

Commercial Vehicle Safety - 2023

**COMMERCIAL VEHICLE SAFETY
IN LOUISIANA
An Analysis of Truck Crashes for 2023**

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Summary

In 2023, the total number of reported CMV crashes decreased by 4.09% compared to 2022. The number of fatal CMV crashes decreased from 103 in 2022 to 98 in 2023, a decrease of 4.85%. The number of suspected injury CMV crashes also decreased from 2,143 to 2,045 during the same period, a decrease of 4.57%.

The percentage of CMV drivers in fatal crashes cited for a violation (driver actions) increased slightly from 35.4% to 35.7% from 2022 to 2023. Operating a motor vehicle in an inattentive, careless, negligent, or erratic manner were the most frequent violation. CMV drivers in injury and property damage crashes were cited for violations were 45.4% and 48.7% of the time, respectively. Within this same year, Operating a motor vehicle in an inattentive, careless, negligent, or erratic manner accounted for the majority of violations committed in association with commercial vehicle crashes. Operating a motor vehicle in an inattentive, careless, negligent, or erratic manner made up 57.50% of all CMV driver violations in fatal crashes and 27.20% in all crashes. Other violations with relatively high occurrence rates were failed to yield right-of-way and failed to keep in proper lane with 11.89% and 11.12% respectively in all crashes. For fatal CMV crashes, CMV drivers cited for either exceeding speed limit, racing, or too fast for conditions accounted for 13.40%. In all CMV crashes, this percentage is 3.00%. When evaluating predicted alcohol, no CMV drivers was predicted to have alcohol in CMV fatal crashes and 0.52% were predicted to have alcohol in all CMV crashes.

The manner of collision most common in all CMV crashes were front to rear - rear end at 29.65% and not a collision between two motor vehicles in transport (single vehicle crashes) at 22.68%. For fatal CMV crashes, not a collision between two motor vehicles in transport (single vehicle crashes) and front to rear - rear end were the same at 28.57%.

During 2023, 32.44% of all CMV crashes in Louisiana occurred on interstates, 30.99% occurred on state highways, and 18.04% occurred on U.S. highways. In 2022, the respective percentages were 35.05%, 31.27%, and 17.68%. From 2022 to 2023, the number of fatal interstate CMV crashes increased from 38 to 42. U.S. highways saw a decrease from 20 to 16, and state highways saw also decreased from 38 to 35. Thus, the 4.85% decrease in CMV fatal crashes was due to the decrease of fatal CMV crashes on U.S. highways and state highways.

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The number of fatal CMV crashes in work zones stayed the same at 4 from 2022 to 2023. These numbers are based on crashes identified by an officer as occurring within a work zone reported within the crash report.

Overview

This section provides an overview of the most important issues relating to CMV crashes in 2023 and trend data for the past five years. Table 1 depicts CMV crashes from 2019 to 2023 and shows that the fatal CMV crashes have decreased by 4.85% from 2022 to 2023 while the 5-year change in fatal CMV crashes are up 8.89%. The number of CMV involved injury crashes decreased by 4.57% while the CMV involved PDO crashes decreased by 3.44% from 2022 to 2023. The total number of CMV crashes decreased by 4.09% from 2022 to 2023, a larger decrease than for all vehicle crashes, which was only 3.33%.

Table 1: CMV Crashes 2019-2023

Year	CMV Crashes				CMV Crashes Percentages				All Crashes				%CMV			
	Fatal	Injury	PDO	Total CMV	Fatal	Injury	PDO	Total CMV	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total
2023	98	2,045	1,658	3,801	2.58	53.80	43.62	100.00	743	38,193	104,943	143,879	13.19	5.35	1.58	2.64
2022	103	2,143	1,717	3,963	2.60	54.08	43.33	100.00	852	42,448	105,530	148,830	12.09	5.05	1.63	2.66
2021	116	2,156	1,966	4,238	2.74	50.87	46.39	100.00	886	46,671	114,505	162,062	13.09	4.62	1.72	2.62
2020	89	1,848	1,725	3,662	2.43	50.46	47.11	100.00	762	40,112	98,059	138,933	11.68	4.61	1.76	2.64
2019	90	2,090	1,651	3,831	2.35	54.55	43.10	100.00	681	44,587	114,968	160,236	13.22	4.69	1.44	2.39
1 Yr % Change	-4.85%	-4.57%	-3.44%	-4.09%	-0.02	-0.28	0.29	0.00	-12.79%	-10.02%	-0.56%	-3.33%	1.10	0.31	-0.05	-0.02
5 Yr % Change	8.89%	-2.15%	-0.42%	-0.78%	0.23	-0.75	0.52	0.00	9.10%	-14.34%	-8.72%	-10.21%	-0.03	0.67	0.14	0.25
Average	99	2,056	1,743	3,899	2.54	52.75	44.71	100.00	785	42,402	107,601	150,788	12.65	4.86	1.62	2.59

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Injury crashes involving all motor vehicles decreased by 10.03% from 2022 to 2023, however CMV injury crashes only decreased 4.90%, in the same period. CMV property damage crashes decreased by 4.02% from 2022 to 2023, while all CMV crashes combined decreased by 4.52%.

The number of CMV crashes is expected to follow the trend of all crashes. Thus, the CMV crashes as a percent of all crashes may provide some insight in how programs specifically designed for the reduction of CMV crashes have worked. Fatal CMV crashes as a percent of all fatal crashes increased by 1.1 percentage points compared to 2022. CMV injury crashes as percent of all injury crashes increased slightly by 0.3 percentage points compared to 2022.

Figure 1: CMV and Non-CMV Crashes 2019-2023

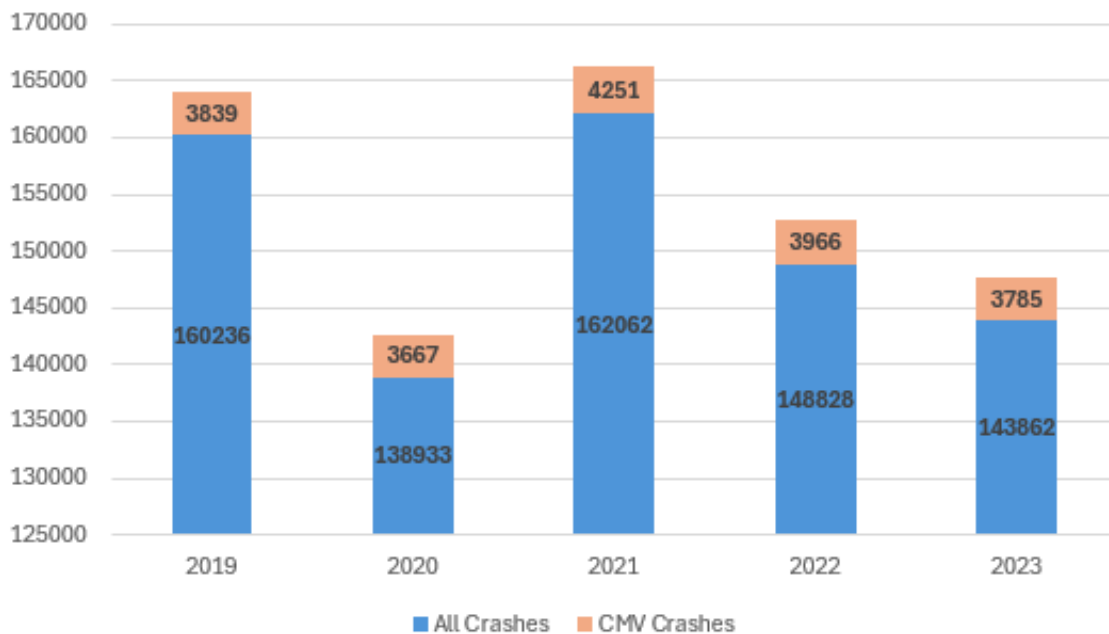
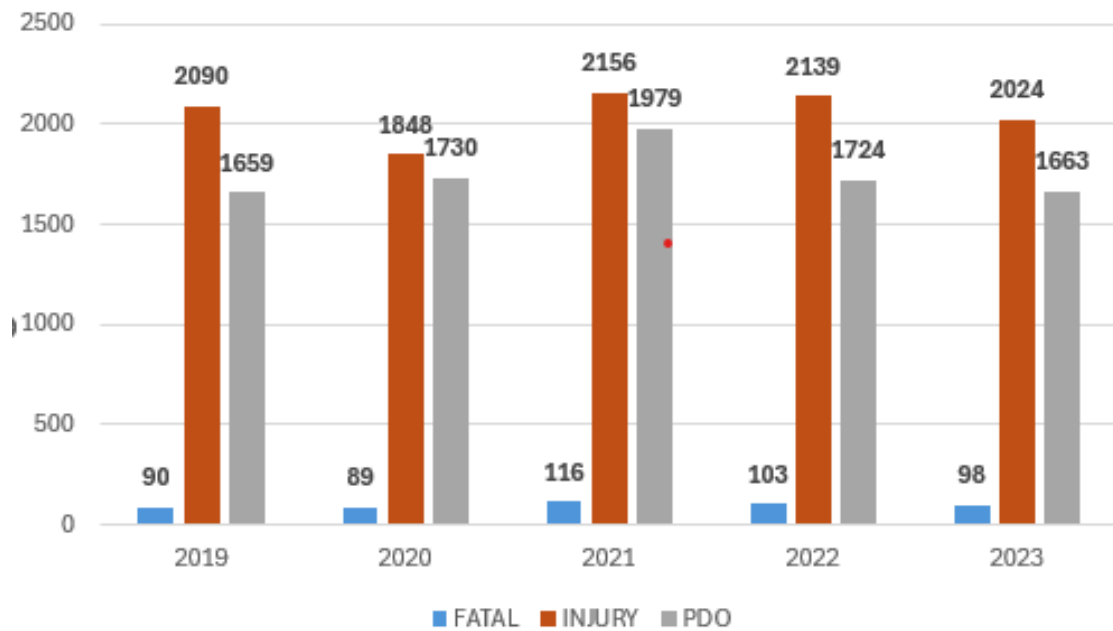


Figure 1 highlights the total number of crashes and total number of CMV crashes from 2019 to 2023. There were 54 less CMV crashes and 16,374 less total crashes in 2023 compared to 2019. In addition, as Table 1 shows, CMV crashes accounted for 2.62% of all crashes in 2023, which is basically the same percentage as in 2022, 2.67%.

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Figure 2 shows that the number of fatal, injury, and PDO CMV crashes all decreased from 2022 to 2023.

Figure 2: CMV Crashes by Severity: 2019-2023



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Figure 3: All Fatal and CMV Fatal Crashes 2019-2023

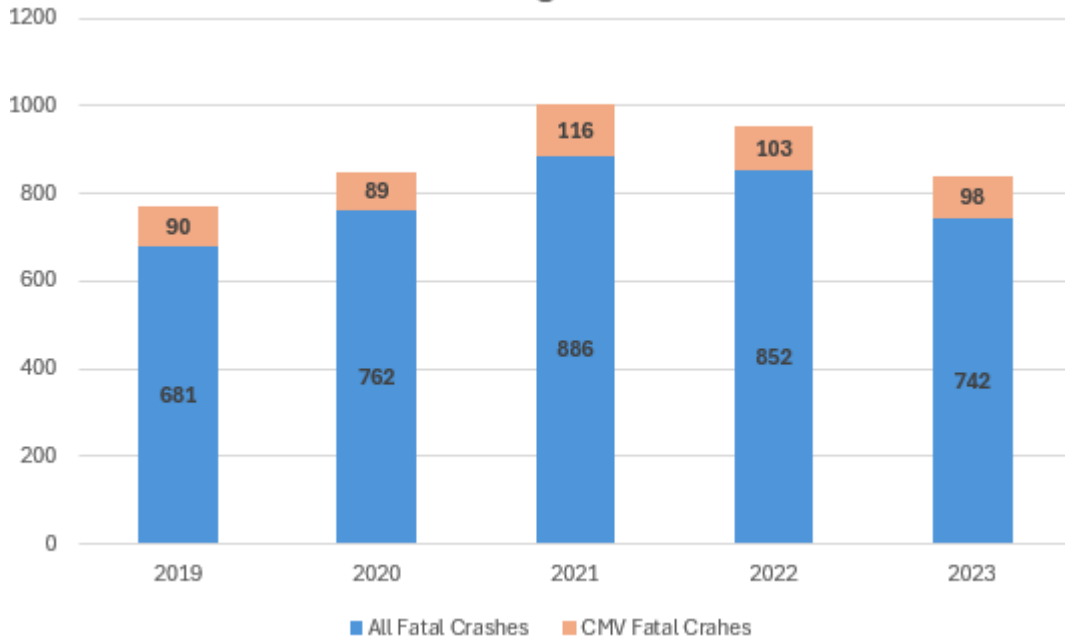
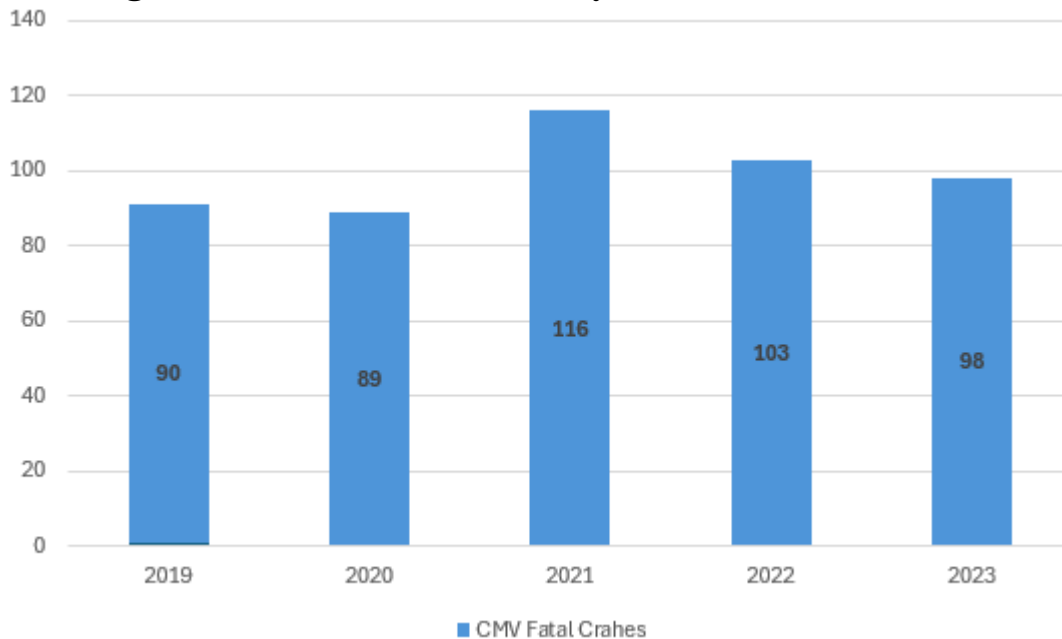


Figure 4: Fatal CMV Crashes by Year: 2019-2023



Figures 3 and 4 illustrate all fatal and CMV crashes from 2019 to 2023. The number of all fatal crashes decreased 12.91% from 2022 to 2023, while the number of CMV fatal crashes experienced a smaller decrease of 4.85%, which amounts to 5 less fatal CMV crashes. Figure 4 shows the trend of fatal CMV crashes which indicates that 2019 and 2020 had the lowest numbers of fatal CMV crashes in the past five years. In fact, 2019 and 2020 had the lowest number of CMV fatal crashes since at least 1999 when the yearly report was first compiled.

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To obtain a better understanding of CMV crashes over the past few years, the number of crashes should be adjusted by the vehicle miles traveled (VMT) by commercial vehicles. In past reports, vehicle miles traveled for CMVs were obtained from the FMCSA website which was discontinued in 2007. The new FMCSA guidelines now propose to use total VMT rather than commercial vehicle VMT. Table 2 depicts fatal crashes, injury crashes, PDO crashes, and all crashes per 100 million miles traveled by all vehicles. The fatality rate for CMV crashes was 0.17 in 2023 and 0.18 in 2022. While these crash rates can be used to look at trends, it is important to note that with the new measure used by FMCSA the CMV rates cannot be compared with the rates for all vehicles because of the use of total VMT to normalize CMV crashes.

The 2023 VMT was not available at the time of this report, so the 2022 VMT was used.

Table 2: CMV and All Crashes 2019-2023 per 100 Million Miles Traveled

Year	CMV Crash Rates				All Crash Rates			
	Fatal Crash Rate	Injury Crash Rate	PDO Crash Rate	Total CMV Crash Rate	Fatal Crash Rate	Injury Crash Rate	PDO Crash Rate	Total Crash Rate
2023	0.17	3.62	2.93	6.73	1.31	67.59	185.69	254.58
2022	0.18	3.79	3.04	7.01	1.51	75.12	186.74	263.36
2021	0.21	3.90	3.56	7.67	1.60	84.45	207.19	293.27
2020	0.17	3.60	3.36	7.13	1.48	78.10	190.94	270.46
2019	0.18	4.07	3.21	7.46	1.33	86.82	223.82	312.00

Analysis of Crashes by Month

Since monthly crash data fluctuates considerably from year to year, it is difficult to conclude that the month of the year has any effect on the number of crashes.

Specifically, the fatal crash count exhibits large variations since small crash numbers vary more, percentage wise, than large crash numbers.

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Table 3: CMV Crashes by Month in 2023

MONTH	FATAL CRASHES	TOTAL KILLED	INJURY CRASHES	PDO	TOTAL CRASHES
January	13	13	163	145	320
February	6	6	148	126	287
March	9	10	194	143	339
April	2	2	142	124	279
May	5	8	164	127	295
June	5	6	171	124	300
July	6	7	152	121	291
August	9	12	230	155	398
September	9	10	152	154	327
October	13	16	187	155	372
November	10	10	184	141	353
December	11	11	158	143	320
TOTAL	98	111	2,045	1,658	3,881

Nevertheless, as the data in Table 3 indicates, January and October had the highest number of fatal crashes with 13 fatal crashes and 13, 16 deaths respectively. The analysis of the CMV crash data for 2023 indicates yearly fatalities in any given month may vary from 2 to 16 with the three highest months being January, August, and October, with 13, 12, and 16 people killed respectively.

Violations (Driver Action)

There are two ways one can evaluate the citations in CMV crashes, depending on whether we use the number of drivers or the number of citations as the denominator. In a crash, either the CMV driver or the non-CMV driver or both may receive a citation. Thus, when the number of CMV drivers and the number of car drivers are used as the denominator, respectively, the two percentages do not add up to 100%. They may be lower or higher than 100% if there are many crashes where no driver received a citation, and this percentage will be higher than 100% if there are many crashes where both drivers received a citation. The average of both percentages approximates the percentage of all drivers involved in CMV crashes that received citations.

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The percentage of CMV drivers in fatal crashes who received a citation increased only slightly from 35.5% in 2022 to 35.7 in 2023. Also 51.7% of non- CMV drivers received violations in fatal CMV crashes in 2023. These figures show that in fatal crashes non-CMV drivers continued to have a higher percentage of citations than CMV drivers. In PDO crashes 42.4% of CMV drivers and 60.0% of non-CMV drivers received citations. The percentages of CMV drivers receiving citations in injury crashes was 45.1% which is lower than the 50.0% received by non-CMV drivers.

Secondly, we can look at the percentage of citations going to CMV versus the non-CMV driver. These two percentages add up to 100% all of the time. Even if the percentage of all citations in crashes would decline to say 10%, still half, for example, could go to the CMV driver and half could go to the non-CMV driver. The percentage of citations in fatal crashes going to the CMV driver has decreased from 2022 to 2023, i.e. from 35.45% in 2022 to 32.79% in 2023 (see Table 4b). For injury and property damage only crashes (PDO) the CMV driver received 45.7% and 44.5% of violations, respectively in 2023.

Table 4a: Violations as a Percentage of Drivers

Year	FATAL CRASHES		INJURY CRASHES		PDO CRASHES	
	CMV Driver	Non-CMV Driver	CMV Driver	Non-CMV Driver	CMV Driver	Non-CMV Driver
2023	35.7%	51.7%	45.1%	50.0%	42.4%	60.0%
2022	35.5%	74.7%	45.4%	51.5%	48.5%	56.0%
2021	32.5%	53.2%	47.9%	48.2%	49.3%	56.3%
2020	32.3%	64.5%	45.5%	50.7%	49.8%	55.6%
2019	45.5%	61.5%	47.6%	50.0%	50.4%	55.4%

Table 4b: Violations as a Percentage of all Violations

YEAR	FATAL CRASHES		INJURY CRASHES		PDO CRASHES	
	CMV Driver	Non-CMV Driver	CMV Driver	Non-CMV Driver	CMV Driver	Non-CMV Driver
2023	32.8%	67.2%	45.7%	54.3%	44.5%	55.5%
2022	35.5%	64.6%	47.3%	52.7%	53.3%	46.7%
2021	32.8%	67.2%	49.8%	50.2%	52.7%	47.3%
2020	34.1%	65.9%	47.1%	52.9%	53.2%	46.7%
2019	51.5%	48.5%	48.4%	51.6%	54.0%	46.0%

These are all the citations in a crash and the percentages going to either CMV driver or other car driver.

The different views become apparent when the total number of citations given to the drivers changes over time. In 2023, citations were given less frequently (32.8%) to the CMV drivers compared to 2022 (35.5%) for fatal crashes. During this same period, citations were given more frequently (67.2%) to the non-CMV drivers compared to 2022 (64.6%) in fatal crashes as seen in Table 4b. This trend is also true for injury and PDO crashes as well, with the CMV drivers receiving citations less frequent and non-CMV drivers more frequent than the previous year.

Figure 5 visualizes the findings expressed above, namely the relative percentage citations going to CMV drivers versus non-CMV drivers in fatal CMV crashes. Overall, the percentages have been relatively stable over the past years for fatal crashes with roughly one third of citations going to the CMV driver and the remaining going to the non-CMV driver.

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Figure 5: CMV and Non-CMV Driver Violations in Fatal Crashes: 2019-2023

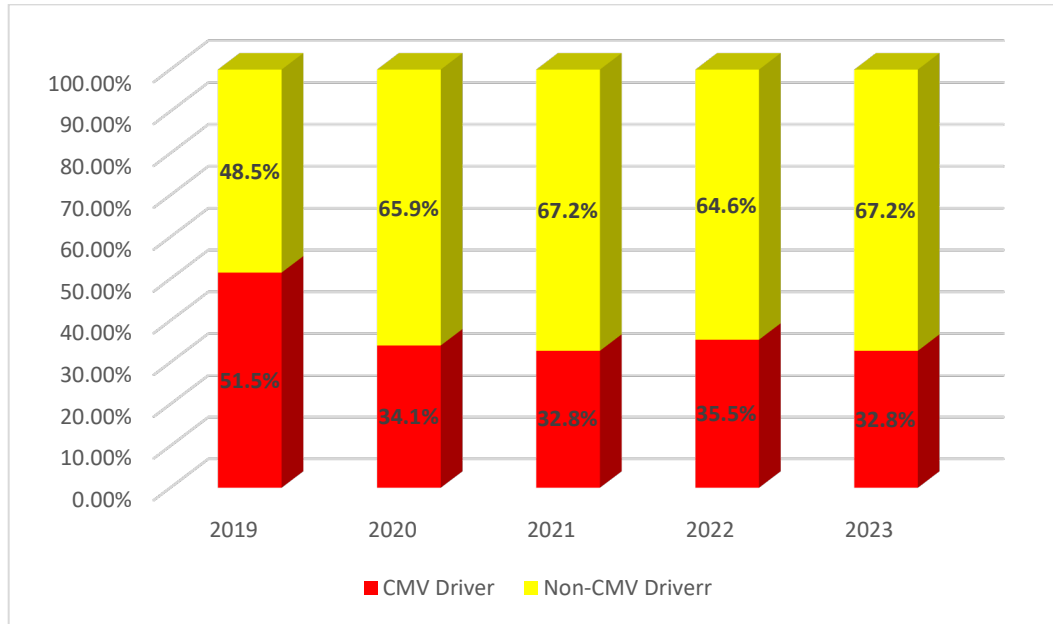


Table 5 shows the first driver action received by CMV drivers. Including unknown actions, operating motor vehicle in inattentive, careless, negligent, or erratic manner accounts for most driver actions of the CMV driver in fatal crashes for 2023, namely 23 or 57.50% of all driver actions. This is also true for injury crashes 257 (27.75%) and PDO crashes 180 (24.83%). Failure to keep in proper lane and failure to yield right-of-way account for the second and third driver actions across the different crash severity levels.

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Table 5: Type of Primary Driver Action of CMV Driver

DRIVER ACTION	FATAL CRASHES		INJURY CRASHES		PDO CRASHES	
NO CONTRIBUTING ACTION	73		1125		985	
DISREGARDED OTHER ROAD MARKINGS	0	0.00%	4	0.43%	5	0.69%
DISREGARDED OTHER TRAFFIC SIGN	1	2.50%	12	1.30%	8	1.10%
FAILED TO KEEP IN PROPER LANE	3	7.50%	99	10.69%	86	11.86%
FAILED TO YIELD RIGHT-OF-WAY	2	5.00%	119	12.85%	80	11.03%
FOLLOWED TOO CLOSELY	2	5.00%	104	11.23%	60	8.28%
IMPROPER BACKING	0	0.00%	17	1.84%	21	2.90%
IMPROPER PASSING	0	0.00%	11	1.19%	8	1.10%
IMPROPER TURN	1	2.50%	29	3.13%	42	5.79%
OPERATED MOTOR VEHICLE IN INATTENTIVE, CARELESS, NEGLIGENT, OR ERRATIC MANNER	23	57.50%	257	27.75%	180	24.83%
OPERATED MOTOR VEHICLE IN RECKLESS OR AGGRESSIVE MANNER	0	0.00%	6	0.65%	2	0.28%
OTHER CONTRIBUTING ACTION	0	0.00%	53	5.72%	39	5.38%
OVER-CORRECTING OR OVER-STEERING	0	0.00%	17	1.84%	8	1.10%
RAN OFF ROADWAY	2	5.00%	68	7.34%	65	8.97%
RAN RED LIGHT	1	2.50%	22	2.38%	9	1.24%
RAN STOP SIGN	1	2.50%	12	1.30%	7	0.97%
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY, ETC.	2	5.00%	22	2.38%	14	1.93%
WRONG SIDE OR WRONG WAY	0	0.00%	1	0.11%	1	0.14%
UNKNOWN	2	5.00%	73	7.88%	90	12.41%
TOTAL ACTIONS	40	100.00%	926	100.00%	725	100.00%
% VIOLATIONS from TABLE 4A	35.71%		45.11%		42.43%	
% VIOLATIONS from TABLE 4B	32.79%		45.70%		44.50%	

Manner of Collision

Table 6 shows the manner of collision. Front to rear – rear end, Front to front – head on, angle – perpendicular/other angle collisions make up more than 82.86%, $[(28 + 17 + 13) / (98 - 28)]$ of all collisions of a CMV with another vehicle in fatal crashes. This is a 10.49 percentage point increase from 72.37% in 2022 for these three types of collisions. Also, the number of non-collision fatal CMV crashes increased from 23 to 28 from 2022 to 2023.

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MANNER OF COLLISION	FATAL CRASHES		INJURY CRASHES		PDO CRASHES		TOTAL CRASHES	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
ANGLE - LEFT ACROSS FLOW	2	2.04%	53	2.59%	36	2.17%	91	2.39%
ANGLE - LEFT INTO FLOW	0	0.00%	36	1.76%	45	2.71%	81	2.13%
ANGLE - LEFT OPPOSITE DIRECTION	2	2.04%	53	2.59%	33	1.99%	88	2.32%
ANGLE - LEFT OVERTAKE	1	1.02%	46	2.25%	41	2.47%	88	2.32%
ANGLE - PERPENDICULAR/OTHER ANGLE	13	13.27%	293	14.33%	172	10.37%	478	12.58%
ANGLE - RIGHT ACROSS FLOW	0	0.00%	10	0.49%	10	0.60%	20	0.53%
ANGLE - RIGHT INTO FLOW	0	0.00%	31	1.52%	40	2.41%	71	1.87%
ANGLE - RIGHT OVERTAKE	1	1.02%	29	1.42%	24	1.45%	54	1.42%
BACKING - REAR TO FRONT	0	0.00%	9	0.44%	19	1.15%	28	0.74%
BACKING - REAR TO REAR	0	0.00%	0	0.00%	1	0.06%	1	0.03%
BACKING - REAR TO SIDE	0	0.00%	6	0.29%	3	0.18%	9	0.24%
FRONT TO FRONT - HEAD ON	17	17.35%	41	2.00%	12	0.72%	70	1.84%
FRONT TO REAR - REAR END	28	28.57%	660	32.27%	439	26.48%	1127	29.65%
NOT A COLLISION BETWEEN TWO MOTOR VEHICLES IN TRANSPORT	28	28.57%	418	20.44%	416	25.09%	862	22.68%
OTHER	0	0.00%	13	0.64%	13	0.78%	26	0.68%
SIDESWIPE - LEFT OVERTAKE	0	0.00%	1	0.05%	2	0.12%	3	0.08%
SIDESWIPE - OPPOSITE DIRECTION	2	2.04%	61	2.98%	39	2.35%	102	2.68%
SIDESWIPE - RIGHT OVERTAKE	0	0.00%	2	0.10%	1	0.06%	3	0.08%
SIDESWIPE - SAME DIRECTION	2	2.04%	273	13.35%	298	17.97%	573	15.07%
UNKNOWN	2	2.04%	10	0.49%	14	0.84%	26	0.68%
TOTAL	98	100.00%	2045	100.00%	1658	100.00%	3801	100.00%

Work-Zone Crashes

Work zones are of specific interest for enforcement activities because they are potential hotspots for crashes. Table 7 shows work zone crashes where work zones were derived using crashes that are marked as Work Zone Relation Indicator "Yes". The number of fatal CMV crashes based on the crash report was 4 in 2022 and 4 in 2023.

**Table 7: Work-Zone CMV Crashes on Interstates (2023-2022)
(Based on Crash Report Form)**

	2023				2022				Percent Change			
	FTL	INJ	PDO	ALL	FTL	INJ	PDO	ALL	FTL	INJ	PDO	ALL
ALL CMV CRASHES ON INTER-STATES	42	605	581	1228	38	665	687	1390	10.5%	-9.0%	-15.4%	-11.6%
CONSTRUCTION ZONES	4	86	69	159	4	77	60	141	0.0%	11.7%	15.0%	12.8%

Seat Belt Usage

Seat belt usage is one of the most important factors preventing death in a crash.

Table 8 shows that in 2023, 28.6% of CMV drivers killed in a crash did not wear a seat belt while 44.9% of all drivers killed in all motor vehicle crashes were not wearing a seat belt. However, since the number of CMV drivers killed is relatively small, these percentages vary more than the percentages for all drivers. The 5-year average of CMV drivers killed not wearing a seat belt was 44.0% compared to 45.7% for all drivers.

Table 8: Seat Belt Usage

This includes only drivers with known seat belt use.

Year	CMV Drivers						All Drivers					
	Drivers Killed w/o Seatbelt	Drivers Killed	% of Drivers Killed w/o seatbelt	Drivers Seriously Injured w/o Seatbelt	Drivers Seriously Injured	% of Drivers Seriously Injured w/o seatbelt	Drivers Killed w/o Seatbelt	Drivers Killed	% of Drivers Killed w/o seatbelt	Drivers Seriously Injured w/o Seatbelt	Drivers Seriously Injured	% of Drivers Seriously Injured w/o seatbelt
2023	2	7	28.6%	6	27	22.2%	206	459	44.9%	472	2,055	23.0%
2022	7	12	58.3%	5	22	22.7%	229	496	46.2%	361	1,451	24.9%
2021	4	10	40.0%	2	5	40.0%	257	536	47.9%	203	836	24.3%
2020	3	6	50.0%	3	11	27.3%	221	468	47.2%	195	764	25.5%
2019	6	15	40.0%	0	9	0.0%	168	409	41.1%	175	698	25.1%
Total	22	50	44.0%	18	90	20.0%	1,081	2,365	45.7%	1402	5,768	24.3%

Hazardous Material

CMV crashes involving CMVs carrying hazardous material are of particular interest due to their potential danger to the environment and community when hazardous materials are released. Over the past 5 years, from 2019 to 2023, on average, about 12.9% of crashes involving hazardous material resulted in a release of the hazardous material. This percentage is 11.5% in 2023. The actual percentage of release may be higher since many of the CMVs identified as transporting hazardous material may be returning with an empty load, thus the percentage of releases based on crashes with full loads of hazardous material may be much higher than the percentages shown in Table 9.

The interstates accounted for 38.68% of all crashes involving hazardous materials in 2023. Specifically, Interstate 10 accounts for 46.34% of all hazardous material crashes on interstates in 2023. US highways account for 27.36% of all hazardous material crashes in 2023, with US 90 and US 190 accounting for 50.00% of hazardous material crashes on US highways. State highways accounted for 27.36% of all hazardous crashes in 2023.

Table 9: Hazardous Material Crashes

Year	Transport Crashes	Released Crashes	% Released	Transport Fatal Crashes	Released Fatal Crashes
2023	87	10	11.5%	1	0
2022	108	12	11.1%	1	0
2021	102	11	10.8%	4	1
2020	83	13	15.7%	3	1
2019	117	18	15.4%	4	2

The types of hazardous material reported in CMV crashes are displayed in Table 10. On average, 18.60% involve corrosive material, 22.10% involve gasses (gas and gases toxic by inhalation), and 38.38% involve flammable Material (liquids, gases & solids). The remaining percentages are various chemicals.

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Table 10: Type of Hazardous Material in CMV Crashes

	2023		2022		2021		2020		2019	
	Haz Mat Crash	Haz Mat Released Crash	Haz Mat Crash	Haz Mat Released Crash	Haz Mat Crash	Haz Mat Released Crash	Haz Mat Crash	Haz Mat Released Crash	Haz Mat Crash	Haz Mat Released Crash
	1	0	2	0						
CORROSIVES	16	3	19	1	14	2	15	2	21	3
DANGEROUS WHEN WET MATERIALS							1	0		
EXPLOSIVES			11	1	11	0	1	0	2	0
EXPLOSIVES WITH A PROJECTION HAZARD	1	0								
EXPLOSIVES WITH PREDOMINANTLY A FIRE HA..	1	0							1	0
FLAMMABLE GASES	4	0	1	0	2	1	11	1	18	3
FLAMMABLE LIQUIDS	29	6	42	7	38	5	33	7	53	10
FLAMMABLE SOLIDS							3	0	1	0
GAS	17	1	23	2	16	1	1	0	1	0
GASES TOXIC BY INHALATION	2	0								
MISCELLANEOUS DANGEROUS GOODS	8	0	5	1	9	1	7	0	6	2
NON-FLAMMABLE, NON-TOXIC COMPRESSED G..	1	0					7	1	6	0
ORGANIC PEROXIDES			1	0						
OTHER FLAMMABLE SUBSTANCES			1	0	3	0	1	0		
OXIDIZERS	3	0							3	0
OXIDIZING SUBSTANCES AND ORGANIC PEROXIDES			1	0	2	0				
RADIOACTIVE MATERIAL			2	0	5	0				
SPONTANEOUSLY COMBUSTIBLE MATERIALS									1	0
TOXIC (POISONOUS) AND INFECTIOUS SUBSTANCES	3	0	2	0	2	1	4	2	4	0
UNKNOWN	0	0	0	0	0	0	1	0	0	0
Grand Total	86	10	108	12	102	11	83	13	117	18

Distractions

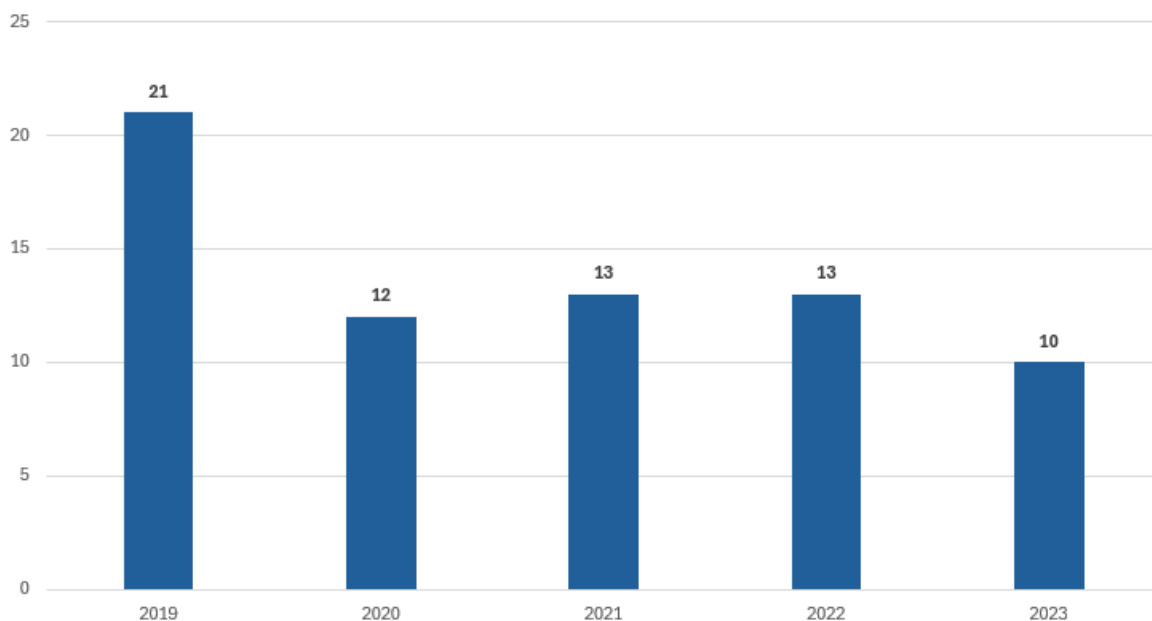
Although distractions play an important role in all crashes, including CMV crashes, 1 CMV fatal crash was reported in 2023 in which cell phone usage was the cause of distraction. Table 11 shows the breakdown of CMV drivers by type of distractions in CMV crashes.

Table 11: CMV Driver Distractions

Driver Distraction Description	Fatal	Injury	PDO	Total
NOT DISTRACTED	74	1329	1140	2543
INATTENTIVE	24	527	382	933
MANUALLY OPERATING CELL PHONE	1	7	2	10
TALKING / LISTENING	1	4	3	8
OTHER DISTRACTION	3	23	18	44
UNKNOWN DISTRACTION	9	174	152	335
TOTAL	112	2064	1697	3873

The number of CMV drivers with cell phone usage has varied between a low of 10 in 2023 to a spike of 21 in 2019, having an average of 13.8 between all five years.

Figure 13: Cell Phone Use as a Distraction of CMV Drivers



Changes in Number of Crashes by Parish

The 16 parishes with the highest number of fatal and non-fatal CMV crashes are listed in Table 12. From 2022 to 2023, Louisiana experienced a decrease in total number of CMV crashes for 8 of the 16 parishes. Ten (10) of the top 16 parishes (bolded) incorporate either I10 or I12. Three (3) of the top 16 parishes (underlined) incorporate I20. Thus, the I10/I12 corridor and I20 are candidates for increased enforcement to counteract the number of CMV crashes.

Table 12: CMV Crashes by Parishes

PARISH	FATAL CRASHES		TOTAL CRASHES		TOTAL CRASHES	
	2023	2022	2023	2022	Diff	% Change
EAST BATON ROUGE	3	8	356	355	1	0.28%
ORLEANS	5	4	261	238	23	9.66%
CALCASIEU	6	2	238	243	-5	-2.06%
<u>CADDO</u>	2	4	210	212	-2	-0.94%
JEFFERSON	2		187	199	-12	-6.03%
ST. TAMMANY	8	11	166	218	-52	-23.85%
LAFAYETTE	5	1	200	184	16	8.70%
TANGIPAHOA	5	5	161	157	4	2.55%
<u>OUACHITA</u>	3	6	130	130	0	0.00%
LIVINGSTON	1	2	116	123	-7	-5.69%
<u>BOSSIER</u>		1	111	117	-6	-5.13%
ASCENSION	2	1	104	121	-17	-14.05%
RAPIDES	3	3	108	102	6	5.88%
WEST BATON ROUGE		4	94	92	2	2.179%
LAFOURCHE	1	5	61	75	-14	-18.67%
TERREBONNE	3	1	70	60	10	16.67%
TOTAL	49	58	2573	2626	-53	-2.02%

Rural CMV Crashes

Table 13a displays the count of crashes on rural roads by highway type. Although the data shows that rural roads account for most of the fatal and injury crashes, rural roads make up the majority of the roadway sections. While fatal CMV crashes on state roads decreased by 1 from 2022 to 2023, fatal CMV crashes on interstates increased by 4 or 13.79%, and fatal CMV crashes on US Highways decreased by 6 or 42.86%.

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Injury crashes during the same period decreased by 8.88% on interstates and increased by 8.47% on US Highways and 5.52% on state roads.

Table 13a: CMV Rural Crashes by Highway Type

HIGHWAY TYPE	FATAL CRASHES			INJURY CRASHES			PDO			TOTAL		
	2023 CRASH	2022 CRASH	DIFFERENCE	2023 CRASH	2022 CRASH	DIFFERENCE	2023 CRASH	2022 CRASH	DIFFERENCE	2023 CRASH	2021 CRASH	DIFFERENCE
INTERSTATE	33	29	13.79%	308	338	-8.88%	352	433	-18.71%	693	800	-13.38%
US HIGHWAY	8	14	-42.86%	192	177	8.47%	116	141	-17.73%	316	332	-4.82%
STATE ROAD	31	32	-3.13%	440	417	5.52%	326	374	-12.83%	797	823	-3.16%
PARISH ROAD	1	1	0.00%	131	129	1.55%	115	96	19.79%	247	226	9.29%
CITY/LOCAL ROADS	0	2		0	11		0	9		0	22	%
ALL ROADWAYS	73	78	-6.41%	1,071	1,072	-0.09%	909	1,053	-13.68%	2053	2203	-6.81%
% Interstates	45.21%	37.18%	8.03%	28.76%	31.53%	-2.77%	38.72%	41.12%	-2.40%	33.76%	36.31%	-2.56%
% US	10.96%	17.95%	-6.99%	17.93%	16.51%	1.42%	12.76%	13.39%	-0.63%	15.39%	15.07%	0.32%
% State	42.47%	41.03%	1.44%	41.08%	38.90%	2.18%	35.86%	35.52%	0.35%	38.82%	37.36%	1.46%
% State, US, & Interstate	98.63%	96.15%	2.48%	87.77%	86.94%	0.83%	87.35%	90.03%	-2.68%	87.97%	88.74%	-0.77%

The crash report does not indicate if a crash was urban or rural besides the city code which is not a reliable indicator. Because of urban sprawl over the years there are many urbanized areas outside the city limits.

Table 13b shows the percentage of crashes by severity and highway type coded with city code 00. This code is most often used by the state police to identify crashes that occurred outside of city limits, which indicates rural areas. However, some crashes investigated by state police could have been inside city limits. About 78.6% of the fatal interstate CMV crashes occurred in rural areas and 50.4% of the injury interstate CMV crashes occurred in rural areas.

Overall, 61.0% of fatal CMV crashes and 52.6% of all CMV crashes occur in rural areas. Thus, rural interstates, US highways, and state highways should continue to be the focus of enforcement.

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Table 13b: Percentage of CMV Crashes Outside City Limits 2023

HWY Type	Fatal	Injury	PDO
INTERSTATE	78.6%	50.4%	61.0%
US HIGHWAY	50.0%	47.1%	43.6%
STATE ROAD	88.6%	67.5%	66.5%
PARISH ROAD	100.0%	100.0%	99.1%
CITY/LOCAL ROADS AND STREETS	0.0%	0.0%	0.0%
ALL ROADWAYS	74.5%	52.4%	54.8%

FMCSA Reportable Bus Crashes

Small and large buses are of particular interest to law enforcement because of the potential risk of high number of fatalities in a single crash. The number of CMV bus crashes, injuries, and fatalities is depicted in Table 14. In 2023 there were 4 large bus crashes where 14 passengers were injured inside the bus. This is a significant decrease from 48 large bus crashes in 2022 with 54 passengers injured inside the bus.

In 2023, there were 25 small bus crashes with 1 person killed and 36 passengers injured inside the bus. Compared to 2022 where there were 22 small bus crashes with 0 person killed and 26 passengers injured inside the bus

In 2023, there were 182 school bus crashes with 350 passengers injured. This is an increase from 2022 where there were 171 school bus crashes and 242 injuries inside the bus. Overall, in 2023, there were 211 bus crashes resulting in 1 fatality and 400 people injured.

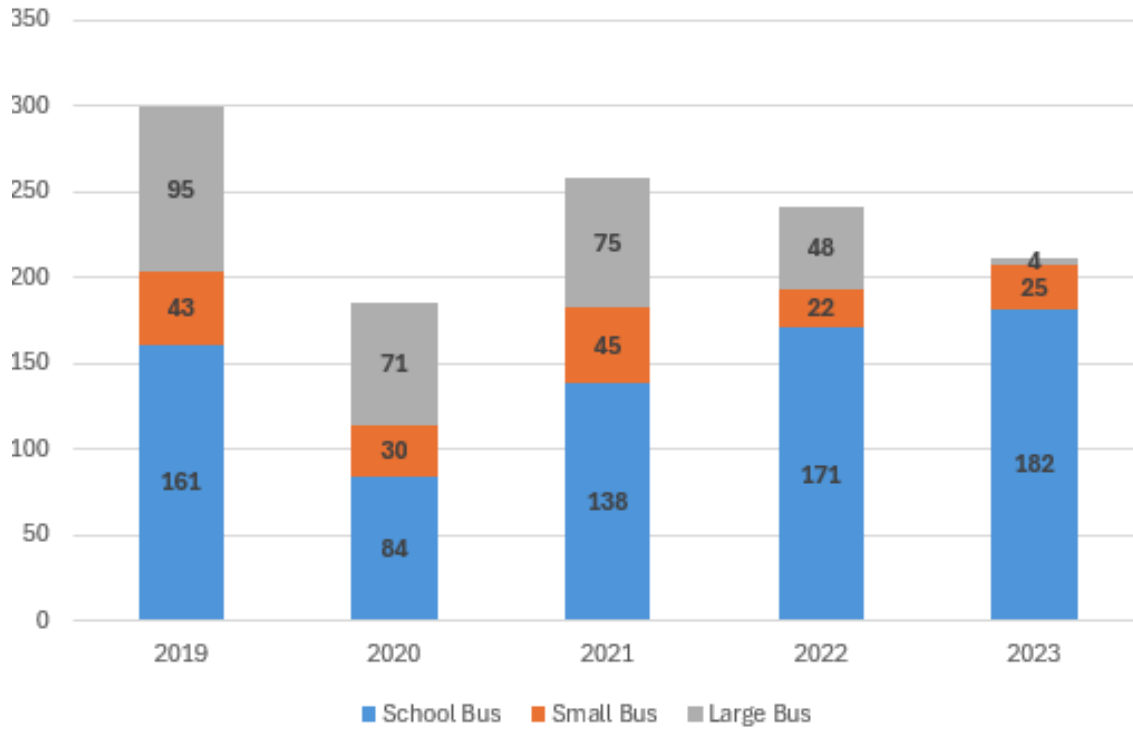
Table 14: CMV Bus Crashes in 2022-2023

Year		Count	SCHOOL BUS	SMALL BUS	LARGE BUS	TOTAL
2023	Bus Crash	Number of Crashes	182	25	4	211
		Number of Fatal Crashes	2	1	0	3
		Number Total Killed Inside Bus	0	1	0	1
		Number Injury Crashes	107	20	3	130
		Number Injured Inside Bus	350	36	14	400
2022	Bus Crash	Number of Crashes	171	22	48	241
		Number of Fatal Crashes	4	1	1	6
		Number Total Killed Inside Bus	0	0	0	0
		Number Injury Crashes	103	16	33	152
		Number Injured Inside Bus	242	26	54	322

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Figure 14 shows the trend in FMCSA reportable bus crashes. The graph shows that the total number of bus crashes has decreased from 299 in 2019 to 211 in 2023.

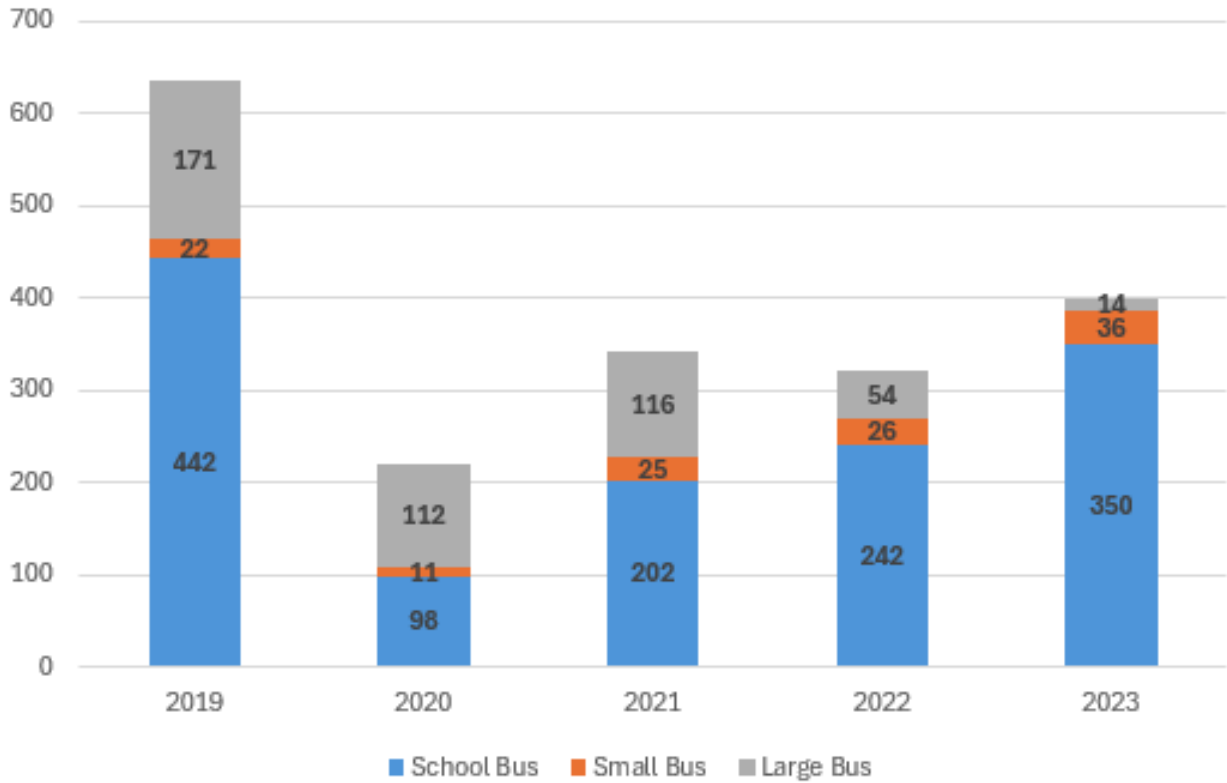
Figure 14: CMV Bus Crashes 2019 to 2023



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Figure 15 shows that injuries inside buses peaked in 2019 with 635 injuries and decreased to 322 in 2022. In 2023, there was an increase to 400 injuries.

Figure 15: Injuries Inside Buses 2019 to 2023



2024 YTD Crash Results

The 2024 data is currently still being collected, but the following Table 15 provides a snapshot of CMV crashes year to date (YTD).

Table 15: CMV Crashes YTD 2024

CMV Crashes and Type	2024 YTD*
Total CMV Crashes	1,245
Total CMV Fatal Crashes	23
Total CMV Fatalities	26
Total Crashes	52,264
Total Fatal Crashes	185
Total Fatalities	195
Total HazMat Crashes	31
Total HazMat Fatal Crashes	0
Total HazMat Fatalities	0
Total Construction Zone CMV Fatal Crashes	1
Total Construction Zone Fatal Crashes	3

***As of Monday, May 20, 2024.**

Note: Definition of Reportable CMV Crashes: To qualify for reporting to the SafetyNET, the crash has to involve a private or public motor carrier, a GCWR weight of at least 10,001 pounds or above, a motor vehicle that can transport 9 or more people including the driver seat or a vehicle displaying a hazmat placard and one of the three conditions apply: (1) a tow of one of the vehicles, (2) the transportation of an injured person to medical treatment away from the crash scene, or (3) a fatality.