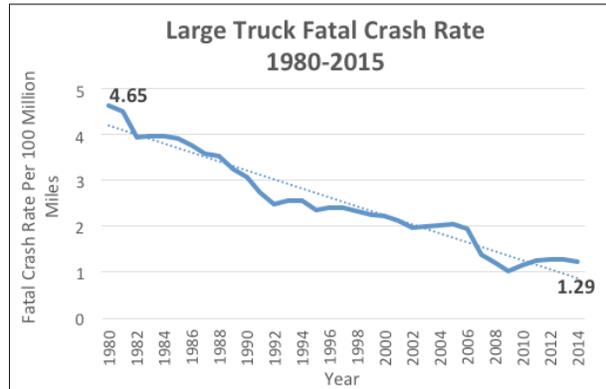
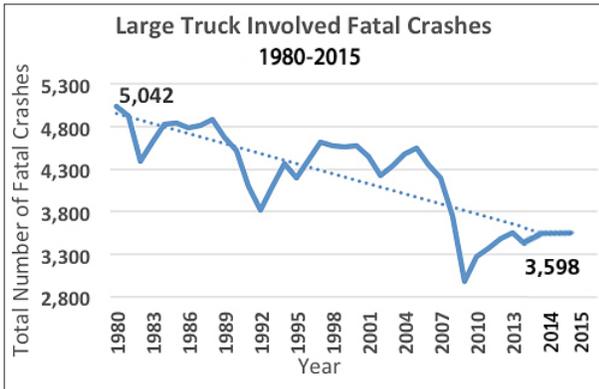




Trucking Safety Facts



- Since 1980 when the trucking industry was economically deregulated, the number of fatal truck crashes and the rate have both declined dramatically.
- From 1980-2015, the number of large truck-involved fatal crashes declined 32%.ⁱ
- From 1980 -2015, the large truck-involved fatal crash rate per 100 million miles dropped 74%.ⁱⁱ
- Trucks have an overall crash rate 29% lower than that of other vehicles.ⁱⁱⁱ
- In 2015, large trucks were almost three times more likely than other vehicles to be struck in the rear in two-vehicle fatal truck crashes.^{iv}
- In 90% 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 2014* was just .08% (i.e. eight-hundredth of one percent).^{vii}
 - The industry drug use violation rate for 2014* was 0.9% (i.e., less than 1%).^{viii}
 - In 2015* only 1.5% 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 2015* 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 21% for passenger car drivers, 20% for light truck drivers, and 27% for motorcycle operators.^x
 - According to the Substance Abuse and Mental Health Services Administration, in 2015* the rate of illicit drug use among persons aged 12 or older was 10.1 percent.^{xi}
- 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 \$9.5 billion in safety. These investments include safety technologies, safety training, driver safety incentive pay, and compliance with safety regulations.^{xiv}

* The most recent year for which data has been reported or is otherwise available.

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Sources

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- ii Ibid.
- iii Large Truck and Bus Crash Facts 2015 –Early Release, Trends Tables 4, 6, 7, 9, & 10, Federal Motor Carrier Safety Administration, November 2016, <https://www.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts-2015-early-release> & Highway Statistics 2015, VM-1, Federal Highway Administration, January 2017, <https://www.fhwa.dot.gov/policyinformation/statistics/2015/>
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- x Ibid.
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- 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/>