Effectiveness Program  
NCSS National Crash System Study  
MDAI – Multidisciplinary Accident Investigation file

**E. CODES (Crash Outcome Data Evaluation System)**

Codes is a method for linking accident crash data of injured occupants to health data ((EMS, emergency department, hospital discharge). The linking and the data used depends on the databases present in any particular state. Various other projects have been conducted (i.e. Comparison of Young and Adult Driver Crashes in Alaska Using Linked Traffic Crash and Hospital Data, Using Linked Data To Evaluate Hospital charges for Motor Vehicle Crash Victims in Pennsylvania, A Comparison of Maine Crashes Involving Older Drivers Using Codes Linked Data)

There is no main frame for the linked databases as the projects are separate and the variables vary for each project. CODES started with the research project "Report to Congress on Benefits of Safety Belts and Motorcycle Helmets, Based on Data from the Crash Outcome Data Evaluation System (CODES) ".

NHTSA explains CODES:

"CODES (Crash Outcome Data Evaluation System) represents an effort by the National Highway Traffic Safety Administration (NHTSA) to link information collected by police on crash reports to databases (e.g. EMS, hospital discharge, death certificate) that contain detailed medical information.)

Each person identified on the police crash report who was injured may be linked to one or more medical records, providing a rich new source on outcomes. The linked data allows for identification of specific types of injuries (head, lower extremity), severity of injury (required hospitalization), cost of injury (hospital charges), and medical system response (EMS response time, transfer, hospitalized). Data available in hospital discharge abstracts and death certificate records includes ICD-9 (International Classification of Disease) coding which allows for more precise identification of the nature and severity of injury than the police are qualified to report accurately.

Currently each CODES state has developed its own research and reporting agenda and many useful studies have used the linked data.

## F. CIREN

CIREN was established in 1996 and is a multi-center research program involving a collaboration of clinicians and engineers in academia, industry, and government. Level 1 Trauma Centers are linked together through a computer network associated with this research program. Each Center collects detailed crash and medical data on approximately 50 motor vehicle crashes per year. After the necessary coding and quality control takes place, the information is added to a database on the computer network linking the centers. The CIREN database consists of multiple discrete fields of data concerning these crashes, including crash reconstruction and medical injury profiles. Personal and location identifiers and highly sensitive medical information have been removed from the public files to protect patient confidentiality.



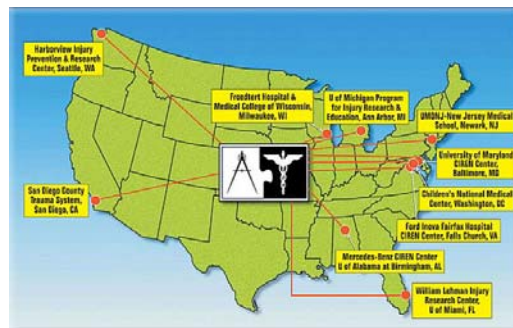
CIREN The Nation's Largest Learning Laboratory



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## Crash Injury Research and Engineering Network

The **C**rash **I**njury **R**esearch and **E**ngineering **N**etwork (**CIREN**) is a multi-center research program involving a collaboration of clinicians and engineers in academia, industry, and government. Together, they are pursuing in-depth studies of crashes, injuries, and treatments to improve processes and outcomes. CIREN's mission is to improve the prevention, treatment, and rehabilitation of motor vehicle crash injuries to reduce deaths, disabilities, and human and economic costs.



[What CIREN is all about](#)



CIREN is a collaboration of research on crashes and injuries at ten Level 1 Trauma Centers linked by a computer network. Researchers can review data and share expertise, which could lead to the design of safer vehicles. Seven of these Centers are funded by NHTSA, one by Mercedes-Benz, and one by Ford. The Froedtert Hospital & Medical College of Wisconsin CIREN Center is self-funded. Level 1 Trauma Centers are traditionally "teaching" institutions associated with a university.

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[The NHTSA CIREN Program Report 2001, DOT HS 809 377](#)

This report provides a description of the NHTSA/CIREN Network, each of the CIREN centers, the research teams, and their work. The report summarizes the contributions to auto safety produced by CIREN center researchers.

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The CIREN Centers and their academic partners are:

- [Children's National Medical Center](#), Washington, D.C. - George Washington University
- [National Study Center for Trauma & EMS](#) / R Adams Cowley Shock Trauma Center, Baltimore, Maryland - University of Maryland
- New Jersey Medical School, Newark, New Jersey - [University of Medicine & Dentistry of New Jersey](#)
- William Lehman Injury Research Center, Miami, Florida - [University of Miami](#)
- [University of Michigan Health System Program for Injury Research & Education](#), Ann Arbor, Michigan - University of Michigan Transportation Research Center
- [Harborview Injury Prevention & Research Center](#), Seattle, Washington - University of Washington
- San Diego County Trauma System, San Diego, California - University of California
- [Mercedes-Benz CIREN Center, Birmingham, Alabama](#) - the University of Alabama at Birmingham
- [Ford Inova Fairfax Hospital](#) CIREN Center, Falls Church, Virginia
- The [Froedtert Hospital & Medical College of Wisconsin](#) CIREN Center

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<a href="#">Third Annual CIREN Conference</a> October 28, 1999 San Diego Paradise Point Resort San Diego, California	In lieu of annual CIREN Conferences at this time, regular quarterly meetings were instituted
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[Second Annual CIREN Conference](#) in May of 2000.

September 15, 1998  
University of Michigan Medical  
Center  
Ann Arbor, Michigan

- [2000 Quarterly Presentations](#)
- [2001 Quarterly Presentations](#)
- [2002 Quarterly Presentations](#)

[First Annual CIREN Conference](#)

October 20, 1997  
University of Michigan Medical  
Center  
Ann Arbor, Michigan

***UPCOMING EVENT***

The next Quarterly CIREN meeting will be held Thursday December 5, 2002 from 9:00 a.m. to 5:00 p.m. DOT Headquarters 400 Seventh Street, S.W. Washington, D.C.

**TOPIC:** occult injuries  
\* \* \* \*

**NEW** [CIREN Electronic Cases](#)

The CIREN database consists of multiple discrete fields of data concerning severe motor vehicle crashes, including crash reconstruction and medical injury profiles. Personal and location identifiers and highly sensitive medical information have been removed from the public files to protect patient confidentiality. CIREN cases, extending back to 1996, for which coding and quality control have been completed, are available for public viewing. Additional cases are released to the public as they become available.

## G. NHTSA STATE DATA SYSTEM



Select a link from this pull down menu

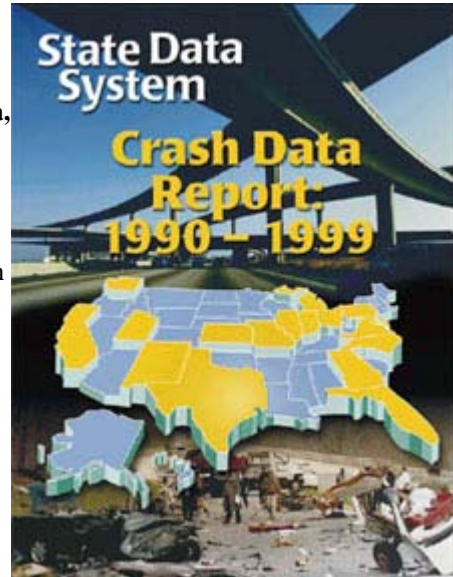
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[t Version](#)

### State Data System (SDS)

The Crash Data Report provides extensive motor vehicle crash data from 1990-1999. These data are not representative of the nation as a whole, but do provide a comprehensive and illustrative census of motor vehicle crash patterns and trends in the 17 states that participate in the State Data System: **California, Florida, Georgia, Illinois, Indiana, Kansas, Maryland, Michigan, Missouri, New Mexico, North Carolina, Ohio, Pennsylvania, Texas, Utah, Virginia, Washington.**

Crash statistics are presented in ten sections. General information can be found in the first three sections: Crashes, Vehicles, and People. The remaining sections focus on more specific data subsets. Sections 4 and 5 present alcohol- and speeding-related crash summary data. Specific vehicle actions and types are presented in Sections 6-8 (Rollovers, Motorcycles, and Large Trucks). Finally, Section 9 provides additional information regarding the ages of persons who were killed and injured, while Section 10 focuses on vehicle safety equipment.



State data availability, to include vehicle identification number (VIN) availability, is provided in Appendix A. Other state-specific information is given in the appendices B-G.

The report is divided into sections to make accessing and downloading easier. It is also available as a single ZIP file.

[Crash Data Report 1990-1999](#) (4.7MB, ZIP)

Section 1 - [Report Cover and Table of Contents](#) (238K, PDF, 4 pgs.)

Section 2 - [About This Report](#) (62K, PDF, 2 pgs.)

Section 3 - [Introduction](#) (59K, PDF, 2 pgs.)

Section 4 - [Data File Structure](#) (86K, PDF, 8 pgs.)

Section 5 - [Associated Analysis and Reports](#) (64K, PDF, 2 pgs.)

Section 6 - [Crashes: Crash Data Report](#) (204K, PDF, 21 pgs.)

Section 7 - [Vehicles: Crash Data Report](#) (119K, PDF, 7 pgs.)

Section 8 - [People: Crash Data Report](#) (296K, PDF, 42 pgs.)

Section 9 - [Alcohol: Crash Data Report](#) (492K, PDF, 33 pgs.)

Section 10 - [Speeding: Crash Data Report](#) (286K, PDF, 32 pgs.)

Section 11 - [Rollovers: Crash Data Report](#) (187K, PDF, 16 pgs.)

Section 12 - [Motorcycles: Crash Data Report](#) (206K, PDF, 16 pgs.)

- Section 13 - [Large Trucks: Crash Data Report](#) (191K, PDF, 16 pgs.)
- Section 14 - [Fatalities and Injuries by Age: Crash Data Report](#) (367K, PDF, 47 pgs.)
- Section 15 - [Safety Equipment: Crash Data Report](#) (541K, PDF, 79 pgs.)
- Section 16 - [Appendix A: State Years and VIN Available for Analysis](#) (66K, PDF, 1 pg.)
- Section 17 - [Appendix B: State Crash Inclusion Criteria](#) (47K, PDF, 1 pg.)
- Section 18 - [Appendix C: State Reporting Policies for Uninjured Occupants](#) (52K, PDF, 1 pg.)
- Section 19 - [Appendix D: SAS Methodology](#) (931K, PDF, 75 pgs.)
- Section 20 - [Appendix E: Fatalities and Injuries by State - Total Alcohol and Speeding](#) (180K, PDF, 17 pgs.)
- Section 21 - [Appendix F: Illegal BAC Levels and Maximum Legal Speed Limits](#) (56K, PDF, 2 pgs.)
- Section 22 - [Appendix G: Population, Licensed Drivers and Vehicle Miles Traveled \(VMT\)](#) (65K, PDF, 2 pgs.)
- Section 23 - [Glossary](#) (107K, PDF, 3 pgs.)

## H. HSIS (Highway Safety Information System) -

The Highway Safety Information System (HSIS) contains data focused primarily on road design issues; however it appears to contain the state accident information as part of the data.

An examination of the documentation for Minnesota, for example, shows a yes/no variable for fire and a yes/no variable for carrying hazardous materials. The states now included are California, Illinois, Maine, Michigan, Minnesota, North Carolina, Ohio, Utah, and Washington. Some states are available from 1985 and some from 1991. For, example, information on the Crash, Roadway, and Traffic Volume are available in all the files, while Curve and Grade, Intersection, Interchange/Ramp, and Guardrail/Barrier are contained in some of the files.

The Highway Safety Information Systems (HSIS) is a multi-State safety data base that contains accident, roadway inventory, and traffic volume data for a select group of States. The participating States -- California, Illinois, Maine, Michigan, Minnesota, North Carolina, Utah and Washington were selected based on the quality of their data, the range of data available, and their ability to merge data from the various files. The HSIS is used by FHWA staff, contractors, university researchers, and others to study current highway safety issues, direct research efforts, and evaluate the effectiveness of accident countermeasures.

The HSIS database is not available for download from this page. However, if a researcher is conducting safety research which is made available to the public and the research community through publication in a report or journal, he or she can request information on how to obtain data by calling **Mr. Yusuf Mohamedshah at the HSIS laboratory (202-493-3464)**. Note that the full data files for the States cannot be provided because of agreements with the States. However, extracts of the files containing specific variables of interest for a given research project will be developed by HSIS staff for the user. A data request form will be provided to the user to define the specific request. Additional information about the Highway Safety Information System, including useful tools that have been developed, will be made available via internet through the revised HSIS Web page which is currently under construction.

**Please Note:** We are dedicated to providing [alternative](#)

National Intergency Fire Center [www.usfa.fema.gov](http://www.usfa.fema.gov)

U.S. Fire Administration [www.nfic.gov](http://www.nfic.gov)

Safety Management Information System (SMIS)

Job Hazard Analysis (JHA)



## I. NFIRS (NATIONAL FIRE INCIDENT REPORTING SYSTEM)

NFIRS is highly focused on structure and product related fires. However, it does recognize the frequency of vehicle related fires and has information, that while not highly focused on specifics about vehicle fires, nevertheless, contains information on vehicle fires and by virtue of only by its potentially huge volume would be very helpful now to answer questions regarding response times and outcomes, but also, when a) linked with other databases will potentially provide substantial information enhancement, and b) if enhanced could provide a significant source of detailed information that would be useful in research. The NFIRS data collection forms do include provision for report licence plate, state and VIN. As a result to the extent the information is recorded it would be linkable with state accident data based on geographic, data and time information to create a very useful set of information. If NFIRS were enhanced further with more detailed values regarding fire origin and ignition sources applicable to motor vehicles it would be very beneficial.

Currently the NFIRS data is available from 1990 through 1998. 1999 is expected to be available soon. Participation in NFIRS is voluntary. Just under 50% of the Nation's fire departments are participating. Data is collected at the local level and reported to the State. The State then forwards the data to USFA after they have run their own quality control checks, etc. Data available at the National level is often 18-24 months behind.

### NFIRS

[INTRODUCTION](#) | [Facts](#) | [Uses](#) | [Training](#) | [Hdbks & Forms](#) | [Support Ctr](#) | [5.0 Software](#) | [State POCs](#) | [State Rept Status](#) | [Data Analysis Tools](#)

### National Fire Incident Reporting System

The Federal Fire Prevention and Control Act of 1974 (P.L. 93-498) authorizes the National Fire Data Center in the United States Fire Administration (USFA) to gather and analyze information on the magnitude of the Nation's fire problem, as well as its detailed characteristics and trends. The Act further authorizes the USFA to develop uniform data reporting methods, and to encourage and assist state agencies in developing and reporting data. In order to carry out the intentions of the Act, the National Fire Data Center has established the National Fire Incident Reporting System (NFIRS).

The NFIRS has two objectives: to help State and local governments develop fire reporting and analysis capability for their own use, and to obtain data that can be used to more accurately assess and subsequently combat the fire problem at a national level. To meet these objectives, the USFA has developed a standard NFIRS package that includes incident and casualty forms, a coding structure for data processing purposes, manuals, computer software and procedures, documentation and a National Fire Academy [training course](#) for utilizing the system.

The NFIRS reporting format is based on the National Fire Protection Association Standard 901, "Uniform Coding for Fire Protection" 1976 version, the 1981 codes for Fire Service Casualty Reporting, and the 1990 codes for Hazardous Materials Reporting. The current version of NFIRS, version 5.0, was released in January 1999. *NFIRS 5.0 expands the collection of data beyond fires to include the full range of fire department activity on a national scale. It is a true*

### Data Center

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- [Fire Data](#)
- [NFIRS](#)

*all-incident reporting system.*

Within the NFIRS states, participating local fire departments fill out the Incident and Casualty reports as fires occur. They forward the completed incidents via paper forms, computer media or the Internet to their state office where the data is validated and consolidated into a single computerized database. Feedback reports are generated and forwarded to the participating fire departments. Periodically, computer media containing the aggregated statewide data is sent to the National Fire Data Center at the USFA to be included in the National Database. This database is used to answer questions about the nature and causes of injuries, deaths, and property loss resulting from fires. The information is disseminated through a variety of means to states and other organizations. The National Fire Incident Reporting System is a model of successful Federal, State and local partnership. The database constitutes the world's largest, national, annual collection of incident information.

The success of NFIRS is due in part to the unique cooperative effort between USFA and the [National Fire Information Council \(NFIC\)](#). NFIC plays a vital role in the USFA's efforts to achieve an accurate nationwide analysis of the fire problem through support to NFIRS and its participating member states and metropolitan fire departments. NFIC's unique partnership of Federal, state and local participants has proven to be one of the most successful, productive and cost-beneficial programs ever attempted on a national level.

*Last Updated: January 21, 1999*

Release Date: January 28, 1999

## **USFA UPGRADES SYSTEM FOR TRACKING FIRE STATISTICS**

EMMITSBURG, Md. -- The United States Fire Administration (USFA), part of the Federal Emergency Management Agency, announced today a major upgrading of [National Fire Incident Reporting System \(NFIRS\)](#). Version 5.0 is the most comprehensive revision of NFIRS since USFA first began using NFIRS in the late 1970's. The new NFIRS system utilizes cutting edge Internet technologies to increase ease of use, reduce costs, and capture more complete and timely information.

"We are expanding our data collection beyond fires to include the full range of fire service activities," said USFA Administrator Carrye B. Brown. "The past 20 years has seen dramatic changes in our nation's fire service community. We have updated NFIRS to keep pace and meet the needs of our partners and customers across the nation."

Michigan was the first state to begin data collection using the new system this month. Colorado plans to start using NFIRS 5.0 in February. As many as 23 states indicate plans to move on to the new version this year.

NFIRS 5.0 will automatically fix dates that are not Year 2000 (Y2K) compliant. For many states, this will provide a Y2K solution in addition to updating their data collection capabilities.

Those who collect and analyze fire incident data at the federal, state and local levels developed NFIRS 5.0 in a collaborative effort. A key contributor has been the [National Fire Information Council \(NFIC\)](#). NFIC is a volunteer organization comprised of state officials and fire department program managers who assist the USFA in administering NFIRS. "By involving the end-users from the very beginning, we have insured NFIRS 5.0 is responsive to their needs," said Administrator Brown.

Certification of NFIRS compliant software developed by independent vendors and sold to the fire service is also underway. The software certification procedure is posted at [www.nfirs.fema.gov/nfirs\\_vendorstart.htm](http://www.nfirs.fema.gov/nfirs_vendorstart.htm), the USFA vendor certifications site and is vendor initiated. Vendors can test for compliance locally and submit a request for USFA certification when ready.

Release Date: January 28, 1999

## **USFA UPGRADES SYSTEM FOR TRACKING FIRE STATISTICS**

**Press Releases**

• [2002](#)

EMMITSBURG, Md. -- The United States Fire Administration (USFA), part of the Federal Emergency Management Agency, announced today a major upgrading of [National Fire Incident Reporting System \(NFIRS\)](#). Version 5.0 is the most comprehensive revision of NFIRS since USFA first began using NFIRS in the late 1970's. The new NFIRS system utilizes cutting edge Internet technologies to increase ease of use, reduce costs, and capture more complete and timely information.

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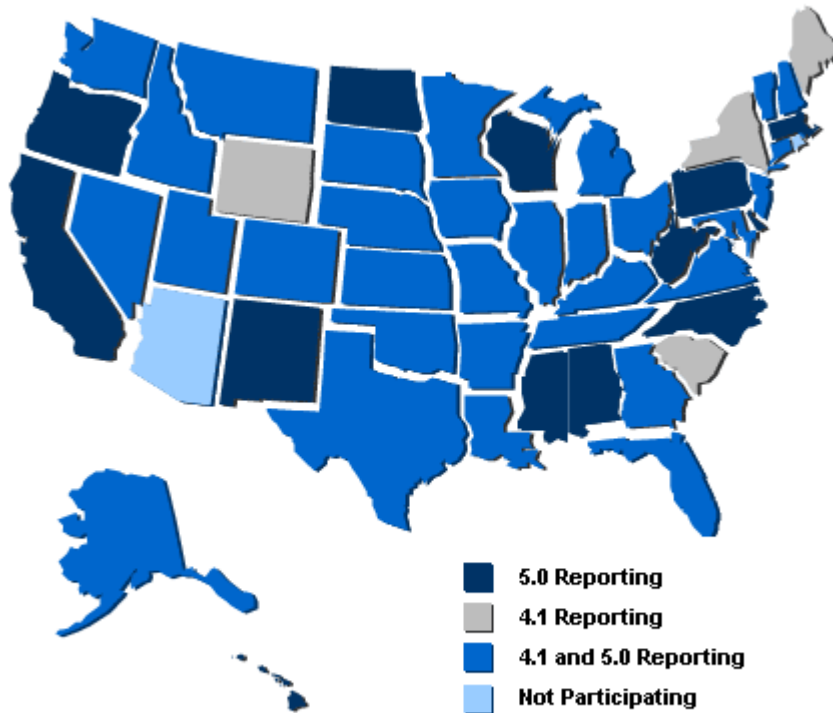
*Last Updated: January 28, 1999*

- [2001](#)
- [2000](#)
- [1999](#)
- [1998](#)
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NFIRS

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## 2000 NFIRS State Reporting Status (1999 Data Reported)



Source: U.S. Fire Administration, National Fire Data Center

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An official web site of the Federal Emergency Management Agency  
U.S. Fire Administration, 16825 S. Seton Ave., Emmitsburg, MD 21727  
Voice: (301) 447

**J. NIST Building and Fire Research Laboratory**

NIST is the National Institute of Standards and Technology  
[www.brrl.nist.gov](http://www.brrl.nist.gov)

## K. NFDC (National Fire Data Center)



Department of Homeland Security  
Federal Emergency Management Agency

**U.S. Fire Administration**  
Working for a Fire Safe America

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### ***ABOUT NFDC***

[Introduction](#) | [Our Numbers](#) | [Data Partners & Other Data Sources](#)

## **Introduction**

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Fire kills thousands of Americans each year, injures hundreds of thousands, destroys billions of dollars in property, and costs tens of billions of dollars overall, but mayors and city managers, school officials, the media, and the general public still are largely unaware of the magnitude of these numbers. Their lack of awareness and failure to realize the seriousness of fire to communities and the country are factors in keeping the U.S. fire problem one of the worst in the world per capita.

The NFDC collects, analyzes and publishes statistical information to provide the fire service and others with an overview of the fire problem that can motivate corrective action. This information can also be used to select priorities and help target fire programs, serve as a model for state and local analyses of fire data, and provide a baseline for evaluating programs.

The primary source of the data used is the National Fire Incident Reporting System (NFIRS). Nearly 14,000 fire departments participate. Data are also compiled from the National Fire Protection Association (NFPA), National Center for Health Statistics, and Consumer Product Safety Commission.

Last Updated: August 12, 2003 11:46 AM EDT

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An official web site of the [Department of Homeland Security](#)  
and the [Federal Emergency Management Agency](#)

U.S. Fire Administration, 16825 S. Seton Ave., Emmitsburg, MD 21727

Voice: (301) 447-1000 FAX: (301) 447-1052

## L. NFIC (National Fire Information Council)

The critical need for a national network to collect, analyze and share fire data led to the formation of the National Fire Information Council. By participating in a uniform National Fire Incident Reporting System (NFIRS), Council members are dedicated to "fighting fire with facts." From its meager beginning with just six states in 1975, the Council now encompasses 42 states, the District of Columbia and 31 metropolitan jurisdictions - with nearly 14,000 fire departments participating throughout the nation.

The NFIC's unique partnership of Federal, state and local participants has proven to be one of the most successful, productive and cost-beneficial programs ever attempted on a national level. The Council's partnership with the U.S. Fire Administration/FEMA is through a cooperative agreement that provides Federal funding to support specific program objectives. Strategies to "fight fire with facts" include:

- system development and expansion
- integration of new computer information technologies
- technical assistance to member states/metros
- regional and national training workshops
- data analysis
- use of data for public fire safety awareness education

Effectively working towards its goal *to establish the United States as the number one nation in fire safety*, the Council has developed these objectives:

- To preserve lives, property and natural resources from the effects of destructive fire
- To enhance the quality of life for all people by employing NFIRS data to assist in developing effective fire prevention and protection strategies
- To increase the understanding of the causes of destructive fire by combining experience at the community, state and national levels
- To provide data essential to the evaluation of existing and proposed fire safety laws, standards, codes and regulations
- To identify behavioral factors that contribute to the causes of accidental fires
- To provide a comprehensive fire information resource to legislators; code developers; Federal, state and local government agencies; fire and building officials; researchers; fire safety educators; the media; public and private sector organizations; the business community; and the general public
- To increase the awareness of all people about the hazards of fire and how to defend themselves against those hazards
- To promote a positive fire safety attitude in people's daily activities - whether at home, work or play.

All over the nation, dozens of prominent organizations participate in and benefit from Council activities and data. These span the media, industry, government and educational institutions, in addition to fire-related groups and associations.

To coordinate its broad national representation, the Council is organized into four geographical regions. Three state members from each region serve on the Council's Board of Directors along with three Directors who represent the metropolitan city members (those fire departments serving a population of more than 500,000).

The Council, with its broad National Fire Incident Reporting System network, is providing valuable data to an extensive range of decision-makers in both the private and public sectors.

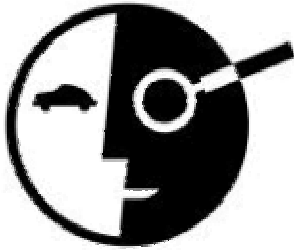
For more information on NFIC, call or write us at:

National Fire Information Council  
7400 Whispering Oaks Drive  
Austin, Texas, 78745  
(512) 441-7100


[www.nfic.org](http://www.nfic.org)



M. LSC + Associates (Lee S. Cole and Associates)



**LSC + ASSOCIATES INC.**

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## Vehicle Fire Database

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### NHTSA Recalls and Our Investigations

We maintain a database composed of findings on over 1,200 cases. Our one-of-a-kind database covers cause and origin of specific fires in virtually every make and model of automobile. We've also included other information, such as PE's and newspaper articles pertaining to vehicle fires. Clients typically call us with the year, make, and model along with area of origin. We can quickly scan our database to determine if there have been similar fire cases, and/or recalls or service bulletins covering your particular issue.

[Contact us](#) to have articles quickly faxed or emailed to you!

**N. OMCS – FHWA Office of Motor Carrier Services-Federal Highway  
Administration**



## OFFICE OF MOTOR CARRIER SERVICES

**Office of Motor  
Carrier Services**

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### OFFICE DIRECTOR

[Ward D. Briggs](#)

### LOCATION

[Minnesota Administrative Truck Center](#)

1110 Centre Pointe Curve  
Mendota Heights, MN 55120

### TELEPHONE

(651) 405-6060

### OFFICE OVERVIEW

This regulatory office administers and enforces safety and economic regulations that govern for-hire and private motor carriers operating in or through Minnesota. Comprehensive programs help ensure carrier compliance with federal and state regulations, including but not limited to: safe operation of vehicles; driver qualifications; vehicle inspection, repair and maintenance requirements; vehicle safety standards; drug and alcohol testing procedures; proper hazardous materials packaging and transportation; driver's hours of service; carrier liability insurance; and operating authority and tariffs for household goods movers, and regular route bus services.

The types of carriers the office regulates are: for-hire carriers of property and passengers; transporters of hazardous materials and hazardous wastes; building house movers; household goods movers; private carriers hauling their own goods; exempt commodities carriers (primarily agriculture and construction); luxury limousine services; and special transportation services for the elderly and disabled. Motor Carrier Services seeks compliance in various ways, such as through technical training with motor carriers, seminars, newsletters and fact sheets, and civil or criminal penalties when appropriate.

The office accepts and investigates all complaints made against carriers and service providers under its jurisdiction.

The Office of Motor Carrier Services publishes the [Minnesota Motor Carrier Regulations Handbook](#), which details motor carrier, vehicle, and driver requirements and resources for operating in Minnesota. It is available free of charge by calling our office or click on the link and download it. The office also publishes a quarterly

newsletter and fact sheets that deal with specific topics of interest in a more detailed manner. To be placed on our mailing list contact us at (651) 405-6060.

[Click here to view each of the Office Sections.](#)

Comments or questions can be directed to [motorcarrier@dot.state.mn.us](mailto:motorcarrier@dot.state.mn.us)

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395 John Ireland Boulevard • St. Paul, MN 55155-1899  
Phone: 800/657-3774 • 800/627-3529 (TTY, Voice, ASCII)

## O. Other Fire Data Sources

- [National Fire Information Council \(NFIC\)](#)
- [Bureau of Alcohol, Tobacco and Firearms](#). The ATF's Arson and Explosives National Repository provides statistical arson and explosive information to the public from several sources, including ATF, USFA, and the Federal Bureau of Investigation (FBI).
- [Consumer Product Safety Commission](#). As an agency of the Federal government, CPSC works to reduce the risk of injuries and deaths from consumer products by developing voluntary standards with industry; issuing and enforcing mandatory standards; banning consumer products if no feasible standard would adequately protect the public; obtaining the recall of products or arranging for their repair; conducting research on potential product hazards; and informing and educating consumers through the media, state and local governments, private organizations, and by responding to consumer inquiries.
- [National Center for Health Statistics](#). The mission of the NCHS is to provide statistical information that will guide actions and policies to improve the health of the American people. As the Nation's principal health statistics agency, NCHS leads the way with accurate, relevant, and timely data.
- [National Center for Injury Prevention and Control](#). As the lead Federal agency for injury prevention, NCIPC works closely with other federal agencies; national, state, and local organizations; state and local health departments; and research institutions to reduce injury, disability, death, and costs associated with injuries outside the workplace.
- [National Fire Protection Association](#). Since the mid-1980s, the NFPA has offered a wide range of statistical and data services through its Fire Analysis and Research Division. The name One-Stop Data Shop was coined to describe these services because it reflects the NFPA's commitment to providing information quickly and conveniently.
- [National Institute for Occupational Safety and Health - Firefighter Fatality Investigation and Prevention Program](#). The overall goal of this program is to better define the magnitude and characteristics of work-related deaths and severe injuries among fire fighters, to develop recommendations for the prevention of these injuries and deaths, and to implement and disseminate prevention efforts.
- [National Interagency Fire Center](#). The National Interagency Fire Center (NIFC) in Boise, Idaho is the nation's support center for wildland firefighting. Wildland fire statistics may be found on this site.
- [National Safe Kids Campaign](#). Residential fire casualty information related to children ages 14 and under.
- [National Technical Information Service](#). NTIS sells the National Fire Incident Reporting System (NFIRS) *master, incident, and equipment/casualty files* on magnetic tape. 1998 data is available on CD-ROM. The cost is \$454.00; order number is PB2000-500119. To order, call NTIS at (800) 553-6847. Prices subject to change.
- [Department of Transportation, Office of](#)

### Data Center

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- [NFIRS](#)

[Hazardous Materials Safety](#). Hazardous materials incident data  
and summary statistics.



*Last Updated: June 17*

## **P. Arson and Explosives National Repository [www.atf.treas.gov/aaxis2](http://www.atf.treas.gov/aaxis2)**

Welcome to the Arson and Explosives National Repository The National Repository was established by congressional mandate in 1996 as a national collection center for information on arson and explosives related incidents throughout the United States. The National Repository databases incorporates information from various sources such as the [Bureau of Alcohol, Tobacco and Firearms](#); the [Federal Bureau of Investigation](#); and the [United States Fire Administration](#). Information maintained by the National Repository is available for statistical analysis and in

[BTS - Bureau of Transportation Statistics::](#)

[American Travel Survey](#)

*State-to-state travel and travel to and from metropolitan areas by mode of transportation, type of travel and demographics.*

[Changing Face of Transportation](#)

*A review of influence of the social, economic and demographic changes of the last 25 years on transportation.*

[International Travel Statistics](#)

*Border crossings, international air passenger and freight, North American travel and trends.*

[National Transportation Statistics \(NTS\)](#)

*Annual compilation of broad range of transportation data including infrastructure, safety, environmental impact, and usage.*

[National Transportation Data Archive](#)

*Updated data, graphs and charts on nationwide transportation statistics.*

[National Transportation Library](#)

*Documents and databases.*

[Omnistats](#)

*Monthly newsletter with latest statistical releases.*

[Transportation Indicators](#)

*Monthly updates of data on safety, mobility, economic growth, environment and national security.*

[TRIS Online](#)

*Books, journal articles, and technical reports on transportation research from the 1960's to the present.*

[Dept of Transportation - Office of Inspector General::](#)

[Air Travel Consumer Report](#)

*Monthly report on flight delays, mishandled baggage, overbookings, consumer complaints, disability complaints.*

[Federal Aviation Administration::](#)

[National Aviation Safety Data Analysis Center \(NASDAC\)](#)

*Includes the Aviation Accident/Incident, Near Midair Collisions Systems, Airline Traffic Statistics and FAA Incidents System databases.*

[Airport Capacity Benchmark Report](#)

*Report looks at 31 busiest U.S. airports for demand, runway capacity and resulting delays.*

[FHWA - Federal Highway Administration ::](#)

[Highway Statistics Series](#)

*Annual publication that contains a wide range of information on the nation's roads and highway users.*

[Statistics & Reports](#)

[Fuel Economy Site - EPA](#)

*Find the MPG, compare cars side-by-side, find the most fuel efficient cars and trucks.*

[NHTSA - National Highway Transportation Safety Administration](#)

[FARS: Fatal Analysis Reporting System](#)

*Motor vehicle traffic crashes and outcomes.*

[CARS: Vehicle and Equipment Data & Reports](#)

*Testing results, safety problems, recalls, research.*

[National Center for Data & Statistics](#)

*Data on traffic safety including crashes, injuries and fatalities.*

[NTSB - National Transportation Safety Board::](#)

[Aviation Accident Statistics 2001](#)

[Historical Aviation Accident Statistics](#)

[U.S. Census Bureau - Transportation](#)

[North American Transportation Highlights](#)

*Passenger travel, freight activity, transportation safety, and transportation energy use for Canada, Mexico, and U.S.*

[Transportation Annual Survey](#)

*National estimates of revenue and vehicle fleet inventories for commercial motor freight transportation and public warehousing service industries.*

[Census of Transportation and Warehousing](#)

*Sector includes industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation.*

## **Non-Governmental Sites**

[Air Transport Association: Data and Statistics](#)

*ATA represents 14 major airlines. Most data is available free online.*

[American Public Transportation Association: Public Transportation Statistics](#)

*Bus, commuter rail, light and heavy rail, trolleys, ferryboats, van pools, subways, metros.*

[Association of American Railroads: Stats & Facts](#)

*The Association of American Railroads represents North America's major freight railroads and Amtrak.*

[CrashDatabase.com](#)

*Air Safety Online database of every commercial airline accident with more than 10 fatalities since 1970.*

[Highway Loss Data Institute](#)

*The Institute conducts and publishes research on a wide range of highway safety issues including demographics of crashes, injuries and fatalities, causes and vehicles involved.*

[State Farm Insurance - Dangerous Intersections](#)

*The ten intersections with the highest crash indexes in the United States, dangerous intersection lists of varying lengths for most states, the District of Columbia and the Canadian province of Ontario.*

[Transportation Institute](#)

*Maritime industry research group provides statistics on foreign and domestic deep-sea shipping and cruises, Great Lakes and inland waterways barge and tugboat operations and passenger vessels.*

[2002 Urban Mobility Study - Texas A&M Transportation Institute](#)

*Report provides data on the performance of some elements of the transportation system in 68 urban areas.*

[Return to the Statistical Resources Index](#)

**Selector and Collection Librarian: Debbie Gallagher ([debg@mel.org](mailto:debg@mel.org))**

This service is funded in part by the State of Michigan through the Library of Michigan.  
Additional project support comes from the federal Library Services and Technology Act (LSTA)  
via the [Institute of Museum and Library Services \(IMLS\)](#).

<http://mel.org/government/GOV-stats-transportation.html>

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## Q. FIREDOC

FIREDOC is a fire research bibliographic database. The database reflects the 55,000 holdings (published reports, journal articles, conference proceedings, books, and audiovisual items) of FRIS. Each reference has complete bibliographic information including the title, author, journal, book, or conference identification, keywords, identifiers, and abstract (if available). We have recently added a **direct link** from the FIREDOC record to BFRL Publications Online. Currently, links exist for BFRL fire research publications in the year 2000 and beyond.

- Search [FIREDOC](#)
- FIREDOC Search for [BFRL Staff](#)

**R. General International Sources**

**1. Final Report Public**

**STAIRS (Standardisation of Accident and Injury Registration Systems)**

*Contract N° : RO-96-SC.204*

**2. INRETS**

INSTITUT NATIONAL DE RECHERCHE SUR LES TRANSPORTS ET LEUR SE

**2 av Général Malleret-joinville 94114 ARCUEIL FRANCE -**

**Tél : +33 (0)1 47 40 70 00 - Fax : +33 (0)1 45 47 56 06**

**3. MUH (Medical University of Hannover) (Germany)**

**4. LAB (France) ended early 1990**

**5. ONSER (France) ended early 1990**

**6. STAT 19: London Accident Analysis Unit (LAAU)**

**7. CCIS (Co-operative Crash Injury Study)**

The Commission of the European  
Communities)

[www.ukccis.org](http://www.ukccis.org)

[www.roads.dft.gov.uk/vehicle/standards/0102](http://www.roads.dft.gov.uk/vehicle/standards/0102)

One of the world's largest studies of car occupant injury causation is the UK's Co-operative Crash Injury Study (CCIS), which started investigating real life car accidents in 1983.

To contact CCIS, get further information or to join CCIS as a sponsor, please contact:

**Nigel Byard**

Transport Research Laboratory (TRL)

Old Wokingham Road

Crowthorne

Berkshire

RG45 6AU

UK

Tel: +44 (0)1344 770611

email: [nbyard@trl.co.uk](mailto:nbyard@trl.co.uk)

## 8. FRANCE

At the end of 1993 the French government decided to unite all the accident research teams around a large scale national project: the creation over 4 years of a detailed accident database made up of primary as well as secondary aspects, with, in addition, the aspect of the behaviour of those concerned. The experience acquired by the various teams led us to consider that the best method of collecting information, in particular of the primary type, is collection at the site of the accident, when the vehicles and those concerned (and obviously the traces) are still there. (VSRC web site; [www.vsrc.org.uk/stairs](http://www.vsrc.org.uk/stairs) ?):

CEESAR: Centre Européen de sécurité et d'analyse des risques.

## 9. Germany

### ***GERMAN INSURANCE ACCIDENT DATA (AND PERHAPS OTHER EUROPEAN DATA)***

if you wish more information about the German Insurance Association – GDV, please contact us at:

Friedrichstraße 191  
D-10117 Berlin

P.O.Box 08 02 64  
10002 Berlin  
Germany

Phone: +49 (0)30/20 20 - 50 00  
Fax: +49 (0)30/20 20 - 60 00/01  
e-mail: [info@gdv.org](mailto:info@gdv.org)

## 10. Monash University Annual Report: (1991)

Professor Klaus **Langwieder**,  
Director of GDV Insurance  
Traffic Safety Institute visited  
from late January through  
mid-February.

## 11. Asian Highway Database (1996 on-going)

The Asian Highway Database System is under the United Nations Economic and Social Commission for Asia and the Pacific

**S. IRTAD - OECD**

**INTERNATIONAL ROAD AND TRAFFIC ACCIDENT DATABASE**

**(FROM BAST OR OECD organization of European community)**

**4000 euros for international organization participation; 1500 euros institute from a participating country.**

*IRTAD IN A NUTSHELL*

In agreement with the [Federal Ministry of Transport, Building and Housing](#), the Federal Highway Research Institute (BAST) established an international road traffic and accident database in the mid eighties. In 1988 BAST extended the database in close co-operation with the Commission of the European Communities (CEC). Since 1990 the database is operated within the framework of the [OECD\\* Road Transport Research Programme](#) and includes now data from all OECD countries with BAST acting as database host and administrator.

\* OECD = Organization for Economic Co-operation and Development, Paris, France

**T. International Road Traffic and Accident Database (OECD) Issue: April 2002**

**Selected Reference Values for the Year 2000**

	Home Population <sup>1)</sup>	Total Network Length of all Public Roads <sup>2)</sup>	Network Length of all Motorways <sup>2)</sup>	Area of State <sup>3)</sup>	Number of Motor Vehicles <sup>1)*)</sup>	Number of Motorized Two-Wheelers <sup>1)</sup>	Number of Passenger Cars and Station Wagons <sup>1)</sup>
Australia	19 157	810 000 <sup>e</sup>	-	7 692 024	11 876	328	9 724
Austria	8 110	106 538	1 634	83 850	5 117	623	4 010
Belgium	10 239	147 121	1 702	32 528	5 735	278*	4 678
Canada	30 759	895 562 <sup>e</sup>	10 230 <sup>e</sup>	9 984 670	17 882	311	13 987
Czech Republic	10 278	55 432	499	78 860	4 680	959	3 696
Denmark	5 330	71 681	953	43 069	2 409	127	1 843
Finland	5 171	-	512	338 145	2 483	183	2 083
France	59 225	984 924	9 310	551 208	34 278	2 646	27 480
Germany	82 163	626 133	11 515	357 039	51 365	4 915	42 840
Greece	10 499 <sup>c</sup>	40 164 <sup>b</sup>	-	131 944	5 061	2 342	3 195
Hungary	10 043	135 500	448	93 033	2 706	88*	2 256
Iceland	283	8 190 <sup>g</sup>	0	102 829	182	2	159
Ireland	3 787	95 729	103	70 823	1 684	31	1 319
Italy	57 563 <sup>b</sup>	-	6 473 <sup>b</sup>	301 260	37 836 <sup>b</sup>	6 723 <sup>b</sup>	31 371 <sup>b</sup>
Japan	126 698	1 166 340	6 617	377 864	78 682	14 318	51 165
Luxembourg	435	2 863	115	2 586	320	10*	-
Netherlands	15 864	116 500 <sup>a</sup>	2 200 <sup>a</sup>	41 526	7 927	438*	6 539
New Zealand	3 831	92 075	226	269 122	2 602	-	-
Norway	4 445 <sup>a</sup>	90 741 <sup>a</sup>	128 <sup>a</sup>	323 873	2543 <sup>a</sup>	184 <sup>a</sup>	1786 <sup>a</sup>
Poland	38 644	372 977	358	322 577	14 106	802*	9 991
Portugal	9 490 <sup>a</sup>	81 739 <sup>g</sup>	883 <sup>a</sup>	92 631	7 926	346*	5 260
Republic of Korea	46 858	87 534	2 477	99 800	13 058	1 894	7 837
Spain	39 465	664 610	-	504 750	23 284	3 877	17 449
Sweden	8 861	210 000 <sup>a</sup>	1 437 <sup>a</sup>	449 964	4 735	257	3 890
Switzerland	7 164	71 027 <sup>f</sup>	1 270	41 293	4 583	733	3 545
Turkey	67 884	62 867	1 774	769 604	9 555	1 026*	5 518

United Kingdom	59 756	396 022 <sup>b</sup>	3 453 <sup>b</sup>	244 046	29 521	970	25 028
USA	275 130	6 334 747	74 717	9 363 353	217 028	4 346 <sup>*</sup>	127 721

1) in 1000 2) in km 3) in sqkm a) 1999 b) 1998 c) 1997 d) 1996 e) 1995 f) 1994 g) 1993 \*) without moped/mofa

[Back \(Brief Overview - International Road Traffic and Accident Data\)](#)

	Killed per 100000 Population					Injury Accidents		Killed per 1 billion Veh·Km		
	Total	Age				per 100 000 Population	per 1 mill. Veh·Km	All roads	Outside Urban Areas	Motorways
		0-14	15-24	25-64	65 and more					
Australia	9.5	2.9	18.0	9.1	12.5	-	-	10.1	-	-
Austria	12.0	2.0	25.2	11.4	15.1	519	0.57	13.2	13.1	8.1
Belgium	14.4	2.9	30.8	14.3	13.9	479	0.54	16.3	-	7.6
Canada	9.8 <sup>a</sup>	3.0 <sup>a</sup>	18.7 <sup>a</sup>	8.9 <sup>a</sup>	14.0 <sup>a</sup>	504 <sup>a</sup>	-	-	-	-
Czech Republic	14.5	3.2	19.0	15.8	17.1	248	0.65	37.8	-	11.3
Denmark	9.3	2.6	18.6	7.6	17.0	138	0.16	10.6	10.1	2.9
Finland	7.7	2.1	10.2	7.3	13.8	128	0.14	8.5	9.6	4.3
France	13.6	3.3	27.0	13.4	14.2	205	0.23	15.1	-	5.5
Germany	9.1	1.9	22.6	8.3	9.8	466	0.61	12.0	-	4.5
Greece	20.1 <sup>a</sup>	3.3 <sup>a</sup>	32.7 <sup>a</sup>	20.1 <sup>a</sup>	23.0 <sup>a</sup>	230 <sup>a</sup>	0.30 <sup>b</sup>	26.7 <sup>b</sup>	-	-
Hungary	12.0	2.6	13.0	13.8	13.8	174	-	-	-	16.0
Iceland	11.3	0.0	23.3	11.4	18.2	288	0.41	16.0	-	-
Ireland	11.0	2.7	21.2	10.4	10.4	205	0.25 <sup>d</sup>	13.1 <sup>d</sup>	10.8 <sup>d</sup>	7.4 <sup>e</sup>
Italy	11.0 <sup>b</sup>	1.7 <sup>b</sup>	17.4 <sup>b</sup>	10.1 <sup>b</sup>	13.8 <sup>b</sup>	355 <sup>b</sup>	-	-	-	-
Japan	8.2	1.3	11.2	6.6	17.0	734	1.2	13.4	-	4.1

Luxembourg	17.5	3.7	35.4	18.4	17.2	208	-	-	-	-
Netherlands	6.8	1.9	14.9	5.7	10.9	239	0.34 <sup>a</sup>	8.9 <sup>a</sup>	9.5 <sup>c</sup>	3.2 <sup>d</sup>
New Zealand	12.1	4.7	21.2	11.8	16.9	204	0.21	12.4	18.5	-
Norway	6.8 <sup>a</sup>	2.2 <sup>a</sup>	14.0 <sup>a</sup>	6.1 <sup>a</sup>	9.6 <sup>a</sup>	188 <sup>a</sup>	0.26 <sup>a</sup>	9.6 <sup>a</sup>	-	-
Poland	16.3	3.7	19.4	18.7	21.2	148	-	-	-	-
Portugal	21.0 <sup>a</sup>	5.2 <sup>a</sup>	33.7 <sup>a</sup>	21.5 <sup>a</sup>	23.2 <sup>a</sup>	505 <sup>a</sup>	-	-	-	15.9 <sup>a</sup>
Republic of Korea	21.8	5.8	16.6	25.3	57.8	620	-	-	-	-
Spain	14.6	3.1	23.1	15.4	12.7	258	-	-	-	-
Sweden	6.7	1.2	11.5	6.4	10.1	178	0.23 <sup>a</sup>	8.3 <sup>a</sup>	-	2.5 <sup>a</sup>
Switzerland	8.3	2.3	14.2	7.1	14.7	331	0.43	10.6	9.9	2.2
Turkey	7.6	-	-	-	-	96	1.27 <sup>a</sup>	119.8 <sup>a</sup>	-	-
United Kingdom	6.0	1.5	11.3	6.0	7.3	405	0.52 <sup>b</sup>	7.5 <sup>b</sup>	7.9 <sup>b</sup>	2.1 <sup>b</sup>
USA	15.2	4.0	27.2	15.4	19.1	766	0.48	9.5	10.9	5.2


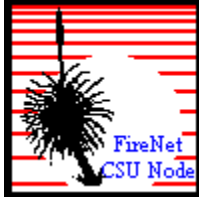
## U. INFIN(International Fire Information Network)

[Charles Sturt University](#)

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	<p><b><i>THE INTERNATIONAL FIRE INFORMATION NETWORK</i></b></p> <p><i>FireNet is a Special Interest Network (a SIN) dedicated to all aspects of fire science and management.</i></p>	
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### Communications

- [Electronic Mailing List/Forum](#)
- [Mailing List Archive](#)
- [Repository](#) for lengthy items (too long for the mailing list)

*To submit items for inclusion in this repository, send the item as email to:*  
[firereports@life.anu.edu.au](mailto:firereports@life.anu.edu.au)

- [On-line Access to FireNet](#)



### Publications

- Education
  - ANU Fire Course [notes and materials](#)
- Software/Tools
  - [IGNITE \(Interactive Fire Model\)](#)
- Magazines
  - [Wildfire Magazine](#)
- Other
  - **Bushfire '99 Conference** (Papers will available again soon.)
  - Press Releases, Proceedings (full papers) & Abstracts



### [Virtual Library](#)



*The FireNet Virtual library is an index of links to useful information, resources and services on the Internet about fire. Users are invited to [submit new entries](#) using the [form](#) provided.*



### **On-line information processing and services**

- [Weather \(forecasts and images\) & global monitoring](#)

- [Latest \(VGA\) satellite image - Australia](#)
- [Current weather forecasts, warnings & observations- Australia](#)

- [Greenness Index for Australia using NDVI](#)



### **About FireNet**

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- [Getting Started](#)
- [FAQ - Frequently Asked Questions](#)
- Nodes

- [Australian National University \(ANU\) Node](#)
- [Charles Sturt University \(CSU\) Node](#)

- [Special Interest Networks](#)

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*Last updated:* 20 November 1998



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## V. India: Alternate Fuel Resource

### Alternate Fuels

Before the introduction of gasoline as a motor fuel in the late 1800s, vehicles were often powered by what are now considered alternative fuels. For example, illuminating or coal gas (a form of methane or natural gas) was used in early prototype internal combustion vehicles in the 1860s. Electricity, stored in lead acid batteries, was a popular energy source for vehicles from as early as the 1830s until the 1920s. In the 1880s, Henry Ford built one of his first automobiles and fuelled it on ethanol, which was often called "farm alcohol" because it was made from corn. His early Model Ts were designed with an adjustable carburettor to allow them to run on alcohol fuel. Liquefied petroleum gas (commonly called propane) has been used as a transportation fuel for more than 60 years.

In those early years of the horse-less carriage, naturally formed gasoline was expensive and often sold by the pint in pharmacies; it was also used as a cleaning solvent. New petroleum refining technologies (thermal cracking and eventually catalytic cracking), however, produced gasoline inexpensively; and gasoline, because of its high energy content, became the fuel of choice for internal combustion engines.

Now many of these "alternatives" to gasoline are returning to the transportation fuel market, driven by state and federal government mandates for cleaner alternatives to gasoline and diesel. Alternative fuels are needed for two main reasons: energy security and air quality.

Alternative fuels are substantially non-petroleum and yield energy security and environmental benefits. Alternative Fuel Vehicles (AFVs) are vehicles that run on fuels other than petroleum products. They have been with us in one form or another for more than one hundred years. Only recently, however, have they become more common place. According to the definition in federal law, alternative fuels include:

- Alcohol fuels such as methanol (methyl alcohol), denatured ethanol (ethyl alcohol) and other alcohols, in pure form (called "neat" alcohols) or in mixtures of 85 percent by volume (and mixed with up to 15 percent unleaded regular gasoline -- M85 and E85) or more
- Compressed natural gas (CNG)
- Electricity (including solar energy)
- Hydrogen
- Liquefied natural gas (LNG)
- Liquefied petroleum gas (LPG)
- Coal-derived liquid fuels
- Fuels other than alcohol derived from biological materials: like soy bean, rapeseed or other vegetable oil-based fuels

### Current battery technologies for electric vehicles

**Lead Acid** - This is the most commonly used and least expensive technology. Generally, the vehicles have a range of less than 100 miles per charge, and the life of the battery is about three years. Chrysler, Ford, GM, and Toyota vehicles use this battery technology.

**Nickel Metal Hydride (NiMH)** - NiMH offers a range of about 100 miles per charge, but has an increased cost. The life expectancy of the battery is about 100,000 miles. Chrysler, Ford (California only), GM, Honda, and Toyota offer vehicles with NiMH technology.

Chemical Structure	CH <sub>4</sub>	CH <sub>3</sub> CH <sub>2</sub> OH	CH <sub>4</sub>	C <sub>3</sub> H <sub>8</sub>	CH <sub>3</sub> OH
--------------------	-----------------	------------------------------------	-----------------	-------------------------------	--------------------

Primary Components	Methane	Denatured ethanol and gasoline
	Methane that is cooled cryogenically	Propane
	Methanol and gasoline	

Main Fuel Source	Underground reserves	Underground reserves
	Corn, grains or agricultural waste	Underground reserves
	Refinery by-product or natural gas processing	Natural gas, coal, or woody biomass

## **W. The Western Australia Road Injury Database File**

This Database of linked police crash reports, hospital discharge summaries and death records is unique and forms the basis for a large amount of the Injury Research Centre's work. Currently the Database consists of approximately 1.2 million crash records and consequent injuries to casualties. The period covered by the linkage is from 1987 to 2000 inclusive. All of the hospital data in this Database are aligned with the Health Services Research Linked Database for the period of the linkage. This provides the means to study the association between disease and crash records and allows for the longitudinal analysis of driving crashes. It is planned to extend the Database to include information for casualties from all types of injury. The Database has been used to examine crashes involving Aboriginal people, young road users, bicyclists and the cost of crashes. This project is supported by core funding from the Department of Health, Western Australia and the Office of Road Safety.



[W.A. Road Injury Database File](#)

## **The Road Injury Cost Database**

The Road Injury Cost Database provides comprehensive costs of road injury by body region and injury severity level of the Abbreviated Injury Scale. The project was an initiative of the Injury Research Centre, and is the only source of this data in Australia. At present the costing unit is the injured person or casualty but work currently underway is extending the database to include costs at an injury level. The major categories of cost in the database are person-based, crash-based and vehicle-based. Within each category, several cost components are identified. For example, person-based costs comprise health system costs disaggregated by type, paid and unpaid economic loss, loss of quality of life, workplace-related costs, legal and investigation costs and the cost of criminal prosecution. The database was constructed primarily from the unit records of personal injury claims paid to road crash casualties in New South Wales, Australia between July 1989 and June 1999. Additional data sources that were used in constructing the database were the personal injury claims of road crash casualties from other Australian states, the road crash costs calculated by the Bureau of Transport Economics, and data from the Australian Institute of Health and Welfare and the Australian Bureau of Statistics. A useful feature of the Road Injury Cost Database is that specific cost components can be selected for inclusion in an analysis. The Road Injury Cost Database has been used to evaluate the benefits of improved vehicle safety standards, and also in evaluating the cost effectiveness of other road safety initiatives such as the mandatory bicycle helmet legislation in Western Australia. The database has also been used by other research groups working in the area of road safety.

<b>X. VISAR</b>
<b><i>VICTORIAN INJURY SURVEILLANCE AND APPLIED RESEARCH SYSTEM (VISAR)</i></b>
The Victorian Injury Surveillance and Applied Research System (VISAR), formerly VISS, is a long term project of the Monash University Accident Research Centre (MUARC) and is funded by the Victorian Health Promotion Foundation. VicHealth has funded VISAR as an ongoing surveillance project for 11 years, and through VISAR a large number of studies into injury prevention and the epidemiology of injury.
VISAR aims to reduce the number and severity of injuries in the community by identifying hazards, disseminating information, supporting research and monitoring trends.
VISAR has progressively established substantial holdings of statewide injury data at three levels of severity - deaths, hospital admissions and emergency department presentations. VISAR presently hold the most complete injury data for any Australian population.
The quarterly publication <i>Hazard</i> is produced by VISAR to disseminate information about injuries and their prevention.
<a href="#">VISAR 'millionth case' launch</a>
Message from the Former Director:
On Wednesday 19th of December, 2001 at the Annual General Meeting of the Victorian Health Promotion Foundation (VicHealth), VISAR received a high commendation for 'Outstanding Achievement in the field of Health Promotion Research'.
VicHealth's ongoing support of VISAR has been a shining light for injury prevention research and injury prevention health promotion. Without VicHealth's support VISAR's many clients and collaborators would be unsupported. These clients and collaborators utilise VISAR's information request service and access VISAR's web service, read <i>Hazard</i> , and use VISAR's expertise to assist in research and health promotion projects to prevent injury to in the local, national and international community. Through VicHealth's support, VISAR will continue to contribute to reducing the burden of injury, and improve the health of all Victorians.
VISAR staff are to be congratulated on this accolade. It is their dedication and intelligence that is the cornerstone of VISAR. It is through their efforts that VISAR have received this award from VicHealth. The staff give of their time generously, and work uncomplainingly under extreme pressure, and I feel sure they will continue to give generously to sustain

## Y. Highway Safety Related Sites

<b>Worldwide New Car Assessment Programs (NCAP):</b>
<ul style="list-style-type: none"> <li>▪ <a href="#">United States</a> National Highway Traffic Safety Administration (NHTSA)</li> </ul>
<ul style="list-style-type: none"> <li>▪ <a href="#">Europe</a> EuroNCAP</li> </ul>
<ul style="list-style-type: none"> <li>▪ <a href="#">Australia</a> Australian New Car Assessment Program (ANCAP)</li> </ul>
<ul style="list-style-type: none"> <li>▪ <a href="#">Japan</a> National Organization for Automotive Safety &amp; Victim's Aid -- site in English</li> </ul>
<ul style="list-style-type: none"> <li>▪ <a href="#">Master list of offset crash test results</a> an independent Australian site</li> </ul>
<b>INTERNATIONAL</b>
<a href="#">Association for the Advancement of Automotive Medicine</a> is a professional, multidisciplinary organization founded by physicians and dedicated to motor vehicle crash injury prevention and control. With members in 22 countries, AAAM is the parent organization of the journal <i>Crash Prevention and Injury Control</i> and the Abbreviated Injury Scale (AIS), a standard method of coding the severity of crash injuries.
<a href="#">Research Council for Automobile Repairs</a> is an international organization of research centers working to reduce insurance costs by improving automotive damageability, repairability, safety, and security. RCAR members are partly or wholly insurer-supported.
<b>UNITED STATES</b>
<a href="#">Advocates for Highway and Auto Safety</a> is an alliance of consumer, health, and safety groups and insurance companies and agents that seeks to educate the public, the press, and policymakers about the need for improved highway and auto safety regulations. This site offers information on state laws, legislative alerts, polls on highway safety issues, and other reports.
<a href="#">Federal Highway Administration (FHWA)</a> , part of the U.S. Department of Transportation, oversees federal funding for the construction and improvement of highways, urban and rural roads, and bridges. In the area of safety, FHWA conducts research on safety practices and technologies for all phases of highway design and operations, focusing on ways to improve intersections, pedestrian and bicyclist safety, run-off-road safety, and speed management.
<a href="#">Federal Motor Carrier Safety Administration (FMCSA)</a> , formerly part of the Federal Highway Administration, oversees commercial motor vehicle enforcement. FMCSA activities include enforcement of safety regulations, targeting high-risk carriers and commercial motor vehicle drivers, improving safety information systems and commercial motor vehicle technologies, strengthening commercial motor vehicle equipment and operating standards, and increasing safety awareness.
<a href="#">The Injury Prevention Web (IPW)</a> is an advertising-free site supported by the Center for Injury Prevention Policy and Practice at San Diego State University. It contains data on injury occurrence in each of the 50 US states, prevention information, policy recommendations, and a resources section with links to government and nonprofit sites worldwide. The IPW links to groups with a focus on a large variety of fields: codes and standards, education, ergonomics, fire prevention, industrial safety, interior design, legislation and litigation, public health, traffic safety, product safety, disasters, and more.
<a href="#">Insurance Research Council (IRC)</a> is an independent, nonprofit research organization supported by property and casualty insurance companies and associations. IRC conducts research to assist insurers and the general public in reaching sound decisions on legislative and regulatory issues.
<a href="#">National Highway Traffic Safety Administration (NHTSA)</a> , part of the U.S. Department of Transportation, administers federal laws relating to motor vehicle and highway safety. Available on this site are crash statistics, vehicle safety ratings from the agency's frontal and side impact test programs, vehicle safety regulations and standards, recall announcements, and a wide range of other consumer and technical information.
<a href="#">Network of Employers for Traffic Safety</a> The NETS mission is to reduce traffic crashes involving America's workers and their families by helping employers implement well-developed policies, dynamic workplace programs, and compelling community activities related to traffic safety. Government and industry leaders created the organization to address the human and economic impact of traffic crashes on the nation's workforce as well as their families and communities.
<a href="#">Roadway Safety Foundation</a> is a private, nonprofit organization dedicated to reducing highway deaths and injuries by improving the physical design and condition of roadways.
<a href="#">U.S. Department of Transportation (DOT)</a> is the federal agency responsible for overall national policy for all transportation modes (air, rail, marine, and road). DOT agencies with an interest in highway safety include the National Highway Traffic Safety Administration, Federal Highway Administration, and Federal Motor Carrier Safety Administration.
<b>AUSTRALIA</b>
<a href="#">Centre for Accident Research and Road Safety, Queensland (CARRS-Q)</a> , is a joint initiative of the Motor Accident Insurance Commission and Queensland University of Technology. The Centre's purpose is to conduct, collaborate, and coordinate research and teaching programs aimed at identifying and changing community behavior leading to improved safety on the roads, in workplaces, and in the communities.
<a href="#">Injury Research Centre</a> is an initiative built on the research of the Department of Public Health at The University of Western Australia. It evolves from the Road Accident Prevention Research Unit that was established in the Department in 1989. The Unit has conducted research directed towards minimizing the frequency and consequences of road traffic crashes in Western Australia. In July 2001, the Road Accident Prevention Research Unit extended its work in the study of road traffic-related injury to all areas of unintentional and intentional injury and was renamed the Injury Research Centre.
<a href="#">VicRoads Corporation</a> is a Australian statutory authority operating under the registered business name of VicRoads. It is responsible for maintaining and improving Victoria's arterial roads, bridges, and major culverts. VicRoads also develops road safety programs, registers vehicles, and licenses drivers.

## CANADA

[Traffic Injury Research Foundation \(TIRF\)](#) is a national, independent road safety institute based in Canada. TIRF conducts research, evaluation, and policy development in areas such as driver licensing, motorcycle safety, driver education, training and assessment, treatment of impaired driving offenders, elderly road users, and bicycle safety.

[Transport Canada](#) is Canada's national transportation agency. Transport Canada sets policies, regulations and standards to protect the safety, security, and efficiency of Canada's rail, marine, road, and air transportation systems.

## DENMARK

[Danish Transport Research Institute \(Danmarks TransportForskning\)](#) is a sector research institute under the Danish Ministry of Transport. The purpose of the Institute is to strengthen transport research, with special focus on such fields as transport safety, the load of transport on the environment and energy resources, as well as transport economics and transport models.

## FINLAND

[Finnish National Road Administration \(Finnra\)](#), an agency of the [Ministry of Transport and Communications](#), maintains public roads and works to improve the safety of national, regional, and local transportation systems in Finland.

[VTT Technical Research Centre of Finland](#) is an independent, contract research organization that provides a wide range of technology and applied research services in fields ranging from biotechnology to electronics to transportation. Traffic safety research is conducted by VTT's Building and Transport division.

## FRANCE

[French National Institute for Transport and Safety Research \(INRETS\)](#) is a state-financed scientific and technological body that conducts research and development in areas such as crash evaluation, applied biomechanics, traffic engineering, and computer modeling and simulation.

[La Prévention Routière](#) is a private road safety association founded in 1949 by insurers and concerned primarily with child safety education and driver training. No English version of site.

## POLAND

[National Programme of Road Safety Improvement in Poland \(GAMBIT\)](#) is a project commissioned by the state to develop long-term policies to reduce crash fatalities and injuries in Poland.

## SWEDEN

[Swedish National Road and Transport Research Institute \(VTI\)](#) performs research and development for the Swedish government and other clients in areas such as traffic engineering, traffic safety, road user behavior, collision safety, automotive engineering, and human factors research, in addition to economic and environmental assessments.

## UNITED KINGDOM

[Roads, Vehicles and Road Safety](#) is the division of the [U.K. Department for Transport](#) responsible for all issues relating to drivers, vehicles, and road safety policy and research. This site includes links to U.K. resources on road safety, vehicle regulations and standards, and highway and road information.

[Highways Agency](#) maintains, operates and improves the network of trunk roads and motorways in England.

[Parliamentary Advisory Council for Transport Safety \(PACTS\)](#) is a registered charity and an associate Parliamentary Group. Its aim is to advise and inform members of the House of Commons and House of Lords on air, rail, and road safety issues and to promote transport policies to protect human life.

[Transport Research Laboratory \(TRL\)](#) is an independent research center focusing on surface transport and safety issues, such as roundabouts, accident investigations, road user behavior studies, education, training, publicity and enforcement.

**Z. State Codebook, Contact Information and Websites of Interest**

**State Codebook, Contact Information and Websites of Interest**  
**Friedman Research Corporation**

<b>STATES</b>	<b>CODEBOOKS</b>
<p><b><u>ALABAMA</u></b></p> <p>Held by: University of Alabama            Main Website: <a href="http://care.cs.us.edu/">http://care.cs.us.edu/</a>            Main Contact: David Brown. <a href="mailto:brown@cs.ua.edu">brown@cs.ua.edu</a>            Rhonda Stricklin (Compiled Codebook)            CARE Research &amp; Development Laboratory (CRDL)            University of Alabama, Computer Science Dept., Ph: 205-348-0991            Fax: 205-348-0219</p>	<p>ELECTRONIC</p>
<p><b><u>ALASKA</u></b></p> <p>Held by:            Alaska Dept of Transportation &amp; Public Facilities, Division of            Statewide Planning, 3132 Channel Drive, Juneau, AK, 99801 Fax:            907-465-6984 Work: 907-465-8952            State Website: <a href="http://www.dot.state.ak.us/">http://www.dot.state.ak.us/</a>            Data Analysis: Pat Noel, Email: <a href="mailto:pat_noel@dot.state.ak.us">pat_noel@dot.state.ak.us</a>            Accident data Project Manager: Carl Gonder, Email:  <a href="mailto:carl_gonder@dot.state.ak.us">carl_gonder@dot.state.ak.us</a>, Phone: 907-465-6996</p>	<p align="center">No Codebook available.</p> <p>Just Decoding sheet for Police Report Form, dating from 1977. Pat Noel answered questions Re: variables.</p>
<p><b><u>ARIZONA</u></b></p> <p>Held By:            Arizona Department of Transportation, Intermodel Transportation            Division, Traffic Records Section.            Website: <a href="http://www.dot.state.az.us/">http://www.dot.state.az.us/</a>            Main Contact: Jim Williams – 2828 N. Central Ave., Suite 880,            Phoenix, AZ 85004-1025. Mailing Address 206 S. 17<sup>th</sup> Ave., 064R            Phoenix, AZ 85007-3213 Fax: 602-712-3047, Phone: 602-712-7132,            Email: <a href="mailto:jimwilliams@dot.state.az.us">jimwilliams@dot.state.az.us</a></p>	<p>Variables Definition list is PAPER (Lists all elements).</p> <p>The Data Dictionary is ELECTRONIC (Describes what codes are available)</p>

<p><b><u>ARKANSAS</u></b></p> <p>Held by:          Arkansas State Highway and Transportation, Traffic Safety Division          Data Analysis: Karen Bonds- Phone: 501-618-8405.          Email: <a href="mailto:karen.bonds@asp.state.ar.us">karen.bonds@asp.state.ar.us</a>          For Permission Contact: Mike Selig - Arkansas State Highway and Transportation, Coordinator of Arkansas Highway Safety Program, P.O. Box 2261, Little Rock, AR 72203-2261, Phone: 501-569-2648 E-Mail: <a href="mailto:mdse231@ahtd.state.ar.us">mdse231@ahtd.state.ar.us</a></p> <p>Data Costs: 1987-1996 = \$200 per year. 1997-2001 = \$150 per year.          Held in Access Database.</p>	<p>Data Dictionary is in ELECTRONIC form (Created in 1997 – is relevant for pre 97')</p> <p>PAPER (1987-1996)</p>
<p><b><u>CALIFORNIA</u></b></p> <p>Held by:          Office of Traffic Safety, The Business, Transportation and Housing Agency. Web: <a href="http://www.chp.ca.gov/index.html">http://www.chp.ca.gov/index.html</a>          Data Information Services Unit: Rose Falkner- Phone: 916-375-2850.          (Analysis of data)          Data Analysis Unit Supervisor: Elaine Butler – Phone: 916-375-2870          (Input of data)          Fields Service Section: Bill Fader – Phone 916-323-1483 (Obtain Codebook)</p> <p>HSIS also holds data from 1991 – 2000.</p>	<p>Data Dictionary is PAPER (Codebook needs to be obtained).</p> <p>HSIS Guidebooks are in ELECTRONIC.</p>
<p><b><u>COLORADO</u></b></p> <p>Held BY:          Department of Motor vehicles, Department Of Revenue.          Web: <a href="http://csp.state.co.us/Stats/Overview.htm">http://csp.state.co.us/Stats/Overview.htm</a></p> <p>Mary Tuttle – Phone: 303-205-5600</p>	<p>Did not obtain Codebook. Left numerous messages for Mary Tuttle.</p>
<p><b><u>CONNECTICUT</u></b></p> <p>Held by:          Department of Public Safety, Crime Analysis.          Web: <a href="http://www.state.ct.us/dps/">http://www.state.ct.us/dps/</a>          Debbie Trella Phone:860-685-8030</p>	<p>PAPER</p>



<p><b><u>DELAWARE</u></b></p> <p>Held By:        Department of Public Safety, State Police.        Web: <a href="http://www.delawarepublicsafety.com/">http://www.delawarepublicsafety.com/</a>        Data Information: Tammy Highland – Phone: 302-739-5969        Permission to use: Captain Barbara Conley, Secretary: Pat Anderson Phone: 302-739-5938, Delaware State Police HQ, Traffic Section, P.O. 430, Dover, Delaware 19903.</p>	<p>Could not obtain codebook, need approval from legal department – Tammy and Pat answered all questions.</p>
<p><b><u>FLORIDA</u></b></p> <p>Held By:        Department of Highway Safety and Motor Vehicles, Office of Management and Planning Services, General Phone: 904-488-3666.        Website: <a href="http://www.hsmv.state.fl.us/html/safety.html">http://www.hsmv.state.fl.us/html/safety.html</a></p> <p>Permission &amp; Analysis Contact: Kathy English - Phone: 850-414-6968. Email: <a href="mailto:English.cathy@hsmv.state.fl.us">English.cathy@hsmv.state.fl.us</a>.</p>	<p>PAPER</p>
<p><b><u>GEORGIA</u></b></p> <p>Held By:        Department of Motor Vehicle Safety. Accident Reporting Section. P.O. Box 80447, Congers, GA 300013. General Phone: 678-413-8650. Web: <a href="http://www.gohs.state.ga.us/">http://www.gohs.state.ga.us/</a>        Main Contact: Brenda Reines Fax:1-678-413-8584.        For Permission: Legal Department – Phone: 678-413-8767</p>	<p>After contacting state found very limited number of years of available data. Significant costs to obtain information (See letter)</p>
<p><b><u>HAWAII</u></b></p> <p>Held by:        Department of Transportation, Highways Division, Traffic Branch, Traffic Safety Section, Traffic &amp; Accident Statistics Unit, 601 Kamokila Boulevard, Room 602 Kapolei, Hawaii 96707.        Phone: 808-692-7684. Web-page: <a href="http://www.state.hi.us/dot/highways/functionstatement/fs_hwyt.htm">http://www.state.hi.us/dot/highways/functionstatement/fs_hwyt.htm</a></p> <p>Main Contact: Jan Higaki - 808-692-7685.</p>	<p>No codebook was obtained, any questions were answered by JAN. Codesheet for Police report was obtained – PAPER form.</p>
<p><b><u>IDAHO</u></b></p> <p>Held by:        Idaho Transportation Department, Office of Highway Safety, P.O. Box 7129, Boise, Idaho 83707-1129. Main Phone: 208-334-8100.        State Webpage: <a href="http://www2.state.id.us/itd/highways/ohs/index.htm">http://www2.state.id.us/itd/highways/ohs/index.htm</a>        Main Contact &amp; Permission: Susan Malkey - Phone: 208-334-8110</p>	<p>PAPER (Codebook + Data Dictionary)</p>

<p><b><u>ILLINOIS</u></b></p> <p>Held by:          Division of Highway Safety          Main Contact: Karen Magee – Phone: 217-785-3017 Email:  <a href="mailto:MAGEEKM@nt.dot.state.il.us">MAGEEKM@nt.dot.state.il.us</a></p> <p>HSIS has data from 1985.</p> <p>NARA (National Archives and Records Administration)          Center for Electronic Records (NWME), 8601 Adelphi Rd, College Park, Maryland 20740-6001.          Lee Gladwin – Archivist: Phone: 1-301-837-1751 Fax: 301-713-6911          Web-page: <a href="http://www.archives.gov/research_room/index.html">http://www.archives.gov/research_room/index.html</a></p>	<p>ELECTRONIC          (State &amp; HSIS).</p>
<p><b><u>INDIANA</u></b></p> <p>Held by:          Indiana State Police, Records Division,          Admin Analyst: Glenda Allen, Phone: 317-232-8341. Email:  <a href="mailto:gallen@isp.state.in.us">gallen@isp.state.in.us</a></p> <p>Joyce Nicolas, Phone: 317-232-8286</p>	<p>PAPER</p>
<p><b><u>IOWA</u></b></p> <p>Held by:          Department of Transportation, Office of Driver Services: Research and Data, Main Phone: 515-237-3154 Web:  <a href="http://www.dot.state.ia.us/crashanalysis/crashanalysistools.htm">http://www.dot.state.ia.us/crashanalysis/crashanalysistools.htm</a></p> <p>Main Contact &amp; Permission: Mary Jensen Phone: 515-237-3235.          Data analysis guy - Scott Falb, Phone: 515-237-3154.</p>	<p>Awaiting Codebook          from Scott Falb (left          message October 25,          2002)</p>
<p><b><u>KANSAS</u></b></p> <p>Held By:          Kansas Department of Transportation, Bureau of Transportation Planning, Docking State, Office Bldg.915, SW Harrison. Topeka, KS 66612. Phone: 785-296-5169.          Web: <a href="http://kdot1.ksdot.org">http://kdot1.ksdot.org</a></p> <p>Permission: If need all records - have to file ‘Open Records Request’. Otherwise Contact: Accident Data Manager - Rex Mccommon, Phone: 785-296-3841. Email: <a href="mailto:rex@ksdot.org">rex@ksdot.org</a></p>	<p>ELECTRONIC          version of codesheet          showing blocked out          Variables not used in          database – sent by          state. Rex answered          all questions</p>

<p><b><u>KENTUCKY</u></b></p> <p>Held by:        Kentucky State Police, Statistical Section.        Main Contact &amp; Permission: Melissa K. Pratt. Phone: 502-226-2169, Fax: 502-226-7418. Email: <a href="mailto:mpratt@mail.state.ky.us">mpratt@mail.state.ky.us</a>        State        Web-page: <a href="http://www.kentuckystatepolice.org/data.htm">http://www.kentuckystatepolice.org/data.htm</a> - taiky</p>	<p>ELECTRONIC</p>
<p><b><u>LOUISIANA</u></b></p> <p>Held By:        Highway Safety Commission. 265 S. Foster Drive, P.O.Box 66336, Baton Rouge, LA 70896        Web: <a href="http://www.dps.state.la.us/hwswww.nsf/\$about?OpenAbout">http://www.dps.state.la.us/hwswww.nsf/\$about?OpenAbout</a></p> <p>Main Contact: Charles Miller (Statistician) Phone: 225-925-6045        Email: <a href="mailto:cmiller@dps.state.la.us">cmiller@dps.state.la.us</a> Fax: 228-922-0517        Jim Dickerson, Phone: 225-925-6998. Ruth Graham (Stats analyst - FARS) Phone: 225-925-6911.</p>	<p>PAPER</p>
<p><b><u>MAINE</u></b></p> <p>Held by:        Department of Transportation,        Main Contact: Greg Costello, Phone: 207-624-3618        Data Information: Mike Martin, Phone:207-624-8756</p> <p>HSIS also has data</p>	<p>HSIS is in        ELECTRONIC        form.        State has no        codebook available.</p>
<p><b><u>MARYLAND</u></b></p> <p>Held by:        Maryland State Police. Central Records Division. 1711 Belmont Ave. MD 21244.        Main Contact and Permission: Ida Williams, Phone: 410-298-3444        Fax: 410-298-3198</p> <p>Also:        State Highway Administration's Office of Traffic and Safety        Manu Shah, Phone: 410-787-5825</p>	<p>PAPER</p> <p>There were changes        made in 1993.</p>

<p><b><u>MASSACHUSETTS</u></b></p> <p>Held by:        Registry of Motor Vehicles        Main Contact: Larry McConnell. Phone: 617-351-9805        Email: <a href="mailto:larry.mcconnell@state.ma.us">larry.mcconnell@state.ma.us</a>.        University of Massachusetts. Mass-Safe (Traffic Safety Research)        Main contact: Robin Riessman: Phone: 413-577-1035.        Email: <a href="mailto:riessman@ecs.umass.edu">riessman@ecs.umass.edu</a>        Data Specialist: Andy Bill, Phone: 413-577-1034        Email: <a href="mailto:bill@ecs.umass.edu">bill@ecs.umass.edu</a></p>	<p>No codebook as yet.        Questions were answered by Andy Bill. Still awaiting contact form Larry McConnell regarding registry of Motor Vehicles database.</p>
<p><b><u>MICHIGAN</u></b></p> <p>Held by:        UMTRI        Data Analyst: Charlie Compton, Phone: 734-763-9426 Email: <a href="mailto:ccompton@umich.edu">ccompton@umich.edu</a></p> <p>Permission: Michigan State Police. OHSP. Steve Schrier. 4000 Collins Rd. P.O.Box. 30633. Lansing, MI. 48909-8133. Phone: 517-336-6477</p>	<p>Purchased codebooks 1978-1984</p>
<p><b><u>MINNESOTA</u></b></p> <p>Held by:        Department of Public Safety        Main Contact re Data: Bob Hoemke 651-296-2045        Driver and Vehicle Service Div.</p> <p>Order data from Penny Blazer (Rita Wurm's Office) 651-297-5352</p> <p>Also Alan Rodgers, Data Analyst, Phone: 651-296-9489 Email: <a href="mailto:alan.rodgers@state.mn.us">alan.rodgers@state.mn.us</a>        State Web-page: <a href="http://www.dps.state.mn.us/ots/">http://www.dps.state.mn.us/ots/</a></p> <p>Need full data files then contact: Driver &amp; vehicle Services (enter data and look after it). Rita Wurm, Phone: 651-296-2934 or Sheila Tatone, Phone: 651-296-2913. Need partial data talk to Alan Rodgers.</p> <p>HSIS has data from 1985</p>	<p>HSIS guidebook is in ELECTRONIC form.</p> <p>Had a difficult time trying to gain Codebook from state. Alan answered questions (JH)</p>

<p><b><u>MISSISSIPPI</u></b></p> <p>Held by:          Public Safety Planning: Main Phone: 601-987-4990          Main Contact: Ron Sennett, Phone: 601-987-3795 Fax: 601-987-4154.</p>	<p>Awaiting Return Information and Codebook from Ron Sennett, stated he would send them. (left message October 25, 2002)</p>
<p><b><u>MISSOURI</u></b></p> <p>Held by:          Missouri Department of Public Safety, State Highway Patrol.          Web-page: <a href="http://www.dps.state.mo.us/home/dpshome.htm">http://www.dps.state.mo.us/home/dpshome.htm</a>          Main Contact: Ron Beck – Phone: 573-751-9000 Ext 299.          Permission: Letter to Captain of Traffic Division.          UMTRI also holds data for this state.</p>	<p>PAPER</p>
<p><b><u>MONTANA</u></b></p> <p>Held by:          Records Section, Montana Highway Patrol, 2550 Prospect Ave.P.O. Box 201419, Helena, MT 59620-1419. Ray Jenkins, Chief. Phone: (406) 444-3278. Web-page: <a href="http://www.doj.state.mt.us/mhp/records.htm">http://www.doj.state.mt.us/mhp/records.htm</a>          Accident Records Bureau: Main Contact &amp; Permission: Connie Petek, Phone: 406-444-3277</p>	<p>Connie answered questions regarding database, difficulty obtaining codebook. Used coding sheet for police report.</p>
<p><b><u>NORTH CAROLINA</u></b></p> <p>Held by:          The University of North Carolina, Highway Safety Research Center (HSRC)          Web-page: <a href="http://www.hsrb.unc.edu/aboutus/staff.htm">http://www.hsrb.unc.edu/aboutus/staff.htm</a>          Main Contact- Eric Rodgman, Email: <a href="mailto:rodgman@claire.hsrb.unc.edu">rodgman@claire.hsrb.unc.edu</a></p> <p>HSIS also holds data</p>	<p>ELECTRONIC for HSIS + HSRC</p>
<p><b><u>NORTH DAKOTA</u></b></p> <p>Held By:          Drivers License &amp; Traffic Safety Division          Main Contact: Dave Young, Phone: 701-328-4397</p>	<p>No Codebook available – Dave answered questions regarding database.</p>

<p><b><u>NEBRASKA</u></b></p> <p>Held by:        Department of Roads, Traffic Engineering Division, Highway Safety, Accident Records Division.  <a href="http://www.dor.state.ne.us/highway-safety/">web: http://www.dor.state.ne.us/highway-safety/</a></p> <p>Bob Grant, Phone: 402-479-4645 Email: <a href="mailto:bgrant@dor.state.ne.us">bgrant@dor.state.ne.us</a></p>	<p>ELECTRONIC</p>
<p><b><u>NEW HAMPSHIRE</u></b></p> <p>Held by:        Department of Safety. Shelia Young 1-603-271-2791. Chuck 1-603-271-1077</p>	<p>Left numerous messages!!!</p>
<p><b><u>NEW JERSEY</u></b></p> <p>Held by:        The Bureau of Transportation Data Development, Division of Transportation, Data Technology.        Web-page: <a href="http://search.panzitta.com/index.cfm">http://search.panzitta.com/index.cfm</a> , Accident Records: <a href="http://www.state.nj.us/dot/ops/data/accidents/index.html">http://www.state.nj.us/dot/ops/data/accidents/index.html</a>        Main Contact: John Senate Phone: 609-530-4668 or James Panziatta Phone: 609-530-3508</p>	<p>ELECTRONIC        (Visit accident records Website)</p>
<p><b><u>NEW MEXICO</u></b></p> <p>Held by:        Division of Government Research        University of New Mexico        1920 Lomas Blvd NE        Albuquerque, New Mexico 87131        Phone: (505) 277-3305        FAX: (505) 277-6540        Email: <a href="mailto:dgrint@unm.edu">dgrint@unm.edu</a>        Web: <a href="http://www.unm.edu/~dgrint/tcd.html">http://www.unm.edu/~dgrint/tcd.html</a>        Director: James W. Davis        Phone: 505-277-3305 fax: 505-277-6540        Division of Government Research, University of New Mexico, Albuquerque, NM 87131-6025</p> <p>Main Contact: Isabel.Lopez, Email: <a href="mailto:Encinias@nmshtd.state.nm.us">Encinias@nmshtd.state.nm.us</a>        Phone: 505-827-0427        Data Analyst: Hanh Nguyen, Email: <a href="mailto:Hnguyen@unm.edu">Hnguyen@unm.edu</a>        Data Request: Cindy Maestas, Email: <a href="mailto:cmaestas@cybermesa.com">cmaestas@cybermesa.com</a></p>	<p>ELECTRONIC (also online)</p>

<p><b><u>NEW YORK</u></b></p> <p>Held by:        Department of Motor Vehicles, Web: <a href="http://www.nysdmv.com/">http://www.nysdmv.com/</a>        Brian Ginett, Phone:518-474-4527 Email: <a href="mailto:bgine@dmv.state.ny.us">bgine@dmv.state.ny.us</a>        Or        Barry Negri, Phone: 518-486-5471</p>	<p>ELECTRONIC        (Further questions        answered by Brian)</p>
<p><b><u>NEVADA</u></b></p> <p>Held by:        Department of Public Safety, Department of Transportation, Phone:        775-687-4699 Web: <a href="http://ots.state.nv.us/OTSInfo.htm">http://ots.state.nv.us/OTSInfo.htm</a> - <a href="#">Trucking</a></p> <p>Main Contact: Theresa Pacheco, Email:  <a href="mailto:Tpacheco@DOT.state.nv.us">Tpacheco@DOT.state.nv.us</a></p>	<p>ELECTRONIC</p>
<p><b><u>OHIO</u></b></p> <p>Held by:        Department of Public Safety, Information Technology Office, 1970        W. Broad Street, PO Box 182081, Columbus, OH 43218-2081.        Web: <a href="http://www.state.oh.us/odps/crash_reports.htm">http://www.state.oh.us/odps/crash_reports.htm</a>        Main Contact: Diana Bowens, Phone: 614-752-1584        Email: <a href="mailto:DBowens@dps.state.oh.us">DBowens@dps.state.oh.us</a>        Technical Information: Pam Newman, 614-752-2420        Contact: Andy Warchal, Phone: 614-466-7517 for Electronic        medium of choice.</p>	<p>ELECTRONIC        (Only 2002 revision)</p>
<p><b><u>OKLAHOMA</u></b></p> <p>Held by:        Department of Public Safety.        Web: <a href="http://www.okladot.state.ok.us/indxodotg.htm">http://www.okladot.state.ok.us/indxodotg.htm</a></p> <p>Main Contact: Cathy Evans, Phone:405-523-1576        Raedean Johnson, Phone:405-425-2091 (Contact for Variable list)</p>	<p>PAPER        (blue book in box)</p>
<p><b><u>OREGON</u></b></p> <p>Held by:        Department of Transportation, Crash Analysis and Reporting Unit.        Oregon Department of Transportation        Transportation Development Division        Transportation Data Section        555 13th Street NE, Suite 2        Salem, OR 97301-4178</p>	<p>PAPER</p>

<p>Phone: 503-986-3157          Web: <a href="http://www.odot.state.or.us/tdb/accident_data/">http://www.odot.state.or.us/tdb/accident_data/</a>          Main contact: Chris Rife, Phone:503-986-4239 or Sylvia Vogel,          Phone: 503-986-4240</p>	
<p><b><u>PENNSYLVANIA</u></b></p> <p>Held by:          PA Department of Transport,          Bureau of Highway Safety &amp; Traffic Engineering.          Crash Information Systems &amp; Analysis Division,          P.O Box 2047, Harrisburg, PA 17105-2047 -          Complete "Application for access to protected accident record          system (ARS) data".          Main Contact &amp; Permission: William Hunter, Phone: 717-787-          2855 Fax: 717-783-8012          Or Robert Ranieri, Phone: 717-787-2855</p>	<p>PAPER</p>
<p><b><u>RHODE ISLAND</u></b></p> <p>Held by:          Department of Transportation, Traffic Engineering Department.          Interesting Website: <a href="http://www.nhtsa.dot.gov">http://www.nhtsa.dot.gov</a>          Main Contacts: Joseph Busci, Phone: 401-222-2694 ext 4211          or          Senior Planner: Mike Sprague ext 4221.          Email: <a href="mailto:msprague@DOT.STATE.RI.US">msprague@DOT.STATE.RI.US</a></p>	<p>ELECTRONIC</p>
<p><b><u>SOUTH CAROLINA</u></b></p> <p>Held by:          Department of Transportation,          Addresses: <a href="http://www.scdps.org/ohs/new_staff_directory.htm">http://www.scdps.org/ohs/new_staff_directory.htm</a>          William Bloome, Phone: 803-737-3046 (for questions regarding          database).          Department of Public Safety (keepers of the database): Data          information: Tammy Upchurch, Phone: 803-896-9941 (for file          layout). Research and statistics: Joyce, Phone: 803-898-9941          Data information: Susan Berry: 803-896-9940</p>	<p>Still awaiting File          layout/codebook          from Tammy (left          message to find out          status October 25,          2002).</p>
<p><b><u>SOUTH DAKOTA</u></b></p> <p>Held by:          Department of Transportation, Data Inventory Division, Web:  <a href="http://www.sddot.com/pe/data/">http://www.sddot.com/pe/data/</a>,          Contact Info: <a href="http://www.sddot.com/geninfo_org_contact.asp">http://www.sddot.com/geninfo_org_contact.asp</a>          Main Contact &amp; Permission: Pat Winters, Phone: 605-773-4156</p>	<p>Difficult time          gaining codebook –          Pat answered          questions regarding          database.</p>



<p><b><u>TENNESSEE</u></b></p> <p>Held by:</p> <p>Tennessee Department of Transportation,        Web: <a href="http://www.tdot.state.tn.us">http://www.tdot.state.tn.us</a>        Mr. David Lollar        T.D.O.T.        Transportation Specialist 1        (615) 741-0968  <a href="mailto:David.Lollar@state.tn.us">David.Lollar@state.tn.us</a>        Permission Contact:        John Reinbold        T.D.O.T.        Legal        (615)741-2941  <a href="mailto:John.Reinbold@state.tn.us">John.Reinbold@state.tn.us</a></p> <p>Or</p> <p>The Research and Planning Section of the (T.D.O.S.) Tennessee Department of Safety, Phone: 615-687-2402</p>	<p>No Codebook available – need to go through many hoops to obtain. See email sent by T.D.O.S (State Database Information Word document)</p>
<p><b><u>TEXAS</u></b></p> <p>Held by:</p> <p>Texas Department of Public Safety, Drivers License Division, Accident Records Bureau. P.O Box 4087, Austin TX 78773-0001        Main Contact: Diana Heselmyer, Phone: 512-424-2487        Web: <a href="http://www.txdps.state.tx.us">http://www.txdps.state.tx.us</a></p> <p>And/or Administrative Technician IV Supervisor, Accident Code, Accident Records Bureau, 5805 N.Lamar Blvd, Austin 78752:        Debbie Cartwright, Phone: 512-424-2298 or 512-424-2486. Email: <a href="mailto:Debbie.Cartwright@txdps.state.tx.us">Debbie.Cartwright@txdps.state.tx.us</a></p>	<p>PAPER</p>
<p><b><u>UTAH</u></b></p> <p>Held by:</p> <p>Department of Transportation, Traffic and Safety,        Web: <a href="http://www.dot.utah.gov/ops/traff_saf/traff_saf.htm">http://www.dot.utah.gov/ops/traff_saf/traff_saf.htm</a></p> <p>Analyst/Programmer: Linda Massie, Phone 801-965-4849        Linda’s Boss: Rick Julio, Phone: 801-965-4268 Email: <a href="mailto:rjulio@utah.gov">rjulio@utah.gov</a>        Permission: John Leonard, Phone: 801-965-4045 or understudy -</p>	<p>ELECTRONIC (HSIS and State)</p>

<p>Eric Cheng, Phone: 801-965-4284 Email: <a href="mailto:ECHENG@utah.gov">ECHENG@utah.gov</a></p> <p>HSIS also holds data</p>	
<p><b><u>VERMONT</u></b></p> <p>Held by:        Vermont Agency of Transportation, Technical Services Division,        National Life Building, .Drawer 33, Montpelier, VT 05633. Web:  <a href="http://www.dmv.state.vt.us/webdoc/citizen/drivers/crash_facts.asp">http://www.dmv.state.vt.us/webdoc/citizen/drivers/crash_facts.asp</a></p> <p>Highway Research Supervisor &amp; Permission: Mary C. Spicer,        Phone: 802-828-2681 Fax: 802-828-2334. Email:  <a href="mailto:mary.spicer@state.vt.us">mary.spicer@state.vt.us</a></p>	<p>ELECTRONIC</p>
<p><b><u>VIRGINIA</u></b></p> <p>Held by:        Department of Motor Vehicles, Crash Facts.        General Info Lines 1-866-368-5463 or 1-800-435-5137. VDOT        General Office 1-804-786-2801</p> <p>Main Contact and Permission: Sheila Taylor 1-804-367-8764        Also: David Mosley: 1-804-367-1143</p>	<p>PAPER (Contact David to try and gain general information about database).</p>
<p><b><u>WASHINGTON</u></b></p> <p>Held by:        Department of Transportation, Collision Data and Analysis Branch        of the Transportation Data Office, PO Box 47381, 318 East State        Ave, Olympia, WA 98504-7380. Phone: 360-570-2350.        Web: <a href="http://www.wsdot.wa.gov/mapsdata/tdo/contacts.htm">http://www.wsdot.wa.gov/mapsdata/tdo/contacts.htm</a></p> <p>Main Contact &amp; Permission: Michael E. Bernard (Transportation        Planning Specialist 2 - Collision Data Analyst) Phone: 360-570-        2454.        Email: <a href="mailto:bernarm@wsdot.wa.gov">bernarm@wsdot.wa.gov</a>        Or        Dan Davis, Phone: 360-570-2451 Email: <a href="mailto:david@d@wsdot.wa.gov">david@d@wsdot.wa.gov</a></p> <p>HSIS also holds data</p>	<p>ELECTRONIC        (HSIS and State)</p>
<p><b><u>WEST VIRGINIA</u></b></p> <p>Held by:        Web <a href="http://www.wvdot.com/3_roadways/3d_doh.htm">http://www.wvdot.com/3_roadways/3d_doh.htm</a></p> <p>Permission: Barry Warhoftig. West Division Of Highways. Traffic        Engineering Division. 1900 Kanawhu Blvd East. Charleston, West</p>	<p>Sent letter to Barry still awaiting response, left numerous messages for Carlin!</p>

<p>Virginia. 25305</p> <p>Information: Carlin Kendrick, Phone: 304-558-3063</p>	
<p><b><u>WISCONSIN</u></b></p> <p>Held by:        Department of Transportation, Transportation Safety and Bureau of        Transportation Safety. Traffic Accidents Division,        Web: <a href="http://www.dot.state.wi.us/dtim/bts/safety-facts.htm">http://www.dot.state.wi.us/dtim/bts/safety-facts.htm</a></p> <p>Supervisor: Patricia Mccullum, Phone: 608-266-1077. Assistant        Supervisor (Sent file layout): Darlene Schwartz, Phone: 608-266-        8677. Analyst: Brian Neil, Phone: 608-266-2265</p>	<p>PAPER</p>
<p><b><u>WYOMING</u></b></p> <p>Held by:        Department of Transportation, Highway Safety Program. 5300        Bishop Blvd, Cheyenne, WY 82009-3340.</p> <p>Supervisor: Aldeen K. (Dee) West, Phone: 307-777-4274 Fax: 307-        777-4250 Email: <a href="mailto:dwest@dot.state.wy.us">dwest@dot.state.wy.us</a></p>	<p>PAPER</p>
<p><b><u>HSIS</u></b></p> <p>A project at HSRC at U of N. Carolina</p> <p>Highway Safety Information System</p> <p>Contact: HSIS Lab Manager, LENDIS Corporation, FHWA -        Yusuf Mohamedshah, Email: <a href="mailto:Yusuf.Mohamedshah@fhwa.dot.gov">Yusuf.Mohamedshah@fhwa.dot.gov</a>        Web: <a href="http://www.hsrc.unc.edu/hsis/">http://www.hsrc.unc.edu/hsis/</a></p> <p>HSRC        Univ N. Carolina: 919-962-2202, Fax 919-962-8710</p>	<p>Yusuf sent all        codebooks for states        under HSIS, and        answered questions        relating to this</p>
<p><b><u>UMTRI</u></b></p> <p>Main Phone numbers: 734-764-2171 or 734-764-6504        Main Contact - Data Analyst: Charlie Compton, Phone: 734-763-        9426 Email: <a href="mailto:ccompton@umich.edu">ccompton@umich.edu</a></p> <p>Mary Eschman, Phone 734-763-3230 Email: <a href="mailto:mhe@umich.edu">mhe@umich.edu</a></p>	
<p><b><u>WEBSITES OF INTEREST</u></b></p> <p>NHTSA Office of Research &amp; Traffic Records,</p>	

Web: <http://24.123.50.125/trsystems/>

Traffic Crash Reports and Overlay Sheets,

<http://www.actar.org/reports.htm>

<http://www.nhtsa.dot.gov/people/perform/trafrecords/forms/>

Traffic Records Links

Web: <http://www.nhtsa.dot.gov>

DMV State Website list,

Web: <http://www.dmv-department-of-motor-vehicles.com/>

National Transportation Library,

Web: <http://ntl.bts.gov/faq/autoaccstat.html>

State Highway & Transportation Departments,

Web: <http://www.dot.state.az.us/ABOUT/statedot.htm>