



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

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

Trends in CMV Crashes



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Our Mission

FISCAL YEARS 2015 - 2018

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

STRATEGIC PLAN



Placing safety as our highest priority:

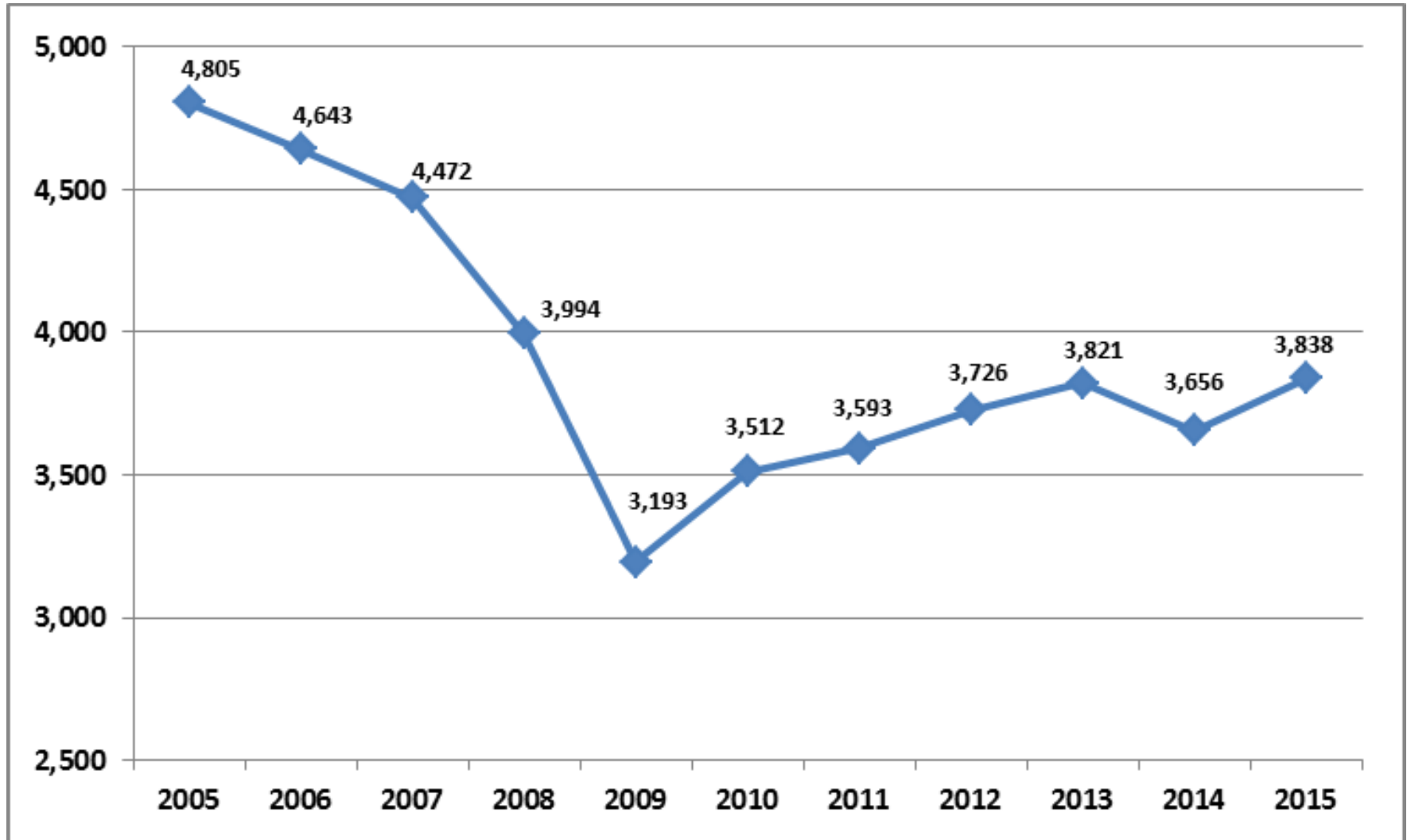
Reduce crashes, injuries, and fatalities involving CMV transportation through *education, innovation, regulation, enforcement, financial assistance, partnerships, and full accountability.*

Overview: Large Truck and Bus Fatal Crash Data, 2013-2015

	2013	2014	2015	2013-2015 Percent Change
Fatal <u>Crashes</u> Involving Large Trucks and/or Buses	3,821	3,656	3,838	0.4%
<u>Large Trucks and Buses</u> Involved in Fatal Crashes	4,203	3,985	4,311	2.6%
<u>Fatalities</u> in Large Trucks and/or Bus Crashes	4,278	4,168	4,337	1.4%
Large Truck and Bus <u>Occupant Fatalities</u>	749	700	716	-4.4%

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

Large Truck and Bus Fatal Crashes, 2005-2015



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

Buses in Fatal Crashes by Type of Bus, 2013-2015

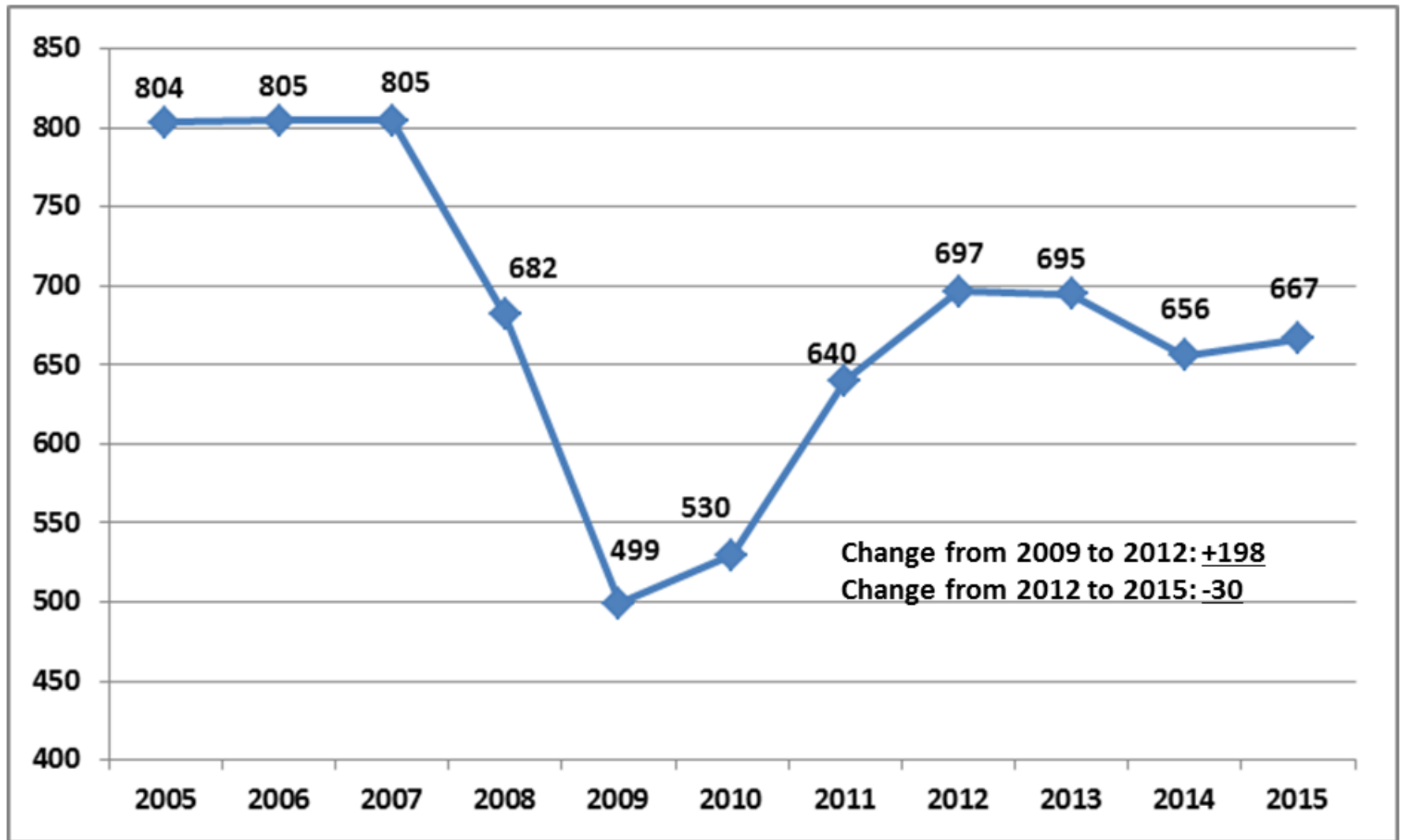
	2013	2014	2015	2013-2015 Percent Change
School Bus	114	91	99	-13.2%
Intercity Bus (Motorcoach)	44	32	33	-25.0%
Transit Bus	82	79	93	13.4%
Other/Unknown Bus Type	42	34	36	-14.3%
Total	282	236	261	-7.4%

Fatalities in School Bus Crashes, 2015

Person Type	Number	Percent
School Bus Driver	5	4.6%
School Bus Passenger	5	4.6%
Passenger Vehicle Occupant (Driver or Passenger)	70	64.8%
Motorcycle Driver	10	9.3%
Other Vehicle Type Driver	2	1.9%
Pedestrian	12	11.1%
Bicyclist	4	3.7%
Total	108	100.0%

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

Large Truck Occupant Fatalities, 2005-2015



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

Large Truck Occupants in Fatal Crashes by Restraint Use and Injury Severity, 2015

Restraint Use	Injury Severity								Total	
	No Injury		Unknown Injury		Injury (non-fatal)		Fatality			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No	161	5.7%	48	9.1%	122	20.5%	253	37.9%	584	12.6%
Yes	2,552	90.2%	446	85.0%	435	73.0%	286	42.9%	3,719	80.6%
Unknown	116	4.1%	31	5.9%	39	6.5%	128	19.2%	314	6.8%
Total	2,829	100.0%	525	100.0%	596	100.0%	667	100.0%	4,617	100.0%

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

Top Driver-Related Factors for Large Truck and Bus Drivers in Fatal Crashes, 2015

Driver-Related Factor	Number	Percent
Speeding	305	7.2%
Distraction/inattention (cell phone, lost in thought, eating etc.)	261	6.1%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	212	5.0%
Failure to Yield Right of Way	193	4.5%
Careless Driving	135	3.2%
Impairment (fatigue, alcohol, illness, etc.)	134	3.1%
Failure to Keep in Proper Lane	113	2.7%
Failure to Obey Traffic Sign, Control Devices, Safety Zone Laws	82	1.9%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	80	1.9%
Following Improperly	80	1.9%

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

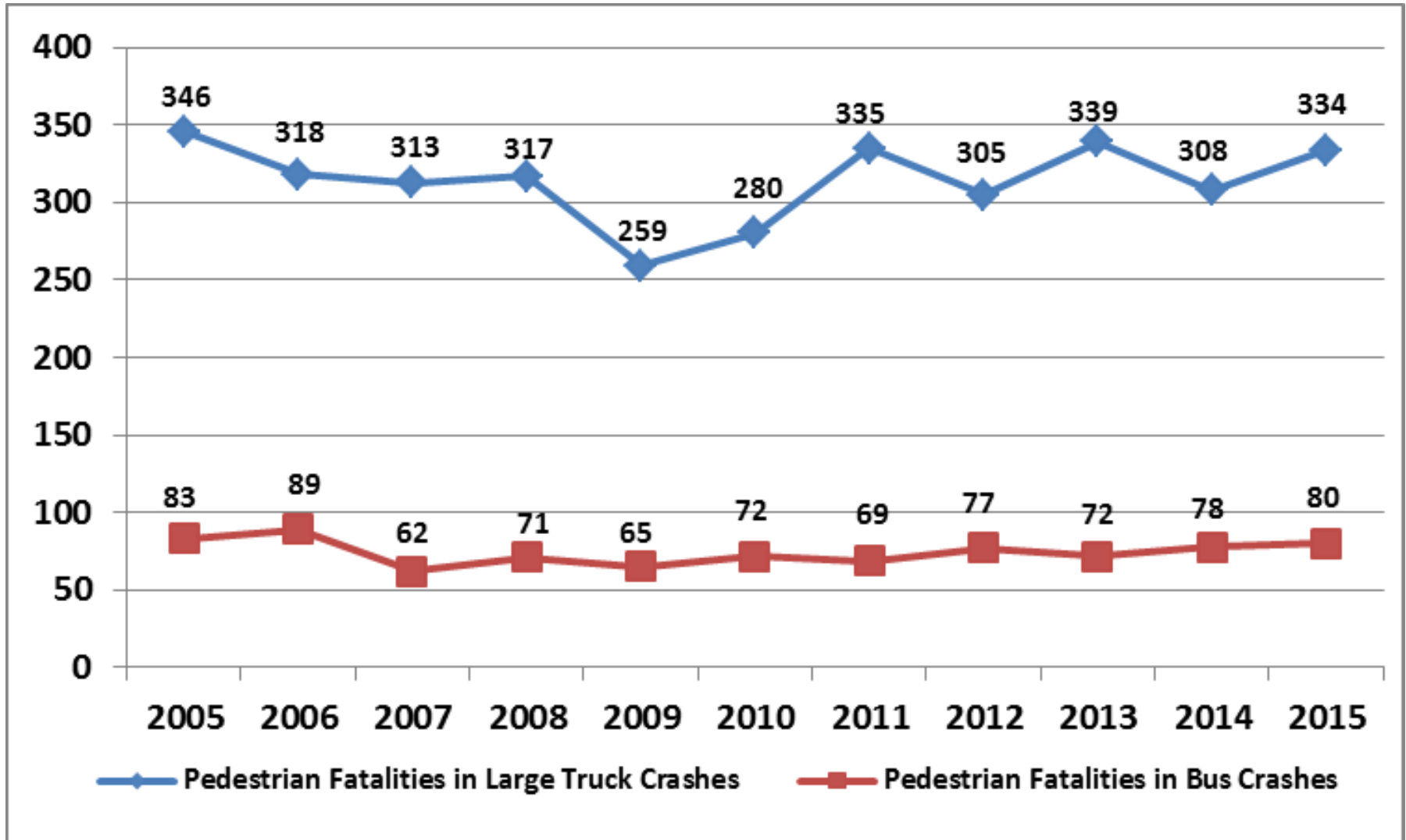
Top 10 States for Large Truck and Bus Fatalities by State, 2013-2015

State	2013-2015			Three-Year Average	Change, 2013-2015
	2013	2014	2015		
Texas	554	570	593	572.3	7.0%
California	295	325	313	311.0	6.1%
Florida	225	207	244	225.3	8.4%
Georgia	173	162	188	174.3	8.7%
Pennsylvania	176	170	175	173.7	-0.6%
Ohio	136	142	167	148.3	22.8%
New York	146	128	156	143.3	6.8%
North Carolina	146	129	138	137.7	-5.5%
Illinois	151	121	116	129.3	-23.2%
Indiana	123	134	122	126.3	-0.8%

In 2015, these States accounted for about 51% of all large truck and bus fatalities

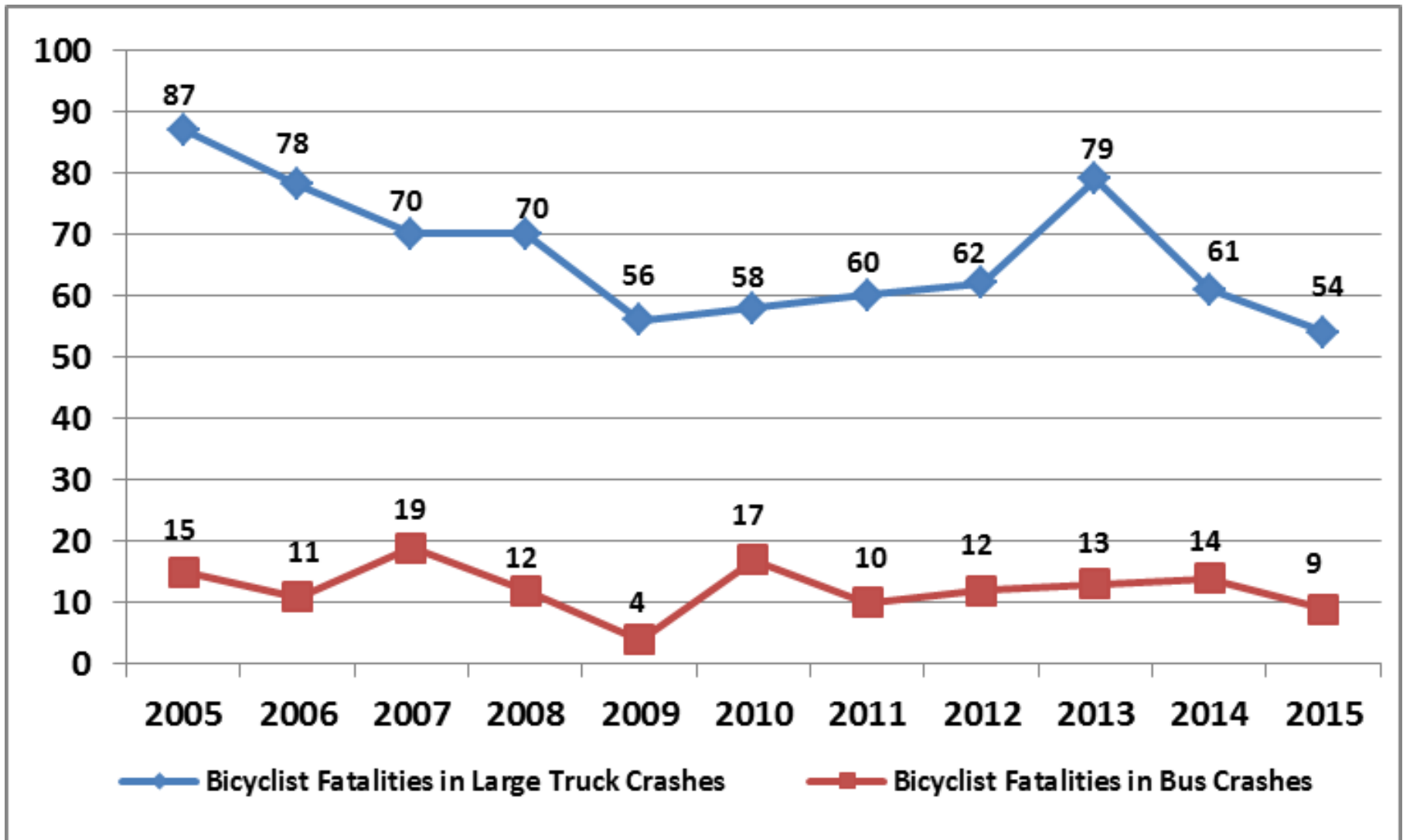
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Pedestrian Fatalities in Large Truck and Bus Crashes, 2005-2015



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

Bicyclist Fatalities in Large Truck and Bus Crashes, 2005-2015



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

Fatal Crashes by Work Zone, 2011-2015

	2011	2012	2013	2014	2015
Percentage of Fatal Work-Zone Crashes that Involved at Least One Large Truck	27.2%	23.8%	28.2%	30.1%	26.9%
Percentage of ALL Fatal Crashes that Involved at Least One Large Truck	11.3%	11.2%	11.8%	11.4%	11.2%

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

Automated Commercial Motor Vehicles

- Potential to save lives
- Support and encourage this kind of technological innovation
- SAE Level 3 will ensure the level of safety needed

Automated Commercial Motor Vehicles

- January 5 – Automated CMVs Roundtable, D.C.
- January 23 – CVSA Enforcement and Industry Modernization Committee, Savannah GA
- April 26 – CVSA Enforcement and Industry Modernization Committee, Atlanta GA
- Federal Register Notice
- Public Comments
- Summer 2017 Publication
- Companion document to NHTSA's policy

Crash Prevention Strategies

RULEMAKING

- Electronic Logging Devices Final Rule
- Entry-Level Driver Training Final Rule
- Drug and Alcohol Clearinghouse Final Rule

TRAFFIC ENFORCEMENT

- Large CMV traffic enforcement train-the-trainer curriculum
- MCSAP grants to allow States to conduct traffic enforcement
- Traffic enforcement in conjunction with inspection

WORK ZONE WARNING TECHNOLOGY

- Making Innovative Technology Deployment (ITD) grant funds available to research, test, and deploy a work zone & incident electronic notification system

CDL

- Working with State Driver Licensing Agencies to assure suspension of CDL holders

Our Vision

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Save lives by striving toward a *crash-free* and *fully accountable* CMV transportation life-cycle.