

COMMERCIAL VEHICLE SAFETY IN LOUISIANA

An Analysis of Truck Crashes for 2025

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Summary

In 2025, the total number of reported CMV crashes decreased by -4.92% compared to 2024. The number of fatal CMV crashes increased significantly from 76 in 2024 to 99 in 2025, an increase of 30.26%. The number of suspected injury CMV crashes decreased from 2,026 to 1,920 during the same period, a decrease of -5.23%.

The percentage of CMV drivers in fatal crashes cited for a violation (driver action) decreased from 41.77% to 35.58% from 2024 to 2025. CMV drivers in injury and property damage crashes were cited for violations were 45.59% and 43.11% of the time, respectively. Careless driving, inattentive operation, improper driving, or driving without due care was the most frequent violation. It accounted for 13.51% of all CMV driver violations in fatal crashes, this is a significant decrease from 21.21% in 2024. Operating the vehicle in an erratic, reckless, or negligent manner accounted for 14 violations in 2025: 3 fatal crashes, 8 injury crashes and 3 no apparent injury crashes.

Other violations with relatively high occurrence rates were failed to keep in proper lane and failed to yield right-of-way with 14.19% and 11.00% 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 1.03%, down from 3.95% in 2024. In all CMV crashes, this percentage was 2.60%. When evaluating predicted alcohol, 1 (1.01%) CMV driver was predicted to have alcohol in CMV fatal crashes and 11 (0.30%) 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 25.44% and not a collision between two motor vehicles in transport (single vehicle crashes) at 24.82%. For fatal CMV crashes, these percentages were 26.26% and 30.30% respectively.

During 2025, 33.42% of all CMV crashes in Louisiana occurred on interstates, 30.19% occurred on state highways, 17.89% occurred on U.S. highways, and 18.53% on parish/city streets. In 2024, the respective percentages were 34.44%, 29.24%, 17.72%, and 18.67%. From 2024 to 2025, the number of fatal interstate and parish/city streets CMV crashes each increased slightly by 2 crashes. However, the number of state and US highway fatal CMV crashes increased by 12 and 7 crashes respectively. Thus, the overall 30.26% increase in CMV fatal crashes was greatly due to the increase of fatal CMV crashes on state and US highways.

Commercial Vehicle Safety - 2025

The number of fatal CMV crashes in work zones increased from 2 in 2024 to 4 in 2025. 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 2025 and trend data for the past five years. Table 1 depicts CMV crashes from 2021 to 2025 and shows that the fatal CMV crashes have increased by 30.26% from 2024 to 2025, while the 5-year change in fatal CMV crashes have decreased by -14.66%. The number of CMV involved injury crashes decreased by -5.23% from 2024 to 2025. The total number of CMV crashes also decreased by -4.85% from 2024 to 2025, slightly better than the -3.67% decrease in all vehicle crashes.

Table 1: CMV Crashes Past 5 Years

	CMV Crashes				CMV Crashes Percentages				All Crashes				%CMV			
Year	Fatal	Injury	PDO	Total CMV	Fatal	Injury	PDO	Total CMV	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total
2025	99	1,920	1,688	3,707	2.67	51.75	45.50	100.00	721	35,338	104,621	140,680	13.73	5.43	1.61	2.64
2024	76	2,026	1,797	3,899	1.95	51.96	46.09	100.00	706	37,351	107,988	146,045	10.76	5.42	1.66	2.67
2023	98	2,046	1,658	3,802	2.58	53.81	43.61	100.00	755	38,134	104,293	143,182	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	42,345	105,275	148,472	12.09	5.06	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
1 Yr %	30.26%	-5.23%	-6.07%	-4.85%	0.72	-0.21	-0.59	0.00	2.12%	-5.39%	-3.12%	-3.67%	2.97	0.01	-0.05	-0.03
5 Yr %	-14.66%	-10.95%	-14.14%	-12.46%	-0.07	0.88	-0.89	0.00	-18.62%	-24.28%	-8.63%	-13.19%	0.05	0.18	-0.06	0.01
Average	98	2,058	1,765	3,922	2.51	52.50	44.98	100.00	784	39,968	107,336	148,088	12.53	5.18	1.64	2.65

Injury crashes involving all motor vehicles decreased by -5.39% from 2024 to 2025, however CMV injury crashes decreased by 5.23%, in the same period. CMV property damage only (PDO) crashes decreased by -6.07% from 2024 to 2025, while all property damage only (PDO) crashes only decreased by -3.12%.

The number of CMV crashes is expected to follow the trend of all crashes. Thus, the number of CMV crashes as a percent of all crashes may provide some insight into how programs specifically designed for the reduction of CMV crashes have worked. Fatal CMV crashes as a percent of all fatal crashes increased by 2.95 percentage points compared to 2024. CMV injury crashes as percent of all injury crashes and CMV property damage only crashes as percent of all property damage only crashes each remained the same as compared to 2024.

Commercial Vehicle Safety - 2025

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

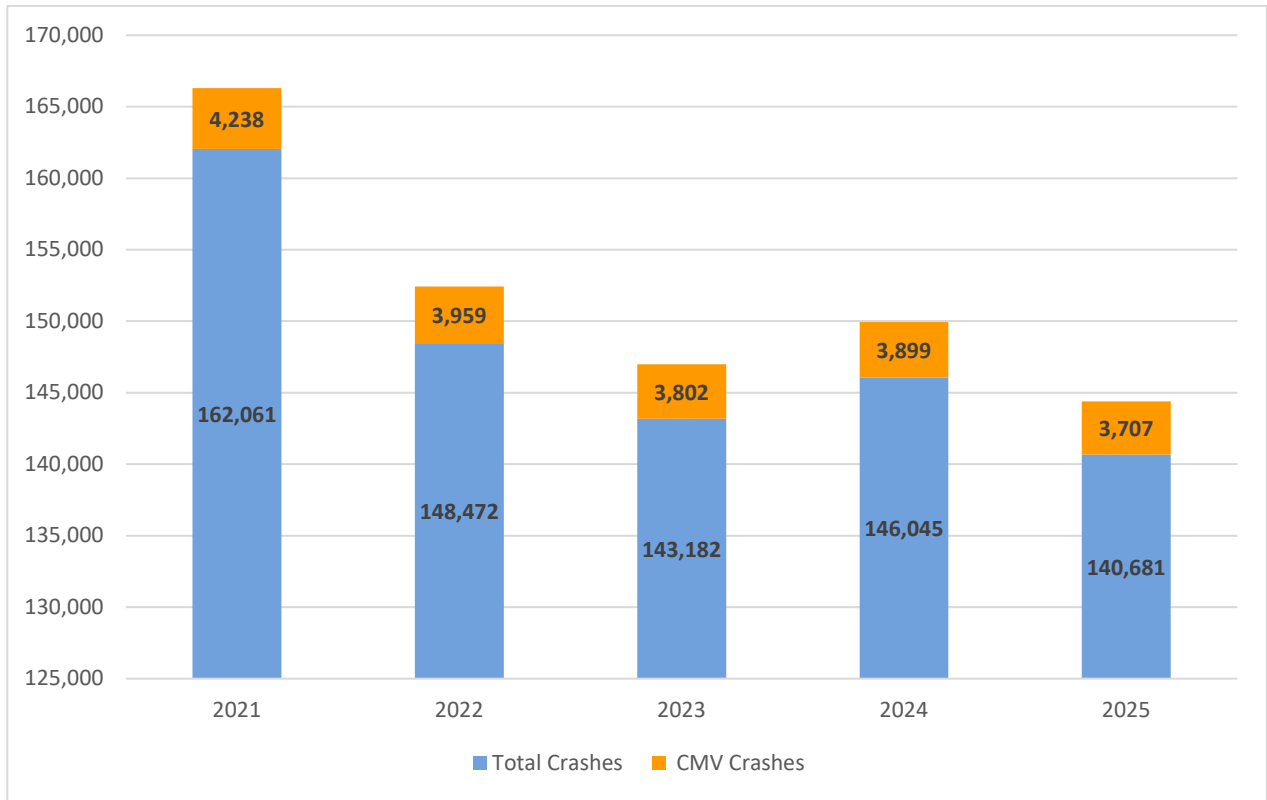
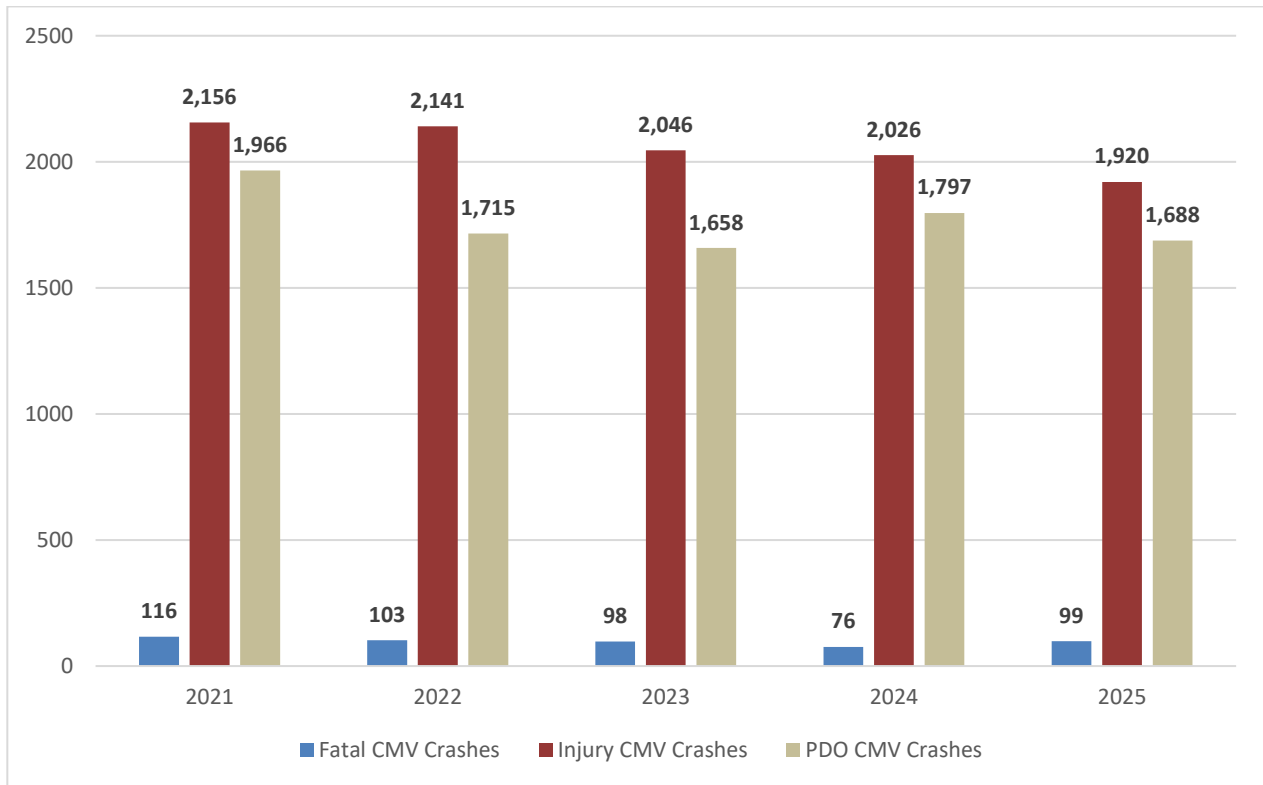


Figure 1 highlights total crashes and CMV crashes over the past 5 years. There were 189 fewer CMV crashes and 5,364 fewer total crashes compared to last year. In addition, as Table 1 shows, CMV crashes accounted for 2.64% of all crashes in 2025, compared to 2.67% in 2024.

Commercial Vehicle Safety - 2025

Figure 2 shows that the number of fatal CMV crashes increased from 2024 to 2025, while the number of injury and property damage only CMV crashes both decreased.

Figure 2: CMV Crashes by Severity: Past 5 Years



Commercial Vehicle Safety - 2025

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

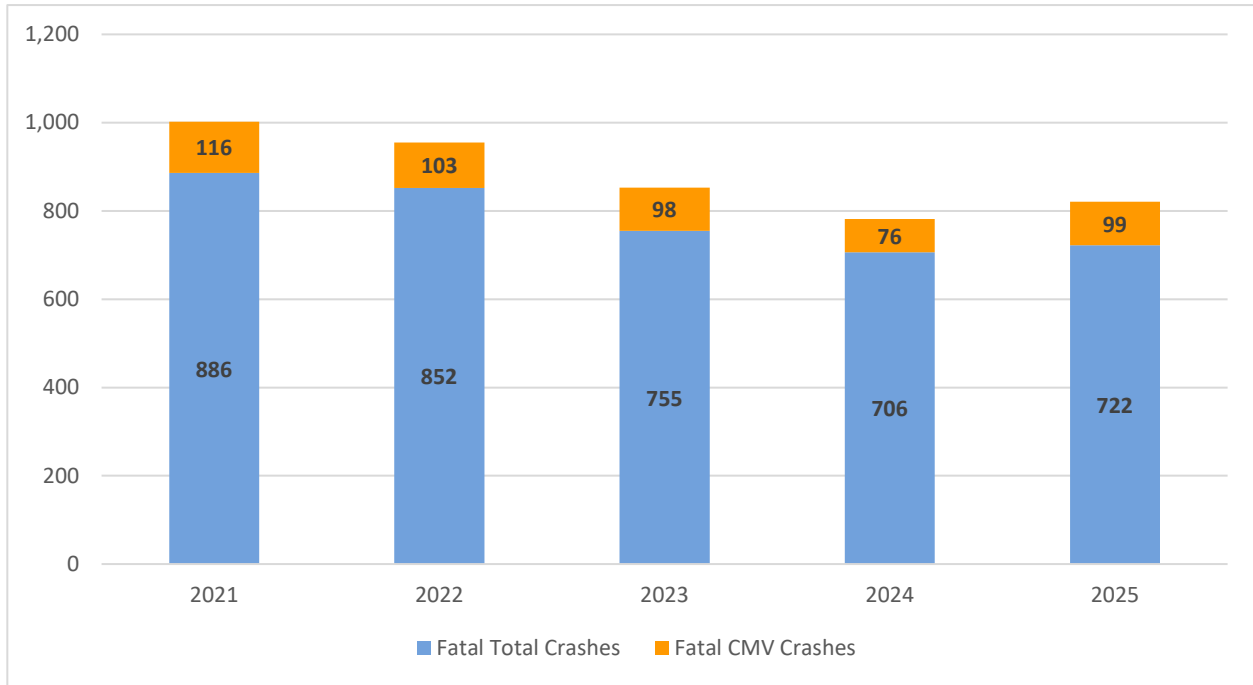
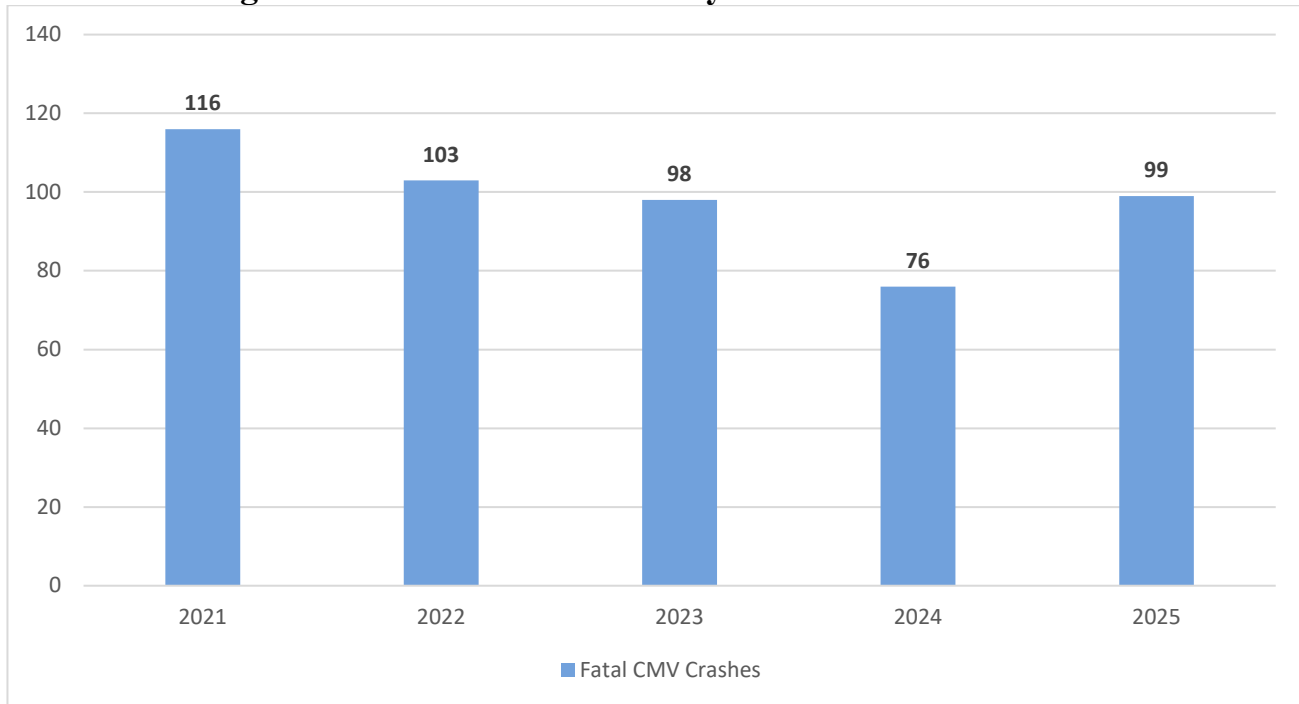


Figure 4: Fatal CMV Crashes by Year: Past 5 Years



Figures 3 and 4 illustrate all fatal and CMV fatal crashes from 2021 to 2025. The number of all fatal crashes increased 2.27% from 2024 to 2025, while the number of CMV fatal crashes experienced a much larger increase of 30.26%.

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 2025 the number of CMV fatal crashes has risen back to the same level as in 2023.

Commercial Vehicle Safety - 2025

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 2025 and 0.18 in 2024. 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.

Table 2: CMV and All Crashes Past 5 Years per 100 Million Miles Traveled

	CMV Crash Rates ¹				All Crash Rates			
Year	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
2025	1.40	27.1	23.9	52.4	1.31	64.3	190	256
2024	1.07	28.6	25.4	55.1	1.28	67.9	196	266
2023	1.27	26.5	21.5	49.3	1.36	68.6	188	258
2022	1.33	27.7	22.2	51.2	1.51	74.9	186	263
2021	1.27	23.6	21.6	46.5	1.60	84.5	207	293

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.

¹ VMT computed from VM-2 and VM-4 of FHWA website (<https://catalog.data.gov/dataset/distribution-of-annual-vehicle-distance-traveled-2009-2024-vm-4> ; <https://www.fhwa.dot.gov/policyinformation/statistics/2024/vm2.cfm#foot1>

Table 3: CMV Crashes by Month

MONTH	FATAL CRASHES	FATALITIES	INJURY CRASHES	PDO	TOTAL CRASHES
January	4	4	135	130	269
February	3	3	140	143	286
March	7	7	179	134	320
April	11	11	174	141	326
May	8	8	154	133	295
June	12	14	142	114	268
July	10	10	147	130	287
August	10	10	178	140	328
September	11	13	197	139	347
October	6	6	192	178	376
November	6	6	134	148	288
December	11	12	148	158	317
TOTAL	99	104	1,920	1,688	3,707

Nevertheless, as the data in Table 3 indicates, June had the most fatal CMV crashes with 12. April, September, and December all had the second highest number, each having 11. The analysis of the CMV crash data for 2025 indicates yearly fatalities in any given month may vary from 3 to 14 with the two highest months being June and September with 14 and 13 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.

Commercial Vehicle Safety - 2025

The percentage of CMV drivers in fatal crashes who received a citation decreased from 41.77% in 2024 to 35.58% in 2025. Also 75.90% of non- CMV drivers received violations in fatal CMV crashes in 2025. These figures show that in fatal crashes non-CMV drivers continued to have a higher percentage of citations than CMV drivers. In injury crashes 45.59% of CMV drivers and 50.39% of non-CMV drivers received citations. The percentage of CMV drivers receiving citations in PDO crashes was 43.11% which is lower than 58.43% 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 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 decreased from 2024 to 2025, i.e. from 47.27% in 2024 to 40.87% in 2025 (see Table 4b). For injury and PDO only crashes, the CMV driver received 52.49% and 53.24% of violations, respectively in 2025.

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
2025	35.58%	75.90%	45.59%	50.39%	43.11%	58.43%
2024	41.77%	72.86%	46.04%	49.41%	43.89%	57.06%
2023	36.61%	50.94%	45.37%	49.86%	42.78%	59.92%
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%

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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
2025	40.87%	59.72%	52.49%	47.51%	53.24%	46.76%
2024	47.27%	52.73%	51.17%	48.83%	51.02%	48.98%
2023	33.61%	66.39%	47.08%	52.92%	45.64%	54.36%
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%

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 2025, citations were given less frequently to the CMV drivers in fatal crashes compared to the previous year, where 47.2761% of violations went to the CMV drivers in 2024 versus 40.87% in 2025. Overall CMV drivers were cited more frequently than non-CMV drivers in injury and PDO crashes in 2024 and 2025.

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 were relatively stable from 2021 to 2023 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 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

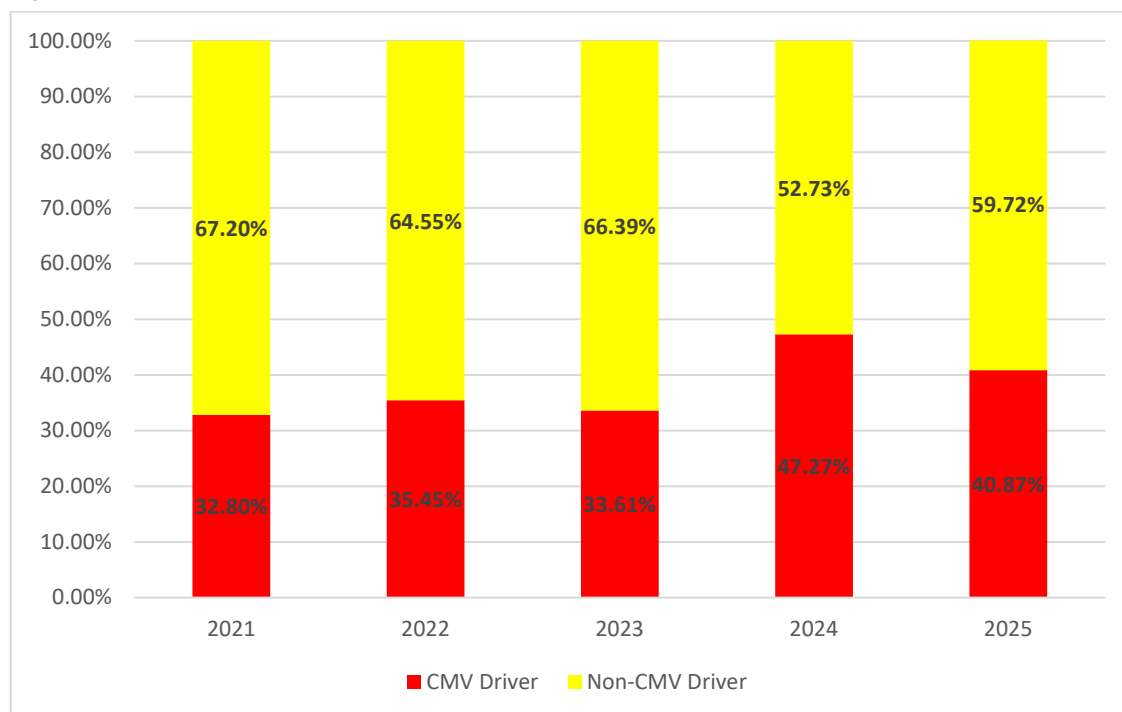


Table 5 shows the first driver action received by CMV drivers, including unknown actions. Careless driving, inattentive operation, improper driving, or driving without due care accounts for the most driver actions of the CMV driver in fatal crashes in 2025, namely 5 or 13.51% of all driver actions. This is also true for injury crashes 268 (29.10%) and PDO crashes 215 (27.96%). 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	
AGGRESSIVE DRIVING	0	0.00%	0	0.00%	0	0.00%
CARELESS DRIVING, INATTENTIVE OPERATION, IMPROPER DRIVING, OR DRIVING WITHOUT DUE CARE	5	13.51%	268	29.10%	215	27.96%
DISREGARDED OTHER ROAD MARKINGS	0	0.00%	4	0.43%	5	0.65%
DISREGARDED OTHER TRAFFIC SIGN	0	0.00%	5	0.54%	10	1.30%
FAILED TO KEEP IN PROPER LANE	3	8.11%	110	11.94%	132	17.17%
FAILED TO YIELD RIGHT-OF-WAY	4	10.81%	124	13.46%	62	8.06%
FOLLOWED TOO CLOSELY	1	2.70%	95	10.31%	58	7.54%
IMPROPER BACKING	2	5.41%	22	2.39%	22	2.86%
IMPROPER PASSING	0	0.00%	9	0.98%	7	0.91%
IMPROPER TURN	0	0.00%	34	3.69%	34	4.42%
OPERATED MOTOR VEHICLE IN INATTENTIVE, CARELESS, NEGLIGENT, OR ERRATIC MANNER	0	0.00%	2	0.22%	1	0.13%
OPERATED MOTOR VEHICLE IN RECKLESS OR AGGRESSIVE MANNER	0	0.00%	0	0.00%	1	0.13%
OPERATED MOTOR VEHICLE IN AN ERRATIC, RECKLESS, OR NEGLIGENT MANNER	3	8.11%	8	0.87%	3	0.39%
OTHER CONTRIBUTING ACTION	3	8.11%	41	4.45%	47	6.11%
OVER-CORRECTING OR OVER-STEERING	1	2.70%	13	1.41%	14	1.82%
RAN OFF ROADWAY	5	13.51%	49	5.32%	58	7.54%
RAN RED LIGHT	0	0.00%	27	2.93%	10	1.30%
RAN STOP SIGN	3	8.11%	11	1.19%	12	1.56%
ROAD RAGE	0	0.00%	1	0.11%	1	0.13%
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY, ETC.	2	5.41%	24	2.61%	17	2.21%
UNKNOWN	5	13.51%	73	7.54%	58	7.54%
WRONG SIDE OR WRONG WAY	0	0.00%	1	0.00%	2	0.26%
TOTAL ACTIONS	37	100.00%	921	100.00%	769	100.00%
NO CONTRIBUTING ACTION	67		1099		1015	
% VIOLATIONS from TABLE 4A	35.58%		45.59%		43.11%	
% VIOLATIONS from TABLE 4B	40.87%		49.77%		53.24%	

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 78.26% of all collisions of a CMV with another vehicle in fatal crashes. This is a 2.80 percentage point increase from 75.47% in 2024 for these three types of collisions. Also, the number of non-collision fatal CMV crashes decreased from 28 to 22 from 2023 to 2024.

Table 6: Manner of Collision

MANNER OF COLLISION	FATAL CRASHES		INJURY CRASHES		PDO CRASHES		TOTAL CRASHES	
ANGLE – LEFT ACROSS FLOW	2	2.02%	53	2.67%	34	2.01%	89	2.40%
ANGLE – LEFT INTO FLOW	0	0.00%	33	1.72%	23	1.36%	56	1.51%
ANGLE – LEFT OPPOSITE DIRECTION	5	5.05%	62	3.23%	26	1.54%	93	2.51%
ANGLE – LEFT OVERTAKE	1	1.01%	51	2.66%	58	3.44%	110	2.97%
ANGLE – PERPENDICULAR/OTHER ANGLE	11	11.11%	321	16.72%	161	9.54%	493	13.30%
ANGLE – RIGHT ACROSS FLOW	0	0.00%	11	0.57%	7	0.41%	18	0.49%
ANGLE – RIGHT INTO FLOW	1	1.01%	21	1.09%	38	2.25%	60	1.62%
ANGLE – RIGHT OVERTAKE	0	0.00%	42	2.19%	29	1.72%	71	1.92%
BACKING – REAR TO FRONT	0	0.00%	14	0.73%	17	1.01%	31	0.84%
BACKING – REAR TO SIDE	0	0.00%	5	0.26%	4	0.24%	9	0.24%
FRONT TO FRONT – HEAD ON	17	17.17%	39	2.03%	12	0.71%	68	1.83%
FRONT TO REAR – REAR END	26	26.26%	514	26.77%	403	23.87%	943	25.44%
NOT A COLLISION BETWEEN TWO MOTOR VEHICLES IN TRANSPORT	30	30.30%	387	20.16%	503	29.80%	920	24.82%
OTHER	0	0.00%	8	0.42%	3	0.18%	11	0.30%
SIDESWIPE – OPPOSITE DIRECTION	5	5.05%	53	2.76%	43	2.5%	101	2.72%
SIDESWIPE – SAME DIRECTION	0	0.00%	297	15.47%	325	19.25%	622	16.78%
UNKNOWN	1	1.01%	9	0.47%	2	0.12%	12	0.32%
TOTAL	99	100.00%	1920	100.00%	1688	100.00%	3707	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 24.73%. This is mostly due to the 67.65% increase in injury crashes. There was 1 fatal crash in 2025 and the number of PDO crashes decreased by -1.69%.

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

	2025				2024				Percent Change			
	FTL	INJ	PDO	ALL	FTL	INJ	PDO	ALL	FTL	INJ	PDO	ALL
ALL CMV CRASHES ON INTER-STATES	26	576	636	1238	24	606	712	1342	8.33%	-4.95%	-10.67%	-7.75%
CONSTRUCTION ZONES	1	57	58	116	0	34	59	93	0.0%	67.65%	-1.69%	24.73%

Seat Belt Usage

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

Table 8 shows that in 2025, 11.1% of CMV drivers killed in a crash did not wear a seat belt while 6.7% of non-CMV drivers killed in all motor vehicle crashes were not wearing a seat belt. This year saw the lowest number of CMV drivers (1) killed not wearing their seat belt. The percentage of CMV drivers killed decrease -61.7% points from 2024. The 5-year average of CMV drivers killed not wearing a seat belt was 47.8% compared to 51.7% 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
2025	1	9	11.1%	1	15	6.7%	33	55	60.0%	22	85	25.9%
2024	8	11	72.7%	3	11	27.2%	23	43	53.4%	25	105	23.8%
2023	2	4	50.0%	6	22	27.3%	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%
Total	22	46	47.8%	17	71	23.9%	140	271	51.7%	110	404	27.2%

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 2021 to 2025, on average, about 11.60% 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 2025, Interstates accounted for 34.18% of all crashes involving hazardous materials. Among Interstates, I10 accounted for 55.56% of all hazardous material crashes. US highways account for 27.85% of all hazardous material crashes, with US 90 and US 190 accounting for 40.91% of hazardous material crashes on US highways. State highways accounted for 37.97% of all hazardous crashes.

Table 9: Hazardous Material Crashes

Year	Transport Crashes	Released Crashes	% Released	Transport Fatal Crashes	Released Fatal Crashes
2025	83	12	14.46%	4	1
2024	92	10	10.87%	3	0
2023	89	10	11.24%	1	0
2021	108	12	11.11%	1	0
2021	102	11	10.78%	4	1
Total	474	55	11.60%	13	2

The types of hazardous material reported in CMV crashes are displayed in Table 10. On average, 17.37% involve corrosive material, 19.08% involve gasses (gas and gases toxic by inhalation), and 44.08% involve flammable Material (liquids & gases). The remaining percentages are various chemicals.

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Table 10: Type of Hazardous Material in CMV Crashes

	2025		2024		2023		2022		2021	
	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	16	3	17	3	19	1	14	2
DANGEROUS WHEN WET MATERIALS	1	0	0	0	0	0		0	0	0
EXPLOSIVES	0	0	0	0	0	0	11	1	11	0
EXPLOSIVES WITH A MASS EXPLOSION HAZARD	0	0	1	0	0	0	0	0	0	0
EXPLOSIVES WITH A PROJECTION HAZARD	0	0	0	0	1	0	0	0	0	0
EXPLOSIVES WITH NO SIGNIFICANT BLAST HAZARD	1	0	0	0	0	0	0	0	0	0
EXPLOSIVES WITH PREDOMINANTLY A FIRE HAZARD	0	0	0	0	1	0	0	0	0	0
FLAMMABLE GASES	3	1	8	1	4	0	1	0	2	1
FLAMMABLE LIQUIDS	37	5	36	4	30	6	42	7	38	5
GAS	18	1	19	0	17	1	23	2	16	1
GASES TOXIC BY INHALATION	0	0	0	0	2	0	0	0	0	0
MISCELLANEOUS DANGEROUS GOODS	5	2	5	1	8	0	5	1	9	1
NON-FLAMMABLE, NON-TOXIC COMPRESSED GASES	1	0	2	0	1	0	0	0	0	0
ORGANIC PEROXIDES	0	0	0	0	0	0	1	0	0	0
OTHER FLAMMABLE SUBSTANCES	0	0	0	0	0	0	1	0	3	0
OXIDIZERS	0	0	1	1	3	0	0	0	0	0
OXIDIZING SUBSTANCES AND ORGANIC PEROXIDES	0	0	0	0	0	0	1	0	2	0
RADIOACTIVE MATERIAL	1	0	0	0	0	0	2	0	5	0
TOXIC (POISONOUS) AND INFECTIOUS SUBSTANCES	1	0	3	0	3	0	2	0	2	1
GRAND TOTAL	81	12	91	10	87	10	108	12	102	11

Distractions

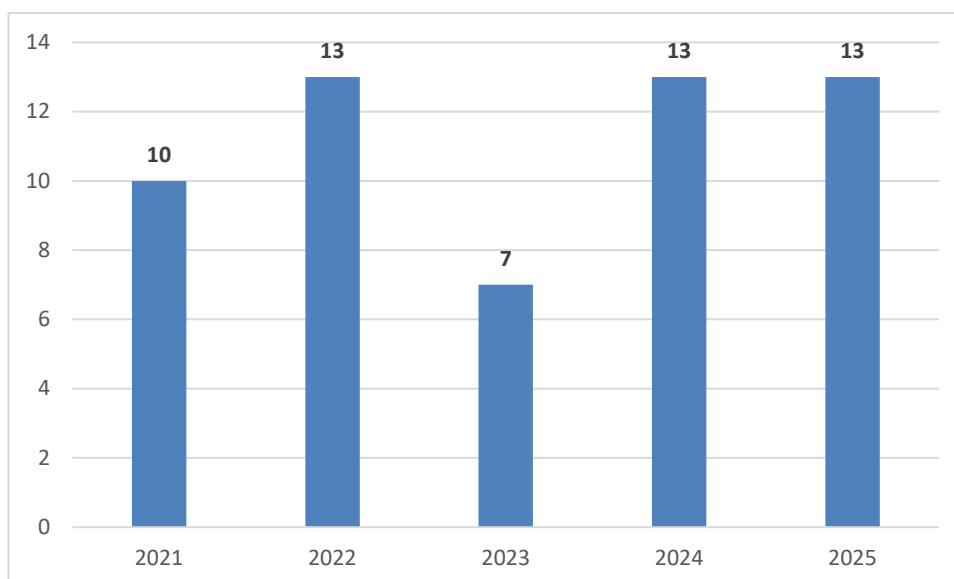
Although distractions play an important role in all crashes, including CMV crashes, no CMV fatal crash was reported in 2025 in which the “driver was manually operating a device” was the cause of distraction. Table 11 shows the breakdown of CMV drivers by type of distractions in CMV crashes.

Table 11: CMV Driver Distractions

Driver Distraction Description	Fatal	Injury	PDO	Total
NOT DISTRACTED	72	1235	1115	2422
INATTENTIVE	14	591	496	1101
UNKNOWN IF DISTRACTED	13	171	137	321
OTHER DISTRACTION OR DISCTRACTION DETIALS UNKNOWN	4	15	20	39
MANUALLY OPERATING A DEVICE	0	4	10	14
TALKING / LISTENING	0	1	4	5
UNKNOWN DISTRACTION	1	2	0	3

The number of CMV drivers, involved in a crash, using a cell phone averaged 11.2 incidents over the past 5 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 2024 to 2025, Louisiana experienced an increase in the total number of CMV crashes for 5 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 Top 16 Parishes

PARISH	FATAL CRASHES		TOTAL CRASHES		TOTAL CRASHES	
	2025	2024	2025	2024	DIFF	% CHANGE
EAST BATON ROUGE	5	3	335	393	-58	-14.76%
ORLEANS	5	2	209	264	-55	-20.83%
LAFAYETTE	4	3	184	229	-45	-19.65%
<u>CADDO</u>	3	5	226	215	11	5.12%
CALCASIEU	4	5	205	203	2	0.99%
JEFFERSON	3	1	156	172	-16	-9.30%
ST. TAMMANY	0	5	147	171	-24	-14.04%
TANGIPAHOA	4	2	151	168	-17	-10.12%
<u>OUACHITA</u>	3	3	133	129	4	3.10%
<u>BOSSIER</u>	2	3	91	109	-18	-16.51%
LIVINGSTON	6	3	109	105	4	3.81%
RAPIDES	2	1	92	103	-11	-10.68%
ASCENSION	2	2	102	103	-1	-0.97%
WEST BATON ROUGE	3	2	87	88	-1	-1.14%
LAFOURCHE	1	0	71	69	2	2.90%
ST MARTIN	1	0	57	61	-4	-6.56%
TOTAL	48	40	2355	2521	-166	-6.58%

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 increased by 6 (26.3%), US Highways by 5 (26.3%), and state roads by 3 (40.4%) from 2024 to 2025. During this time period, the number of injury crashes increased by 43 crashes, while the number of PDO crashes decreased by 29 crashes.

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Table 13a: CMV Rural Crashes by Highway Type

HIGHWAY TYPE	FATAL CRASHES			INJURY CRASHES			PDO			TOTAL		
	2025 CRASH	2024 CRASH	DIFFERENCE	2025 CRASH	2024 CRASH	DIFFERENCE	2025 CRASH	2024 CRASH	DIFFERENCE	2025 CRASH	2024 CRASH	DIFFERENCE
INTERSTATE	15	9	66.7%	216	200	8.0%	264	304	-13.2%	495	513	-3.5%
US HIGHWAY	15	10	50.0%	124	110	12.7%	94	88	6.8%	233	208	12.0%
STATE ROAD	23	19	21.1%	251	249	0.8%	204	190	7.4%	478	458	4.4%
PARISH ROAD	4	1	300.0%	47	36	30.6%	38	48	-20.8%	89	85	4.7%
CITY/LOCAL ROADS	0	0	#DIV/0!	10	10	0.0%	4	3	33.3%	14	13	7.7%
ALL ROADWAYS	57	39	46.2%	648	605	7.1%	604	633	-4.6%	1309	1277	2.5%
% Interstates	26.3%	23.1%	3.2%	33.3%	33.1%	0.3%	43.7%	48.0%	-4.3%	37.8%	40.2%	-2.4%
% US	26.3%	25.6%	0.7%	19.1%	18.2%	1.0%	15.6%	13.9%	1.7%	17.8%	16.3%	1.5%
% State	40.4%	48.7%	-8.4%	38.7%	41.2%	-2.4%	33.8%	30.0%	3.8%	36.5%	35.9%	0.7%
% State, US, & Interstate	93.0%	97.4%	-4.5%	91.2%	92.4%	-1.2%	93.0%	91.9%	1.1%	92.1%	92.3%	-0.2%

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, 65.22% occurred on US highways and 57.50% on state roads. Most injury crashes were on state roads (42.26%) and interstates (37.50%). This is the same for PDO crashes, where 42.06% occurred on state roads and 41.51% on interstates.

Table 13b: Percentage of CMV Crashes Outside City Limits

HWY Type	Fatal	Injury	PDO
INTERSTATE	57.69%	37.50%	41.51%
US HIGHWAY	65.22%	33.60%	34.69%
STATE ROAD	57.50%	42.26%	42.06%
PARISH ROAD	57.14%	34.31%	35.19%
CITY/LOCAL ROADS AND STREETS	0.0%	4.10%	2.13%
ALL ROADWAYS	57.58%	33.75%	35.78%

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 2025, there were 194 school bus crashes with 119 passengers injured. This is a decrease from 2024 where there were 195 school bus crashes and 358 injuries inside the bus.

In 2025, there were 36 small bus crashes with 1 person killed and 50 passengers injured inside the bus. Compared to 2024 where there were 23 small bus crashes with 0 person killed and 32 passengers injured inside the bus.

In 2025 there were 2 large bus crashes where 0 passengers were injured inside the bus. This is a decrease from 5 large bus crashes in 2024 with 4 passengers injured inside the bus. Overall, in 2025, there were 232 bus crashes resulting in 4 fatalities and 117 injuries inside the buses.

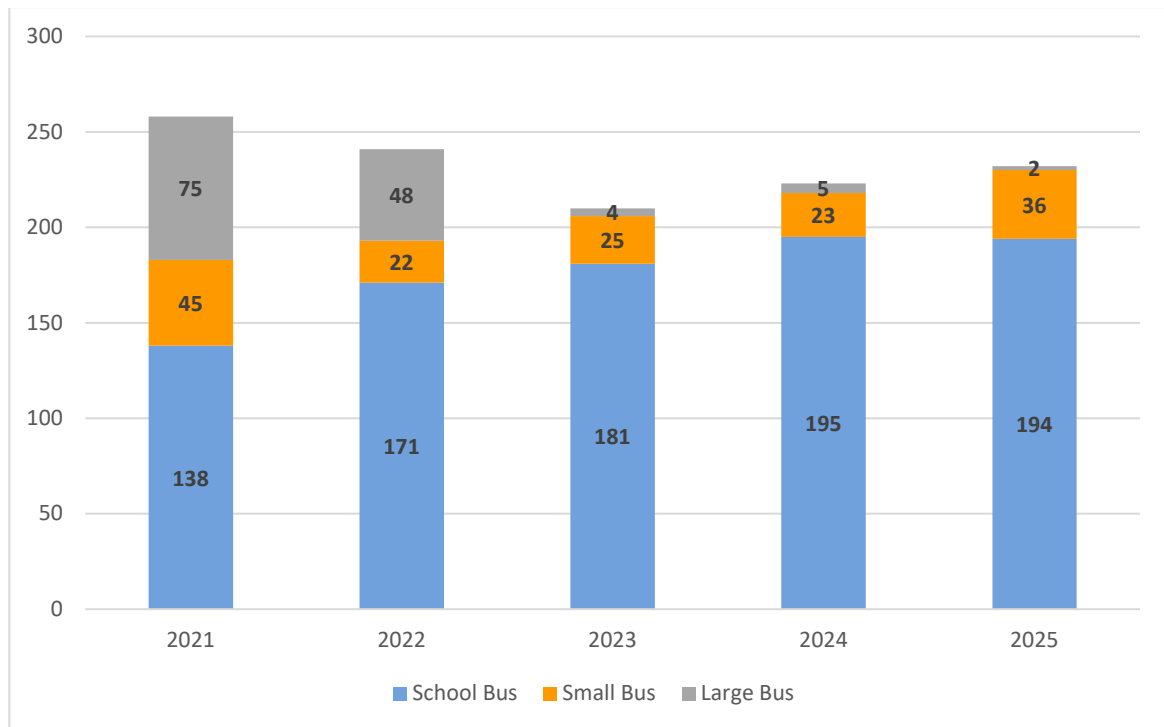
Table 14: CMV Bus Crashes

Year		Count	SCHOOL BUS	SMALL BUS	LARGE BUS	TOTAL
2025	Bus Crash	Number of Crashes	194	36	2	232
		Number of Fatal Crashes	2	1	1	4
		Number Total Killed Inside Bus	1	0	0	1
		Number of Injury Crashes	119	25	0	144
		Number Injured Inside Bus	127	50	0	177
2024	Bus Crash	Number of Crashes	195	23	5	223
		Number of Fatal Crashes	4	0	0	4
		Number Total Killed Inside Bus	0	0	0	0
		Number of Injury Crashes	129	15	4	148
		Number Injured Inside Bus	358	32	32	422

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Figure 14 shows the trend in FMCSA reportable bus crashes. The graph shows that the total number of bus crashes decreased from 258 in 2022 to 232 in 2025. During these 5 years the number of large bus crashes has significantly decreased from 75 to 2, however the number of school bus crashes has significantly increased from 138 to 194.

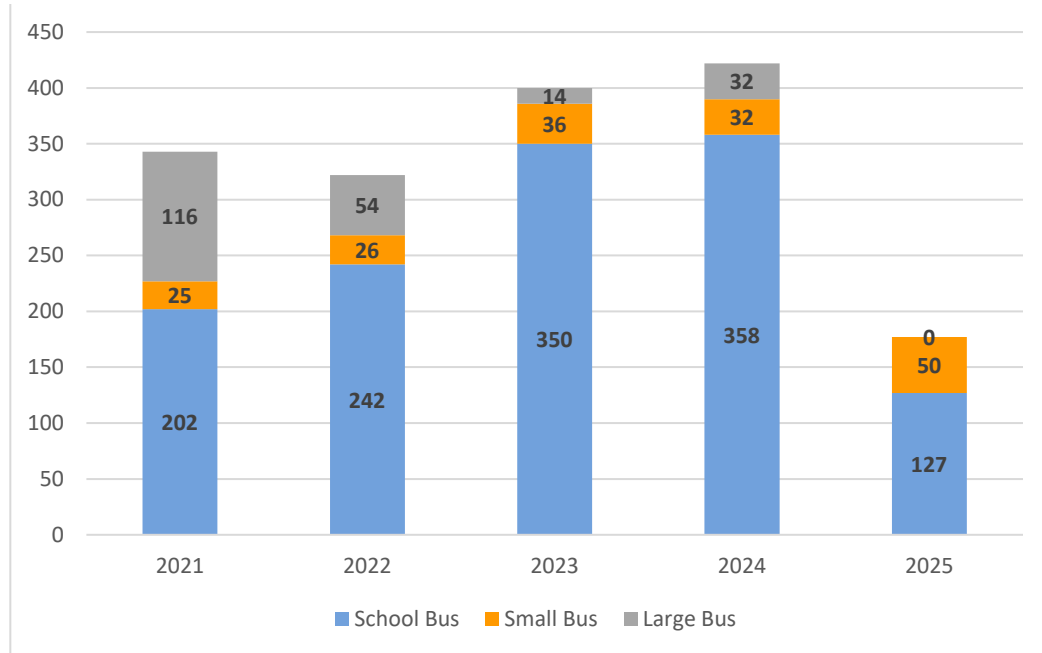
Figure 14: CMV Bus Crashes Past 5 Years



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Figure 15 shows that injuries inside buses decrease from 422 in 2024 to only 177 in 2025. This decrease is mostly due to the significant decline in school bus injuries from 358 to 127. Large bus injuries also declined from 32 to 0, while the number of injuries inside small buses increased from 32 to 50.

Figure 15: Injuries Inside Buses Past 5 Years



CMV Pedestrian Crashes

Pedestrian crashes involving CMVs have increased slightly from last year, 37 to 40. Reaching a high in 2022 with 52 crashes, this number declined in 2025 to 40 crashes. Interstate pedestrian crashes almost doubled from 5 in 2024 to 9 in 2025. However, US highway crashes experienced a major decline in the number of crashes from 12 to 3.

Table 15: CMV Pedestrian Crashes by Roadway Classification

YEAR	INTERSTATE	US HIGHWAY	STATE HIGHWAY	PARISH ROAD	CITY STREET	TOTAL
2025	9	3	11	7	10	40
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
TOTAL	53	38	45	14	56	206

CMV Bicycle Crashes

Bicycle crashes involving CMVs reached a 5 year high in 2025 with 18 crashes. Over this time period, there were 65 crashes with most occurring on city streets (29) and state highways (18).

Table 16: CMV Bicycle Crashes by Roadway Classification

YEAR	INTERSTATE	US HIGHWAY	STATE HIGHWAY	PARISH ROAD	CITY STREET	TOTAL
2025	3	2	5	0	8	18
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
TOTAL	5	10	18	3	29	65

2026 YTD Crash Results

Although 2026 data is currently still being collected, Table 17 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	1,533
Total CMV Fatal Crashes	27
Total CMV Fatalities	29
Total Crashes	59,611
Total Fatal Crashes	205
Total Fatalities	226
Total HazMat CMV Crashes	39
Total HazMat CMV Fatal Crashes	0
Total HazMat CMV Fatalities	0
Total Construction Zone CMV Fatal Crashes	2
Total Construction Zone Fatal Crashes	8

**As of Monday June 4, 2026.*

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.