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.
- 657 of lives lost, or 16% of all large truck and bus fatalities, were large truck occupants, a 5% decrease from 2013.
- 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%.
- 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
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.

<table>
<thead>
<tr>
<th>GRANT/PROGRAM</th>
<th>2015 FUNDS PROJECTED</th>
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<tbody>
<tr>
<td>Motor Carrier Safety Assistance Program (MCSAP) (includes border activities)</td>
<td>$168M</td>
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<tr>
<td>Commercial Driver Licensing Program Improvement</td>
<td>$30M</td>
</tr>
<tr>
<td>High Priority Grants (Crash Corridors &amp; New Enforcement Strategies)</td>
<td>$15M</td>
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<tr>
<td>Commercial Vehicle Information Systems and Networks (CVISN)</td>
<td>$25M</td>
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<tr>
<td>Safety Data Improvement Grant</td>
<td>$3M</td>
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</tbody>
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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), USDOT 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)

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

Large Truck Fatal Crash Data

At least 39% of large truck occupants killed in crashes were not wearing a seatbelt

Speed was a factor in 20% of truck crashes with at least one large truck occupant fatality

61% of fatal crashes involving a large truck occurred in rural areas

30% of fatal crashes in work zones involved a large truck

6% involved large truck driver distraction as a factor, of which 12% was related to cell phone use

Source: Large Truck Fatal Crash Data 2014