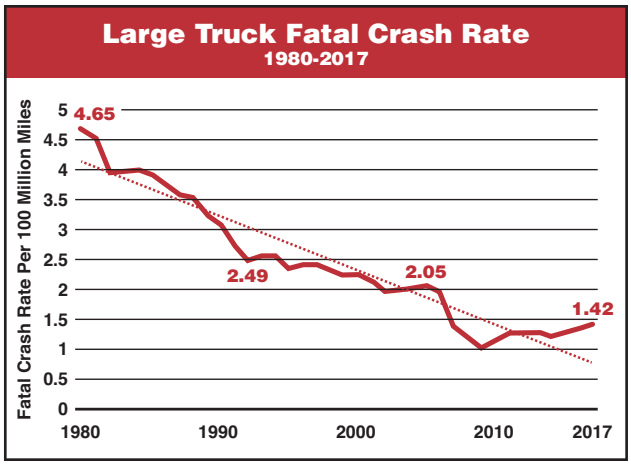
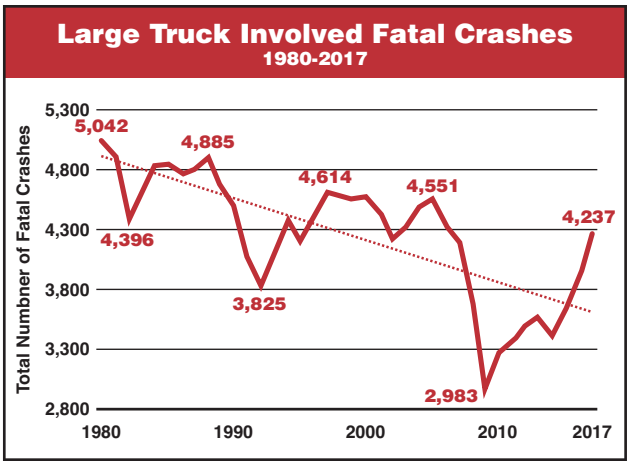
ATA TRUCKING Moves America Forward

Trucking Safety Facts





- Since 1980 when the trucking industry was economically deregulated, the number of fatal truck crashes and the rate have both declined dramatically.
- From 1980-2017, the number of large truck-involved fatal crashes declined 16%.[i]
- From 1980 -2016, the large truck-involved fatal crash rate per 100 million miles dropped 69%.[ii]
- Trucks have an overall crash rate 27% lower than that of other vehicles.[iii]
- In 2017, large trucks were almost three times more likely than passenger vehicles to be struck in the rear in two-vehicle fatal truck crashes.[iv]
- In 91% of fatal head-on collisions between a large truck and a passenger vehicle, the passenger vehicle crossed the median into the truck's lane of travel.[v]
- The preponderance of research studies find that car drivers are principally at-fault in approximately three-quarters (70-75%) of fatal car-truck crashes.[vi]
- Drug and alcohol use by truck drivers on the job is very rare.
  - The industry alcohol use violation rate for 2017* was just .03% (i.e. eight-hundredth of one percent).[vii]
  - The industry drug use violation rate for 2016* was 1%.[viii]
  - In 2017* only 2.5% of large-truck drivers involved in fatal crashes had a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dl).
- These figures compare very favorably to those of other drivers.
  - In 2017* the percentage of drivers involved in fatal crashes that had a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dl) or higher was 22% for passenger car drivers, 20% for light truck drivers, and 25% for motorcycle operators.[x]
  - According to the Substance Abuse and Mental Health Services Administration, in 2017* the rate of illicit drug use among persons aged 12 or older was 19 percent.[xi]

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- Driver fatigue (e.g., drowsy, sleepy, asleep, fatigued) is cited as a factor in only 1.6% of fatal truck crashes. However, both FMCSA and ATA have acknowledged that the role of fatigue is likely underreported. Accordingly, after reviewing other factors, FMCSA has historically stated that 7% is a more accurate estimate of the number of large truck crashes that are attributable to fatigue.[xiii]

- ATA has a long history of supporting truck safety initiatives and was an early proponent of mandatory drug and alcohol testing for truck drivers, required use of electronic logging devices, and prohibitions on the use of hand-held mobile phones by truck drivers.

- The trucking industry is committed to improving safety. Annually, the trucking industry invests at least $10 billion in safety. These investments include safety technologies, safety training, driver safety incentive pay, and compliance with safety regulations.[xiv]

- Intelligent transportation systems are becoming the trucking industry's next generation safety model for all road users. Through vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) commercial vehicle safety communications — collectively known as vechical-to-everything (V2X) — stakeholders are working with federal and state DOTs to advance wireless accident prevention technology.

- Although not required by law, fleets and owner operators are equipping commercial vechicles with advanced driver assistance systems (ADAS) safety technologies through self-assurance. The U.S. Government has reacted to ADAS industry adoption and formed **Tech-Celerate Now**, a program to educate, incentivize, and proved fleet solutions to improving safety.

SOURCES

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ii Ibid.

iii Large Truck and Bus Crash Facts, Table 4,5,6,7 Federal Motor Carrier Safety Administration, 2017 https://www.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts-2017

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vi Relative Contribution/Fault in Car-Truck Crashes, February 2013, http://www.trucking.org

vii Results from FMCSA's 2018 Alcohol and Drug Testing Survey: https://cms8.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2019-12/RRA-19-015%28b%29-Drug_and_Alcohol_Survey_Results_FINAL-508C.pdf

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ix Quick Facts 2017, National Highway Traffic Safety Adminsitration, 2017 https://crashstats.nhtsa.dot.gov/#/PublicationList/38

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xi Key Substance Use and Mental Health Indicators in the United States: Results from the 2015 National Survey on Drug Use and Health, Substance Abuse and Mental Health Services Administration, September 2016, https://www.samhsa.gov/data/sites/default/files/NSDUH-FFR1-2015/NSDUH-FFR1-2015/NSDUH-FFR1-2015.pdf

xii Trucks in Fatal Accidents Factbook 2008, Center for National Truck and Bus Statistics, University of Michigan Transportation Research Institute, page 49, http://deepblue.lib.umich.edu/bitstream/handle/2027.42/84148/48532_A54.pdf?sequence=1

xiii 73 Federal Register, No. 224, November 19, 2008, page 69578, column 3.

xiv ATA's Safety Investment Study 2016, http://www.trucking.org

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