

Trucking Safety Facts

- Over the past 20 years (from 1988 to 2008) there has been a 47 percent increase in registered large trucks and an 65 percent increase in miles traveled by large trucks.
- From 1989 to 2009, the number of large trucks involved in fatal crashes has declined by 36 percent, and the vehicle involvement rate for large trucks in fatal crashes has declined by more than 68 percent.
- In 2009, the large truck fatal crash rate was a record low 1.04 fatal crashes per 100 million vehicle miles traveled, compared with 1.21 fatal crashes per 100 million vehicle miles in 2008. This has decreased 77 percent from 4.58 in 1975, the first year the USDOT began keeping records.
- Over the past decade alone, the large truck fatal crash rate dropped by 56 percent.
- Large truck crash-related injuries are at the lowest level in over a decade.
- In 2009, the large truck-involved injury crash rate fell to its lowest rate since USDOT began keeping statistics.
- Truck-involved fatalities decreased by 34 percent since the new Hours-of-Service regulations went into effect in 2004.
- A 2006 Virginia Tech analysis of two studies conducted for the Department of Transportation found that 78 percent of crashes were caused by passenger car drivers.
- AAA found in July 2002 that 80 percent of crashes were caused by car drivers.
- In fatal crashes involving a car and a large truck, 35 percent of the time the crash occurred in one of the four blind spots surrounding large trucks.
- In fatal crashes involving a rear-end collision between a large truck and a passenger vehicle, 80 percent of the time the passenger vehicle rear-ended the large truck.
- In fatal crashes involving a head-on collision between a large truck and a passenger vehicle, 85 percent of the time the passenger vehicle encroached into the truck's lane.
- The trucking industry has a zero tolerance standard in place for drug and alcohol use. The latest violation rate for alcohol use on the job, based on random alcohol testing of truck drivers, is just two-tenths of one percent (0.2 %).
- In 2009, for all fatal large truck crashes, the FMCSA estimates fatigue to be a primary factor in only 1.4 percent.
- Truck drivers are less likely to have a previous license suspension than are passenger vehicle drivers.

**Statistics quoted are most recent available*

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