2014

Pocket Guide to Large Truck and Bus Statistics

U.S. Department of Transportation
Federal Motor Carrier Safety Administration
Office of Analysis, Research, and Technology

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May 2014

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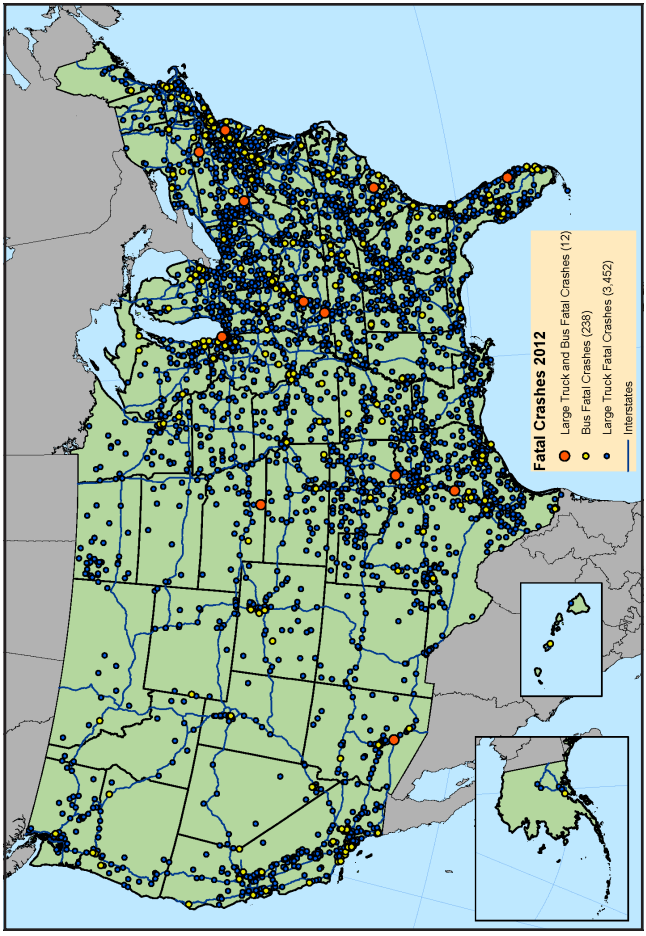
Letter from the Administrator

The Federal Motor Carrier Safety Administration's (FMCSA) *2014 Pocket Guide to Large Truck and Bus Statistics* highlights our role in collecting and analyzing crash data and statistics to support our mission to prevent commercial motor vehicle-related fatalities and injuries. It can serve as a valuable, compact resource for industry representatives, Federal agencies, and other individuals interested in motor carrier safety regulations and performance data.

The primary mission of 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. The successes we have realized in reducing crashes, injuries, and fatalities are great, but there is more to be done. Every life is precious, and even one fatality is one too many.

Anne S. Ferro, FMCSA Administrator

Location of Large Truck and Bus Fatal Crashes, 2012



Note: In 2012, there were 3,702 fatal crashes involving large trucks and buses.
Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS), 2012.

Contents

The Motor Carrier Management Information System

FMCSA created and currently maintains the Motor Carrier Management Information System (MCMIS). MCMIS contains information on the safety fitness 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, census, and inspection 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. The census file includes all descriptive information on every motor carrier in MCMIS and is updated weekly. The inspection file contains data from State and Federal inspection actions involving motor carriers operating in the United States. Most of the data included in MCMIS are collected at the roadside by State personnel under the Motor Carrier Safety Assistance Program (MCSAP).

1. Overview: Large Trucks and Buses

In 2012, among the 253,639,386 total registered vehicles in the United States, 8,190,286 were single-unit trucks (straight trucks), 2,469,094 were combination trucks (tractor-trailers), and 764,509 were buses. FMCSA regulates all registered commercial motor vehicles (CMVs) that operate interstate or that carry hazardous materials (HM).

As of December 2013, there were 539,033 interstate motor carriers and intrastate HM motor carriers with recent activity operating in the United States:

- 251,817 were for-hire carriers
- 230,596 were private carriers
- 43,654 were both for-hire and private carriers
- 12,966 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 5.6 million CMV drivers operate in the United States:

- 3.5 million operate interstate
  - 3 million hold CDLs
- 2.2 million operate intrastate
  - 900,000 hold CDLs.

Notes: The number of carriers and/or drivers in operation at any given time is subject to change, due to enforcement actions, business failures, 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 Sources: Registration Data - Federal Highway Administration (FHWA), *Highway Statistics 2012*; Carrier Counts - FMCSA, MCMIS, data snapshot as of December 27, 2013; CMV Driver Counts - FMCSA, MCMIS, data snapshot as of January 24, 2014.

1-1 Registered Vehicles in the United States, 2009-2012

Year	All Vehicles	Large Trucks	Buses
2009	254,212,610	10,973,214	841,993
2010	250,070,048	10,770,054	846,051
2011	253,215,681	10,270,693	666,064
2012	253,639,386	10,659,380	764,509

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2012*, Table VM-1.

1-2 Million Vehicle Miles Traveled (VMT) in the United States, 2009-2012

Year	All Vehicles	Large Trucks	Buses
2009	2,956,764	288,306	14,387
2010	2,967,266	286,527	13,770
2011	2,950,402	267,594	13,807
2012	2,968,815	268,318	14,755

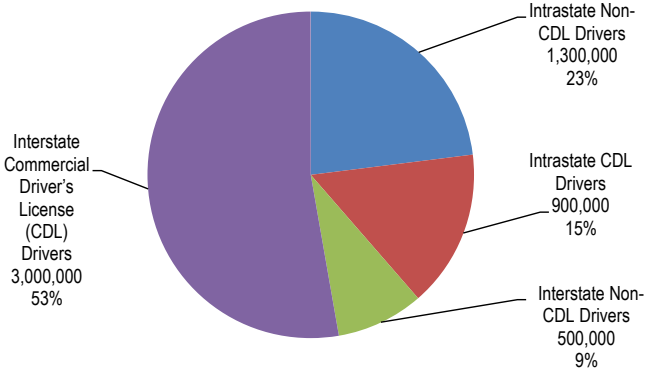
Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2012*, Table VM-1.

1-3 Motorcoach Passenger Trips in the United States and Canada by Fleet Size, 2012

Motorcoach Fleet Size	Passenger Trips:		Average Passenger Trips per:	
	Total	Percent	Motorcoach	Carrier
100 or more	221,274,000	34.7%	23,800	11,064,700
50 to 99	73,152,000	11.4%	22,500	1,493,900
25 to 49	84,773,000	13.3%	14,000	543,400
10 to 24	103,982,000	16.3%	13,500	221,700
1 to 9	154,261,000	24.2%	11,600	47,300
Industry Total	**637,442,000**	**100.0%**	**16,100**	**161,200**

Note: Percentages may not sum to 100 percent because of rounding.
Data Source: *Motorcoach Census 2013: A Study of the Size and Activity of the Motorcoach Industry in the United States and Canada in 2012*; prepared for the American Bus Association (ABA) Foundation by John Dunham and Associates, February 27, 2014.

1-4 Commercial Motor Vehicle (CMV) Drivers Operating in the United States, 2013



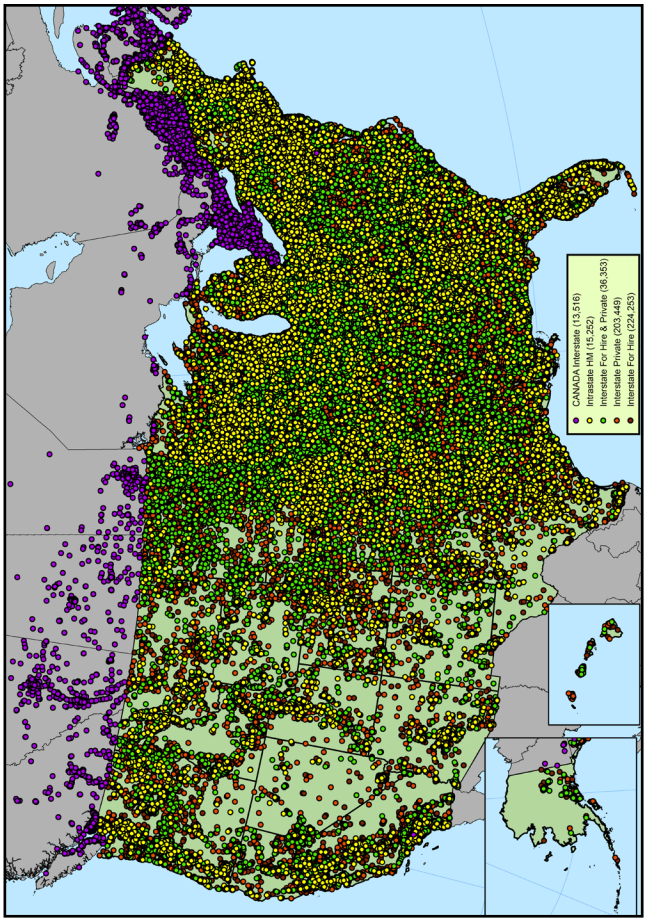
Notes: The number of carriers and/or drivers in operation at any given time is subject to change, due to enforcement actions, business failures, licensing issues, and other factors. Interstate and some intrastate driver counts are based on motor carrier registration data contained in the Motor Carrier 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 January 24, 2014.

1-5 Active Motor Carriers by Type, 2009-2013

Year	2009	2010	2011	2012	2013
Interstate Freight	493,505	501,338	500,905	507,690	511,211
Interstate Passenger	11,313	11,804	11,819	12,184	12,384
Intrastate Hazardous Materials	12,933	14,228	15,122	15,549	15,438
Total	**517,751**	**527,370**	**527,846**	**535,423**	**539,033**

Notes: 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, a compliance review, 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.
Data Source: FMCSA, MCMIS, data snapshots as of December 18, 2009, December 17, 2010, December 16, 2011, December 14, 2012, and December 27, 2013.

1-6 Carriers by Headquarters (Domicile) Location, 2013



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. 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 failures, and other factors.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), as of March 2013.

1-7 FMCSA-Regulated Carriers, 2009-2013

Motor Carrier Census Data	2009	2010	2011	2012	2013
Active Carriers with a USDOT Number	517,751	527,370	527,846	535,423	539,033
Power Units	3,971,773	4,116,259	4,176,144	4,279,988	4,604,338
Commercial Drivers	2,994,043	3,031,032	3,062,967	3,100,006	3,174,105
Total Drivers	4,100,819	4,216,408	4,266,852	4,357,244	4,409,242
Mexico Commercial Zone Carriers	5,649	7,360	7,070	7,930	8,296
Power Units	25,875	29,783	29,403	31,790	33,009
Commercial Drivers	20,475	23,367	23,071	25,032	25,984
Total Drivers	24,004	27,698	27,291	29,577	30,618

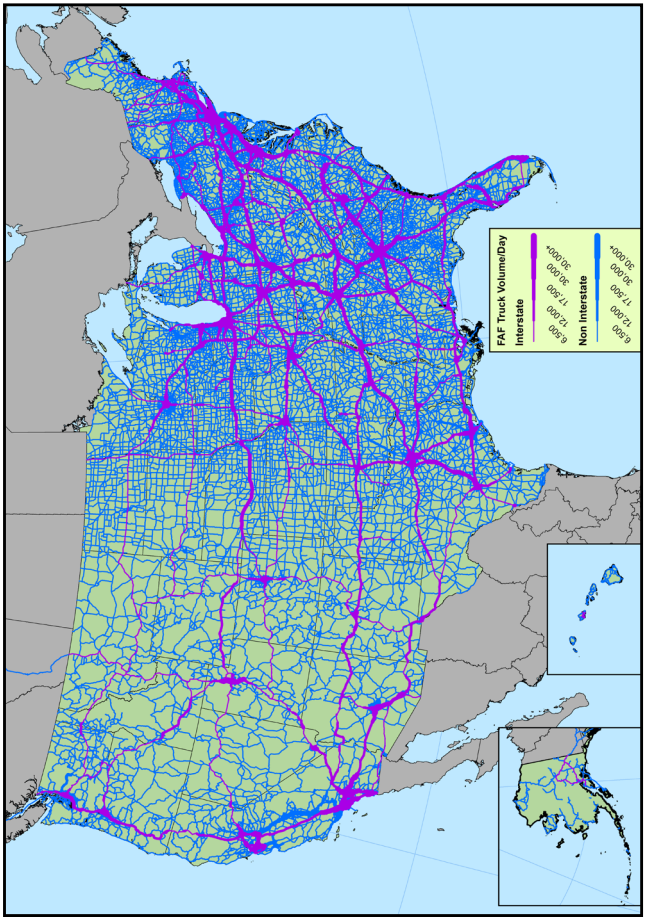
Note: Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 18, 2009, December 17, 2010, December 16, 2011, December 14, 2012, and December 27, 2013.

1-8 FMCSA-Regulated Carriers by Domicile, 2013

Motor Carrier Census Data	United States	Mexico	Canada	Other	All Domiciles
Active Carriers with USDOT Number	516,618	8,990	13,214	211	539,033
Power Units	4,470,153	34,052	99,080	1,053	4,604,338
Commercial Drivers	3,060,089	26,626	87,239	151	3,174,105
Total Drivers	4,269,615	31,743	106,825	1,059	4,409,242

Note: Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 27, 2013.

1-9 Average Daily Truck Traffic on the National Highway System, 2007



Note: In this map, both private and for-hire trucks are included; trucks that are part of multiple modes and mail, or trucks that move in conjunction with domestic air cargo are not included.

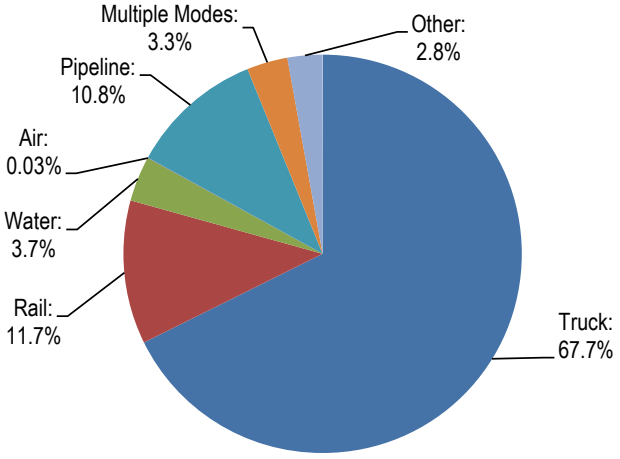
Data Source: Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), June 2012 update (FAF Version 3.4), accessed January 2014.

1-10 Freight Shipments within the United States by Mode and Weight (in Millions of Tons)

Mode	2002	2007	2011
Truck	11,943	13,336	11,924
Rail	1,978	2,024	2,053
Water	680	655	645
Air*	5	5	6
Pipeline	1,574	1,674	1,912
Multiple modes	320	568	583
Other**	716	617	499
Total	**17,215**	**18,879**	**17,622**

*Includes air and truck-air.
**Includes other, unknown, and no domestic mode.
Note: Includes domestic trade and the domestic portion of imports and exports.
Data Source: Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.4, available at http://faf.ornl.gov as of October 2013.

1-11 Percent of Total Domestic Freight Moved by Mode, 2011



Note: Includes domestic trade and the domestic portion of imports and exports.
Data Source: Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.4, available at http://faf.ornl.gov as of October 2013.

1-12 Household Goods Carriers and Brokers Operating in the United States, 2009-2013

Year	Active Household Goods Carriers	Household Goods Brokers Registered	Property Brokers Registered
2009	4,732	816	20,141
2010	4,986	813	20,089
2011	5,052	841	20,884
2012	4,773	776	21,565
2013	4,898	522	13,710

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, Licensing & Insurance (L&I), data snapshots as of December 18, 2009, December 17, 2010, December 16, 2011, December 14, 2012, and December 27, 2013.

1-13 New Entrant Safety Audits, 2009-2013

Year	Safety Audits	Safety Audit Pass Rate
2009	36,780	99.52%
2010	32,770	62.88%
2011	34,476	67.80%
2012	34,246	75.40%
2013	32,361	80.14%

Note: A new entrant is a motor carrier that applies for a U.S. Department of Transportation (USDOT) number in order to initiate operations in interstate commerce or the intrastate transportation of hazardous materials (HM). Carriers remain in the new entrant program until passing the safety audit and have been in business for 18 months.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 18, 2009, December 17, 2010, December 16, 2011, December 14, 2012, and December 27, 2013.

2. Roadside Inspections and Violations

What is a Roadside Inspection?

A roadside inspection is an examination of an individual commercial motor vehicle (CMV) and/or driver by an authorized safety inspector. Approximately 95 percent of all inspections are conducted by State inspectors, 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 Roadside Inspection OOS Rates, 2009-2013

Type of Roadside Inspection	2009	2010	2011	2012	2013
Driver Inspections*	3,456,814	3,500,238	3,473,037	3,426,482	3,387,479
With OOS Violation	191,860	182,946	172,659	167,643	165,068
Driver OOS Rate	5.55%	5.23%	4.97%	4.89%	4.87%
Vehicle Inspections**	2,364,001	2,433,846	2,420,935	2,429,783	2,394,977
With OOS Violation	502,677	481,801	492,706	489,044	477,057
Vehicle OOS Rate	21.26%	19.80%	20.35%	20.13%	19.92%
Hazmat Inspections***	222,985	211,219	205,920	203,675	202,989
With OOS Violation	10,207	9,039	7,841	7,640	7,917
Hazmat OOS Rate	4.58%	4.28%	3.81%	3.75%	3.90%

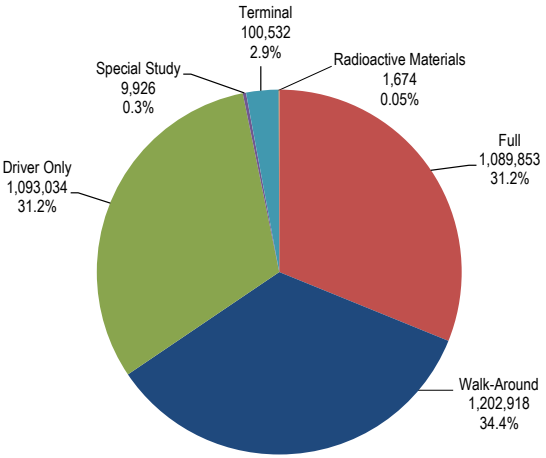
*Driver Inspections were computed based on inspection levels I, II, III, and VI.
**Vehicle Inspections were computed based on inspection levels I, II, V, and VI.
***Hazmat Inspections were computed based on inspection levels I, II, III, IV, V, and VI when hazardous materials were present.
Note: Roadside inspection OOS rates depicted in this table include both large trucks and buses. For more information on roadside inspections and inspection levels, please refer to https://csa.fmcsa.dot.gov.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

2-2 Roadside Inspections by Inspection Level, 2009-2013

Inspection Level	2009	2010	2011	2012	2013
I. Full	1,137,684	1,154,341	1,138,385	1,113,801	1,089,853
With OOS Violation(s)*	301,316	285,858	288,146	284,255	273,452
II. Walk-Around	1,144,980	1,188,065	1,172,671	1,209,654	1,202,918
With OOS Violation(s)*	266,932	261,452	262,710	262,035	260,278
III. Driver Only	1,171,775	1,155,364	1,159,573	1,101,229	1,093,034
With OOS Violation(s)*	90,914	82,836	77,070	70,087	69,102
IV. Special Study	17,561	14,081	11,281	10,396	9,926
With OOS Violation(s)*	2,974	2,291	1,914	1,639	1,568
V. Terminal	78,962	88,972	107,471	104,530	100,532
With OOS Violation(s)*	5,783	5,215	6,740	6,453	6,054
VI. Radioactive Materials	2,375	2,468	2,408	1,798	1,674
With OOS Violation(s)*	25	28	27	18	11
Total	**3,553,337**	**3,603,291**	**3,591,789**	**3,541,408**	**3,497,937**

*Out-of-service (OOS) violation numbers are based on roadside inspections. For example, in 2012, there were 1.1 million Level I inspections. Out of all the Level I inspections completed, 284,242 resulted in *at least one* OOS violation.
Note: For more information on roadside inspections and inspection levels, please refer to https://csa.fmcsa.dot.gov.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

2-3 Roadside Inspections by Inspection Level, 2013



Note: For more information on roadside inspections and inspection levels, please refer to https://csa.fmcsa.dot.gov.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

2-4 Roadside Inspections by Carrier Fleet Size, 2009-2013

Carrier Fleet Size	2009	2010	2011	2012	2013
Very Small (1-6 Power Units)	953,618	1,016,442	1,022,176	1,019,098	1,015,492
Small (7-20 Power Units)	566,895	588,234	592,551	604,720	608,760
Medium (21-100 Power Units)	695,191	715,865	723,876	726,249	722,373
Large (>100 Power Units)	928,976	893,975	882,412	863,055	852,992
Unknown	408,657	388,775	370,774	328,286	298,320
Total	**3,553,337**	**3,603,291**	**3,591,789**	**3,541,408**	**3,497,937**

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 24, 2014.

2-5 Roadside Inspections by Carrier Operation, 2009-2013

Carrier Operation	2009	2010	2011	2012	2013
Interstate	2,964,068	3,018,946	2,966,096	2,918,833	2,902,833
Intrastate	589,269	584,345	625,693	622,575	595,104
Total	**3,553,337**	**3,603,291**	**3,591,789**	**3,541,408**	**3,497,937**

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

2-6 Roadside Inspections by Gross Combination Weight Rating (GCWR), 2009-2013

GCWR	2009	2010	2011	2012	2013
<10,000 pounds	11,023	12,996	18,352	17,238	17,018
10,000 - 26,000 pounds	322,701	399,489	418,517	418,241	423,108
>26,000 pounds	1,629,869	2,242,437	2,441,367	2,509,338	2,520,301
Unknown	1,589,744	948,369	713,553	596,591	537,510
Total	**3,553,337**	**3,603,291**	**3,591,789**	**3,541,408**	**3,497,937**

Note: GCWR are based on Roadside Inspection Reports as reported in MCMIS.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

2-7 Most Frequent Driver Violations in Roadside Inspections, 2013

Violation Code	Category	Violation Description	Number of Violations	Number of OOS Violations
395.8	No Log/Log Not Current	Log Violation (General/Form and Manner)	156,920	137
395.8F1	No Log/Log Not Current	Driver's Record of Duty Status Not Current	98,544	133
391.11B2	All Other Driver Violations	Non-English Speaking Driver	87,793	3,864
392.2SLLS2	Traffic Enforcement	State/Local Laws - Speeding 6-10 Miles Per Hour Over the Speed Limit	64,635	5
392.16	Seat Belt	Failing to Use Seat Belt While Operating CMV	55,624	6
391.41AF	Medical Certificate	Operating a Property-Carrying Vehicle without Possessing a Valid Medical Certificate	52,287	945
395.3A2 PROP	11/14 Hours	Driving beyond 14 Hour Duty Period (Property-Carrying Vehicle)	51,911	22,437
392.2C	Traffic Enforcement	Failure to Obey Traffic Control Device	41,885	26
391.41A	Medical Certificate	Driver Not in Possession of Medical Certificate	41,076	2,497
395.8E	No Log/Log Not Current	False Report of Driver's Record of Duty Status	35,707	26,860
395.8A	No Log/Log Not Current	No Driver's Record of Duty Status	28,835	25,446
395.3A3 PROP	11/14 Hours	Driving beyond 11 Hour Driving Limit in a 14 Hour Period (Property-Carrying Vehicle)	28,207	12,526
395.8K2	No Log/Log Not Current	Driver Failing to Retain Previous 7 Days' Logs	26,675	22,541
392.2SLLS1	Traffic Enforcement	State/Local Laws - Speeding 1-5 Miles Per Hour Over the Speed Limit	26,391	2
392.2SLLS3	Traffic Enforcement	State/Local Laws - Speeding 11-14 Miles Per Hour Over the Speed Limit	24,336	1
391.45B	Medical Certificate	Expired Medical Examiner's Certificate	23,056	771
392.82A1	All Other Driver Violations	Using a Hand-Held Mobile Telephone While Operating a CMV	15,965	4
392.2SLLS4	Traffic Enforcement	State/Local Laws - Speeding 15 or More Miles Per Hour Over The Speed Limit	15,038	4
383.23A2	All Other Driver Violations	Operating a CMV without a CDL	14,829	13,957
392.2LV	Traffic Enforcement	Lane Restriction Violation	13,580	2

Notes: Total number of driver inspections in calendar year (CY) 2013: 3,387,479. Total number of driver violations in CY 2013: 1,047,496. Total number of driver out-of-service (OOS) violations in CY 2013: 192,072. 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 24, 2014.

2-8 Most Frequent Vehicle Violations in Roadside Inspections, 2013

Violation Code	Category	Violation Description	Number of Violations	Number of OOS Violations
393.9	Lighting	Operating Vehicle Not Having the Required Operable Lamps	503,614	44,356
393.75C	Tires	Tire—Other: Tread Depth Less than 2/32 of Inch	209,600	17,302
393.11	Lighting	No/Defective Lighting Devices/Reflective Devices/Projected	205,214	5,891
393.47E	Brakes, All Others	Clamp/Roto-Chamber Type Brake(s) Out of Adjustment	204,911	277
396.3A1	All Other Vehicle Defects	Inspection/Repair and Maintenance Parts and Accessories	177,498	24,847
396.5B	All Other Vehicle Defects	Oil and/or Grease Leak	173,161	2,119
393.95A	Emergency Equipment	No/Discharged/Unsecured Fire Extinguisher	151,150	24
393.45B2	Brakes, All Others	Failing to Secure Brake Hose/Tubing Against Mechanical Damage	149,930	14,919
396.17C	Periodic Inspection	Operating a CMV Without Periodic Inspection	146,890	122
393.53B	Brakes, All Others	Automatic Brake Adjuster - CMV Manufactured on or After 10/20/1994—Air Brake	100,083	6
393.9TS	Lighting	Inoperative Turn Signal	99,947	43,018
393.78	Windshield	Windshield Wipers Inoperative/Defective	87,047	352
396.3A1B	Brakes, All Others	Brakes (General)	71,295	13,401
393.25F	Lighting	Stop Lamp Violations	70,814	23,445
393.48A	Brakes, All Others	Inoperative/Defective Brakes	68,714	18,303
393.95F	Emergency Equipment	No/Insufficient Warning Devices	65,523	49
393.60C	Windshield	Damaged or Discolored Windshield	61,415	92
393.9H	Lighting	Inoperative Head Lamps	57,161	711
393.75A2	Tires	Tire—Tread and/or Sidewall Separation	57,063	5,778
393.45D	Brakes, All Others	Brake Connections with Leaks/Constrictions	54,409	3,907

Notes: Total number of vehicle inspections in calendar year (CY) 2013: 2,394,977. Total number of vehicle violations in CY 2013: 4,118,869. Total number of vehicle out-of-service (OOS) violations in CY 2013: 660,334. 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 24, 2014.

2-9 Traffic Enforcement Inspections, 2009-2013

Activity Summary	2009	2010	2011	2012	2013
Number of Traffic Enforcement Inspections	720,699	622,184	569,077	470,600	380,830
With Moving Violations	255,584	231,639	211,791	193,662	200,699
With Drug & Alcohol Violations	1,533	1,272	1,202	1,136	900
With Railroad Crossing Violations	372	374	409	392	284
With Non-specified State Law/ Miscellaneous Violations	501,868	415,248	376,222	290,724	189,612

Notes: One inspection may result in more than one violation; therefore, totals may not equal the sum of all components. The traffic enforcement program involves the enforcement of 24 moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. Roadside inspections that result in only drug- or alcohol-related violations are excluded as traffic enforcement type inspections. Due to the variation in descriptions of traffic enforcement violations among the States, it is often difficult to aggregate and report them on a national level.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

2-10 Traffic Enforcement Violations, 2009-2013

Activity Summary	2009	2010	2011	2012	2013
Number of Traffic Enforcement Violations	900,328	757,731	683,605	554,628	428,520
Moving Violations	264,678	240,025	219,359	199,609	207,980
Drug & Alcohol Violations	1,869	1,541	1,421	1,369	1,112
Railroad Crossing Violations	376	376	409	395	286
Non-specified State Law/ Miscellaneous Violations	633,405	515,789	462,416	353,255	219,142

Notes: The traffic enforcement program involves the enforcement of 24 moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. Roadside inspections that result in only drug- or alcohol-related violations are excluded as traffic enforcement type inspections. Due to the variation in descriptions of traffic enforcement violations among the States, it is often difficult to aggregate and report them on a national level.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

3. Reviews

This chapter provides summarized data for the past 5 years on all types of reviews conducted on motor carriers that transport property or passengers in interstate or intrastate commerce. Reviews are conducted to investigate potential safety violations, to investigate complaints, or in response to a carrier's request for a change in safety rating. It is intended that through education, heightened safety regulation awareness, and the enforcement effects of reviews, motor carriers will improve the safety of their commercial vehicle operations and, ultimately, reduce their involvement in crashes.

The reviews covered include, but are not limited to, Motor Carrier Safety Reviews, Cargo Tank Facility Reviews, Shipper Reviews, Compliance Reviews (CRs), and Compliance, Safety, Accountability (CSA) Reviews. CSA is an FMCSA safety program designed to improve large truck and bus safety and prevent crashes, injuries, and fatalities related to commercial motor vehicles (CMVs). It 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.

For more information on reviews, please refer to: http://ai.fmcsa.dot.gov/SafetyProgram/Review.aspx.

3-1 Reviews by Type, 2009-2013

Review Type	2009	2010	2011	2012	2013
Motor Carrier Safety Compliance Reviews (CRs)	16,178	13,784	5,513	0	0
Compliance, Safety, Accountability (CSA) Onsite Comprehensive	544	994	2,816	6,739	5,827
CSA Onsite Focused / Focused CR	662	1,320	8,228	10,706	8,709
CSA Offsite	406	698	597	541	401
Cargo Tank Facility Reviews	109	143	94	89	86
Shipper Reviews	368	416	283	328	268
Non-Rated Reviews (excludes Security Contact Review & CSA)	1,992	2,393	1,502	1,705	2,632
Total Reviews	**20,258**	**19,748**	**19,033**	**20,107**	**17,922**

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

3-2 Passenger Carrier Reviews, 2009-2013

Carriers by Vehicle Type	2009	2010	2011	2012	2013
Any Passenger Vehicles*	2,119	1,613	2,049	1,596	2,636
Motorcoaches	1,247	1,055	1,224	937	1,938
School Buses	515	322	384	230	334
Vans	435	354	585	523	645
Mini Buses	471	385	587	430	763
Limousines	222	137	261	207	271

*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 who registered to transport passengers and owned or leased at least one passenger vehicle (motorcoach, school bus, van, mini-bus, or limousine) at the time of the review.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

3-3 Reviews by Reason for Review, 2009-2013

Reason for Review	2009	2010	2011	2012	2013
Compliance, Safety, Accountability (CSA) 100% States*	1,452	3,111	4,316	3,976	3,371
Carrier Request	453	281	85	50	50
Complaint	1,559	1,478	921	747	551
Compliance Review	0	61	4,169	4,134	4,374
Conditional Carrier	1,693	1,118	4	0	0
Enforcement Follow-Up	426	228	156	63	68
Focused Compliance Review (CR)	0	24	6,319	8,975	7,193
Priority List	8,243	6,873	46	10	1
Safety Audit Conversion	382	113	101	72	62
Unsatisfactory Follow-Up	277	174	84	26	29
Other	5,773	6,287	2,832	2,054	2,223
Total	**20,258**	**19,748**	**19,033**	**20,107**	**17,922**

*CSA 100% States include States that have implemented the complete suite of CSA Investigations that were conducted due to deficiencies identified by the CSA Safety Measurement System (SMS).
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014.

3-4 Reviews by Carrier Fleet Size, 2009-2013

Carrier Fleet Size	2009	2010	2011	2012	2013
Very Small (1-6 Power Units)	8,603	8,288	8,257	8,670	7,976
Small (7-20 Power Units)	5,764	5,594	5,514	5,735	5,050
Medium (21-100 Power Units)	4,114	3,974	3,654	3,911	3,382
Large (>100 Power Units)	1,324	1,353	1,205	1,331	1,125
Unknown	453	539	403	460	389
Total	**20,258**	**19,748**	**19,033**	**20,107**	**17,922**

Notes: 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 24, 2014.

4. Crashes

In 2012, there were 30,800 fatal crashes on the Nation's roadways, 3,702 (12.0 percent) of which involved at least one large truck or bus. In addition, there were an estimated 5,584,000 nonfatal crashes, 367,000 (6.6 percent) of which involved at least one large truck or bus.

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. For more information on FARS, refer to http://www.nhtsa.gov/FARS.

GES: Also maintained by NHTSA, the General Estimates System (GES) is a probability-based nationally representative sample of all police-reported fatal, injury, and property-damage-only (PDO) crashes, released annually. For more information on GES, refer to http://www.nhtsa.gov/NASS.

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 FARS and GES, and all tables are noted accordingly. All MCMIS crash data presented are considered preliminary for 18 months. For more information on MCMIS, refer to http://mcmiscatalog.fmcsa.dot.gov.

Crash Severity Levels

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

1. **Fatal crashes.** The source for fatal crashes is the Fatality Analysis Reporting System (FARS).

2. **Injury crashes.** The source for injury crashes is the General Estimates System (GES).

3. **PDO crashes.** The source for PDO crashes is GES.

For more information on crash severity levels, refer to the Model Minimum Uniform Crash Criteria (MMUCC) at http://www.mmucc.us.

Vehicles in Crashes

Large Trucks: FARS and GES 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 truck, used for commercial purposes, with a GVWR or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight.

Buses: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

4-1 Police-Reported Motor Vehicle Traffic Crashes by Vehicle Type, 2009-2012

Year	Large Trucks	Buses	Large Trucks and Buses	Any Vehicles
2009	286,000	56,000	341,000	5,505,000
2010	266,000	54,000	318,000	5,419,000
2011	273,000	56,000	329,000	5,338,000
2012	317,000	54,000	371,000	5,615,000

Notes: Individual subtotals may not add 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 here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. These numbers include fatal crash data from FARS and injury crash and property-damage-only (PDO) crash data from the General Estimates System (GES).
Data Sources: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS) and GES.

4-2 Police-Reported Motor Vehicle Traffic Crashes with Fatalities by Vehicle Type, 2009-2012

Year	Large Trucks	Buses	Large Trucks and Buses	Any Vehicles
2009	2,983	221	3,193	30,862
2010	3,271	247	3,512	30,296
2011	3,365	243	3,593	29,867
2012	3,464	250	3,702	30,800

Notes: Individual subtotals may not add 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 here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.
Data Sources: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-3 Police-Reported Motor Vehicle Traffic Crashes with Injuries by Vehicle Type, 2009-2012

Year	Large Trucks	Buses	Large Trucks and Buses	Any Vehicles
2009	51,000	9,000	60,000	1,517,000
2010	56,000	12,000	67,000	1,542,000
2011	60,000	13,000	73,000	1,530,000
2012	73,000	12,000	85,000	1,634,000

Notes: Individual subtotals may not add 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 here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.
Data Sources: National Highway Traffic Safety Administration (NHTSA), General Estimates System (GES).

4-4 Police-Reported Motor Vehicle Traffic Crashes with Property Damage Only (PDO) by Vehicle Type, 2009-2012

Year	Large Trucks	Buses	Large Trucks and Buses	Any Vehicles
2009	232,000	47,000	278,000	3,957,000
2010	207,000	42,000	247,000	3,847,000
2011	210,000	43,000	252,000	3,778,000
2012	241,000	42,000	282,000	3,950,000

Notes: Individual subtotals may not add 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 here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.
Data Sources: National Highway Traffic Safety Administration (NHTSA), General Estimates System (GES).

4-5 Large Truck and Bus Fatality Rates Per 100 Million Total Vehicle Miles Traveled (VMT) by State, 2011-2012

State	2011			2012		
	Fatalities	Million VMT	Fatality Rate	Fatalities	Million VMT	Fatality Rate
Alabama	105	64,914	0.16	109	64,959	0.17
Alaska	1	4,593	0.02	5	4,792	0.10
Arizona	74	59,574	0.12	89	60,129	0.15
Arkansas	89	32,953	0.27	92	33,522	0.27
California	296	320,784	0.09	277	326,272	0.08
Colorado	53	46,606	0.11	62	46,769	0.13
Connecticut	17	31,197	0.05	17	31,269	0.05
Delaware	10	9,028	0.11	11	9,186	0.12
D.C.	2	3,568	0.06	2	3,572	0.06
Florida	233	191,855	0.12	231	191,374	0.12
Georgia	176	108,454	0.16	158	107,488	0.15
Hawaii	7	10,066	0.07	9	10,050	0.09
Idaho	21	15,937	0.13	13	16,315	0.08
Illinois	132	103,234	0.13	134	104,578	0.13
Indiana	144	76,485	0.19	116	78,923	0.15
Iowa	64	31,274	0.20	60	31,596	0.19
Kansas	65	30,021	0.22	66	30,572	0.22
Kentucky	91	48,061	0.19	86	47,344	0.18
Louisiana	88	46,513	0.19	108	46,889	0.23
Maine	18	14,248	0.13	12	14,199	0.08
Maryland	46	56,221	0.08	73	56,476	0.13
Massachusetts	39	54,792	0.07	22	55,940	0.04
Michigan	71	94,754	0.07	81	94,548	0.09
Minnesota	55	56,685	0.10	67	56,988	0.12
Mississippi	76	38,851	0.20	53	38,667	0.14
Missouri	105	68,789	0.15	100	68,504	0.15
Montana	31	11,660	0.27	13	11,885	0.11
Nebraska	33	19,093	0.17	45	19,277	0.23
Nevada	37	24,189	0.15	20	24,148	0.08
New Hampshire	9	12,720	0.07	7	12,894	0.05
New Jersey	64	73,094	0.09	70	74,225	0.09
New Mexico	49	25,533	0.19	42	25,562	0.16
New York	142	127,726	0.11	127	128,221	0.10
North Carolina	128	103,772	0.12	129	104,950	0.12
North Dakota	40	9,131	0.44	48	10,081	0.48
Ohio	123	111,990	0.11	159	112,715	0.14
Oklahoma	116	47,464	0.24	125	47,872	0.26
Oregon	54	33,373	0.16	39	33,173	0.12
Pennsylvania	169	99,204	0.17	177	98,884	0.18
Rhode Island	1	7,901	0.01	4	7,807	0.05
South Carolina	90	48,730	0.18	87	49,036	0.18
South Dakota	12	9,002	0.13	20	9,113	0.22
Tennessee	114	70,751	0.16	119	71,167	0.17
Texas	449	237,440	0.19	589	237,836	0.25
Utah	26	26,222	0.10	20	26,528	0.08
Vermont	8	7,141	0.11	5	7,216	0.07
Virginia	90	80,974	0.11	89	80,959	0.11
Washington	40	56,955	0.07	48	56,762	0.08
West Virginia	36	18,963	0.19	49	19,226	0.25
Wisconsin	78	54,402	0.14	72	59,087	0.12
Wyoming	26	9,245	0.28	27	9,271	0.29
National Totals	**4,043**	**2,946,131**	**0.14**	**4,183**	**2,968,815**	**0.14**

Notes: D.C. = District of Columbia. Fatality rate is equal to "Fatalities" divided by "Million VMT" multiplied by 100. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Data Source: VMT - Federal Highway Administration (FHWA), *Highway Statistics 2012*; Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-6 Large Trucks Involved in Fatal Crashes by State, 2000-2012

State	2000	2005	2010	2011	2012
Alabama	153	118	105	96	111
Alaska	4	4	5	0	4
Arizona	100	107	54	65	73
Arkansas	109	129	79	101	85
California	362	377	240	265	244
Colorado	65	65	46	46	51
Connecticut	36	19	23	14	14
Delaware	21	7	9	10	10
District of Columbia	2	3	3	2	1
Florida	302	383	179	201	194
Georgia	208	240	145	169	149
Hawaii	2	4	4	3	6
Idaho	26	31	15	18	17
Illinois	163	196	113	120	115
Indiana	167	137	111	130	115
Iowa	84	65	90	49	65
Kansas	79	72	71	58	59
Kentucky	97	117	90	88	88
Louisiana	113	121	93	81	102
Maine	24	18	13	17	10
Maryland	67	57	39	38	56
Massachusetts	46	24	19	33	14
Michigan	147	106	83	61	69
Minnesota	77	61	77	53	54
Mississippi	118	80	55	62	44
Missouri	165	152	76	95	89
Montana	24	22	13	24	11
Nebraska	52	46	49	29	42
Nevada	36	48	16	28	20
New Hampshire	10	11	6	8	6
New Jersey	88	106	59	59	61
New Mexico	45	57	43	44	39
New York	153	137	116	112	97
North Carolina	173	193	104	118	132
North Dakota	11	10	17	32	44
Ohio	189	174	123	113	146
Oklahoma	107	111	88	100	124
Oregon	59	60	49	48	28
Pennsylvania	177	188	159	163	175
Rhode Island	1	1	2	1	3
South Carolina	120	119	61	79	79
South Dakota	22	15	19	10	16
Tennessee	157	150	89	101	107
Texas	447	457	376	414	543
Utah	39	28	28	24	17
Vermont	8	10	11	6	6
Virginia	112	106	87	74	89
Washington	64	58	27	35	44
West Virginia	48	49	40	32	47
Wisconsin	98	78	53	77	60
Wyoming	18	24	22	27	27
U.S. Total	**4,995**	**4,951**	**3,494**	**3,633**	**3,802**

Note: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-7 Large Truck Fatal Crash Statistics, 1975-2012

Year	Fatal Crashes Involving Large Trucks	Large Truck Occupant Fatalities in Large Truck Crashes	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	
1975	3,722	961	4,483	81,330	4.58	5.51	5,362,369
1980	5,042	1,262	5,971	108,491	4.65	5.50	5,790,653
1985	4,841	977	5,734	123,504	3.92	4.64	5,996,337
1990	4,518	705	5,272	146,242	3.09	3.60	6,195,876
1991	4,097	661	4,821	149,543	2.74	3.22	6,172,146
1992	3,825	585	4,462	153,384	2.49	2.91	6,045,205
1993	4,101	605	4,856	159,888	2.56	3.04	6,088,155
1994	4,373	670	5,144	170,216	2.57	3.02	6,587,885
1995	4,194	648	4,918	178,156	2.35	2.76	6,719,421
1996	4,413	621	5,142	182,971	2.41	2.81	7,012,615
1997	4,614	723	5,398	191,477	2.41	2.82	7,083,326
1998	4,579	742	5,395	196,380	2.33	2.75	7,732,270
1999	4,560	759	5,380	202,688	2.25	2.65	7,791,426
2000	4,573	754	5,282	205,520	2.23	2.57	8,022,649
2001	4,451	708	5,111	208,928	2.13	2.45	7,857,675
2002	4,224	689	4,939	214,603	1.97	2.30	7,927,280
2003	4,335	726	5,036	217,876	1.99	2.31	7,756,888
2004	4,478	766	5,235	220,811	2.03	2.37	8,171,364
2005	4,551	804	5,240	222,523	2.05	2.35	8,481,999
2006	4,350	805	5,027	222,513	1.95	2.26	8,819,007
2007	4,204	805	4,822	304,178	1.38	1.59	10,752,019
2008	3,754	682	4,245	310,680	1.21	1.37	10,873,275
2009	2,983	499	3,380	288,306	1.03	1.17	10,973,214
2010	3,271	530	3,686	286,527	1.14	1.29	10,770,054
2011	3,365	640	3,781	267,594	1.26	1.41	10,270,693
2012	3,464	697	3,921	268,318	1.29	1.46	10,659,380

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (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: VMT and Registered Vehicles - FHWA, *Highway Statistics 2012*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-8 Large Truck Crashes by Work Zone and Crash Severity, 2012

Work Zone	Fatal Crashes	Fatal Crashes (Percent)	Injury Crashes	Injury Crashes (Percent)	Property-Damage-Only (PDO) Crashes	PDO Crashes (Percent)
No	3,335	96.3%	70,000	96.3%	234,000	97.1%
Yes	129	3.7%	3,000	3.7%	7,000	2.9%
Total	**3,464**	**100.0%**	**73,000**	**100.0%**	**241,000**	**100.0%**

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators. Crashes included in this table involved at least one large truck.
Data Sources: Fatal Crashes - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS); Injury and Property-Damage-Only (PDO) Crashes - NHTSA, General Estimates System (GES).

4-9 All Vehicle Crashes by Work Zone and Crash Severity, 2012

Work Zone	Fatal Crashes	Fatal Crashes (Percent)	Injury Crashes	Injury Crashes (Percent)	Property-Damage-Only (PDO) Crashes	PDO Crashes (Percent)
No	30,253	98.2%	1,613,000	98.7%	3,896,000	98.6%
Yes	547	1.8%	21,000	1.3%	54,000	1.4%
Total	**30,800**	**100.0%**	**1,634,000**	**100.0%**	**3,950,000**	**100.0%**

Notes: A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators.
Data Sources: Fatal Crashes - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS); Injury and Property-Damage-Only (PDO) Crashes - NHTSA, General Estimates System (GES).

4-10 Large Truck and Work Zone Fatal Crash Statistics, 2009-2012

Percentage of:	2009	2010	2011	2012
Large Truck Fatal Crashes in Work Zones	4.4%	3.6%	4.3%	3.7%
All Fatal Crashes in Work Zones	1.9%	1.7%	1.8%	1.8%
Work-Zone Fatal Crashes that Involved at Least One Large Truck	22.2%	22.5%	27.2%	23.6%
All Fatal Crashes that Involved at Least One Large Truck	9.7%	10.8%	11.3%	11.2%

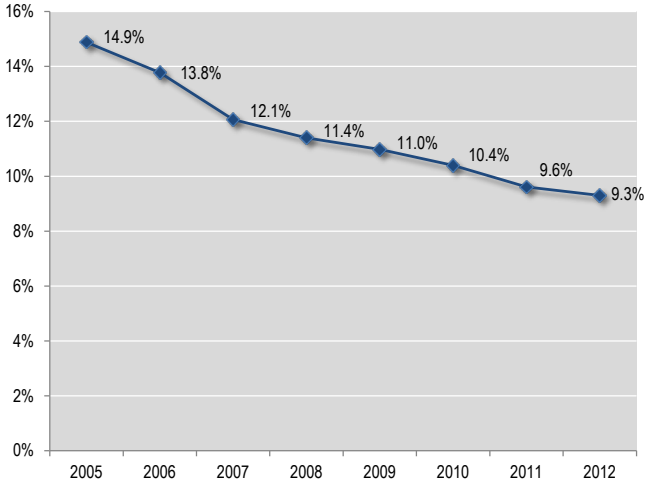
Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators.
Data Sources: Fatal Crashes - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS); Injury and Property-Damage-Only (PDO) Crashes - NHTSA, General Estimates System (GES).

4-11 Truck Weight Rating for Large Trucks in Fatal Crashes, 2010-2012

Truck Weight Rating (Pounds)	2010		2011		2012	
	Number	Percent	Number	Percent	Number	Percent
Class 2: 6,001 - 10,000	3	0.1%	4	0.1%	6	0.2%
Class 3: 10,001 - 14,000	172	4.9%	275	7.6%	283	7.4%
Class 4: 14,001 - 16,000	74	2.1%	100	2.8%	73	1.9%
Class 5: 16,001 - 19,500	75	2.1%	82	2.3%	90	2.4%
Class 6: 19,501 - 26,000	179	5.1%	193	5.3%	212	5.6%
Class 7: 26,001 - 33,000	233	6.7%	218	6.0%	212	5.6%
Class 8: >33,000	2,662	76.2%	2,678	73.7%	2,831	74.5%
Unknown	96	2.7%	83	2.3%	95	2.5%
Total	**3,494**	**100%**	**3,633**	**100%**	**3,802**	**100%**

Note: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-12 Percentage of Large Truck Drivers in Fatal Crashes Not Wearing Any Type of Safety Belt, 2005-2012



Note: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-13 Hazardous Materials (HM) Cargo Release in Crashes Involving Large Trucks with HM Placards, 2009-2013

	Number of Large Trucks				
Cargo Release	**2009**	**2010**	**2011**	**2012**	**2013***
Cargo Release: No	1,690	1,813	2,011	1,911	1,582
Cargo Release: Yes	270	281	311	371	261
Corrosives	23	21	20	25	29
Explosives	7	3	11	12	5
Flammable Liquid	122	125	142	192	113
Flammable Solids	1	0	3	5	1
Gases	35	34	41	36	23
Miscellaneous Dangerous Goods	35	43	25	26	18
Oxidizing Substances	4	3	3	5	2
Poison & Infectious Substances	1	3	2	2	4
Radioactive Material	0	0	0	0	0
Unknown	42	49	64	68	66
Cargo Release: Unknown	502	484	570	466	340
Total	**2,462**	**2,578**	**2,892**	**2,748**	**2,183**

*Crash records through September 30, 2013, 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 18 months to allow for changes.
Notes: Large trucks are defined here as vehicles 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, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014, including crash records through September 30, 2013.

4-14 Driver's License Class Statistics for Large Trucks and Buses in Crashes, 2009-2013

	Number of Vehicles Involved				
License Class	**2009**	**2010**	**2011**	**2012**	**2013***
Class A	80,834	88,775	89,756	89,607	67,649
Class B	18,028	18,745	18,895	19,375	14,278
Class C	8,193	8,155	8,403	8,480	6,561
Class D	10,297	11,266	11,436	12,442	9,176
Class M	340	437	358	501	834
Unknown	7,446	9,424	9,464	6,773	4,672
Total	**125,138**	**136,802**	**138,312**	**137,178**	**103,170**

*Crash records through September 30, 2013, 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 18 months to allow for changes.

Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater 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 pounds 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, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014, including crash records through September 30, 2013.

4-15 Large Trucks in Crashes by Operation Classification, 2009-2013

Classification	2009	2010	2011	2012	2013*
For-Hire	56,789	63,996	64,893	64,608	48,533
Private	18,727	20,166	20,894	21,270	16,214
Both For-Hire and Private	8,281	9,012	9,143	9,604	7,319
Neither For-Hire Nor Private/No USDOT Number	27,737	29,428	29,261	27,180	20,574
Total	**111,534**	**122,602**	**124,191**	**122,662**	**92,640**

*Crash records through September 30, 2013, 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 18 months to allow for changes.
Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight.
Data Source: Crash data for all years: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014, including crash records through September 30, 2013. For-hire and private information: FMCSA, MCMIS, data snapshots as of June 22, 2012, December 14, 2012, and January 24, 2014.

4-16 Large Trucks in Crashes by Carrier Operation, 2009-2013

Carrier Operation	2009	2010	2011	2012	2013*
Interstate	69,846	79,541	82,161	83,369	62,104
Intrastate Hazardous Materials (HM)	979	1,074	1,177	1,133	846
Intrastate Non-HM**	6,988	8,157	9,538	9,978	7,579
Unknown Carrier Operation**	33,721	33,830	31,315	28,182	22,111
Total	**111,534**	**122,602**	**124,191**	**122,662**	**92,640**

*Crash records through September 30, 2013, 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 18 months to allow for changes.
**Some States do not require intrastate non-HM carriers to obtain USDOT numbers.
Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying HM that requires placarding, regardless of weight.
Data Source: Crash data for all years: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 24, 2014, including crash records through September 30, 2013. For-hire and private information: FMCSA, MCMIS, data snapshots as of June 22, 2012, December 14, 2012, and January 24, 2014.

4-17 Bus Fatal Crash Statistics, 1975-2012

Year	Fatal Crashes Involving Buses	Bus Occupant Fatalities in Bus Crashes	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
1991	271	31	304	5,750	4.71	5.29	631,279
1992	283	28	316	5,778	4.90	5.47	644,732
1993	262	18	286	6,125	4.28	4.67	654,432
1994	256	18	286	6,409	3.99	4.46	670,423
1995	271	33	311	6,420	4.22	4.84	685,503
1996	324	21	367	6,563	4.94	5.59	694,781
1997	295	18	339	6,842	4.31	4.95	697,548
1998	288	38	329	7,007	4.11	4.70	715,540
1999	313	59	373	7,662	4.09	4.87	728,777
2000	323	22	357	7,590	4.26	4.70	746,125
2001	289	34	331	7,070	4.09	4.84	749,548
2002	274	45	331	6,845	4.00	4.84	760,717
2003	288	41	337	6,782	4.25	4.97	776,550
2004	276	42	315	6,801	4.06	4.63	795,274
2005	278	58	340	6,980	3.98	4.87	807,053
2006	303	27	337	6,783	4.47	4.97	821,959
2007	280	36	325	14,516	1.93	2.24	834,436
2008	251	67	311	14,823	1.69	2.10	843,308
2009	221	26	254	14,387	1.54	1.77	841,993
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	250	39	280	14,755	1.69	1.90	764,509

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. 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: VMT and Registered Vehicles - FHWA, *Highway Statistics 2012*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-18 Fatal Crashes Involving Buses, by Type of Bus, 1975-2012

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus*	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	323
1976	122	30	130	—	13	23	318
1977	126	33	123	—	14	25	321
1978	143	52	143	—	14	18	370
1979	150	37	120	—	21	16	344
1980	117	38	149	—	14	11	329
1981	109	48	150	—	20	13	340
1982	104	37	106	—	31	10	288
1983	99	41	105	—	38	22	305
1984	118	48	103	—	33	17	319
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	22	284
1987	132	29	115	—	46	31	353
1988	103	31	102	—	30	18	284
1989	108	32	119	—	25	25	309
1990	111	26	113	—	19	17	286
1991	105	39	86	—	25	16	271
1992	98	35	113	—	20	17	283
1993	112	28	82	—	20	20	262
1994	106	22	105	—	12	11	256
1995	109	23	101	—	23	15	271
1996	124	35	113	—	32	20	324
1997	116	36	109	—	15	19	295
1998	111	38	115	—	16	8	288
1999	137	35	106	—	18	17	313
2000	119	40	127	—	20	17	323
2001	117	38	103	—	16	15	289
2002	95	35	100	—	26	18	274
2003	111	26	104	—	29	18	288
2004	109	35	85	—	25	22	276
2005	110	37	83	—	34	14	278
2006	117	32	105	—	22	27	303
2007	109	35	113	—	15	8	280
2008	116	20	92	—	12	11	251
2009	89	38	77	—	9	8	221
2010	113	35	84	—	11	4	247
2011	97	40	68	25	10	3	243
2012	100	34	77	30	7	2	250

* "Van-based bus" was listed as a bus type for the first time in 2011.
Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.
Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

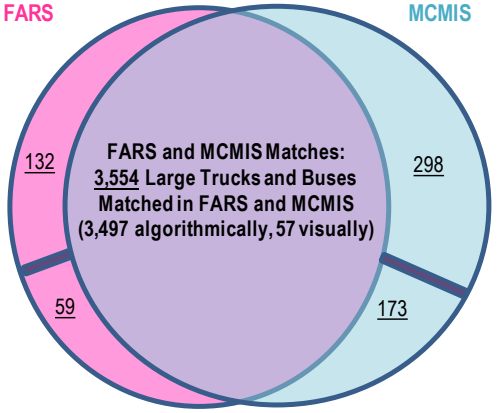
4-19 Estimated Costs of Large Truck and Bus Crashes, 2009-2012 (2012 Dollars)

Year	Fatal Crashes	Injury Crashes	Property-Damage-Only (PDO) Crashes	All Large Truck and Bus Crashes
2009	$35 Billion	$27 Billion	$20 Billion	$82 Billion
2010	$38 Billion	$30 Billion	$18 Billion	$86 Billion
2011	$39 Billion	$33 Billion	$18 Billion	$90 Billion
2012	$40 Billion	$38 Billion	$21 Billion	$99 Billion

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The total costs may not add up exactly due to rounding. Changes to past years are the result of updating for inflation and changes in guidance from the Office of the Secretary of Transportation on how to value fatalities and injuries.
Data Source: T. Miller, E. Zaloshnja, and R. Spicer, *Revised Cost of Large Truck and Bus Involved Crashes* (2002), adjusted to 2012 dollars and 2013 value of a statistical life (VSL), and updated to reflect new guidance on valuing injuries from the Office of the Secretary of Transportation.

4-20 Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) Matching for Large Trucks and Buses in Fatal Crashes, 2010

Number	Category	Percentage
3,554	Large trucks and buses matched in FARS and MCMIS	84.3%
132	Large trucks and buses in FARS and not in MCMIS (including vehicles less than 10,000 pounds)	3.1%
59	Large trucks and buses in FARS matched to a non-fatal crash in MCMIS	1.4%
298	Large trucks and buses in MCMIS and not in FARS	7.1%
173	Large trucks and buses in MCMIS matched to vehicles in FARS that were not large trucks or buses	4.1%
4,216	**Total large trucks and buses in fatal crashes in FARS, MCMIS, or both**	**100.0%**



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 for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.
Data Sources: National Highway Traffic Safety Administration (NHTSA), FARS; FMCSA, MCMIS; the Volpe National Transportation Systems Center.

5. Data Quality

State Safety Data Quality (SSDQ) Methodology

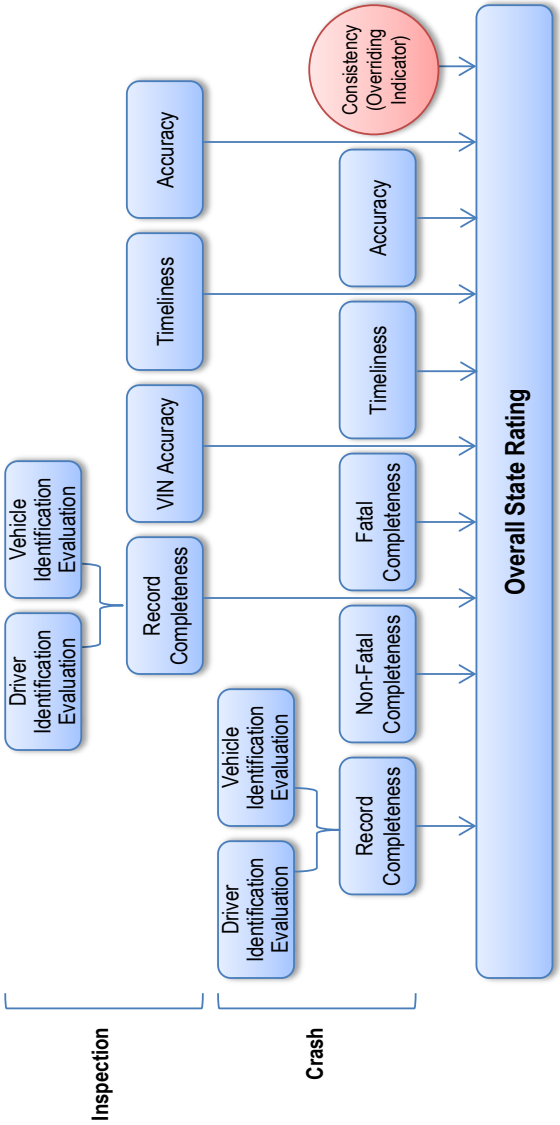
To conduct accurate analyses on collected statistics, it is crucial that data submitted to FMCSA be of the highest quality possible. To help achieve this goal, FMCSA has implemented the State Safety Data Quality (SSDQ) Methodology.

The SSDQ Methodology was developed 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 evaluation is updated monthly to reflect improvements in crash and roadside 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:

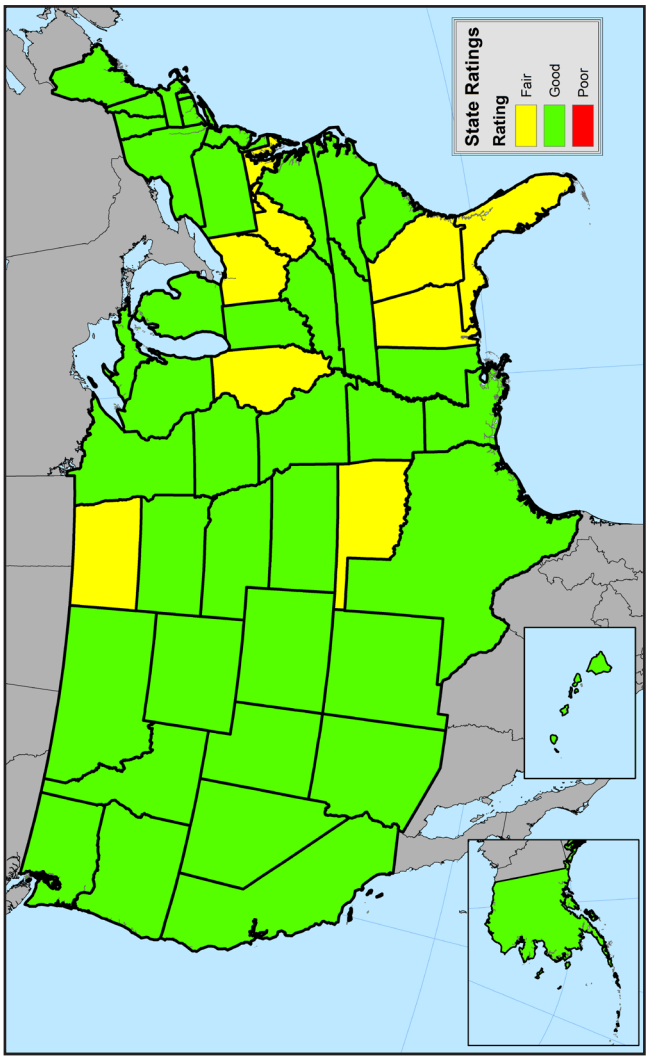
- Good (green) for States with at least one good crash measure, one good inspection measure, and no poor measures.
- Fair (yellow) for States with no more than one poor measure.
- Poor (red) for States with two or more poor measures.
- Red-flagged States are automatically rated poor overall.

5-1 State Safety Data Quality (SSDQ) Performance Measures



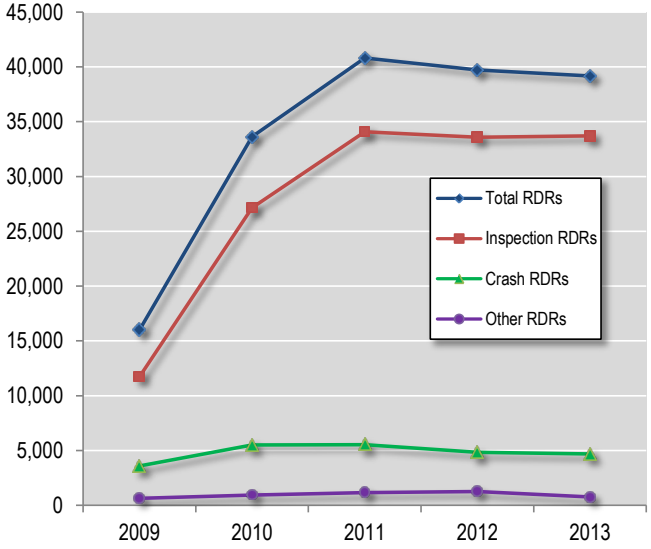
Data Source: FMCSA, Analysis & Information (A&I) Online, http://ai.fmcsa.dot.gov/DataQuality.

5-2 State Safety Data Quality (SSDQ) Map, December 2013



Data Source: FMCSA, Analysis & Information (A&I) Online, State Safety Data Quality as of December, 2013. For most recent State ratings, refer to: http://ai.fmcsa.dot.gov/mapping/ssdq.

5-3 Annual Requests for Data Review (RDRs) in DataQs, 2009-2013



Data Source: FMCSA, DataQs, February 6, 2014 (based on submissions received in calendar year [CY] 2013).

DataQs is the online system for drivers, motor carriers, Federal and State agencies, and others to file concerns about Federal and State data maintained in the Motor Carrier Management Information System (MCMIS) and released to the public by FMCSA. The DataQs system provides affected commercial motor carriers, commercial drivers, and others an opportunity to seek and obtain correction of information maintained and disseminated by FMCSA.

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

6. Agency Resources

FMCSA Web site
http://www.fmcsa.dot.gov

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

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

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

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

Motor Carrier Management Information System (MCMIS)
http://mcmiscatalog.fmcsa.dot.gov

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

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

General Estimates System (GES)
http://www.nhtsa.gov/NASS

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

State Safety Data Improvement Program (SaDIP)
http://www.fmcsa.dot.gov/grants/safety-data-improvement-grant/safety-data-improvement-program-grant-sadip

Commercial Vehicle Information Systems and Networks (CVISN)
http://www.fmcsa.dot.gov/grants/cvisn-grant/commercial-vehicle-information-systems-and-networks-cvisn-grant

Glossary and List of Acronyms

A&I	Analysis & Information
ABA	American Bus Association
CDL	Commercial Driver's License
CMV	Commercial Motor Vehicle (includes both large trucks and buses)
CR	Compliance Review
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
CY	Calendar Year
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.
FAF	Freight Analysis Framework
FARS	Fatality Analysis Reporting System
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
HOS	Hours of Service
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
OP-2 Authority	Carriers with OP-2 authority are Mexico-domiciled for-hire motor carriers and private motor carriers who transport property only in municipalities in the United States on the United States-Mexico international border or within the commercial zones of such municipalities.
PDO	Property Damage Only
RDR	Request for Data Review
SaDIP	State Safety Data Improvement Program
SCR	Security Contact Review
SSDQ	State Safety Data Quality
UCR	Unified Carrier Registration
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
VSL	Value of a Statistical Life