2024
Pocket Guide to
Large Truck and Bus Statistics

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

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INTRODUCTION

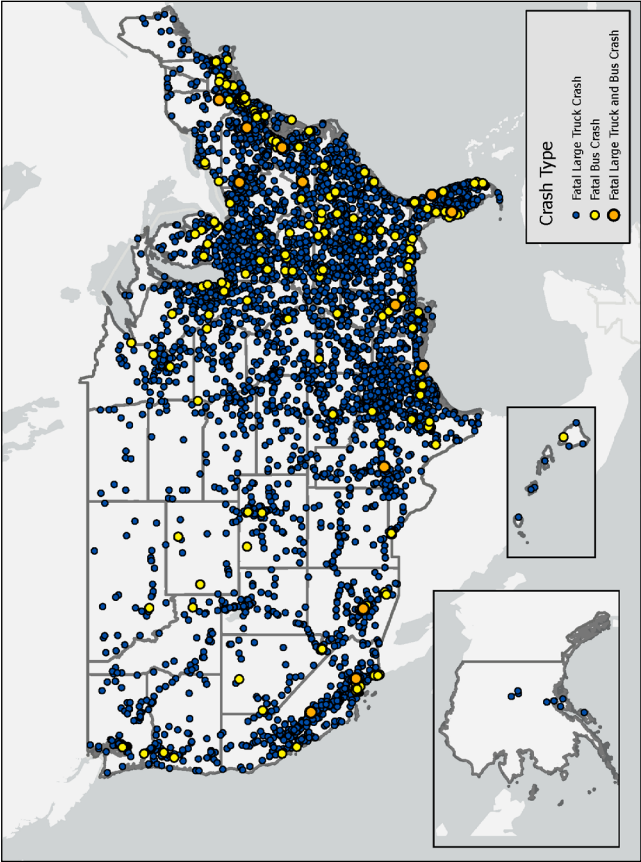The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries, and fatalities involving large trucks and buses. In carrying out its safety mandate, FMCSA develops and enforces data-driven regulations that balance motor carrier safety with efficiency. For more information about the Agency and its safety-based initiatives, please visit www.fmcsa.dot.gov.

CONTENTS

LOCATIONS OF FATAL LARGE TRUCK AND BUS CRASHES, 2022

Note: In 2022, there were 5,476 fatal crashes involving large trucks and buses.
Data Sources: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

THE MOTOR CARRIER MANAGEMENT INFORMATION SYSTEM

FMCSA created and maintains the Motor Carrier Management Information System (MCMIS). MCMIS contains information on the safety performance of commercial motor carriers (large trucks and buses) and hazardous materials (HM) carriers subject to the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs). This system contains crash, registration, inspection, and investigation files created to monitor and develop safety standards for commercial motor vehicles (CMVs) operating in interstate commerce. The crash file includes information on all trucks and buses involved in reportable crashes. A reportable crash is a fatal, injury, or towaway crash involving at least one large truck with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, any motor vehicle designed to transport nine or more people, including the driver, or any vehicle displaying a hazardous materials placard. The census file includes descriptive information on every motor carrier in MCMIS and is updated weekly. FMCSA analyzes motor carrier self-reported MCMIS registration data and applies filters to identify and remove inaccurate entries to avoid over- or under-estimating values. The inspection file contains data from State and Federal inspection actions involving motor carriers operating in the United States. Most of the inspection data included in MCMIS are collected at the roadside by State personnel under the Motor Carrier Safety Assistance Program (MCSAP). The investigation file includes data from warning letters and on-site and off-site investigations and reviews conducted on motor carriers that transport property or passengers in interstate or intrastate commerce. Most of the investigation data is captured on-site during the examination of a motor carrier's operations by a safety investigator.

1. Overview: Large Trucks and Buses

In 2022, among the 283,400,986 total registered vehicles in the United States, 11,083,997 were single-unit trucks (straight trucks), 3,249,824 were combination trucks (tractor-trailers), and 954,119 were buses. Also in 2022, there were 3,196.2 billion vehicle miles traveled (VMT) by all motor vehicles. Large trucks traveled 331.3 billion of those miles (10.4 percent of the total), and buses traveled 18.5 billion of those miles (0.6 percent of the total).

FMCSA regulates all registered commercial motor vehicles (CMVs) that operate interstate or that carry hazardous materials (HM). As of December 2023, 787,189 interstate motor carriers and intrastate HM motor carriers had recent activity operating in the United States:

- 519,420 were for-hire carriers
- 197,563 were private carriers
- 67,667 were both for-hire and private carriers
- 2,539 were neither for-hire nor private carriers (e.g., Government).

FMCSA regulates all drivers involved in interstate commerce or intrastate transportation of HM, as well as all Commercial Driver's License (CDL) drivers, both interstate and intrastate. Approximately 9 million CMV drivers operate in the United States:

- 5.6 million operate interstate
  - 3.8 million operate interstate and hold CDLs
- 3.4 million operate intrastate
  - 2.1 million operate intrastate and hold CDLs.

Data Sources: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 29, 2023.

1-1　Registered Vehicles in the United States, 2019–2022

Year	All Vehicles	Large Trucks	Buses
2019	276,491,174	13,085,643	995,033
2020	275,936,367	12,899,371	1,010,304
2021	282,214,578	13,856,404	939,123
2022	283,400,986	14,333,821	954,119

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2022*, Table VM-1.

1-2　Million Vehicle Miles Traveled (VMT) in the United States, 2019–2022

Year	All Vehicles	Large Trucks Single-Unit	Combination	Buses
2019	3,261,772	124,746	175,305	17,980
2020	2,903,622	117,832	179,817	15,037
2021	3,132,411	131,637	195,389	16,744
2022	3,196,191	136,224	195,049	18,490

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2022*, Table VM-1.

1-3　Motorcoach Passenger Miles in the United States and Canada by Fleet Size, 2022

Motorcoach Fleet Size	Passenger Miles: Total	Percent	Average Passenger Miles per: Motorcoach	Carrier
100 or more	12,286,052,700	40.0%	1,085,753	455,038,990
50 to 99	5,768,723,400	18.8%	1,905,001	137,350,558
25 to 49	2,622,704,500	8.5%	749,773	24,742,495
10 to 24	7,156,385,500	23.3%	1,511,109	22,294,036
1 to 9	2,917,859,900	9.5%	577,546	2,726,972
Industry Total	**30,751,726,000**	**100.0%**	**1,112,987**	**19,637,118**

Notes: Percentages may not sum to 100 percent because of rounding. Data on passenger trips was not surveyed as part of the 2022 questionnaire, so average coachload data is not internally available. Estimates of passenger miles are based off an assumed average coachload of 25 travelers.

Data Source: *Motorcoach Census: A Study of the Size and Activity of the Motorcoach Industry in the United States and Canada in 2022*. Prepared for the American Bus association Foundation by John Dunham & Associates, December 22, 2023. Available at https://www.buses.org/wp-content/uploads/2024/05/2023-Motorcoach-Census.pdf.

1-4 Commercial Motor Vehicle (CMV) Drivers Operating in the United States, 2023

Intrastate Non-CDL Drivers 1,300,000 (15%)

Intrastate CDL Drivers 2,100,000 (23%)

Interstate CDL Drivers 3,800,000 (42%)

Interstate Non-CDL Drivers 1,800,000 (20%)
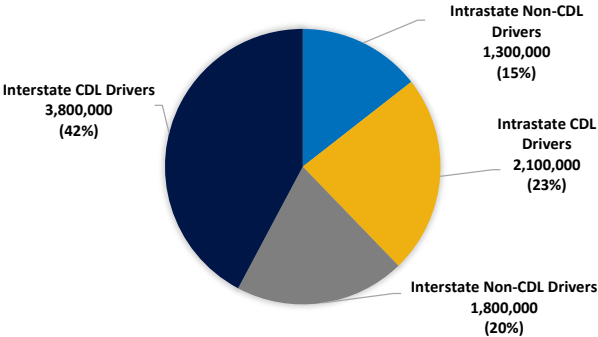
Notes: The number of carriers and/or drivers in operation at any given time is subject to change, due to enforcement actions, business turnovers, licensing issues, and other factors. Interstate and some intrastate driver counts are based on motor carrier registration data contained in the Motor Carrier Management Information System (MCMIS); intrastate driver counts for States that do not require intrastate carriers to register with FMCSA are estimated via extrapolation of State data.

Data Source: FMCSA, MCMIS, data snapshot as of December 29, 2023.

1-5 Active Motor Carriers by Type, 2019–2023

Type	2019	2020	2021	2022	2023
Interstate Freight	555,567	590,249	708,941	763,867	735,895
Interstate Passenger	11,900	10,846	10,268	10,019	9,934
Intrastate Hazardous Materials	35,075	36,626	38,443	39,958	41,360
Total	**602,542**	**637,721**	**757,652**	**813,844**	**787,189**

Notes: The count of intrastate Hazardous Materials (HM) carriers includes a few active intrastate non-HM carriers with HM activity that meets the Safety Measurement System (SMS) HM threshold definition. Company counts are estimates based on motor carriers in the Motor Carrier Management Information System (MCMIS) with recent activity, defined as those carriers that have had an inspection, a crash, an investigation, a safety audit, an FMCSA Motor Carrier Identification Report (Form MCS-150) update, a vehicle registration activity, or a Unified Carrier Registration (UCR) system payment activity in the past 3 years, or have current operating authority indicated in the FMCSA Licensing and Insurance (L&I) database. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the U.S. Department of Transportation (USDOT) number of any carrier that fails to comply with the biennial update requirement.

Data Source: FMCSA, MCMIS, data snapshots as of December 27, 2019; December 18, 2020; December 31, 2021; December 30, 2022; and December 29, 2023.

1-6 Active Hazardous Materials (HM) Carriers, 2019–2023

Active HM Carriers	2019	2020	2021	2022	2023
Interstate	80,810	84,226	91,397	93,838	91,009
Interstate HM Carriers Meeting SMS Threshold	7,218	6,563	6,613	6,555	6,525
Interstate HM Carriers with a Safety Permit (HMSP)*	843	827	799	797	775
Intrastate	35,404	36,919	38,679	40,190	41,565
Intrastate HM Carriers Meeting SMS Threshold	2,886	2,569	2,421	2,357	2,291
Intrastate HMSP*	158	142	133	125	123
*Total Active HMSP Carriers**	*1,001*	*969*	*932*	*922*	*898*
Total HM Carriers	**116,214**	**121,145**	**130,076**	**134,028**	**132,574**

*HMSP carriers are a subset of the total HM carrier population.

Note: The count of intrastate HM carriers includes a few active intrastate non-HM carriers with HM activity that meets the Safety Measurement System (SMS) threshold definition.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 27, 2019; December 18, 2020; December 31, 2021; December 30, 2022; and December 29, 2023.

1-7 Household Goods Carriers and Brokers Operating in the United States, 2019–2023

Year	Active Household Goods Carriers	Household Goods Brokers Registered	Property Brokers Registered
2019	4,666	878	20,892
2020	4,845	956	23,182
2021	5,273	1,104	28,080
2022	5,567	1,169	30,716
2023	5,461	1,078	28,351

Note: A broker is an individual, partnership, or corporation that receives payment for arranging the transportation of property or household goods belonging to others by using an authorized motor carrier.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 27, 2019; December 18, 2020; December 31, 2021; December 30, 2022; and December 29, 2023.

1-8 FMCSA-Regulated Carriers, 2019–2023

Motor Carrier Census Data	2019	2020	2021	2022	2023
Active Carriers with a USDOT Number	602,542	637,721	757,652	813,844	787,189
Power Units	4,788,339	4,899,374	5,132,101	5,405,018	5,421,013
CDL Drivers	3,634,989	3,765,320	4,167,277	4,172,559	3,981,465
Total Drivers	5,151,130	5,310,094	5,646,722	5,800,289	5,790,793

Notes: Compared to prior publications, total driver and CDL counts changed due to new filters being applied to exclude erroneous data in the motor carrier registration file. Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the USDOT number of any carrier that fails to comply with the biennial update requirement.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 27, 2019; December 18, 2020; December 31, 2021; December 30, 2022; and December 29, 2023.
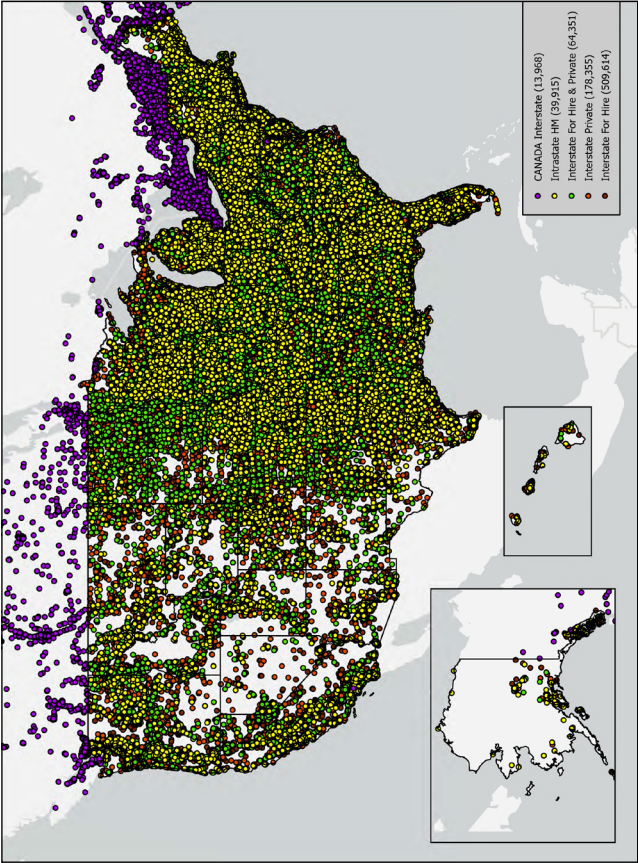
1-9   Carriers by Headquarters (Domicile) Location, 2023

Notes: Domicile refers to the headquarters location for a carrier. This map displays only interstate carriers and intrastate hazardous materials (HM) carriers. Intrastate non-HM carriers are not displayed. FMCSA regulates all motor carriers that operate in interstate commerce, and certain requirements for motor carriers and commercial motor vehicles (CMVs) that transport HM in intrastate commerce. The number of carriers depicted in this map may not be the same as reported elsewhere by FMCSA. Due to potential differences in reporting dates and quality issues with carrier addresses, this map may not include all current carriers. Additionally, the number of carriers that operate at any given time is subject to change due to enforcement actions, business turnover, and other factors.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 29, 2023.

1-10 FMCSA-Regulated Carriers by Domicile, 2023

Country	Active Carriers with a USDOT Number	Power Units	CDL Drivers	Total Drivers
United States	766,647	5,262,891	3,838,145	5,624,624
Canada	14,133	121,942	118,828	132,789
Mexico	6,099	34,987	24,279	32,641
Certificate Carriers	144	594	489	594
Commercial Zone Carriers	5,810	32,492	22,750	30,057
Enterprise Carriers	1,000	8,588	8,077	8,791
Long Haul Carriers	76	1,598	767	1,700
Other Countries	310	1,193	213	739
All Domiciles	**787,189**	**5,421,013**	**3,981,465**	**5,790,793**

Notes: U.S. domiciled carriers include carriers domiciled in the 50 U.S. States, the District of Columbia, and the U.S. territories. The sum of the Mexican carrier types may not sum to the total as some of the Mexican-owned carriers are domiciled in the United States. Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table. FMCSA regulates all motor carriers that operate in interstate commerce, and certain requirements for motor carriers and commercial motor vehicles (CMVs) that transport HM in intrastate commerce. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the USDOT number of any carrier that fails to comply with the biennial update requirement. A Mexican certificate carrier is a Mexico-domiciled motor carrier that transports exempt commodities or operates as a private motor carrier. These motor carriers were issued authority to operate trucks to points in the United States beyond the commercial zones. FMCSA stopped issuing these certificates in 2002. A Mexican commercial zone carrier is a Mexico-domiciled carrier that has authority to operate only within the U.S.-Mexico border commercial zones in the United States. A Mexican enterprise carrier is a Mexican-owned or controlled carrier that is domiciled in the United States and operates in the United States, conducting cross-border transportation of international cargo that originates in or is destined for a foreign county. A Mexican long-haul carrier is a Mexico-domiciled carrier that has authority to engage in long-haul transportation in the United States as a motor carrier of property (except household goods and placardable HM) in interstate commerce in or beyond the border the border commercial zones. The authority does not allow point-to-point transportation service within the United States for goods other than international cargo. Reports include activity for all U.S. operations from the date the carrier was first allowed to operate up through the date of the current data snapshot.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 29, 2023.

1-11 FMCSA-Regulated Carriers by Number of Power Units, 2019–2023

Power Units	2019	2020	2021	2022	2023
1 Power Unit	289,408	317,791	407,872	445,673	418,526
2 Power Units	101,044	104,620	117,742	125,856	123,353
3–10 Power Units	149,225	150,545	161,525	168,198	168,507
11–100 Power Units	51,211	52,121	54,355	56,361	56,715
>100 Power Units	4,572	4,604	4,753	4,908	5,062
No Power Units/Unreported	7,082	8,040	11,405	12,848	15,026
Total	**602,542**	**637,721**	**757,652**	**813,844**	**787,189**

Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table; FMCSA regulates all motor carriers that operate in interstate commerce, and certain requirements for motor carriers and commercial motor vehicles (CMVs) that transport HM in intrastate commerce.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 27, 2019; December 18, 2020; December 31, 2021; December 30, 2022; and December 29, 2023.

1-12 Transportation Services Index (TSI) Freight and Passenger Movement Estimates, 2000–2024

Combined TSI — **Freight TSI** — **Passenger TSI**
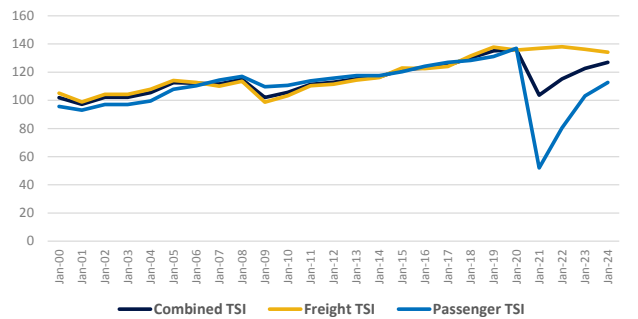
Notes: The Transportation Services Index (TSI), created by the U.S. Department of Transportation (USDOT), Bureau of Transportation Statistics (BTS), measures the movement of freight and passengers. The index, which is seasonally adjusted and updated monthly, combines available data on freight traffic, as well as passenger travel, that have been weighted to yield a monthly measure of transportation services output. TSI numbers are BTS estimates. The index numbers for the latest 3 months are considered to be preliminary. BTS releases the preliminary number for the latest month and replaces the number for the oldest preliminary month with a revised number. Seasonal adjustment models for the modal data have been updated for the data from January 2000 to the present.

Data Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Services Index, available at https://data.bts.gov/Research-and-Statistics/Combined-Transportation-Service-Index/9xbb-k5pk as of October 29, 2024.

1-13 Weight of Freight Shipped within the United States by Mode (in Millions of Tons), 2020–2023

Mode	2020	2021	2022	2023
Truck	11,557	11,780	11,717	12,015
Rail	1,034	1,072	1,068	1,113
Water	601	615	618	644
Air*	2	2	2	2
Multiple Modes and Mail	512	508	509	526
Pipeline	3,232	3,292	3,422	3,490
Other and Unknown	75	78	80	77
Total	**17,013**	**17,347**	**17,416**	**17,867**

*Includes air and truck-air.

Notes: Data do not include imports and exports that pass through the United States from a foreign origin to a foreign destination by any mode. Data in this version are not comparable to similar data in previous years because of updates to the Freight Analysis Framework. All truck, rail, water, and pipeline movements that involve more than one mode, including exports and imports that change mode at international gateways, are included in multiple modes & mail to avoid double counting. As a consequence, rail and water totals in this table are less than other published sources.

Data Source: U.S. Department of Transportation, Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework, version 5.5, 2023, https://www.bts.gov/faf.

1-14 Percent of Total Weight of Freight Moved by Mode, 2023
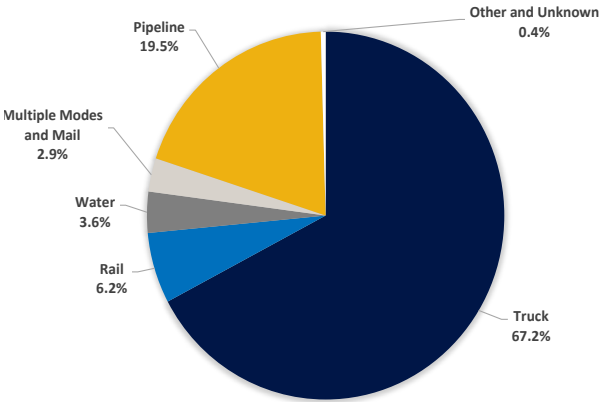
Pipeline 19.5%

Other and Unknown 0.4%

Multiple Modes and Mail 2.9%

Water 3.6%

Rail 6.2%

Truck 67.2%

Notes: Data do not include imports and exports that pass through the United States from a foreign origin to a foreign destination by any mode. Data in this version are not comparable to similar data in previous years because of updates to the Freight Analysis Framework. All truck, rail, water, and pipeline movements that involve more than one mode, including exports and imports that change mode at international gateways, are included in multiple modes & mail to avoid double counting. Air accounts for 0.01 percent of the total domestic freight and is excluded from this chart. Percentages may not sum to 100 percent due to rounding.

1-15 Number of Medical Examiners Certified by State, 2024

Certified

≤400
401 - 800
801 - 1,200
1,201 - 1,600
> 1,600
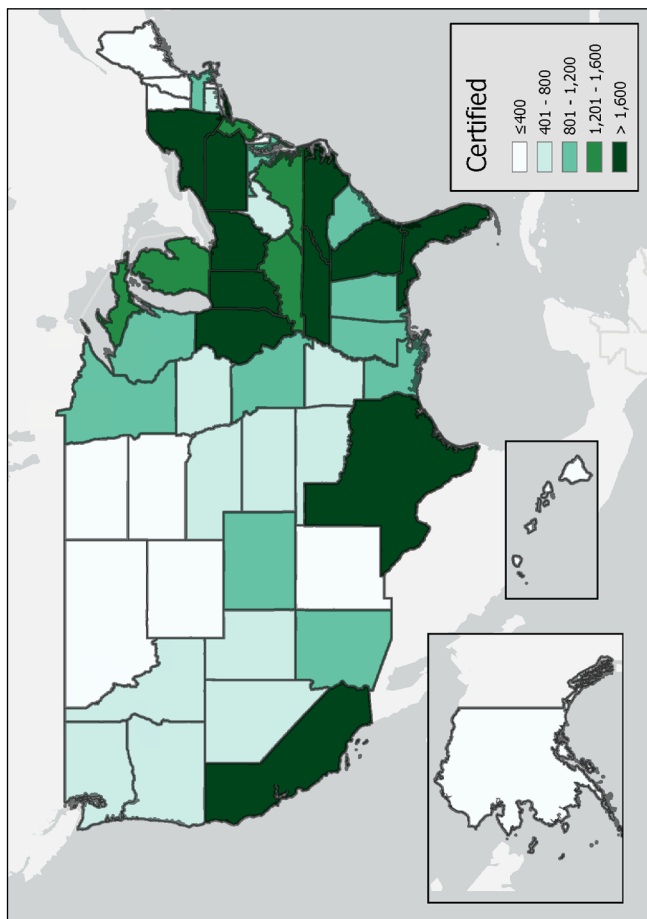
Notes: In August 2024, there were 55,357 medical examiners certified on the National Registry of Certified Medical Examiners (National Registry). If a medical examiner has multiple offices in the same State, the examiner is counted once. However, if a medical examiner has a business office in two or more States, the examiner will be counted once in each State.

Data Source: FMCSA, National Registry, August 1, 2024. Available at https://nationalregistry.fmcsa.dot.gov.

2. INSPECTIONS AND VIOLATIONS

What is an Inspection?

An inspection is an examination of an individual commercial motor vehicle (CMV) and/or driver by an authorized safety inspector. State inspectors conduct approximately 95 percent of inspections, with the remainder conducted by Federal inspectors. The inspection determines whether the driver and/or the CMV is in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) or the Hazardous Materials Regulations (HMRs), as appropriate. Serious violations result in the issuance of vehicle or driver out-of-service (OOS) orders. These violations must be corrected before the affected driver or vehicle can return to service.

2-1 Inspections Conducted by Federal and State Inspectors, 2019–2023

	2019	2020	2021	2022	2023
Inspections	3,471,201	2,582,347	2,881,886	2,991,426	3,011,902
State	3,361,853	2,556,548	2,835,361	2,904,336	2,936,144
Federal	109,348	25,799	46,525	87,090	75,758

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-2 Safety Inspectors, Federal and State, 2019–2023

Inspector Type	2019	2020	2021	2022	2023
Safety Inspectors	13,597	12,782	12,746	12,604	13,564
State	13,089	12,420	12,277	12,122	13,096
Federal	508	362	469	482	468

Note: Not all personnel indicated are assigned full-time to conducting inspections.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-3   Inspections by County, 2023
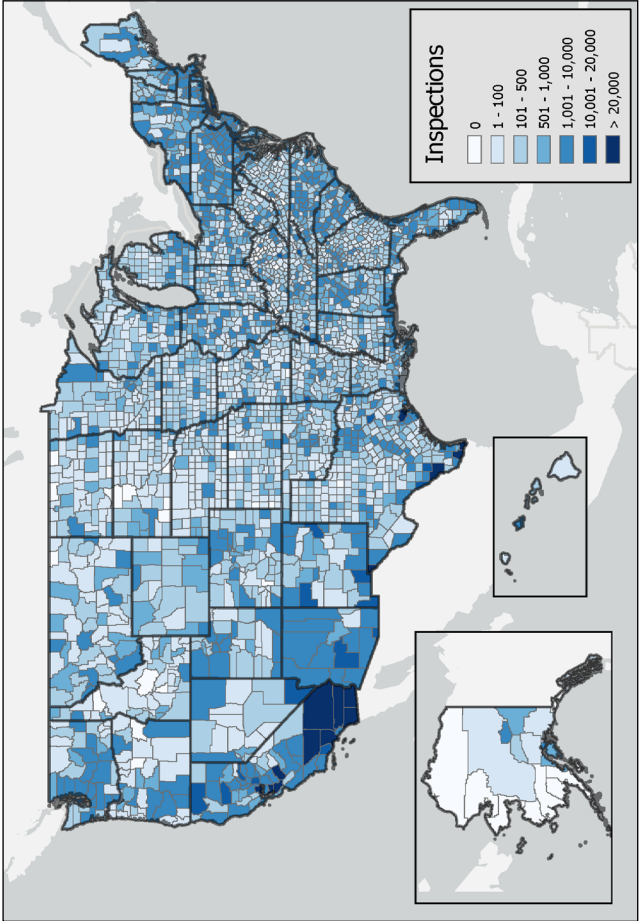
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-4   Inspection Out-of-Service (OOS) Rates, 2019–2023

Type of Inspection	2019	2020	2021	2022	2023
Driver Inspections*	3,355,104	2,471,877	2,770,826	2,886,281	2,909,709
With OOS Violation	170,803	129,390	170,177	198,055	185,640
Driver OOS Rate	5.1%	5.2%	6.1%	6.9%	6.4%
Vehicle Inspections**	2,385,606	1,767,656	1,967,034	2,020,166	1,994,946
With OOS Violation	492,288	365,569	420,658	455,592	450,477
Vehicle OOS Rate	20.6%	20.7%	21.4%	22.6%	22.6%
Hazmat Inspections***	202,967	150,350	168,407	171,313	174,620
With OOS Violation	9,149	6,557	7,563	7,774	6,992
Hazmat OOS Rate	4.5%	4.4%	4.5%	4.5%	4.0%

*Driver Inspections were computed based on inspection levels I, II, III, and VI.
**Vehicle Inspections were computed based on inspection levels I, II, V, and VI.
***Hazmat Inspections were computed based on inspection levels I, II, III, IV, V, and VI when hazardous materials were present.

Notes: Inspection OOS rates depicted in this table include both large trucks and buses. Counts in this table include Federal and State inspections. For more information on inspections and inspection levels, please refer to https://www.cvsa.org/inspections/all-inspection-levels/.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-5 Inspections by Level, 2019–2023

Inspection Level	2019	2020	2021	2022	2023
I. Full	1,070,216	775,583	865,832	876,810	839,638
With OOS Violation(s)*	266,685	194,466	228,347	240,773	231,130
II. Walk-Around	1,208,788	892,420	1,000,548	1,044,777	1,057,511
With OOS Violation(s)*	285,685	221,448	258,623	290,376	290,081
III. Driver Only	1,075,107	803,280	903,752	963,897	1,011,089
With OOS Violation(s)*	58,482	44,104	59,403	69,408	63,801
IV. Special Study	10,488	11,411	11,160	7,363	5,867
With OOS Violation(s)*	1,755	1,889	1,864	1,213	1,208
V. Terminal	105,609	99,059	99,953	97,782	96,326
With OOS Violation(s)*	5,876	4,587	4,821	4,680	4,728
VI. Radioactive Materials	993	594	641	797	1,471
With OOS Violation(s)*	8	5	7	3	5
Total	**3,471,201**	**2,582,347**	**2,881,886**	**2,991,426**	**3,011,902**

*Out-of-service (OOS) violation numbers are based on inspections. For example, in 2023, there were 839,638 Level I inspections completed, and 231,130 resulted in _at least one_ OOS violation.

Note: For more information on inspections and inspection levels, please refer to https://cvsa.org/inspections/inspections/all-inspection-levels/.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.
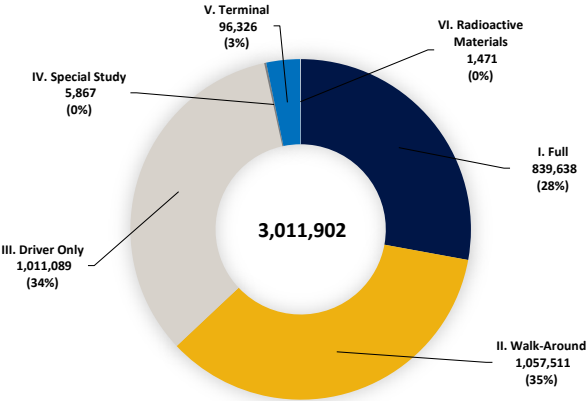
2-6 Inspections by Level, 2023

V. Terminal
96,326
(3%)

VI. Radioactive Materials
1,471
(0%)

IV. Special Study
5,867
(0%)

I. Full
839,638
(28%)

3,011,902

III. Driver Only
1,011,089
(34%)

II. Walk-Around
1,057,511
(35%)

Note: For more information on inspections and inspection levels, please refer to https://www.cvsa.org/inspections/all-inspection-levels/.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-7 Inspections by Carrier Fleet Size, 2019–2023

Carrier Fleet Size	2019	2020	2021	2022	2023
Very Small (1-6 Power Units)	1,093,631	825,816	990,473	1,040,495	1,008,803
Small (7-20 Power Units)	608,958	440,880	475,816	490,878	496,483
Medium (21-100 Power Units)	720,773	528,433	565,920	586,207	600,924
Large (>100 Power Units)	898,347	693,024	750,065	783,667	817,289
Unknown	149,492	94,194	99,612	90,179	88,403
Total	**3,471,201**	**2,582,347**	**2,881,886**	**2,991,426**	**3,011,902**

Note: Carriers listed as having zero power units are included in the "Unknown" category.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-8 Inspections by Carrier Operation, 2019–2023

Carrier Operation	2019	2020	2021	2022	2023
Interstate	2,767,629	2,038,729	2,318,932	2,432,505	2,461,709
Intrastate	703,572	543,618	562,954	558,921	550,193
Total	**3,471,201**	**2,582,347**	**2,881,886**	**2,991,426**	**3,011,902**

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-9 Inspections by Gross Combination Weight Rating (GCWR), 2019–2023

GCWR	2019	2020	2021	2022	2023
<10,000 pounds	15,090	9,290	9,365	9,226	8,934
10,000-26,000 pounds	561,457	451,694	500,923	521,710	538,191
>26,000 pounds	2,776,960	2,016,786	2,238,655	2,342,286	2,367,725
Unknown	117,694	104,577	132,943	118,204	97,052
Total	**3,471,201**	**2,582,347**	**2,881,886**	**2,991,426**	**3,011,902**

Note: GCWRs are based on Inspection Reports as reported in Motor Carrier Management Information System (MCMIS).

Data Source: FMCSA, MCMIS, data snapshot as of January 26, 2024.

2-10 Most Frequent Driver Violations in Inspections, 2023

Violation Code	Category	Violation Description	Number of Violations
392.2C	Failure To Obey Traffic Control Device	Failure to obey traffic control device	66,842
392.2-SLLS2	Speeding	State/Local Laws - Speeding 6-10 miles per hour over the speed limit.	63,085
395.8(e)	False Log Book	False report of drivers record of duty status	60,442
383.23(a)(2)	All Other Driver Violations	Operating a CMV without a CDL	54,097
392.16	Seat Belt	Failing to use seat belt while operating a CMV	53,605
391.41(a)(1)	Medical Certificate	Operating a property-carrying vehicle without possessing a valid medical certificate - no previous history.	42,621
392.2LV	All Other Driver Violations	Lane Restriction violation	41,723
392.2MI	All Other Driver Violations	Miscellaneous Traffic Law Violation	40,392
395.8	Log Book Form And Manner	Record of Duty Status violation (general/form and manner)	33,646
395.8A-ELD	No Log Book,Log Not Current,General Log Violations	ELD - No record of duty status (ELD Required)	33,185
392.2-SLLS3	Speeding	State/Local Laws - Speeding 11-14 miles per hour over the speed limit.	32,219
395.30B1	Log Book Form And Manner	Driver failed to certify the accuracy of the information gathered by the ELD	29,537
395.24C2III	Log Book Form And Manner	Driver failed to manually add shipping document number	28,525
391.41(a)	Medical Certificate	No medical certificate in driver's possession	27,305
392.2-SLLS4	Speeding	State/Local Laws - Speeding 15 or more miles per hour over the speed limit.	24,068
392.2-SLLS1	Speeding	State/Local Laws - Speeding 1-5 miles per hour over the speed limit.	21,495
395.24D	All Other Hours-Of-Service	ELD cannot transfer ELD records electronically	20,504
395.22H4	All Other Hours-Of-Service	Driver failed to maintain supply of blank drivers records of duty status graph-grids	20,166
395.8F01	No Log Book,Log Not Current,General Log Violations	Drivers record of duty status not current	19,866
392.82(a)1	All Other Driver Violations	Using a hand-held mobile telephone while operating a CMV	18,360

Notes: Total number of driver inspections in 2023: 2,909,709. Total number of driver violations in 2023: 1,131,283. Total number of driver out-of-service (OOS) violations in 2023: 222,041. Only the top 20 driver violations (based on frequency of occurrence) are listed in this table.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-11 Most Frequent Vehicle Violations in Inspections, 2023

Violation Code	Category	Violation Description	Number of Violations
393.9	Lighting	Inoperable Required Lamp	336,623
396.17(c)	Periodic Inspection	Operating a CMV without proof of a periodic inspection	190,975
393.47(e)	Brakes, Out Of Adjustment	Clamp or Roto type brake out-of-adjustment	125,372
393.95(a)	Emergency Equipment	No/discharged/unsecured fire extinguisher	120,664
393.9TS	Lighting	Inoperative turn signal	107,272
393.75(a)(3)	Tires	Tire-flat and/or audible air leak	103,511
393.78	Windshield	Windshield wipers inoperative/defective	82,983
393.11	Lighting	No or defective lighting devices or reflective material as required	79,054
393.53(b)	Brakes, All Others	CMV manufactured after 10/19/94 has an automatic airbrake adjustment system that fails to compensate for wear	69,882
396.3(a)(1)	All Other Vehicle Defects	Inspection, repair and maintenance of parts and accessories	68,964
393.75(c)	Tires	Tire-other tread depth less than 2/32 of inch measured in a major tread groove	65,766
393.95(f)	Emergency Equipment	No / insufficient warning devices	62,620
393.9H	Lighting	Inoperable head lamps	56,084
396.5(b)	All Other Vehicle Defects	Oil and/or grease leak	54,481
396.3(a)1BOS	Brakes, Out Of Adjustment	Brakes Out Of Service: The number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination	54,150
393.48(a)	Brakes, All Others	Inoperative/defective brakes	53,041
393.55(e)	Brakes, All Others	No or Defective ABS Malfunction Indicator Lamp for trailer manufactured after 03/01/1998	49,156
393.9(a)	Lighting	Inoperative Brake Lamps	45,959
393.60(c)	Windshield	Damaged or discolored windshield	45,017
393.45(b)(2)	Brakes, All Others	Brake hose or tubing chafing and/or kinking	41,973

Notes: Total number of vehicle inspections in 2023: 1,994,946. Total number of vehicle violations in 2023: 3,097,660. Total number of vehicle out-of-service (OOS) violations in 2023: 678,529. Only the top 20 vehicle violations (based on frequency of occurrence) are listed in this table.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-12 Traffic Enforcement Inspections, 2019–2023

Activity Summary	2019	2020	2021	2022	2023
Total Number of Traffic Enforcement Inspections	590,860	492,564	550,119	574,068	593,547
Number of Traffic Enforcement Inspections (Driver observed)	353,637	293,931	334,397	353,853	366,701
With Moving Violations	349,419	290,438	328,062	344,636	357,903
With Drug & Alcohol Violations	5,492	4,275	8,240	11,897	11,310
With Railroad Crossing Violations	252	183	266	251	266
Number of Traffic Enforcement Inspections (Vehicle observed)	237,223	198,633	215,722	220,215	226,846

Notes: One inspection may result in more than one violation; therefore, totals may not equal the sum of all components. An inspection conducted as a result of a traffic enforcement stop where a violation is cited from the SMS Unsafe Driving or Controlled Substances and Alcohol BASIC; where 392.2S (speeding) or 392.2SLLS1 (1–5 MPH over the speed limit) is cited; or where the inspection record has been flagged as traffic enforcement by the officer.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

2-13 Traffic Enforcement Violations, 2019–2023

Activity Summary	2019	2020	2021	2022	2023
Total Number of Traffic Enforcement Violations	855,046	726,513	823,543	866,863	919,814
Number of Traffic Enforcement Violations (Driver observed)	384,204	319,025	364,743	386,165	399,408
Moving Violations	377,131	313,289	354,924	372,644	386,359
Drug & Alcohol Violations	6,820	5,182	9,549	13,270	12,782
Railroad Crossing Violations	253	184	270	251	267
Number of Traffic Enforcement Violations (Vehicle observed)	470,842	407,488	458,800	480,698	520,406

Notes: A Traffic Enforcement Violation is a violation cited from a Traffic Enforcement Inspection.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.
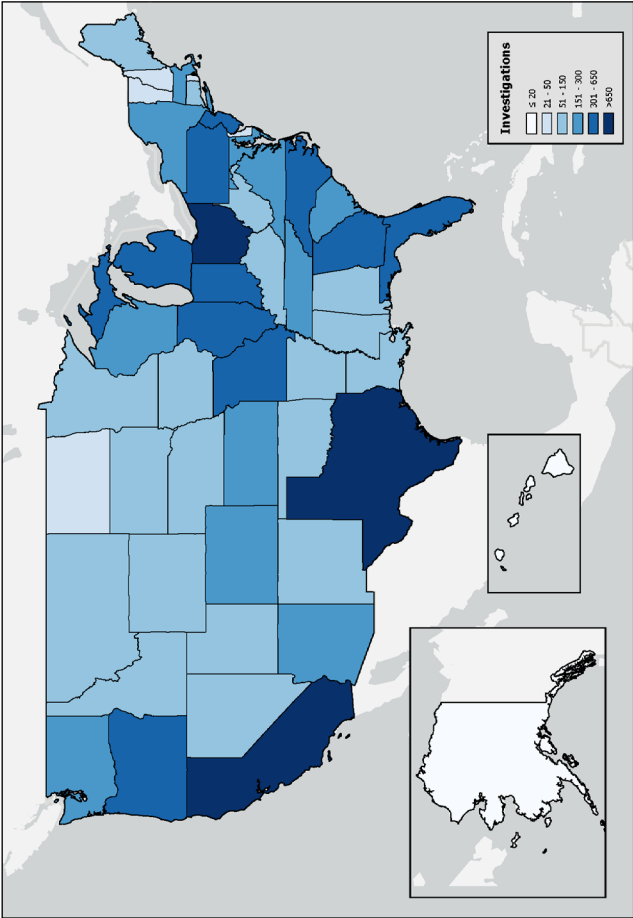
3. Investigations

This chapter provides summarized data for the past 5 years on all types of investigations and reviews conducted on motor carriers that transport property or passengers in interstate or intrastate commerce. Investigations are conducted to investigate identified areas of non-compliance and safety concerns, with a focus on carriers identified as high risk; to investigate complaints; or in response to other safety and compliance concerns. It is intended that through education, heightened safety regulation awareness, and the enforcement effects of investigations, motor carriers will improve the safety of their commercial vehicle operations and, ultimately, reduce their involvement in crashes.

The Compliance, Safety, Accountability (CSA) program is FMCSA's enforcement model to focus the Agency's efforts on large truck and bus safety and to prevent crashes, injuries, and fatalities related to commercial motor vehicles (CMVs). This program has introduced an enforcement and compliance model that allows FMCSA and its State partners to contact more carriers earlier in order to address safety deficiencies before crashes occur. The CSA program provides a nationwide system for making the roads safer for motor carriers and the public alike.

Companies investigated by FMCSA include, but are not limited to: trucking companies, household goods moving companies, bus companies, cargo tank facilities, and hazardous materials shippers.

For more statistics on investigations, please refer to: https://ai.fmcsa.dot.gov/SafetyProgram/Review.aspx.

3-1 Investigations by State, 2023

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

3-2 Investigations Conducted by Federal and State Investigators, 2019–2023

Investigations	2019	2020	2021	2022	2023
State	5,377	4,412	4,353	4,283	4,518
Federal	7,663	7,048	7,989	8,235	7,811
Total	**13,040**	**11,460**	**12,342**	**12,518**	**12,329**

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

3-3 Interventions by Type, 2019–2023

Intervention Type	2019	2020	2021	2022	2023
Investigations	13,040	11,460	12,342	12,518	12,329
Onsite Comprehensive	5,359	1,974	2,345	3,621	4,084
Onsite Focused	5,937	3,609	5,009	5,382	5,809
Offsite	1,374	5,759	4,874	3,359	2,217
Cargo Tank Facility Reviews	82	27	30	51	57
Shipper Reviews	7	2	1	-	25
Non-Rated Reviews	293	90	83	105	137
Warning Letters	26,564	22,230	28,181	32,463	23,036
Security Contact Reviews	344	164	103	35	36
Total Terminal Investigations	25,010	23,700	22,779	19,963	18,870

Note: Warning letters are based on a Safety Measurement System (SMS) algorithm that was implemented nationally in December of 2010.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

3-4 FMCSA-Regulated Carriers by Safety Rating, 2023

Safety Rating	Interstate Freight Carriers	Intrastate HM Carriers	Interstate Passenger Carriers	All Carriers
Conditional	10,996	476	146	11,618
Satisfactory	28,460	1,645	2,385	32,490
Unsatisfactory	891	118	6	1,015
No Rating	670,299	39,229	7,030	716,558
Total	**710,646**	**41,468**	**9,567**	**761,681**

Note: In order to receive a safety rating, a carrier must have received a compliance review or comprehensive onsite investigation.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

3-5 Passenger Carrier, Hazardous Materials Carrier, and Household Goods Carrier Investigations, 2019–2023

Carriers by Vehicle Type	2019	2020	2021	2022	2023
Any Passenger Vehicles*	1,164	399	468	716	842
Motorcoaches	966	227	284	579	676
School Buses	316	107	121	102	133
Vans	160	91	134	191	215
Mini Buses	178	70	175	253	260
Limousines	219	80	36	65	71
Hazardous Materials	564	440	511	534	661
Household Goods	135	63	66	165	164

*The "Any Passenger Vehicles" row might not equal the sum of subcategories for a given row due to carriers applying for multiple passenger authority at the time of the application.

Notes: Passenger carriers were those carriers that registered to transport passengers and owned or leased at least one passenger vehicle (motorcoach, school bus, van, mini-bus, or limousine). Beginning in 2014, reporting criteria for identifying passenger carrier investigations was updated. As a result, data may differ from previous versions. Passenger carrier investigations now reflect investigations performed by Federal and State personnel on motor carriers that were subject to the Safety Measurement System (SMS) passenger carrier threshold at the time of the investigations.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

3-6 Investigations by Carrier Fleet Size, 2019–2023

Carrier Fleet Size	2019	2020	2021	2022	2023
Very Small (1-6 Power Units)	7,509	6,150	6,641	6,799	6,999
Small (7-20 Power Units)	3,413	3,248	3,604	3,461	3,160
Medium (21-100 Power Units)	1,643	1,688	1,701	1,828	1,673
Large (>100 Power Units)	355	328	365	378	412
No Power Units/Unreported	120	46	31	52	85
Total	**13,040**	**11,460**	**12,342**	**12,518**	**12,329**

Note: Carriers listed as having zero power units are included in the "No Power Units/Unreported" category.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

3-7 New Entrant Safety Audits, 2019–2023

Year	Safety Audits	Safety Audit Pass Rate
2019	40,277	88.20%
2020	40,221	92.60%
2021	48,393	92.30%
2022	63,672	92.20%
2023	58,551	91.30%

Notes: A new entrant is a motor carrier that applies for a USDOT number in order to initiate operations in interstate commerce or the intrastate transportation of hazardous materials (HM). Carriers remain in the New Entrant Safety Assurance Program until they pass the safety audit and have been in business for 18 months. For more information on the New Entrant Safety Assurance Program, visit https://www.fmcsa.dot.gov/safety/new-entrant-safety-assurance-program.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

3-8 Summary of Closed Enforcement Cases, 2019–2023

Subject Type	2019 Cases (Amount Settled)	2020 Cases (Amount Settled)	2021 Cases (Amount Settled)	2022 Cases (Amount Settled)	2023 Cases (Amount Settled)
Broker	0 ($0)	0 ($0)	1 ($3,880)	0 ($0)	7 ($49,713)
Cargo Tank Facility	14 ($94,500)	9 ($12,288,560)	3 ($33,080)	5 ($82,840)	11 ($258,300)
Carrier	3499 ($22,443,295)	2402 ($14,589,814)	2686 ($17,598,915)	3457 ($24,250,311)	3650 ($24,677,074)
Drug Consortium	1 ($5,890)	0 ($0)	0 ($0)	0 ($0)	0 ($0)
Freight Forwarder	42 ($434,932)	11 ($59,700)	13 ($61,350)	17 ($107,780)	12 ($90,200)
HM Carrier	121 ($1,161,700)	54 ($405,289)	39 ($455,370)	81 ($830,690)	80 ($1,057,140)
HM Carrier (Not Placarded)	0 ($0)	1 ($3,110)	0 ($0)	0 ($0)	0 ($0)
HM Carrier/ Shipper	52 ($575,100)	25 ($287,780)	32 ($264,540)	39 ($330,930)	35 ($374,060)
HM Carrier/ Shipper (Not Placarded)	0 ($0)	0 ($0)	0 ($0)	0 ($0)	0 ($0)
Not Carrier (45-Day)	0 ($0)	0 ($0)	0 ($0)	0 ($0)	0 ($0)
Other	3 ($19,640)	0 ($0)	0 ($0)	0 ($0)	0 ($0)
Passenger Carrier	63 ($449,133)	34 ($217,650)	11 ($64,369)	20 ($87,060)	36 ($215,492)
Shipper	0 ($0)	0 ($0)	0 ($0)	1 ($29,390)	0 ($0)
Small Passenger Carrier	0 ($0)	0 ($0)	0 ($0)	0 ($0)	0 ($0)
Total	**3795 ($25,184,190)**	**2536 ($27,851,903)**	**2785 ($18,481,504)**	**3620 ($25,719,001)**	**3831 ($26,721,979)**

Notes: FMCSA is responsible for ensuring full compliance with all Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs) required of large truck and bus companies regulated by the U.S. Department of Transportation (USDOT). This table provides data for 5 calendar years of enforcement cases considered "closed" for large truck and bus companies regulated by the USDOT. An enforcement case is deemed "closed" once FMCSA issues a carrier a "Notice of Claim" (NOC) and the carrier has (1) paid the penalty in full, (2) signed a settlement agreement, (3) defaulted on the NOC, upon which a "Final Agency Order" is issued, or (4) found liable for violations charged in the NOC after adjudication.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 26, 2024.

4. Crashes

In 2022, of the 39,221 fatal crashes on the Nation's roadways, 5,476 (14.0 percent) involved at least one large truck or bus. In addition, there were an estimated 5,892,000 nonfatal crashes, 548,000 (9.30 percent) of which involved at least one large truck or bus. For more information on large truck and bus crashes, please refer to the annual *Large Truck and Bus Crash Facts* publication available at https://www.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts.

Data Sources:

FARS: Maintained by the National Highway Traffic Safety Administration (NHTSA), the Fatality Analysis Reporting System (FARS) is an annual census of fatal crashes involving motor vehicles traveling on public trafficways. Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks as large trucks. Due to this methodology change, comparisons of the 2016 (and later) FARS large truck data with prior years should be performed with caution. For more information on FARS, refer to https://www.nhtsa.gov/FARS.

CRSS: NHTSA established the Crash Report Sampling System (CRSS) in 2016 when the long-running General Estimates System (GES) was retired. 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, associated percentages and rates are based on the unrounded data. To learn more about CRSS, visit https://www.nhtsa.gov/crash-data-systems/crash-report-sampling-system.

MCMIS: Maintained by FMCSA, the Motor Carrier Management Information System (MCMIS) Crash File contains data on commercial trucks and buses in fatal, injury, and towaway crashes (crashes in which at least one vehicle is disabled as a result of the crash and transported away from the crash scene). Crash severity thresholds and vehicle type definitions in MCMIS differ slightly from those in FARS and GES/CRSS, and all tables are noted accordingly. All MCMIS crash data presented are considered preliminary for 22 months. For

more information on MCMIS, refer to https://highways.dot.gov/safety/data-analysis-tools/rsdp/rsdp-tools/motor-carrier-management-information-system-mcmis.

NHTSA Crash Severity Levels:

This Pocket Guide includes data on police-reported crashes collected by NHTSA, which include fatal, injury, and property-damage-only (PDO) crashes.

1. **Fatal crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash. The fatality does not have to occur at the scene of the crash and includes any person involved, including non-motorists.

2. **Injury crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.

3. **PDO crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries.

For more information on crash severity levels, refer to NHTSA's National Center for Statistics and Analysis (NCSA) Data Resource Website at: https://crashstats.nhtsa.dot.gov

Vehicles in Crashes:

Large Trucks: FARS and CRSS define a large truck as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Motor Carrier Management Information System (MCMIS) defines a large truck as a vehicle designed, used, or maintained primarily for carrying property, with a GVWR or gross combination weight rating (GCWR) of more than 10,000 pounds, or any vehicle carrying hazardous materials that requires placarding, regardless of weight.

Buses: A bus is defined as a vehicle with seats for at least nine people, including the driver.

4-1 Total Crashes by Vehicle Type, 2019–2022

Year	Number of Crashes Involving:			
	Large Trucks	Buses	Large Trucks and Buses	All Vehicle Types
2019	511,000	72,000	580,000	6,755,000
2020	407,000	33,000	439,000	5,251,000
2021	494,000	48,000	536,000	6,104,000
2022	503,000	52,000	553,000	5,931,000

Notes: Individual subtotals may not sum to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a vehicle with seats for at least nine people, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motor vehicle. These numbers include fatal crash data from Fatality Analysis Reporting System (FARS) and injury crash and property-damage-only (PDO) crash data from Crash Report Sampling System (CRSS). CRSS is a sample of motor vehicle crashes—the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

Data Sources: National Highway Traffic Safety Administration (NHTSA), FARS, and CRSS.

4-2 Fatal Crashes by Vehicle Type, 2019–2022

Year	Number of Crashes Involving:			
	Large Trucks	Buses	Large Trucks and Buses	All Vehicle Types
2019	4,502	234	4,722	33,487
2020	4,423	164	4,574	35,935
2021	5,178	205	5,370	39,785
2022	5,279	213	5,476	39,221

Notes: Individual subtotals may not sum to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a vehicle with seats for at least nine people, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motor vehicle.

Data Sources: National Highway Traffic Safety Administration (NHTSA) and Fatality Analysis Reporting System (FARS).

4-3   Injury Crashes by Vehicle Type, 2019–2022

| Year | Number of Crashes Involving: | | | |
	Large Trucks	Buses	Large Trucks and Buses	All Vehicle Types
2019	114,000	13,000	127,000	1,916,000
2020	99,000	8,000	107,000	1,593,000
2021	110,000	10,000	119,000	1,728,000
2022	114,000	10,000	124,000	1,665,000

Notes: Individual subtotals may not sum to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a vehicle with seats for at least nine people, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motor vehicle. These numbers include injury crash data from Crash Report Sampling System (CRSS). CRSS is a sample of motor vehicle crashes—the results are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

Data Sources: National Highway Traffic Safety Administration (NHTSA) and CRSS.

4-4   Property-Damage-Only (PDO) Crashes by Vehicle Type, 2019–2022

| Year | Number of Crashes Involving: | | | |
	Large Trucks	Buses	Large Trucks and Buses	All Vehicle Types
2019	392,000	59,000	448,000	4,806,000
2020	304,000	25,000	327,000	3,622,000
2021	379,000	38,000	412,000	4,336,000
2022	384,000	42,000	424,000	4,227,000

Notes: Individual subtotals may not sum to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined as a truck with a gross vehicle wight rating (GVWR) greater than 10,000 pounds. A bus is defined as a vehicle with seats for at least nine people, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motor vehicle. These numbers include PDO crash data from Crash Report Sampling System (CRSS). CRSS is a sample of motor vehicle crashes—the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

Data Sources: National Highway Traffic Safety Administration (NHTSA) and CRSS.

4-5 Large Truck Fatal Crashes, 2013–2022

Year	Fatal Crashes Involving Large Trucks	Large Truck Occupant Fatalities	Total Fatalities in Large Truck Crashes	Million VMT by Large Trucks	Rates per 100 Million VMT		Large Trucks Registered
					Fatal Crashes Involving Large Trucks	Fatalities in Large Truck Crashes	
2013	3,554	695	3,981	275,017	1.29	1.45	10,597,356
2014	3,429	656	3,908	279,132	1.23	1.40	10,905,956
2015	3,622	665	4,094	279,844	1.29	1.46	11,203,184
2016†	4,177	815	4,678	287,895	1.45	1.62	11,498,561
2017†	4,367	878	4,906	297,593	1.47	1.65	12,229,216
2018†	4,461	890	5,006	304,864	1.46	1.64	13,233,910
2019†	4,502	893	5,032	300,050	1.50	1.68	13,085,643
2020†	4,423	822	4,945	297,649	1.49	1.66	12,899,371
2021†	5,178	1,011	5,821	327,026	1.58	1.78	13,856,404
2022†	5,279	1,097	5,936	331,272	1.59	1.79	14,333,821

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A large truck is defined as a truck with GVWR greater than 10,000 pounds. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Data Sources: FARS and Vehicle Miles Traveled and Registered Vehicles – Federal Highway Administration (FHWA), *Highway Statistics 2022*.

4-6 Large Truck Injury Crashes, 2019–2022

Year	Injury Crashes Involving Large Trucks	Large Trucks Involved in Injury Crashes	Persons Injured in Large Truck Crashes	Million VMT by Large Trucks	Rates per 100 Million VMT		Large Trucks Registered
					Injury Crashes Involving Large Trucks	Persons Injured in Large Truck Crashes	
2019	114,000	119,000	158,000	300,050	38.0	52.8	13,085,643
2020	99,000	105,000	142,000	297,649	33.2	47.6	12,899,371
2021	110,000	117,000	155,000	327,026	33.5	47.3	13,856,404
2022	114,000	120,000	160,000	331,272	34.5	48.3	14,333,821

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The rates displayed in this table based on unrounded Crash Report Sampling System (CRSS) data. CRSS is a sample of motor vehicle crashes--the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

Data Sources: Vehicle Miles Traveled and Registered Vehicles; Federal Highway Administration (FHWA), *Highway Statistics 2022*, Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration (NHTSA), and CRSS.

4-7 Large Truck and Bus Fatality Rates Per 100 Million Total Vehicle Miles Traveled (VMT) by State, 2021 and 2022

State	2021†			2022†		
	Fatalities	Million VMT	Fatality Rate	Fatalities	Million VMT	Fatality Rate
Alabama	150	71,892	0.21	156	71,631	0.22
Alaska	8	5,752	0.14	9	5,478	0.16
Arizona	144	73,760	0.20	173	76,159	0.23
Arkansas	116	38,427	0.30	109	38,530	0.28
California	462	310,823	0.15	436	315,244	0.14
Colorado	102	53,840	0.19	107	53,935	0.20
Connecticut	27	28,989	0.09	38	29,666	0.13
Delaware	14	10,152	0.14	23	9,872	0.23
D.C.	1	3,248	0.03	3	3,421	0.09
Florida	372	217,566	0.17	368	227,757	0.16
Georgia	246	120,685	0.20	265	128,871	0.21
Hawaii	7	9,972	0.07	6	10,289	0.06
Idaho	45	19,308	0.23	36	19,157	0.19
Illinois	179	97,530	0.18	218	103,752	0.21
Indiana	167	78,640	0.21	172	95,684	0.18
Iowa	67	33,039	0.20	77	32,712	0.24
Kansas	79	31,693	0.25	82	31,334	0.26
Kentucky	128	48,111	0.27	96	48,047	0.20
Louisiana	135	54,728	0.25	114	56,514	0.20
Maine	18	14,560	0.12	10	14,651	0.07
Maryland	41	56,601	0.07	59	56,746	0.10
Massachusetts	32	59,115	0.05	46	56,949	0.08
Michigan	111	96,744	0.11	115	95,901	0.12
Minnesota	81	57,171	0.14	76	57,471	0.13
Mississippi	104	40,853	0.25	87	39,952	0.22
Missouri	137	79,791	0.17	146	79,431	0.18
Montana	38	13,482	0.28	41	13,514	0.30
Nebraska	57	21,210	0.27	57	21,270	0.27
Nevada	62	27,077	0.23	45	27,647	0.16
New Hampshire	7	13,130	0.05	17	13,281	0.13
New Jersey	88	73,673	0.12	108	75,288	0.14
New Mexico	89	26,823	0.33	91	26,831	0.34
New York	114	106,870	0.11	146	115,382	0.13
North Carolina	172	117,734	0.15	193	119,381	0.16
North Dakota	13	9,256	0.14	31	9,180	0.34
Ohio	220	112,923	0.19	213	110,578	0.19
Oklahoma	136	44,760	0.30	136	44,566	0.31
Oregon	84	36,842	0.23	87	36,576	0.24
Pennsylvania	162	102,686	0.16	185	99,912	0.19
Rhode Island	3	7,526	0.04	5	7,531	0.07
South Carolina	145	57,492	0.25	126	58,988	0.21
South Dakota	20	9,994	0.20	29	10,170	0.29
Tennessee	179	82,596	0.22	154	83,219	0.19
Texas	808	285,028	0.28	810	290,890	0.28
Utah	67	33,638	0.20	51	34,336	0.15
Vermont	8	6,625	0.12	13	7,128	0.18
Virginia	120	80,102	0.15	126	82,083	0.15
Washington	89	57,797	0.15	85	58,483	0.15
West Virginia	45	16,079	0.28	38	15,312	0.25
Wisconsin	103	64,983	0.16	92	66,167	0.14
Wyoming	19	11,097	0.17	30	9,324	0.32
National Totals	**5,821**	**3,132,411**	**0.19**	**5,936**	**3,196,191**	**0.19**

Notes: D.C. = District of Columbia. The fatality rate equals "Fatalities" divided by "Million VMT," multiplied by 100. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a vehicle with seats for at least nine people, including the driver.

Data Sources: Vehicle Miles Traveled and Registered Vehicles – Federal Highway Administration (FHWA), *Highway Statistics 2022*; Fatalities – National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-8 Large Truck and Bus Fatality Rates Per 100 Million Total Vehicle Miles Traveled (VMT) by State, 2022

2022 Crash Rate
- ≤ 0.10
- 0.100001 - 0.15
- 0.150001 - 0.20
- 0.200001 - 0.25
- > 0.25
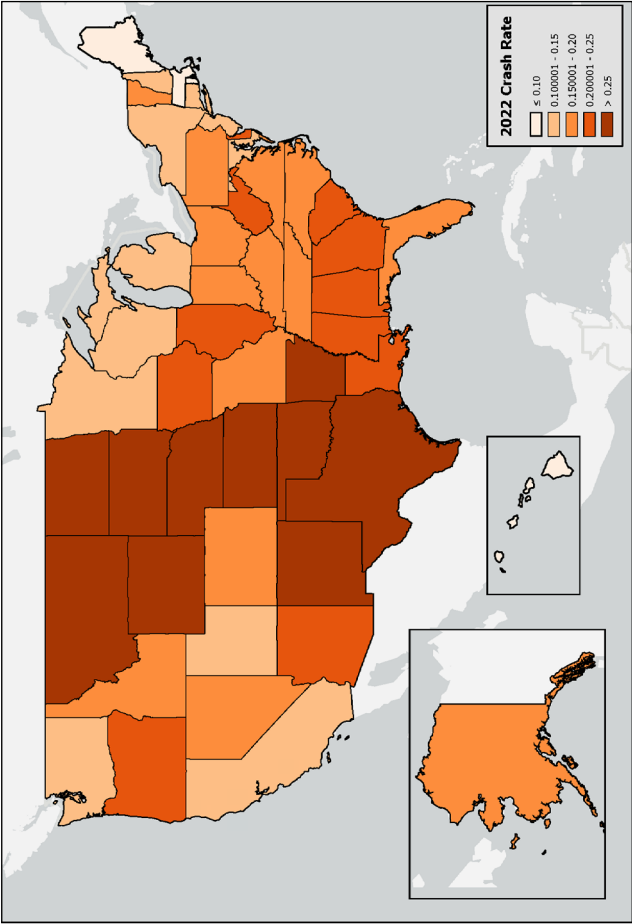
Data Sources: Vehicle Miles Traveled - FHWA, *Highway Statistics 2022*; Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-9 Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 2019–2022

Occupant of:	2019	2020	2021	2022
Passenger Car	1,657	1,535	1,780	1,686
Light Truck	1,580	1,622	2,031	2,015
Large Truck	893	822	1,011	1,097
Motorcycle	302	295	319	409
Bus	4	9	6	13
Other/Unknown	26	40	40	44
Total Vehicle Occupants	**4,462**	**4,323**	**5,187**	**5,264**

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as a vehicle with seats for at least nine people, including the driver.

Data Sources: National Highway Traffic Safety Administration (NHTSA) and Fatality Analysis Reporting System (FARS).

4-10 Nonmotorists Killed in Large Truck Crashes, 2019–2022

Nonmotorist Type	2019	2020	2021	2022
Total Nonmotorist Fatalities	570	622	634	672
Pedestrian	453	517	552	533
Pedalcyclist*	91	84	66	111
Other/Unknown Nonmotorist	26	21	16	28
Total Fatalities	**5,032**	**4,945**	**5,821**	**5,936**
Percent Nonmotorist Fatalities	**11.3%**	**12.6%**	**10.9%**	**11.3%**

*In 2022, NHTSA updated the definition of bicyclist to include operators and passengers of motorized/motor assisted bicycles. Prior to 2022, motorized bicycles were considered motor vehicles and were classified as motorcycles.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A nonmotorist is defined as any person who is not an occupant of a motor vehicle, including, but not limited to, the following: pedestrians, pedalcyclists, or others such as skateboard riders, people riding on animals, and persons riding in other nonmotorized conveyances.

Data Sources: National Highway Traffic Safety Administration (NHTSA) and Fatality Analysis Reporting System (FARS).

4-11 Nonmotorists Killed in Bus Crashes, 2019–2022

Nonmotorist Type	2019	2020	2021	2022
Total Nonmotorist Fatalities	74	57	55	54
Pedestrian	59	46	47	48
Pedalcyclist*	12	7	6	5
Other/Unknown Nonmotorist	3	4	2	1
Total Fatalities	**261**	**187**	**222**	**224**
Percent Nonmotorist Fatalities	**28.4%**	**30.5%**	**24.8%**	**24.1%**

*In 2022, NHTSA updated the definition of bicyclist to include operators and passengers of motorized/motor assisted bicycles. Prior to 2022, motorized bicycles were considered motor vehicles and were classified as motorcycles.

Notes: A bus is defined as a vehicle with seats for at least nine people, including the driver. A nonmotorist is defined as any person who is not an occupant of a motor vehicle, including, but not limited to, the following: pedestrians, pedalcyclists, skateboard riders, people riding on animals, and persons riding in other nonmotorized conveyances.

Data Sources: National Highway Traffic Safety Administration (NHTSA) and Fatality Analysis Reporting System (FARS).

4-12 Fatal Crashes by Work Zone, 2019–2022

	2019		2020		2021		2022	
Crash Type:	**No.**	**Pct.**	**No.**	**Pct.**	**No.**	**Pct.**	**No.**	**Pct.**
Large Truck Fatal Crashes	4,502	100.0%	4,423	100.0%	5,178	100.0%	5,279	100.0%
Work Zone	249	5.5%	205	4.6%	291	5.6%	241	4.6%
Not a Work Zone	4,253	94.5%	4,218	95.4%	4,887	94.4%	5,038	95.4%
All Fatal Crashes	33,487	100.0%	35,935	100.0%	39,785	100.0%	39,221	100.0%
Work Zone	765	2.3%	780	2.2%	878	2.2%	821	2.1%
Not a Work Zone	32,722	97.7%	35,155	97.8%	38,907	97.8%	38,400	97.9%
Percent of Work-Zone Fatal Crashes that Involved at Least One Large Truck	**32.5%**		**26.3%**		**33.1%**		**29.4%**	
Percent of All Fatal Crashes that Involved at Least One Large Truck	**13.4%**		**12.3%**		**13.0%**		**13.5%**	

Notes: "Not a Work Zone" counts include crashes where the location was unknown. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A work zone is defined as an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators.
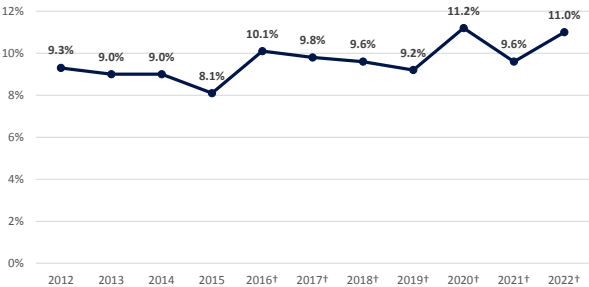
Data Sources: National Highway Traffic Safety Administration (NHTSA) and Fatality Analysis Reporting System (FARS).

4-13 Truck Weight Rating for Large Trucks in Fatal Crashes, 2019–2022

Truck Weight Rating	2019	2020	2021	2022
Class 2: 6,001 - 10,000 lb	1	0	0	0
Class 3: 10,001 - 14,000 lb	658	722	871	909
Class 4: 14,001 - 16,000 lb	132	125	143	145
Class 5: 16,001 - 19,500 lb	163	160	232	234
Class 6: 19,501 - 26,000 lb	274	295	388	406
Class 7: 26,001 - 33,000 lb	235	290	326	300
Class 8: > 33,000 lb	3,353	3,229	3773	3843
Unknown/Other	217	0	0	0
Total	**5,033**	**4,821**	**5,733**	**5,837**

Notes: A large truck is defined here as a truck with a GVWR greater than 10,000 pounds.
Data Sources: National Highway Traffic Safety Administration (NHTSA) and Fatality Analysis Reporting System (FARS).

4-14 Percentage of Large Truck Drivers in Fatal Crashes Not Wearing Any Type of Safety Belt, 2012–2022

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a GVWR greater than 10,000 pounds.

Drivers with unknown safety belt usage are not included in the percentages displayed.

Data Sources: NHTSA and Fatality Analysis Reporting System (FARS).

4-15 Hazardous Materials (HM) Cargo Release in Crashes Involving Large Trucks with HM Placards, 2019–2023

Cargo Release	Number of Large Trucks				
	2019	2020	2021	2022	2023*
Cargo Release: No	2,770	2,132	2,470	2,393	2,166
Cargo Release: Yes	630	551	545	555	466
Corrosives	40	41	31	39	37
Explosives	20	13	9	8	12
Flammable Liquid	296	289	263	278	247
Flammable Solids	10	6	9	3	4
Gases	77	68	66	75	61
Miscellaneous Dangerous Goods	59	34	43	42	13
Oxidizing Substances	3	7	7	8	7
Poison & Infectious Substances	1	6	5	1	4
Radioactive Material	1	1	1	-	1
Unknown	123	86	111	101	80
Cargo Release: Unknown	388	267	323	348	294
Total	**3,788**	**2,950**	**3,338**	**3,296**	**2,926**

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2023, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Notes: Here, a large truck is defined as a vehicle designed, used, or maintained primarily for carrying property, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of more than 10,000 pounds, or any vehicle carrying HM that requires placarding, regardless of weight.

Data Source: FMCSA, MCMIS, data snapshot as of March 29, 2024.

4-16 Large Truck and Bus Drivers in Crashes, by Driver's License Class, 2019–2023

License Class	Number of Vehicles Involved				
	2019	2020	2021	2022	2023*
Class A	123,299	108,654	123,875	123,865	115,019
Class B	23,281	15,931	19,100	20,305	18,243
Class C	15,634	13,282	16,846	17,264	15,817
Class D	23,039	20,469	25,396	23,565	20,552
Class E	-	-	3	13	340
Class M	85	67	86	81	375
Unknown	9,325	9,491	12,649	12,237	11,589
Total	**194,663**	**167,894**	**197,955**	**197,330**	**181,935**

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2023, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Notes: Here, a large truck is defined as a vehicle designed, used, or maintained primarily for carrying property, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of more than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight. A bus is defined as a vehicle with seats for at least nine people, including the driver. Descriptions for driver's license classes are as follows: Class A pertains to any combination of vehicles which has a GCWR or gross combination weight of 26,001 pounds or more, whichever is greater, inclusive of a towed unit(s) with a GVWR or gross vehicle weight of more than 10,000 pounds, whichever is greater. Class B pertains to any single vehicle which has a GVWR or gross vehicle weight of 26,001 pounds or more, or any such vehicle towing a vehicle with a GVWR or gross vehicle weight that does not exceed 10,000 pounds. Class C pertains to any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is transporting material that has been designated as hazardous and is required to be placarded or is transporting any quantity of a material listed as a select agent or toxin. Class D pertains to any vehicle, or any combination of vehicles, with a GVWR of 26,000 or less that is not used 1) for the purpose of transporting HM which are required by law to be placarded, 2) to transport more than 15 passengers including the driver, and 3) is not a school bus used to transport children to and from school for compensation. Class M pertains to motorcycles and motor-driven cycles.

Data Source: FMCSA, MCMIS, data snapshot as of March 29, 2024.

4-17 Large Trucks in Crashes by Operation Classification, 2019–2023

Operation Classification	2019	2020	2021	2022	2023*
For-Hire	99,686	90,197	106,924	105,745	96,692
Private	29,546	26,009	29,355	29,038	26,675
Both For-Hire and Private	15,954	14,098	15,970	15,719	15,403
Neither For-Hire Nor Private	1,520	1,328	1,470	1,307	1,056
No USDOT Number	29,827	25,995	30,641	30,287	27,605
Total	**176,533**	**157,627**	**184,360**	**182,096**	**167,431**

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2023, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Note: Here, a large truck is defined as a vehicle designed, used, or maintained primarily for carrying property, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of more than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight.

Data Sources: Crash data for all years: FMCSA, MCMIS, data snapshot as of March 29, 2024. Operation classification information: FMCSA, MCMIS, data snapshots as of December 27, 2019; December 18, 2020; December 31, 2021; December 30, 2022; and December 29, 2023.

4-18 Large Trucks in Crashes by Carrier Operation, 2019–2023

Carrier Operation	2019	2020	2021	2021	2023*
Interstate	122,099	110,042	128,368	127,105	116,846
Intrastate Hazardous Materials (HM)	2,061	1,778	1,969	1,922	1,717
Intrastate Non-HM**	22,174	19,684	23,303	22,756	21,243
Unknown Carrier Operation**	1,492	1,039	1,049	836	650
No USDOT Number	28,707	25,084	29,671	29,477	26,975
Total	**176,533**	**157,627**	**184,360**	**182,096**	**167,431**

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 30, 2022, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

**Some States do not require intrastate non-HM carriers to obtain USDOT numbers.

Note: Here, a large truck is defined as a vehicle designed, used, or maintained primarily for carrying property, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of more than 10,000 pounds, or any vehicle carrying HM that requires placarding, regardless of weight.

Data Sources: Crash data for all years: FMCSA, MCMIS, data snapshot as of March 29, 2024. Carrier operation information: FMCSA, MCMIS, data snapshots as of December 27, 2019; December 18, 2020; December 31, 2021; December 30, 2022; and December 29, 2023.

4-19 Bus Fatal Crashes, 1975–2022

Year	Fatal Crashes Involving Buses	Bus Occupant Fatalities	Total Fatalities in Bus Crashes	Million VMT by Buses	Rates per 100 Million VMT		Buses Registered
					Fatal Crashes Involving Buses	Fatalities in Bus Crashes	
1975	323	53	348	6,055	5.33	5.75	462,156
1980	329	46	390	6,059	5.43	6.44	528,789
1985	337	57	398	4,478	7.53	8.89	593,485
1990	286	32	340	5,726	4.99	5.94	626,987
1995	271	33	311	6,420	4.22	4.84	685,503
2000	323	22	357	7,590	4.26	4.70	746,125
2005	278	58	340	6,980	3.98	4.87	807,053
2010	247	44	278	13,770	1.79	2.02	846,051
2011	243	55	284	13,807	1.76	2.06	666,064
2012	252	39	282	14,781	1.70	1.91	764,509
2013	282	54	320	15,167	1.86	2.11	864,549
2014	235	44	283	15,999	1.47	1.77	872,027
2015	259	49	297	16,230	1.60	1.83	888,907
2016	231	64	290	16,350	1.41	1.77	976,161
2017	231	43	276	17,227	1.34	1.60	983,231
2018	234	44	267	18,303	1.28	1.46	992,152
2019	234	35	261	17,980	1.30	1.45	995,033
2020	164	19	187	15,037	1.09	1.24	1,010,304
2021	205	15	222	16,744	1.22	1.33	939,123
2022	213	26	224	18,490	1.15	1.21	954,119

Note: A bus is defined as a vehicle with seats for at least nine people, including the driver.

Data Sources: Vehicle Miles Traveled and Registered Vehicles - FHWA, *Highway Statistics 2022*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-20 Bus Injury Crashes, 2019–2022

Year	Injury Crashes Involving Buses	Buses Involved in Injury Crashes	Persons Injured in Bus Crashes	Million VMT by Buses	Rates per 100 Million VMT		Buses Registered
					Injury Crashes Involving Buses	Persons Injured in Bus Crashes	
2019	13,000	14,000	25,000	17,980	74.6	140.4	995,033
2020	8,000	8,000	16,000	15,037	54.3	104.7	1,010,304
2021	10,000	10,000	18,000	16,744	59.0	109.8	939,123
2022	10,000	10,000	19,000	18,490	54.5	100.5	954,119

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A bus is defined as a vehicle with seats for at least nine people, including the driver. The rates displayed in this table are based on unrounded Crash Report Sampling System (CRSS) data. CRSS is a sample of motor-vehicle crashes--the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

Data Sources: Vehicle Miles Traveled and Registered Vehicles – Federal Highway Administration (FHWA), *Highway Statistics 2022*; Injury Crashes, Vehicles Involved, and Persons Injured – National Highway Traffic Safety Administration (NHTSA), and CRSS.

4-21 Fatal Crashes Involving Buses, by Type of Bus, 2012–2022

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus*	Other Bus Type	Bus Type Unknown	Total
2012	101	34	78	30	7	2	252
2013	114	44	82	28	10	4	282
2014	90	32	79	9	21	4	235
2015	99	34	92	14	18	5	259
2016	87	17	97	6	19	6	231
2017	72	13	97	31	16	4	231
2018	82	15	86	30	23	2	238
2019	86	15	79	32	22	1	235
2020	43	13	81	—	25	3	165
2021	80	17	78	—	23	7	205
2022	87	14	74	—	24	14	213

* "Van-based bus" was listed as a bus type for the first time in 2011.

Note: A bus is defined here as a vehicle with seats for at least nine people, including the driver.
Data Source: Fatality Analysis Reporting System (FARS).

4-22 Estimated Costs of Large Truck and Bus Crashes, 2019–2022

Year	Fatal Crashes	Injury Crashes	Property-Damage-Only (PDO) Crashes	All Large Truck and Bus Crashes
2019	$71 Billion	$50 Billion	$22 Billion	$143 Billion
2020	$69 Billion	$42 Billion	$16 Billion	$127 Billion
2021	$81 Billion	$47 Billion	$20 Billion	$148 Billion
2022	$83 Billion	$49 Billion	$21 Billion	$152 Billion

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a vehicle with seats for at least nine people, including the driver. Costs may not sum to the totals due to rounding. Changes in costs from previous editions of the Pocket Guide are due to a new crash cost methodology developed by FMCSA. Estimates are based on fatal crash data from the Fatality Analysis Reporting System (FARS) and injury crash and property-damage-only (PDO) crash data from Crash Report Sampling System (CRSS).

Data Sources: Crash Costs for Highway Safety Analysis, Federal Highway Administration (FHWA); The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised), National Highway Traffic Safety Administration (NHTSA); and Delay and Environmental Costs of Truck Crashes, Volpe Center, adjusted to current dollars, and a year 2021 value of a statistical life (VSL); NHTSA, FARS, and CRSS.

4-23 Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) Matching for Large Trucks and Buses in Fatal Crashes, 2022

Number	Category	Percentage
5,094	Large trucks and buses matched in FARS and MCMIS	75.4%
71	Large trucks and buses that were partially matched in FARS and MCMIS	1.1%
881	Large trucks and buses in FARS and not in MCMIS	13.0%
324	Large trucks and buses in FARS matched to large trucks and buses in non-fatal crashes in MCMIS	4.8%
233	Large trucks and buses in MCMIS and not in FARS	3.4%
155	Large trucks and buses in MCMIS matched to vehicles in FARS that were not large trucks or buses	2.3%
6,758	**Total large trucks and buses in fatal crashes in FARS, MCMIS, or both**	**100.0%**

FARS

MCMIS

881

FARS and MCMIS matches: 5,165 large truck and bus matches in FARS and MCMIS (including 5,094 full matches and 71 partial matches).

233

324

155
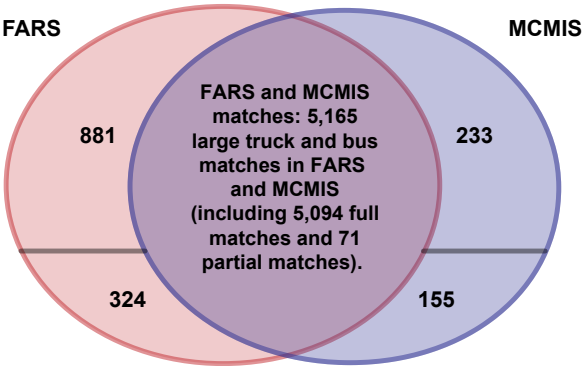
Notes: A large truck is defined in FARS as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A large truck is defined in MCMIS as a vehicle, used, or maintained primarily for carrying property, with a GVWR or gross combination weight rating (GCWR) of more than 10,000 pounds, or any vehicle carrying hazardous materials that requires placarding, regardless of weight. A bus is defined as a vehicle with seats for at least nine people, including the driver.

Data Sources: T. Miller, E. Zaloshnja, and R. Spicer, Revised Cost of Large Truck and Bus Involved Crashes (2002), adjusted to current dollars, and a year 2020 value of a statistical life (VSL); National Highway Traffic Safety Administration (NHTSA), FARS, and CRSS.
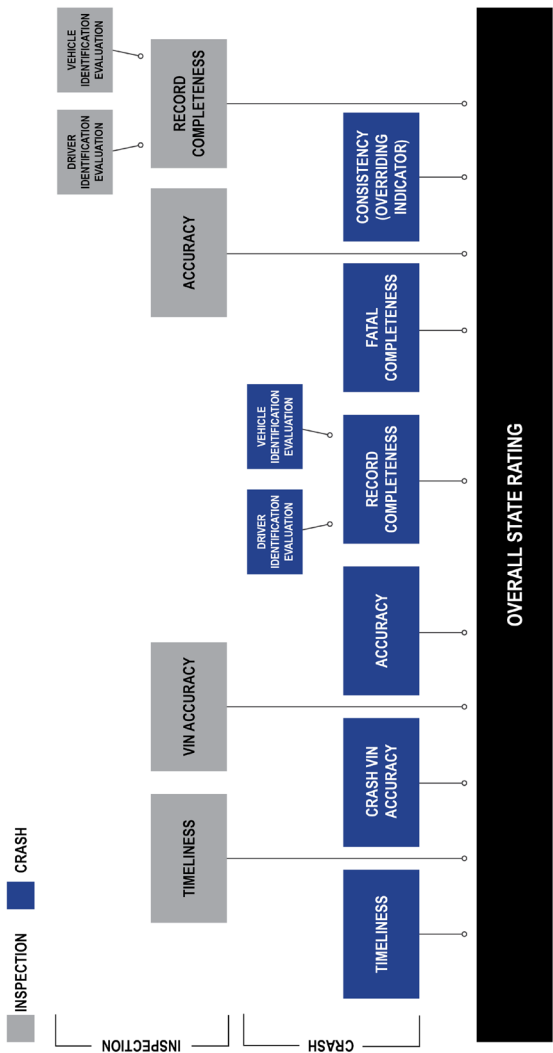
5. DATA QUALITY

State Safety Data Quality (SSDQ) Methodology

FMCSA implemented the State Safety Data Quality (SSDQ) Methodology to evaluate the completeness, timeliness, accuracy, and consistency of State-reported data. The SSDQ evaluation uses a 12-month timeframe that ends 3 months prior to the Motor Carrier Management Information System (MCMIS) snapshot for each measure, unless otherwise stated in the rating description. The methodology consists of nine performance measures (five crash and four inspection measures) and one overriding performance indicator (see 5-1). The SSDQ methodology has changed over the years to represent higher thresholds of data quality. Since 2004, additional performance measures have been added related to the completeness of driver and vehicle information contained in crash and inspection reports.

The SSDQ evaluation is updated monthly to reflect improvements in crash and inspection reporting. States receive an overall rating of "Good," "Fair," or "Poor" for each SSDQ measure and rating. FMCSA developed the color-coded SSDQ map (see 5-2) as a visual tool for States to use in improving crash and inspection data reported to FMCSA. The overall data quality rating for each State is based on the following criteria:

• Good (green) for States with at least one good crash measure, one good inspection measure, and no poor measures.
• Fair (yellow) for States with no more than one poor measure.
• Poor (red) for States with two or more poor measures. States flagged red in Consistency (the overriding performance indictor shown in 5-1) are rated poor overall.
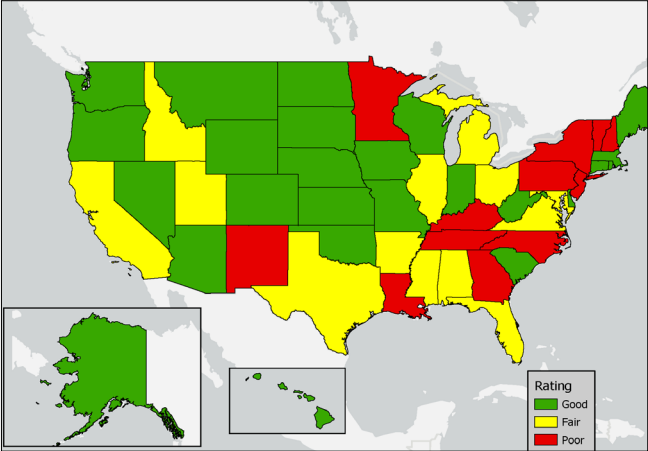
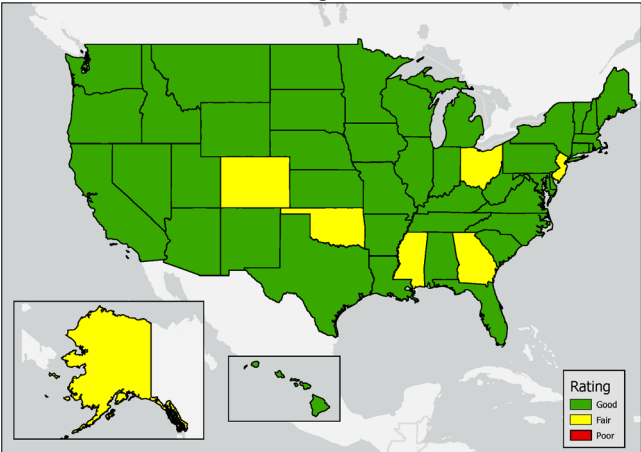## 5-1 State Safety Data Quality (SSDQ) Performance Measures

Data Source: FMCSA, Analysis & Information (A&I) Online, https://ai.fmcsa.dot.gov/DataQuality.

5-2 Overall State Safety Data Quality (SSDQ) Ratings, June 2004 and December 2023

Overall SSDQ Ratings, June 2004

Overall SSDQ Ratings, December 2023

Note: Ratings depicted on this map are overall State ratings. Washington, D.C. is rated poor (red) in June 2004 and good (green) in December 2023.
Data Sources: June 2004 Ratings: FMCSA, Analysis & Information (A&I) Online, State Safety Data Quality (SSDQ) as of June 2004; December 2022 Ratings: FMCSA, A&I Online, SSDQ as of December 2023. For most recent State ratings, refer to: https://ai.fmcsa.dot.gov/DataQuality/National.aspx.

5-3 Annual Requests for Data Review (RDRs) in DataQs, 2019–2023
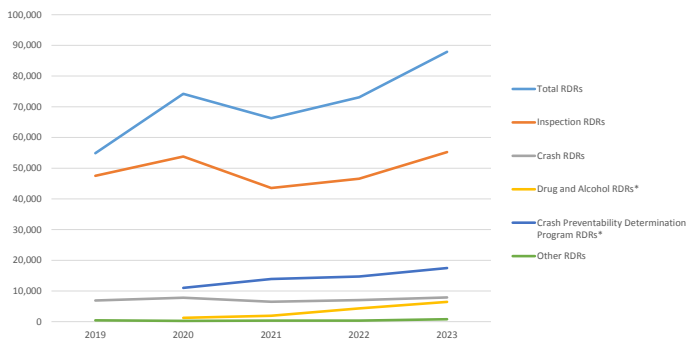
* The Drug & Alcohol Clearinghouse and Crash Preventability Determination Program began in 2020.
Data Source: FMCSA, DataQs, December 30, 2022 (based on submissions received in 2021).

DataQs is an online system that provides affected commercial motor carriers, commercial drivers, and others an opportunity to seek and obtain correction of information maintained and disseminated by FMCSA. Through the system, users can request and track a review of data issued by FMCSA; the system automatically forwards a Request for Data Review (RDR) to the appropriate office for resolution and collects updates and responses for current RDRs.

For more information on DataQs, please refer to: https://dataqs.fmcsa.dot.gov.

6. Grant Programs

FMCSA achieves its goal of preventing commercial motor vehicle (CMV)-related fatalities and injuries by working closely with a host of important safety partners through its grant programs. Safety partners include State and local government agencies, non-profit organizations, universities and other organizations who support FMCSA's national safety priorities. Activities conducted through FMCSA's grant programs include conducting high-visibility traffic enforcement in CMV crash corridors, targeting high-risk motor carriers and CMV drivers for compliance investigations, implementing innovative safety information systems and CMV technologies at the roadside, strengthening CMV equipment and operating standards, implementing, and updating CMV safety training, and increasing public awareness of CMV safety challenges.

In November 2021, Congress passed the Bipartisan Infrastructure Law, or BIL. This legislation is a once-in-a-generation investment in our infrastructure. It includes policies, investments, and partnerships that enable technologies, data systems, research, workforce development, and most importantly opportunities to directly impact the safety of people using our transportation systems. It contains over $3.2 billion in grant opportunities that FMCSA is sharing with our State partners to support transformative changes aimed at achieving the U.S. Department of Transportation's ambitious, long-term safety goal of zero fatalities on the Nation's roadways. In FY 2023 and the years to come, MCSAP lead agencies will be eligible for unprecedented funding to grow existing programs and develop new ones aimed at reducing CMV-related crashes and fatalities. With these additional resources comes both an opportunity and obligation to ensure that FMCSA and its State are doing everything we can to improve the safety of commercial motor vehicles on our roadways and support the national transportation safety strategies that galvanize these critical efforts.

6-1 FMCSA Grant Awards, Fiscal Year 2023

Grant Program	Total Awards
MCSAP	$471,322,500
High Priority	$83,214,717
CDL Program Implementation	$44,692,443
CMVOST	$3,000,000
Total Grant Awards	**$602,229,660**

Motor Carrier Safety Assistance Program (MCSAP) Grant

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal formula grant program that provides financial assistance to States, including the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands to reduce the number and severity of crashes and hazardous material incidents involving commercial motor vehicles (CMVs). Specifically, only the State lead agency (as designated by the Governor) is eligible to apply for MCSAP grant funding.

High Priority (HP) Grant

High Priority (HP) is a Federal competitive grant program which provides financial assistance to States, local governments, federally recognized Indian tribes, other political jurisdictions as necessary, and other persons to carry out high priority activities and projects that augment motor carrier safety activities and projects:

- To carry out activities and projects that augment motor carrier safety;
- To advance the technological capability and promote the deployment of intelligent transportation system applications for CMV operations, including CMV, commercial driver, and carrier-specific information systems/networks; and to support and maintain CMV information systems and networks.

Commercial Driver License (CDL) Program Implementation Grant

Eligible Applicants: The State agency designated as the primary driver licensing agency responsible for the development, implementation and maintenance of the CDL program or State agencies local governments, or other persons for high priority activities or emerging issues as identified by the Secretary of Transportation.

CMV Operator Safety Training (CMVOST) Grant

Eligible Applicants: State or local governments; accredited post-secondary educational institutions (public or private) including colleges, universities, vocational / technical schools and truck-driver training schools. Primary funding priority is given to regional or multi-State educational or not-for-profit associations that recruit and train current and former members of the United States Armed Forces (including National Guard members and Reservists) and their spouses to receive training to transition to the CMV operation industry.

More information on FMCSA's grant programs can be found at https://www.fmcsa.dot.gov/mission/grants.

7. Agency Resources

FMCSA Website
https://www.fmcsa.dot.gov

Analysis & Information (A&I) Online
https://ai.fmcsa.dot.gov

Compliance, Safety, Accountability (CSA)
https://csa.fmcsa.dot.gov

DataQs
https://dataqs.fmcsa.dot.gov

FMCSA Grants and Financial Assistance
https://www.fmcsa.dot.gov/mission/grants

FMCSA New Entrant Safety Assurance Program
https://www.fmcsa.dot.gov/safety/new-entrant-safety-assurance-program

FMCSA Portal
https://portal.fmcsa.dot.gov/login

Freight Analysis Framework (FAF)
https://ops.fhwa.dot.gov/FREIGHT/freight_analysis/faf/index.htm

Innovative Technology Deployment (ITD) Program
https://www.fmcsa.dot.gov/itd

Motor Carrier Management Information System (MCMIS)
https://highways.dot.gov/safety/data-analysis-tools/rsdp/rsdp-tools/motor-carrier-management-information-system-mcmis

Fatality Analysis Reporting System (FARS)
https://www.nhtsa.gov/FARS

Federal Highway Administration (FHWA) Highway Statistics Series
https://www.fhwa.dot.gov/policyinformation/statistics.cfm

General Estimates System (GES)
https://www.nhtsa.gov/national-automotive-sampling-system-nass/nass-general-estimates-system

Crash Report Sampling System (CRSS)
https://www.nhtsa.gov/crash-data-systems/crash-report-sampling-system

Licensing & Insurance (L&I)
https://li-public.fmcsa.dot.gov

Glossary and List of Acronyms

A&I	Analysis & Information
ABS	Antilock Braking System
BTS	Bureau of Transportation Statistics
CDL	Commercial Driver's License
CDLPI	Commercial Driver's License Program Improvement
CMV	Commercial Motor Vehicle (includes both large trucks and buses)
CMVOST	Commercial Motor Vehicle Operator Safety Training
CRSS	Crash Report Sampling System
CSA	Compliance, Safety, Accountability (CSA) is a major FMCSA safety measurement and reporting initiative. Designed to replace the SafeStat program, CSA was previously known as "Comprehensive Safety Analysis," or more commonly "CSA 2010."
CVISN	Commercial Vehicle Information Systems and Networks
DataQs	DataQs is an FMCSA system that allows users to request and track reviews of Federal and State data issued by FMCSA. The system automatically forwards a user's Request for Data Review to the appropriate office for resolution and collects updates and responses for current requests.
Domicile	Refers to the headquarters location of a carrier.
EMIS	Enforcement Management Information System
FAF	Freight Analysis Framework
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act, 2015
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FMCSRs	Federal Motor Carrier Safety Regulations
Form MCS-150	Motor Carrier Identification Report (Application for USDOT Number)
GES	General Estimates System
GCWR	Gross Combination Weight Rating
GVWR	Gross Vehicle Weight Rating
HM	Hazardous Materials

HMRs	Hazardous Materials Regulations
HMSP	Hazardous Materials Carrier with a Safety Permit
HOS	Hours of Service
ITD	Innovative Technology Deployment (formerly CVISN)
L&I	Licensing & Insurance
MCMIS	The Motor Carrier Management Information System (MCMIS) is an FMCSA system that contains crash, census, and inspection files created to monitor and develop safety standards for commercial motor vehicles operating in interstate commerce.
MCSAP	Motor Carrier Safety Assistance Program
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
OOS	Out of Service
PDO	Property Damage Only
PRISM	Performance and Registration Information Systems Management
RDR	Request for Data Review
SaDIP	State Safety Data Improvement Program
SBUCMVD	Seat Belt Usage by Commercial Motor Vehicle Drivers
SMS	Safety Measurement System
SSDQ	State Safety Data Quality
TSI	Transportation Services Index
UCR	Unified Carrier Registration
URS	Unified Registration System
USDOT	U.S. Department of Transportation
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
VSL	Value of a Statistical Life

You've seen the stats. Now let's get to **zero**.

If you want to make a difference and save lives,
we want you to join us.

Scan the code for current opportunites to serve.

FMCSA