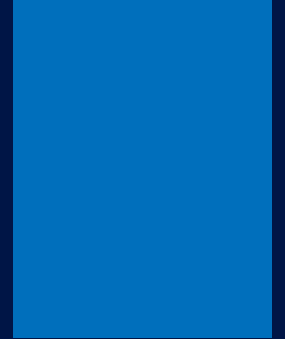


Trends in Commercial Motor Vehicle Safety

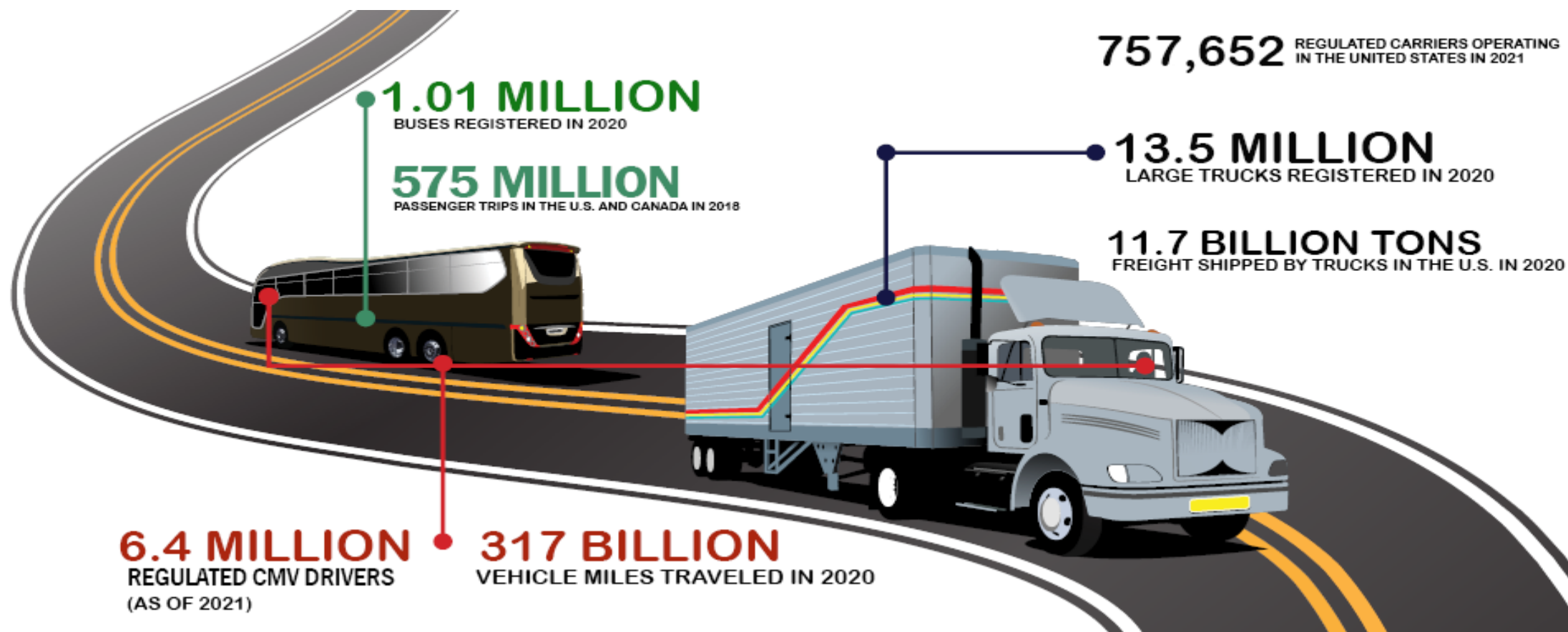
March 23, 2022



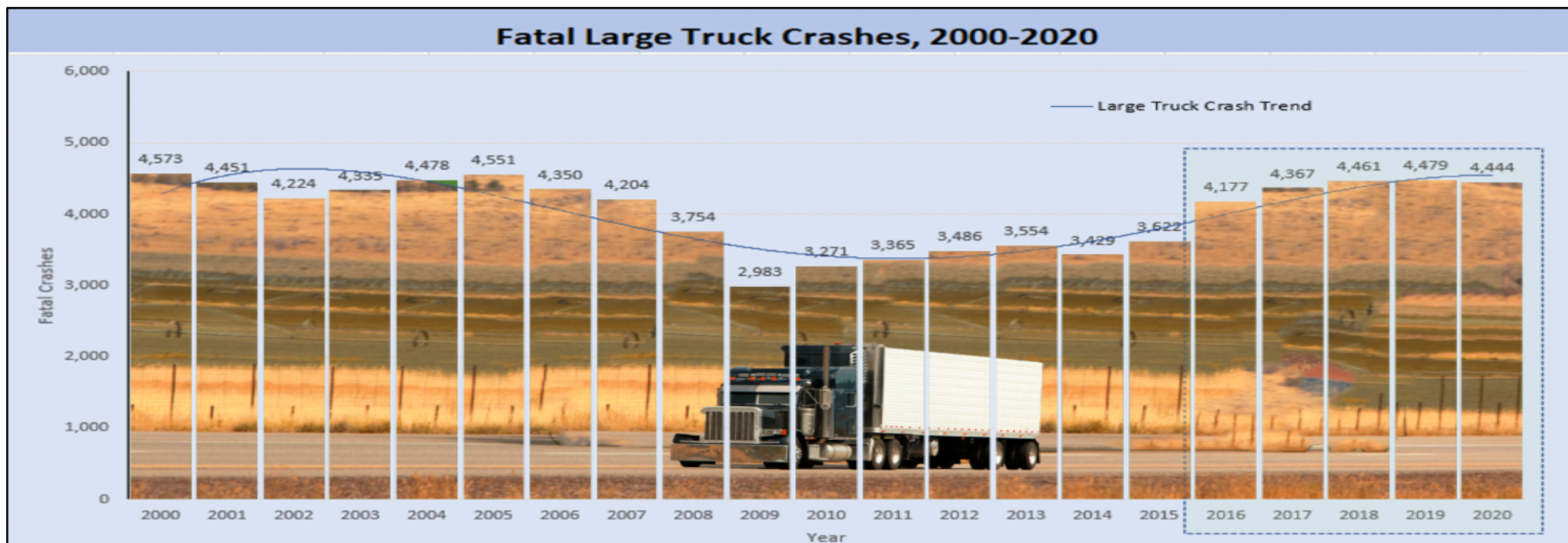
U.S. Department of Transportation
Federal Motor Carrier Safety Administration



Snapshot of the CMV Industry



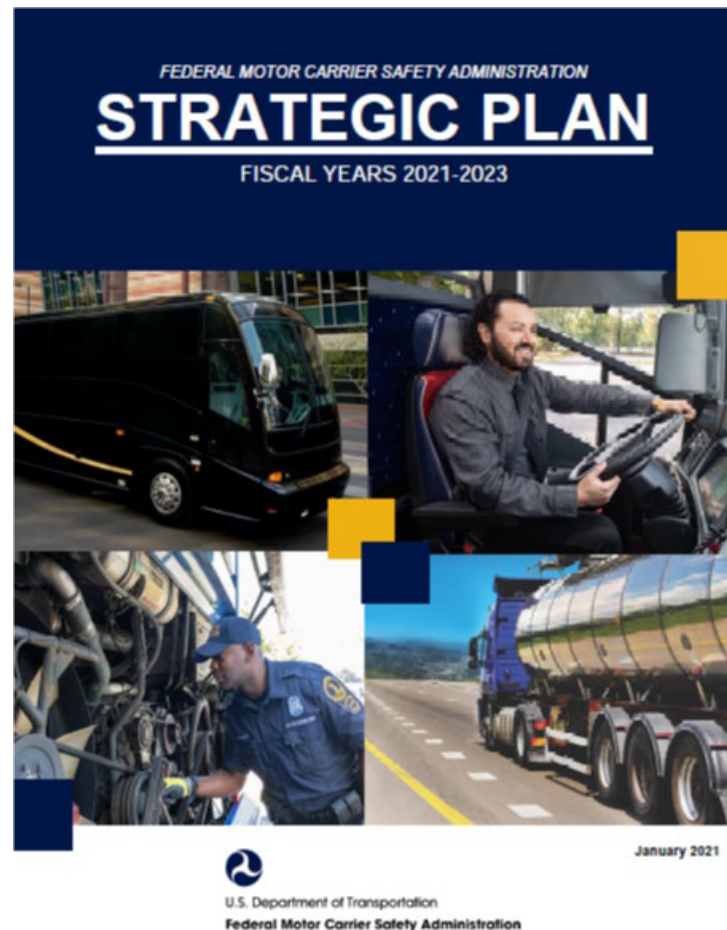
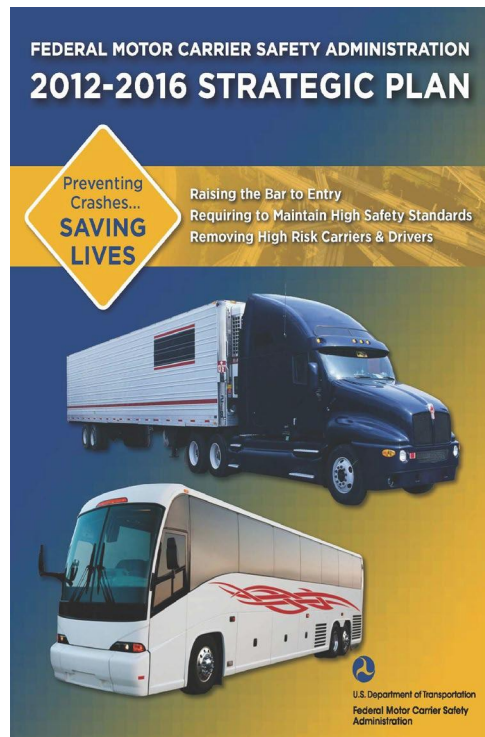
Large Truck Fatal Crashes, 2000–2020



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.

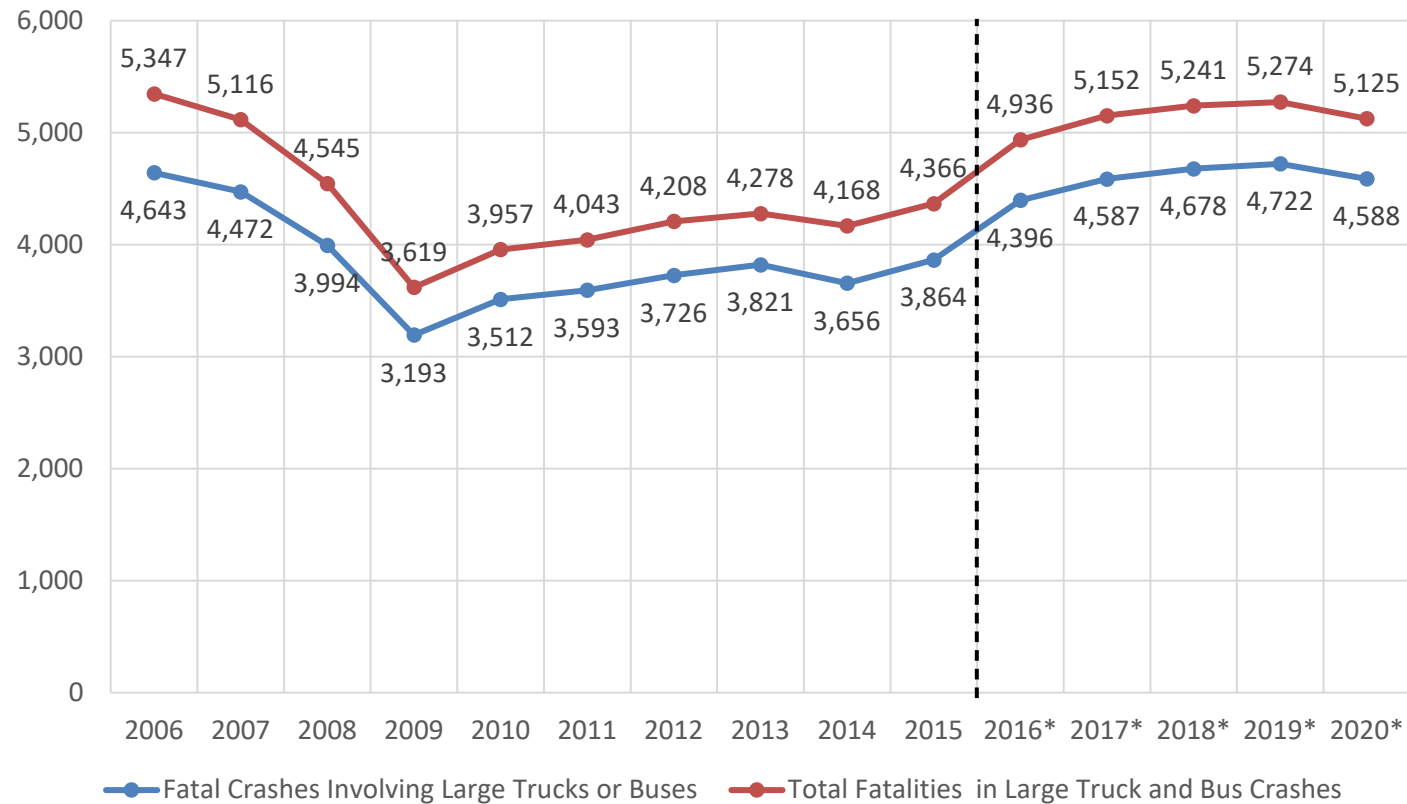
2000		2020	Change
8,022,649	Registered Large Trucks	13,479,382	68.0% ↑
205,520	Million Vehicle Miles Traveled (VMT) by Large Trucks	302,141	47.0% ↑
131,005,000	U.S. Nonfarm Employment	142,497,000	8.78% ↑
\$13.3 trillion	U.S. Real GDP (chained 2012 dollars)	\$18.8 trillion	41.4% ↑
\$27.6 billion	e-Commerce (current dollars)	\$888.5 billion	3119.4% ↑
74.2	Truck Tonnage Index (month of December, seasonally adjusted)	113.2	52.6% ↑
13,945	Investigations Conducted (Large Trucks and Buses)	11,461	-17.8% ↓
2,453,776	Roadside Inspections Conducted (Large Trucks and Buses)	2,582,023	5.2% ↑
4,793	Closed Enforcement Cases	2,538	-47.1% ↓

Our Mission



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

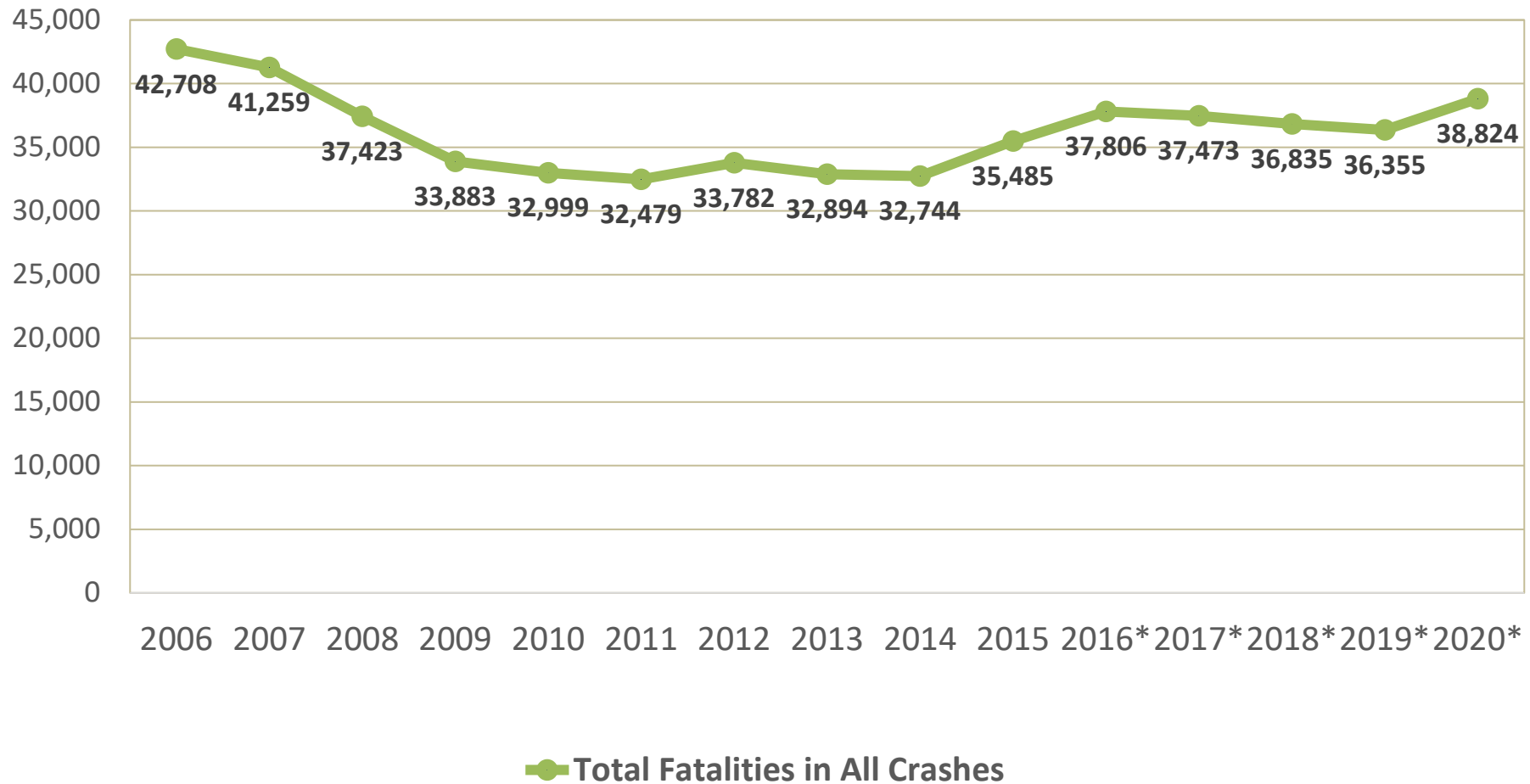
Large Truck and Bus Fatal Crashes, 2006–2020



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.*

Fatalities in Crashes Involving All Motor Vehicles, 2006–2020



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

Large Trucks in Fatal Crashes by Truck Weight Rating, 2016–2020

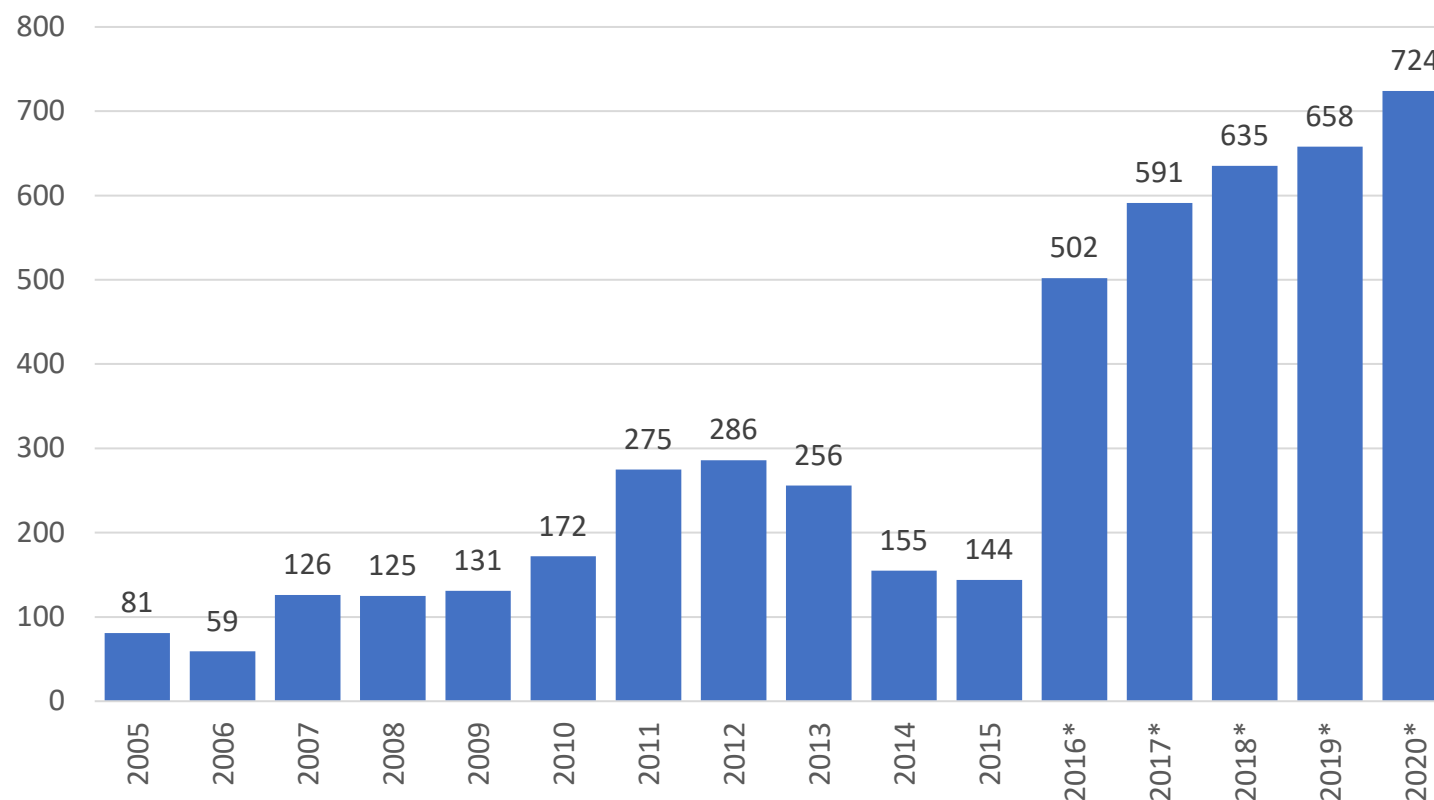
Truck Weight Rating	2016		2017		2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Class 2: 6,001 - 10,000 lb.	4	0.1%	1	*	1	*	1	*	0	*
Class 3: 10,001 - 14,000 lb.	502	11.0%	591	12.3%	635	12.9%	658	13.1%	724	15.0%
Class 4: 14,001 - 16,000 lb.	122	2.7%	102	2.1%	111	2.3%	132	2.6%	139	2.9%
Class 5: 16,001 - 19,500 lb.	125	2.7%	149	3.1%	172	3.5%	163	3.2%	169	3.5%
Class 6: 19,501 - 26,000 lb.	264	5.8%	245	5.1%	287	5.8%	274	5.4%	291	6.0%
Class 7: 26,001 - 33,000 lb.	234	5.1%	264	5.5%	222	4.5%	235	4.7%	247	5.1%
Class 8: > 33,000 lb.	3,210	70.4%	3,214	66.9%	3,197	65.1%	3,353	66.6%	3,123	64.5%
Unknown	101	2.2%	239	5.0%	284	5.8%	217	4.3%	149	3.1%
Total	4,562	100.0%	4,805	100.0%	4,909	100.0%	5,033	100.0%	4,842	100.0%

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 2016 to 2020:
 - The number of large trucks in a fatal crash with a truck weight rating between 10,001 and 14,000 lbs. increased 44 percent (502 to 724).
 - The number of large trucks in a fatal crash with a truck weight rating greater than 26,000 lbs. decreased 2 percent (3,444 to 3,370).

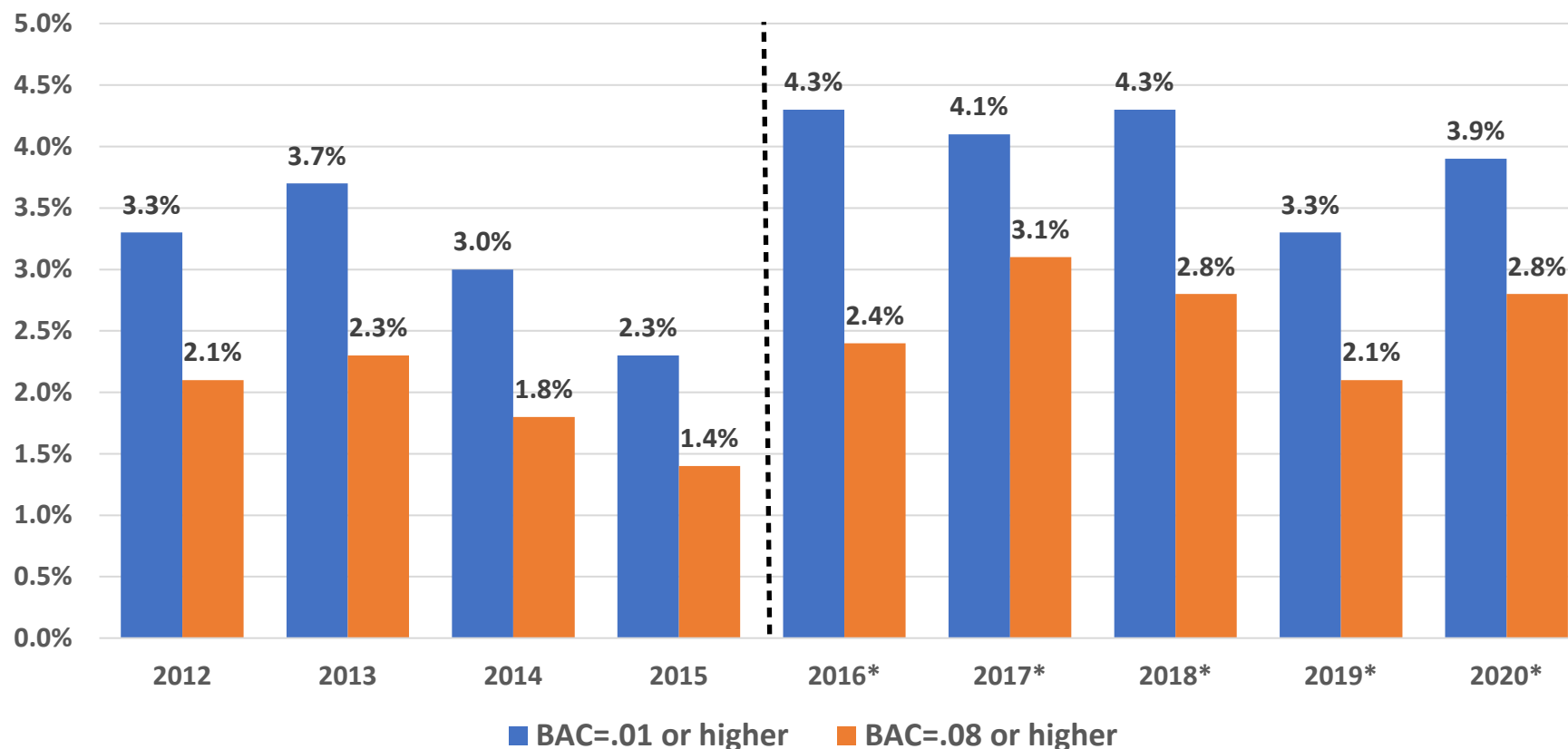
10,001–14,000 lb. Large Trucks in Fatal Crashes, 2005–2020



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.*

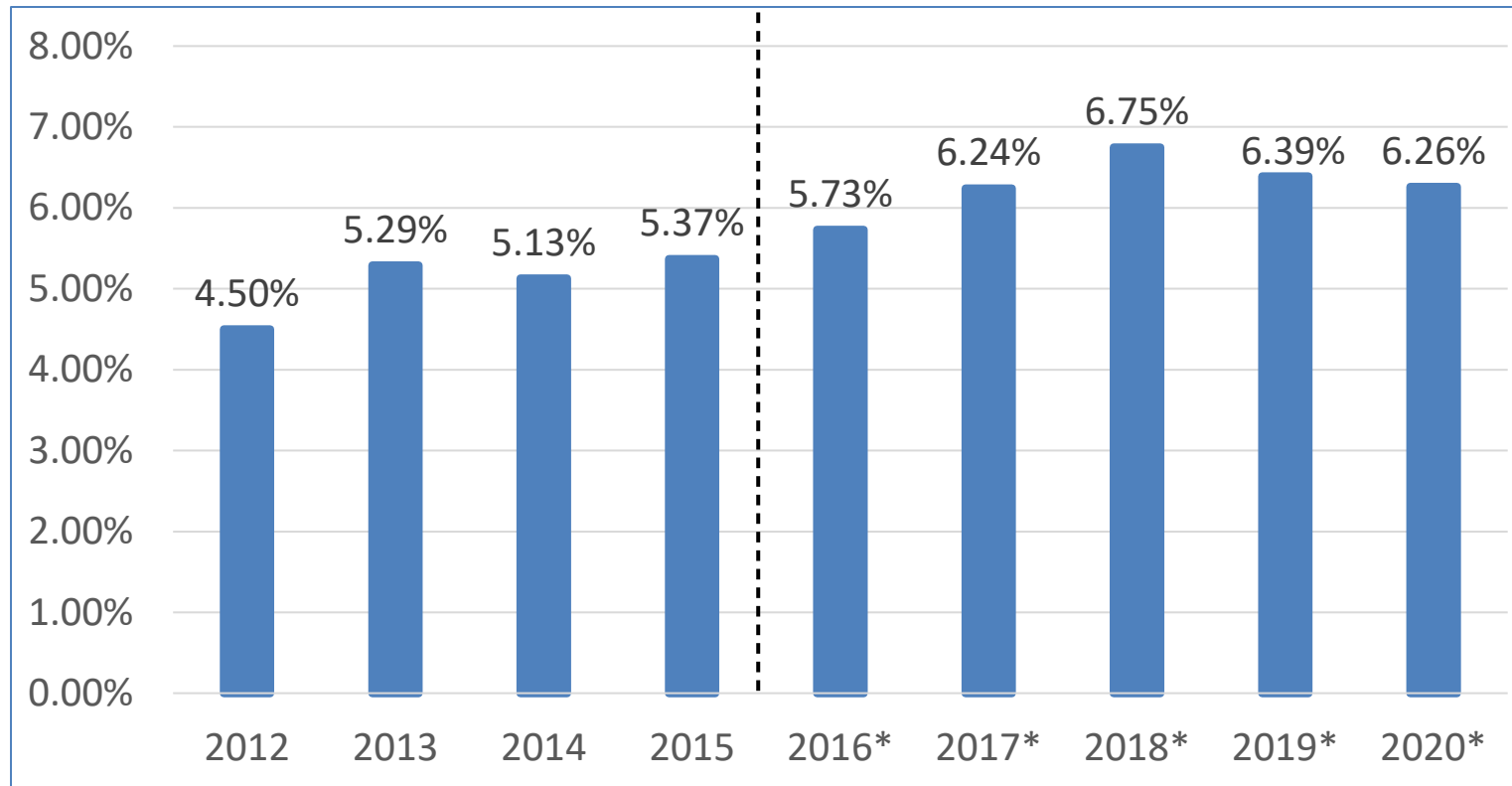
Large Truck Drivers in Fatal Crashes by BAC, 2012–2020



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.*

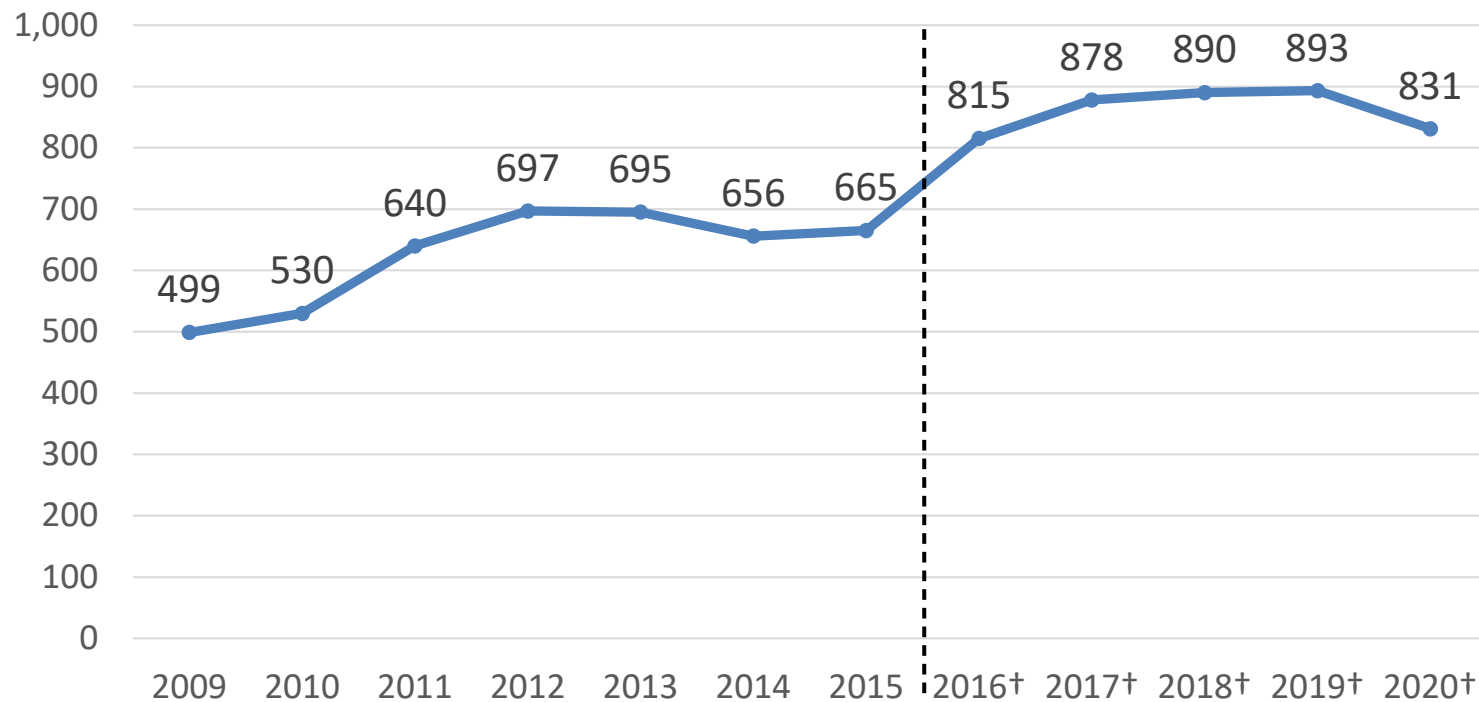
Large Truck Drivers with Positive Drug Test Results in Fatal Crashes, 2012–2020



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.*

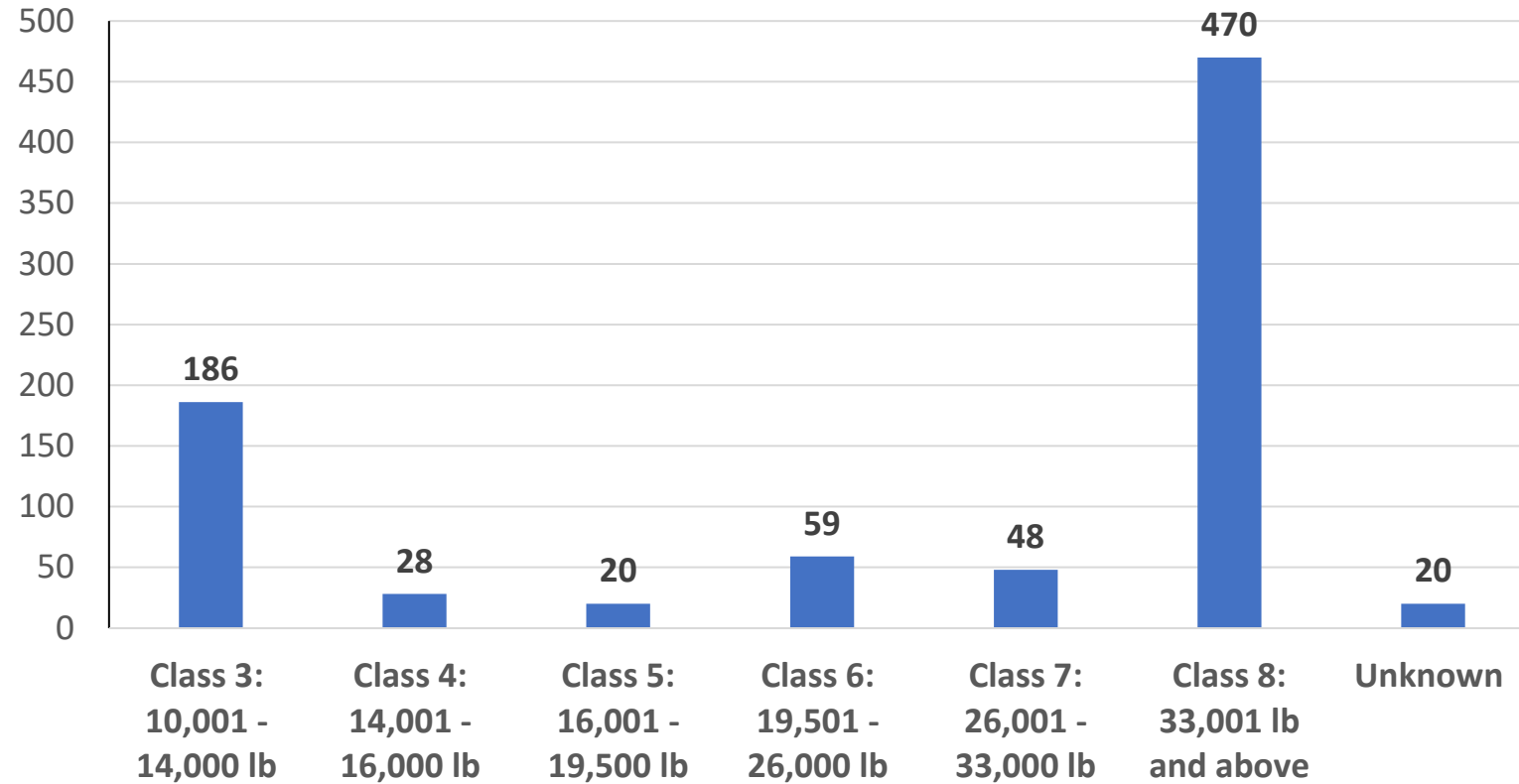
Large Truck Occupant Fatalities, 2009–2020



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.*

Large Truck Occupant Fatalities by Vehicle Class, 2020

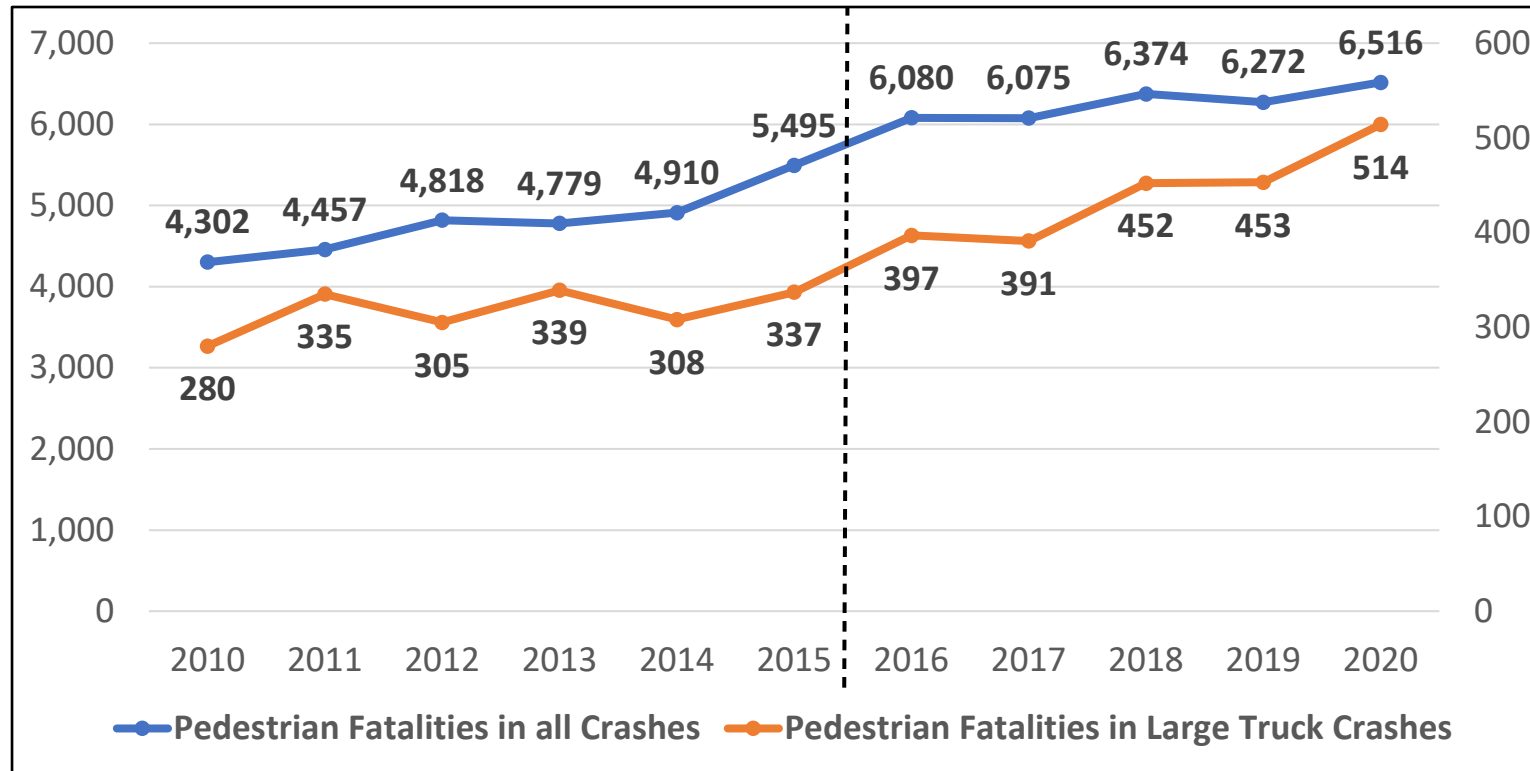


Large Truck Occupants in Fatal Crashes by Injury Severity and Restraint Use, 2020

Injury Severity	Restraint Use							
	None		Yes		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Injury	356	43.1%	349	7.7%	126	32.5%	831	14.5%
Injury	195	23.6%	621	13.7%	40	10.3%	856	14.9%
Unknown Injury Severity	72	8.7%	458	10.1%	39	10.1%	569	9.9%
No Apparent Injury	203	24.6%	3,098	68.4%	183	47.2%	3,484	60.7%
Died Prior to Crash	0	*	0	*	0	*	0	*
Total	826	100.0%	4526	100.0%	388	100.0%	5,740	100.0%

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

Pedestrian Fatalities in Crashes, 2010–2020



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.*

Fatal Crashes by Work Zone, 2016–2020

Work Zone	2016*	2017*	2018*	2019*	2020*
Crashes Involving Large Trucks					
Fatal Crashes in Work Zones	194	221	207	249	204
Fatalities in Crashes in Work Zones	242	270	233	290	240
Total	4,177	4,367	4,461	4,502	4,444
All Crashes					
Fatal Crashes in Work Zones	687	720	672	765	774
Fatalities in Crashes in Work Zones	781	809	756	845	857
Total	34,748	34,560	33,919	33,487	35,766
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck	28.2%	30.7%	30.8%	32.5%	26.4%
Percentage of All Fatal Crashes That Involved at Least One Large Truck	12.0%	12.6%	13.2%	13.4%	12.4%

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.*

Top Ten Driver-Related Factors for Large Truck Drivers in Fatal Crashes, 2020

Driver-Related Factors	Number	Percent
Speeding of Any Kind	351	7.3%
Impairment (Fatigue, Alcohol, Illness, etc.)	250	5.2%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	248	5.2%
Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care	231	4.8%
Failure to Yield Right of Way	203	4.2%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	150	3.1%
Improper Lane Usage	135	2.8%
Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws	105	2.2%
Following Improperly	89	1.9%
Overcorrecting	81	1.7%
At Least One Driver-Related Factor Recorded	1,509	31.6%
No Driver-Related Factors Recorded	3,268	68.4%
Total Large Truck Drivers in Fatal Crashes	4,777	100.0%
At Least One Moving Violation Recorded	366	7.7%
No Moving Violations Recorded	4,411	92.3%
Total Large Truck Drivers in Fatal Crashes	4,777	100.0%

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

FMCSA – Strategies to Prevent CMV Crashes

- Bipartisan Infrastructure Law
 - MCSAP Program Funding
 - Traffic Enforcement Inspections
 - Increased Compliance Reviews on Carriers Exhibiting Safety Risk
 - New Entrant Safety Audit Enhancements
 - OOS Carriers & Prohibited Drivers
- Bipartisan Infrastructure Law/Rulemaking
 - Automatic Emergency Braking
 - Women in Trucking & Truck Leasing Advisory Committees
 - Underride Protection & Underride Advisory Committee
 - Safe Integration of Autonomous Vehicles
- National Roadway Safety Strategy
 - Safer Vehicles, Safer People, Safer Roads, Safer Speeds, Post Crash Care
 - Department Collaboration

Contact Information

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& Chief Safety Officer
FMCSA***