

Commercial Motor Vehicle Traffic Safety Facts



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

Our Mission

Our mission at FMCSA is saving lives by reducing crashes, injuries, and fatalities involving CMV transportation through education, innovation, regulation, enforcement, financial assistance, partnerships, and full accountability.

To achieve this mission, FMCSA places safety as the highest priority of the Agency as we continue to strengthen our partnerships, reach out to all stakeholders, collaborate effectively, offer grants to States and highway safety groups, and support data utilization and leveraging technology.

Challenges Ahead

The Federal Motor Carrier Safety Administration (FMCSA) is dedicated to saving lives by reducing crashes involving commercial motor vehicles (CMVs). This fact sheet provides a snapshot of the CMV industry as it relates to fatalities resulting from large truck and bus crashes. Data is based on crash data from both FMCSA and the National Highway Traffic Safety Administration (NHTSA). While progress has been made to reduce crashes involving large trucks and buses, more work remains to accomplish our vision, namely, moving towards zero large truck and bus fatalities.

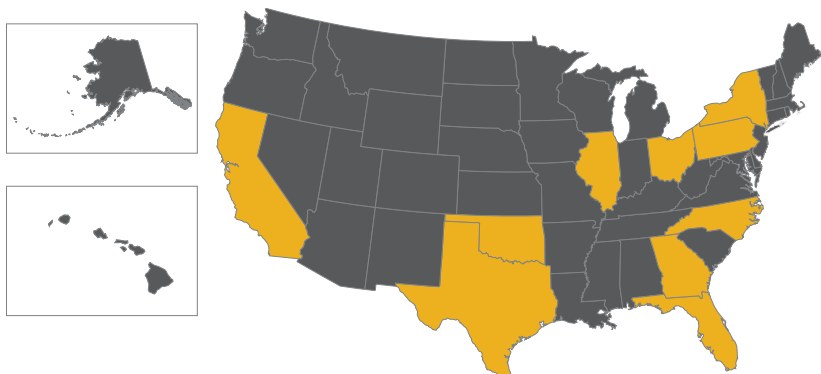
2014 CMV Related Fatalities by the Numbers

- 32,675 lives lost on America's roadways in 29,989 fatal motor vehicle crashes.
- 4,161 lives lost in 3,649 crashes involving large trucks or buses; fatalities decreased 2.7% from 2013, and fatal crashes decreased 4.5%.
- 657 of lives lost, or 16% of all large truck and bus fatalities, were large truck occupants, a 5% decrease from 2013.
- Only 5% of the registered vehicles in the U.S. were large trucks and buses, yet they account for 13% of the traffic fatalities.

Source: Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) 2014 data

Note: FARS data includes 10,000 to 14,000 lb trucks. Though these vehicles are categorized as large trucks, they are not necessarily used for commercial purposes. Personal vehicles not used for a commercial purpose, though categorized as large, are not regulated by FMCSA.

Ten States with the highest average of fatal large truck and bus crashes for 2012-2014



These ten States represent:

50% of **fatal crashes** involving at least one large truck or bus

50% of **fatalities** resulting from a crash involving at least one large truck or bus

50% of all **FARS** fatal crashes

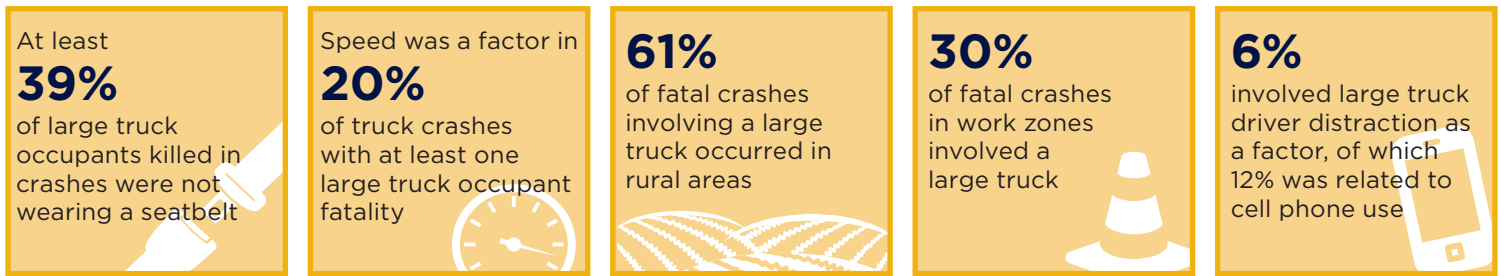
Source: FARS 2010-2014 data



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

www.fmcsa.dot.gov | July 2016

Large Truck Fatal Crash Data



Source: Large Truck Fatal Crash Data 2014

Key Partnerships

FMCSA will continue to strengthen our partnerships as we strive to make our roadways safer for the public and the CMV industry—one mile at a time. The following is a non-exhaustive list of our partners, whose efforts we recognize in working towards our safety mission.

Federal:

Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), US-DOT Office of the Assistant Secretary for Research and Technology

Organizations:

American Association of Motor Vehicle Administrators (AAMVA), American Association of State Highway and Transportation Officials (AASHTO), Canadian Council of Motor Transport Administrators (CCMTA), Governors Highway Safety Association (GHSA), International Registration Plan (IRP), National District Attorneys Association (NDAA)

Law Enforcement:

Commercial Vehicle Safety Alliance (CVSA), International Association of Chiefs of Police (IACP), National Organization of Black Law Enforcement Executives (NOBLE), National Sheriffs' Association (NSA)

2015 Grant Projections

The grantor-grantee partnership is, and will continue to be, vitally important to allowing our Agency to fully achieve its safety mission.

In 2015, FMCSA is projected to provide \$241 million in grants to support programs tied to reducing the number of road fatalities.

GRANT/PROGRAM	2015 FUNDS PROJECTED
Motor Carrier Safety Assistance Program (MCSAP) (includes border activities)	\$168M
Commercial Driver Licensing Program Improvement	\$30M
High Priority Grants (Crash Corridors & New Enforcement Strategies)	\$15M
Commercial Vehicle Information Systems and Networks (CVISN)	\$25M
Safety Data Improvement Grant	\$3M

Activities

- Partner with FHWA, NHTSA, and state governors' representatives as part of the strategic highway safety plan development
- Provide outreach materials to law enforcement organizations as well as FMCSA, FHWA and NHTSA regional and division administrators
- Encourage highly visible traffic enforcement of large truck and bus drivers committing serious traffic offenses and unsafe driving behaviors, such as speeding, following too close, improper lane change, texting, cell phone use, impaired driving, and reckless driving
- Ensure disqualification (suspension) of CDL drivers who are convicted of serious and major traffic offenses as outlined in 49 CFR 383.51
- Engage law enforcement liaisons, traffic safety resource prosecutors, courts, and state licensing agencies
- Provide large truck and bus traffic enforcement training materials
- Support the National and State Law Enforcement Challenges