



# FMCSA

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Chief Safety Officer

Federal Motor Carrier Safety Administration

Transportation Research Board  
99<sup>th</sup> Annual Meeting  
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# FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION 2012-2016 STRATEGIC PLAN

Preventing  
Crashes...

**SAVING  
LIVES**

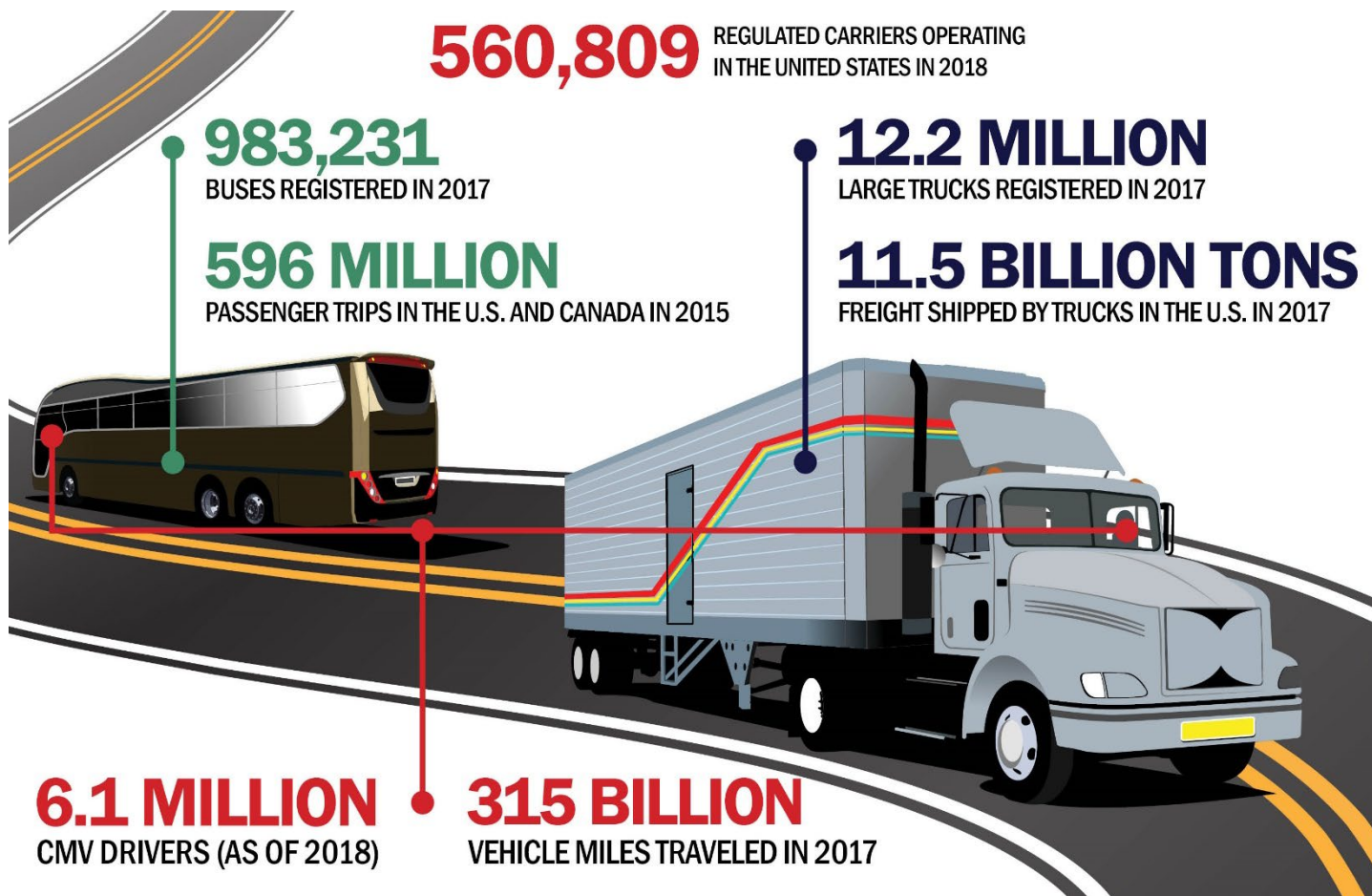
Raising the Bar to Entry  
Requiring to Maintain High Safety Standards  
Removing High Risk Carriers & Drivers



U.S. Department of Transportation  
Federal Motor Carrier Safety  
Administration

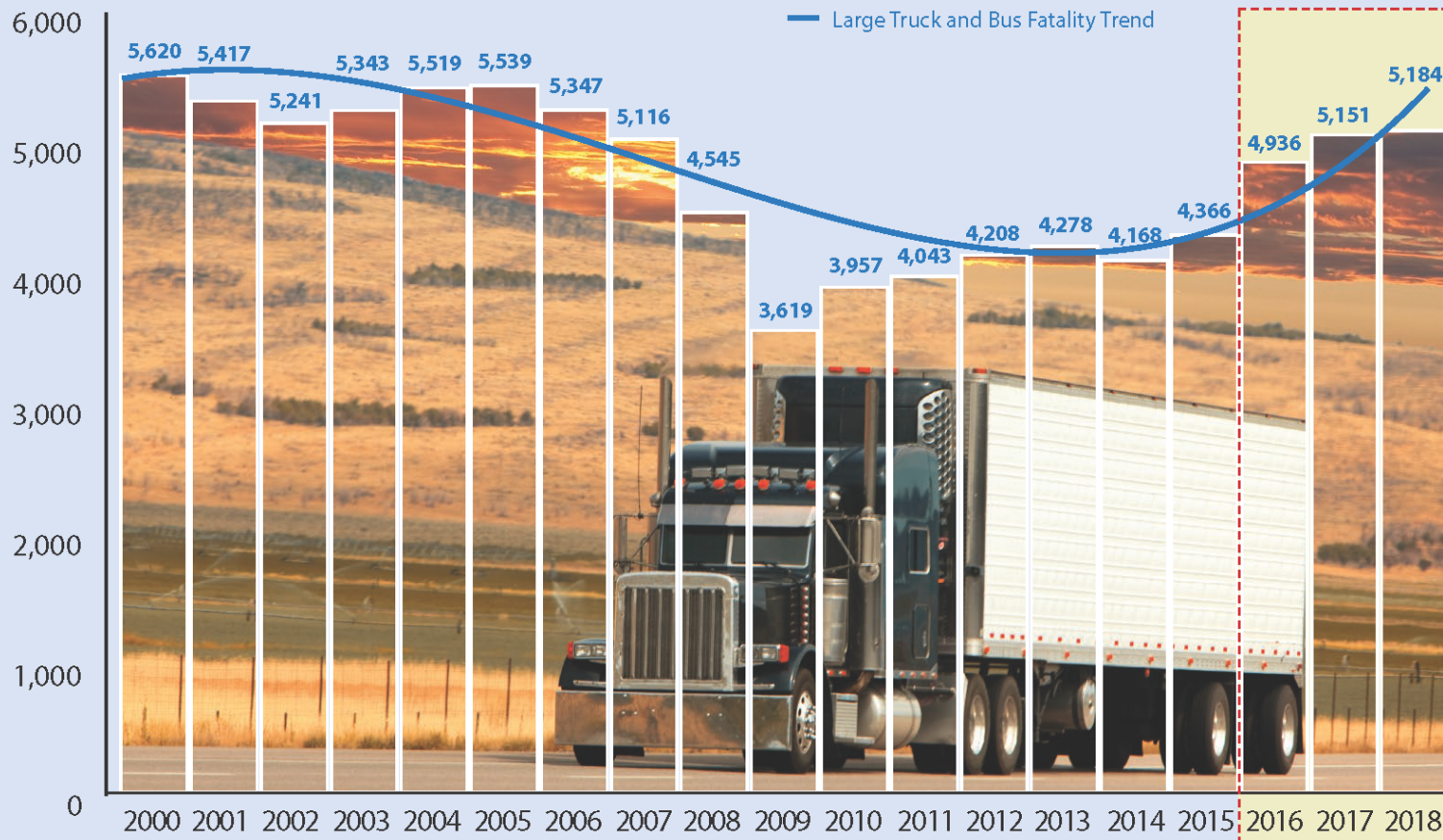
## Our Mission

**Our highest priority:**  
Reducing crashes, injuries,  
and fatalities involving  
CMV transportation  
through education,  
innovation, regulation,  
enforcement, financial  
assistance, partnerships,  
and full accountability.



# Fatalities in Large Truck and Bus Crashes, 2000-2018

11/1/19

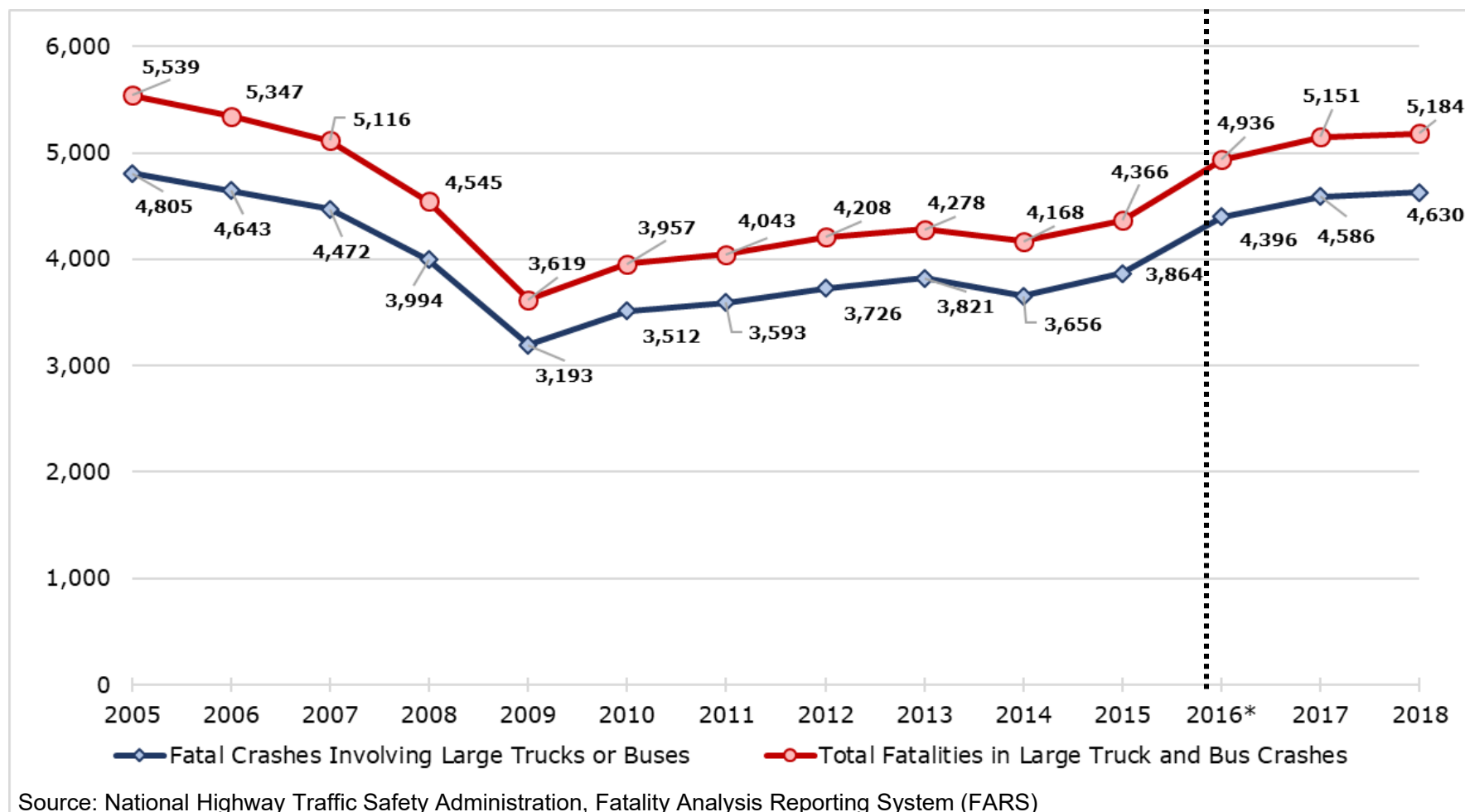


**Note:** In 2016, NHTSA made changes to revise the light pickup truck classification, reclassifying certain vehicles as large trucks based on gross vehicle weight rating. This has resulted in higher counts of fatalities involving large trucks beginning with the 2016 FARS data. Due to this methodology change, comparisons of 2016 FARS large truck data with prior years should be performed with caution.

2000		2017	% Change
8,768,774	Registered Large Trucks and Buses	13,212,447	50.7% ↑
2,746,925	Million Vehicle Miles Traveled (VMT) by Large Trucks and Buses	3,212,347	16.9% ↑
109,295,368	U.S. Employment	121,836,714	11.4% ↑
\$13.13 trillion	U.S. Real GDP (2012 dollars)	\$18.05 trillion	37.5% ↑
\$36,982 million	e-Commerce (2017 dollars)	\$452,076 million	1122.4% ↑
74.2	Truck Tonnage Index (month of December, seasonally adjusted)	111.8	50.6% ↑
13,945	Investigations Conducted	15,045	7.9% ↑
2,453,776	Roadside Inspections Conducted	3,457,102	40.9% ↑
4,793	Closed Enforcement Cases	5,199	8.5% ↑



# Large Truck and Bus Fatal Crashes, 2005-2018



*\*In 2016, NHTSA made changes to revise the light pickup truck classification and reclassified 329 vehicles as large trucks (based on GVWR). Due to this methodology change, comparisons of 2016 FARS large truck data with prior years should be performed with caution.*

# Large Trucks in Fatal Crashes by Truck Weight Rating, 2015 – 2018

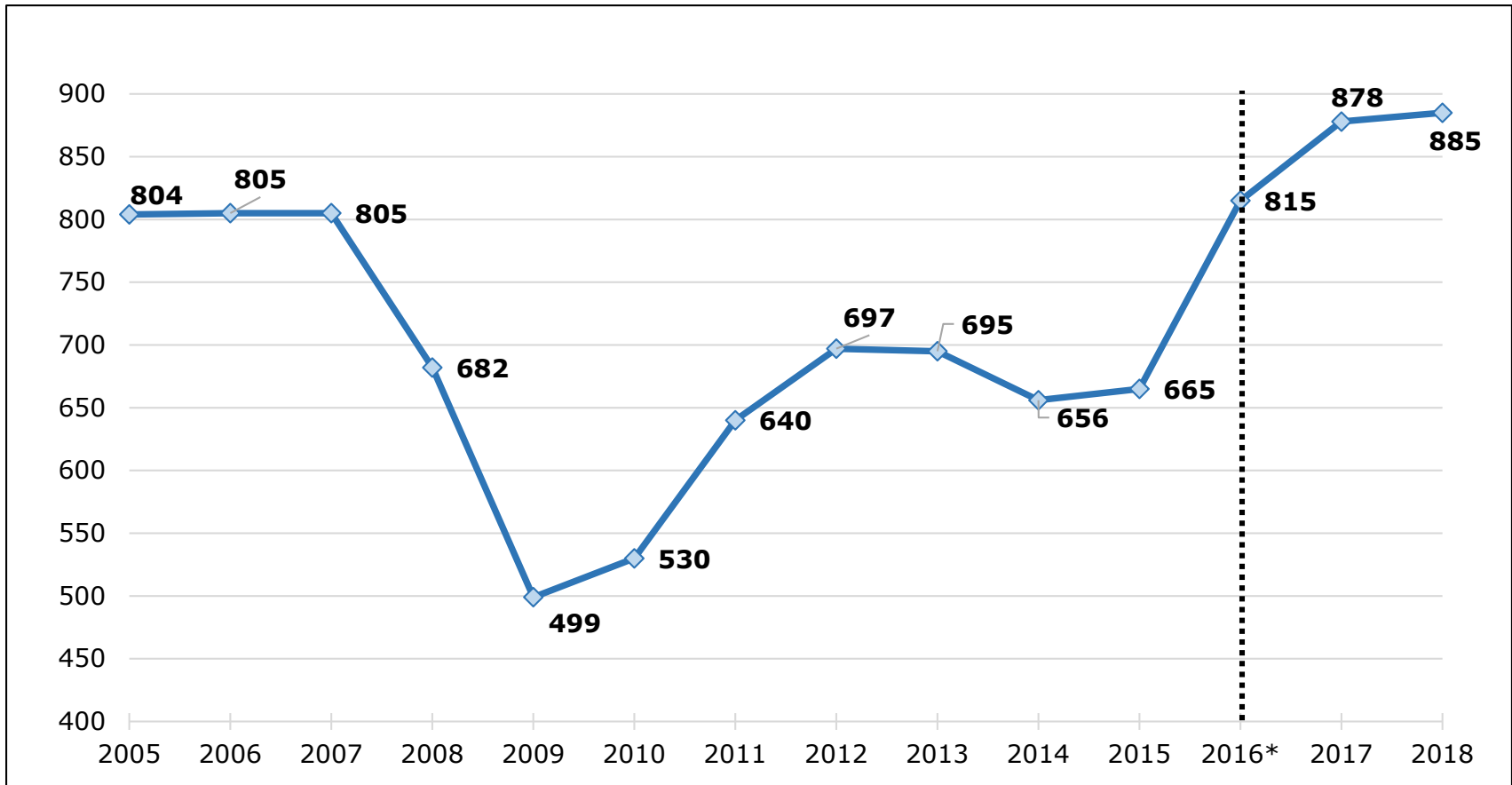
Truck Weight Rating	2015		2016 (OLD)		2016 (NEW)		2017 (OLD)		2017 (NEW)		2018 (NEW)	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	1	*	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	*
Class 2: 6,001 - 10,000 lb	5	0.1%	4	0.1%	3	0.1%	5	0.1%	1	*	1	*
Class 3: 10,001 - 14,000 lb	144	3.5%	238	5.6%	478	10.5%	468	10.0%	592	12.3%	619	12.7%
Class 4: 14,001 - 16,000 lb	70	1.7%	101	2.4%	116	2.5%	97	2.1%	102	2.1%	108	2.2%
Class 5: 16,001 - 19,500 lb	85	2.1%	105	2.5%	112	2.5%	142	3.0%	151	3.1%	170	3.5%
Class 6: 19,501 - 26,000 lb	221	5.4%	258	6.1%	249	5.5%	243	5.2%	246	5.1%	287	5.9%
Class 7: 26,001 - 33,000 lb	257	6.3%	234	5.5%	225	4.9%	271	5.8%	271	5.6%	226	4.6%
Class 8: > 33,000 lb	3,191	78.3%	3,210	75.5%	3,082	67.6%	3,309	71.1%	3,319	69.1%	3,307	68.0%
Unknown	100	2.5%	101	2.4%	297	6.5%	122	2.6%	122	2.5%	143	2.9%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,562</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>	<b>4,804</b>	<b>100.0%</b>	<b>4,862</b>	<b>100.0%</b>

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

*\*In 2016, NHTSA made changes to revise the light pickup truck classification and reclassified 329 vehicles as large trucks (based on GVWR). Due to this methodology change, comparisons of 2016 FARS large truck data with prior years should be performed with caution.*

- From 2017 - 2018:
  - the number of large trucks in a fatal crash with a weight rating between 10,001 and 14,000 lbs increased 4.6 percent
  - The number of large trucks in a fatal crash with a weight rating greater than 26,000 lbs decreased 1.6 percent

# Large Truck Occupant Fatalities, 2005-2018



Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

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# Top Ten Driver-Related Factors for Large Truck Drivers in Fatal Crashes, 2018

Driver-Related Factors	Number	Percent
Speeding of Any Kind	324	6.8%
Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.)	252	5.3%
Failure to Yield Right of Way	219	4.6%
Impairment (Fatigue, Alcohol, Illness, etc.)	210	4.4%
Careless Driving	191	4.0%
Failure to Keep in Proper Lane	164	3.4%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	148	3.1%
Failure to Obey Actual Traffic Sign, Traffic Control Devices, or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	107	2.2%
Following Improperly	106	2.2%
Overcorrecting	65	1.4%
At Least One Driver-Related Factor Recorded	1,548	32.3%
No Driver-Related Factors Recorded	3,238	67.7%
<b>Total Large Truck Drivers in Fatal Crashes</b>	<b>4,786</b>	<b>100.0%</b>
At Least One Moving Violation Recorded	428	8.9%
No Moving Violations Recorded	4,358	91.1%
<b>Total Large Truck Drivers in Fatal Crashes</b>	<b>4,786</b>	<b>100.0%</b>

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

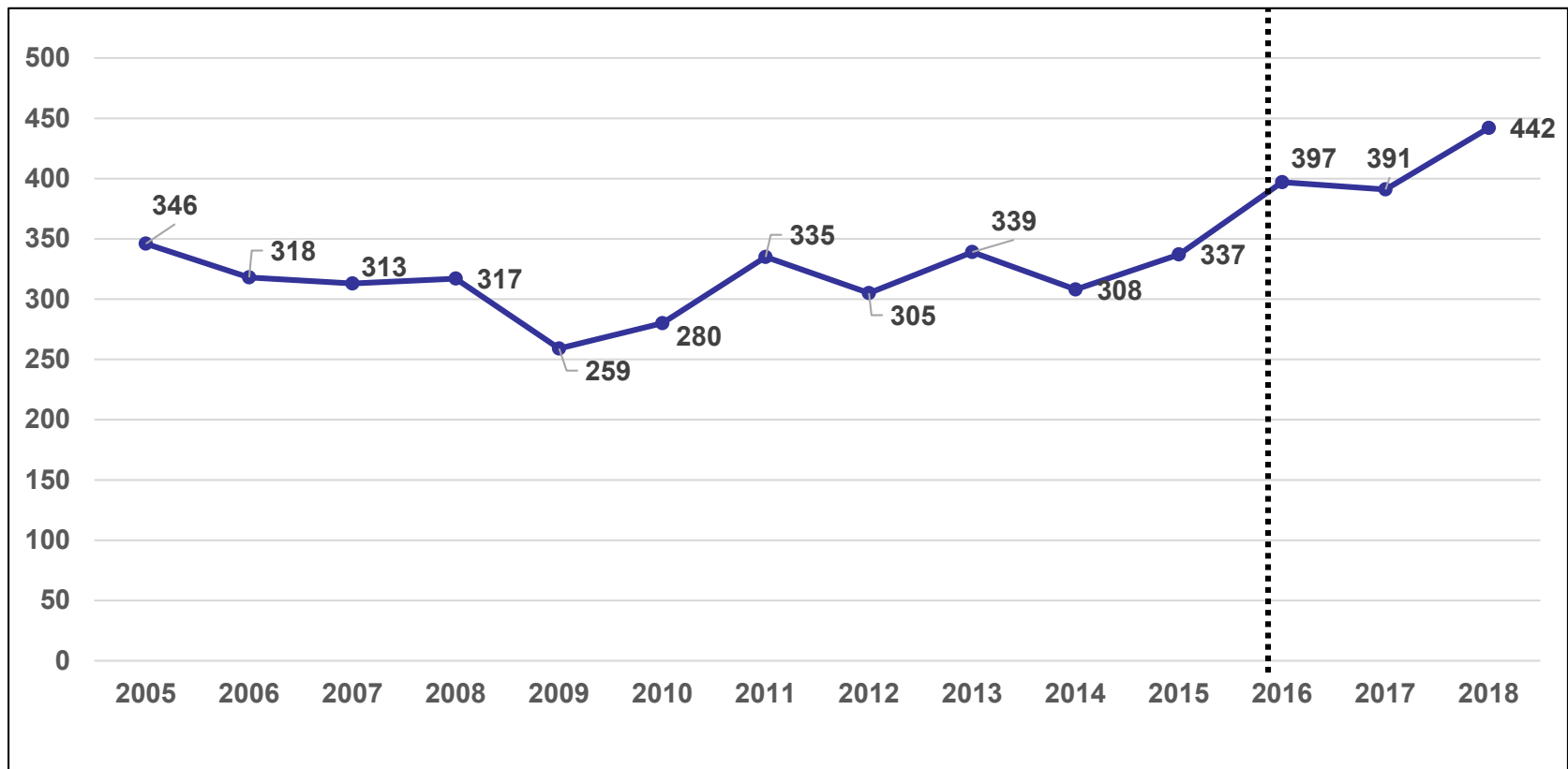


# Large Truck Occupant Fatalities by Restraint Use and Ejection from the Vehicle, 2018

Restraint Use	Ejection from the Vehicle						Total	
	Not Ejected		Totally Ejected		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	166	26.3%	169	76.1%	21	63.6%	356	40.2%
Yes	349	55.4%	25	11.3%	2	6.1%	376	42.5%
Shoulder Belt Only	5	0.8%	1	0.5%	0	0.0%	6	0.7%
Lap Belt Only	5	0.8%	1	0.5%	0	0.0%	6	0.7%
Lap and Shoulder Belt	333	52.9%	22	9.9%	2	6.1%	357	40.3%
Type Unknown	6	1.0%	1	0.5%	0	0.0%	7	0.8%
Unknown	115	18.3%	28	12.6%	10	30.3%	153	17.3%
Total	630	100.0%	222	100.0%	33	100.0%	885	100.0%

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

# Pedestrian Fatalities in Large Truck Crashes, 2005-2018



Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

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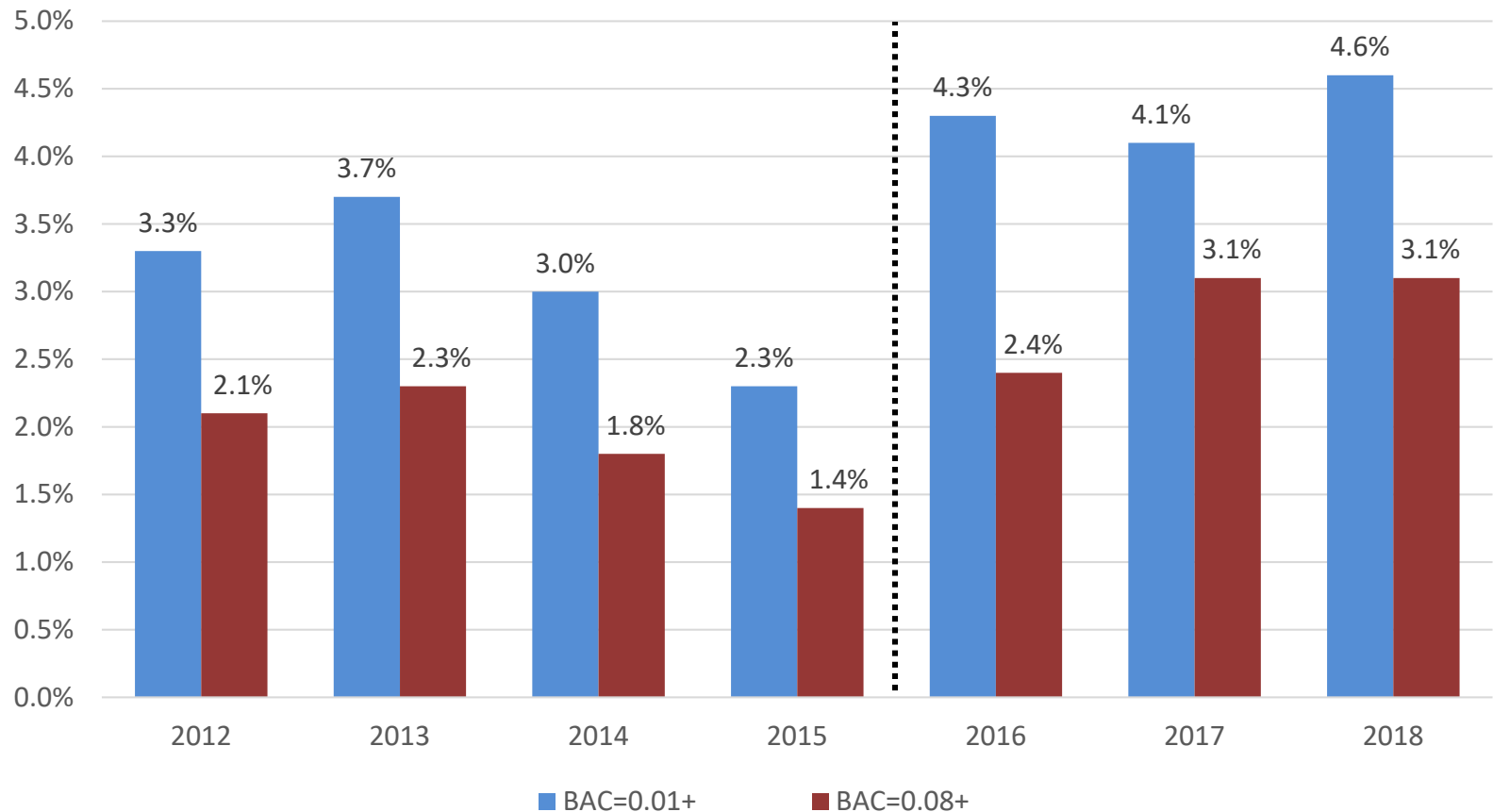
# Fatal Crashes by Work Zone, 2015-2018

Work Zone	2015	2016 (old)	2016 (new)	2017 (old)	2017 (new)	2018
<b>Crashes Involving Large Trucks</b>						
Fatal Crashes in Work Zones	175	187	194	216	221	203
Fatalities in Crashes in Work Zones	195	234	242	265	270	228
<b>All Crashes</b>						
Fatal Crashes in Work Zones	653	687	687	710	720	671
Fatalities in Crashes in Work Zones	711	781	781	799	809	754
<b>Percentage of Fatal Work-Zone Crashes that Involved at Least One Large Truck</b>	<b>26.8%</b>	<b>27.2%</b>	<b>28.2%</b>	<b>30.4%</b>	<b>30.7%</b>	<b>30.3%</b>
<b>Percentage of ALL Fatal Crashes that Involved at Least One Large Truck</b>	<b>11.1%</b>	<b>11.2%</b>	<b>11.2%</b>	<b>12.4%</b>	<b>12.6%</b>	<b>13.1%</b>

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

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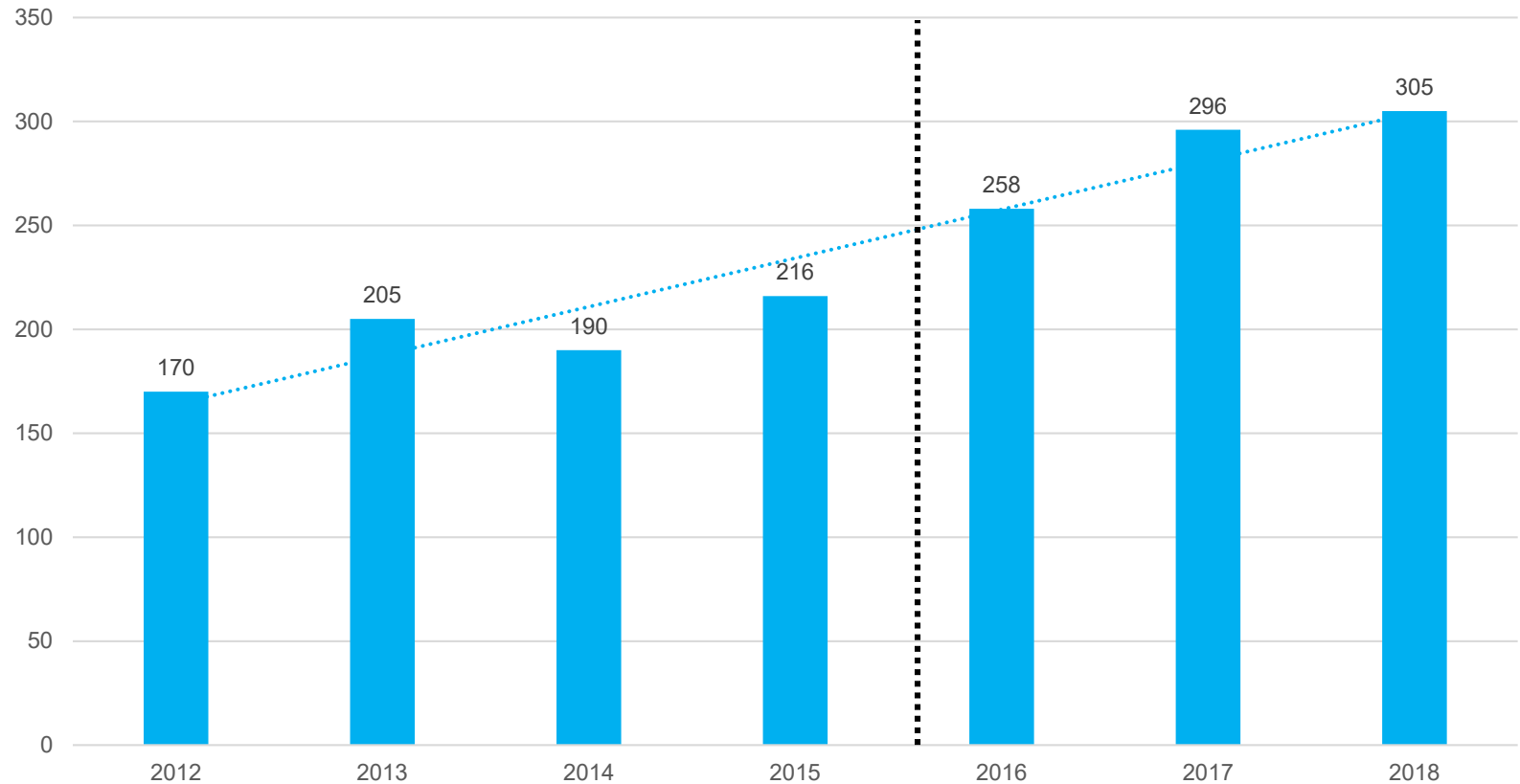
# Percentage of Large Truck Drivers in Fatal Crashes by BAC, 2012-2018



Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

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# Positive Drug Test Results for Large Truck Drivers in Fatal Crashes, 2012-2018



Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

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# Driving Behaviors

- Occupant Restraints
- Cell Phone Use & Texting
- Distraction
- Unsafe Driving – Speed
- Unsafe Driving – Impairment





# Seeking Solutions: What can FMCSA do differently?

- **Truck and Bus Roadside Inspections – 3.3 million**
- **Risk-Based Carrier Safety Investigations – 8,000**
- **Rulemaking**
  - Drug & Alcohol Clearinghouse
  - Electronic Logging Device
  - Hours of Service Reform
- **Our Roads Our Safety Campaign**
- **Traffic Enforcement – Highly Visible Traffic Enforcement changes behavior and saves lives**
  - Unsafe Speed
  - Cell Phone Use & Texting
  - Impaired Driving – Alcohol & Drugs
  - Occupant Restraint Use
- **CDL Driver Disqualification**
- **CMV Technology**





# FMCSA

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