



MCSAC CRSS Briefing

December 6, 2021



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

Agenda

- Data Sources
- Pending Items
 - CRSS Data
 - Intrastate Enforcement
 - OSHA Workplace Injuries

Data Sources

- This presentation uses the National Highway Traffic Safety Administration's (NHTSA) Crash Report Sampling System (CRSS)
- CRSS is a sample of police-reported crashes involving all types of motor vehicles, pedestrians, and cyclists, ranging from property-damage-only crashes to those that result in fatalities. CRSS is used to estimate the overall crash picture, identify highway safety problem areas, measure trends, inform consumer information initiatives, and support cost and benefit analyses of highway safety initiatives and regulations. The data from CRSS yield national estimates through a weighting procedure but cannot give State-level estimates. Because CRSS is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest 1000; *however, this presentation uses the unrounded numbers to highlight variation.*
- CRSS defines a large truck as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 lbs.

CRSS Limitations

- Weighting
 - CRSS is a sample and is weighted to represent national counts. Once the data are broken into smaller groups, the sample values are typically very small so weights may not accurately represent crash distribution.
 - Typically, data are rounded to the nearest thousand. In this presentation, unrounded values are shown to show variation in data. Values depicted here will not be the same as in other FMCSA publications due to this.
- Missing data
 - CRSS doesn't contain the same variables as FARS, and there are data quality issues. Some breakouts (e.g., rural/urban and Driver Related Factors) cannot be estimated reliably and are omitted from this presentation.

Pending questions from July 2021

- Injury data for medium heavy and single-unit trucks
- Intrastate enforcement threshold for States
- OSHA data on workplace injuries to include people driving motor vehicles on the job

Injury data for medium/heavy pickups and select single-unit trucks



Select Large Trucks in Injury Crashes by Body Type, 2017–2019

Body Type	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit Truck (10,000 to 19,500 lbs.)	13,138.46	26.79%	18,676.45	32.37%	19,528.19	33.53%
Single-Unit Truck (19,500 to 26,000 lbs.)	8,518.35	17.37%	8,904.18	15.43%	8,615.10	14.79%
Single-Unit Truck (GVWR>26,000 lbs)	13,690.44	27.92%	14,739.14	25.55%	13,110.86	22.51%
Single-Unit Straight Truck (GVWR unknown)	4,127.81	8.42%	4,570.79	7.92%	3,725.63	6.40%
Medium/Heavy Pickup (GVWR > 10,000 lbs, since 2001)	9,563.93	19.50%	10,805.43	18.73%	13,260.15	22.77%
Total	49,038.99	100.00%	57,695.99	100.00%	58,239.94	100.00%

NOTE: This only includes large trucks that are categorized with a body type coded as 61,62,63,64 or 67. It is not representative of ALL large trucks involved in fatal crashes.

Numbers may differ due to rounding after CRSS weights were applied.

Source: National Highway Traffic Safety Administration, Crash Report Sampling System (CRSS).

- From 2018-2019:
 - the number of these single-unit and medium/heavy pickup trucks in a fatal crash increased 0.94 percent

Issuing Authority of Select Large Trucks in Injury Crashes, 2017-2019

Select Single-Unit Large Trucks						
Issuing Authority	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
FARS State Code	1,121.54	2.8%	2,604.79	5.6%	1,484.42	3.3%
US DOT	11,440.80	29.0%	10,865.50	23.2%	11,451.30	25.5%
MC/MX (ICC) ^a	78.79	0.2%	72.55	0.2%	127.52	0.3%
Canada	0.00	0.0%	0.00	0.0%	0.00	0.0%
None	4,914.08	12.4%	5,138.80	11.0%	6,343.85	14.1%
Unknown	21,919.80	55.5%	28,208.90	60.2%	25,572.70	56.9%
Total	39,475.01	100.0%	46,890.54	100.0%	44,979.79	100.0%

In 2019:

14.1% had no issuing authority

25.5% has a USDOT number

Medium/Heavy Pickup Large Trucks						
Issuing Authority	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
FARS State Code	0.00	0.0%	0.00	0.0%	60.80	0.5%
US DOT	101.79	1.1%	35.65	0.3%	429.07	3.2%
MC/MX (ICC) ^a	0.00	0.0%	0.00	0.0%	0.00	0.0%
Canada	0.00	0.0%	0.00	0.0%	0.00	0.0%
None	2,954.03	30.9%	3,704.33	34.3%	5,382.88	40.6%
Unknown	6,508.12	68.0%	7,065.46	65.4%	7,387.40	55.7%
Total	9,563.94	100.0%	10,805.44	100.0%	13,260.15	100.0%

In 2019:

40.6% had no issuing authority

3.2% has a USDOT number

^aMC/MX (ICC) refers to interstate for-hire motor carriers and brokers that apply for operating authority. The MX number is assigned to carriers domiciled in Mexico, and the MC number is for all other carriers and brokers. The majority of large trucks assigned MC/MX(ICC) numbers also have US DOT numbers. If a US DOT or State number is not available at the time of the crash, the MC/MX (ICC) number is reported on the Police Accident Report.

NOTE: This only includes large trucks that are categorized with a body type coded as 61, 62, 63, 64 or 67. It is not representative of ALL large trucks involved in fatal crashes. Numbers may differ due to rounding after CRSS weights were applied.

Source: National Highway Traffic Safety Administration, Crash Report Sampling System (CRSS).

Select Large Trucks in Injury Crashes by Critical Pre-crash Event, 2017-2019

Critical Precrash Event ^a	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control ^b	1,064.30	2.2%	2,609.21	4.5%	1,795.21	3.1%
Large Truck's Movement ^c	14,360.80	29.3%	16,506.90	28.6%	17,170.60	29.5%
Other Vehicle in Large Truck's Lane ^d	18,126.70	37.0%	20,081.00	34.8%	21,702.80	37.3%
Other Vehicle's Encroachment into Large Truck's Lane ^e	12,265.80	25.0%	15,794.60	27.4%	13,064.70	22.4%
Pedestrian	466.73	1.0%	757.77	1.3%	540.63	0.9%
Pedalcyclist	409.16	0.8%	652.91	1.1%	597.86	1.0%
Animal	190.40	0.4%	161.38	0.3%	534.22	0.9%
Object	0.00	0.0%	131.17	0.2%	312.00	0.5%
Other	1,629.59	3.3%	793.07	1.4%	1,881.97	3.2%
Unknown	525.60	1.1%	207.90	0.4%	639.84	1.1%
Total	49,039.07	100.0%	57,695.90	100.0%	58,239.83	100.0%

^aThe critical precrash event is defined as the event which made this crash imminent (i.e., something occurred which made the collision possible).

^b"Large Truck's Loss of Control" includes events such as loss of control due to a blow out/flat tire, stalled engine, poor road conditions, traveling too fast for conditions, and other disabling (e.g., wheel fell off) or non-disabling (e.g., hood flew up) vehicle problems.

^c"Large Truck's Movement" includes events such as crossing an intersection, turning left or right, crossing lane lines, and deceleration.

^d"Other Vehicle in Large Truck's Lane" includes events which involved another vehicle in the same lane as the large truck, and the other vehicle did something to make the crash imminent.

^e"Other Vehicle's Encroachment into Large Truck's Lane" includes events in which encroachment by another vehicle from areas such as an adjacent lane (traveling in the same or opposite direction), crossing street, driveway, parking lane, or highway entrance made the crash imminent.

NOTE: This only includes large trucks that are categorized with a body type coded as 61,62,63,64 or 67. It is not representative of ALL large trucks involved in fatal crashes.

Numbers may differ due to rounding after CRSS weights were applied.

Source: National Highway Traffic Safety Administration, Crash Report Sampling System (CRSS).

Select Single-Unit Large Trucks in Injury Crashes by Critical Pre-crash Event, 2017-2019

Critical Precrash Event ^a	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control ^b	1,064.30	2.7%	2,044.53	4.4%	1,351.39	3.0%
Large Truck's Movement ^c	11,631.70	29.5%	14,288.10	30.5%	12,531.60	27.9%
Other Vehicle in Large Truck's Lane ^d	14,300.40	36.2%	16,832.60	35.9%	17,417.30	38.7%
Other Vehicle's Encroachment into Large Truck's Lane ^e	9,828.61	24.9%	11,669.60	24.9%	10,161.40	22.6%
Pedestrian	397.26	1.0%	540.55	1.2%	540.63	1.2%
Pedalcyclist	259.24	0.7%	514.67	1.1%	457.25	1.0%
Animal	138.29	0.4%	0.00	0.0%	132.86	0.3%
Object	0.00	0.0%	131.17	0.3%	312.00	0.7%
Other	1,329.69	3.4%	661.38	1.4%	1,496.00	3.3%
Unknown	525.60	1.3%	207.90	0.4%	579.46	1.3%
Total	39,475.09	100.0%	46,890.50	100.0%	44,979.89	100.0%

^aThe critical precrash event is defined as the event which made this crash imminent (i.e., something occurred which made the collision possible).

^b"Large Truck's Loss of Control" includes events such as loss of control due to a blow out/flat tire, stalled engine, poor road conditions, traveling too fast for conditions, and other disabling (e.g., wheel fell off) or non-disabling (e.g., hood flew up) vehicle problems.

^c"Large Truck's Movement" includes events such as crossing an intersection, turning left or right, crossing lane lines, and deceleration.

^d"Other Vehicle in Large Truck's Lane" includes events which involved another vehicle in the same lane as the large truck, and the other vehicle did something to make the crash imminent.

^e"Other Vehicle's Encroachment into Large Truck's Lane" includes events in which encroachment by another vehicle from areas such as an adjacent lane (traveling in the same or opposite direction), crossing street, driveway, parking lane, or highway entrance made the crash imminent.

NOTE: This only includes large trucks that are categorized with a body type coded as 61, 62, 63, or 64. It is not representative of ALL large trucks involved in fatal crashes.

Numbers may differ due to rounding after CRSS weights were applied.

Source: National Highway Traffic Safety Administration, Crash Report Sampling System (CRSS).

Medium/Heavy Pickups in Injury Crashes by Critical Pre-crash Event, 2017-2019

Critical Precrash Event ^a	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control ^b	2,729.08	28.5%	564.68	5.2%	443.82	3.3%
Large Truck's Movement ^c	3,826.30	40.0%	2,218.78	20.5%	4,639.09	35.0%
Other Vehicle in Large Truck's Lane ^d	2,437.18	25.5%	3,248.42	30.1%	4,285.57	32.3%
Other Vehicle's Encroachment into Large Truck's Lane ^e	0.00	0.0%	4,125.02	38.2%	2,903.34	21.9%
Pedestrian	69.47	0.7%	217.22	2.0%	0.00	0.0%
Pedalcyclist	149.91	1.6%	138.23	1.3%	140.61	1.1%
Animal	52.11	0.5%	161.38	1.5%	401.36	3.0%
Object	0.00	0.0%	0.00	0.0%	0.00	0.0%
Other	299.90	3.1%	131.70	1.2%	385.98	2.9%
Unknown	0.00	0.0%	0.00	0.0%	60.38	0.5%
Total	9,563.95	100.0%	10,805.43	100.0%	13,260.15	100.0%

^aThe critical precrash event is defined as the event which made this crash imminent (i.e., something occurred which made the collision possible).

^b"Large Truck's Loss of Control" includes events such as loss of control due to a blow out/flat tire, stalled engine, poor road conditions, traveling too fast for conditions, and other disabling (e.g., wheel fell off) or non-disabling (e.g., hood flew up) vehicle problems.

^c"Large Truck's Movement" includes events such as crossing an intersection, turning left or right, crossing lane lines, and deceleration.

^d"Other Vehicle in Large Truck's Lane" includes events which involved another vehicle in the same lane as the large truck, and the other vehicle did something to make the crash imminent.

^e"Other Vehicle's Encroachment into Large Truck's Lane" includes events in which encroachment by another vehicle from areas such as an adjacent lane (traveling in the same or opposite direction), crossing street, driveway, parking lane, or highway entrance made the crash imminent.

NOTE: This only includes large trucks that are categorized with a body type coded as 67. It is not representative of ALL large trucks involved in fatal crashes.

Numbers may differ due to rounding after CRSS weights were applied.

Source: National Highway Traffic Safety Administration, Crash Report Sampling System (CRSS).

Summary

- In 2019:
 - There were 44,979.79 select single-unit* large trucks in an injury crash:
 - 14.1% had no issuing authority and 25.5% had a USDOT number
 - 38.7% pre-crash events were other vehicle in truck lane
 - There were 13,260.15 medium/heavy pickup trucks in an injury crash.
 - 40.6% had no issuing authority and 3.2% had a USDOT number
 - 32.3% pre-crash events were other vehicle in truck lane

**This only includes large trucks that are categorized with a body type coded as 61, 62, 63, or 64. It is not representative of ALL single-unit large trucks involved in fatal crashes.*

Intrastate Enforcement Thresholds



Intrastate Enforcement Thresholds by Service Center

Western Service Center

Service Center	State	Intrastate Enforcement Variance2
WSC	UT	10,001 lbs
WSC	AS	10,001 lbs.
WSC	GU	10,001 lbs.
WSC	HI	10,001 lbs.
WSC	MP	10,001 lbs.
WSC	OR	10,001 lbs.
WSC	WA	10,001 lbs.
WSC	AK	14,001 lbs.
WSC	CO	16,001 lbs
WSC	WY	26,001 lbs
WSC	AZ	26,001 lbs.
WSC	ID	26,001 lbs.
WSC	MT	26,001 lbs.
WSC	ND	26,001 lbs.
WSC	NM	26,001 lbs.
WSC	NV	26,001 lbs.
WSC	TX	26,001 lbs.
WSC	CA	26,001 lbs. (except buses & HM)
WSC	SD	intrastate is over 26,000 and More than two axles.

Midwestern Service Center

Service Center	State	Intrastate Enforcement Variance2
MSC	MN	10,001 lbs
MSC	IA	10,001 lbs.
MSC	IL	10,001 lbs.
MSC	MI	26,001 lbs
MSC	IN	26,001 lbs.
MSC	MO	26,001 lbs.
MSC	WI	26,001 lbs.
MSC	KS	For-Hire carriers who operate vehicles with GVWRs at or above 10,001 lbs and at or above 26,001 lbs for private carriers.
MSC	OH	Regulates for hire-motor carriers beginning at 10,001 lbs, while they regulate private motor carriers beginning at 26,001 lbs.
MSC	NE	Regulates Vehicles at 10,001 lbs Regulates Drivers at 26,001 lbs

Intrastate Enforcement Thresholds by Service Center, cont.

Southern Service Center

Service Center	State	Intrastate Enforcement Variance2
SSC	AR	10,001 lbs.
SSC	GA	10,001 lbs.
SSC	SC	26,001 lbs
SSC	LA	26,001 lbs
SSC	AL	26,001 lbs.
SSC	FL	26,001 lbs.
SSC	MS	26,001 lbs.
SSC	NC	26,001 lbs.
SSC	OK	26,001 lbs.
SSC	TN	26,001 lbs.
SSC	KY	All other CMVs (greater than 10,000 lbs) are subject to the FMCSRs, however, Intrastate carriers, 26,000 or less are exempt from part 391.49 (medical certificate) and all of part 395 (HOS). Farm plated and farm limited are only subject to the need for a USDOT#.

Eastern Service Center

Service Center	State	Intrastate Enforcement Variance2
ESC	MA	10,001 lbs
ESC	NH	10,001 lbs
ESC	PR	10,001 lbs
ESC	VI	10,001 lbs
ESC	WV	10,001 lbs
ESC	MD	10,001 lbs.
ESC	ME	10,001 lbs.
ESC	NJ	10,001 lbs.
ESC	RI	10,001 lbs.
ESC	NY	10,001 lbs-less than 10,001 enforcement on for hire passenger vehicles
ESC	PA	17,001 lbs.
ESC	CT	18,001 lbs
ESC	DC	18,001 lbs
ESC	DE	26,001 lbs
ESC	VT	26,001 lbs
ESC	VA	26,001 lbs.

Questions?



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