2009 Police-Reported Motor Vehicle Traffic Crashes

<table>
<thead>
<tr>
<th>Involving</th>
<th>Large Trucks</th>
<th>Buses</th>
<th>Large Trucks and Buses</th>
<th>All Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal</td>
<td>2,987</td>
<td>221</td>
<td>3,197</td>
<td>30,797</td>
</tr>
<tr>
<td>Injury</td>
<td>51,000</td>
<td>9,000</td>
<td>60,000</td>
<td>1,517,000</td>
</tr>
<tr>
<td>Property Damage Only</td>
<td>232,000</td>
<td>47,000</td>
<td>278,000</td>
<td>3,957,000</td>
</tr>
<tr>
<td>Total</td>
<td>286,000</td>
<td>56,000</td>
<td>341,000</td>
<td>5,505,000</td>
</tr>
</tbody>
</table>

**Source:** National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS) and General Estimates System (GES).

**Notes:** A large truck is defined as a truck with gross vehicle weight rating (GVWR) greater than 10,000 pounds. Numbers for injury and property damage only crashes are estimates based on a GES sample of motor vehicle crashes and are rounded to the nearest thousand.

2009 Traffic Crash Victims

<table>
<thead>
<tr>
<th>Persons</th>
<th>In Large Truck Crashes</th>
<th>In Bus Crashes</th>
<th>In Large Truck and Bus Crashes</th>
<th>In All Vehicle Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed</td>
<td>3,380</td>
<td>254</td>
<td>3,619</td>
<td>33,808</td>
</tr>
<tr>
<td>Injured</td>
<td>74,000</td>
<td>20,000</td>
<td>93,000</td>
<td>2,217,000</td>
</tr>
</tbody>
</table>

**Source:** NHTSA, FARS and GES.

2008 Fatality and Injury Rates per 100 Million Vehicle Miles Traveled (VMT)

<table>
<thead>
<tr>
<th></th>
<th>Large Trucks and Buses</th>
<th>All Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatality Rate</td>
<td>0.15</td>
<td>1.26</td>
</tr>
<tr>
<td>Injury Rate</td>
<td>3.82</td>
<td>78.89</td>
</tr>
</tbody>
</table>

**Note:** The large truck and bus fatality and injury rates are calculated on the basis of total VMT (for all vehicles) as a measure of overall highway safety.

**Sources:** Federal Highway Administration (FHWA), *Highway Statistics 2008*, Table VM-1; and NHTSA, FARS and GES.

2009 Average Costs of Commercial Motor Vehicle (CMV) Crashes (2009 Dollars)

<table>
<thead>
<tr>
<th></th>
<th>Fatal Crash</th>
<th>Injury Crash</th>
<th>Property Damage Only Crash</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Cost per Crash</td>
<td>$7,200,000</td>
<td>$331,000</td>
<td>$18,000</td>
</tr>
</tbody>
</table>

**Source:** Ted Miller, Eduard Zaloshnja, Rebecca Spicer, *Revised Cost of Large Truck and Bus Involved Crashes (2006)*, adjusted to 2009 dollars and value of a statistical life (VSL).

2008 Registered Vehicles and Vehicle Miles Traveled

<table>
<thead>
<tr>
<th></th>
<th>Registered Vehicles</th>
<th>Million Vehicle Miles Traveled</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Vehicles</td>
<td>255,917,664</td>
<td>2,973,509</td>
</tr>
<tr>
<td>Large Trucks</td>
<td>9,006,738</td>
<td>227,458</td>
</tr>
<tr>
<td>Buses</td>
<td>843,308</td>
<td>7,114</td>
</tr>
</tbody>
</table>

**Source:** FHWA, *Highway Statistics 2008*, Table VM-1.
# Commercial Motor Vehicle Facts

**Federal Motor Carrier Safety Administration**

**December 2010**

## 2010 Motor Carriers

<table>
<thead>
<tr>
<th>Category</th>
<th>Registered Companies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Truck and Bus Companies</td>
<td>514,000</td>
</tr>
<tr>
<td>Interstate Passenger Carrier (Bus) Companies</td>
<td>12,000</td>
</tr>
<tr>
<td>Intrastate Hazardous Material Companies</td>
<td>14,000</td>
</tr>
</tbody>
</table>

**Source:** Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS).

**Note:** Company counts are estimates based on motor carriers in MCMIS with recent activity, defined as those carriers that have had an inspection, a crash, a compliance review, a safety audit, an FMCSA Motor Carrier Identification Report (Form MCS150) 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 Licensing and Insurance (L&I) database.

## 2010 Commercial Motor Vehicle Drivers

<table>
<thead>
<tr>
<th>Category</th>
<th>Registered Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>All CMV Drivers</td>
<td>6,800,000</td>
</tr>
<tr>
<td>Interstate CDL Drivers</td>
<td>2,900,000</td>
</tr>
<tr>
<td>Interstate Non-CDL Drivers</td>
<td>1,100,000</td>
</tr>
<tr>
<td>Intrastate CDL Drivers</td>
<td>1,300,000</td>
</tr>
<tr>
<td>Intrastate Non-CDL Drivers</td>
<td>1,500,000</td>
</tr>
</tbody>
</table>

**Source:** MCMIS.

**Note:** Driver counts are estimates based on motor carriers in MCMIS with recent activity, and extrapolation from States requiring intrastate carriers to obtain DOT numbers to estimate all intrastate driver counts.

## Fiscal Year 2010 Roadside Inspections and Out-of-Service (OOS) Rates for CMVs

<table>
<thead>
<tr>
<th>Category</th>
<th>Large Trucks</th>
<th>Commercial Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver Inspections</td>
<td>3,414,746</td>
<td>45,830</td>
</tr>
<tr>
<td>Driver OOS Rate</td>
<td>5.3%</td>
<td>4.8%</td>
</tr>
<tr>
<td>Vehicle Inspections</td>
<td>2,323,217</td>
<td>81,640</td>
</tr>
<tr>
<td>Vehicle OOS Rate</td>
<td>20.0%</td>
<td>6.7%</td>
</tr>
</tbody>
</table>

**Source:** MCMIS.

## 2010 Household Goods (HHG)

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active HHG Carriers</td>
<td>5,008</td>
</tr>
<tr>
<td>HHG Brokers Registered</td>
<td>805</td>
</tr>
<tr>
<td>Property Brokers Registered</td>
<td>20,070</td>
</tr>
</tbody>
</table>

**Source:** MCMIS, L&I.

**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.

## 2010 New Entrants

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Entrants</td>
<td>97,653</td>
</tr>
<tr>
<td>Safety Audits</td>
<td>28,679</td>
</tr>
</tbody>
</table>

**Source:** MCMIS.

**Note:** A new entrant is a motor carrier that applies for a U.S. DOT identification number in order to initiate operations in interstate commerce or the intrastate transportation of hazardous materials.