crashes place on societies and can help prioritise injury prevention efforts.

Objectives To estimate the incidence and cost of motor vehicle-related fatal and non-fatal injuries in the United States in terms of medical care, treatment, rehabilitation services and productive life-years lost due to premature death or long-term disability.

Methods Incidence and cost data for 2005 were derived from several data sources. Unit costs were calculated for medical spending and productivity loss for fatal and non-fatal injuries, and unit costs were multiplied by incidence to yield total costs. Injury incidence and costs are presented by age, sex and road user type.

Results Motor vehicle-related fatal and non-fatal injury costs exceeded $99 billion. Costs associated with motor vehicle occupant fatal and non-fatal injuries accounted for 71%($70 billion) of all motor vehicle-related costs, followed by costs associated with motorcyclists ($12 billion), pedestrians ($10 billion) and pedalcyclists ($5 billion).

Discussion The substantial economic and societal costs associated with these injuries and deaths reinforce the need to implement evidence-based, cost-effective strategies. Evidence-based strategies that target increasing seat belt use, increasing child safety seat use, increasing motorcyclist and pedalcyclist helmet use and decreasing alcohol-impaired driving are available.

0116 INCIDENCE AND TOTAL LIFETIME COSTS OF MOTOR VEHICLE-RELATED FATAL AND NON-FATAL INJURY BY ROAD USER TYPE IN THE UNITED STATES

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Background Each year, more than a million people are killed in motor vehicle crashes worldwide. Crashes place a tremendous burden on societies not only in terms of lives lost but also in terms of cost. While there are many evidence-based road safety interventions that exist, many of these interventions are underutilised. Economic studies are a useful tool to illustrate the full range of consequences that