

Emerging Trends in CMV Safety

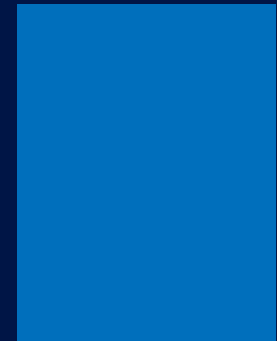
Tom Keane, FMCSA

UMASS CMV Safety Summit - October 25, 2022

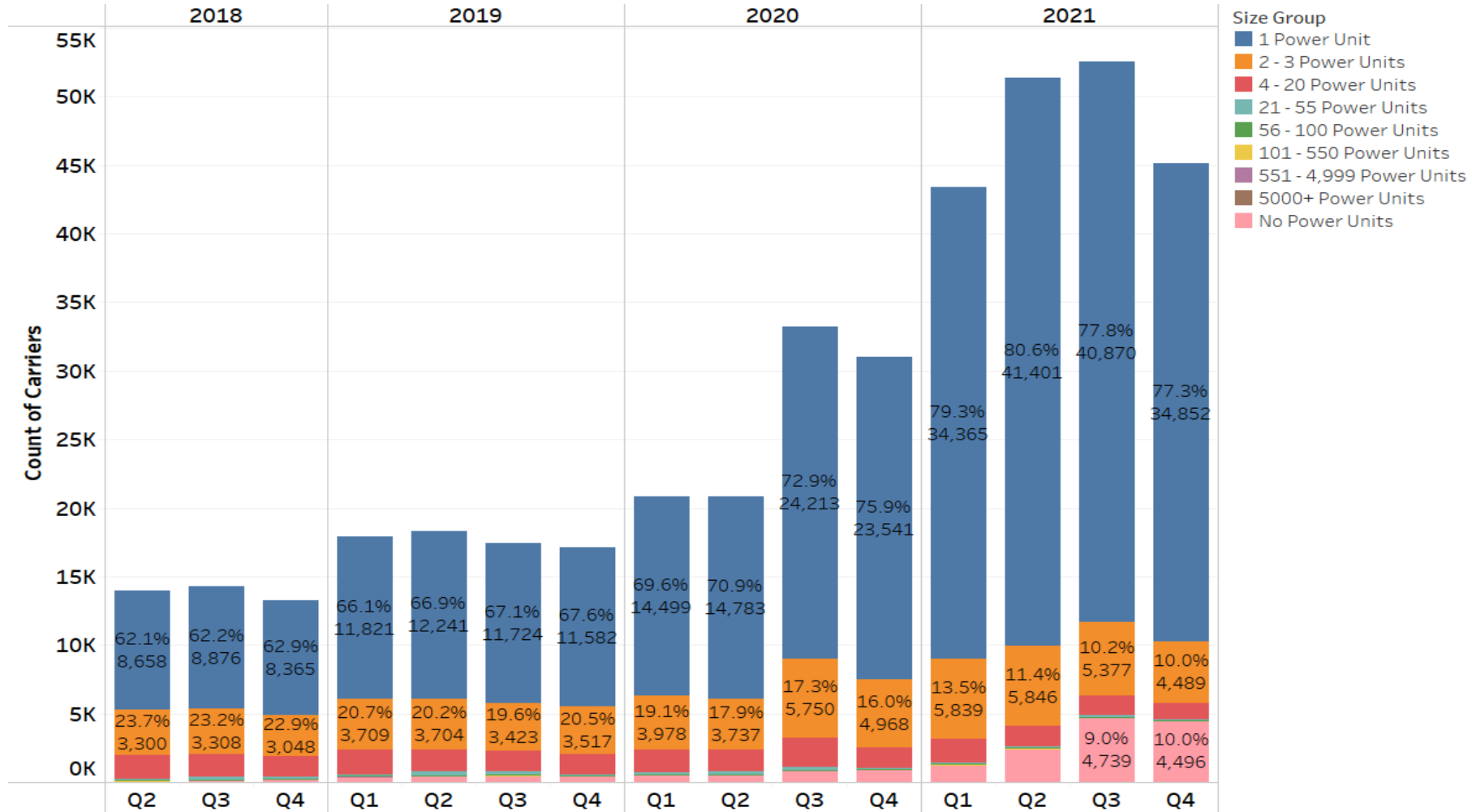


U.S. Department of Transportation

Federal Motor Carrier Safety Administration



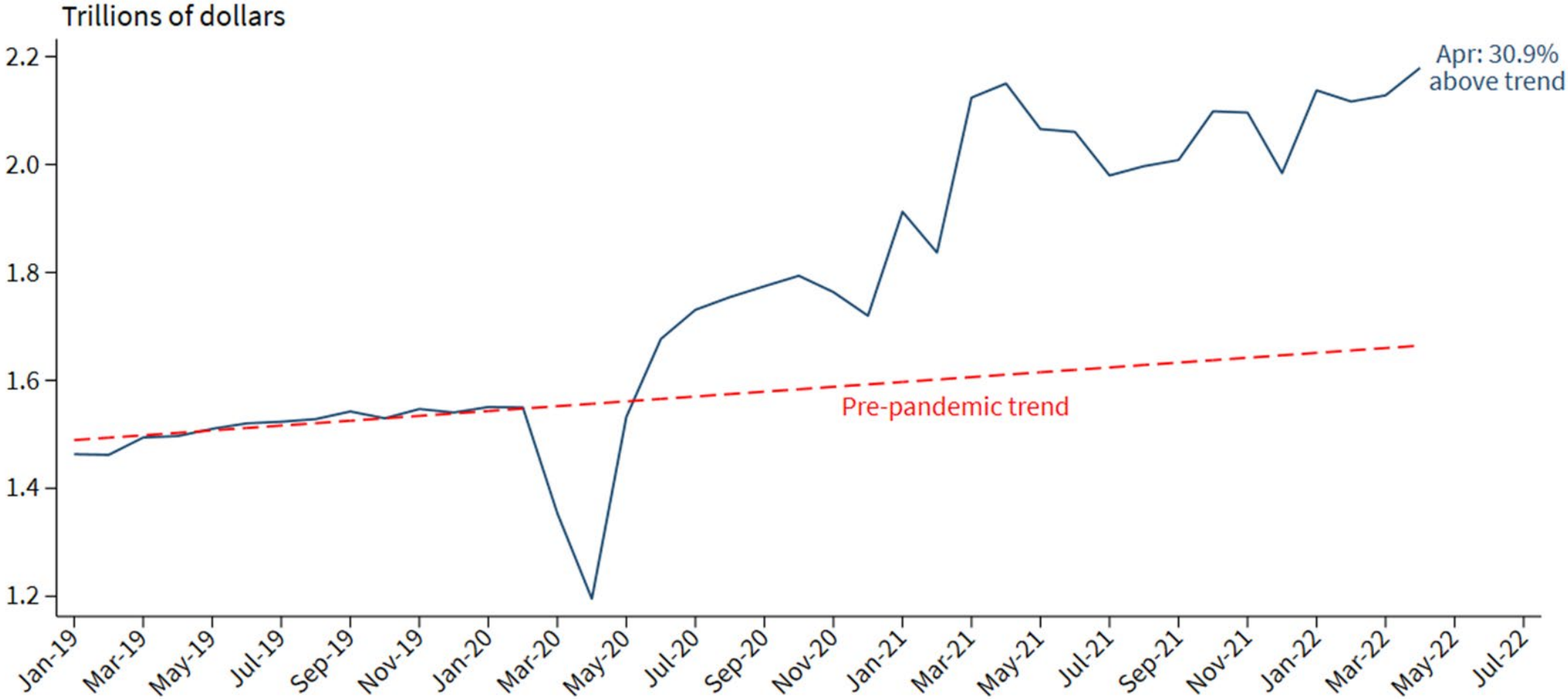
New For-hire Carriers Added to MCMIS Between (Apr 2018 – Dec 2021) by Carrier Size



For-hire carriers include carriers operating as for-hire only and for-hire + private
 Data Source: Motor Carrier Management System (MCMIS) 01/28/2022 Data Snapshot

Macroeconomic demand indicators explain this growth - I

Consumer Durable Goods Purchases

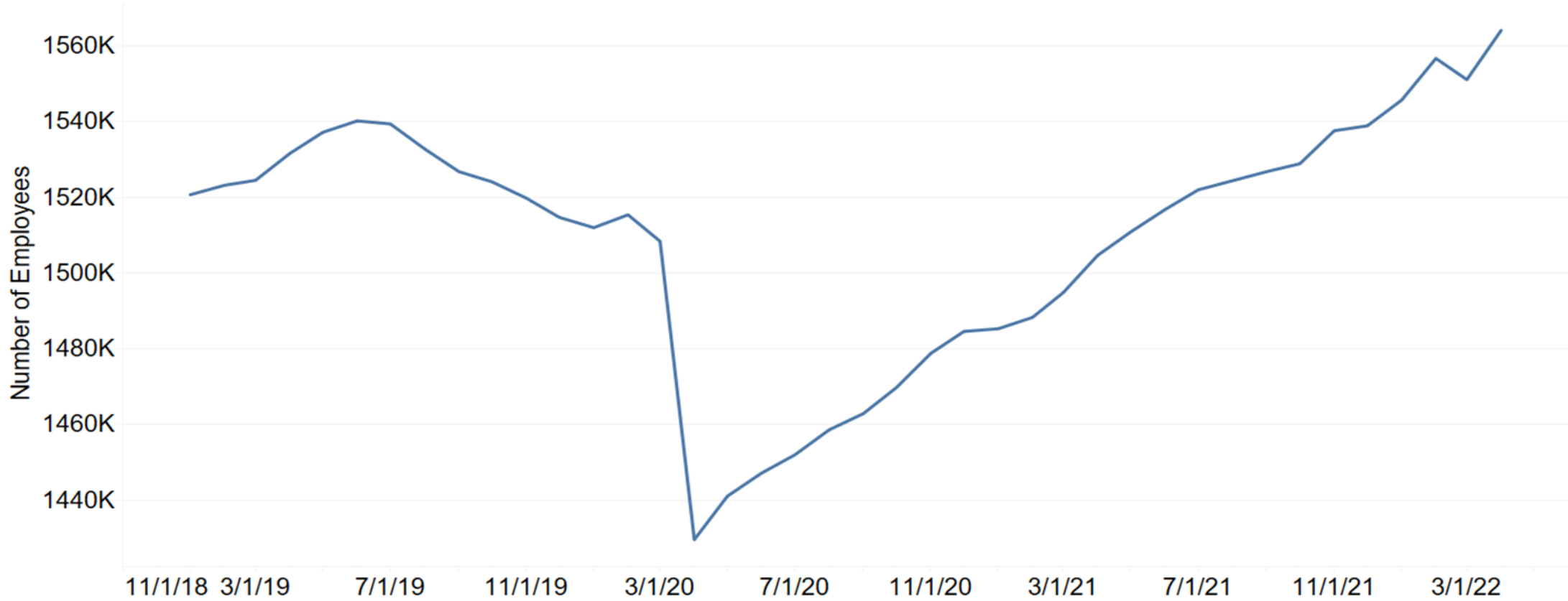


Source: Bureau of Economic Analysis. Nominal data through Apr 2022.

Trucking Employment Supply has rebounded in response

Truck Transportation Employees on Non-Farm Payroll (Seasonally Adjusted)

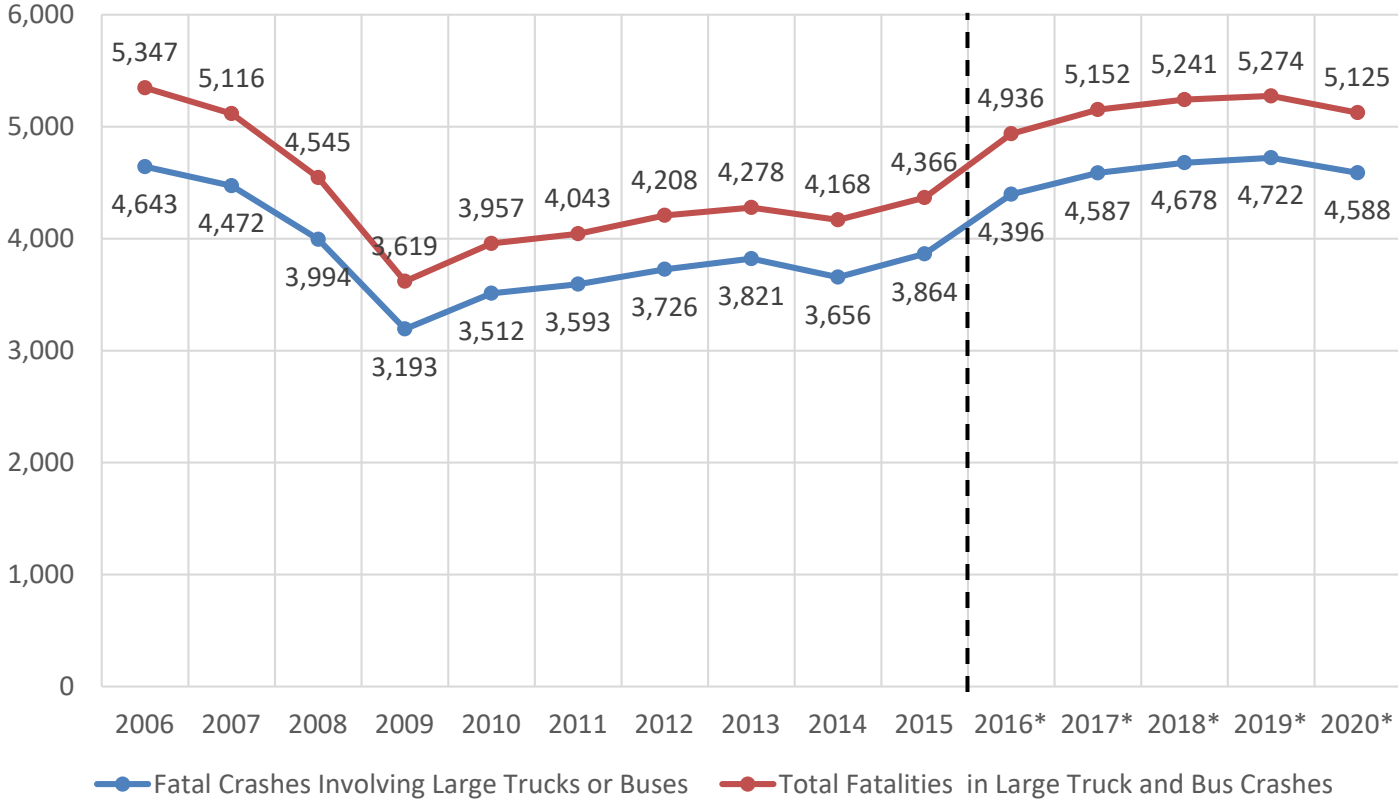
Data through April 2022



Note: Data in this chart represent wage and salary workers only, and exclude owner operators and independent contractors.

Source: U.S. Bureau of Labor Statistics - Current Employment Statistics (CES)

Large Truck and Bus Fatal Crashes, 2006–2020



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

**In 2016, NHTSA made changes to revise the light pickup truck classification and reclassified 329 vehicles as large trucks (based on GVWR). Due to this methodology change, comparisons of 2016 FARS large truck data with prior years should be performed with caution.*

Large Trucks in Fatal Crashes by Truck Weight Rating, 2016–2020

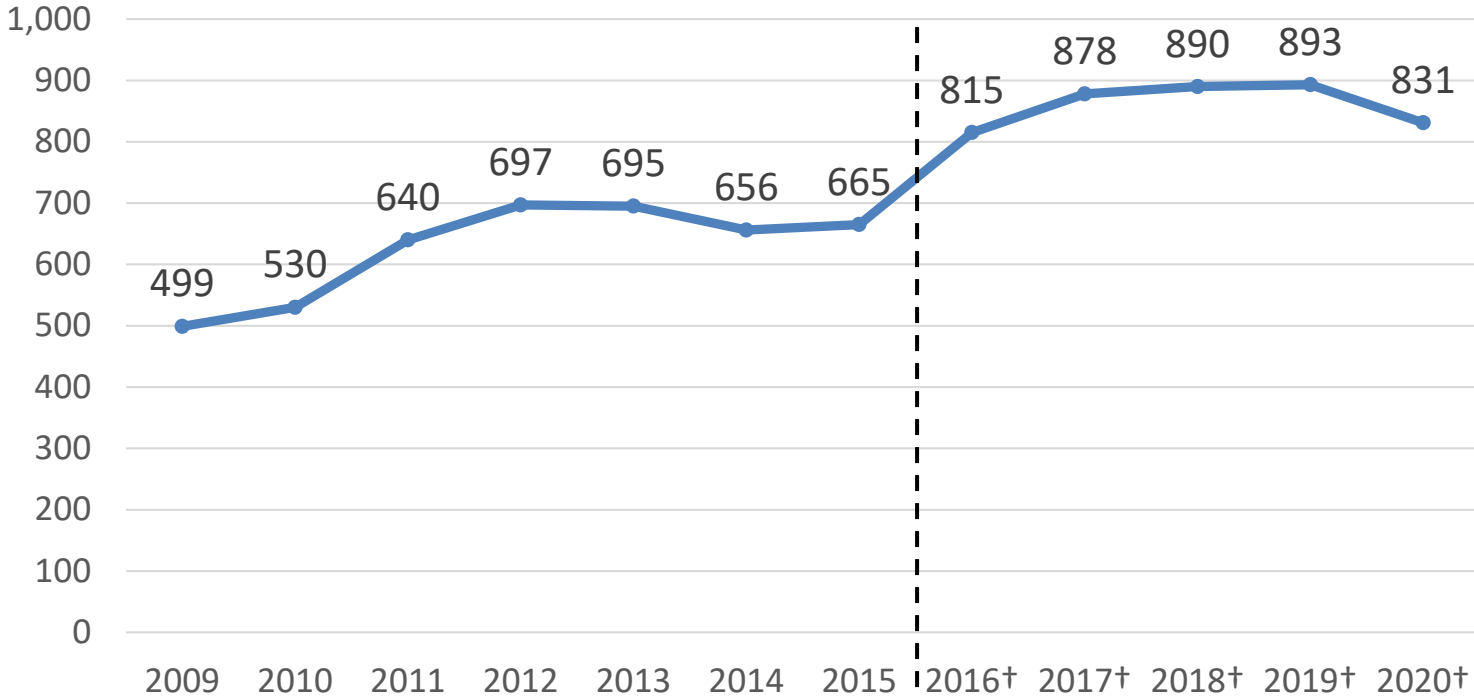
Truck Weight Rating	2016		2017		2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Class 2: 6,001 - 10,000 lb.	4	0.1%	1	*	1	*	1	*	0	*
Class 3: 10,001 - 14,000 lb.	502	11.0%	591	12.3%	635	12.9%	658	13.1%	724	15.0%
Class 4: 14,001 - 16,000 lb.	122	2.7%	102	2.1%	111	2.3%	132	2.6%	139	2.9%
Class 5: 16,001 - 19,500 lb.	125	2.7%	149	3.1%	172	3.5%	163	3.2%	169	3.5%
Class 6: 19,501 - 26,000 lb.	264	5.8%	245	5.1%	287	5.8%	274	5.4%	291	6.0%
Class 7: 26,001 - 33,000 lb.	234	5.1%	264	5.5%	222	4.5%	235	4.7%	247	5.1%
Class 8: > 33,000 lb.	3,210	70.4%	3,214	66.9%	3,197	65.1%	3,353	66.6%	3,123	64.5%
Unknown	101	2.2%	239	5.0%	284	5.8%	217	4.3%	149	3.1%
Total	4,562	100.0%	4,805	100.0%	4,909	100.0%	5,033	100.0%	4,842	100.0%

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

**In 2016, NHTSA made changes to revise the light pickup truck classification and reclassified 329 vehicles as large trucks (based on GVWR). Due to this methodology change, comparisons of 2016 FARS large truck data with prior years should be performed with caution.*

- From 2016 to 2020:
 - The number of large trucks in a fatal crash with a truck weight rating between 10,001 and 14,000 lbs. increased 44 percent (502 to 724).
 - The number of large trucks in a fatal crash with a truck weight rating greater than 26,000 lbs. decreased 2 percent (3,444 to 3,370).

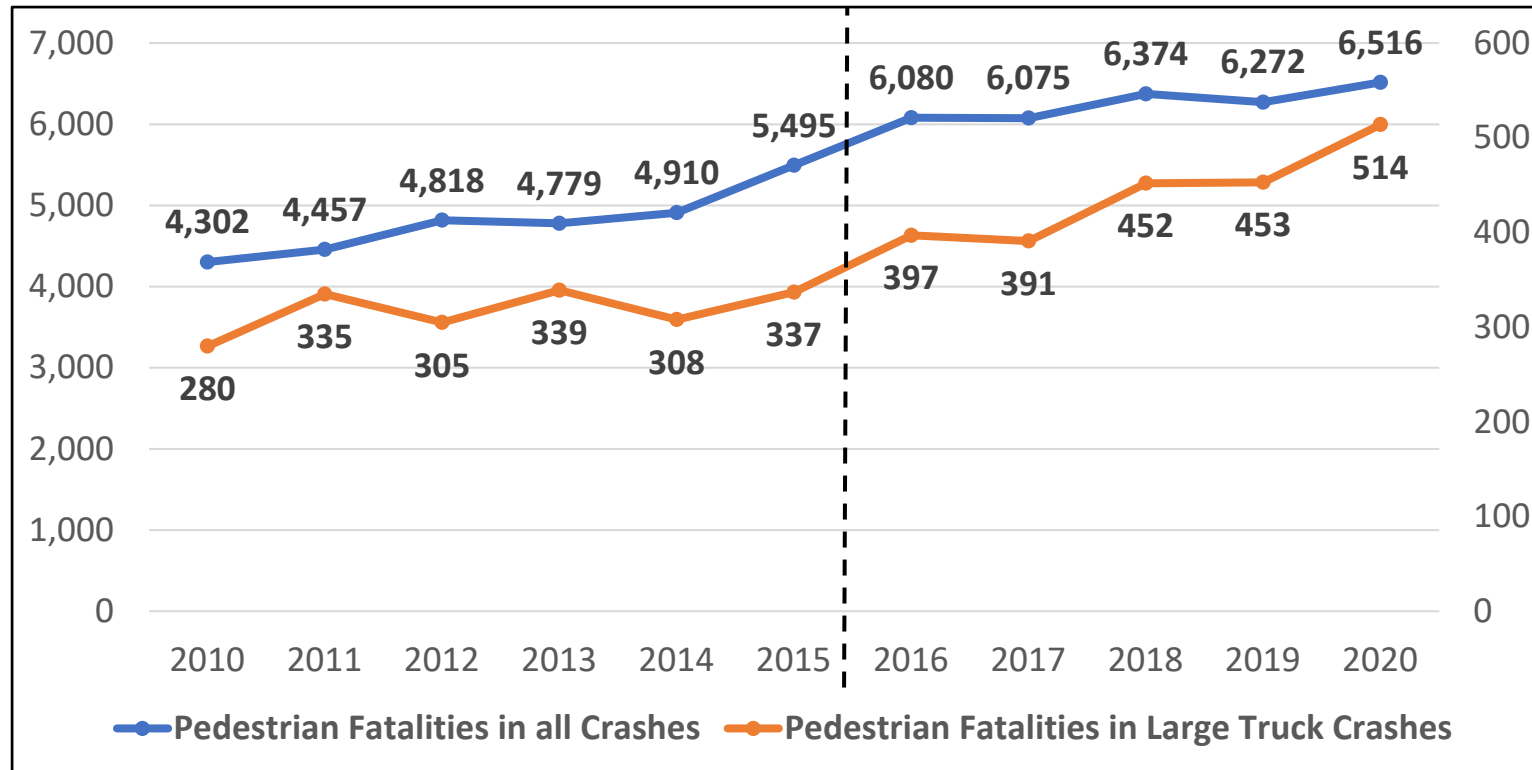
Large Truck Occupant Fatalities, 2009–2020



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

**In 2016, NHTSA made changes to revise the light pickup truck classification and reclassified 329 vehicles as large trucks (based on GVWR). Due to this methodology change, comparisons of 2016 FARS large truck data with prior years should be performed with caution.*

Pedestrian Fatalities in Crashes, 2010–2020



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

**In 2016, NHTSA made changes to revise the light pickup truck classification and reclassified 329 vehicles as large trucks (based on GVWR). Due to this methodology change, comparisons of 2016 FARS large truck data with prior years should be performed with caution.*

Fatal Crashes by Work Zone, 2016–2020

Work Zone	2016*	2017*	2018*	2019*	2020*
Crashes Involving Large Trucks					
Fatal Crashes in Work Zones	194	221	207	249	204
Fatalities in Crashes in Work Zones	242	270	233	290	240
Total	4,177	4,367	4,461	4,502	4,444
All Crashes					
Fatal Crashes in Work Zones	687	720	672	765	774
Fatalities in Crashes in Work Zones	781	809	756	845	857
Total	34,748	34,560	33,919	33,487	35,766
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck	28.2%	30.7%	30.8%	32.5%	26.4%
Percentage of All Fatal Crashes That Involved at Least One Large Truck	12.0%	12.6%	13.2%	13.4%	12.4%

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

**In 2016, NHTSA made changes to revise the light pickup truck classification and reclassified 329 vehicles as large trucks (based on GVWR). Due to this methodology change, comparisons of 2016 FARS large truck data with prior years should be performed with caution.*

Top Ten Driver-Related Factors for Large Truck Drivers in Fatal Crashes, 2020

Driver-Related Factors	Number	Percent
Speeding of Any Kind	351	7.3%
Impairment (Fatigue, Alcohol, Illness, etc.)	250	5.2%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	248	5.2%
Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care	231	4.8%
Failure to Yield Right of Way	203	4.2%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	150	3.1%
Improper Lane Usage	135	2.8%
Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws	105	2.2%
Following Improperly	89	1.9%
Overcorrecting	81	1.7%
At Least One Driver-Related Factor Recorded	1,509	31.6%
No Driver-Related Factors Recorded	3,268	68.4%
Total Large Truck Drivers in Fatal Crashes	4,777	100.0%
At Least One Moving Violation Recorded	366	7.7%
No Moving Violations Recorded	4,411	92.3%
Total Large Truck Drivers in Fatal Crashes	4,777	100.0%

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

Contact Information

***Tom Keane,
Associate Administrator
Office of Research & Registration
FMCSA
Tom.Keane@dot.gov***