



- Truck safety has improved measurably over the past decade. Since 2002 the numbers of truck crash-related fatalities and injuries have dropped sharply.<sup>i</sup>
- From 2002 to 2012, the number of truck-involved fatalities fell by 21% and the number of truck-involved injuries fell by 20%.<sup>ii</sup>
- From 2002 to 2012, the truck-involved fatality rate per 100 million vehicle miles traveled dropped 37%.<sup>iii</sup>
- Trucks have an overall crash rate almost half that of other vehicles.<sup>iv</sup>
- In 2012, large trucks were more than three times more likely than other vehicles to be struck in the rear in two-vehicle fatal truck crashes.<sup>v</sup>
- In 89% 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.<sup>vi</sup>
- The preponderance of research studies find that car drivers are principally at-fault in approximately three-quarters (70-75%) of fatal car-truck crashes.<sup>vii</sup>
- Drug and alcohol use by truck drivers on the job is very rare.
  - The industry alcohol use violation rate for 2011\* was just .1% (i.e. one-tenth of one percent).<sup>viii</sup>
  - The industry drug use violation rate for 2011\* was .9% (i.e., less than 1%).<sup>ix</sup>
  - In 2012\* only 2% of large-truck drivers involved in fatal crashes had a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dl).<sup>x</sup>
- These figures compare very favorably to those of other drivers.
  - In 2012\* the percentage of drivers of other vehicles involved in fatal crashes that had a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dl) or higher was 23% for passenger car drivers, 22% for light truck drivers, and 27% for motorcycle operators.<sup>xi</sup>
  - According to the Substance Abuse and Mental Health Services Administration, in 2010\* the rate of illicit drug use among persons aged 12 or older was 8.9 percent.<sup>xii</sup>
- Driver fatigue (e.g., drowsy, sleepy, asleep, fatigued) is cited as a factor in only 1.6% of fatal truck crashes.<sup>xiii</sup> 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 fatigue-related.<sup>xiv</sup>
- ATA has a long history of supporting truck safety initiatives and was an early proponent of mandatory drug and alcohol testing for truck drivers, a ban on radar detectors in trucks, and prohibitions on the use of hand-held mobile phones by truck drivers.
- ATA is now calling for a number of additional safety improvements such as mandatory use of devices to limit maximum truck speed and a national clearinghouse to track positive drug and alcohol test results and refusals to test.

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

Updated 3/14