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THE FACTS ABOUT TRUCK SAFETY

The trucking industry is committed to safety and has the record to prove it. Our support for safety measures -- such as the Commercial Drivers License (CDL) program, common sense drug and alcohol testing, increased truck and driver inspections, a ban on radar detectors, a \$6 billion investment in antilock brake systems (ABS), common-sense use of reflective markings on tractors and trailers, and the establishment of the Federal Motor Carrier Safety Administration - have produced, and will continue to result in measurable improvement in the industry's safety performance.

VIRGINIA

- In 2006, tractor-trailer trucks were involved in only 6% of all traffic crashes in Virginia.
- In 2006, 88% of the 865 fatal crashes Virginia's highways did not involve a tractor-trailer truck.
- The number of fatal crashes involving tractor-trailer trucks on Virginia's highways **went down 6%** from 2005 to 2006. The number of personal injury crashes involving tractor-trailer trucks in Virginia **dropped 11%** from 2005 to 2006.
- From 1994 to 2006, the number of fatal crashes involving large trucks* in Virginia **dropped** from 132 to 108; and the number of personal injury crashes involving large trucks* **went down** from 3,624 to 2,890. This translates to **19% fewer fatal crashes**; and **21% fewer personal injury crashes** involving large trucks* in Virginia in 2006 than in 1994. These reductions have occurred despite a significant increase in miles traveled and number of large trucks* and other vehicles on Virginia's highways during the past decade.
- In 2006, there were 7,392 traffic crashes involving a driver classified as "drinking – impaired." Of 7,392 crashes, only 33 (or 1/2 of 1%) involved a driver of a large truck* that was classified as "drinking – impaired." Of the 33 large truck* crashes that involved a "drinking-impaired" driver, only 13 involved the driver of a tractor-trailer.
- The condition of only 1.3% of all large truck* drivers involved in crashes in 2006 was classified by police as "fatigued" or "apparently asleep" vs. 1.4% for drivers of passenger vehicles.
- The vast majority of trucks on Virginia's roads are in safe condition and have shown continuous improvement. The number of trucks placed "out-of-service" for safety defects in Virginia has dropped 45% since 1988.

* Includes tractor-trailers; twin trailers; single unit straight, flatbed, dump, tractor trucks and wreckers.

Sources: *Virginia Traffic Crash Facts (1986-2006)* compiled & published by the Virginia Dept. of Motor Vehicles; Virginia Dept. of Transportation; Virginia Dept. of State Police (Note: Statistics cited are the latest available, as of 1/4/08.)

(MORE)

NATIONAL

- According to the U.S. Department of Transportation, the national fatal crash rate for large trucks in 2006 fell from 2.04 to 1.94 fatal crashes per 100 million vehicle-miles-traveled – the lowest it has been since the U.S. DOT began keeping records in 1975. At the same time, large truck mileage increased by nearly 1% from 2005 to 2006.
- In 2006, large trucks were involved in less than 12% of all fatal crashes. Fatalities in crashes involving large trucks decreased 4.7%, from 5,240 in 2005 to 4,995 in 2006.
- Since 1995, the large truck fatal crash rate has dropped 14%. Over the same period, injury-only crashes have fallen 22%.
- According to the AAA Foundation for Traffic Safety, the majority of truck-involved fatal crashes are multi-vehicle crashes involving at least one passenger vehicle. Passenger car drivers share a greater responsibility for fatal car/truck crashes than truck drivers (approximately 75% for the passenger car driver vs. 25% for the truck driver). To counteract this situation, the trucking industry conducts numerous programs and outreach efforts, including the *No Zone* and *Share the Road* programs, to teach motorists how to safely share the road with large trucks.
- 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 use on the job, based on random alcohol testing of truck drivers, is just one-tenth of one percent (0.1%).
- In fact, alcohol involvement for large truck drivers in fatal crashes has declined by 77% for the past 10 years.
- Only 1% of truck drivers involved in fatal crashes were legally intoxicated, compared to 22% of passenger car drivers. Truck drivers have shown the largest decrease (77%) of all drivers in intoxication rates in fatal crashes over the past decade.
- Illegal drug use among truck drivers is less than one-half the rate of the general workforce. In 2003, the drug positive rate for drivers of large trucks was 2%, while the drug positive rate for general U.S. workplace employees was 4.5%.
- Large trucks play a very small role in the total number of fatigue-related fatal crashes that occur each year. Drivers of large trucks are nearly 7 times less likely to be involved in a fatal crash due to drowsiness or fatigue than drivers of passenger cars.
- In 2004, fatal crashes attributed to speeding or driving too fast for road conditions was more than 3 times higher for passenger cars (12.9%) - excluding SUVs, minivans, pickup trucks, etc. - than for large trucks (4.1%).
- The vast majority of trucks on the road are in safe condition and are continually improving. The rate of trucks placed “out-of-service” at roadside inspections for safety defects has dropped 46% in the past decade.

Sources: Federal Motor Carrier Safety Administration; National Highway Traffic Safety Administration; American Trucking Associations

Note: Statistics quoted are the latest available, as of January 1, 2008.