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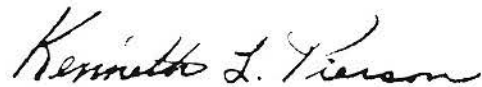
FOREWORD

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. Any accident that results in death, personal injury, or property damage of \$2,000 or more must be reported by the motor carrier.

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 fatalities, injuries, property damage, and type of accident. These data have been compiled from 719 accident reports filed by motor carriers of passengers during the calendar year 1979.

From the data it can be seen that efforts to reduce the risk of accidents and their severity have not been in vain. It is hoped that the passenger carrying industry will utilize the information contained herein in their ongoing effort 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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INTRODUCTION

The data in this publication are gathered from accident reports filed by motor carriers of passengers which operate 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 year 1979, reports of 719 accidents were filed.

Approximately 20,500 buses are operated in intercity bus service (Interstate and Intrastate) in the United States. A Class I 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 1979 there were 45 such companies and they accounted for 68 percent of the total vehicle-miles traveled by intercity motor carriers of passengers.

Reliable data on vehicle-miles are available for Class I carriers. Such vehicle-mileage data are derived from carrier reports to the Interstate Commerce Commission (Revenues, Expenses, and Statistics, Class I Motor Carriers of Passengers, Form Mp-1). This group of carriers reported 93 charter and local accidents, 348 intercity accidents and a total of 441 accidents in 1979 resulting in the following accident rates.

Charter and Local

8.04	Deaths per 100 million vehicle-miles
.68	Accidents per million vehicle-miles
2.40	Injuries per million vehicle-miles
\$4622	Property damage per million vehicle miles

Intercity

3.52	Deaths per 100 million vehicle-miles
.56	Accidents per million vehicle-miles
1.39	Injuries per million vehicle-miles
\$3200	Property damage per million vehicle-miles

Total

4.33	Deaths per 100 million vehicle-miles
.58	Accidents per million vehicle-miles
1.57	Injuries per million vehicle-miles
\$3455	Property damage per million vehicle-miles

Information on the number of accidents, fatalities, injuries, and property damage are shown in this report by type of operation. The types of operations are:

- (1) "Regular" operations which include the transportation of passengers, mail, express packages, and newspapers on regular routes and on specified 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 the intercity carriers is over comparatively long distances as contrasted with sightseeing and charter services provided by local transit companies.

In 1979, the 719 accidents reported by Interstate passenger carriers resulted in 60 deaths, 1,977 injuries, and \$4.5 million in property damage. Referring to Table 1 on page 3, one can see that the number of accidents and deaths in 1979 was slightly less than the five-year average. The number of injuries was slightly above the five-year average. The only category in which 1979 was substantially greater than the five-year average was property damage. Rising inflation has caused property damage costs to increase, even though the number of accidents has decreased. This situation is best illustrated when one compares the 1977 and 1979 number of accidents and amount of property damage. In 1977 there were 111 more accidents than in 1979, but the property damage in 1979 was over \$900,000 more than in 1977.

In 1979, Class I carriers of passengers reported 441 accidents resulting in 33 deaths, 1,199 injuries, and \$2.6 million in property damage. Table 2 on page 3 contains accident statistics, accident rates, and mileage for Class I motor carriers of passengers for the years 1975 through 1979. Because of the change in the definition of a Class I motor carrier of passengers (refer to footnote under table) it is best to look at the accident rates contained in the table. The rate for accidents per million vehicle miles in 1979 was .58 as compared to the five-year average of .63. After increasing from 1975 to 1977 the rate of deaths per 100 million vehicle miles has fallen back to the 1975 level. The five-year average for the same rate was 4.98 while in 1979 it was 4.33. The rate of injuries per million vehicle miles in 1979 was 1.57 which is almost identical to the rate for the five-year average which was 1.60. The only rate in which 1979 was higher was the rate of property damage per million vehicle miles. Once again, this is attributable to inflation. Other than property damage, we seem to be reaching a point of stabilization in many selected data areas.

The sections following the summary contain statistics relating to the who, what, when, where, and how accidents of motor carriers of passengers occur. In analyzing these statistics it was found that the most prominent conditions surrounding accidents of motor carriers of passengers are:

- * daylight
- * clear weather
- * Friday
- * January
- * business district
- * between 8:31 am and 11:30 am
- * proceeding straight ahead
- * driver 35 to 39 years old
- * driver 0 to 4 years experience
- * involved in collision with an automobile

Statistics make it clear that it is the "other vehicle" that suffers the more severe consequences when involved in an accident with a motor carrier of passengers. Of the 60 persons killed in accidents of motor carriers of passengers 11 were occupants of the bus while 36 were occupants of the other vehicle involved in the accident. There were also 13 pedestrians killed and 41 injured as a result of the 52 accidents involving pedestrians and motor carriers of passengers. In the future, not only the bus driver, but other drivers and pedestrians as well, must become more safety conscious in a highway environment that buses are a daily part of.

SUMMARY

SOME BASIC FACTS ON THE INTERCITY BUS INDUSTRY +

	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979#
Number of Active Companies										
Class I	71	71	74	75	81	84	**81	***47	***56	***45
Others	929	929	926	925	869	866	919	1,003	1,044	1,105
Total	1,000	1,000	1,000	1,000	950	950	1,000	1,050	1,100	1,150
Number of Buses										
Class I	10,200	9,900	9,700	9,300	9,900	10,030	10,000	8,270	8,270	8,270
Others	11,800	12,000	11,700	11,500	11,100	9,470	10,100	11,928	11,930	12,230
Total	22,000	21,900	21,400	20,800	21,000	19,500	20,100	20,198	20,200	20,500
Number of Employees										
Class I*	34,400	34,700	34,100	33,800	35,600	35,100	33,700	29,660	29,660	29,600
Others	15,500	15,500	15,000	14,600	13,800	11,600	12,300	14,340	14,040	15,340
Total	49,900	50,200	49,100	48,400	49,400	46,700	46,000	44,000	43,700	45,000
Highway Miles Served (000's)										
Class I	194	193	198	198	205	211	213	192	192	192
Others	73	74	72	72	66	63	63	84	87	88
Total	267	267	270	270	271	274	276	276	279	280
Vehicle Miles (millions)										
Class I	871	856	846	850	886	849	838	768	768	x768
Others	338	346	336	328	309	277	280	334	313	364
Total	1,209	1,202	1,182	1,178	1,195	1,126	1,118	1,102	1,081	1,132

- + From American Bus Association "Bus Facts" statistical supplement.
 # Preliminary
 * Class II & III Carriers reporting to II plus intrastate carriers.
 . Slightly less than 1/2 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 the Class I category prior to 1977 carriers with revenues of \$1 million or more.
 x This mileage figure is not used in computation of accident rates.

**TABLE 1
ACCIDENT STATISTICS FOR ALL MOTOR CARRIERS
OF PASSENGERS, 1975-1979**

Year	Number of Accidents	Number of Deaths	Number of Injuries	Property Damage (thous.)
1975	765	59	2,188	\$3,110
1976	624	62	1,723	3,057
1977	830	87	1,929	3,576
1978	728	68	1,917	4,023
1979	719	60	1,977	4,485
5-year Avg.	733	67	1,947	\$3,650

**TABLE 2
ACCIDENT STATISTICS, ACCIDENT RATES, AND MILEAGE FOR
CLASS I MOTOR CARRIERS OF PASSENGERS, 1975-1979.¹**

Year	*Total mileage (millions)	Number of Accidents	Number of Deaths	Number of Injuries	Property Damage (thous.)	Accidents per million vehicle miles	Deaths per 100 million vehicle miles	Injuries per million vehicle miles	Property Damage per million vehicle miles
1975	981	640	42	1,757	\$2,604	.65	4.28	1.79	\$2,654
1976	960	554	51	1,525	2,681	.58	5.31	1.59	2,792
1977	768	485	44	994	2,147	.63	5.73	1.29	2,796
1978	846	589	45	1,461	2,969	.69	5.32	1.73	3,509
1979	763	441	33	1,199	2,635	.58	4.33	1.57	3,455
5-year Avg.	864	542	43	1,387	\$2,607	.63	4.98	1.60	\$3,017

¹A Class I motor carrier of passengers as defined by ICC 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

STATISTICS BY TRIP CLASSIFICATION

CLASS I CARRIERS

TRIP CLASSIFICATION	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
CHARTER	87	1	14	0	0	0	249	10	64	11	327	\$601
REGULAR	351	1	52	0	0	2	508	19	311	22	871	2,009
DATA NOT GIVEN	3	0	0	0	0	0	0	0	1	0	1	24
TOTAL	441	2	66	0	0	2	757	29	376	33	1,199	2,635

STATISTICS BY TRIP CLASSIFICATION

CLASS II & III CARRIERS

TRIP CLASSIFICATION	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
CHARTER	70	0	15	0	0	0	226	8	79	8	320	\$828
REGULAR	207	1	30	0	1	6	270	12	145	19	446	1,002
DATA NOT GIVEN	1	0	1	0	0	0	10	0	1	0	12	20
TOTAL	278	1	46	0	1	6	506	20	225	27	778	1,850

STATISTICS BY TRIP CLASSIFICATION

ALL CARRIERS

TRIP CLASSIFICATION	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
CHARTER	157	1	29	0	0	0	475	18	143	19	647	\$1,429
REGULAR	558	2	82	0	1	8	778	31	456	41	1,317	3,011
DATA NOT GIVEN	4	0	1	0	0	0	10	0	2	0	13	44
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485



Highway Environment

ACCIDENTS BY LIGHTING CONDITIONS

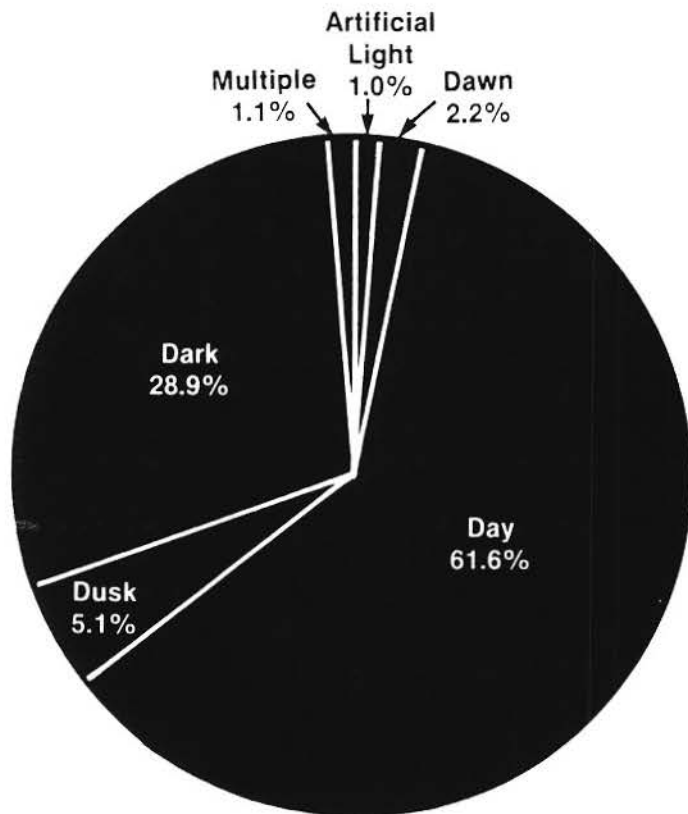
LIGHTING	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
DAY	443	0	69	0	0	6	824	25	412	31	1,305	2,677
DARK	208	3	31	0	1	0	328	20	140	23	500	1,489
DAWN	16	0	1	0	0	0	18	1	3	1	22	54
DUSK	37	0	9	0	0	2	68	3	33	5	110	182
ARTIFICIAL LIGHTS	7	0	1	0	0	0	12	0	6	0	19	62
MULTIPLE	8	0	1	0	0	0	13	0	7	0	21	20
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

ACCIDENTS BY WEATHER CONDITIONS

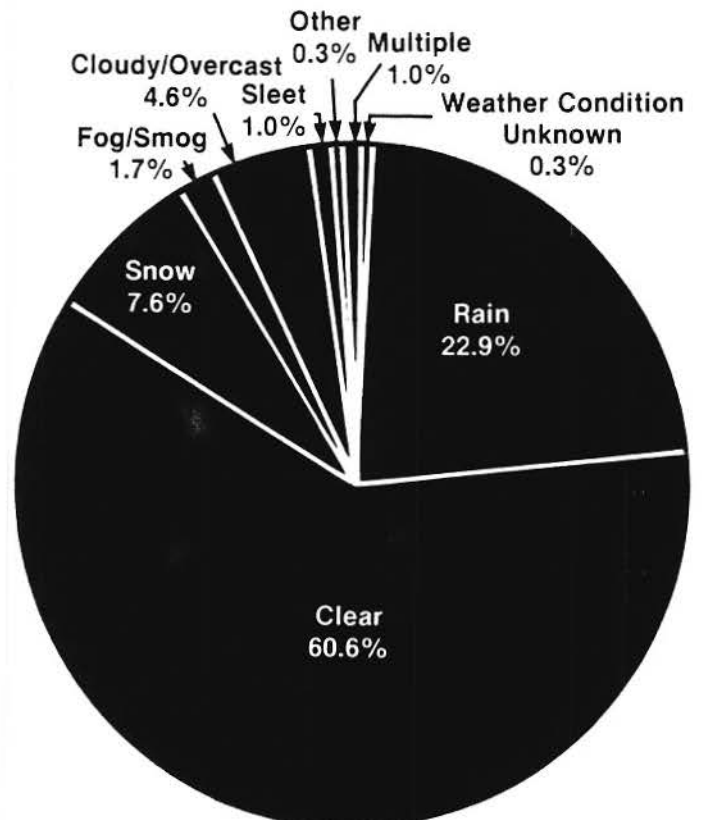
WEATHER	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
RAIN	165	1	30	0	0	3	406	7	114	11	550	\$1,252
CLEAR	436	1	62	0	0	1	672	32	357	34	1,091	2,448
SNOW	55	0	10	0	1	1	137	1	26	2	174	419
FOG/SMOG	12	0	2	0	0	0	0	0	14	0	16	70
CLOUDY/OVERCAST	33	1	5	0	0	3	24	7	30	11	59	169
SLEET	7	0	1	0	0	0	7	0	3	0	11	35
OTHER	2	0	0	0	0	0	11	0	36	0	48	48
MULTIPLE	7	0	1	0	0	0	6	2	19	0	26	41
DATA NOT GIVEN	2	0	0	0	0	0	0	0	2	0	2	4
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

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

LIGHTING CONDITIONS



WEATHER CONDITIONS



ACCIDENTS BY ROAD SURFACE CONDITIONS

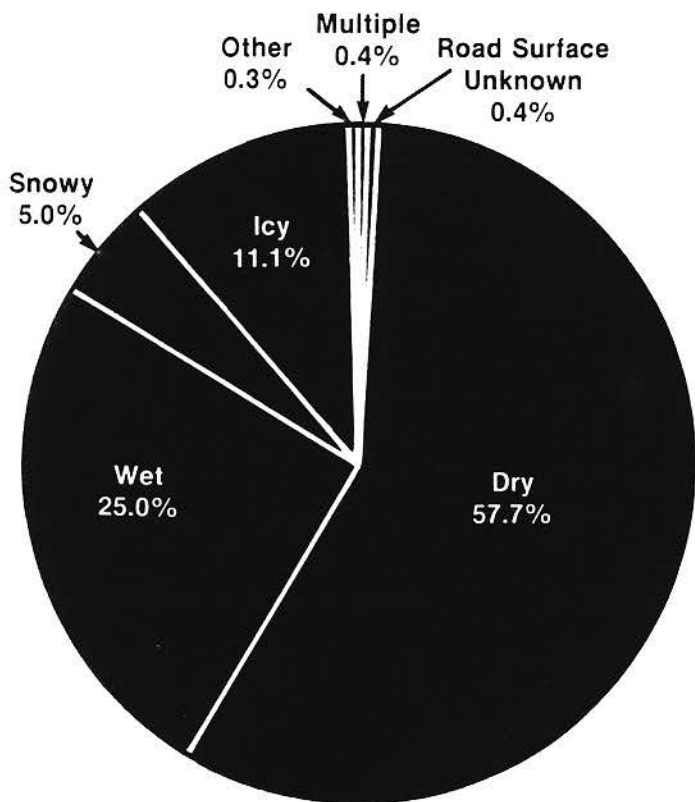
ROAD SURFACE CONDITION	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
DRY	415	2	60	0	0	1	688	36	392	39	1,140	\$2,434
WET	180	1	34	0	0	6	363	10	130	17	527	1,333
SNOWY	36	0	4	0	0	0	70	2	14	2	88	253
ICY	80	0	14	0	1	1	142	1	61	2	218	437
OTHER	2	0	0	0	0	0	0	0	1	0	1	5
MULTIPLE	3	0	0	0	0	0	0	0	1	0	1	8
DATA NOT GIVEN	3	0	0	0	0	0	0	0	2	0	2	15
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

NOTE: MORE THAN ONE CATEGORY REPORTED - FOR EXAMPLE, 'WET' AND 'ICY'

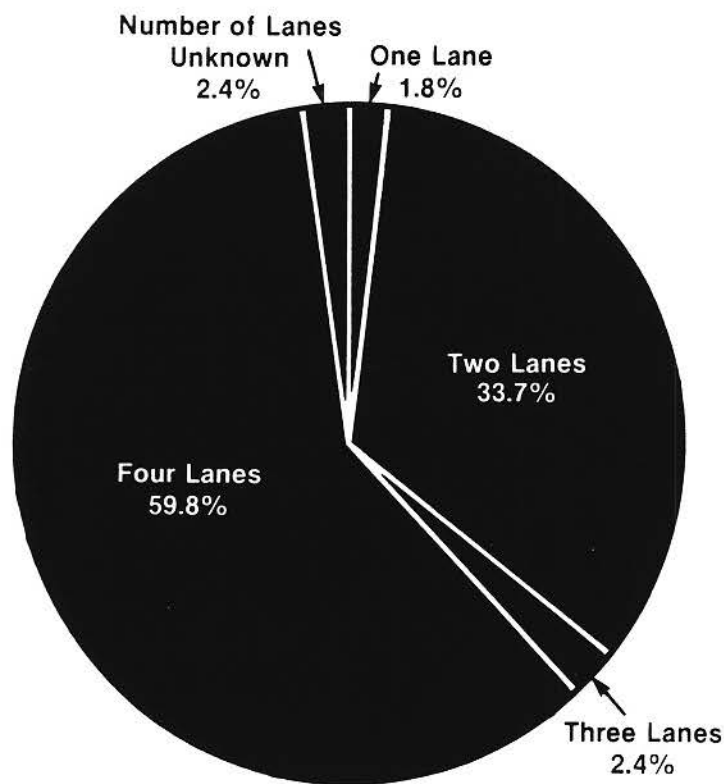
ACCIDENTS BY NUMBER OF LANES

TOTAL NUMBER OF LANES	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
ONE LANE												
UNDIVIDED	10	0	1	0	0	0	18	1	3	1	22	\$17
DATA NOT GIVEN	3	0	0	0	0	0	0	0	2	0	2	7
TOTAL	13	0	1	0	0	0	18	1	5	1	24	23
TWO LANES												
DIVIDED	8	0	2	0	0	0	1	0	4	0	7	35
UNDIVIDED	234	0	38	0	1	4	316	25	162	29	517	1,481
TOTAL	242	0	40	0	1	4	317	25	166	29	524	1,516
THREE LANES												
DIVIDED	2	0	1	0	0	0	1	0	2	0	4	15
UNDIVIDED	15	0	1	0	0	0	10	0	6	0	17	63
TOTAL	17	0	2	0	0	0	11	0	8	0	21	77
FOUR LANES OR MORE												
DIVIDED	330	3	59	0	0	4	841	16	284	23	1,184	2,444
UNDIVIDED	100	0	10	0	0	0	71	7	128	7	209	392
TOTAL	430	3	69	0	0	4	912	23	412	30	1,393	2,836
DATA NOT GIVEN												
DIVIDED	1	0	0	0	0	0	0	0	0	0	0	11
UNDIVIDED	2	0	0	0	0	0	0	0	2	0	2	5
DATA NOT GIVEN	14	0	0	0	0	0	5	0	8	0	13	17
TOTAL	17	0	0	0	0	0	5	0	10	0	15	32
TOTAL												
DIVIDED	341	3	62	0	0	4	843	16	290	23	1,195	2,504
UNDIVIDED	361	0	50	0	1	4	415	33	301	37	767	1,957
DATA NOT GIVEN	17	0	0	0	0	0	5	0	10	0	15	24
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

ROAD SURFACE CONDITIONS

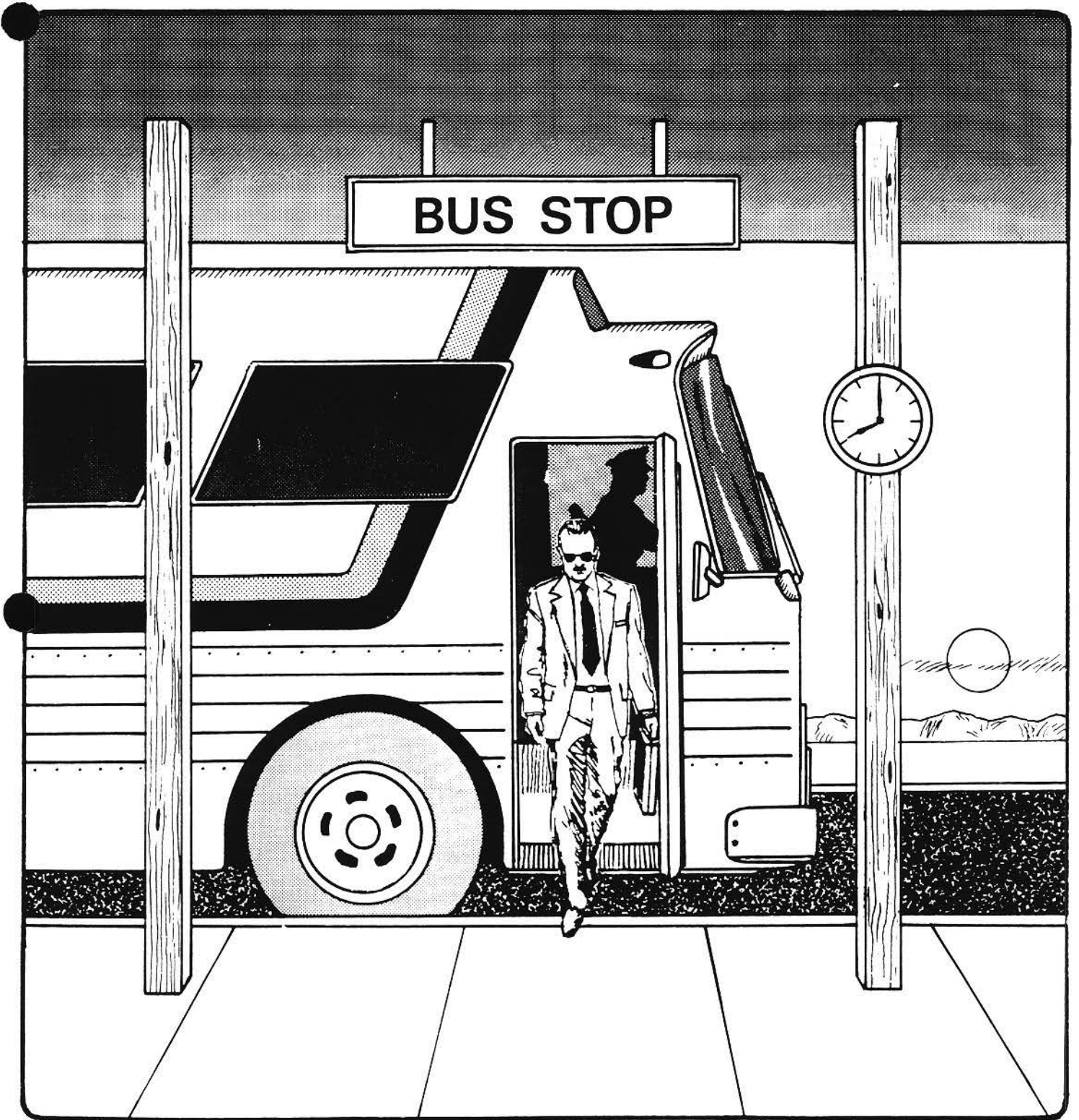


NUMBER OF LANES



EXPRESSWAY RAMP ACCIDENTS

ACCESS DETAILS	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOU- SANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
NOT APPLICABLE	697	3	118	0	1	8	1,247	49	590	60	1,946	\$4,342
ENTRANCE RAMP	10	0	1	0	0	0	8	0	3	0	17	49
EXIT RAMP	12	0	3	0	0	0	8	0	3	0	14	94
TOTAL	719	3	122	0	1	8	1,263	49	601	60	1,977	4,485

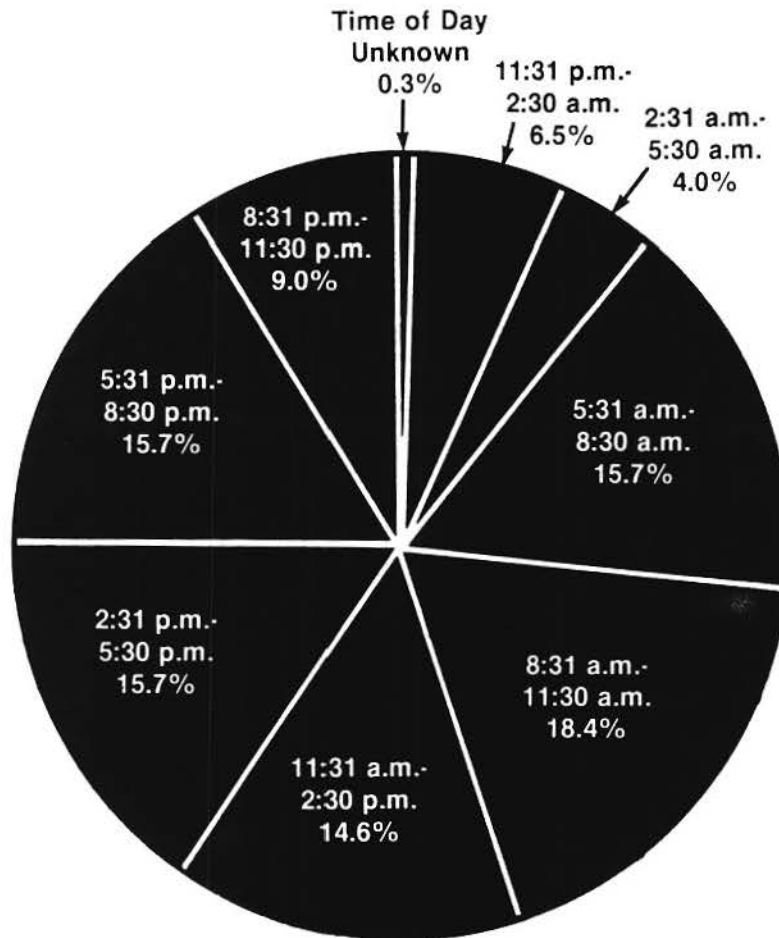


The Time and Place

ACCIDENTS BY TIME OF DAY

TIME	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOU-SANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
11:31 P.M. - 2:30 A.M.	47	0	8	0	0	0	32	5	33	5	73	\$302
2:31 A.M. - 5:30 A.M.	29	1	6	0	0	0	122	4	29	5	157	351
5:31 A.M. - 8:30 A.M.	113	0	20	0	0	1	120	1	66	2	206	512
8:31 A.M. - 11:30 A.M.	132	0	16	0	0	3	234	7	103	10	353	719
11:31 A.M. - 2:30 P.M.	105	0	20	0	0	2	320	9	79	11	419	841
2:31 P.M. - 5:30 P.M.	113	0	15	0	0	0	187	5	159	5	361	346
5:31 P.M. - 8:30 P.M.	113	1	17	0	1	2	154	8	89	11	261	453
8:31 P.M. - 11:30 P.M.	65	1	9	0	0	0	94	10	42	11	145	459
UNKNOWN	2	0	1	0	0	0	0	0	1	0	2	1
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

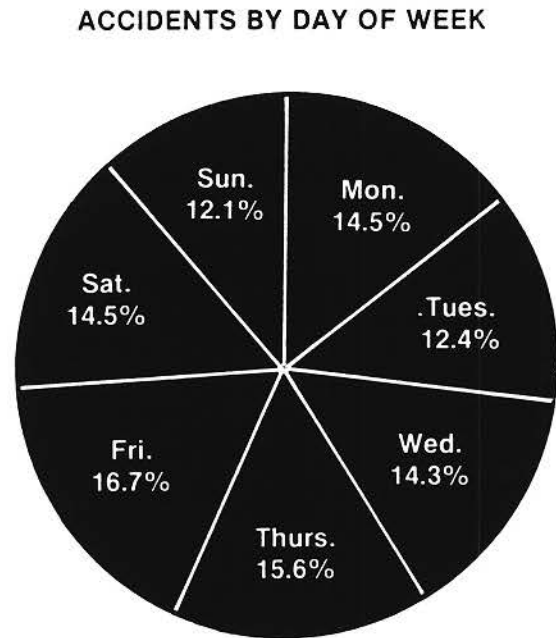
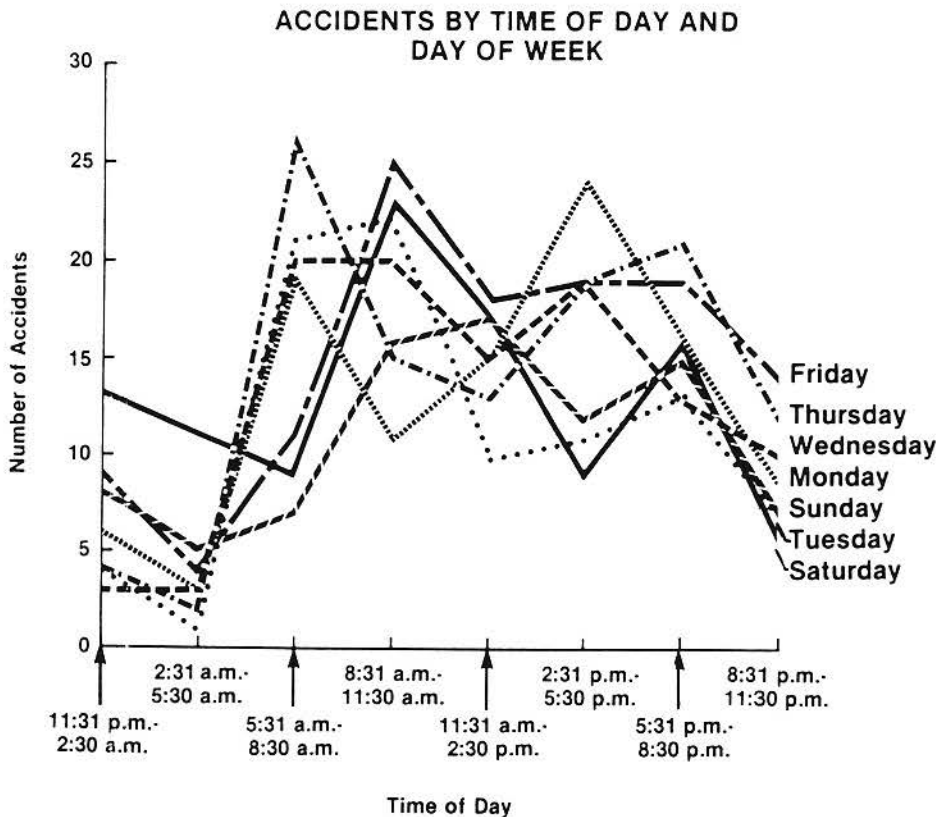
ACCIDENTS BY TIME OF DAY



ACCIDENTS BY TIME OF DAY AND DAY OF WEEK

HOURS	ACCIDENT DAY OF WEEK							TOTAL
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	
CHARTER								
11:21 P.M. - 2:30 A.M.	1	-	-	-	2	2	2	7
2:31 A.M. - 5:30 A.M.	-	-	-	-	-	5	4	9
5:31 A.M. - 8:30 A.M.	1	3	1	2	2	1	2	12
8:31 A.M. - 11:30 A.M.	1	2	4	3	6	8	8	32
11:31 A.M. - 2:30 P.M.	3	4	4	1	4	7	5	28
2:31 P.M. - 5:30 P.M.	4	1	3	6	7	2	5	28
5:31 P.M. - 8:30 P.M.	2	2	1	4	3	4	5	21
8:31 P.M. - 11:30 P.M.	3	3	5	2	2	1	4	20
TOTAL	15	15	18	18	26	30	35	157
REGULAR								
11:21 P.M. - 2:30 A.M.	5	4	3	4	7	11	5	39
2:31 A.M. - 5:30 A.M.	3	1	3	1	4	6	1	19
5:31 A.M. - 8:30 A.M.	17	18	19	24	9	8	5	100
8:31 A.M. - 11:30 A.M.	10	20	16	12	19	15	8	100
11:31 A.M. - 2:30 P.M.	12	6	10	12	14	10	12	76
2:31 P.M. - 5:30 P.M.	20	10	16	13	12	7	7	85
5:31 P.M. - 8:30 P.M.	14	11	12	17	16	12	10	92
8:31 P.M. - 11:30 P.M.	6	4	5	10	12	5	3	45
UNKNOWN	1	-	-	-	1	-	-	2
TOTAL	88	74	84	93	94	74	51	558
DATA NOT GIVEN								
11:31 P.M. - 2:30 A.M.	-	-	-	-	-	-	1	1
2:31 A.M. - 5:30 A.M.	-	-	-	1	-	-	-	1
5:31 A.M. - 8:30 A.M.	1	-	-	-	-	-	-	1
11:31 A.M. - 2:30 P.M.	-	-	1	-	-	-	-	1
TOTAL	1	-	1	1	-	-	1	4
TOTAL								
11:31 P.M. - 2:30 A.M.	6	4	3	4	9	13	8	47
2:31 A.M. - 5:30 A.M.	3	1	3	2	4	11	5	29
5:31 A.M. - 8:30 A.M.	19	21	20	26	11	9	7	113
8:31 A.M. - 11:30 A.M.	11	22	20	15	25	23	16	132
11:31 A.M. - 2:30 P.M.	15	10	15	13	18	17	17	105
2:31 P.M. - 5:30 P.M.	24	11	19	19	19	9	12	113
5:31 P.M. - 8:30 P.M.	16	13	13	21	19	16	15	113
8:31 P.M. - 11:30 P.M.	9	7	10	12	14	6	7	65
UNKNOWN	1	-	-	-	1	-	-	2
TOTAL	104	89	103	112	120	104	87	719

- Data not available.



ACCIDENTS BY HOURS DRIVING AND TIME OF DAY

TIME	HOURS												TOTAL	
	1 HOUR	2 HOURS	3 HOURS	4 HOURS	5 HOURS	6 HOURS	7 HOURS	8 HOURS	9 HOURS	10 HOURS	11 TO 12 HOURS	DATA NOT GIVEN		
CHARTER														
11:31 P.M. - 2:30 A.M.	3	-	1	-	-	1	1	-	-	-	-	1	-	7
2:31 A.M. - 5:30 A.M.	1	1	1	2	1	-	-	2	1	-	-	-	-	9
5:31 A.M. - 8:30 A.M.	7	1	1	1	-	-	1	1	-	-	-	-	-	12
8:31 A.M. - 11:30 A.M.	13	4	8	3	2	-	-	1	1	-	-	-	-	32
11:31 A.M. - 2:30 P.M.	4	4	3	4	4	4	1	2	-	-	-	-	-	28
2:31 P.M. - 5:30 P.M.	6	3	5	4	3	1	4	1	-	-	-	-	1	28
5:31 P.M. - 8:30 P.M.	3	4	3	2	2	3	1	-	1	-	-	-	2	21
8:31 P.M. - 11:30 P.M.	2	1	1	4	1	3	3	4	1	-	-	-	-	20
TOTAL	39	18	23	20	13	12	11	11	4	-	1	-	5	157
REGULAR														
11:31 P.M. - 2:30 A.M.	8	3	4	2	3	8	4	4	1	-	-	-	2	39
2:31 A.M. - 5:30 A.M.	5	4	5	2	2	-	1	-	-	-	-	-	-	19
5:31 A.M. - 8:30 A.M.	58	15	8	5	7	1	2	1	1	-	1	-	1	100
8:31 A.M. - 11:30 A.M.	21	25	27	8	3	10	2	-	-	-	-	-	4	100
11:31 A.M. - 2:30 P.M.	13	6	13	12	11	6	6	2	-	-	1	-	6	76
2:31 P.M. - 5:30 P.M.	12	12	13	11	9	7	8	2	3	-	1	1	6	85
5:31 P.M. - 8:30 P.M.	10	15	12	9	14	8	9	9	-	2	-	-	4	92
8:31 P.M. - 11:30 P.M.	4	6	5	12	7	4	5	1	1	-	-	-	-	45
UNKNOWN	-	1	1	-	-	-	-	-	-	-	-	-	-	2
TOTAL	131	87	88	61	56	44	37	19	6	5	1	-	23	558
DATA NOT GIVEN														
11:31 P.M. - 2:30 A.M.	-	-	-	-	-	-	-	-	-	-	-	-	1	1
2:31 A.M. - 5:30 A.M.	-	1	-	-	-	-	-	-	-	-	-	-	-	1
5:31 A.M. - 8:30 A.M.	-	-	-	-	-	-	-	-	-	-	-	-	1	1
11:31 A.M. - 2:30 P.M.	-	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL	-	2	-	-	-	-	-	-	-	-	-	-	2	4
TOTAL														
11:31 P.M. - 2:30 A.M.	11	3	5	2	3	9	5	4	1	-	1	-	3	47
2:31 A.M. - 5:30 A.M.	6	6	6	4	3	-	1	2	1	-	-	-	-	29
5:31 A.M. - 8:30 A.M.	65	16	9	6	7	1	3	2	1	1	-	-	2	113
8:31 A.M. - 11:30 A.M.	34	29	35	11	5	10	2	1	1	-	-	-	4	132
11:31 A.M. - 2:30 P.M.	17	11	16	16	15	10	7	4	-	1	-	-	8	105
2:31 P.M. - 5:30 P.M.	18	15	18	15	12	8	12	3	3	1	1	1	7	113
5:31 P.M. - 8:30 P.M.	13	19	15	11	16	11	10	9	1	2	-	-	6	113
8:31 P.M. - 11:30 P.M.	6	7	6	16	8	7	8	5	2	-	-	-	-	65
UNKNOWN	-	1	1	-	-	-	-	-	-	-	-	-	-	2
TOTAL	170	107	111	81	69	56	48	30	10	5	2	-	30	719

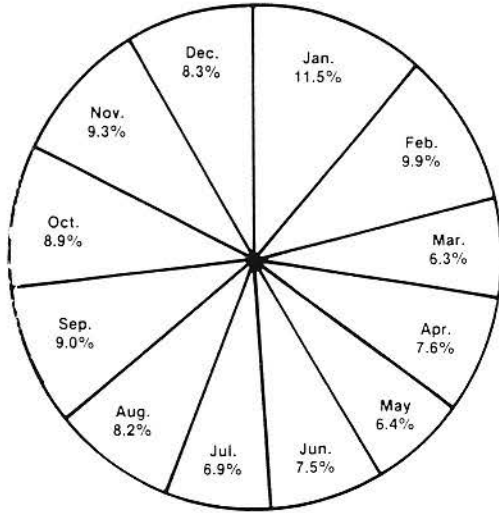
- Data not available.

The data appearing in the above chart 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 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 from the National Technical Information Service, Springfield, Virginia 22161 at a cost of \$5.25 per copy.

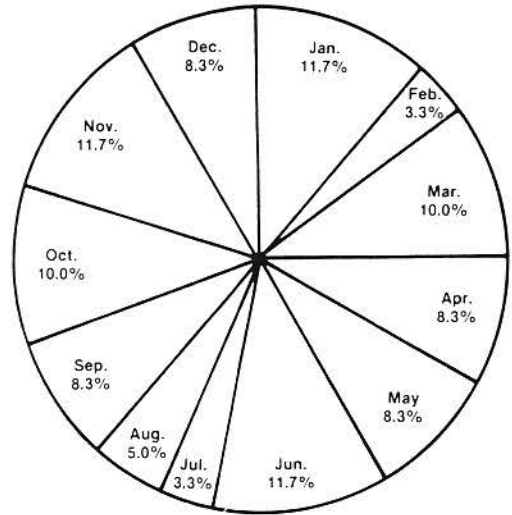
MONTHLY STATISTICS

MONTH	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
JANUARY	83	0	17	0	0	1	140	6	55	7	212	\$542
FEBRUARY	71	0	10	0	1	0	126	2	50	2	187	375
MARCH	45	0	4	0	0	0	57	6	39	6	100	269
APRIL	55	0	8	0	0	0	124	5	31	5	163	247
MAY	46	0	9	0	0	1	100	4	35	5	144	290
JUNE	54	2	6	0	0	1	71	4	33	7	110	244
JULY	50	0	8	0	0	0	113	2	83	2	204	416
AUGUST	59	0	7	0	0	0	152	3	31	3	190	319
SEPTEMBER	65	1	11	0	0	1	160	3	50	5	221	486
OCTOBER	64	0	11	0	0	0	62	6	52	6	125	432
NOVEMBER	67	0	12	0	0	3	83	4	81	7	176	354
DECEMBER	60	0	9	0	0	1	75	4	61	5	145	511
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

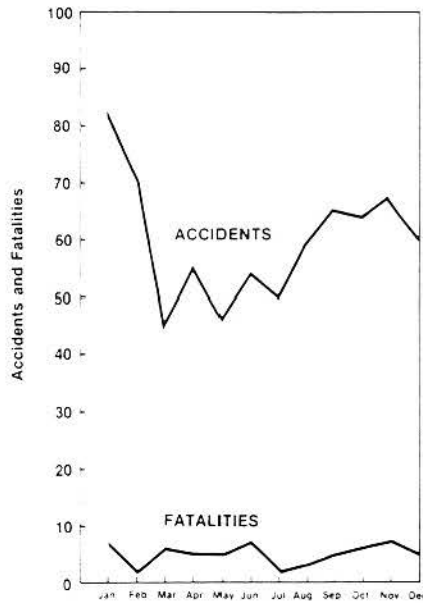
**MONTHLY STATISTICS
ACCIDENTS**



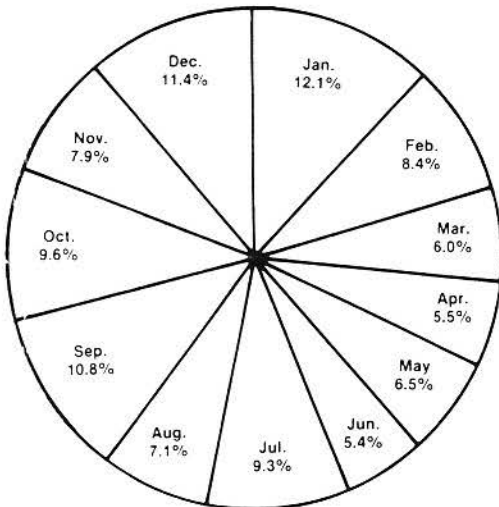
**MONTHLY STATISTICS
FATALITIES**



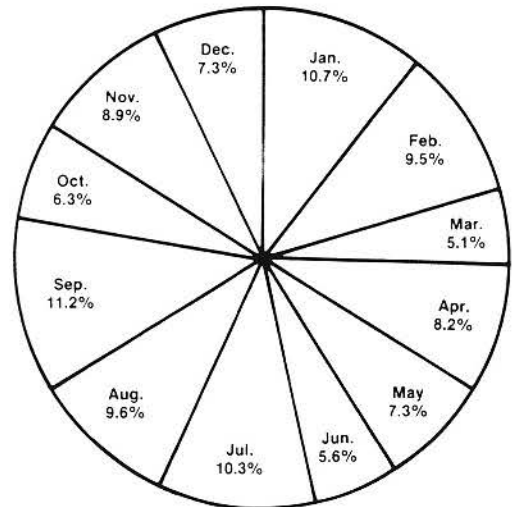
**ACCIDENTS AND
FATALITIES BY MONTH**



**MONTHLY STATISTICS
PROPERTY DAMAGE**



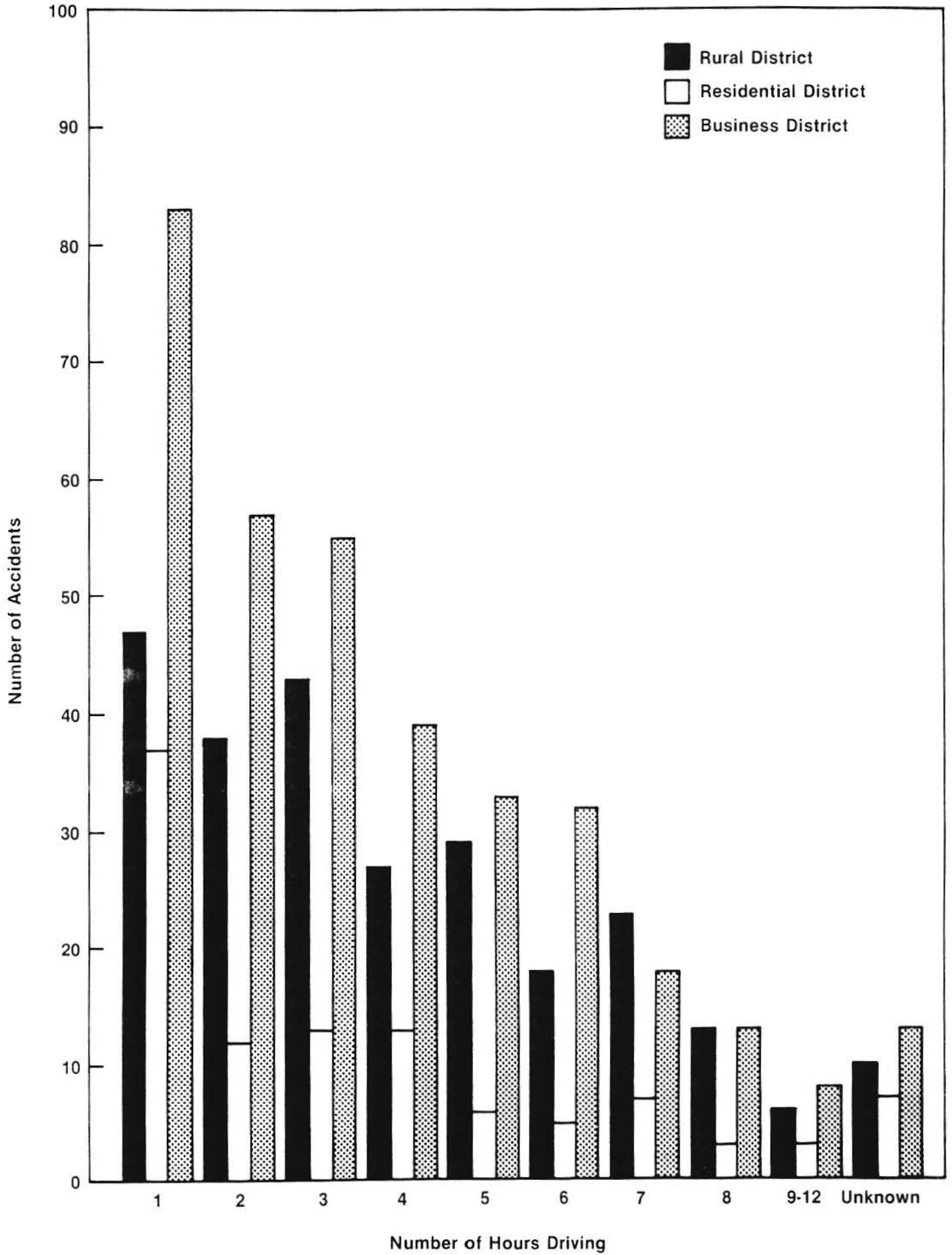
**MONTHLY STATISTICS
INJURIES**



ACCIDENTS BY NUMBER OF HOURS DRIVING AND TYPE DISTRICT

DRIVING HOURS SINCE REST	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
1 HOUR												
RURAL	47	0	8	0	0	0	119	6	21	6	148	\$410
RESIDENTIAL	37	0	9	0	0	0	22	2	34	2	65	207
BUSINESS	83	0	14	0	0	0	44	3	50	3	108	259
DATA NOT GIVEN	3	0	0	0	0	0	4	0	2	0	6	15
TOTAL	170	0	31	0	0	0	189	11	107	11	327	891
2 HOURS												
RURAL	38	0	3	0	0	0	28	6	29	6	60	156
RESIDENTIAL	12	0	4	0	1	0	41	0	49	0	95	138
BUSINESS	57	1	3	0	0	0	67	1	55	2	125	225
TOTAL	107	1	10	0	1	0	136	7	133	8	280	519
3 HOURS												
RURAL	43	0	5	0	0	0	132	3	44	3	182	440
RESIDENTIAL	13	0	0	0	0	0	6	1	7	1	13	30
BUSINESS	55	0	9	0	0	0	47	2	54	2	110	234
TOTAL	111	0	15	0	0	0	185	6	105	6	305	704
4 HOURS												
RURAL	28	1	9	0	0	3	107	1	49	5	165	399
RESIDENTIAL	13	0	0	0	0	0	2	2	9	2	13	49
BUSINESS	39	0	0	0	0	0	51	2	31	2	85	214
DATA NOT GIVEN	1	0	0	0	0	0	0	0	1	0	1	1
TOTAL	81	1	14	0	0	3	160	5	90	9	264	662
5 HOURS												
RURAL	29	0	9	0	0	2	83	3	19	5	111	302
RESIDENTIAL	6	0	2	0	0	0	37	1	3	1	42	13
BUSINESS	33	0	4	0	0	0	80	2	16	2	100	176
DATA NOT GIVEN	1	0	0	0	0	0	0	0	1	0	1	0
TOTAL	69	0	15	0	0	2	200	6	39	8	254	492
6 HOURS												
RURAL	18	0	5	0	0	0	91	8	13	8	110	284
RESIDENTIAL	5	0	2	0	0	0	12	0	2	0	16	18
BUSINESS	32	0	2	0	0	0	44	1	25	1	70	139
DATA NOT GIVEN	1	0	0	0	0	0	0	0	1	0	2	2
TOTAL	56	0	10	0	0	0	147	9	41	9	198	443
7 HOURS												
RURAL	23	0	5	0	0	1	55	0	18	1	78	141
RESIDENTIAL	7	0	0	0	0	0	7	0	10	0	17	20
BUSINESS	18	0	0	0	0	0	70	0	14	0	89	102
TOTAL	48	0	10	0	0	1	132	0	42	1	184	263
8 HOURS												
RURAL	13	0	0	0	0	0	17	1	7	1	27	126
RESIDENTIAL	3	0	0	0	0	0	0	0	2	0	2	9
BUSINESS	13	0	0	0	0	0	12	2	10	2	23	23
DATA NOT GIVEN	1	0	0	0	0	0	0	0	1	0	1	3
TOTAL	30	0	4	0	0	0	29	3	20	3	53	161
9 HOURS												
RURAL	4	0	1	0	0	0	8	0	2	0	11	52
RESIDENTIAL	1	0	0	0	0	0	0	0	1	0	1	1
BUSINESS	5	1	0	0	0	0	0	0	6	1	6	43
TOTAL	10	1	1	0	0	0	8	0	9	1	18	97
10 HOURS												
RURAL	1	0	0	0	0	1	22	0	0	1	22	26
RESIDENTIAL	2	0	0	0	0	0	0	0	3	0	3	2
BUSINESS	2	0	0	0	0	1	19	0	0	1	19	82
TOTAL	5	0	0	0	0	2	41	0	3	2	44	110
11 TO 12 HOURS												
RURAL	1	0	0	0	0	0	0	0	1	0	1	2
BUSINESS	1	0	0	0	0	0	0	0	1	0	1	0
TOTAL	2	0	0	0	0	0	0	0	2	0	2	2
DATA NOT GIVEN												
RURAL	10	0	1	0	0	0	10	2	6	2	17	64
RESIDENTIAL	7	0	0	0	0	0	14	0	2	0	16	37
BUSINESS	13	0	1	0	0	0	12	0	2	0	15	40
TOTAL	30	0	2	0	0	0	36	2	10	2	48	140
TOTAL												
RURAL	255	1	51	0	0	7	672	30	209	38	932	2,401
RESIDENTIAL	106	0	19	0	1	0	141	6	122	6	283	524
BUSINESS	351	2	41	0	0	1	446	13	264	16	751	1,539
DATA NOT GIVEN	7	0	1	0	0	0	4	0	6	0	11	22
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

ACCIDENTS BY NUMBER OF HOURS DRIVING AND TYPE DISTRICT



ACCIDENTS BY STATE

ACCIDENT LOCATOR STATE	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
ALABAMA	3	0	1	0	0	0	16	0	2	0	19	\$39.4
ALASKA	3	0	0	0	0	0	0	0	5	0	5	35.0
ARIZONA	8	0	1	0	0	0	32	0	7	0	40	87.1
ARKANSAS	3	0	1	0	0	0	20	0	2	0	23	16.5
CALIFORNIA	62	0	10	0	0	0	175	4	81	4	266	490.4
COLORADO	4	0	1	0	0	0	12	1	0	1	13	24.2
CONNECTICUT	9	0	3	0	0	1	51	0	4	1	58	50.9
DELAWARE	3	0	0	0	0	0	1	0	2	0	3	2.5
FLORIDA	24	0	2	0	0	0	30	5	19	5	51	150.8
DISTRICT OF COLUMBIA	10	0	0	0	0	0	13	2	8	2	21	8.8
GEORGIA	14	0	1	0	0	0	7	1	13	1	21	44.0
HAWAII	5	0	2	0	0	0	44	1	7	1	53	58.0
IDAHO	2	0	0	0	0	0	0	0	1	0	1	10.3
ILLINOIS	19	0	1	0	0	0	23	1	10	1	34	190.6
INDIANA	17	0	3	0	0	0	2	1	10	1	15	87.5
IOWA	5	0	0	0	0	0	0	0	3	0	3	38.9
KANSAS	5	0	0	0	0	0	2	0	2	0	4	48.9
KENTUCKY	11	0	1	0	0	3	5	0	3	3	9	70.3
LOUISIANA	13	0	3	0	0	0	43	0	12	0	58	84.3
MAINE	1	0	0	0	0	0	0	0	0	0	0	3.0
MARYLAND	6	0	3	0	0	0	5	0	6	0	14	28.5
MASSACHUSETTS	10	1	0	0	0	0	4	3	10	4	14	111.6
MICHIGAN	11	0	3	0	0	0	29	1	6	1	38	86.7
MINNESOTA	6	0	1	0	0	0	16	0	5	0	22	78.9
MISSISSIPPI	8	0	1	0	0	0	4	5	6	5	11	66.9
MISSOURI	15	0	2	0	0	0	24	3	23	3	49	114.1
MONTANA	4	0	1	0	0	1	10	0	2	1	13	41.0
NEBRASKA	1	0	0	0	0	0	0	0	1	0	1	0
NEVADA	5	0	0	0	0	0	28	0	2	0	30	28.8
NEW JERSEY	202	1	31	0	1	1	232	7	152	9	416	726.4
NEW MEXICO	5	0	1	0	0	0	5	0	2	0	8	27.0
NEW YORK	82	1	13	0	0	0	128	2	95	3	236	453.3
NORTH CAROLINA	4	0	2	0	0	0	8	1	1	1	11	85.9
NORTH DAKOTA	1	0	0	0	0	0	0	0	1	0	1	2.3
OHIO	19	0	2	0	0	0	10	0	15	1	27	69.6
OKLAHOMA	12	0	2	0	0	1	32	2	8	3	42	170.2
OREGON	5	0	0	0	0	0	4	0	3	0	7	19.8
PENNSYLVANIA	24	0	6	0	0	0	42	2	23	2	71	232.4
RHODE ISLAND	1	0	0	0	0	0	0	0	1	0	1	5
SOUTH CAROLINA	4	0	0	0	0	0	0	0	4	0	4	17.5
SOUTH DAKOTA	1	0	1	0	0	0	2	0	0	0	3	4.2
TENNESSEE	10	0	0	0	0	0	4	3	13	3	17	23.7
TEXAS	28	0	6	0	0	0	103	1	13	1	122	282.8
UTAH	1	0	0	0	0	1	22	0	0	1	22	26.0
VERMONT	3	0	0	0	0	0	0	0	1	0	1	9.0
VIRGINIA	13	0	5	0	0	0	17	2	6	2	28	86.2
WASHINGTON	8	0	1	0	0	0	1	0	2	0	4	65.1
WEST VIRGINIA	3	0	1	0	0	0	52	0	3	0	56	76.7
WISCONSIN	3	0	0	0	0	0	0	0	3	0	3	4.8
OTHER	3	0	0	0	0	0	5	0	3	0	8	3.3
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485.0

ACCIDENTS BY STATE





The Driver

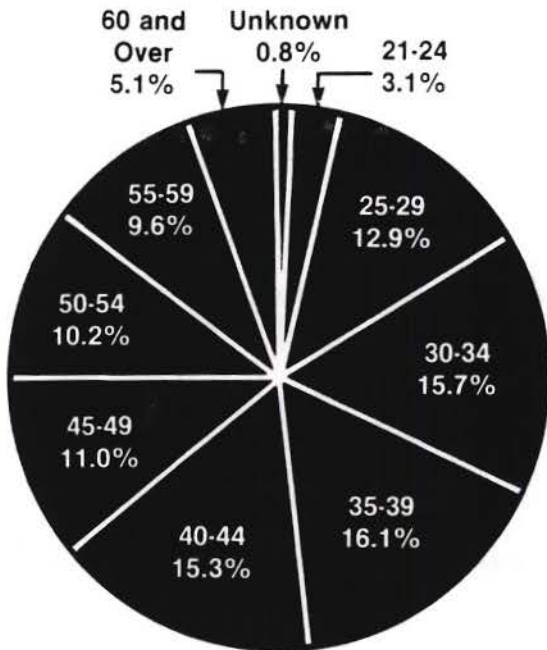
ACCIDENTS BY DRIVER AGE

DRIVER AGE	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOU-SANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
21-24	22	0	3	0	0	0	48	1	22	1	73	\$106
25-29	93	0	23	0	0	2	225	11	69	13	317	567
30-34	113	1	16	0	1	0	176	8	110	9	303	746
35-39	116	1	15	0	0	2	233	7	88	10	336	713
40-44	110	0	17	0	0	0	291	11	133	11	441	758
45-49	79	1	11	0	0	3	73	9	55	13	139	437
50-54	74	0	12	0	0	0	65	0	52	0	129	336
55-59	69	0	10	0	0	1	129	1	46	2	185	583
60 AND OVER	37	0	4	0	0	0	21	1	26	1	51	225
UNKNOWN	6	0	1	0	0	0	2	0	0	0	3	12
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

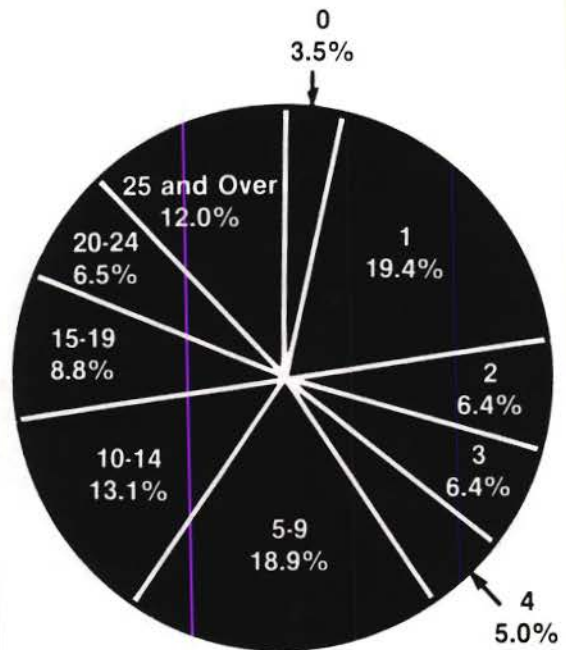
ACCIDENTS BY DRIVER'S YEARS OF SERVICE WITH COMPANY

DRIVER EXPERIENCE YEARS	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOU-SANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
0	25	1	3	0	0	1	36	1	21	3	60	\$163
1	140	0	26	0	0	5	278	10	96	15	400	940
2	46	0	7	0	0	0	109	4	30	4	146	205
3	46	0	13	0	0	0	98	3	31	3	142	378
4	36	0	5	0	0	0	96	2	21	2	122	212
5-9	136	2	20	0	1	0	204	8	184	10	409	764
10-14	94	0	15	0	0	2	199	11	69	13	283	631
15-19	63	0	8	0	0	0	92	6	54	6	154	337
20-24	47	0	5	0	0	0	48	3	34	3	87	315
25 AND OVER	86	0	10	0	0	0	103	1	61	1	174	542
TOTAL	719	3	112	0	1	8	1,263	49	601	60	1,977	4,485

ACCIDENTS BY DRIVER AGE



ACCIDENTS BY DRIVER'S YEARS OF SERVICE WITH COMPANY



ACCIDENTS BY DRIVER AGE, EXPERIENCE AND TYPE OPERATION

DRIVER AGE	DRIVER EXPERIENCE IN YEARS										TOTAL
	0	1	2	3	4	5-9	10-14	15-19	20-24	25 AND OVER	
21-24											
CHARTER	1	3	-	-	-	-	-	-	-	-	4
REGULAR	2	11	4	-	1	-	-	-	-	-	18
TOTAL	3	14	4	-	1	-	-	-	-	-	22
25-29											
CHARTER	-	13	5	2	2	-	-	-	-	-	22
REGULAR	6	37	10	11	2	4	-	-	-	1	71
TOTAL	6	50	15	13	4	4	-	-	-	1	93
30-34											
CHARTER	1	7	2	4	1	7	1	-	-	-	23
REGULAR	4	21	8	15	9	25	5	-	-	1	88
DATA NOT GIVEN	1	-	-	-	-	-	1	-	-	-	2
TOTAL	6	28	10	19	10	32	7	-	-	1	113
35-39											
CHARTER	2	6	4	-	1	14	1	-	-	-	28
REGULAR	2	9	4	5	11	34	19	3	-	1	88
TOTAL	4	15	8	5	12	48	20	3	-	1	116
40-44											
CHARTER	1	4	-	-	2	7	8	1	-	-	23
REGULAR	1	11	1	1	2	20	22	25	4	-	87
TOTAL	2	15	1	1	4	27	30	26	4	-	110
45-49											
CHARTER	-	1	1	1	-	4	4	4	4	2	21
REGULAR	1	6	1	1	-	8	13	13	12	2	57
DATA NOT GIVEN	-	-	-	-	-	-	1	-	-	-	1
TOTAL	1	7	2	2	-	12	18	17	16	4	79
50-54											
CHARTER	1	1	2	1	1	-	3	2	1	2	14
REGULAR	-	3	1	2	2	3	11	11	15	12	60
TOTAL	1	4	3	3	3	3	14	13	16	14	74
55-59											
CHARTER	1	1	1	2	-	2	1	1	2	2	13
REGULAR	-	1	2	-	-	6	3	2	5	36	55
DATA NOT GIVEN	-	-	-	-	-	-	-	-	-	1	1
TOTAL	1	2	3	2	-	8	4	3	7	39	69
60 AND OVER											
CHARTER	-	-	-	-	1	1	-	-	2	3	7
REGULAR	1	1	-	-	1	1	1	1	2	22	30
TOTAL	1	1	-	-	2	2	1	1	4	25	37
UNKNOWN											
CHARTER	-	2	-	-	-	-	-	-	-	-	2
REGULAR	-	2	-	1	-	-	-	-	-	1	4
TOTAL	-	4	-	1	-	-	-	-	-	1	6
TOTAL											
CHARTER	7	38	15	10	8	35	18	8	9	9	157
REGULAR	17	102	31	36	28	101	74	55	38	76	558
DATA NOT GIVEN	1	-	-	-	-	-	2	-	-	1	4
TOTAL	25	140	46	46	36	136	94	63	47	86	719

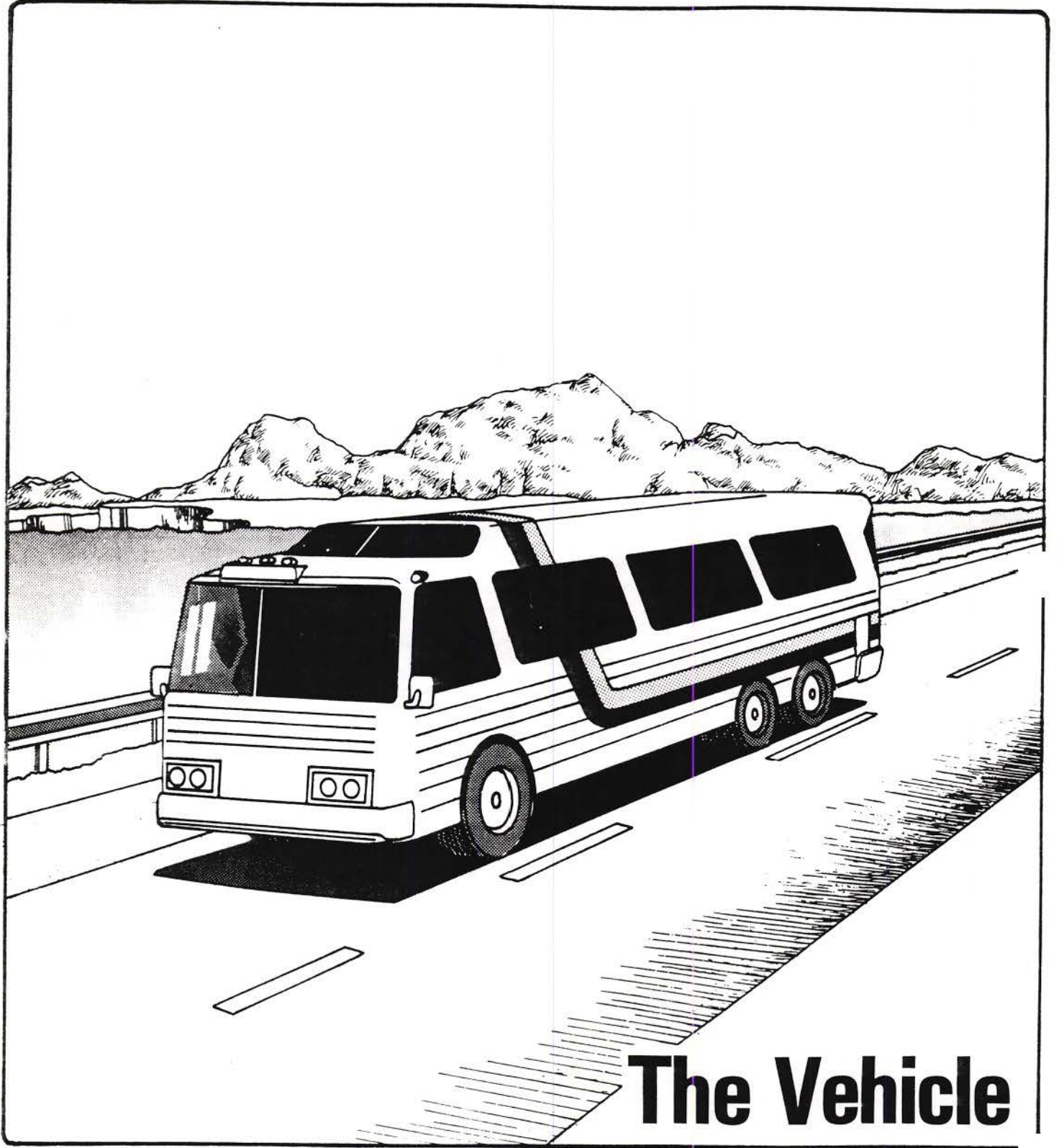
COLLISION/NON-COLLISION ACCIDENTS BY DRIVER AGE AND TYPE OPERATION

	DRIVER AGE										TOTAL
	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60 AND OVER	UNKNOWN	
COLLISION											
CHARTER	2	18	19	26	16	20	14	11	7	2	135
REGULAR	15	66	77	78	80	54	58	49	29	4	510
DATA NOT GIVEN	-	-	2	-	-	1	-	1	-	-	4
TOTAL	17	84	98	104	96	75	72	61	36	6	649
NON-COLLISION											
CHARTER	2	4	4	2	7	1	-	2	-	-	22
REGULAR	3	5	11	10	7	3	2	6	1	-	48
TOTAL	5	9	15	12	14	4	2	8	1	-	70
TOTAL	22	93	113	116	110	79	74	69	37	6	719

The data appearing in both charts are raw data. The accidents appear to fall randomly within the various groupings. Any conclusions drawn from these data would have to be considered subjective unless supplemented with exposure data.

COLLISION/NON-COLLISION ACCIDENTS BY EXPERIENCE WITH COMPANY

	DRIVER EXPERIENCE WITH REPORTING MOTOR CARRIER IN YEARS										TOTAL
	0	1	2	3	4	5-9	10-14	15-19	20-24	25 AND OVER	
COLLISION											
CHARTER	6	31	12	8	7	29	17	7	9	9	135
REGULAR	16	84	24	34	28	92	70	54	35	73	510
DATA NOT GIVEN	1	-	-	-	-	-	2	-	-	1	4
TOTAL	23	115	36	42	35	121	89	61	44	83	649
NON-COLLISION											
CHARTER	1	7	3	2	1	6	1	1	-	-	22
REGULAR	1	18	7	2	-	9	4	1	3	3	48
TOTAL	2	25	10	4	1	15	5	2	3	3	70
TOTAL	25	140	46	46	36	136	94	63	47	86	719



The Vehicle

STATISTICS BY MECHANICAL DEFECTS ¹

MECHANICAL DEFECTS	ACCIDENTS	KILLED	INJURED	PROPERTY DAMAGE (THOUSANDS)
NOT APPLICABLE	704	60	1,930	\$4,344
BRAKES	7	0	9	32
FUEL SYSTEM	1	0	2	4
WHEELS AND TIRES	3	0	20	52
STEERING SYSTEM	1	0	0	8
OTHER	2	0	12	25
DATA NOT GIVEN	1	0	4	20
TOTAL	719	60	1,977	4,485

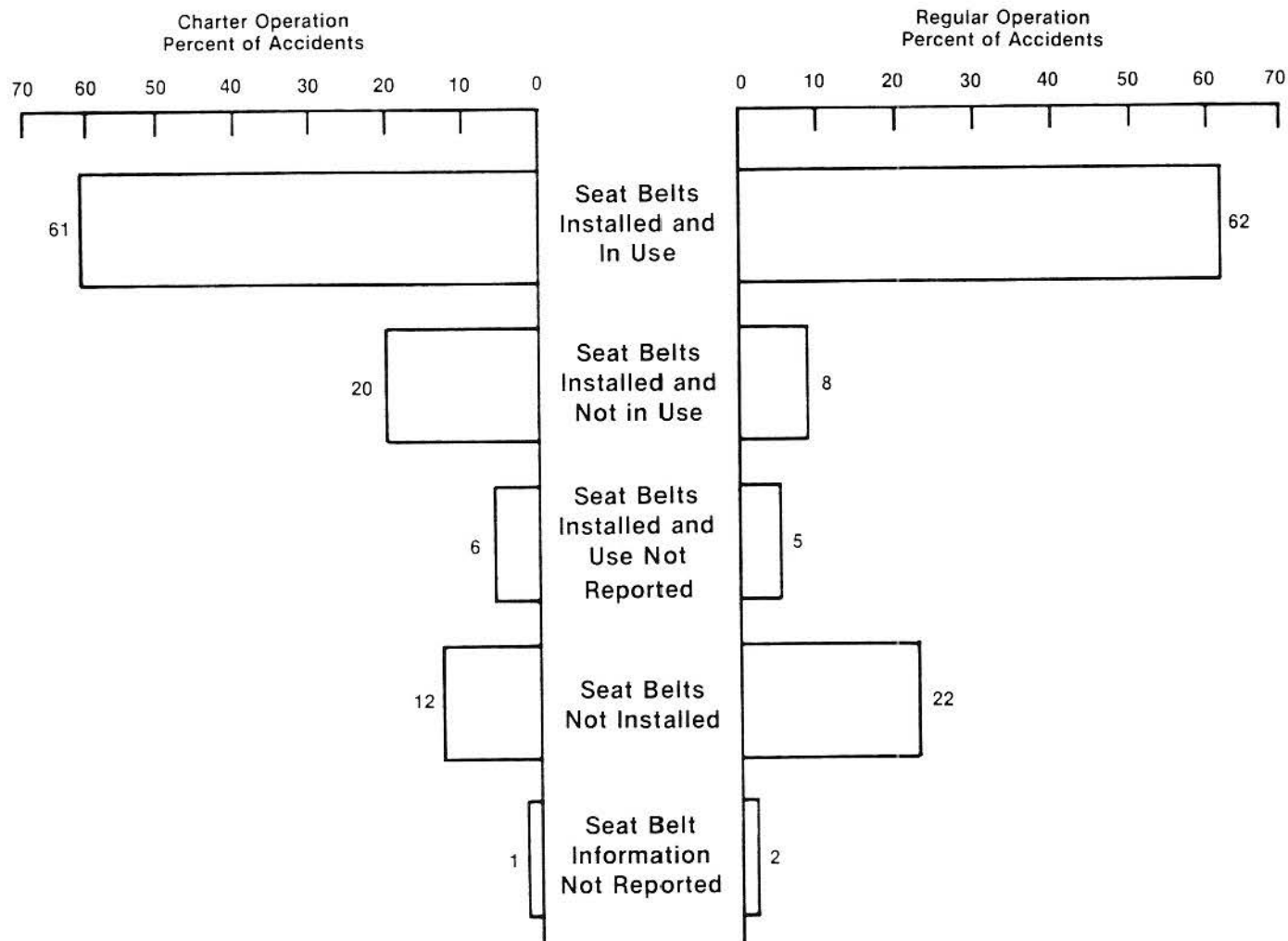
¹ IN REPORTING CARRIER'S VEHICLE.
 NOTE: PRESENCE OF MECHANICAL DEFECTS DOES NOT NECESSARILY IMPLY THAT THE DEFECTS CAUSED THE ACCIDENT.

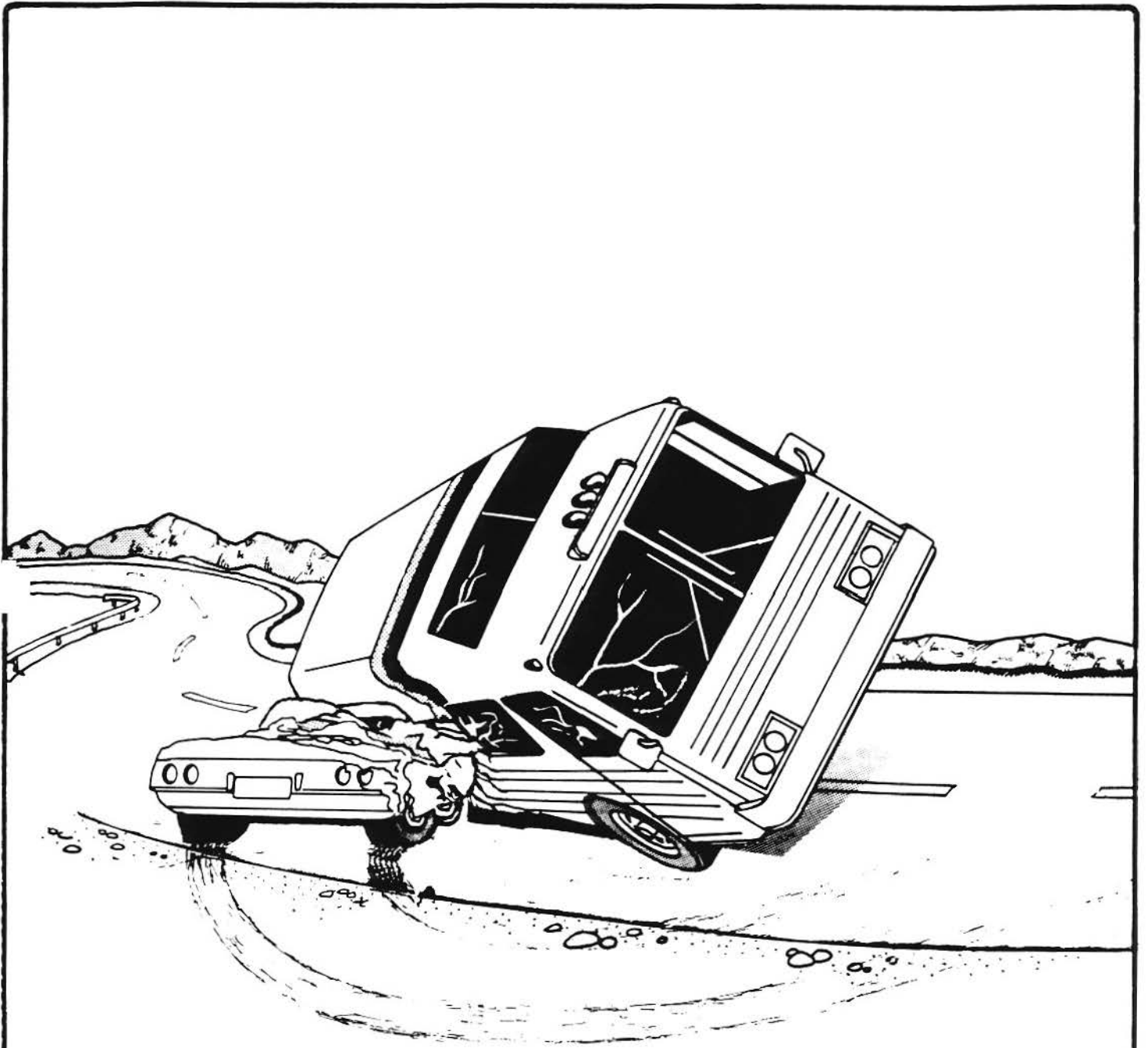
The above information indicates that of 15 accidents where mechanical defects were discovered on the vehicle, a total of 10 (67%) involved brakes or wheels and tires.

Brake, wheel or tire defects are consistently discovered by buses in field inspections at a rate higher than any other mechanical defect, except lighting devices.

SEAT BELT USAGE BY TYPE OF OPERATION

DRIVER SEAT BELT INFORMATION	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
SEAT BELTS INSTALLED AND IN USE												
CHARTER	96	0	13	0	0	0	318	6	60	6	396	\$732
REGULAR	348	0	42	0	0	1	367	13	267	14	676	1,776
DATA NOT GIVEN	2	0	0	0	0	0	10	0	2	0	13	31
TOTAL	446	0	55	0	0	1	695	19	329	20	1,085	2,539
SEAT BELTS INSTALLED AND NOT IN USE												
CHARTER	32	1	1	0	0	0	61	10	24	11	91	458
REGULAR	46	0	1	0	0	5	114	6	27	11	154	373
DATA NOT GIVEN	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL	79	1	2	0	0	5	175	16	51	22	245	834
SEAT BELTS INSTALLED AND USE NOT REPORTED												
CHARTER	9	0	0	0	0	0	38	0	48	0	87	139
REGULAR	30	1	1	0	0	1	126	8	22	10	158	380
TOTAL	39	1	2	0	0	1	164	8	70	10	245	519
SEAT BELTS NOT INSTALLED												
CHARTER	19	0	0	0	0	0	58	2	11	2	72	89
REGULAR	120	1	1	0	0	1	151	2	129	4	306	424
TOTAL	139	1	2	0	0	1	219	4	140	6	378	513
SEAT BELT INFORMATION NOT REPORTED												
CHARTER	1	0	0	0	0	0	0	0	0	0	1	12
REGULAR	14	0	0	0	1	0	10	2	11	2	23	57
DATA NOT GIVEN	1	0	0	0	0	0	0	0	0	0	0	11
TOTAL	16	0	0	0	1	0	10	2	11	2	24	80
TOTAL												
CHARTER	157	1	2	0	0	0	475	18	143	19	647	1,429
REGULAR	558	2	2	0	1	8	778	31	456	41	1,317	3,011
DATA NOT GIVEN	4	0	0	0	0	0	10	0	2	0	13	44
TOTAL	719	3	4	0	1	8	1,263	49	601	60	1,977	4,485





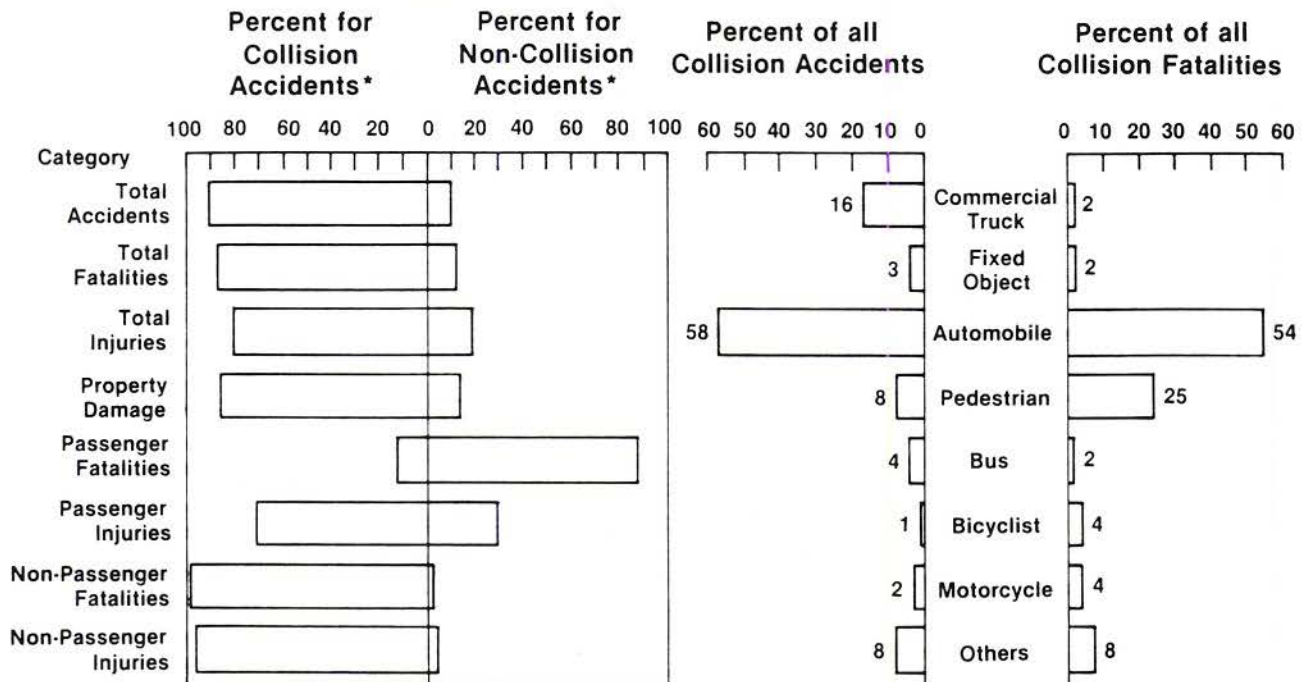
The Accident Itself

ACCIDENTS BY MOVEMENT OF REPORTING VEHICLE

ACCIDENT CLASSIFICATION VEHICLE 1	ACCIDENTS	KILLED	INJURED	PROPERTY DAMAGE (THOUSANDS)
SLOWING-STOPPING	63	3	277	\$574
STOPPED	59	0	104	250
PARKED	2	0	2	6
REAR-END	49	0	220	284
BACKING	5	1	4	5
MAKING RIGHT TURN	15	1	29	49
MAKING LEFT TURN	17	3	27	36
MAKING U-TURN	2	0	5	5
PROCEEDING STRAIGHT	286	29	576	1,773
MERGING	6	2	3	3
ENTERING TRAFFIC	6	1	7	10
INTERSECTION	57	8	104	226
PASSING	28	1	76	153
CHANGING LANES	5	0	38	77
SIDESWIPE	2	0	13	20
HEAD-ON	4	3	24	52
SKIDDING	27	0	41	142
VEHICLE OUT OF CONTROL	5	0	14	45
ROLL-AWAY	3	0	2	18
CONTROLLED RAILROAD CROSSING	5	0	5	27
DATA NOT GIVEN	1	0	9	0
NOT APPLICABLE	72	8	397	729
TOTAL	719	60	1,977	4,485

ACCIDENTS BY COLLISION OBJECT

OBJECT	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
COMMERCIAL TRUCK	104	0	30	0	0	0	295	1	40	1	365	\$1,118
FIXED OBJECT	19	1	1	0	1	0	30	0	0	1	32	174
AUTOMOBILE	376	1	49	0	0	0	373	27	385	28	807	1,779
PEDESTRIAN	52	0	0	0	0	0	0	13	41	13	41	2
BUS	26	0	8	0	0	0	130	1	67	1	205	338
TRAIN	2	0	1	0	0	0	3	0	0	0	4	10
BICYCLIST	7	0	0	0	0	0	1	2	6	2	7	1
ANIMAL	4	0	1	0	0	0	2	0	0	0	3	16
MOTORCYCLE	10	0	0	0	0	0	0	2	8	2	8	12
OTHER	49	0	5	0	0	1	45	3	51	4	102	305
TOTAL	649	2	96	0	1	1	879	49	598	52	1,574	3,756



* Stated as a percent of grand total for each category

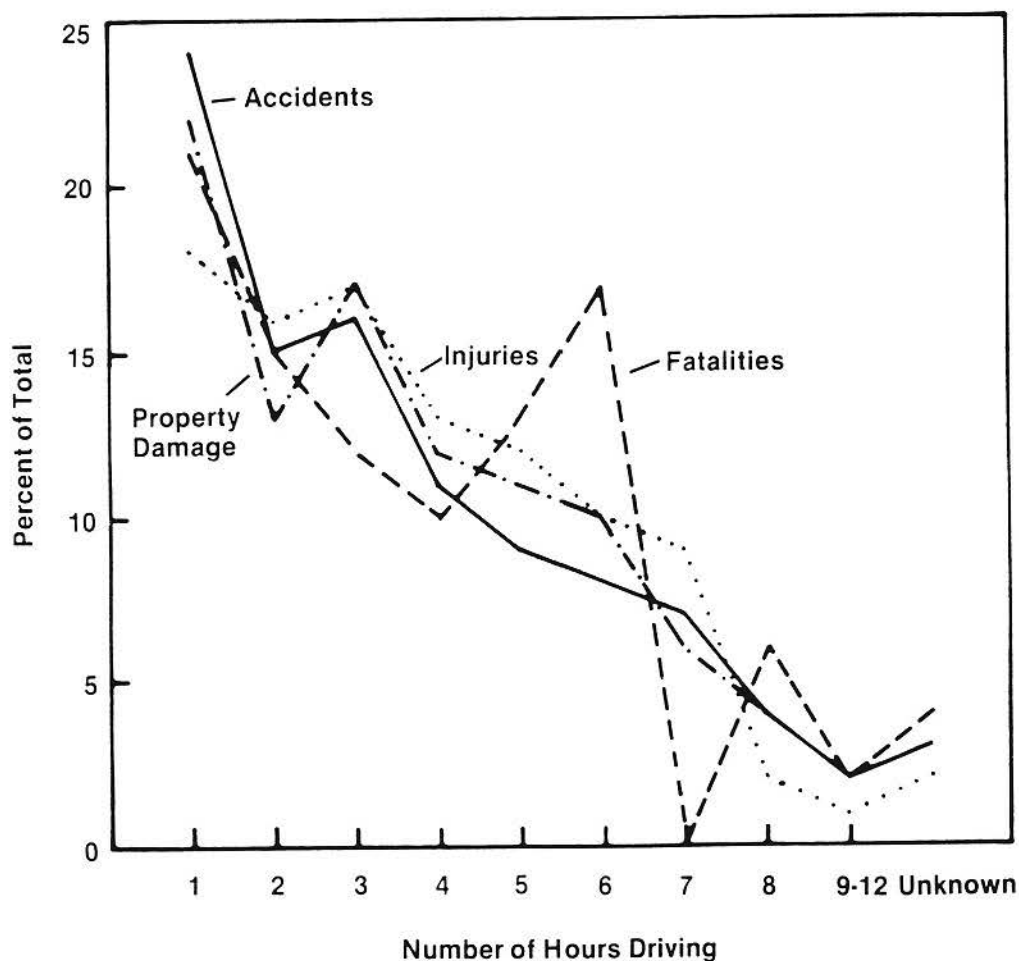
Note: Non-Passengers are the reporting carrier's driver, other carrier personnel, occupants of other vehicles and pedestrians.

COLLISION ACCIDENT STATISTICS BY HOURS OF DRIVING

DRIVING HOURS SINCE REST	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
1 HOUR	158	0	29	0	0	0	147	11	107	11	283	\$813
2 HOURS	97	1	10	0	1	0	107	7	133	8	251	480
3 HOURS	105	0	14	0	0	0	145	6	104	6	263	629
4 HOURS	71	0	10	0	0	0	99	5	90	5	199	440
5 HOURS	60	0	12	0	0	1	130	6	39	7	181	426
6 HOURS	52	0	8	0	0	0	115	9	41	9	164	397
7 HOURS	43	0	3	0	0	0	96	14	40	0	144	228
8 HOURS	28	0	8	0	0	0	14	3	20	3	37	133
9 HOURS	8	1	0	0	0	0	0	0	9	1	9	79
10 HOURS	3	0	0	0	0	0	0	0	3	0	3	4
11 TO 12 HOURS	2	0	0	0	0	0	0	0	2	0	2	2
DATA NOT GIVEN	22	0	2	0	0	0	26	2	10	2	38	124
TOTAL	649	2	96	0	1	1	879	49	598	52	1,574	3,756

1 REPORTING CARRIER'S DRIVER

COLLISION ACCIDENTS BY HOURS DRIVING



NON-COLLISION ACCIDENTS BY HOURS OF DRIVING

DRIVING HOURS SINCE REST	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
RAN OFF ROAD												
1 HOUR	7	0	1	0	0	0	38	0	0	0	39	\$54
2 HOURS	5	0	1	0	0	0	6	0	0	0	6	9
3 HOURS	5	0	1	0	0	0	40	0	1	0	42	55
4 HOURS	9	1	4	0	0	3	60	0	0	4	64	222
5 HOURS	5	0	2	0	0	1	48	0	0	1	50	61
6 HOURS	3	0	2	0	0	0	29	0	0	0	31	46
7 HOURS	4	0	2	0	0	1	34	0	0	1	36	35
8 HOURS	2	0	1	0	0	0	15	0	0	0	16	28
9 HOURS	2	0	1	0	0	0	8	0	0	0	9	17
10 HOURS	2	0	1	0	0	2	41	0	0	2	41	106
DATA NOT GIVEN	2	0	0	0	0	0	3	0	0	0	3	12
TOTAL	46	1	14	0	0	7	322	0	1	8	337	644
OTHER NON-COLLISION ACCIDENTS												
1 HOUR	5	0	0	0	0	0	4	0	0	0	5	25
2 HOURS	5	0	0	0	0	0	23	0	0	0	23	30
3 HOURS	1	0	0	0	0	0	0	0	0	0	0	20
4 HOURS	1	0	0	0	0	0	1	0	0	0	1	0
5 HOURS	4	0	0	0	0	0	22	0	0	0	23	5
6 HOURS	1	0	0	0	0	0	3	0	0	0	3	0
7 HOURS	1	0	0	0	0	0	2	0	2	0	4	0
DATA NOT GIVEN	6	0	0	0	0	0	7	0	0	0	7	5
TOTAL	24	0	2	0	0	0	62	0	2	0	66	85

COLLISION/NON-COLLISION ACCIDENTS INVOLVING FIRE

	ACCIDENTS	OCCUPANTS OF REPORTING CARRIER'S VEHICLE						OTHERS		TOTAL		PROPERTY DAMAGE (THOUSANDS)
		DRIVERS		OTHER PERSONNEL		PASSENGERS		KILLED	INJURED	KILLED	INJURED	
		KILLED	INJURED	KILLED	INJURED	KILLED	INJURED					
NON-COLLISION	3	0	0	0	0	0	0	0	0	0	0	\$50
COLLISION	4	0	1	0	0	1	20	2	7	3	28	60
TOTAL	7	0	1	0	0	1	20	2	7	3	28	110

The table below compares all reported bus accidents with those accidents involving fire.

	All Accidents		Accidents Involving Fire	
	Number	Rate	Number	Rate
Accidents	719		7	
Fatalities	60	8.3*	3	42.9*
Injuries	1,977	2.7**	28	4.0**
Property Damage	\$4,485,000	\$6.238	\$110,000	\$15.714

* Per 100 Accidents

** Per Accident

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FORM NO. INST. TRANSP 50M, 11/79

BERKELEY, CA 94720