This publication contains a compilation of accident reports furnished directly to the Federal Highway Administration's Bureau of Motor Carrier Safety (BMCS) by motor carriers of passengers operating in interstate or foreign commerce. Reports are filed for accidents resulting in death, injuries which involve medical treatment away from the scene of the accident, or property damage of $2,000 or more. In calendar years 1982 and 1983 reports of 1,566 accidents were filed. These reports show a total of 143 deaths, 3,797 injuries, and $12.3 million in property damage.

The accident reports have proven to be a vital source of information upon which BMCS relies in administering its regulatory program. The data from the reports are analyzed to determine accident causal factors, identify trends, and measure safety performance. The information gained from the analysis is valuable in the determination of means to reduce accidents, formulation of program requirements, and modification of safety regulations to better protect drivers and passengers of buses as well as other highway users.

This publication contains statistical data relating to accidents, fatalities, injuries, property damage by type of accident and type of operation.

The types of accidents are:
(1) "Collision" — Those accidents in which a motor vehicle collides with another motor vehicle, pedestrian or fixed object.

(2) "Non-Collision" — Those accidents wherein no other vehicle or structures are involved, such as, ran-off-road, jackknife, overturn, and fire.

The types of operations are:
(1) "Regular Route" — Operations which include the transportation of passengers, mail, express packages and newspapers on regular routes and on specific time schedules. Travelers on regular scheduled routes account for the major part of intercity bus service.

(2) "Charter" — Operations which include special party transportation by bus, with routes and time schedules arranged to the convenience of the individual traveling groups. Most charter and special service travel on buses of intercity carriers is over comparatively long distances as contrasted to sightseeing and charter services provided by local transit companies.
Approximately 24,500 buses are operated in intercity bus service (interstate and intrastate) in the United States. A class 1 motor carrier of passengers as defined by the Interstate Commerce Commission is a carrier having an average annual gross operating revenue of $3 million or more ($1 million or more prior to 1977). In 1982 and 1983 there were 96 such companies and they accounted for 62 percent of the total vehicle-miles traveled by intercity motor carriers of passengers.

Reliable data on vehicle-miles are available for Class 1 carriers. Such vehicle-mileage data are derived from carrier reports to the Interstate Commerce Commission (Revenue, Expenses and Statistics, Class 1 Motor Carriers of Passengers, Form Mp-1). This group of carriers reported 112 charter and local accidents, 439 intercity accidents for a total of 551 accidents in 1982 and 1983 resulting in the following accident rates.

<table>
<thead>
<tr>
<th></th>
<th>1982 Rates</th>
<th>1983 Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charter and Local:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.66</td>
<td>0.88</td>
<td></td>
</tr>
<tr>
<td>2.40</td>
<td>6.15</td>
<td></td>
</tr>
<tr>
<td>1.03</td>
<td>1.17</td>
<td></td>
</tr>
<tr>
<td>$3,475</td>
<td>$8,903</td>
<td></td>
</tr>
<tr>
<td>Intercity:</td>
<td></td>
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<tr>
<td>0.49</td>
<td>0.45</td>
<td></td>
</tr>
<tr>
<td>3.57</td>
<td>6.66</td>
<td></td>
</tr>
<tr>
<td>1.24</td>
<td>0.77</td>
<td></td>
</tr>
<tr>
<td>$3,551</td>
<td>$4,830</td>
<td></td>
</tr>
<tr>
<td>Total:</td>
<td></td>
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<tr>
<td>0.51</td>
<td>0.50</td>
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<tr>
<td>3.41</td>
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<tr>
<td>1.21</td>
<td>0.82</td>
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<tr>
<td>$3,541</td>
<td>$5,360</td>
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</tr>
</tbody>
</table>

The report is divided into six sections, statistical data summary of some basic facts on the intercity bus industry, the highway environment, time and place, the driver, the vehicle and the accident itself. A brief explanation of data contained in each category is shown at the beginning of each section. Whenever possible, both 1982 and 1983 data are placed on the same page. In this way annual comparison can be made readily. Where this is not possible, 1982 information is immediately followed by that of 1983.

It is hoped that the passenger carrying industry will utilize the information contained herein in their ongoing efforts to improve the overall safety of the industry and reduce risks to the public.

Kenneth L. Pierson, Director
Bureau of Motor Carrier Safety
Federal Highway Administration
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### SOME BASIC FACTS ON THE INTERCITY BUS INDUSTRY

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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<th></th>
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<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Class I</td>
<td>81</td>
<td>84</td>
<td><strong>81</strong></td>
<td><strong>81</strong></td>
<td><strong>81</strong></td>
<td><strong>81</strong></td>
<td><strong>81</strong></td>
<td><strong>81</strong></td>
<td><strong>81</strong></td>
<td></td>
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<tr>
<td>Others</td>
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<td>1,044</td>
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<td>1,424</td>
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<td>950</td>
<td>1,000</td>
<td>1,050</td>
<td>1,100</td>
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<td>1,330</td>
<td>1,470</td>
<td>1,550</td>
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<td><strong>Number of Buses</strong></td>
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<tr>
<td>Class I</td>
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<td>10,000</td>
<td>8,270</td>
<td>8,270</td>
<td>8,270</td>
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<td>7,789</td>
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<td>Others</td>
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<td>10,100</td>
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<td>31,100</td>
<td>20,920</td>
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<td>11,600</td>
<td>12,300</td>
<td>16,040</td>
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<td>188</td>
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<td>63</td>
<td>84</td>
<td>86</td>
<td>86</td>
<td>87</td>
<td>85</td>
<td>83</td>
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<td>Total</td>
<td>271</td>
<td>274</td>
<td>276</td>
<td>276</td>
<td>278</td>
<td>280</td>
<td>279</td>
<td>273</td>
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<td><strong>Vehicle Miles (Millions)x</strong></td>
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<td></td>
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<td></td>
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<td></td>
<td></td>
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<td>Class I</td>
<td>886</td>
<td>849</td>
<td>838</td>
<td><strong>768</strong></td>
<td><strong>768</strong></td>
<td><strong>768</strong></td>
<td><strong>768</strong></td>
<td><strong>737</strong></td>
<td><strong>710</strong></td>
<td><strong>700</strong></td>
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<td>Others</td>
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<td>277</td>
<td>280</td>
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<td>385</td>
<td>394</td>
<td>397</td>
<td>445</td>
<td>434</td>
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<td>1,126</td>
<td>1,118</td>
<td>1,118</td>
<td>1,118</td>
<td>1,118</td>
<td>1,118</td>
<td>1,118</td>
<td>1,118</td>
<td>1,118</td>
</tr>
</tbody>
</table>

+ From American Bus Association "Bus Facts" statistical supplement.
- Preliminary
* Slightly less than ½ are drivers.
** In addition, there are 21 Class I carriers which are local or suburban carriers operating in interstate commerce.
*** Reports for years beginning with 1977 include only carriers with revenues of $3 million or more in Class I category; prior to 1977 carriers with revenues of $1 million or more.
x The mileage figure is not used in computation of accident rates.
TABLE I
ACCIDENT STATISTICS FOR ALL CARRIERS OF PASSENGERS, 1979-1983

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Accidents</th>
<th>Number of Deaths</th>
<th>Number of Injuries (thousands)</th>
<th>Property Damage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1978</td>
<td>728</td>
<td>68</td>
<td>1,917</td>
<td>$4,023</td>
</tr>
<tr>
<td>1979</td>
<td>719</td>
<td>60</td>
<td>1,977</td>
<td>4,485</td>
</tr>
<tr>
<td>1980</td>
<td>748</td>
<td>74</td>
<td>1,971</td>
<td>4,659</td>
</tr>
<tr>
<td>1981</td>
<td>832</td>
<td>95</td>
<td>2,041</td>
<td>5,291</td>
</tr>
<tr>
<td>1982</td>
<td>855</td>
<td>76</td>
<td>1,970</td>
<td>5,500</td>
</tr>
<tr>
<td>5-year Avg.</td>
<td>776</td>
<td>75</td>
<td>1,923</td>
<td>$4,792</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Accidents</th>
<th>Number of Deaths</th>
<th>Number of Injuries</th>
<th>Property Damage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979</td>
<td>719</td>
<td>60</td>
<td>1,977</td>
<td>$4,485</td>
</tr>
<tr>
<td>1980</td>
<td>748</td>
<td>74</td>
<td>1,971</td>
<td>4,659</td>
</tr>
<tr>
<td>1981</td>
<td>832</td>
<td>95</td>
<td>2,041</td>
<td>5,291</td>
</tr>
<tr>
<td>1982</td>
<td>855</td>
<td>76</td>
<td>1,970</td>
<td>5,500</td>
</tr>
<tr>
<td>1983</td>
<td>711</td>
<td>67</td>
<td>1,827</td>
<td>6,802</td>
</tr>
<tr>
<td>5-year Avg.</td>
<td>773</td>
<td>74</td>
<td>1,905</td>
<td>$5,347</td>
</tr>
</tbody>
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TABLE II
ACCIDENT STATISTICS, ACCIDENT RATES, AND MILEAGE FOR CLASS I MOTOR CARRIERS OF PASSENGERS, 1978-1983

1982:

<table>
<thead>
<tr>
<th>Year</th>
<th>*Total Mileage (Millions)</th>
<th>Number of Accidents</th>
<th>Number of Deaths</th>
<th>Number of Injuries</th>
<th>Property Damage (thousands)</th>
<th>Accidents Per Million Vehicle Miles</th>
<th>Deaths Per 100 Million Vehicle Miles</th>
<th>Injuries Per Million Vehicle Miles</th>
<th>Property Damage Per Million Vehicle Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1978</td>
<td>846</td>
<td>589</td>
<td>45</td>
<td>1,461</td>
<td>$2,969</td>
<td>0.69</td>
<td>5.32</td>
<td>1.73</td>
<td>$3,509</td>
</tr>
<tr>
<td>1979</td>
<td>763</td>
<td>441</td>
<td>33</td>
<td>1,199</td>
<td>2,635</td>
<td>0.58</td>
<td>4.33</td>
<td>1.57</td>
<td>3,453</td>
</tr>
<tr>
<td>1980</td>
<td>753</td>
<td>455</td>
<td>37</td>
<td>1,056</td>
<td>2,929</td>
<td>0.60</td>
<td>4.92</td>
<td>1.40</td>
<td>3,890</td>
</tr>
<tr>
<td>1981</td>
<td>821</td>
<td>497</td>
<td>72</td>
<td>1,294</td>
<td>3,269</td>
<td>0.61</td>
<td>6.77</td>
<td>1.56</td>
<td>3,982</td>
</tr>
<tr>
<td>1982</td>
<td>710</td>
<td>300</td>
<td>20</td>
<td>711</td>
<td>2,079</td>
<td>0.42</td>
<td>2.82</td>
<td>1.00</td>
<td>2,928</td>
</tr>
<tr>
<td>5-year Avg.</td>
<td>779</td>
<td>456</td>
<td>41</td>
<td>1,144</td>
<td>2,776</td>
<td>0.58</td>
<td>5.26</td>
<td>1.47</td>
<td>3,564</td>
</tr>
</tbody>
</table>

1 A Class I motor carrier of passengers as defined by the Interstate Commerce Commission is a carrier having an average gross operating revenue of $3 million or more ($1 million or more prior to 1977).

*As reported to the Interstate Commerce Commission.

1983:

<table>
<thead>
<tr>
<th>Year</th>
<th>*Total Mileage (Millions)</th>
<th>Number of Accidents</th>
<th>Number of Deaths</th>
<th>Number of Injuries</th>
<th>Property Damage (thousands)</th>
<th>Accidents Per Million Vehicle Miles</th>
<th>Deaths Per 100 Million Vehicle Miles</th>
<th>Injuries Per Million Vehicle Miles</th>
<th>Property Damage Per Million Vehicle Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979</td>
<td>763</td>
<td>441</td>
<td>33</td>
<td>1,199</td>
<td>2,635</td>
<td>0.58</td>
<td>4.33</td>
<td>1.57</td>
<td>$3,453</td>
</tr>
<tr>
<td>1980</td>
<td>753</td>
<td>455</td>
<td>37</td>
<td>1,056</td>
<td>2,926</td>
<td>0.60</td>
<td>4.92</td>
<td>1.40</td>
<td>3,890</td>
</tr>
<tr>
<td>1981</td>
<td>821</td>
<td>497</td>
<td>72</td>
<td>1,294</td>
<td>3,289</td>
<td>0.61</td>
<td>8.77</td>
<td>1.58</td>
<td>3,982</td>
</tr>
<tr>
<td>1982</td>
<td>710</td>
<td>300</td>
<td>20</td>
<td>711</td>
<td>2,079</td>
<td>0.42</td>
<td>2.82</td>
<td>1.00</td>
<td>2,928</td>
</tr>
<tr>
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<td>5-year Avg.</td>
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<td>0.52</td>
<td>5.25</td>
<td>1.24</td>
<td>3,729</td>
</tr>
</tbody>
</table>

1 A Class I motor carrier of passengers as defined by the Interstate Commerce Commission is a carrier having an average gross operating revenue of $3 million or more ($1 million or more prior to 1977).

*As reported to the Interstate Commerce Commission.
## 1982

### STATISTICS BY TRIP CLASSIFICATION

#### CLASS I CARRIERS

<table>
<thead>
<tr>
<th>Trip Classification</th>
<th>Accidents</th>
<th>Occupants of Reporting Carrier's Vehicle</th>
<th>Others</th>
<th>Total</th>
<th>Property Damage (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Drivers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Killed</td>
<td>Injured</td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charter</td>
<td>50</td>
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<td>2</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Regular</td>
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<td>0</td>
<td>1</td>
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</table>

#### CLASS II & III CARRIERS

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<tr>
<th>Trip Classification</th>
<th>Accidents</th>
<th>Occupants of Reporting Carrier's Vehicle</th>
<th>Others</th>
<th>Total</th>
<th>Property Damage (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Drivers</td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Killed</td>
<td>Injured</td>
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<td>1</td>
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#### ALL CARRIERS

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## 1983 STATISTICS BY TRIP CLASSIFICATION

### CLASS I CARRIERS

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Highway Environment

This section contains information in the following areas relating to the highway environment:

- Lighting conditions
- Weather conditions
- Road surface conditions and number of lanes
- Expressway ramps
1982

STATISTICS BY LIGHTING CONDITIONS

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<th>LIGHTING</th>
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<td>PASSENGERS</td>
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<td>31</td>
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<td>Dawn</td>
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STATISTICS BY WEATHER CONDITIONS

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NOTE: * MORE THAN ONE CATEGORY REPORTED. FOR EXAMPLE, "SNOW" AND "OTHER"

ACCIDENTS BY LIGHTING CONDITIONS

ACCIDENTS BY WEATHER CONDITIONS
1983 STATISTICS BY LIGHTING CONDITIONS

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<th>LIGHTING</th>
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<th>OTHERS</th>
<th>TOTAL</th>
<th>PROPERTY DAMAGE (THOUSANDS)</th>
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<td>PASSENGERS</td>
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1983 STATISTICS BY WEATHER CONDITIONS

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<th>OTHERS</th>
<th>TOTAL</th>
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<td>PASSENGERS</td>
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<td>0</td>
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<td>24</td>
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</tbody>
</table>

NOTE: * MORE THAN ONE CATEGORY REPORTED - FOR EXAMPLE: 'SNOW' AND 'OTHER'

ACCIDENTS BY LIGHTING CONDITIONS

Day 65.0%
Dusk 2.8%
Dusk 1.0%
Unknown Lighting 0.3%
Artificial Lights 3.5%
Dark 27.4%

ACCIDENTS BY WEATHER CONDITIONS

Clear 63.2%
Rain 17.6%
Snow 8.0%
Fog/Smog 2.1%
Other 0.7%
Multiple Weather 7.3%
Cloudy/Overscast 5.3%
Sleet 1.0%
## 1982 STATISTICS BY ROAD SURFACE CONDITIONS

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<td>Passengers</td>
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**Note:** More than one category reported. For example, wet and icy.

## 1982 STATISTICS BY NUMBER OF LANES

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<th>Property Damage (Thou. $)</th>
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<td>Total</td>
<td>855</td>
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<td>68</td>
<td>6</td>
<td>47</td>
</tr>
</tbody>
</table>

**Note:** More than one category reported. For example, wet and icy.

## ACCIDENTS BY ROAD SURFACE CONDITIONS

- Wet 18.5%
- Dry 64.9%
- Snowy 5.7%
- Icy 7.1%

## ACCIDENTS BY NUMBER OF LINES

- One Lane 3.5%
- Two Lanes 36.1%
- Three Lanes 5.6%
- Four Lanes 48.3%
- Unknown 6.4%
## 1983 Statistics by Road Surface Conditions

<table>
<thead>
<tr>
<th>Road Surface Condition</th>
<th>Accidents</th>
<th>Occupants of Reporting Carrier's Vehicle</th>
<th>Others</th>
<th>Total</th>
<th>Property Damage (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Drivers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Killed</td>
<td>Injured</td>
<td>Killed</td>
<td>Injured</td>
</tr>
<tr>
<td>Dry</td>
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<tr>
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<td>19</td>
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<td>5</td>
</tr>
<tr>
<td>Snowy</td>
<td>60</td>
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<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Icy</td>
<td>15</td>
<td>0</td>
<td>10</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
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<td>9</td>
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<td>0</td>
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<td>0</td>
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<tr>
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<td>711</td>
<td>1</td>
<td>71</td>
<td>1</td>
<td>24</td>
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**Note:** More than one category reported - for example, "wet" and "icy".

## Statistics by Number of Lanes

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<thead>
<tr>
<th>Total Number of Lanes</th>
<th>Accidents</th>
<th>Occupants of Reporting Carrier's Vehicle</th>
<th>Others</th>
<th>Total</th>
<th>Property Damage (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Drivers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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<td>Injured</td>
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</tr>
<tr>
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<td>20</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Undivided</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>Total</td>
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<tr>
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<td>33</td>
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<td>Three Lanes</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td>Total</td>
<td>711</td>
<td>1</td>
<td>71</td>
<td>1</td>
<td>24</td>
</tr>
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</table>

### ACCIDENTS BY ROAD SURFACE CONDITIONS

- **Dry:** 65.3%
- **Wet:** 20.5%
- **Snowy:** 5.6%
- **Icy:** 6.3%
- **Multiple:** 0.3%
- **Unknown:** 1.8%

### ACCIDENTS BY NUMBER OF LANES

- **One Lane:** 3.7%
- **Two Lanes:** 24.0%
- **Three Lanes:** 9.8%
- **Four Lanes or More:** 52.2%
### 1982

#### Statistics by Expressway Ramp

<table>
<thead>
<tr>
<th>Access Details</th>
<th>Accidents</th>
<th>Occupants of Reporting Carrier's Vehicle</th>
<th>Others</th>
<th>Total</th>
<th>Property Damage (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Drivers</td>
<td>Other Personnel</td>
<td>Passengers</td>
<td>KILLED</td>
</tr>
<tr>
<td></td>
<td></td>
<td>KILLED</td>
<td>INJURED</td>
<td>KILLED</td>
<td>INJURED</td>
</tr>
<tr>
<td>Not Applicable</td>
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<td>99</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Exit Ramp</td>
<td>25</td>
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<td>4</td>
<td>0</td>
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<td>Total</td>
<td>855</td>
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<td>47</td>
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#### Statistics by Expressway Ramp

<table>
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<th>Access Details</th>
<th>Accidents</th>
<th>Occupants of Reporting Carrier's Vehicle</th>
<th>Others</th>
<th>Total</th>
<th>Property Damage (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
<td>Drivers</td>
<td>Other Personnel</td>
<td>Passengers</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>KILLED</td>
<td>INJURED</td>
<td>KILLED</td>
<td>INJURED</td>
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<tr>
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<td>Exit Ramp</td>
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<td>0</td>
<td>1</td>
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<tr>
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<td>1</td>
<td>73</td>
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The Time and Place

This section contains information in the following areas relating to time and place:

- Statistics by time of day
- Statistics by time of day and day of week
- Statistics by hours driving and time of day
- Monthly statistics
- Statistics by number of hours driving and type district
- Statistics by state
### 1982 Statistics by Time of Day

<table>
<thead>
<tr>
<th>TIME OF DAY</th>
<th>OCCUPANTS OF REPORTING CARRIER'S VEHICLE</th>
<th>OTHERS</th>
<th>TOTAL</th>
<th>PROPERTY DAMAGE (THOUSANDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DRIVERS</td>
<td>OTHER PERSONNEL</td>
<td>PASSENGERS</td>
<td>KILLED</td>
</tr>
<tr>
<td>11:31 P.M. - 2:30 A.M.</td>
<td>41</td>
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<td>106</td>
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<td>0</td>
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<td>63</td>
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### 1983 Statistics by Time of Day

<table>
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<th>OCCUPANTS OF REPORTING CARRIER'S VEHICLE</th>
<th>OTHERS</th>
<th>TOTAL</th>
<th>PROPERTY DAMAGE (THOUSANDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DRIVERS</td>
<td>OTHER PERSONNEL</td>
<td>PASSENGERS</td>
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</tr>
<tr>
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</tr>
<tr>
<td>UNKNOWN</td>
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<td>0</td>
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</tr>
<tr>
<td>TOTAL</td>
<td>711</td>
<td>173</td>
<td>24</td>
<td>12</td>
</tr>
</tbody>
</table>

### Accidents by Time of Day

- **1982**
- **1983**

![Accidents by Time of Day 1982](image1)

- **1982**
- **1983**

![Accidents by Time of Day 1983](image2)
1982

ACCIDENTS BY TIME OF DAY AND DAY OF WEEK

<table>
<thead>
<tr>
<th>HOURS</th>
<th>CHARTER</th>
<th>REGULAR</th>
<th>DATA NOT GIVEN</th>
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<td>3</td>
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</tr>
<tr>
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<td>2</td>
<td>4</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
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<td>3</td>
<td>5</td>
<td>-</td>
<td>8</td>
</tr>
<tr>
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<td>4</td>
<td>6</td>
<td>-</td>
<td>10</td>
</tr>
<tr>
<td>4:30 A.M. - 5:30 A.M.</td>
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<td>7</td>
<td>-</td>
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</tr>
<tr>
<td>5:30 A.M. - 6:30 A.M.</td>
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<td>8</td>
<td>-</td>
<td>14</td>
</tr>
<tr>
<td>6:30 A.M. - 7:30 A.M.</td>
<td>7</td>
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<th>FRIDAY</th>
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<td>2</td>
<td>3</td>
<td>3</td>
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<td>15</td>
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<td>4</td>
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<td>4</td>
<td>4</td>
<td>2</td>
<td>20</td>
</tr>
<tr>
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<td>5</td>
<td>3</td>
<td>23</td>
</tr>
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<td>11</td>
<td>11</td>
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</table>

- Data not available.

ACCIDENTS BY TIME OF DAY AND DAY OF WEEK

ACCIDENTS BY DAY OF WEEK
### ACCIDENTS BY TIME OF DAY AND DAY OF WEEK

#### Chart 1

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<thead>
<tr>
<th>TIME OF DAY AND DAY OF WEEK</th>
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</tr>
</thead>
<tbody>
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</tr>
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<td>11:31 P.M. - 2:30 A.M.</td>
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</tr>
<tr>
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<tr>
<td>5:31 A.M. - 8:30 A.M.</td>
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</tr>
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</tr>
<tr>
<td>11:31 A.M. - 2:30 P.M.</td>
<td>6</td>
</tr>
<tr>
<td>2:31 P.M. - 5:30 P.M.</td>
<td>4</td>
</tr>
<tr>
<td>5:31 P.M. - 8:30 P.M.</td>
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</tr>
<tr>
<td>8:31 P.M. - 11:30 P.M.</td>
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</tr>
<tr>
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<tr>
<td>TOTAL</td>
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#### Regular

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<th>ACCIDENT DAY OF WEEK</th>
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</tr>
<tr>
<td>5:31 A.M. - 8:30 A.M.</td>
<td>12</td>
</tr>
<tr>
<td>8:31 A.M. - 11:30 A.M.</td>
<td>13</td>
</tr>
<tr>
<td>11:31 A.M. - 2:30 P.M.</td>
<td>13</td>
</tr>
<tr>
<td>2:31 P.M. - 5:30 P.M.</td>
<td>12</td>
</tr>
<tr>
<td>5:31 P.M. - 8:30 P.M.</td>
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<td>8:31 P.M. - 11:30 P.M.</td>
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<tr>
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#### DATA NOT GIVEN

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</tr>
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<td>11:31 P.M. - 2:30 A.M.</td>
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</tr>
<tr>
<td>2:31 A.M. - 5:30 A.M.</td>
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</tr>
<tr>
<td>5:31 A.M. - 8:30 A.M.</td>
<td>14</td>
</tr>
<tr>
<td>8:31 A.M. - 11:30 A.M.</td>
<td>19</td>
</tr>
<tr>
<td>11:31 A.M. - 2:30 P.M.</td>
<td>18</td>
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<tr>
<td>2:31 P.M. - 5:30 P.M.</td>
<td>16</td>
</tr>
<tr>
<td>5:31 P.M. - 8:30 P.M.</td>
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</tr>
<tr>
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- Data not available.

### ACCIDENTS BY TIME OF DAY AND DAY OF WEEK

#### Chart 2

- Number of accidents
- Days of the week: Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday

#### ACCIDENTS BY DAY OF WEEK

- Pie chart showing the percentage of accidents by day of the week:
  - Sun. 12.9%
  - Mon. 13.1%
  - Tues. 14.9%
  - Wed. 12.2%
  - Thurs. 13.1%
  - Fri. 18.8%
  - Sat. 14.9%
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<th>1 HOUR</th>
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<th>3 HOURS</th>
<th>4 HOURS</th>
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<th>8 HOURS</th>
<th>9 HOURS</th>
<th>10 HOURS</th>
<th>11 TO 12 HOURS</th>
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**ACCIDENTS BY HOURS DRIVING AND TIME OF DAY (1982)**

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<th>3 HOURS</th>
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<th>7 HOURS</th>
<th>8 HOURS</th>
<th>9 HOURS</th>
<th>10 HOURS</th>
<th>11 TO 12 HOURS</th>
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<th>TOTAL</th>
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**ACCIDENTS BY HOURS DRIVING AND TIME OF DAY (1983)**

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<th>11 TO 12 HOURS</th>
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The data appearing in the above charts is raw data. It has not been compared to trip length or any other exposure data. Qualitative research indicates that accidents occur more frequently during the first few hours of driving and that most trips are completed during the first few hours of driving and that most trips are completed during a 6 hour period. For additional information on the subject see "Analysis of Accident Data and Hours of Service of Interstate Commercial Motor Vehicle Drivers." This publication (PB286718) is available via the National Technical Information Service, Springfield, Virginia 22161 at a cost of $5.25 per copy.
### MONTHLY STATISTICS

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<th>Month</th>
<th>Accidents</th>
<th>Occupants of Reporting Carrier's Vehicle</th>
<th>Others</th>
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### MONTHLY STATISTICS

#### ACCIDENTS

![Accidents Chart]

#### INJURIES

![Injuries Chart]

#### FATALITIES

![Fatalities Chart]

#### PROPERTY DAMAGE

![Property Damage Chart]
<table>
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<tr>
<th>DRIVING HOURS SINCE REST</th>
<th>OCCUPANTS OF REPORTING CAR/PARTY'S VEHICLE</th>
<th>OTHER PERSONNEL</th>
<th>PASSENGERS</th>
<th>OTHERS</th>
<th>TOTAL</th>
<th>PROPERTY DAMAGE (THOUSANDS)</th>
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|                          | ACCIDENTS | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | INJURED | KILLED | 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**1983 STATISTICS BY NUMBER OF HOURS DRIVING AND TYPE DISTRICT**

1. **1 Hour**
   - Rural: 58
   - Residential: 14
   - Business: 77
   - Total: 148

2. **2 Hours**
   - Rural: 48
   - Residential: 16
   - Business: 40
   - Data Not Given: 1
   - Total: 105

3. **3 Hours**
   - Rural: 50
   - Residential: 11
   - Business: 35
   - Data Not Given: 6
   - Total: 96

4. **4 Hours**
   - Rural: 32
   - Residential: 12
   - Business: 45
   - Total: 89

5. **5 Hours**
   - Rural: 33
   - Residential: 5
   - Business: 25
   - Data Not Given: 3
   - Total: 54

6. **6 Hours**
   - Rural: 22
   - Residential: 9
   - Business: 23
   - Data Not Given: 2
   - Total: 54

7. **7 Hours**
   - Rural: 23
   - Residential: 8
   - Business: 13
   - Data Not Given: 1
   - Total: 45

8. **8 Hours**
   - Rural: 8
   - Residential: 1
   - Business: 9
   - Data Not Given: 3
   - Total: 19

9. **9 Hours**
   - Rural: 2
   - Residential: 1
   - Business: 8
   - Data Not Given: 10
   - Total: 11

10. **10 Hours**
    - Rural: 1
    - Residential: 1
    - Business: 1
    - Data Not Given: 3
    - Total: 5

Data not shown for hours beyond 10.

**Total**
- Rural: 795
- Residential: 91
- Business: 320
- Data Not Given: 5
- Total: 711

**Occupants of Reporting Carrier's Vehicle**
- Drivers: 711
- Injured: 173
- Other Personnel: 73
- Injured: 12
- Passengers: 1,208
- Injured: 86

**Others**
- Killed: 26
- Injured: 522
- Total: 788

**Property Damage (Thousands)**
- Total: 535
### 1982 Statistics by State

#### Occupants of Reporting Carrier's Vehicle

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<th>Other Personnel</th>
<th>Passengers</th>
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#### Accidents by State

![US Map with Accidents by State](image)

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- **16 - 30**
- **Over 30**
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**ACCIDENTS BY STATE**

![Map of the United States with states highlighted by number of accidents and fatalities.](image-url)
This section contains information relating to the driver:

- Statistics by driver age and years of service with company
- Collision/non-collision accidents by driver age, type operation and experience with company
- Accidents by driver age, experience and type operation
## 1982 Statistics by Driver Age

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<th>Driver Age</th>
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<th>Property Damage (Thousands)</th>
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## Statistics by Driver's Years of Service with Company

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## Accidents by Driver Age

- **Driver Age Unknown**: 0.6%
- **21-24**: 3.1%
- **25-29**: 11.3%
- **30-34**: 15.3%
- **35-39**: 13.6%
- **40-44**: 15.0%
- **45-49**: 12.5%
- **50-54**: 11.4%
- **55-59**: 9.8%
- **60 and over**: 7.3%

## Accidents by Driver's Years of Service with Company

- **0-4**: 3.5%
- **5-9**: 9.3%
- **10-14**: 10.0%
- **15-19**: 10.0%
- **20-24**: 5.8%
- **25 and over**: 13.8%
### 1983 STATISTICS BY DRIVER AGE

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### 1983 STATISTICS BY DRIVER'S YEARS OF SERVICE WITH COMPANY

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### ACCIDENTS BY DRIVER AGE

- **Driver Age Unknown (0.8%)**
- **21 - 24 (4.2%)**
- **25 - 29 (9.1%)**
- **30 - 34 (17.8%)**
- **35 - 39 (14.2%)**
- **40 - 44 (17.8%)**
- **45 - 49 (11.8%)**
- **50 - 54 (9.8%)**
- **55 - 59 (8.3%)**
- **60 and over (6.9%)**

### ACCIDENTS BY DRIVER'S YEARS OF SERVICE WITH COMPANY

- **0 Years (15%)**
- **1 Year (10%)**
- **2 Years (7.4%)**
- **3 Years (11.3%)**
- **4 Years (17.7%)**
- **5 Years (9.7%)**
- **6 Years (8.2%)**
- **7 Years (6.2%)**
- **8 Years (7.1%)**
- **9 Years (5.8%)**
- **10 Years (20.5%)**
- **11 Years (2.9%)**
- **12+ Years (9.7%)**
### 1982 Non-Collision Accident Statistics by Hours of Driving

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## 1982 ACCIDENTS BY DRIVER AGE, EXPERIENCE AND TYPE OPERATION

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* Data not available.
The Vehicle

This section contains information in the following areas relating to the vehicle:

- Statistics by mechanical defects
- Seat belt information
### 1982

#### STATISTICS BY MECHANICAL DEFECTS

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<th>MECHANICAL DEFECTS</th>
<th>ACCIDENTS</th>
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<th>PROPERTY DAMAGE (THOUSANDS)</th>
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*Note: Presence of mechanical defects does not necessarily imply that the defects caused the accident.*

### 1983

#### STATISTICS BY MECHANICAL DEFECTS

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<th>MECHANICAL DEFECTS</th>
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*Note: Presence of mechanical defects does not necessarily imply that the defects caused the accident.*
### 1982 SEAT BELT USAGE BY TYPE OF OPERATION

#### Occupants of Reporting Carrier’s Vehicle

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<th>DRIVERS</th>
<th>OTHER PERSONNEL</th>
<th>PASSENGERS</th>
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#### Others

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#### Total

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#### Seat Belts Installed and Not in Use

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#### Seat Belts Information Not Reported

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#### Total

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#### Chart 1: Seat Belt Information Not Reported

- **Charter Operation, Percent of Accidents**
  - 70: 60
  - 60: 59
  - 50: 49
  - 40: 39
  - 30: 29
  - 20: 19
  - 10: 9
  - 0: 8

- **Regular Operation, Percent of Accidents**
  - 70: 64
  - 60: 59
  - 50: 55
  - 40: 40
  - 30: 30
  - 20: 20
  - 10: 10
  - 0: 9

#### Diagram:

- **Seat Belts Installed and in Use**
  - Charter: 60
  - Regular: 40
  - Data Not Given: 20

- **Seat Belts Installed and Not in Use**
  - Charter: 19
  - Regular: 9
  - Data Not Given: 8

- **Seat Belts Not Installed**
  - Charter: 11
  - Regular: 6

- **Seat Belt Information Not Reported**
  - Charter: 3
  - Regular: 3

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40
## 1983 SEAT BELT USAGE BY TYPE OF OPERATION

### Table: Seat Belt Usage by Type of Operation

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### Chart: Driver Seat Belt Information

#### Charter Operation, Percent of Accidents

- **70**
- **60**
- **50**
- **40**
- **30**
- **20**
- **10**
- **0**

#### Regular Operation, Percent of Accidents

- **67**

### Notes
- **SEAT BELTS INSTALLED AND IN USE**
- **SEAT BELTS INSTALLED AND NOT IN USE**
- **SEAT BELTS INSTALLED AND NOT REPORTED**
- **SEAT BELTS NOT INSTALLED**
- **SEAT BELT INFORMATION NOT REPORTED**
The Accident

This section contains information in the following areas relating to the accident:

- Vehicle movement
- Collision object
- Collision statistics by hours driving
- Non-Collision statistics by hours driving
- Collision/Non-collision involving fire
### 1982

**STATISTICS BY MOVEMENT OF REPORTING VEHICLE**

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### 1983

**STATISTICS BY MOVEMENT OF REPORTING VEHICLE**

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<th>Killed</th>
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<th>Property Damage (Thousands)</th>
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### 1982

#### STATISTICS BY COLLISION OBJECT

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<tr>
<td>PEDESTRIAN</td>
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<tr>
<td>BUS</td>
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<tr>
<td>TRAIN</td>
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<tr>
<td>MOTORCYCLE</td>
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<tr>
<td>OTHER</td>
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#### OCCUPANTS OF REPORTING CARRIER'S VEHICLE

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<tr>
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<th>INJURED</th>
<th></th>
<th>KILLED</th>
<th>INJURED</th>
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<th>INJURED</th>
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#### OTHERS

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<tr>
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<th>INJURED</th>
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#### TOTAL

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#### PROPERTY DAMAGE (THOUSANDS)

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<td>BUS</td>
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</tr>
<tr>
<td>OTHER</td>
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### REPORTING CARRIER'S DRIVER, OTHER CARRIER PERSONNEL, OCCUPANTS OF OTHER VEHICLES AND PEDESTRIANS

#### PERCENT FOR COLLISION ACCIDENTS*

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<tr>
<td>NON-PASSENGER FATALITIES</td>
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#### PERCENT FOR NON-COLLISION ACCIDENTS*

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<th>20</th>
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<th>20</th>
<th>40</th>
<th>60</th>
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<tbody>
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</tbody>
</table>

#### STATE STATED AS A PERCENT OF GRAND TOTAL FOR EACH CATEGORY.

### NOTE

Non-Passengers are the reporting carrier's driver, other carrier personnel, occupants of other vehicles and pedestrians.

#### PERCENT OF ALL COLLISION ACCIDENTS

- COMMERCIAL TRUCK: 13%
- FIXED OBJECT: 8%
- AUTOMOBILE: 7%
- PEDESTRIAN: 5%
- BUS: 1%
- BICYCLIST: 7%
- MOTORCYCLE: 1%
- OTHERS: 47%

#### PERCENT OF ALL COLLISION FATALITIES

- COMMERCIAL TRUCK: 27%
- FIXED OBJECT: 0%
- AUTOMOBILE: 48%
- PEDESTRIAN: 17%
- BUS: 0%
- BICYCLIST: 3%
- MOTORCYCLE: 3%
- OTHERS: 2%
### 1983 Statistics by Collision Object

<table>
<thead>
<tr>
<th>OBJECT</th>
<th>ACCIDENTS</th>
<th>OBJECTS OF REPORTING CARRIER'S VEHICLE</th>
<th>OTHERS</th>
<th>TOTAL</th>
<th>PROPERTY DAMAGE (THOUSANDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>DRIVERS</td>
<td>OTHER PERSONNEL</td>
<td>PASSENGERS</td>
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</tr>
<tr>
<td>* NOT APPLICABLE</td>
<td>93</td>
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<td>11</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>COMMERCIAL TRUCK</td>
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<td>1</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MOTORCYCLE</td>
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<td>0</td>
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<td>0</td>
</tr>
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<td>0</td>
<td>3</td>
<td>0</td>
<td>2</td>
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<td>1</td>
<td>24</td>
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</tbody>
</table>

**NOTES:**
- *NOT APPLICABLE* refers to non-collision accidents.

### Percent for Collision Accidents

- **Total Accidents:**
  - 100%

- **Total Fatalities:**
  - 60%

- **Total Injuries:**
  - 40%

- **Property Damage:**
  - 20%

- **Passenger Fatalities:**
  - 20%

- **Passenger Injuries:**
  - 40%

- **Non-Passenger Fatalities:**
  - 0%

- **Non-Passenger Injuries:**
  - 0%

*Stated as a percent of grand total for each category.

**Note:** Non-Passengers are the reporting carrier's driver, other carrier personnel, occupants of other vehicles, and pedestrians.

### Percent of All Collision Accidents

- **Commercial Truck:** 53%
- **Fixed Object:** 16%
- **Automobile:** 9%
- **Pedestrian:** 6%
- **Bus:** 4%
- **Bicyclist:** 3%
- **Motorcycle:** 8%
- **Others:** 0%

### Percent of All Collision Fatalities

- **Commercial Truck:** 0%
- **Fixed Object:** 0%
- **Automobile:** 42%
- **Pedestrian:** 27%
- **Bus:** 0%
- **Bicyclist:** 4%
- **Motorcycle:** 3%
- **Others:** 6%
## 1982 Collision Accident Statistics by Hours of Driving

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<th>Occupants of Reporting Carrier's Vehicle</th>
<th>Others</th>
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<th>Property Damage (Thousand)</th>
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<td>Other Personnel</td>
<td>Passengers</td>
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</tr>
<tr>
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<td>INJURED</td>
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<tr>
<td>1 Hour</td>
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<td>2 Hours</td>
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</tr>
<tr>
<td>11 to 12 Hours</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Data Not Given</td>
<td>62</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>751</td>
<td>0</td>
<td>81</td>
<td>6</td>
</tr>
</tbody>
</table>

* Reporting Carrier's Driver

### Collision Accidents by Hours Driving

- **Accidents**
- **Fatalities**
- **Injuries**
- **Property Damage**

#### Graph:
- X-axis: Number of Hours Driving
- Y-axis: Percent of Total
- 25% peak at 1 hour, declining to 0% at 10-12 hours.
<table>
<thead>
<tr>
<th>DRIVING HOURS SINCE ACCIDENT</th>
<th>ACCIDENTS</th>
<th>OCCUPANTS OF REPORTING CARRIER'S VEHICLE</th>
<th>OTHERS</th>
<th>TOTAL</th>
<th>PROPERTY DAMAGE (THOUSANDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>DRIVERS</td>
<td>OTHER PERSONNEL</td>
<td>PASSENGERS</td>
<td>KILLED</td>
</tr>
<tr>
<td>1 HOUR</td>
<td>135</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>2 HOURS</td>
<td>91</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>3 HOURS</td>
<td>86</td>
<td>0</td>
<td>9</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>4 HOURS</td>
<td>68</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>5 HOURS</td>
<td>58</td>
<td>1</td>
<td>5</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>6 HOURS</td>
<td>47</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>7 HOURS</td>
<td>42</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>8 HOURS</td>
<td>16</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>9 HOURS</td>
<td>16</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>10 HOURS</td>
<td>10</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>DATA NOT GIVEN</td>
<td>42</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>TOTAL</td>
<td>618</td>
<td>1</td>
<td>67</td>
<td>0</td>
<td>24</td>
</tr>
</tbody>
</table>

1 REPORTING CARRIER'S DRIVER

COLLISION ACCIDENTS BY HOURS DRIVING

ACCIDENTS
FATALITIES
INJURIES
PROPERTY DAMAGE
### 1982

**COLLISION/NON-COLLISION ACCIDENT STATISTICS INVOLVING FIRE**

<table>
<thead>
<tr>
<th></th>
<th>ACCIDENTS</th>
<th>OCCUPANTS OF REPORTING CARRIER'S VEHICLE</th>
<th>OTHERS</th>
<th>TOTAL</th>
<th>PROPERTY DAMAGE (THOUSANDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>DRIVERS</td>
<td>OTHER PERSONNEL</td>
<td>PASSENGERS</td>
<td>KILLED</td>
</tr>
<tr>
<td>NON-COLLISION</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>COLLISION</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

### 1983

**COLLISION/NON-COLLISION ACCIDENT STATISTICS INVOLVING FIRE**

<table>
<thead>
<tr>
<th></th>
<th>ACCIDENTS</th>
<th>OCCUPANTS OF REPORTING CARRIER'S VEHICLE</th>
<th>OTHERS</th>
<th>TOTAL</th>
<th>PROPERTY DAMAGE (THOUSANDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>DRIVERS</td>
<td>OTHER PERSONNEL</td>
<td>PASSENGERS</td>
<td>KILLED</td>
</tr>
<tr>
<td>NON-COLLISION</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>COLLISION</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### All Accidents

**1982**

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Rate</th>
<th>Number</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>855</td>
<td>—</td>
<td>8</td>
<td>—</td>
</tr>
<tr>
<td>Fatalities</td>
<td>76</td>
<td>8.9*</td>
<td>1</td>
<td>12.5*</td>
</tr>
<tr>
<td>Injuries</td>
<td>1,970</td>
<td>2.3**</td>
<td>42</td>
<td>5.2**</td>
</tr>
<tr>
<td>Property Damage</td>
<td>$5,500,000</td>
<td>$6,433**</td>
<td>$188,000</td>
<td>$23,500**</td>
</tr>
</tbody>
</table>

**1983**

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Rate</th>
<th>Number</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accidents</td>
<td>711</td>
<td>—</td>
<td>10</td>
<td>—</td>
</tr>
<tr>
<td>Fatalities</td>
<td>67</td>
<td>9.4*</td>
<td>0</td>
<td>—</td>
</tr>
<tr>
<td>Injuries</td>
<td>1,827</td>
<td>2.6**</td>
<td>10</td>
<td>1.0**</td>
</tr>
<tr>
<td>Property Damage</td>
<td>$6,802,000</td>
<td>$9,567**</td>
<td>$272,000</td>
<td>$27,200**</td>
</tr>
</tbody>
</table>

* Per 100 accidents.
** Per accident.

The tables above compare all reported bus accidents with those accidents involving fire, for calendar years 1982 and 1983.