

**COMMERCIAL VEHICLE SAFETY
IN LOUISIANA
An Analysis of Truck Crashes for 2024**

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June 26, 2025

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Summary

In 2024, the total number of reported CMV crashes increased by 2.47% compared to 2023. The number of fatal CMV crashes decreased significantly from 98 in 2023 to 75 in 2024, a decrease of 23.47%. The number of suspected injury CMV crashes slightly decreased from 2,051 to 2,030 during the same period, a decrease of 1.02%.

The percentage of CMV drivers in fatal crashes cited for a violation (driver action) increased from 36.61% to 42.31% from 2023 to 2024. CMV drivers in injury and property damage crashes were cited for violations were 46.00% and 43.94% of the time, respectively. Careless driving, inattentive operation, improper driving, or driving without due care was the most frequent violation. It accounted for 20.00% of all CMV driver violations in fatal crashes, this is a significant decrease from 56.10% in 2023. It is worth noting that in 2023 the driver action was “Operated motor vehicle in inattentive, careless, negligent, or erratic manner. This changed to “Careless driving, inattentive operation, improper driving, or driving without due care” and a new driver action of “Operated motor vehicle in an erratic, reckless, or negligent manner” in 2024. However, in 2024 this new driver action only accounted for 7 violations: 4 in injury crashes and 3 in PDO crashes.

Other violations with relatively high occurrence rates were failed to keep in proper lane and failed to yield right-of-way with 11.60% and 11.17% respectively in all CMV crashes. For fatal CMV crashes, CMV drivers cited for either exceeding speed limit, racing, or too fast for conditions accounted for 4.00%, down from 9.18% in 2023. In all CMV crashes, this percentage is 3.43%. When evaluating predicted alcohol, 1 (1.33%) CMV driver was predicted to have alcohol in CMV fatal crashes and 18 (0.46%) 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 27.85% and not a collision between two motor vehicles in transport (single vehicle crashes) at 24.05%. For fatal CMV crashes, these percentages were 25.3% and 29.33% respectively.

During 2024, 34.44% of all CMV crashes in Louisiana occurred on interstates, 29.29% occurred on state highways, 17.58% occurred on U.S. highways, and 18.69% on parish and city streets. In 2023, the respective percentages were 32.45%, 30.93%, 18.11%, and 18.51%. From 2023 to 2024, the number of fatal interstate CMV crashes decreased from 43 to 24 and the number of state highway fatal CMV crashes also decreased from 35 to 27. However, the number U.S. highway fatal CMV crashes stayed constant at 16 and the number of parish and city streets fatal CMV crashes increased from 4 to 8. Thus, the overall 23.47% decrease in CMV fatal crashes was due to the decrease of fatal CMV crashes on interstates and state highways.

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The number of fatal CMV crashes in work zones decreased from 4 in 2023 to 2 in 2024. 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 2024 and trend data for the past five years. Table 1 depicts CMV crashes from 2020 to 2024 and shows that the fatal CMV crashes have decreased by 23.47% from 2023 to 2024 and the 5-year change in fatal CMV crashes are also down 15.73%. The number of CMV involved injury crashes slightly decreased by 1.02% while the CMV involved PDO crashes increased by 8.13% from 2023 to 2024. The total number of CMV crashes increased by 2.47% from 2023 to 2024, nearly the same percentage increase as all vehicle crashes at 2.13%.

Table 1: CMV Crashes Past 5 Years

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
2024	75	2,030	1,795	3,903	1.92	52.01	45.99	100.00	726	37,441	108,272	146,439	10.33	5.42	1.66	2.67
2023	98	2,051	1,660	3,809	2.57	53.85	43.58	100.00	755	38,206	104,428	143,389	12.98	5.37	1.59	2.66
2022	103	2,141	1,715	3,959	2.60	54.08	43.32	100.00	852	42,355	105,294	148,501	12.09	5.05	1.63	2.67
2021	116	2,156	1,966	4,238	2.74	50.87	46.39	100.00	886	46,671	114,504	162,061	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
1 Yr %	-23.47%	-1.02%	8.13%	2.47%	-0.65	-1.83	2.41	0.00	-3.84%	-2.00%	3.68%	2.13%	-2.65	0.05	0.07	0.01
5 Yr %	-15.73%	9.85%	4.06%	6.58%	-0.51	1.55	-1.12	0.00	-4.72%	-6.66%	10.42%	5.40%	-0.12	0.18	-0.06	0.01
Average	96	2,045	1,772	3,914	2.45	52.25	45.28	100.00	796	40,957	106,111	147,865	12.03	5.01	1.67	2.65

NOTE: 3 crashes in 2024 have an unknown severity level. This means the total number of crashes is 3,903.

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Injury crashes involving all motor vehicles decreased by 2.00% from 2023 to 2024, however CMV injury crashes only decreased by 1.02%, in the same period. CMV property damage (PDO) crashes increased by 8.13% from 2023 to 2024, while all property damage (PDO) crashes only increased by 3.68%.

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 decreased by 2.65 percentage points compared to 2023. CMV injury crashes as percent of all injury crashes increased slightly by 0.05 percentage points compared to 2023.

Figure 1: CMV and Non-CMV Crashes Past 5 Years

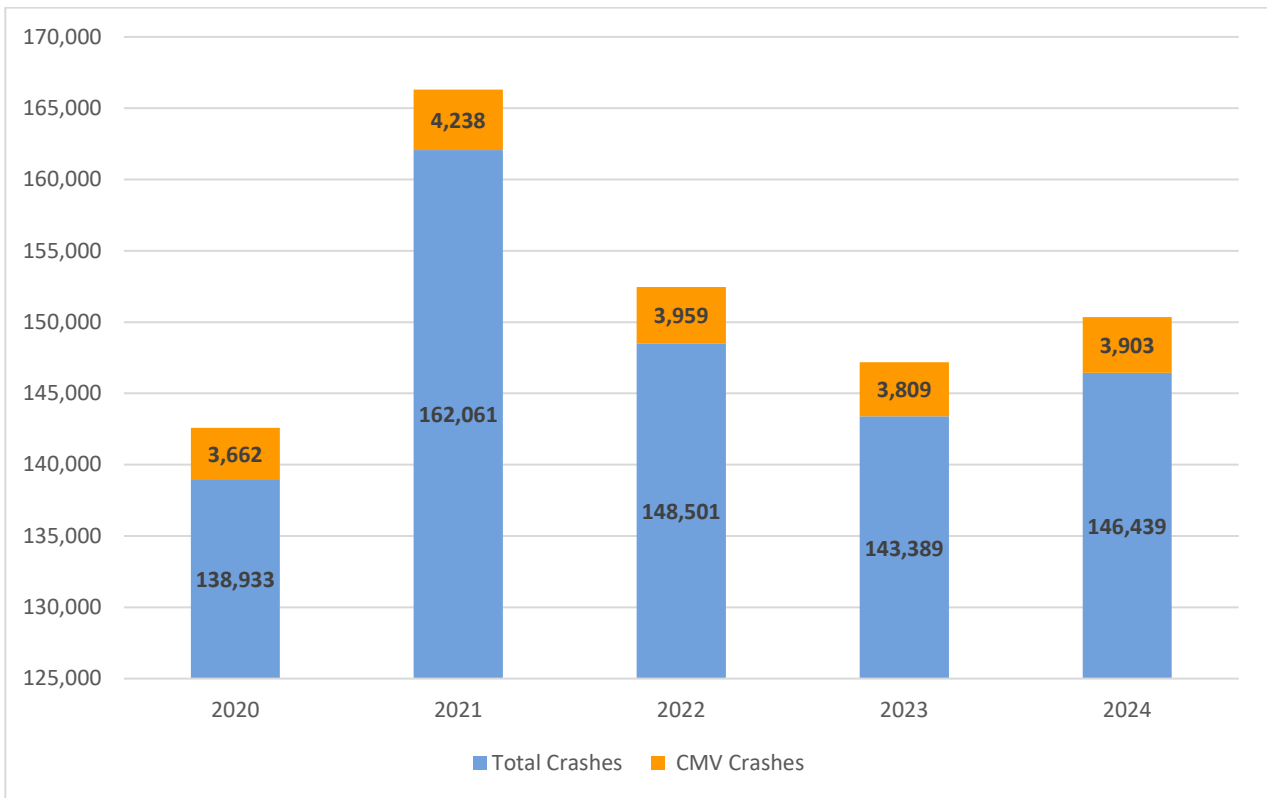
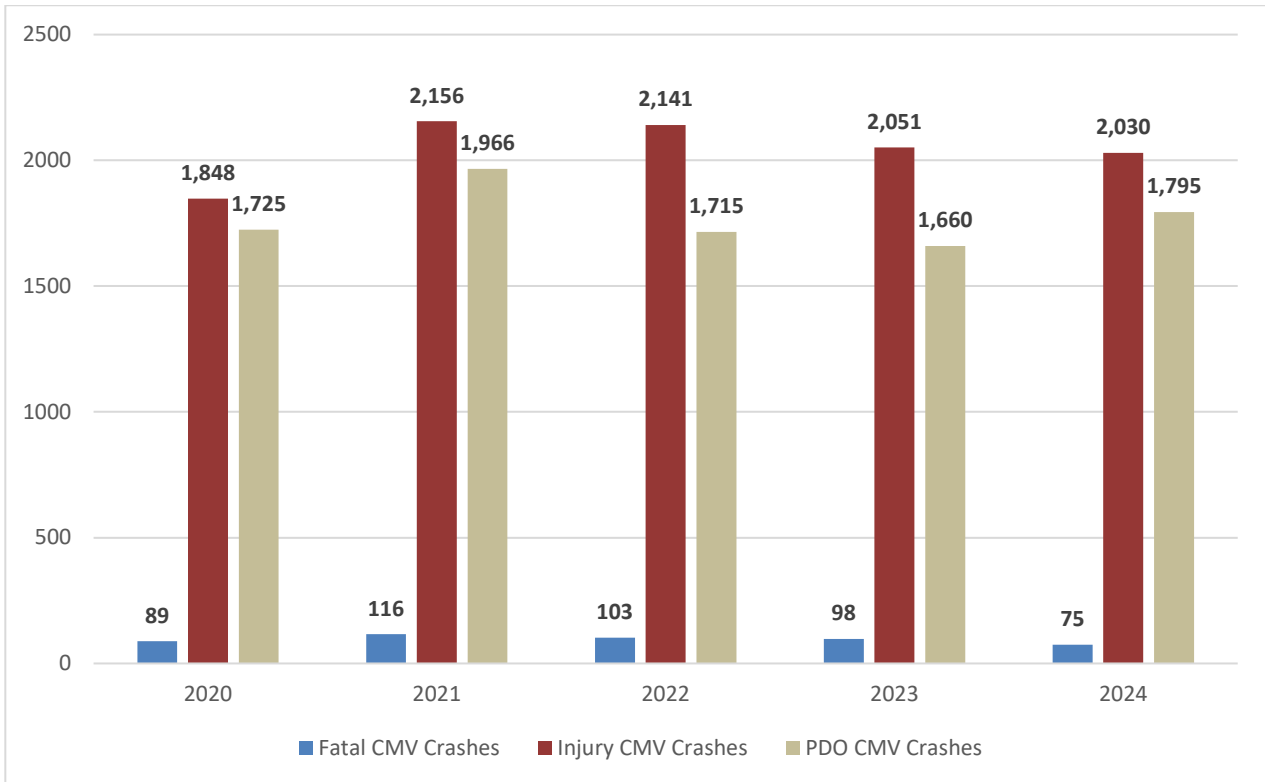


Figure 1 highlights total crashes and CMV crashes from 2020 to 2024. There were 94 more CMV crashes and 3,050 more total crashes in 2024 compared to 2023. In addition, as Table 1 shows, CMV crashes accounted for 2.67% of all crashes in 2024, which is the same percentage as in 2023, i.e. 2.67%.

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Figure 2 shows that the number of fatal and injury CMV crashes decreased from 2023 to 2024, while the number of PDO CMV crashes increased.

Figure 2: CMV Crashes by Severity: Past 5 Years



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Figure 3: All Fatal and CMV Fatal Crashes Past 5 Years

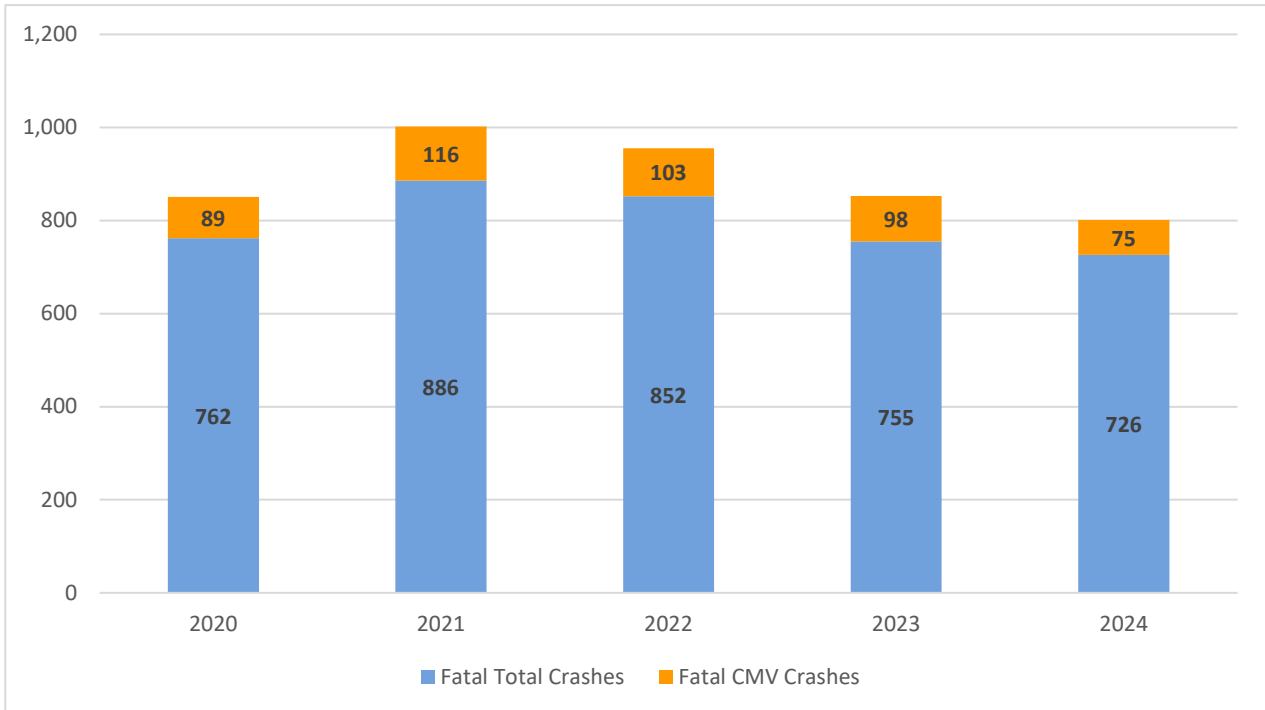
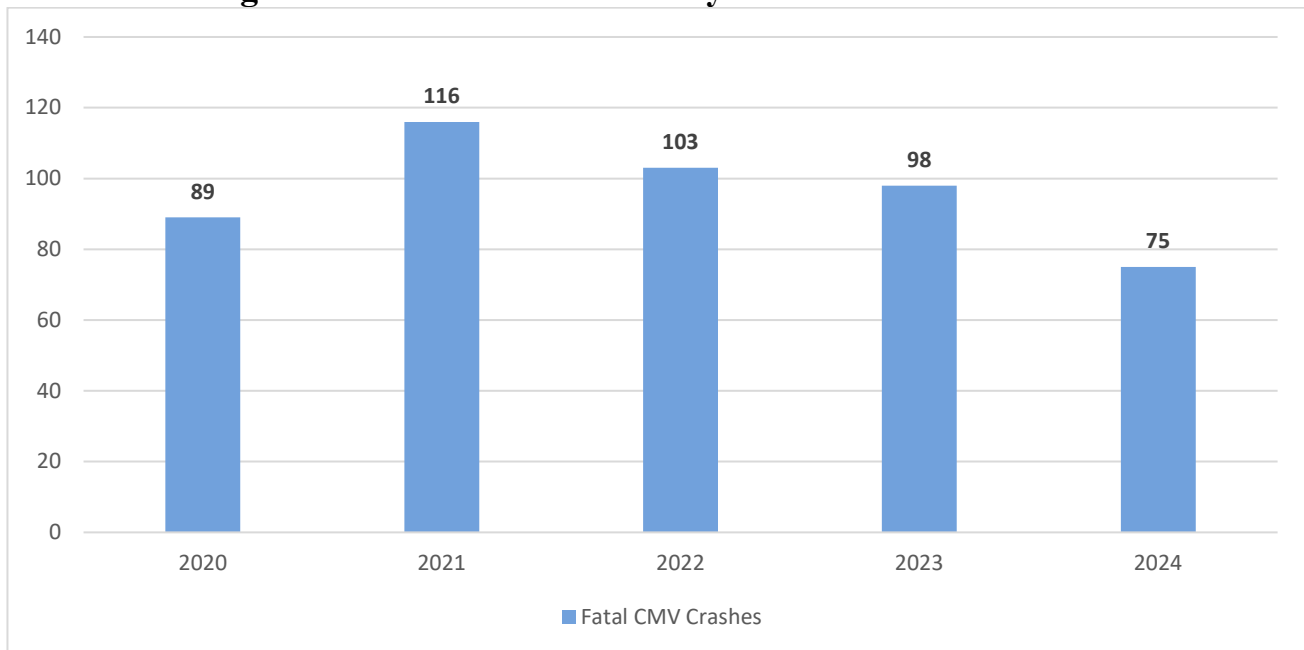


Figure 4: Fatal CMV Crashes by Year: Past 5 Years



Figures 3 and 4 illustrate all fatal and CMV fatal crashes from 2020 to 2024. The number of all fatal crashes decreased 3.84% from 2023 to 2024, while the number of CMV fatal crashes experienced a larger decrease of 23.47%, which amounts to 23 less fatal CMV crashes. Figure 4 shows the trend of fatal CMV crashes which indicates that 2024 has the lowest numbers of fatal CMV crashes in the past five years. In fact, 2024 has the lowest number of CMV fatal crashes since at least 2009 which had 74 fatal CMV crashes.

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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 0.14 in 2024 and 0.18 in 2023. 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 2024 VMT was not available at the time of this report, so the 2023 VMT was used.

Table 2: CMV and All Crashes Past 5 Years 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
2024	0.14	3.66	3.23	7.02	1.31	67.37	194.73	263.37
2023	0.18	3.70	2.99	6.86	1.36	68.77	187.82	257.89
2022	0.18	3.79	3.04	7.01	1.51	74.95	186.74	263.36
2021	0.21	3.90	3.56	7.67	1.6	84.45	207.19	293.27
2020	0.17	3.60	3.36	7.13	1.48	78.1	190.94	270.46

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

MONTH	FATAL CRASHES	FATALITIES	INJURY CRASHES	PDO	TOTAL CRASHES
January	4	4	153	168	325
February	8	10	152	135	295
March	6	6	163	136	305
April	7	8	164	145	316
May	6	7	180	179	365
June	7	7	143	124	274
July	8	10	153	159	321
August	7	7	196	136	339
September	6	6	188	162	356
October	8	8	203	150	361
November	5	5	174	146	326
December	3	3	161	155	320
TOTAL	75	81	2,0309	1,796	3,903

Nevertheless, as the data in Table 3 indicates, February, July, and October all had the highest number of fatal crashes, each having 8. The analysis of the CMV crash data for 2024 indicates yearly fatalities in any given month may vary from 3 to 10 with the two highest months being February and July with 10 people killed in each month.

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 from 36.61% in 2023 to 42.31% in 2024. Also 72.46% of non-CMV drivers received violations in fatal CMV crashes in 2024. These figures show that in fatal crashes non-CMV drivers continued to have a higher percentage of citations than CMV drivers. In injury crashes 46.00% of CMV drivers and 49.41% of non-CMV drivers received citations. The percentage of CMV drivers receiving citations in PDO crashes was 43.94% which is lower than the 56.97% 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 drivers increased from 2023 to 2024, i.e. from 33.61% in 2023 to 47.27% in 2024 (see Table 4b). For injury and PDO only crashes, the CMV driver received 51.06% and 51.15% of violations, respectively in 2024.

Table 4a: Violations as a Percentage of Drivers

Year	FATAL CRASHES		INJURY CRASHES		PDO CRASHES	
	% of CMV Driver	% of Non-CMV Driver	% of CMV Driver	% of Non-CMV Driver	% of CMV Driver	% of Non-CMV Driver
2024	42.31%	72.46%	46.00%	49.41%	43.94%	56.97%
2023	36.61%	50.94%	45.40%	49.84%	42.73%	59.95%
2022	35.45%	74.74%	45.41%	51.44%	48.48%	56.02%
2021	32.54%	53.16%	47.91%	48.24%	49.31%	56.28%
2020	32.29%	64.52%	45.47%	50.69%	49.84%	55.59%

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Table 4b: Violations as a Percentage of all Violations

YEAR	FATAL CRASHES		INJURY CRASHES		PDO CRASHES	
	% of all Violations for CMV Driver	% of all Violations for Non-CMV Driver	% of all Violations for CMV Driver	% of all Violations for Non-CMV Driver	% of all Violations for CMV Driver	% of all Violations for Non-CMV Driver
2024	47.27%	52.73%	51.06%	48.94%	51.15%	48.85%
2023	33.61%	66.39%	47.16%	52.84%	45.61%	54.39%
2022	35.45%	64.55%	47.33%	52.67%	53.27%	46.73%
2021	32.80%	67.20%	49.77%	50.23%	52.72%	47.28%
2020	34.07%	65.93%	47.12%	52.88%	53.24%	46.76%

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 2024, citations were given more frequently to the CMV drivers compared to the previous year. The largest percent change occurred in fatal crashes, where 33.61% of violations went to the CMV drivers in 2023 versus 47.27% in 2024. Overall CMV drivers were cited less frequently than non-CMV drivers in fatal crashes, but more frequently in injury and PDO crashes in 2024.

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 4 years for fatal crashes with roughly one third of citations going to the CMV driver and the remaining going to the non-CMV driver. However, this changed in 2024 with a little less than one half (47.27%) of the citations going to the CMV driver in fatal crashes.

Figure 5: CMV and Non-CMV Driver Violations in Fatal Crashes: Past 5 Years

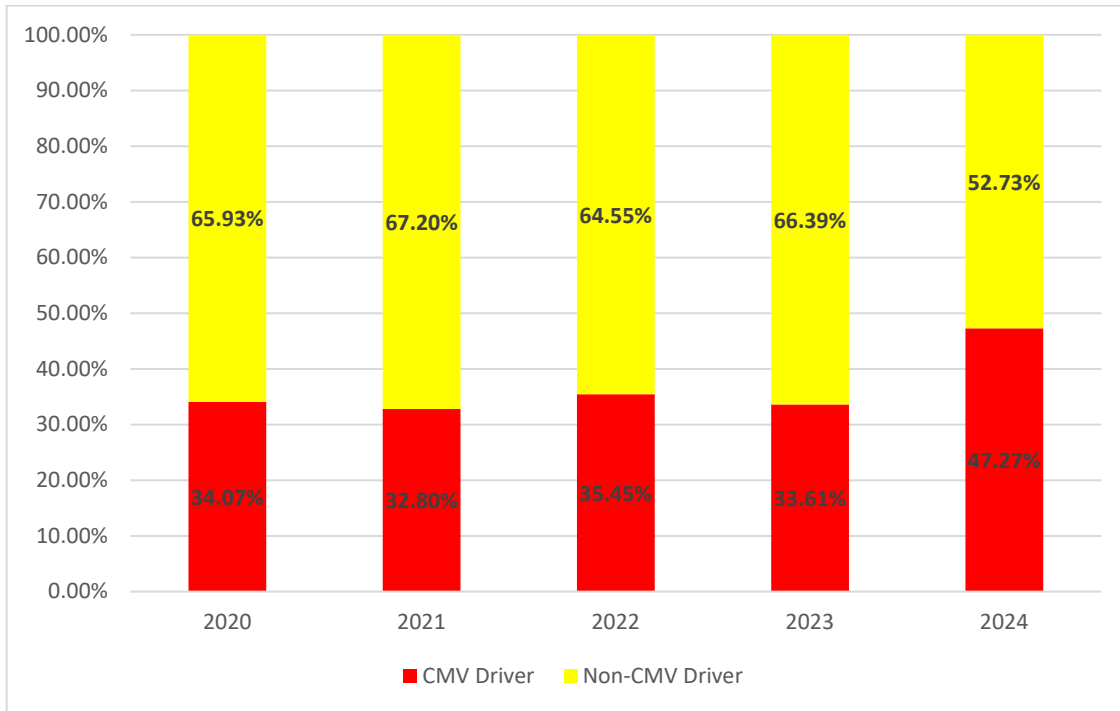


Table 5 shows the first driver action received by CMV drivers, including unknown actions. Careless driving, inattentive operation, improper driving, or driving without due care accounts for the most driver actions of the CMV driver in fatal crashes in 2024, namely 7 or 21.21% of all driver actions. This is also true for injury crashes 301 (30.59%) and PDO crashes 248 (29.99%). Failed to yield right-of-way account and failed to keep in proper lane account for the second and third most common driver action across the different crash severity levels respectively.

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Table 5: Type of Primary Driver Action of CMV Driver

DRIVER ACTION	FATAL CRASHES		INJURY CRASHES		PDO CRASHES	
	Count	Percentage	Count	Percentage	Count	Percentage
NO CONTRIBUTING ACTION	45		1155		1055	
AGGRESSIVE DRIVING	0	0.00%	1	0.10%	0	0.00%
CARELESS DRIVING, INATTENTIVE OPERATION, IMPROPER DRIVING, OR DRIVING WITHOUT DUE CARE	7	21.21%	301	30.59%	248	29.99%
DISREGARDED OTHER ROAD MARKINGS	0	0.00%	7	0.71%	5	0.60%
DISREGARDED OTHER TRAFFIC SIGN	0	0.00%	23	2.34%	9	1.09%
FAILED TO KEEP IN PROPER LANE	5	15.15%	93	9.45%	116	14.03%
FAILED TO YIELD RIGHT-OF-WAY	5	15.15%	132	13.41%	69	8.34%
FOLLOWED TOO CLOSELY	0	0.00%	84	8.54%	60	7.26%
IMPROPER BACKING	1	3.03%	29	2.95%	23	2.78%
IMPROPER PASSING	0	0.00%	13	1.32%	11	1.33%
IMPROPER TURN	0	0.00%	38	3.86%	42	5.08%
OPERATED MOTOR VEHICLE IN RECKLESS OR AGGRESSIVE MANNER	0	0.00%	0	0.00%	0	0.00%
OPERATED MOTOR VEHICLE IN AN ERRATIC, RECKLESS, OR NEGLIGENT MANNER	0	0.00%	4	0.41%	3	0.36%
OTHER CONTRIBUTING ACTION	2	6.06%	39	3.96%	44	5.32%
OVER-CORRECTING OR OVER-STEERING	2	6.06%	13	1.32%	12	1.45%
RAN OFF ROADWAY	4	14.29%	59	6.00%	67	8.10%
RAN RED LIGHT	0	0.00%	27	2.74%	13	1.57%
RAN STOP SIGN	1	3.03%	12	1.22%	4	0.48%
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY, ETC.	3	9.09%	24	2.44%	24	2.90%
UNKNOWN	3	9.09%	84	8.54%	76	9.19%
WRONG SIDE OR WRONG WAY	0	0.00%	0	0.00%	1	0.12%
TOTAL ACTIONS	33	100.00%	984	100.00%	827	100.00%
% VIOLATIONS from TABLE 4A		42.31%		46.00%		46.96%
% VIOLATIONS from TABLE 4B		47.27%		51.02%		51.15%

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 75.47%, $[(19 + 12 + 9) / (75 - 22)]$ of all collisions of a CMV with another vehicle in fatal crashes. This is a 8.82 percentage point decrease from 84.29% in 2023 for these three types of collisions. Also, the number of non-collision fatal CMV crashes decreased from 28 to 22 from 2023 to 2024.

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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	1	1.33%	39	1.92%	38	2.12%	78	2.00%
ANGLE – LEFT INTO FLOW	0	0.00%	38	1.87%	39	2.17%	77	1.97%
ANGLE – LEFT OPPOSITE DIRECTION	5	6.67%	74	3.66%	38	2.12%	117	3.00%
ANGLE – LEFT OVERTAKE	0	0.00%	48	2.36%	27	1.501%	75	1.92%
ANGLE – PERPENDICULAR/OTHER ANGLE	9	12.00%	323	15.91%	170	9.47%	502	12.87%
ANGLE – RIGHT ACROSS FLOW	0	0.00%	8	0.39%	12	0.67%	20	0.51%
ANGLE – RIGHT INTO FLOW	0	0.00%	44	2.17%	43	2.40%	87	2.23%
ANGLE – RIGHT OVERTAKE	0	0.00%	22	1.08%	27	1.50%	49	1.26%
BACKING – REAR TO FRONT	0	0.00%	13	0.64%	20	1.11%	33	0.85%
BACKING – REAR TO REAR	0	0.00%	2	0.10%	2	0.11%	4	0.10%
BACKING – REAR TO SIDE	0	0.00%	7	0.34%	4	0.22%	11	0.28%
FRONT TO FRONT – HEAD ON	12	16.00%	47	2.32%	18	1.00%	77	1.97%
FRONT TO REAR – REAR END	19	25.33%	635	31.28%	432	24.07%	1086	27.82%
NOT A COLLISION BETWEEN TWO MOTOR VEHICLES IN TRANSPORT	22	29.33%	396	19.51%	520	28.97%	941	24.05%
OTHER	0	0.00%	9	0.44%	7	0.39%	16	0.41%
SIDESWIPE – OPPOSITE DIRECTION	5	6.67%	45	2.22%	24	1.34%	74	1.90%
SIDESWIPE – SAME DIRECTION	2	2.67%	263	12.96%	369	20.56%	634	16.26%
UNKNOWN	0	0.00%	17	0.84%	5	0.28%	22	0.56%
TOTAL	75	100.00%	2030	100.00%	1795	100.00%	3900	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". Overall, work zone CMV crashes on interstates increased by 5.86%. However, the number of injury crashes decreased by 20.93% and there were 0 fatal crashes. The number of PDO crashes increased by 37.21%.

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

	2024				2023				Percent Change			
	FTL	INJ	PDO	ALL	FTL	INJ	PDO	ALL	FTL	INJ	PDO	ALL
ALL CMV CRASHES ON INTER-STATES	24	608	711	1343	43	614	579	1236	-44.19%	-0.98%	22.80%	8.66%
CONSTRUCTION ZONES	0	34	59	93	2	43	43	88	-100.0%	-20.93%	37.21%	5.86%

Seat Belt Usage

Seat belt usage is one of the most important factors preventing death in a crash. Table 8 shows that in 2024, 72.7% of CMV drivers killed in a crash did not wear a seat belt while 52.4% of non-CMV drivers killed in all motor vehicle crashes were not wearing a seat belt. This year saw the highest number of CMV drivers (8) killed not wearing their seat belt. The percentage of CMV drivers killed increase 22.7% points from 2023. The 5-year average of CMV drivers killed not wearing a seat belt was 55.8% compared to 46.0% for all non-CMV drivers.

Table 8: Seat Belt Usage

This includes only drivers with known seat belt use.

Year	CMV Drivers						Non -CMV 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
2024	8	11	72.7%	3	11	27.2%	22	42	52.4%	25	108	23.2%
2023	2	4	50.0%	6	22	27.2%	27	50	54.0%	30	93	32.3%
2022	7	12	58.3%	5	18	27.8%	28	58	48.3%	20	77	26.0%
2021	4	10	40.0%	2	5	40.0%	29	65	44.6%	13	44	29.6%
2020	3	6	50.0%	3	11	27.3%	20	59	33.9%	12	39	30.8%
Total	24	43	55.8%	19	67	28.4%	126	274	46.0%	100	361	27.7%

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 2020 to 2024, on average, about 11.81% of crashes involving hazardous material resulted in a release of the hazardous material. 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.

In 2024, Interstates accounted for 50.62% of all crashes involving hazardous materials. Specifically, Interstate 10 accounting for 56.10% of all hazardous material crashes on interstates. US highways account for 15.00% of all hazardous material crashes, with US 90 and US 190 accounting for 53.33% of hazardous material crashes on US highways. State highways accounted for 30.86% of all hazardous crashes.

Table 9: Hazardous Material Crashes

Year	Transport Crashes	Released Crashes	% Released	Transport Fatal Crashes	Released Fatal Crashes
2024	92	10	10.87%	3	0
2023	89	10	11.24%	1	0
2022	108	12	11.11%	1	0
2021	102	11	10.78%	4	1
2020	83	13	15.66%	3	1
Total	474	56	11.81%	12	2

The types of hazardous material reported in CMV crashes are displayed in Table 10. On average, 17.12% involve corrosive material, 16.49% involve gasses (gas and gases toxic by inhalation), and 33.83% 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

	2024		2023		2022		2021		2020	
	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
CORROSIVES	13	3	14	3	18	1	12	2	13	2
DANGEROUS WHEN WET MATERIALS									1	
EXPLOSIVES					10	1	11		1	
EXPLOSIVES WITH A MASS EXPLOSION HAZARD	1									
EXPLOSIVES WITH A PROJECTION HAZARD			1							
EXPLOSIVES WITH PREDOMINANTLY A FIRE HAZARD			1							
FLAMMABLE GASES	7	1	4		1		1	1	10	1
FLAMMABLE LIQUIDS	32	4	25	6	35	7	33	5	26	7
FLAMMABLE SOLIDS									3	
GAS	19		16	1	21	2	15	1	1	
GASES TOXIC BY INHALATION			2							
MISCELLANEOUS DANGEROUS GOODS	4	1	8		4	1	8	1	7	
NON-FLAMMABLE, NON-TOXIC COMPRESSED GASES	2		1						6	1
ORGANIC PEROXIDES					1					
OTHER FLAMMABLE SUBSTANCES					1		3		1	
OXIDIZERS		1	3							
OXIDIZING SUBSTANCES AND ORGANIC PEROXIDES					1		2			
RADIOACTIVE MATERIAL					2		5			
TOXIC (POISONOUS) AND INFECTIOUS SUBSTANCES	3		3		2		1	1	2	2
GRAND TOTAL	81	10	78	10	96	12	91	11	71	13

Distractions

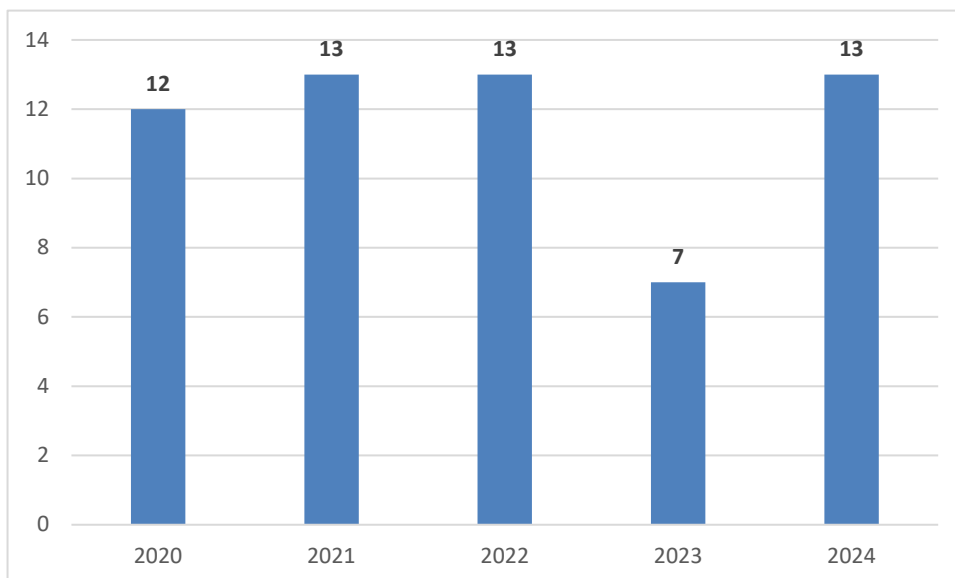
Although distractions play an important role in all crashes, including CMV crashes, 1 CMV fatal crash was reported in 2024 in which the driver was manually operating a device was the cause of distraction. Table 11 shows the breakdown of CMV drivers by type of distractions in CMV crashes.

Table 11: CMV Driver Distractions

Driver Distraction Description	Fatal	Injury	PDO	Total
NOT DISTRACTED	50	1332	1237	2619
INATTENTIVE	12	623	479	1114
UNKNOWN IF DISTRACTED	11	153	144	308
OTHER DISTRACTION OR DISCTRACTION DETIALS UNKNOWN	4	20	17	41
MANUALLY OPERATING A DEVICE	1	5	4	10
TALKING / LISTENING	0	4	0	4
UNKNOWN DISTRACTION	0	1	0	1

The number of CMV drivers with cell phone usage has varied between a low of 7 in 2023, having an average of 11.6 between all five years.

Figure 13: Handheld 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 total CMV crashes are listed in Table 12. From 2023 to 2024, Louisiana experienced an increase in the 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

	FATAL CRASHES		TOTAL CRASHES		TOTAL CRASHES	
EAST BATON ROUGE	3	3	395	359	36	10.03%
ORLEANS	2	5	265	260	5	1.92%
LAFAYETTE	3	7	229	239	-10	-4.18%
<u>CADDO</u>	5	1	216	209	7	3.35%
CALCASIEU	5	5	203	200	3	1.50%
JEFFERSON	1	2	172	187	-15	-8.02%
ST. TAMMANY	5	8	171	165	6	3.64%
TANGIPAHOA	2	5	168	161	7	4.35%
<u>OUACHITA</u>	3	3	129	130	-1	-0.77%
<u>BOSSIER</u>	3	1	109	116	-7	-6.03%
LIVINGSTON	3	0	105	111	-6	-5.41%
RAPIDES	1	3	105	108	-3	-2.78%
ASCENSION	2	2	103	104	-1	-0.96%
WEST BATON ROUGE	2	0	86	94	-8	-8.51%
LAFOURCHE	0	1	69	61	8	13.11%
ST MARTIN	0	1	61	55	6	10.91%
TOTAL	40	47	2586	2504	82	3.27%

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. Fatal CMV crashes on rural interstates decreased by 14 (-60.9%) and state roads also decreased by 4 (18.2%) from 2023 to 2024. PDO crashes increased for all severity levels, with interstates having an increase of 41.8% and state routes seeing a 35.9% increase during the same period.

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Table 13a: CMV Rural Crashes by Highway Type

HIGHWAY TYPE	FATAL CRASHES			INJURY CRASHES			PDO			TOTAL		
	2024 CRASH	2023 CRASH	DIFFERENCE	2024 CRASH	2023 CRASH	DIFFERENCE	2024 CRASH	2023 CRASH	DIFFERENCE	2024 CRASH	2023 CRASH	DIFFERENCE
INTERSTATE	9	23	-60.9%	202	215	-6.0%	302	213	41.8%	513	451	13.7%
US HIGHWAY	10	9	11.1%	110	110	0.0%	87	64	35.9%	207	183	13.1%
STATE ROAD	18	22	-18.2%	249	271	-8.1%	189	169	11.8%	456	462	-1.3%
PARISH ROAD	1	1	0.0%	36	39	-7.7%	48	42	14.3%	85	82	3.7%
CITY/LOCAL ROADS	0	0	0.0%	10	4	150.0%	3	2	50.0%	13	6	116.7%
ALL ROADWAYS	38	55	-30.9%	607	639	-5.0%	629	490	28.4%	1274	1184	7.6%
% Interstates	23.7%	41.8%	-18.1%	33.3%	33.6%	-0.4%	48.0%	43.5%	4.5%	40.3%	38.1%	2.2%
% US	26.3%	16.4%	10.0%	18.1%	17.2%	0.9%	13.8%	13.1%	0.8%	16.2%	15.5%	0.8%
% State	47.4%	40.0%	7.4%	41.0%	42.4%	-1.4%	30.0%	34.5%	-4.4%	35.8%	39.0%	-3.2%
% State, US, & Interstate	97.4%	98.2%	-0.8%	92.4%	93.3%	-0.8%	91.9%	91.0%	0.9%	92.3%	92.6%	-0.3%

The crash report does not indicate if a crash was urban or rural besides the city name 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 cities with ‘rural’ in the name. 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.

When looking at fatal CMV crashes in rural cities, 62.50% occurred US highway and 66.67% on state roads. Most injury crashes were on state roads (39.65%) and interstates (33.22%). This is the same for PDO crashes, where 42.48% occurred on interstates and 38.81 on state roads.

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Table 13b: Percentage of CMV Crashes Outside City Limits

HWY Type	Fatal	Injury	PDO
INTERSTATE	37.50%	33.22%	42.48%
US HIGHWAY	62.50%	27.78%	31.75%
STATE ROAD	66.67%	39.65%	38.81%
PARISH ROAD	25.00%	28.57%	38.71%
CITY/LOCAL ROADS AND STREETS	0.0%	3.68%	1.51%
ALL ROADWAYS	50.67%	29.90%	35.04%

CMV 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 2024 there were 5 large bus crashes where 32 passengers were injured inside the bus. This is a significant increase from 4 large bus crashes in 2023 with only 14 passengers injured inside the bus.

In 2024, there were 23 small bus crashes with 0 person killed and 32 passengers injured inside the bus. Compared to 2023 where there were 26 small bus crashes with 1 person killed and 36 passengers injured inside the bus.

In 2024, there were 194 school bus crashes with 358 passengers injured. This is an increase from 2023 where there were 182 school bus crashes and 353 injuries inside the bus. Overall, in 2024, there were 222 bus crashes resulting in 0 fatalities and 422 injuries inside the busses.

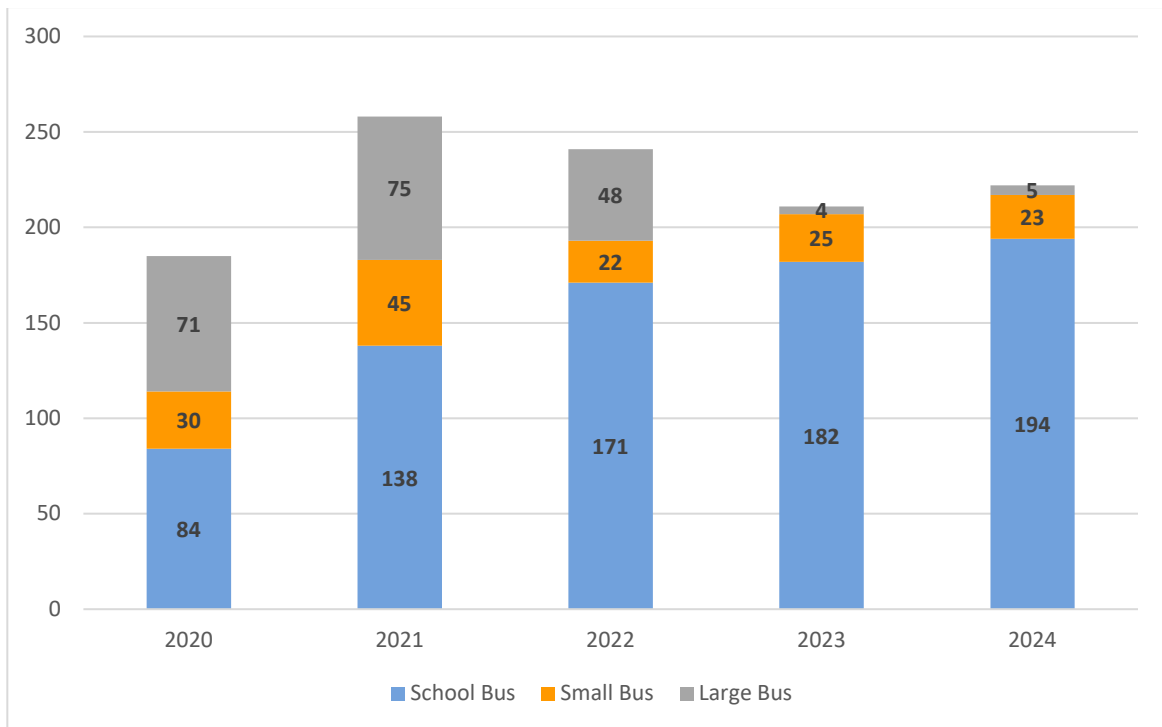
Table 14: CMV Bus Crashes

Year		Count	SCHOOL BUS	SMALL BUS	LARGE BUS	TOTAL
2024	Bus Crash	Number of Crashes	194	23	5	222
		Number of Fatal Crashes	3	0	0	3
		Number Total Killed Inside Bus	0	0	0	0
		Number Injury Crashes	129	15	4	148
		Number Injured Inside Bus	358	32	32	422
2023	Bus Crash	Number of Crashes	182	26	4	212
		Number of Fatal Crashes	2	1	0	3
		Number Total Killed Inside Bus	0	1	0	1
		Number Injury Crashes	108	21	3	132
		Number Injured Inside Bus	353	36	14	403

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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 increased from 185 in 2020 to 222 in 2024. During these 5 years the number of large bus crashes has significantly decreased from 71 to 5, however the number of school bus crashes has significantly increased from 84 to 194.

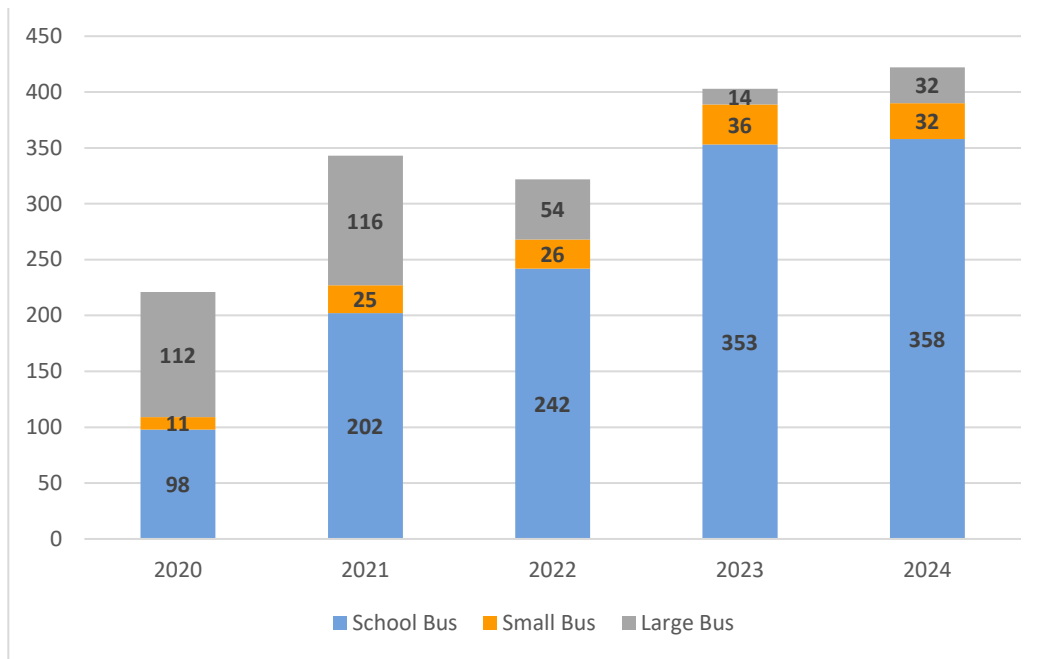
Figure 14: CMV Bus Crashes Past 5 Years



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Figure 15 shows that injuries inside buses continues to increase yearly over the past 5 years, peaking in 2024 with 422 injuries compared to 221 in 2020. During these 5 years the number of injuries inside large buses has significantly decreased from 112 to 32, however the number of injuries inside school buses has significantly increased from 98 to 358.

Figure 15: Injuries Inside Buses Past 5 Years



CMV Pedestrian Crashes

Pedestrian crashes involving CMVs have decreased over the past two years. Reaching a high in 2022 with 52 crashes, this number declined in 2024 to 37 crashes. Interstate pedestrian crashes decreased from 14 in 2023 to only 5 in 2024. However, US highway crashes experienced a doubling in the number of crashes from 6 to 12.

Table 15: CMV Pedestrian Crashes by Roadway Classification

YEAR	INTERSTATE	US HIGHWAY	STATE HIGHWAY	PARISH ROAD	CITY STREET	TOTAL
2024	5	12	8	1	11	37
2023	14	6	6	2	12	40
2022	12	9	10	3	18	52
2021	13	8	10	1	5	37
2020	10	5	5	3	9	32
TOTAL	54	40	39	10	55	198

CMV Bicycle Crashes

Bicycle crashes involving CMVs reached a 5 year high in 2024 with 14 crashes. Over this time period, there were 58 crashes with most occurring on city streets (23) and state highways (19).

Table 16: CMV Bicycle Crashes by Roadway Classification

YEAR	INTERSTATE	US HIGHWAY	STATE HIGHWAY	PARISH ROAD	CITY STREET	TOTAL
2024	1	2	2	2	7	14
2023	0	0	6	1	6	13
2022	1	3	2	0	5	11
2021	0	3	3	0	3	9
2020	0	1	6	2	2	11
TOTAL	2	9	19	5	23	58

2025 YTD Crash Results

Although 2025 data is currently still being collected, Table 15 provides a year-to-date (YTD) snapshot of CMV crashes.

Table 17: CMV Crashes Current YTD

CMV Crashes and Type	Current YTD*
Total CMV Crashes	1,256
Total CMV Fatal Crashes	26
Total CMV Fatalities	26
Total Crashes	61,767
Total Fatal Crashes	238
Total Fatalities	246
Total HazMat CMV Crashes	29
Total HazMat CMV Fatal Crashes	1
Total HazMat CMV Fatalities	1
Total Construction Zone CMV Fatal Crashes	0
Total Construction Zone Fatal Crashes	4

**As of Monday June 23, 2025.*

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.