



2004 SOUTH CAROLINA



COMMERCIAL MOTOR VEHICLE TRAFFIC COLLISION FACT BOOK

This publication was produced by the South Carolina Department of Public Safety's State Transport Police, with support from the Office of Highway Safety.



South Carolina Department of Public Safety

Dear Reader:

The South Carolina Department of Public Safety is pleased to present its 2004 South Carolina Commercial Motor Vehicle Traffic Collision Fact Book. This report is an attempt to describe, in one document, some characteristics of commercial motor vehicle crashes in our State. As the reader, you will be able to compare general crash characteristics over a six year period and within one year.

Information about these crashes, presented in the following tables, helps us better understand the highway safety problem and develop effective solutions. Reducing highway fatalities and injuries requires the continued and combined efforts of our state, local, and federal partners — all working towards this common goal. For this reason, we continue to rely on the collection and coding of crash data that will assist us in our continuing effort to make our highways safer.

I would like to express my sincere appreciation for the hard work and dedication of those people responsible for helping to make our crash data files timely and accurate. Special recognition is extended to staff of the Highway Safety Office who assist in compiling the data for this book and to the members of the State Transport Police who, in addition to handling the immediate needs of commercial motor vehicle crash victims on the scene, also collect the vital crash information that we need to successfully achieve our mission.

Sincerely,

James K. Schweitzer
Director



CMV TRAFFIC COLLISION QUICK FACTS

	<u>2003</u>	<u>2004</u>	<u>% CHANGE</u>
FATAL COLLISIONS	91	102	12.1%
INJURY COLLISIONS	1,488	1,496	0.5%
PROPERTY DAMAGE ONLY COLLISIONS	1,586	1,549	-2.3%
TOTAL COLLISIONS	3,165	3,147	-0.6%
FATALITIES	102	115	12.7%
NON-FATAL INJURIES	2,468	2,425	-1.7%
ECONOMIC LOSS*	\$171,316,300	\$185,072,100	8.0%
TRUCK VEHICLE MILES TRAVELED	4,900,000,000	5,100,000,000	4.1%
ROADWAY MILES	66,231	66,252	0.03%
TRUCK MILEAGE DEATH RATE**	2.1	2.3	9.5%

*Economic Loss is calculated using the latest information from the National Safety Council, Estimating the Costs of Unintentional Injuries, 2003.

**Mileage Death Rate (MDR) is the number of fatalities in CMV collisions per 100 million Large Truck Vehicle Miles Traveled (VMT). Truck VMT is estimated by South Carolina Department of Transportation (SCDOT).



TABLE OF CONTENTS

SAFETYNET DEFINITION.....viii
DEFINITIONS 1-2

Part I - GENERAL INFORMATION 3

 CMV Traffic Trends 1995-2004.....4
 VMT and Mileage Death Rate Trends.....5
 Economic Loss Statistics Clock.....6
 Narrative (Probable Cause, First Harmful Event).....7
 Primary Contributing Factor.....8-9
 First Harmful Event.....10-11
 Contributed to Collision.....12

Part II - COLLISION CHARACTERISTICS13

 A. The Driver..... 15
 Age and Sex of Drivers.....16-17

 B. Time.....19
 Collisions by Hour of the Day.....20
 Collisions by Time of Day.....21
 Collisions by Day of Week.....22
 Collisions by Month.....23

 C. Location.....25
 STP District Map.....26
 Collisions and District Statistics by STP District.....27
 Collisions by County.....28
 High Collisions Counties Map.....29
 Collisions by Route Category.....30
 Interstate Collisions.....31
 Highway Collisions.....32

 D. Environment.....33
 CMV Collisions by Road Surface Conditions.....34
 CMV Collisions by Weather Conditions.....34
 CMV Collisions by Road Character.....35
 CMV Collisions by Work Zone Type.....35
 CMV Collisions by Light Conditions.....36
 CMV Collisions by Traffic Control.....36

 E. Units.....37
 Unit Types.....38
 Vehicle Use.....39
 Cargo Body Type.....40
 Vehicle Configuration.....41

Part III - PASSENGER VEHICLES ... 43
School Buses.....44-45
(Passenger) Commercial Buses.....46-47
Full Size Vans.....48-49

Part IV - COLLISION CONSEQUENCES51
Transported to Medical Facility - Injuries Sustained 53
Traffic Collision Victim Profile.....54-55
Ejection Status/Location After Impact/Injuries Sustained..... 56-57
Traffic Injuries by Restraint Usage..... 58-59

Part V – HAZARDOUS MATERIALS.....61
2004 Hazardous Material Involvement62
Hazmat by Route Category.....63

APPENDIX.....65

PHOTOS OF CARGO BODY TYPES..... 66

UNIFORM AND SUPPLEMENTAL TRAFFIC COLLISION REPORT FORMS..... 67-69

ACKNOWLEDGMENTS.....71

For the purposes of this publication, a collision is defined as a Commercial Motor Vehicle (CMV) collision only if it meets the definition set forth by SAFETYNET. SAFETYNET is a computer software program in which states upload uniform crash data elements of CMV collisions to a national database maintained by the Federal Motor Carrier Safety Administration. The following is the SAFETYNET definition of a CMV collision:

A CMV collision is a reportable collision¹ that involved at least one of the following vehicles:

- 1. A vehicle whose Gross Vehicle Weight Rating of the power unit equals 10,001 pounds or greater OR**
- 2. A vehicle displaying a hazardous material placard OR**
- 3. A passenger vehicle that is designed to carry, or is carrying, 16 or more persons, including the driver.**
- 4. A motor vehicle that is designed to carry, or is carrying, 9 or more passengers for compensation.**

AND...

- 1. Involves one or more fatal injuries OR**
- 2. At least one person is transported for immediate medical care OR**
- 3. One or more vehicles (not necessarily the CMV) are towed from the scene due to disabling damage.**

¹ A collision that results in at least \$1,000 in total property damage, or results in injury or death, and occurs on a public roadway.

NOTE: As of January 2001, the SAFETYNET criteria for a qualifying vehicle changed to the definitions given above. Therefore, the criteria of a qualifying vehicle differ from those of previous years.

KEY DEFINITIONS

Bus - A motor vehicle designed to transport sixteen (16) or more persons, including the driver.

Collision - Throughout this publication the terms collision and traffic collision are equivalent to the term motor vehicle traffic collision as defined below.

CMV – Commercial Motor Vehicle: A vehicle whose GVWR of the power unit equals 10,001 pounds or greater OR a vehicle displaying a hazardous material placard OR a passenger vehicle that is designed to carry 16 or more persons, including the driver OR a motor vehicle that is designed to carry 9 or more passengers for compensation.

CMV Collisions - A collision involving a CMV in which there are fatal injuries OR persons transported for medical care OR a vehicle is towed from the scene due to disabling damage or is provided assistance.

Disabling Damage – Damage which precludes departure of a motor vehicle from the scene of the collision in its usual manner in daylight after simple repairs.

1. Inclusions: Damage to motor vehicles that could have been driven, but would have been further damaged if so driven.
2. Exclusions:
 - i. Damage that can be remedied temporarily at the scene of the collision without special tools or parts.
 - ii. Tire disablement without other damage even if no spare tire is available.
 - iii. Headlamp or taillight damage.
 - iv. Damage to turn signals, horn, or windshield wipers that make them inoperative.

Driver – An occupant who is in actual physical control of a transport vehicle, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Economic Loss - All figures reported are rounded to the nearest \$100. Based on the 2002 National Safety Council's Formula which applies with the following factors:

Each fatality	\$1,120,000
Each incapacitating injury	\$ 55,500
Each non-incapacitating injury	\$ 18,200
Each possible injury	\$ 10,300
Each *PDO accident	\$ 8,200

Fatal Traffic Collision - Any traffic collision that results in the death of at least one occupant or pedestrian as a direct result of injuries sustained in the collision within 30 days of the collision date.

First Harmful Event - The first event in a traffic collision to result in injury or property damage.

Hazardous Material – A substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when transported in commerce and which has been so designated.

HP – Highway Patrol.

Incapacitating Injury - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he/she was capable of performing before the injury occurred.

Manner of Collision - The identification in a crash of how the motor vehicle(s) initially came together in a traffic collision.

*PDO = Property Damage Only

KEY DEFINITIONS

Motor Vehicle - Any motorized (mechanically or electrically powered) road vehicle not operated on rails, excluding mopeds, minibikes and other vehicles not subject to motor vehicle licensing regulations. These include: automobiles, trucks, buses, vans and motorcycles.

Most Harmful Event - The event for an individual unit involved in a traffic collision that results in the most severe injury or property damage.

Motor Vehicle Traffic Collision - A transport collision that involves at least one motor vehicle in transport, in which the unstabilized situation originates on a trafficway or at least one harmful event occurs on a trafficway. This definition excludes any collision on a private way.

Non-Incapacitating Injury - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the collision in which the injury occurred.

Occupant - Any person who is part of a transport vehicle (automobile, bicycle, etc.)

Passenger - Any occupant of a vehicle other than its driver.

PDO - An abbreviation for property damage only. A PDO collision is one with some property damage but no injuries or fatalities.

Pedestrian - Any person who is not an occupant as defined above. Includes persons on foot, roller skates, and skateboards.

Possible Injury - Any injury that is reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

Primary Contributing Factor - Refers to the primary contributing factor of the traffic collision. This is the presumptive factor that created the collision situation.

Road - The part of a trafficway that includes both the roadway and any shoulder alongside the roadway.

Rural Area - Any area which is not within a defined urban area.

STP- State Transport Police.

Traffic Collision - Used in this publication interchangeably with Motor Vehicle Traffic Collision.

Traffic Unit (Unit) - Any motorized road vehicle (includes vehicles that do and do not qualify as motor vehicles in the above definition), pedestrians, animal drawn vehicle and animals with human riders.

Trafficway - Any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

Unit - Used interchangeably with traffic unit (see definition above).

Source for most definitions: Manual on Classifications of Motor Vehicle Traffic Collisions, Fifth Edition, published by the National Safety Council. The definition for disabling damage comes from the Federal Motor Carrier Safety Regulations Handbook.

Part I - General Information

The following pages contain descriptive statistics regarding collisions involving commercial motor vehicles (CMV's) in South Carolina for the year 2004. This includes applicable information regarding drivers, occupants, vehicles, and any other information necessary to obtain a better assessment of the safety of our roadways.

The number of CMV involved collisions has decreased from 3,165 in 2003 to 3,147 in 2004. This equates to a 0.6% decrease over this time period. Accompanying these collisions are immense personal and financial losses. While CMV collisions only accounted for 2.9% of the total collisions in South Carolina in 2004, they made up 11% of the total fatalities on our roadways. Total fatalities in CMV involved collisions have increased from 102 in 2003 to 115 in 2004, a 12.7% increase.

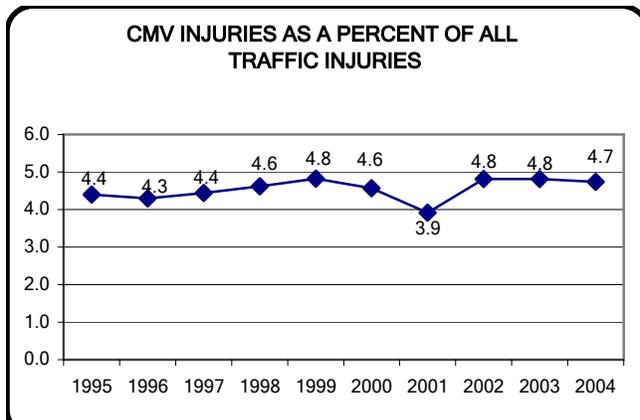
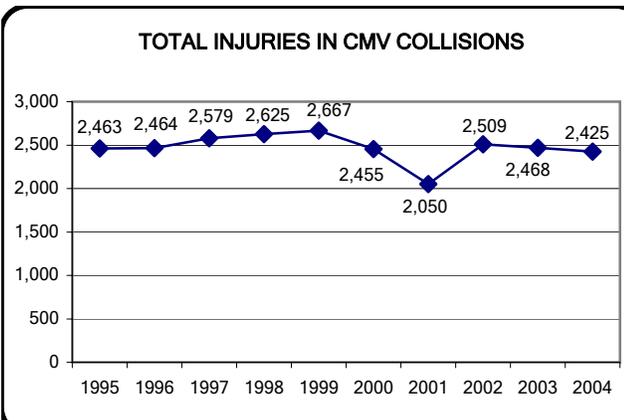
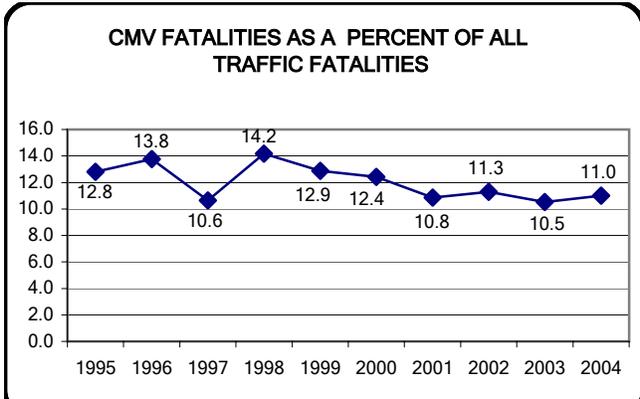
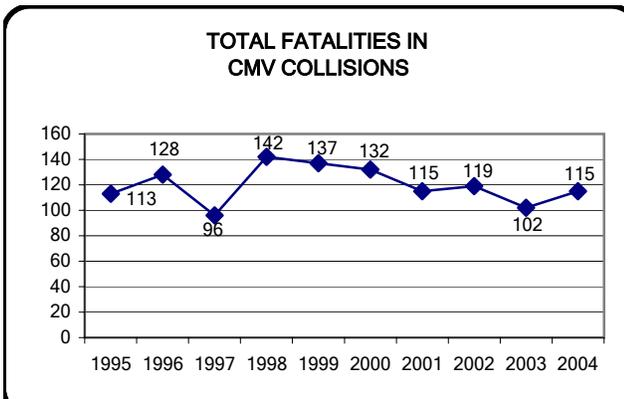
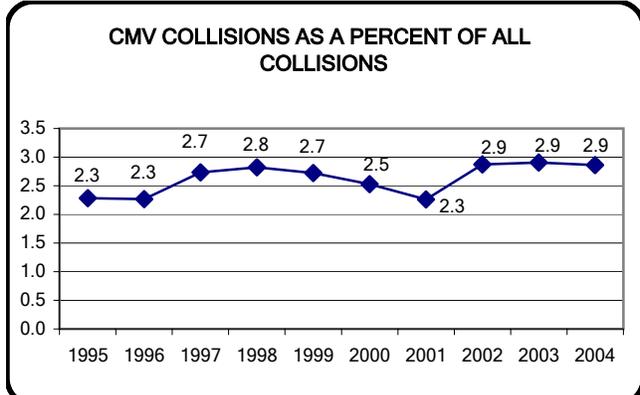
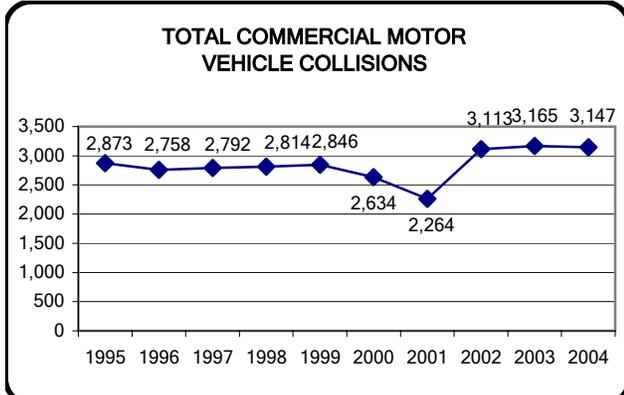
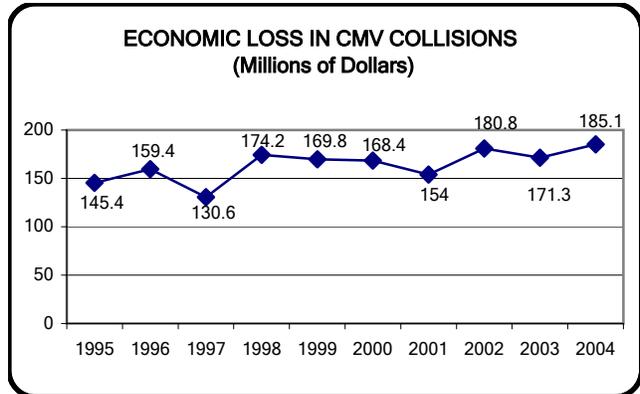
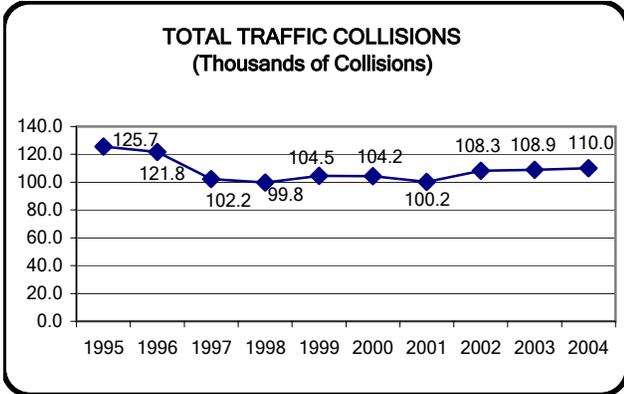
Fatalities are the most severe consequence of motor vehicle collisions, but even in non-fatal collisions, the cost in human suffering can be severe. Injuries sustained in CMV involved collisions have decreased from 2,468 in 2003 to 2,425 in 2004, a 1.7% decrease.

CMV involved collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 2004, \$185 million dollars in estimated losses were incurred in CMV collisions. This was an 8.0% increase from 2003. Yet, this also means that CMV collisions made up 7.1% of the total economic loss that occurred on South Carolina roadways in 2004.

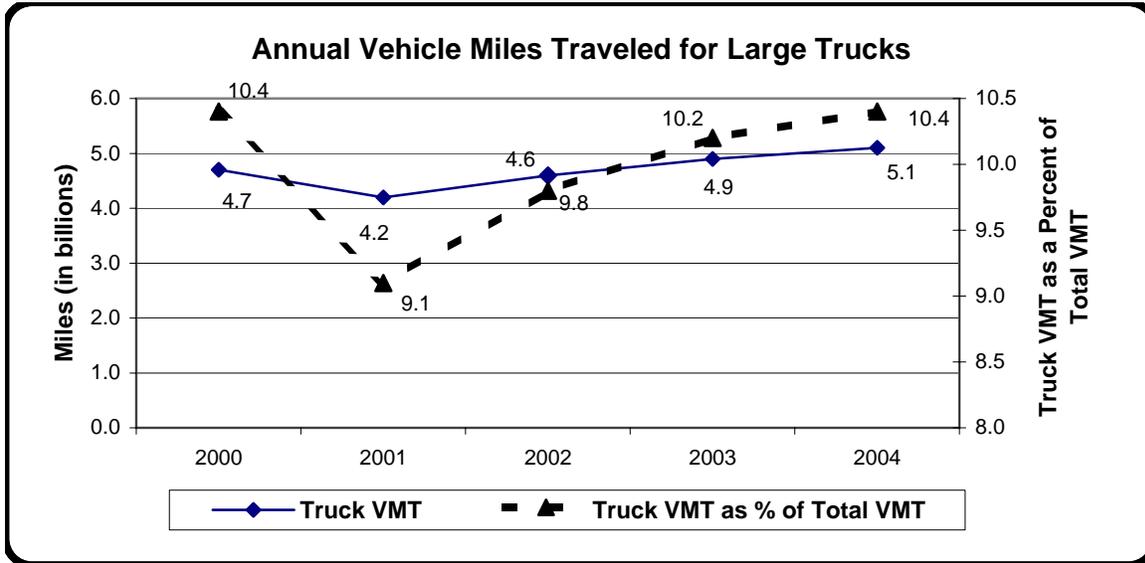
All collision statistics included in this publication are based on data obtained via the Uniform Traffic Collision Report (Form TR-310) and the Supplemental Bus and Truck Collision Report from investigating officers. By law, any collision that results in at least \$1,000 in total property damage, or results in injury or death and occurs on a public highway must be reported to the South Carolina Department of Public Safety on the appropriate form. If these collisions occur on private property or are reported on any form other than the TR-310, they are excluded. In order for a vehicle to be defined as a "Commercial Motor Vehicle" it must meet the SAFETYNET threshold explained on page 1. **Only collisions involving at least one CMV are included in this publication, unless otherwise noted.**

The statistics contained in the South Carolina Commercial Vehicle Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It is therefore possible that some discrepancies may exist between the data published here and other sources.

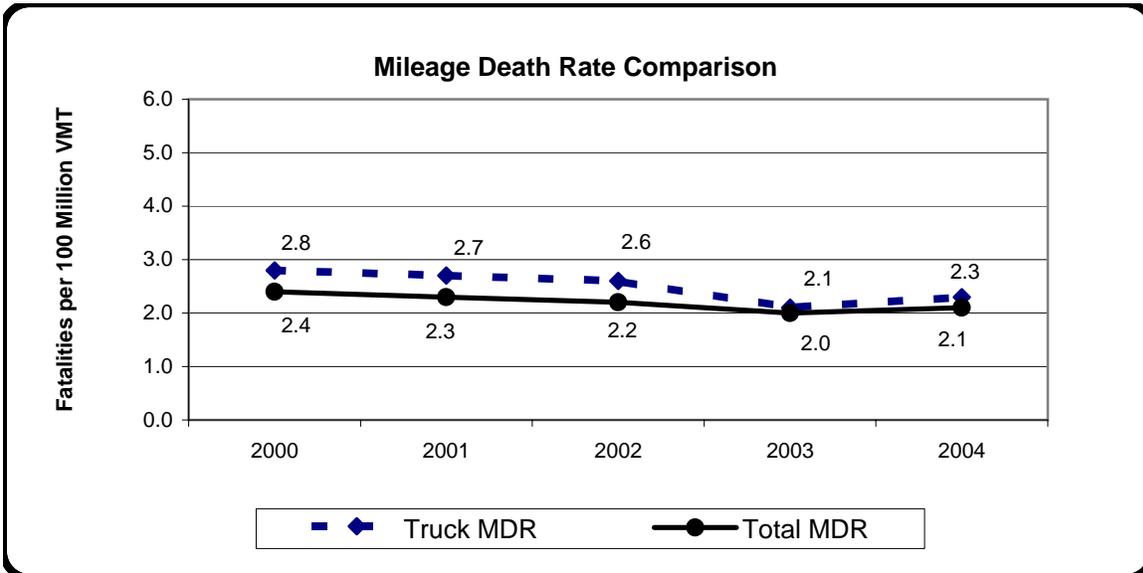
Note: More data is being captured due to edit checks implemented in the data entry process in 2002.



VEHICLE MILES TRAVELED (VMT)

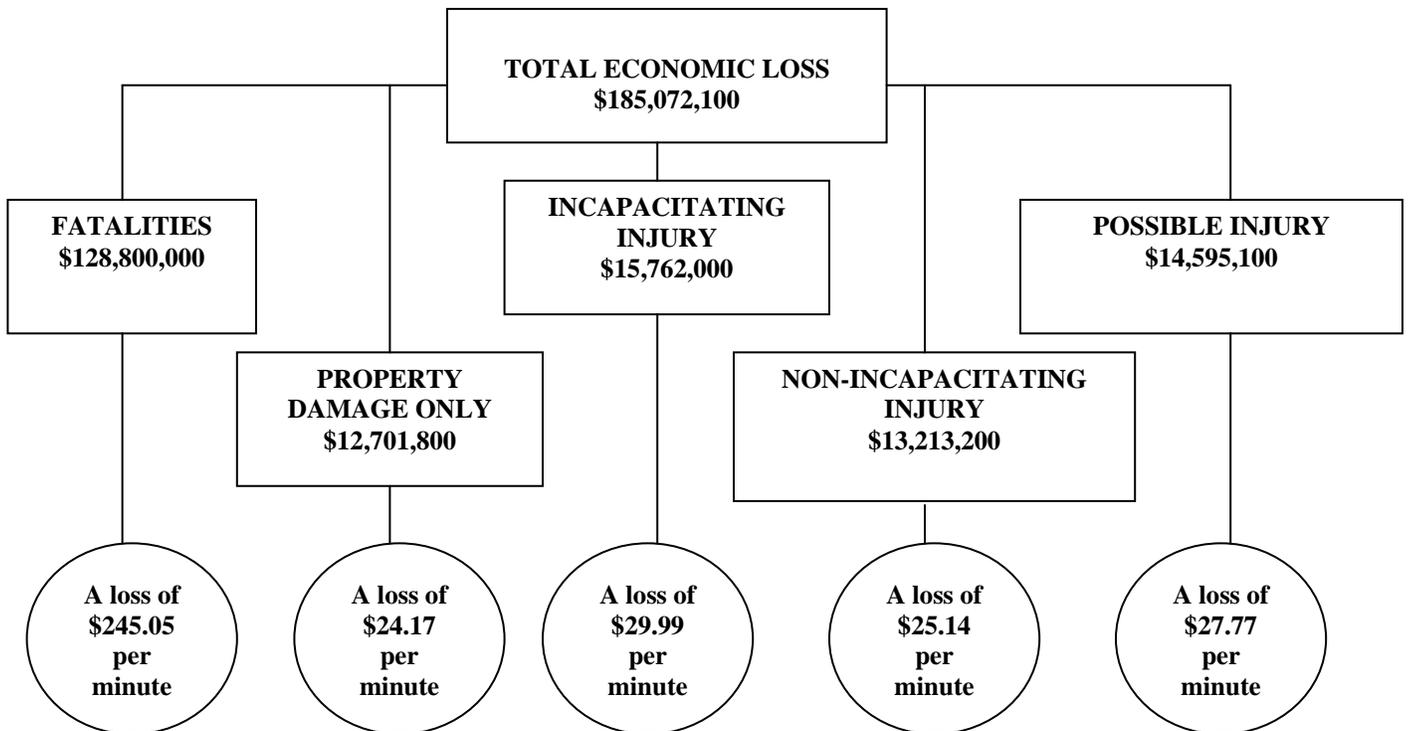


Mileage Death Rate (MDR) is the number of fatalities per 100 million Vehicle Mile Traveled (VMT). "Total MDR" is the MDR for all motor vehicles. "Truck MDR" is the MDR for trucks. Truck Vehicle Miles Traveled (VMT) is estimated by the South Carolina Department of Transportation.* Truck MDR is computed using fatalities in CMV collisions and VMT for trucks.



* Source: South Carolina Department of Transportation estimates Truck VMT.

SOUTH CAROLINA CMV ECONOMIC LOSS STATISTICAL CLOCK 2004



PRIMARY CONTRIBUTING FACTOR

(Pages 8, 9)

Some action (or inaction) by one or more of the drivers was cited as the Primary Contributing Factor in 2,842 of the 3,147 reported CMV traffic collisions in 2004. This accounted for 90% of all primary contributing factors of crashes. "Too fast for conditions" was the greatest of these, accounting for 30.4% of CMV collisions. Vehicle factors accounted for the next largest category of collision causes with 178 or 5.7% of the total. "Tires/Wheels", "Brakes", and "Other" were the contributing factors in which most of the collisions in this category were attributed to. CMV's seem to have a greater propensity to have vehicle malfunctions as collision factors than do passenger vehicles. For fatal collisions in 2004, some type of driver error was considered the probable cause in 89 of the 102 fatal collisions, accounting for 87.3% of all collisions in which someone was killed. This percentage is lower than the percentage for all South Carolina fatal traffic collisions (90.3% driver error).

When dealing with these collisions, it becomes necessary to know which vehicle caused the collision. In two vehicle collisions between a CMV and a Non-CMV, the Non-CMV driver was cited as the only contributor to the crashes in 1,051 of 2,073 collisions, or 51% of the time. The CMV driver was cited as the only contributor in 880 of the 2,073 collisions, or 42% of the time. Non-CMV drivers were the only contributors in 71% of all fatal crashes and 48.9% of injury collisions. CMV drivers were the only contributors in 22% of fatal collisions and 44% of injury collisions.

FIRST HARMFUL EVENT

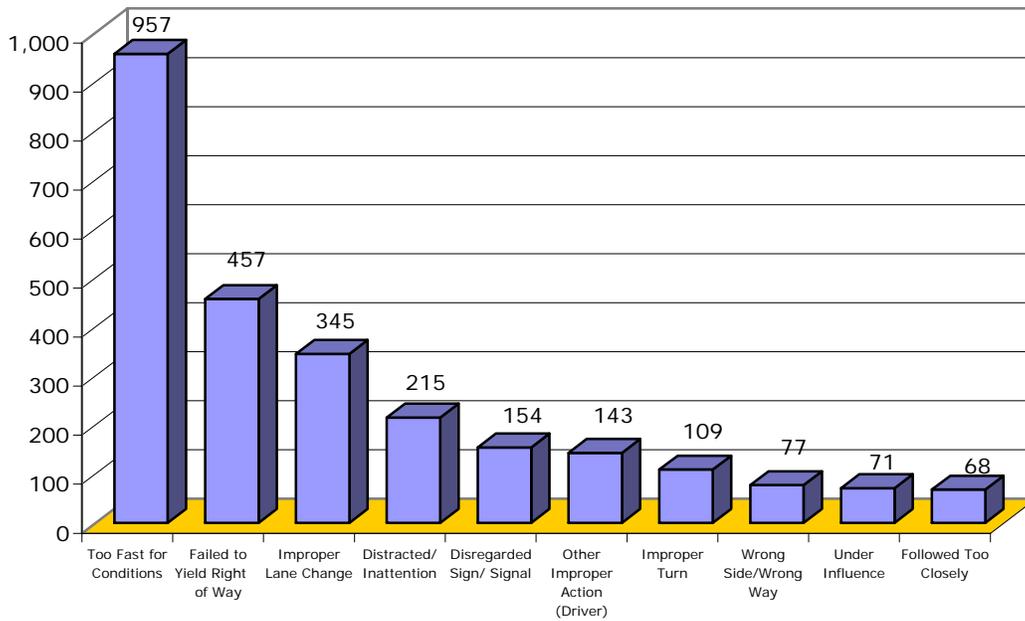
(Pages 10, 11)

The first harmful event (FHE) in a traffic collision is defined by the National Safety Council as the first occurrence of injury or damage in a collision. In 2004, the FHE in 2,185 of the 3,147 (69%) reported CMV traffic collisions involved some type of collision where the FHE was a collision with a motor vehicle in transport. The second most common FHE was "Overturn" accounting for 207 of 3,147 crashes, or 6.6% of the total. The third most frequent FHE was a collision with a stopped vehicle with 169 collisions (5.4%). Combined, these three accounted for more than 80% of all reported CMV collisions.

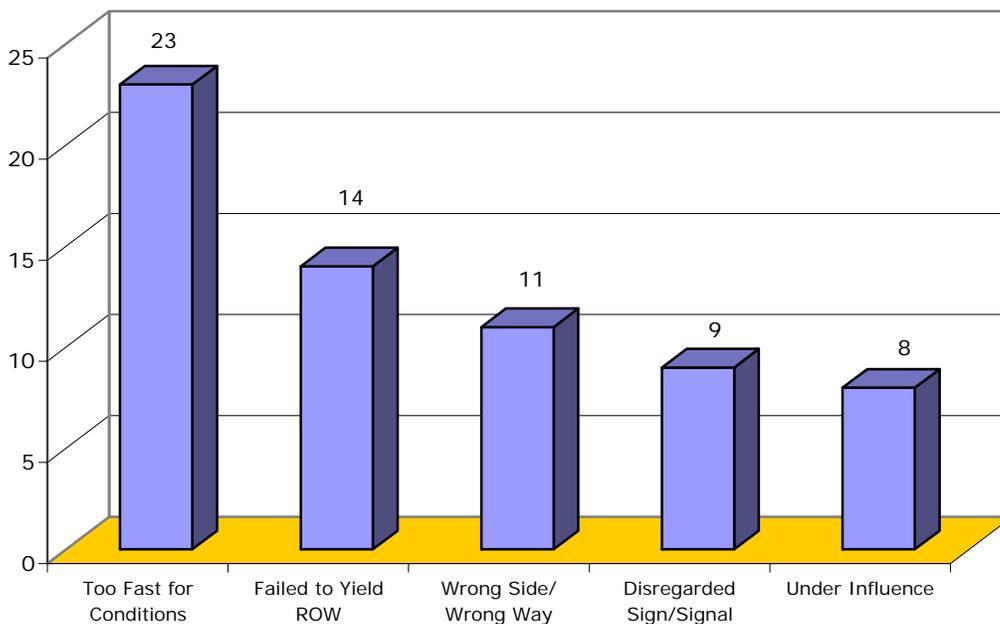
Collisions with a motor vehicle in transport (67.6%) and collisions with a pedestrian (8.8%) were identified as the top two FHE's in fatal crashes. Collisions with a stopped vehicle, collisions with a parked vehicle and collisions with a tree tied for the third highest FHE's in fatal crashes, with 3 collisions each (2.9%).



TOP TEN PRIMARY CONTRIBUTING FACTORS FOR ALL CMV COLLISIONS



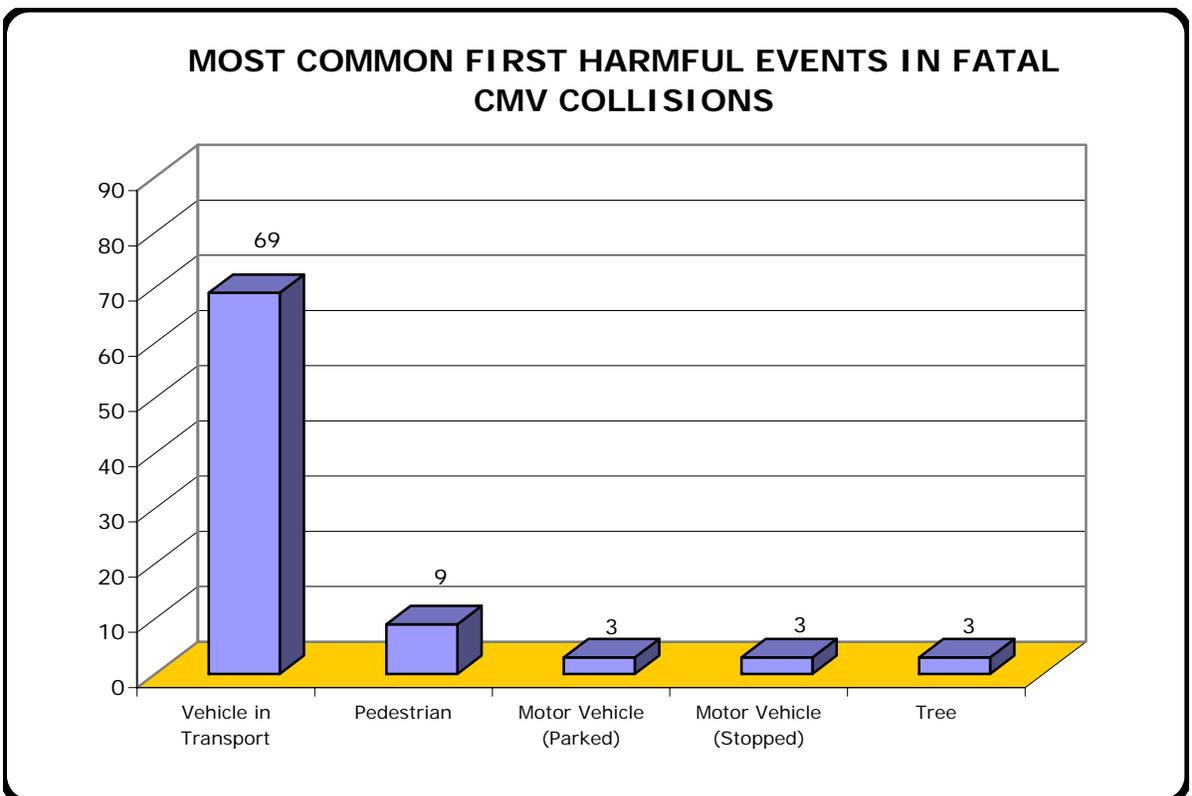
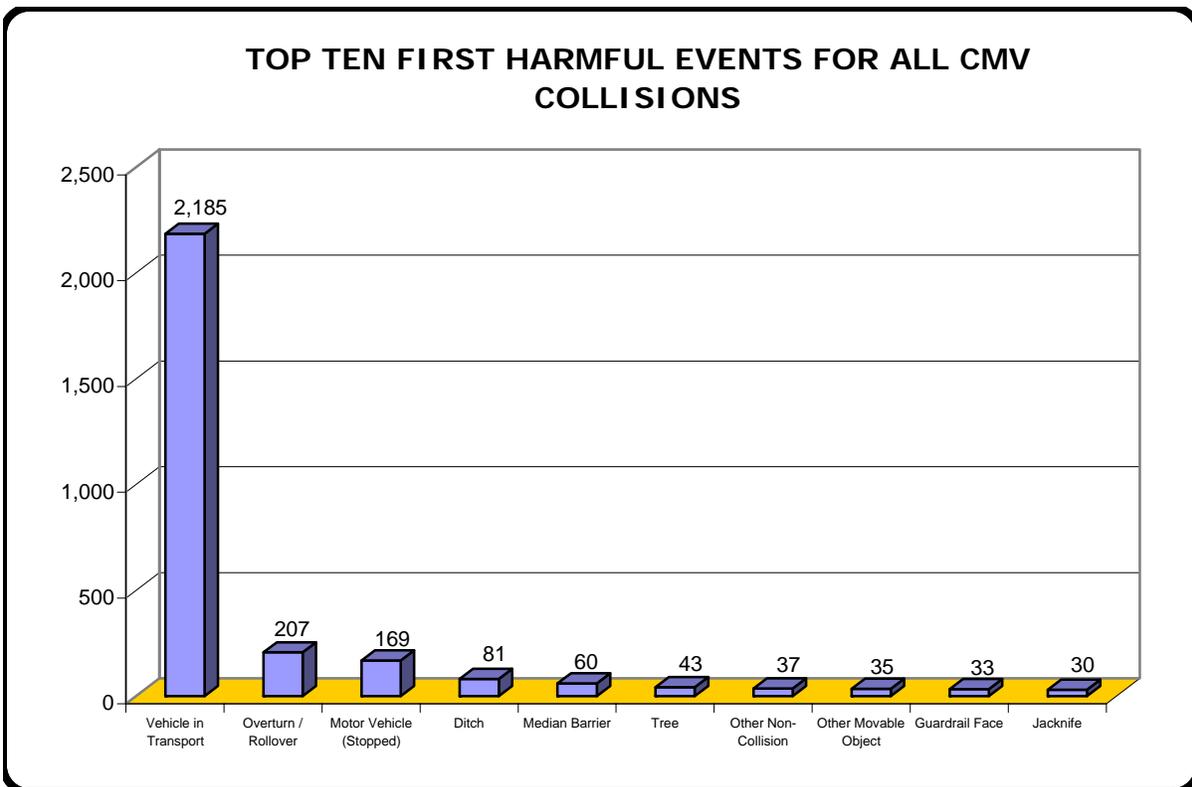
TOP FIVE PRIMARY CONTRIBUTING FACTORS FOR FATAL CMV COLLISIONS



TRAFFIC COLLISIONS BY PRIMARY CONTRIBUTING FACTORS

PRIMARY CONTRIBUTING FACTORS	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
DRIVER FACTORS						
Disregarded Signs/Signals	9	93	52	154	9	148
Distracted/Inattention	4	105	106	215	4	159
Too Fast for Conditions	23	456	478	957	25	693
Exceeded Speed Limit	3	11	7	21	3	15
Failed to Yield Right-of-Way	14	269	174	457	16	462
Ran Off Road	5	9	16	30	6	14
Fatigued/Asleep	1	19	14	34	1	26
Followed Too Closely	0	32	36	68	0	66
Improper Turn	0	47	62	109	0	70
Medical Related	1	17	6	24	1	25
Aggressive Driving	1	13	7	21	1	19
Over-correcting/Over-steering	0	3	10	13	0	4
Swerving to Avoiding Object	0	8	12	20	0	9
Wrong Side or Wrong Way	11	32	34	77	13	73
Under the Influence	8	34	29	71	9	66
Improper Lane Usage/Change	1	143	201	345	1	212
Vision Obscured (within unit)	0	7	4	11	0	15
Cell Phone	0	3	1	4	0	3
Other Improper Action (Driver)	1	60	82	143	1	95
Unknown	7	38	23	68	12	123
SUBTOTAL	89	1,399	1,354	2,842	102	2,297
ROADWAY FACTORS						
Debris	0	1	7	8	0	1
Non-Highway Work	0	0	0	0	0	0
Obstruction In Road	0	5	8	13	0	6
Road Surface Condition (i.e., Wet)	0	2	11	13	0	3
Rut, Hole, Bump	0	1	1	2	0	2
Shoulders (None, Low, Soft, High)	0	0	0	0	0	0
Traffic Control Device (i.e., Missing)	0	0	0	0	0	0
Work Zone (Constr./Maint./Utility)	0	0	1	1	0	0
Worn Travel-Polished Surface	0	0	0	0	0	0
Curve in Roadway	0	0	0	0	0	0
Other	1	2	3	6	1	2
Unknown	0	0	0	0	0	0
SUBTOTAL	1	11	31	43	1	14
NON-MOTORIST FACTORS						
Inattentive	1	3	0	4	1	3
Lying and/or Illegally in Roadway	2	3	0	5	2	4
Not Visible (Dark Clothing)	0	0	0	0	0	0
Darting	1	0	0	1	1	0
Wrong Side of Road	1	0	0	1	1	0
Improper Crossing	1	3	0	4	1	4
Failure To Yield Right of Way	0	0	0	0	0	0
Disregarded Sign/Signal	0	2	0	2	0	2
Under Influence	0	1	0	1	0	1
Other	1	2	4	7	1	3
Unknown	0	0	0	0	0	0
SUBTOTAL	7	14	4	25	7	17
ENVIRONMENTAL FACTORS						
Animal in Road	0	10	13	23	0	11
Glare	0	2	1	3	0	5
Obstruction	0	0	2	2	0	0
Weather Condition	0	5	22	27	0	8
Other	0	1	3	4	0	1
Unknown	0	0	0	0	0	0
SUBTOTAL	0	18	41	59	0	25
VEHICLE DEFECT FACTORS						
Brakes	1	17	15	33	1	25
Steering	0	3	7	10	0	3
Power Plant	0	0	4	4	0	0
Tires/Wheel	4	14	37	55	4	19
Lights	0	4	0	4	0	6
Signals	0	0	1	1	0	0
Windows/Shield	0	1	0	1	0	1
Restraint Systems	0	0	0	0	0	0
Truck Coupling	0	1	7	8	0	2
Cargo	0	9	12	21	0	11
Fuel System	0	0	4	4	0	0
Other	0	3	28	31	0	3
Unknown	0	2	4	6	0	2
SUBTOTAL	5	54	119	178	5	72
OTHER CAUSES	0	0	0	0	0	0
TOTALS	102	1,496	1,549	3,147	115	2,425

* Property Damage Only



TRAFFIC COLLISIONS BY FIRST HARMFUL EVENT

FIRST HARMFUL EVENT (FHE)	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
NON-COLLISION						
CARGO / EQUIP LOSS OR SHIFT	0	10	16	26	0	10
CROSS MEDIAN / CENTER LINE	2	2	3	7	2	3
DOWNHILL RUNAWAY	0	0	1	1	0	0
EQUIPMENT FAILURE	0	2	14	16	0	4
OVERTURN / ROLLOVER	1	101	105	207	1	115
SPILL (2 WHEEL VEHICLE)	0	0	1	1	0	0
FIRE/EXPLOSION	0	1	0	1	0	1
IMMERSION	0	0	1	1	0	0
JACK-KNIFE	0	5	25	30	0	8
RAN OFF ROAD LEFT	0	0	0	0	0	0
RAN OFF ROAD RIGHT	0	0	0	0	0	0
SEPARATION OF UNITS	0	0	4	4	0	0
OTHER NON-COLLISION	0	16	21	37	0	18
UNKNOWN NON-COLLISION	0	3	3	6	0	5
SUBTOTAL	3	140	194	337	3	164
OBJECT NOT FIXED						
PEDESTRIAN	9	6	0	15	9	7
PEDALCYCLIST	2	4	0	6	2	5
RAILWAY TRAIN	0	0	0	0	0	0
ANIMAL (DEER ONLY)	0	1	1	2	0	1
ANIMAL (ALL OTHERS)	0	3	4	7	0	3
VEHICLE (PARKED)	3	9	12	24	4	17
VEHICLE (STOPPED)	3	96	70	169	5	199
VEHICLE (IN TRANSPORT)	69	1,102	1,014	2,185	76	1,810
VEHICLE (OTHER ROADWAY)	1	9	10	20	2	14
WORK ZONE MAINT. EQUIPMENT	0	0	1	1	0	0
OTHER OBJECT NON-FIXED	1	6	28	35	1	7
UNKNOWN MOVABLE OBJECTS	0	2	2	4	0	2
SUBTOTAL	88	1,238	1,142	2,468	99	2,065
FIXED OBJECT						
HIGHWAY GUARDRAIL END	0	3	6	9	0	3
HIGHWAY GUARDRAIL FACE	2	13	18	33	2	17
CRASH CUSHION	0	0	1	1	0	0
UTILITY POLE	0	8	9	17	0	8
TREE	3	21	19	43	3	38
HIGHWAY TRAFFIC SIGN POST	0	4	7	11	0	12
OTHER (POST, POLE, SUPPORT, ETC.)	0	1	7	8	0	1
OTHER (WALL, BLDG, TUNNEL, ETC.)	0	2	2	4	0	2
CULVERT	0	2	5	7	0	3
CURBING	0	2	2	4	0	2
MEDIAN BARRIER	2	17	41	60	2	20
FENCE	0	2	5	7	0	7
DITCH	2	22	57	81	4	55
OVERHEAD STRUCT/UNDERPASS	0	2	5	7	0	2
EMBANKMENT	0	11	9	20	0	12
BRIDGE/PIER/ABUTMENT	1	1	1	3	1	3
BRIDGE PARAPET END	0	0	0	0	0	0
BRIDGE RAIL	0	2	4	6	0	2
OTHER FIXED OBJECTS	1	4	13	18	1	8
UNKNOWN FIXED OBJECT	0	1	2	3	0	1
SUBTOTAL	11	118	213	342	13	196
YEAR TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

CMV COLLISIONS WITH OTHER MOTOR VEHICLES

As shown below, 66% of CMV crashes involved two vehicles, a CMV and a non-CMV. 77% of the fatal collisions in commercial motor vehicle collisions were the result of a CMV versus a non-CMV collision. Over 10% of fatal collisions in South Carolina involved a commercial motor vehicle. More than 10% of all traffic fatalities resulted from a CMV crash. However, commercial vehicles were involved in only 2.9% of all collisions. Of those drivers who contributed to the cause of a fatal two-vehicle collision, 70.9% were non-CMV drivers. Nevertheless, non-CMV drivers made up only 50.7% of contributing drivers in all CMV collisions involving two vehicles.

DRIVERS IN CMV COLLISIONS WHO CONTRIBUTED TO COLLISION

CONTRIBUTED TO COLLISION	COLLISION TYPE					
	FATAL	% FATAL	INJURY	PDO*	TOTAL	% OF TOTAL
CMV	17	21.5	444	419	880	42.5
NON-CMV	56	70.9	493	502	1,051	50.7
BOTH	4	5.1	30	34	68	3.3
NEITHER	2	2.5	41	31	74	3.6
TOTALS	79	100.0	1,008	986	2,073	100.0

*Property Damage Only

This table counts only **two-vehicle collisions between a CMV and a Non-CMV .

CARRIER TYPES IN CMV COLLISIONS

About 32% of CMV collisions involved intrastate carriers. But, almost 80% of fatal CMV collisions involved interstate carriers. Additionally, 77% of fatalities from CMV collisions involved interstate carriers.

CMV COLLISIONS BY CARRIER TYPE

CARRIER TYPE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
INTERSTATE	81	956	1,088	2,125	89	1,447
INTRASTATE	21	540	461	1,022	26	978
TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

Part II - Collision Characteristics

There are many characteristics associated with CMV collisions. Patterns in these characteristics can provide insight into the cause of collisions and may ultimately lead to effective countermeasures for reducing the number of collisions that occur and minimizing the severity of those that will still occur. The data provided on the following pages may raise interesting questions for those interested in highway safety. These questions may in turn lead to research, which addresses a particular collision characteristic. Here are some examples of CMV collision characteristics for 2004:

A. Driver

- ◆ Males make up the vast majority of CMV drivers in collisions, likely mirroring the population of CMV drivers.
- ◆ Female drivers were involved in 41.7% of all traffic collisions in S.C. in 2004, yet they made up 6.5% of CMV drivers involved in CMV collisions.

B. Time

- ◆ The months of February and December had the most fatal collisions (13), followed by July and October (10).
- ◆ CMV collisions are much more likely to occur during the week (Monday -Friday) as opposed to the weekend. More fatal CMV collisions occurred on Friday (24) and Wednesday (21).
- ◆ 78% of all CMV collisions occurred between the hours of 6 am and 6 pm.

C. Location

- ◆ More fatal CMV collisions occurred on Interstates than any other route category.
- ◆ Greenville (270) and Richland (237) had more CMV collisions than any other county. Charleston had the most fatal collisions (9).

D. Environment

- ◆ The vast majority of CMV collisions occurred during the day in clear weather, and on dry, straight, and level roads.

E. Vehicles

- ◆ 58% of CMV's involved in collisions consisted of tractors with semi-trailers.
- ◆ Less than 2.2% of CMV's involved in all CMV collisions were carrying hazardous materials.



This is a truck crash that happened near Santee in September 2004. Three tractor-trailers collided and caught fire. All three drivers escaped without serious injuries.



A. The Driver

Numerous decisions are required of drivers in the operation of a commercial motor vehicle. All too often, poor judgement, inattention, carelessness or even deliberate intent on the part of a driver results in a dangerous driving decision, which leads to a traffic collision. The primary contributing factor in over 90% of all reported traffic crashes was driver-related in 2004. Driver violations reported during FY 2003, FY 2004, and FY 2005 (FY is from July 1 through June 30) are as follows:

Summary of Serious Traffic Enforcement Violations

<u>Violation</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>
1. Speeding (>10 MPH over Speed Limit)	3,655	2,643	3,376
2. Failure to Obey Traffic Control Device	332	279	425
3. Use/Under Influence of Alcohol	97	94	81
4. Driver Uses/Is in Possession of Drugs	110	110	105
5. Improper Lane Change	74	66	81
6. Following Too Closely	99	93	86
7. Failure to Yield Right of Way	39	9	16
8. Improper Turns	16	11	22
9. Improper Passing	9	9	13
10. Reckless Driving	3	0	3
Total	4,434	3,314	4,208

Enumerated on the following pages are the numbers of drivers involved in CMV collisions by age and sex. Approximately 91% of CMV drivers involved in total CMV collisions were male; about 95% of CMV drivers involved in fatal CMV collisions were male. Only 6.5% of CMV drivers involved in CMV collisions were females. However, in the non-CMV drivers who were involved in CMV collisions, about 57% were male and 42% were female. Additionally, nearly 73% of the non-CMV drivers involved in fatal CMV collisions were male. About 27% were female (non-CMV drivers involved in fatal CMV collisions).

AGE AND SEX OF CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

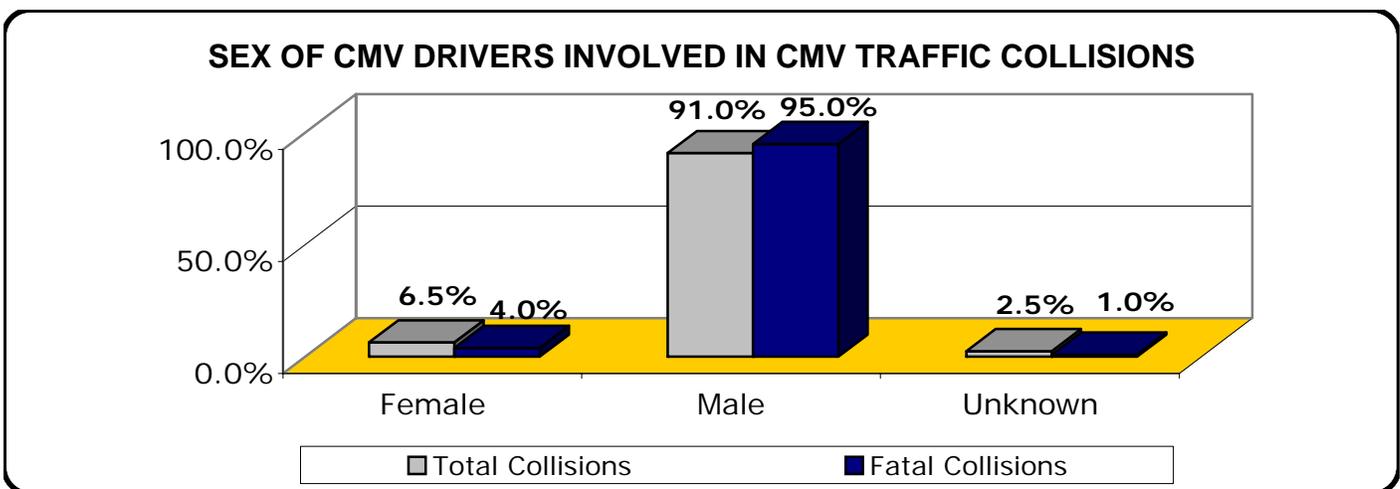
TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	9	139	0	148
25 to 34	31	633	0	664
35 to 44	76	835	0	911
45 to 54	66	749	0	815
55 to 64	27	465	0	492
65 to 74	2	137	0	139
75 to 84	0	8	0	8
85 & OLDER	0	0	0	0
UNKNOWN	0	5	82	87
TOTALS**	211	2,972	82	3,265

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	0	8	0	8
25 to 34	3	23	0	26
35 to 44	1	22	0	23
45 to 54	0	21	0	21
55 to 64	0	17	0	17
65 to 74	0	4	0	4
75 to 84	0	1	0	1
85 & OLDER	0	0	0	0
UNKNOWN	0	0	1	1
TOTALS**	4	96	1	101

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	6	69	0	75
25 to 34	21	317	0	338
35 to 44	45	392	0	437
45 to 54	34	333	0	367
55 to 64	16	205	0	221
65 to 74	0	72	0	72
75 to 84	0	4	0	4
85 & OLDER	0	0	0	0
UNKNOWN	0	2	31	33
TOTALS**	122	1,394	31	1,547

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	3	62	0	65
25 to 34	7	293	0	300
35 to 44	30	421	0	451
45 to 54	32	395	0	427
55 to 64	11	243	0	254
65 to 74	2	61	0	63
75 to 84	0	3	0	3
85 & OLDER	0	0	0	0
UNKNOWN	0	3	50	53
TOTALS**	85	1,482	50	1,617

** Includes drivers whose age and sex were not recorded on the report, hit and run collisions for which driver information was not available and also includes parked cars with no drivers.



AGE AND SEX OF NON-CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

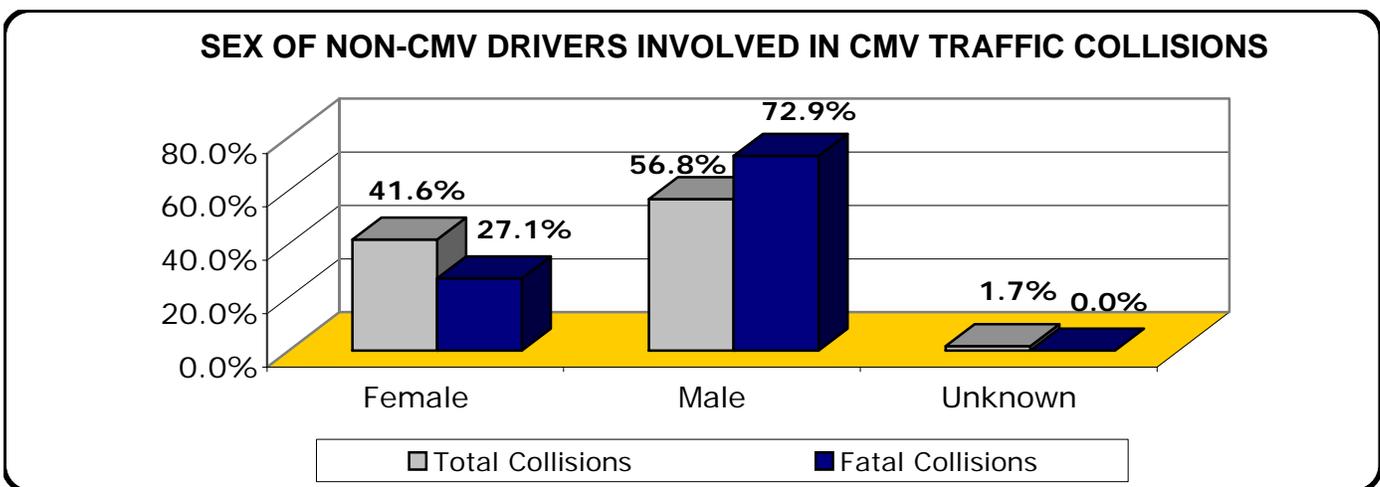
TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	5	0	6
15 to 24	271	336	0	607
25 to 34	248	341	0	589
35 to 44	218	310	0	528
45 to 54	207	271	0	478
55 to 64	121	170	0	291
65 to 74	69	107	0	176
75 to 84	50	62	0	112
85 & OLDER	1	12	0	13
UNKNOWN	4	11	48	63
TOTALS**	1,190	1,625	48	2,863

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	3	7	0	10
25 to 34	5	11	0	16
35 to 44	3	12	0	15
45 to 54	5	14	0	19
55 to 64	3	12	0	15
65 to 74	3	2	0	5
75 to 84	1	4	0	5
85 & OLDER	0	0	0	0
UNKNOWN	0	0	0	0
TOTALS**	23	62	0	85

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	3	0	4
15 to 24	147	163	0	310
25 to 34	139	173	0	312
35 to 44	142	152	0	294
45 to 54	122	124	0	246
55 to 64	68	82	0	150
65 to 74	36	55	0	91
75 to 84	31	33	0	64
85 & OLDER	0	8	0	8
UNKNOWN	0	5	19	24
TOTALS**	686	798	19	1,503

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	2	0	2
15 to 24	121	166	0	287
25 to 34	104	157	0	261
35 to 44	73	146	0	219
45 to 54	80	133	0	213
55 to 64	50	76	0	126
65 to 74	30	50	0	80
75 to 84	18	25	0	43
85 & OLDER	1	4	0	5
UNKNOWN	4	6	29	39
TOTALS**	481	765	29	1,275

**Includes drivers whose age and sex were not recorded on the report, hit and run collisions for which driver information was not available and also includes parked cars with no drivers.





B. Time

The frequency of traffic collisions is affected by the settings of the clock and calendar. The concentration of traffic, for example, is heavier at certain times of the day, days of the week and month. Driver attitudes, vision and behavior are influenced by time factors. In addition, weather may be influenced by time of year. On the following pages, statistics are presented which indicate observable time variables. Some of the important observations in the 2004 data are as follows:

- ◆ More CMV collisions were reported between the hours of 12 PM and 6 PM. Fatal collisions occurred more frequently in the daytime hours between 6:00 AM and 12:00 PM. Approximately 41% of all fatal collisions occurred during this six-hour period.
- ◆ More CMV crashes were reported on Monday than any other day of the week. There were 616 collisions during 2004, accounting for more than 19% of the total. The fewest number of CMV traffic collisions were reported on Sundays with 147, or 5%.
- ◆ More CMV fatal collisions occurred in the months of February and December (13) than any other months of the year. The fewest number of CMV fatal collisions occurred within the month of September (3).
- ◆ More CMV crashes took place during the 3:00 PM hour. About 8% of CMV crashes were reported during this hour in 2004. In 2004, the least number of collisions took place during the 2:00 AM and 11:00 PM hours; there were 33 collisions each reported during those hours of the day in 2004.
- ◆ CMV fatal collisions happened most often on Fridays (24). The least deadliest day for CMV fatal collisions was on Saturday and Sunday (6) in 2004.
- ◆ In 2004, there were more traffic collisions involving CMV's in January than any other month. There were 302 reported collisions involving a CMV in January in 2004. This was an increase in collisions in January from the previous year. In 2003, there were 261 reported collisions involving a CMV. This is equivalent to a 16% increase over a one-year period.

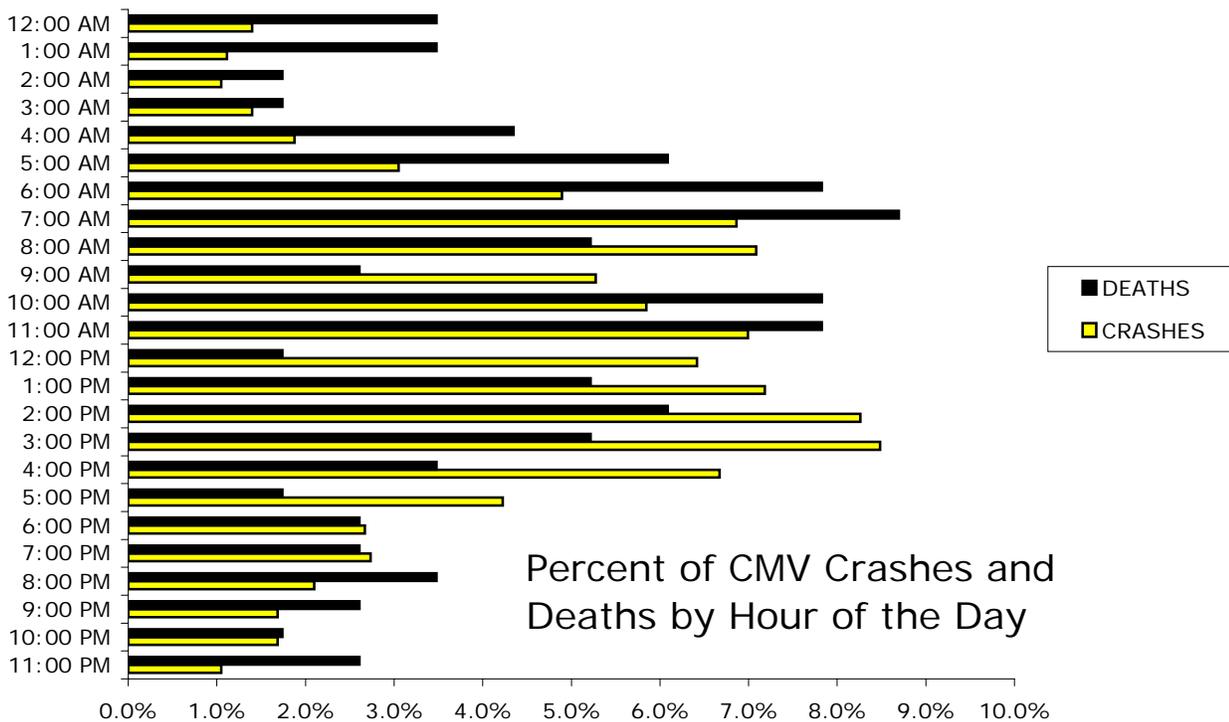
CMV Collisions by Hour of the Day

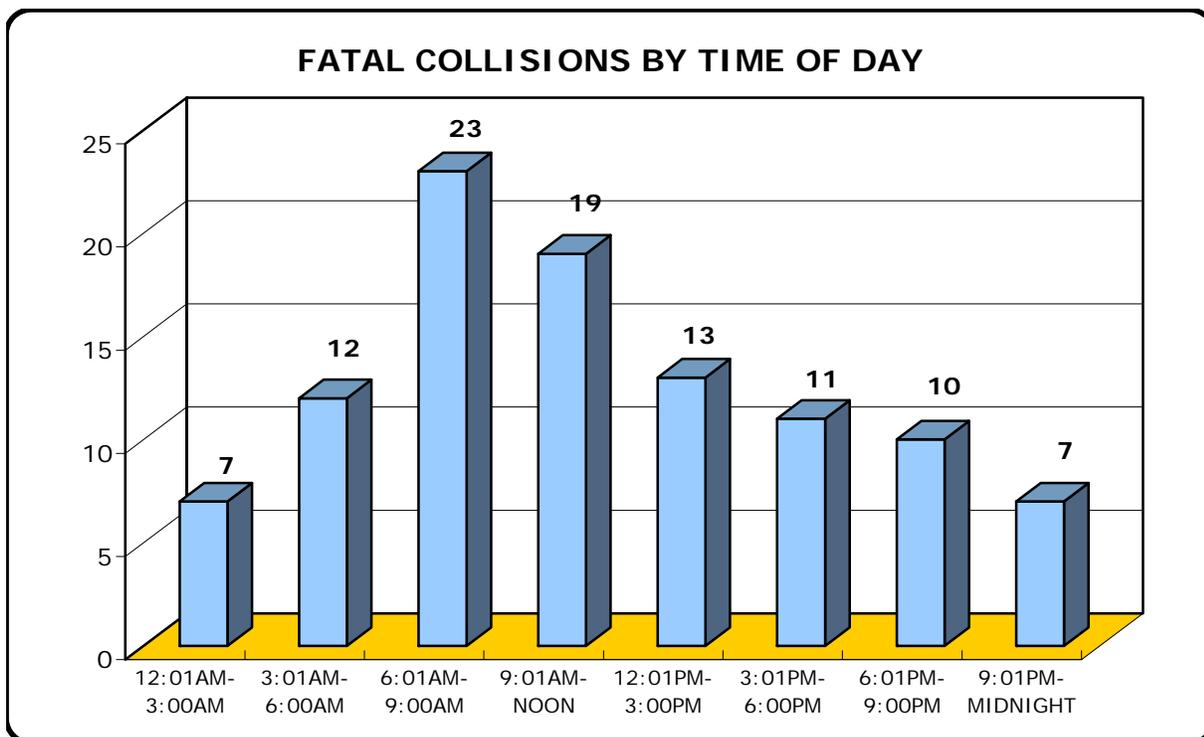
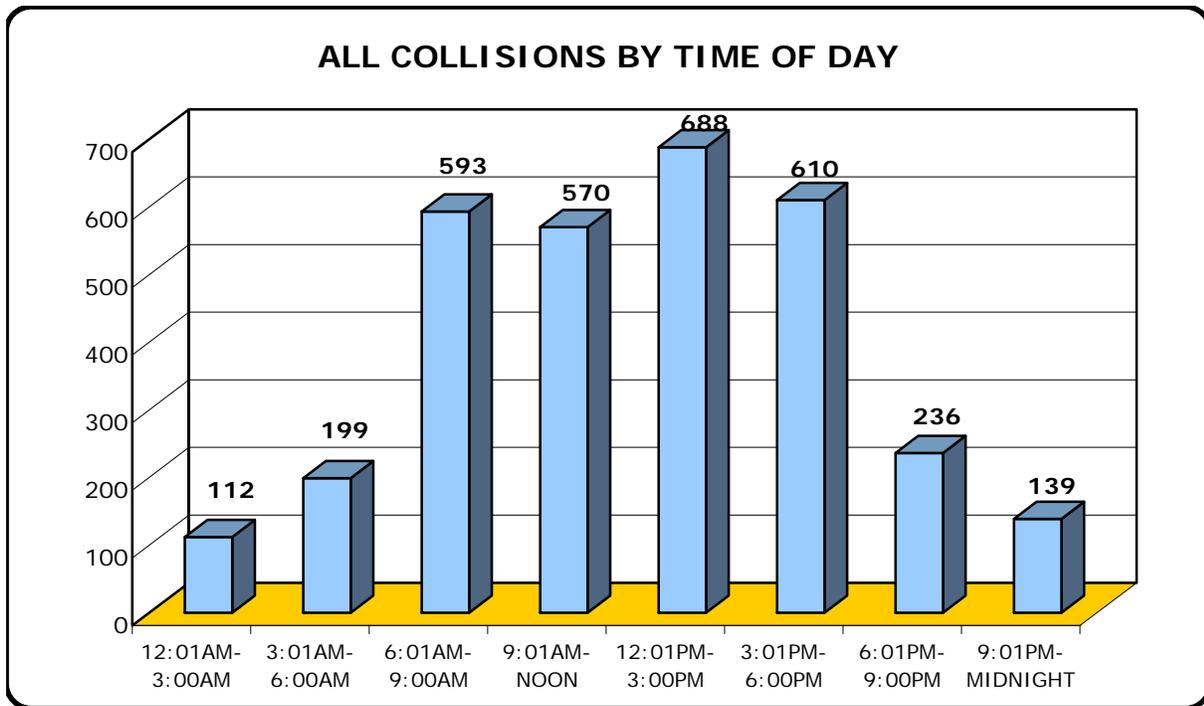
HOUR	CRASHES	DEATHS
12:00 AM	44	4
1:00 AM	35	4
2:00 AM	33	2
3:00 AM	44	2
4:00 AM	59	5
5:00 AM	96	7
6:00 AM	154	9
7:00 AM	216	10
8:00 AM	223	6
9:00 AM	166	3
10:00 AM	184	9
11:00 AM	220	9
12:00 PM	202	2
1:00 PM	226	6
2:00 PM	260	7
3:00 PM	267	6
4:00 PM	210	4
5:00 PM	133	2
6:00 PM	84	3
7:00 PM	86	3
8:00 PM	66	4
9:00 PM	53	3
10:00 PM	53	2
11:00 PM	33	3
TOTAL	3,147	115

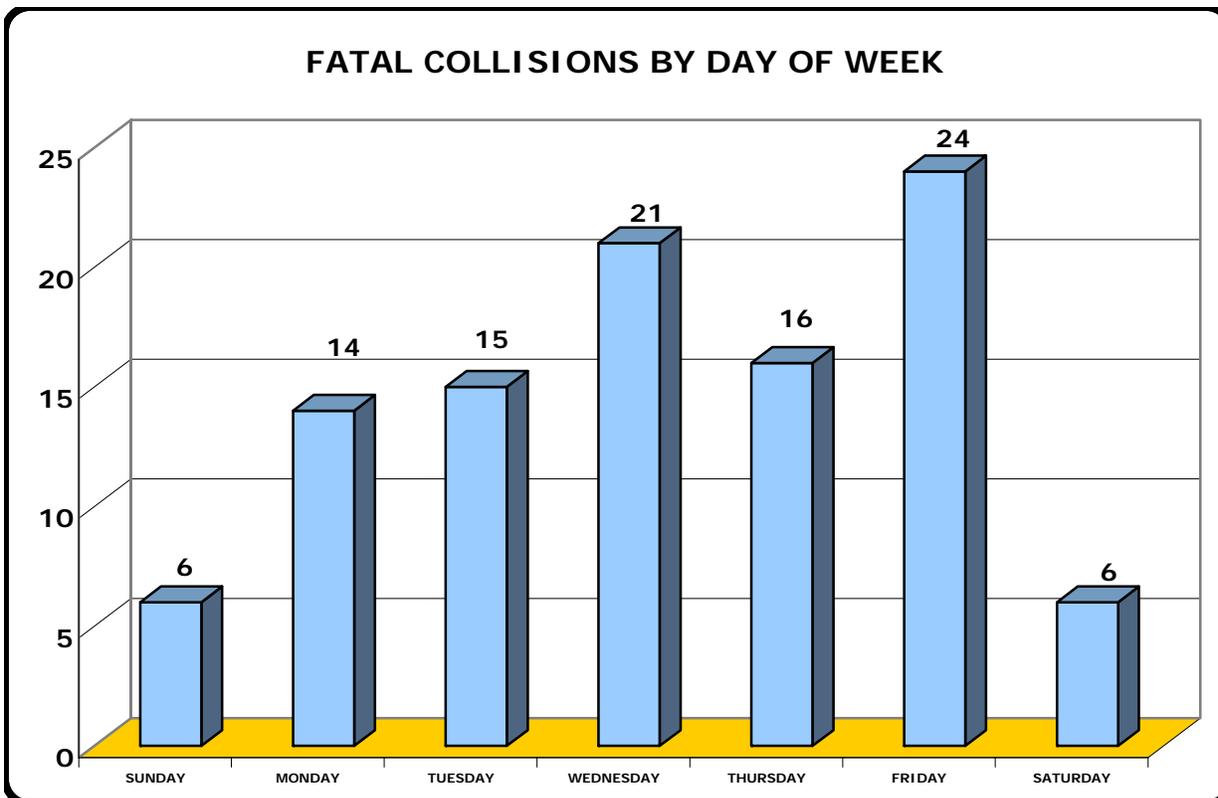
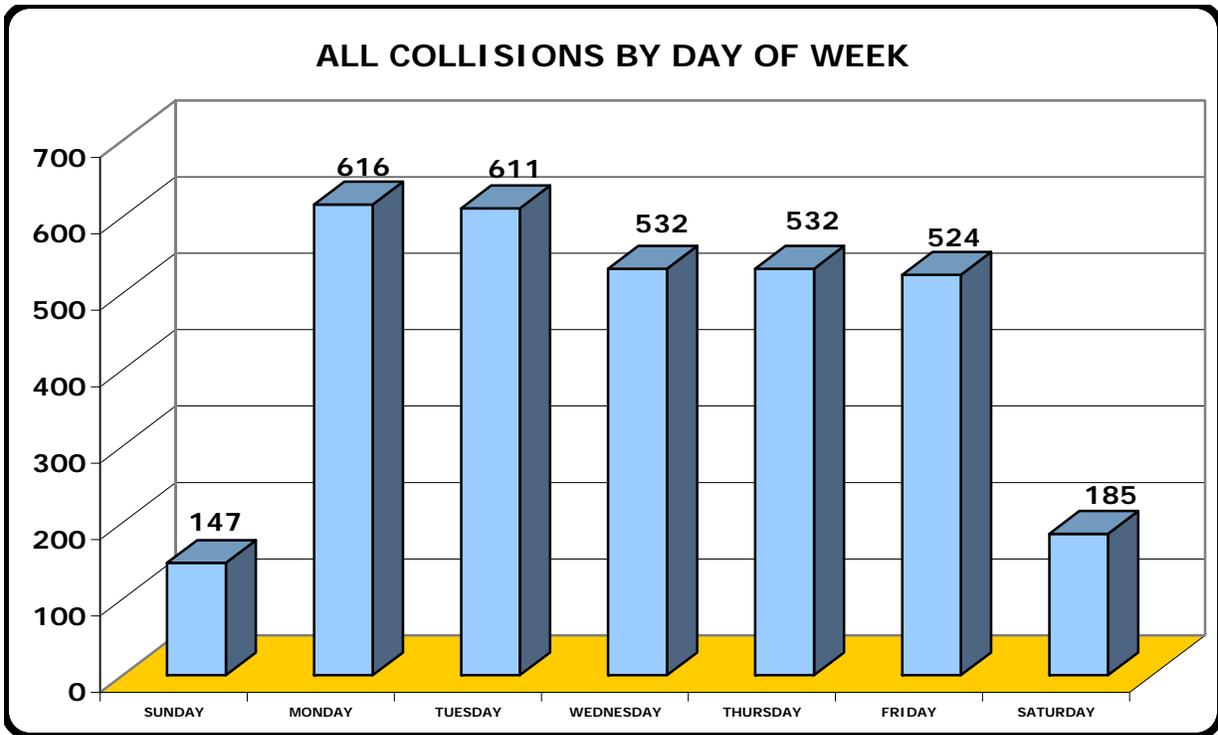
Some hours of the day are more dangerous than others with regard to CMV crashes and deaths. Not surprisingly, commercial vehicle crashes and deaths were higher during peak traffic time. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 3% of CMV crashes in 2004 occurred in the 5:00 AM hour, but 6% of all deaths - double the percentage - occurred then!

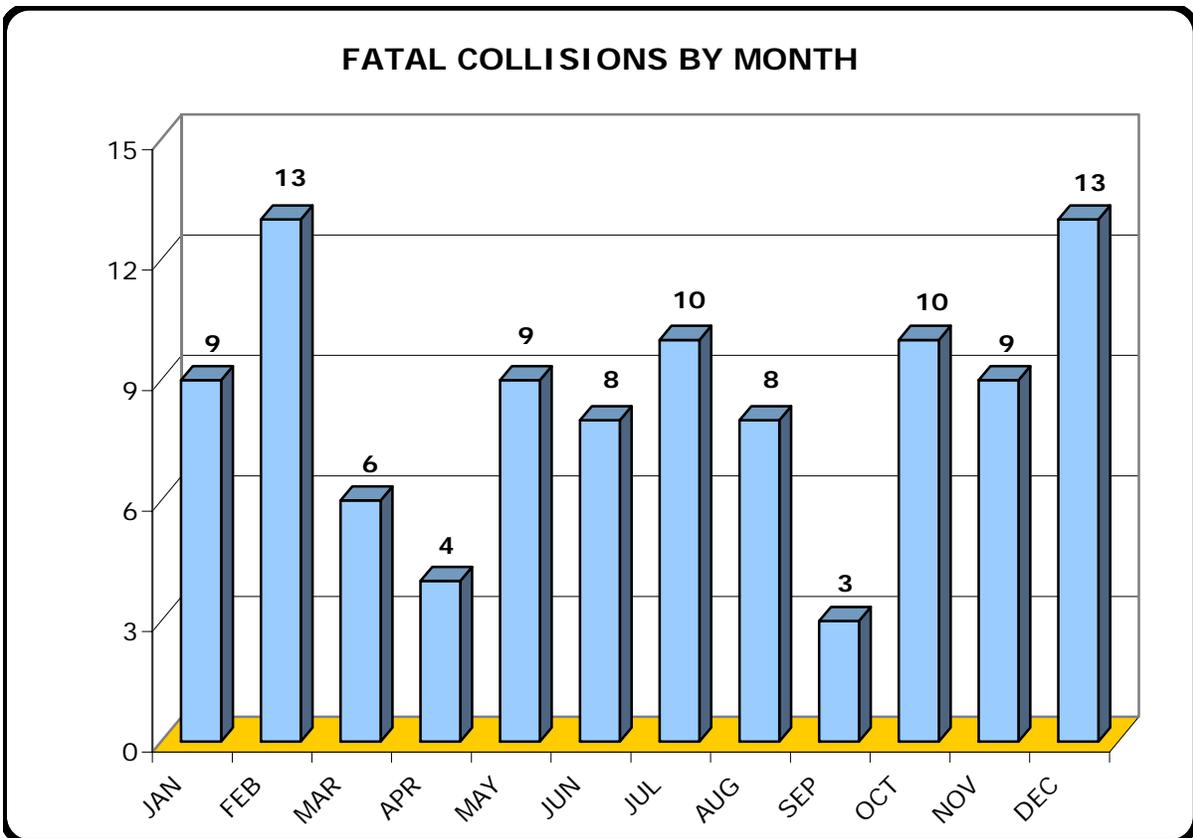
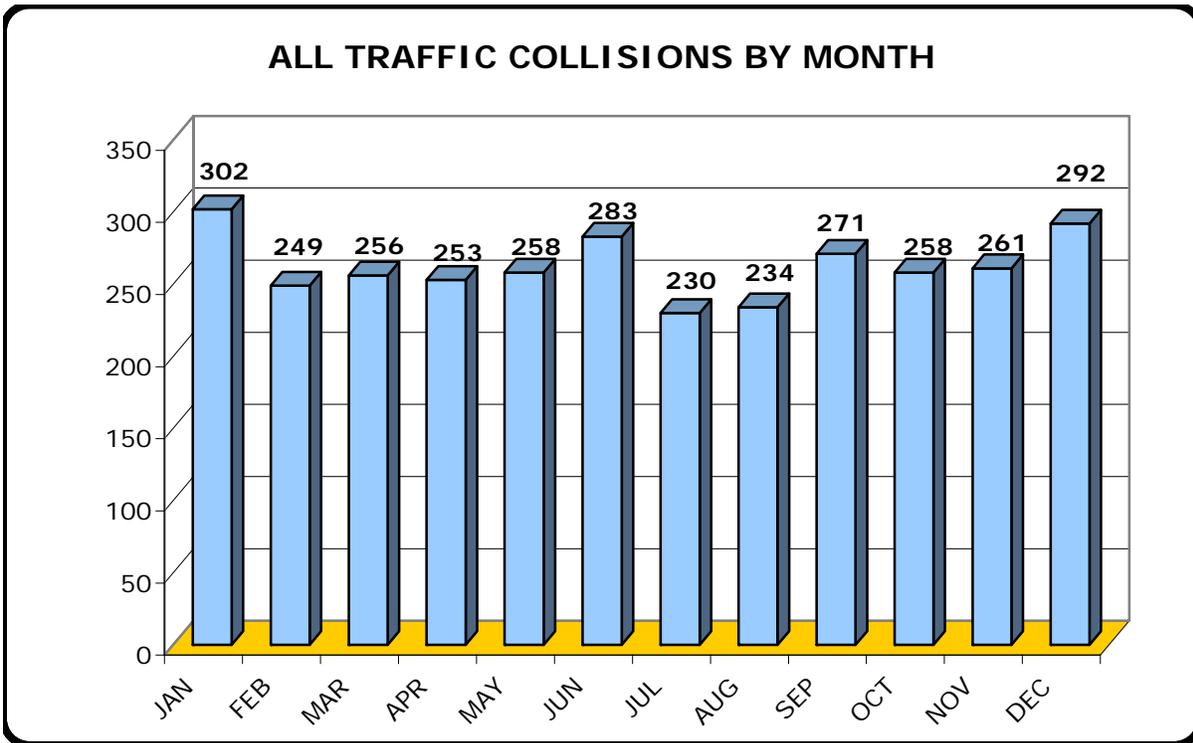
Almost 8% of CMV crashes occurred during the 3:00 PM hour. Only 3% of crashes occurred during the 7:00 PM hour.

The 7:00 AM hour proved to be the deadliest hour in 2004 for collisions involving CMV's, with 10 deaths recorded for this hour! Below is a graph of the percent of crashes and deaths by the hours of the day.









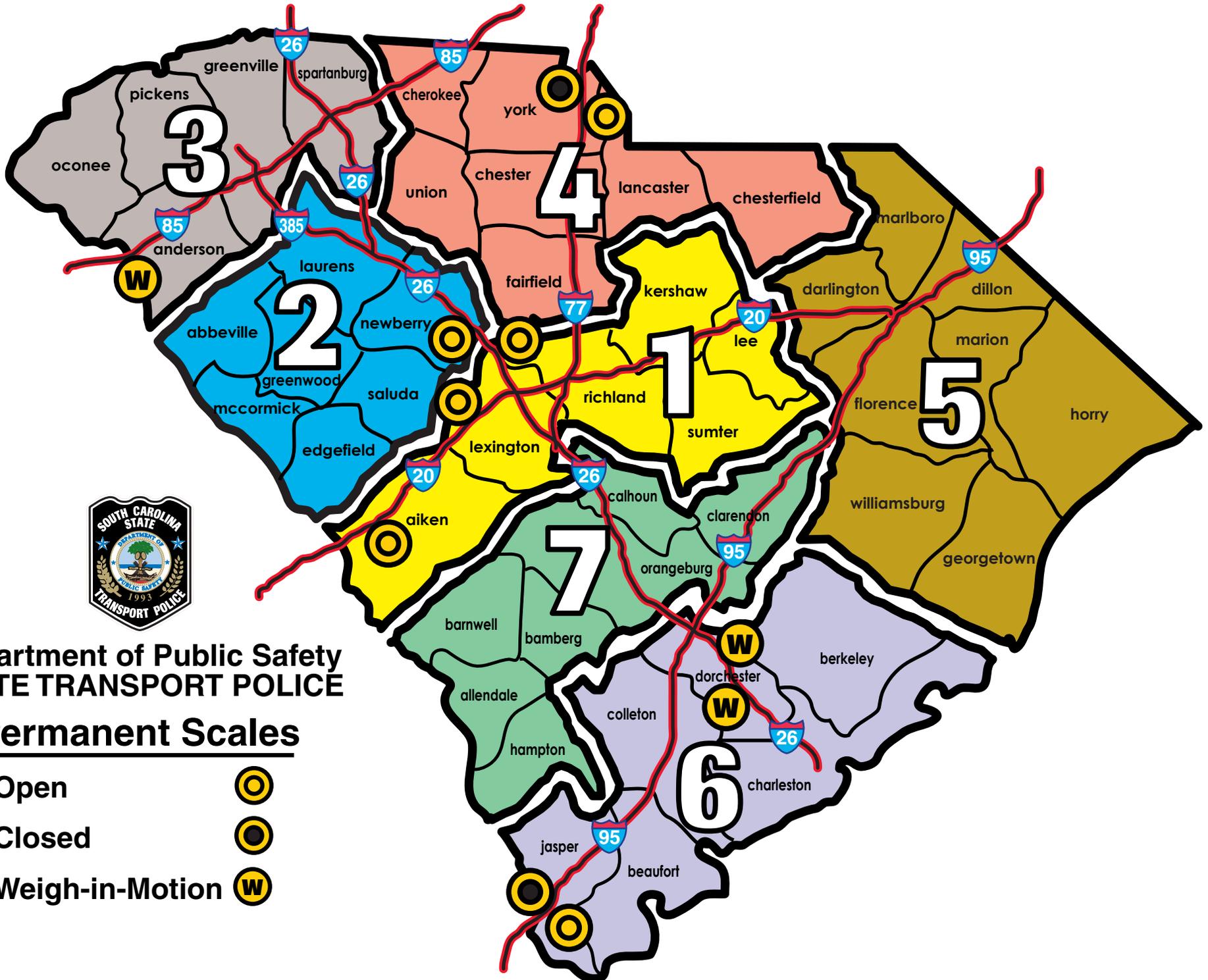


This school bus wreck happened in Fairfield County in October 2004.

C. Location

South Carolina is a major distribution center for the southern United States. The state is traversed by six interstate highway systems, totaling 809 miles; the state also has 9,442 miles of primary roads and 31,214 miles of secondary roads. A variety of factors influence where traffic collisions, injuries and fatalities occur including the volume of traffic on a particular highway, weather variations and travel patterns. Statistics are presented on the following pages, which indicate observable differences in the occurrence of traffic collisions with relation to various location categories. Some important observations in the data are as follows:

- ◆ In 2004, Greenville County had the most CMV traffic collisions (270). Charleston County had the most fatal collisions (9). Charleston, Lexington, and Orangeburg counties had the most fatalities (10).
- ◆ Richland County had the most injury collisions in 2004 (123).
- ◆ In 2004, most CMV traffic collisions occurred on Interstates. 31.3% of CMV collisions occurred on Interstates. Following Interstates, in a close second place, US Primary roadways made up 27.7% routes where CMV collisions took place in 2004.
- ◆ However, in fatal CMV collisions, 37.3% took place on US Primary roadways. Moreover, 28.4% of fatal CMV collisions occurred on Interstates.
- ◆ On the contrary, SC county roads were reported as the routes with the least of all CMV collisions and fatal CMV collisions (3.2% and 2.9%, respectively).
- ◆ Nearly 1 in every 5 fatalities that resulted from a CMV collision occurred in District 6, which includes the counties of Beaufort, Berkeley, Charleston, Colleton, Dorchester, and Jasper. Over 20% of the injuries from a CMV collision occurred in the midlands area (District 1) of SC.
- ◆ Interstate 26 had the most CMV collisions throughout the state in 2004 (253). Furthermore, Interstate 95 had the most fatal CMV collisions (9) of all roadways in the state for 2004.
- ◆ US 17 had the most CMV collisions (for roadways other than Interstates) in 2004. There were 114 CMV collisions that took place on US 17.



**Department of Public Safety
STATE TRANSPORT POLICE**

Permanent Scales

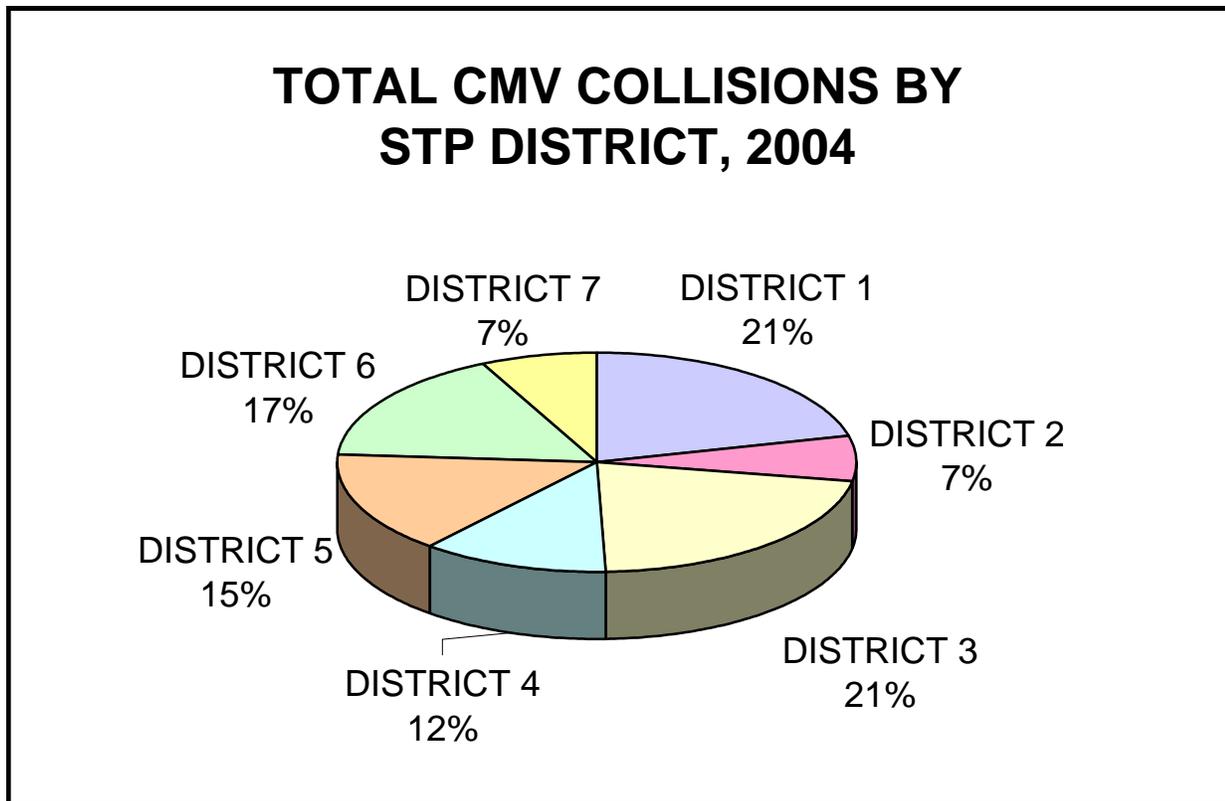
- Open 
- Closed 
- Weigh-in-Motion 

CMV COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

STATE TRANSPORT POLICE DISTRICT	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
1	16	315	335	666	20	558
2	5	98	108	211	5	145
3	11	310	356	677	11	489
4	15	163	192	370	16	268
5	18	240	217	475	19	405
6	22	272	228	522	27	428
7	15	98	113	226	17	132
TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

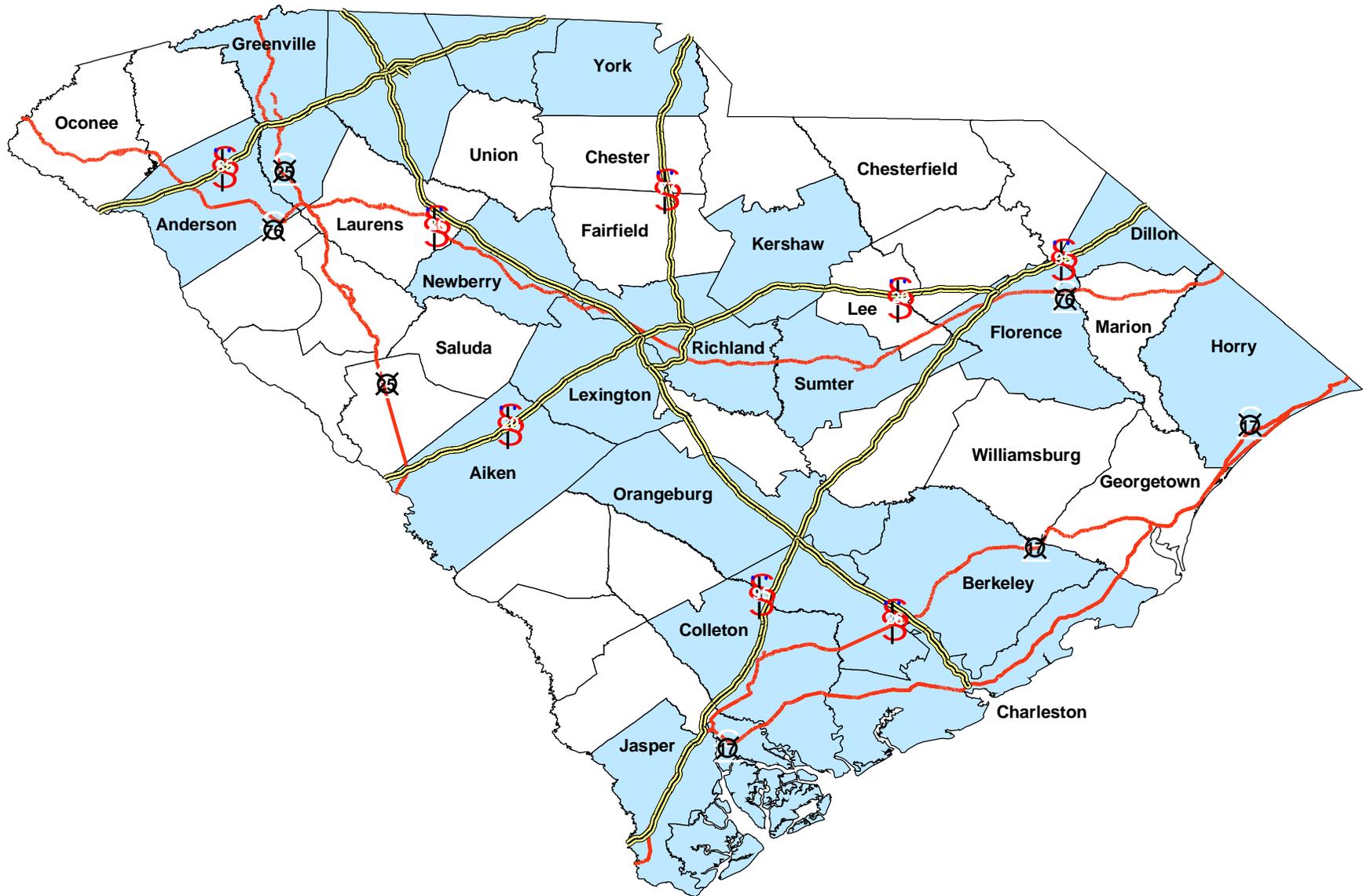
Only 7% of CMV collisions occurred in District 2 (and District 7) in 2004. On the other hand, 21% of CMV collisions occurred in Districts 1 and 3. District 6 was the leading district for fatalities (23.5%); District 1 was the top district for injuries (over 20% of the persons injured in CMV collisions were in District 1).



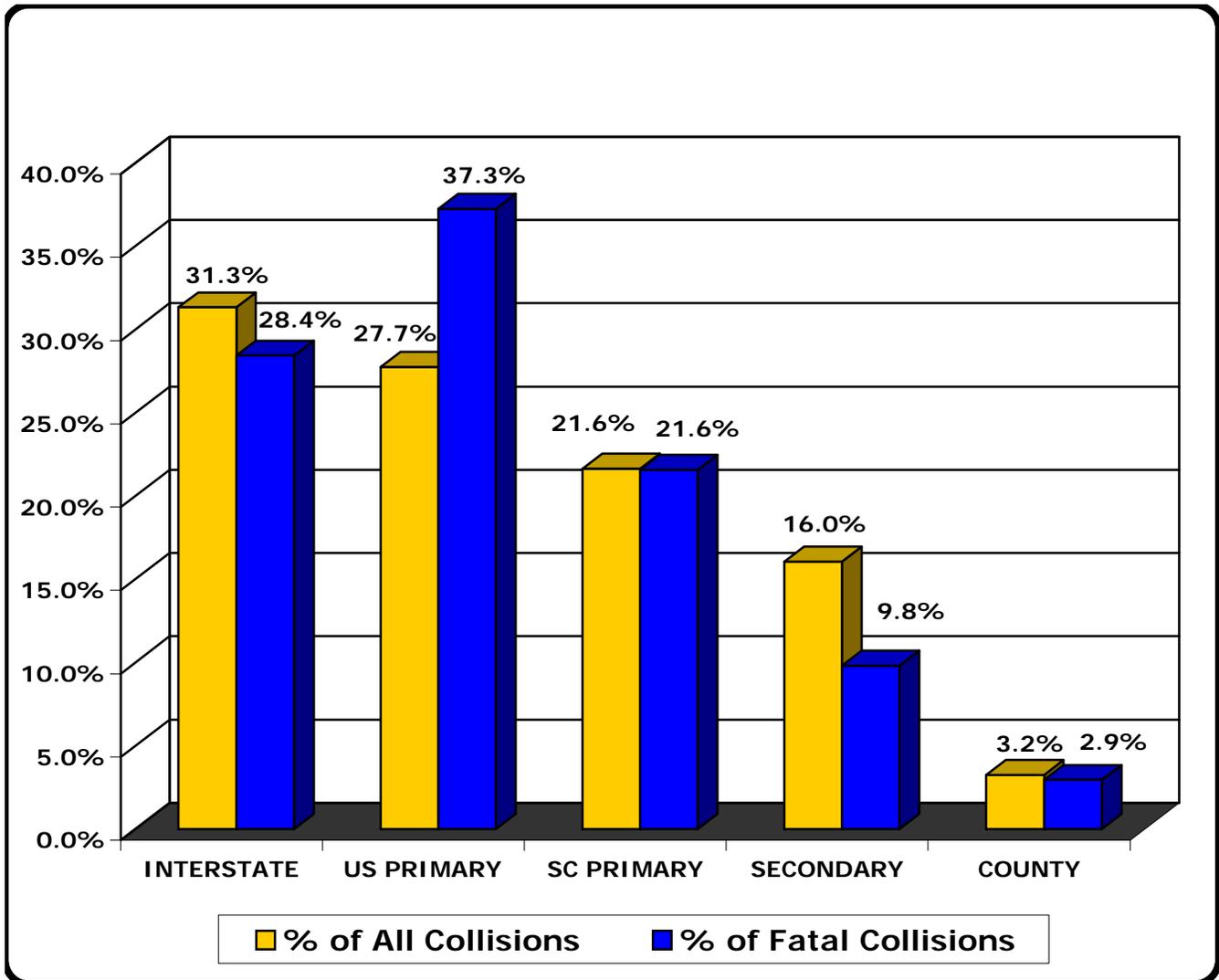
CMV COLLISIONS BY COUNTY (IN DESCENDING ORDER)

COUNTY	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
GREENVILLE	6	122	142	270	6	193
RICHLAND	4	123	110	237	4	202
SPARTANBURG	0	102	92	194	0	163
CHARLESTON	9	102	57	168	10	155
LEXINGTON	7	75	84	166	10	183
ANDERSON	4	43	89	136	4	71
FLORENCE	4	61	60	125	4	83
HORRY	6	70	41	117	6	126
AIKEN	1	54	61	116	1	80
ORANGEBURG	8	51	54	113	10	72
YORK	1	55	48	104	1	77
BERKELEY	3	50	38	91	3	68
SUMTER	1	32	42	75	2	48
CHEROKEE	1	22	50	73	1	26
COLLETON	2	30	39	71	4	45
DORCHESTER	0	35	32	67	0	50
JASPER	5	27	33	65	5	44
DILLON	2	24	35	61	2	46
BEAUFORT	3	28	29	60	5	66
NEWBERRY	2	27	28	57	2	44
KERSHAW	2	22	26	50	2	35
LAURENS	2	16	30	48	2	24
CHESTER	3	19	26	48	3	36
LANCASTER	2	20	23	45	2	28
DARLINGTON	2	22	20	44	3	39
CHESTERFIELD	4	18	21	43	4	36
PICKENS	1	24	18	43	1	35
GEORGETOWN	1	20	21	42	1	31
CLARENDON	1	20	19	40	1	25
GREENWOOD	0	24	15	39	0	31
CALHOUN	3	10	25	38	3	14
FAIRFIELD	3	13	22	38	4	44
OCONEE	0	19	15	34	0	27
MARION	1	21	12	34	1	46
MARLBORO	1	13	17	31	1	21
LEE	1	9	12	22	1	10
WILLIAMSBURG	1	9	11	21	1	13
EDGEFIELD	0	10	11	21	0	14
SALUDA	0	7	13	20	0	9
UNION	1	16	2	19	1	21
ABBEVILLE	0	10	8	18	0	16
HAMPTON	1	4	8	13	1	5
BARNWELL	0	8	3	11	0	9
MCCORMICK	1	4	3	8	1	7
ALLENDALE	1	1	4	6	1	2
BAMBERG	1	4	0	5	1	5
TOTAL	102	1,496	1,549	3,147	115	2,425

*Property Damage Only



CMV COLLISIONS BY ROUTE CATEGORY



Most CMV collisions occurred on Interstates (31.3%). The second most common route for CMV collisions was US Primary roadways (27.7%). However, in fatal CMV collisions, 37.3% occurred on US Primary roadways. 28.4% of fatal CMV collisions occurred on Interstates. There was an equal percentage of total collisions as there were fatal collisions on SC Primary roadways for CMV collisions in 2004.

CMV TRAFFIC COLLISIONS ON SOUTH CAROLINA INTERSTATES

INTERSTATE 26 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
BERKELEY	1	6	12	19	1	6	18.40
CALHOUN	2	6	15	23	2	8	17.44
CHARLESTON	0	17	16	33	0	21	16.95
DORCHESTER	0	4	6	10	0	6	16.57
LAURENS	1	1	8	10	1	2	15.58
LEXINGTON	2	13	27	42	3	15	21.83
NEWBERRY	1	12	18	31	1	17	27.76
ORANGEBURG	1	15	19	35	1	20	28.28
RICHLAND	0	10	7	17	0	11	12.45
SPARTANBURG	0	9	24	33	0	12	45.69
I-26 TOTALS	8	93	152	253	9	118	220.95

INTERSTATE 85 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	0	16	42	58	0	29	36.57
CHEROKEE	1	10	39	50	1	12	22.80
GREENVILLE	0	33	41	74	0	47	15.29
OCONEE	0	1	6	7	0	1	4.03
SPARTANBURG	0	31	26	57	0	45	27.59
I-85 TOTALS	1	91	154	246	1	134	106.28

INTERSTATE 95 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
CLARENDON	1	12	11	24	1	14	34.22
COLLETON	2	9	23	34	4	14	28.30
DARLINGTON	0	0	0	0	0	0	1.57
DILLON	2	8	24	34	2	17	23.77
DORCHESTER	0	3	5	8	0	3	16.04
FLORENCE	0	11	21	32	0	15	26.65
HAMPTON	0	2	2	4	0	2	6.61
JASPER	4	11	22	37	4	14	33.90
ORANGEBURG	0	2	9	11	0	2	14.84
SUMTER	0	7	9	16	0	10	12.86
I-95 TOTALS	9	65	126	200	11	91	198.76

INTERSTATE 20 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	1	12	29	42	1	16	37.17
DARLINGTON	0	2	3	5	0	2	13.01
FLORENCE	0	1	2	3	0	2	2.36
KERSHAW	1	5	8	14	1	7	21.26
LEE	0	3	5	8	0	4	20.33
LEXINGTON	3	12	13	28	5	65	26.95
RICHLAND	1	15	16	32	1	19	20.43
I-20 TOTALS	6	50	76	132	8	115	141.51

INTERSTATE 77 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
CHESTER	2	7	11	20	2	10	18.82
FAIRFIELD	1	6	15	22	2	11	21.46
LEXINGTON	0	5	2	7	0	5	3.16
RICHLAND	0	14	16	30	0	24	26.27
YORK	0	10	16	26	0	11	21.34
I-77 TOTALS	3	42	60	105	4	61	91.05

* Property Damage Only

TOP 5 HIGHWAYS FOR CMV TRAFFIC COLLISIONS**

U.S. 17 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
BEAUFORT	2	1	3	6	4	26	12.65
BERKELEY	0	14	6	20	0	17	38.37
CHARLESTON	3	17	8	28	4	25	74.72
COLLETON	0	7	5	12	0	8	17.31
DORCHESTER	0	6	2	8	0	12	16.42
GEORGETOWN	0	9	8	17	0	15	38.02
HORRY	1	7	7	15	1	9	35.88
JASPER	0	6	2	8	0	8	32.39
U.S. 17 TOTALS	6	67	41	114	9	120	265.76

U.S. 25 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	0	7	7	14	0	8	7.93
EDGEFIELD	0	3	3	6	0	3	32.24
GREENVILLE	3	19	28	50	3	32	53.89
GREENWOOD	0	10	7	17	0	11	36.99
LAURENS	0	2	0	2	0	3	8.88
U.S. 25 TOTALS	3	41	45	89	3	57	139.93

U.S. 76 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	1	4	6	11	1	9	38.18
FLORENCE	1	2	6	9	1	2	30.96
GREENVILLE	0	0	0	0	0	0	2.16
HORRY	0	0	0	0	0	0	7.32
LAURENS	0	2	3	5	0	2	34.87
LEE	0	0	1	1	0	0	9.76
LEXINGTON	0	0	0	0	0	0	4.96
MARION	1	6	6	13	1	10	26.03
NEWBERRY	0	3	2	5	0	8	29.83
OCONEE	0	6	1	7	0	9	34.11
PICKENS	0	1	0	1	0	1	4.37
RICHLAND	1	15	4	20	1	26	35.10
SUMTER	0	8	7	15	0	12	28.66
U.S. 76 TOTALS	4	47	36	87	4	79	286.31

U.S. 21 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
BAMBERG	0	1	0	1	0	2	0.42
BEAUFORT	0	6	5	11	0	12	34.69
COLLETON	0	2	1	3	0	6	33.55
LEXINGTON	0	6	12	18	0	11	13.14
ORANGEBURG	1	5	4	10	1	9	32.52
RICHLAND	1	3	4	8	1	4	20.95
YORK	0	6	4	10	0	6	21.76
U.S. 21 TOTALS	2	29	30	61	2	50	157.03

S.C. 9 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
CHESTER	0	2	4	6	0	2	37.15
CHESTERFIELD	1	6	5	12	1	8	34.30
DILLON	0	2	2	4	0	3	30.68
HORRY	0	7	1	8	0	26	40.45
LANCASTER	0	6	7	13	0	10	19.85
MARLBORO	0	3	1	4	0	5	25.71
SPARTANBURG	0	3	1	4	0	7	21.24
UNION	0	4	1	5	0	6	20.39
S.C. 9	1	33	22	56	1	67	229.77

*Property Damage Only

**These are collisions on the highway's mainline and alternate routes.

D. Environment

The environment in which motorists operate their commercial motor vehicles can contribute to the occurrence of traffic crashes. Environment is defined herein as the combination of external or extrinsic physical conditions that affect and influence the operation of a motor vehicle. These include road surface, weather, light conditions, traffic control, and road character for each driver.

One or more of the environmental factors can be the primary cause of a collision or may be a contributing factor in a given crash. Weather, light, surface conditions and locales are substantially beyond the control of engineering or law enforcement efforts. Changes in traffic controls, and road character factors can all be effected by traffic engineering efforts.

- ◆ As reflected in the statistics on the next two pages, most collisions occur under favorable environmental conditions: dry roadway (81.2%); clear weather (72.6%); daylight (76.1%); and straight-level road (71.5%).
- ◆ Almost 97% of all CMV collisions occurred where there was no work zone recorded, or in an area that was not classified as a work zone.
- ◆ Only 7.8% of fatal CMV collisions occurred in rainy or cloudy weather conditions (8 out of 102 fatal CMV collisions, each).
- ◆ 57% of fatalities from CMV collisions happened in daylight; only 24.3% of fatalities from fatal CMV collisions took place in the dark (with no lights).
- ◆ Most CMV traffic collisions occurred where there were no traffic signals. 2,143 out of 3,147, or 68% of, CMV collisions occurred in areas with no traffic signals in 2004.
- ◆ About 85% of fatal CMV collisions occurred on dry roadways; on the other hand, 1% of fatal CMV collisions took place on icy roadways.

ROAD SURFACE CONDITIONS

ROAD SURFACE CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Dry	85	1,260	1,210	2,555	96	2,038
Wet	11	201	257	469	13	333
Icy	3	20	61	84	3	29
Slushy	0	3	3	6	0	5
Snowy	0	2	12	14	0	3
Contaminant (Sandy, Muddy, etc.)	0	0	1	1	0	0
Water (Standing)	0	5	3	8	0	5
Other	0	2	2	4	0	6
Unknown	3	3	0	6	3	6
TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

WEATHER CONDITIONS

WEATHER CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Clear/No Adverse Conditions	78	1,117	1,091	2,286	87	1,811
Rain	8	154	192	354	10	255
Cloudy	8	184	189	381	9	291
Sleet or Hail	2	17	41	60	2	29
Snow	0	1	13	14	0	1
Fog/Smog/Smoke	5	23	22	50	6	38
Blowing Sand, Soil, Dirt or Snow	0	0	0	0	0	0
Severe Cross Wind, High Wind	0	0	1	1	0	0
Other	0	0	0	0	0	0
Unknown	1	0	0	1	1	0
TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

ROAD CHARACTER

ROAD CHARACTERISTIC	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Straight - Level	67	1,072	1,111	2,250	75	1,767
Straight - On Grade	16	234	246	496	20	376
Straight - Hillcrest	6	37	37	80	6	59
Curve - Level	6	70	75	151	7	99
Curve - On Grade	7	79	73	159	7	118
Curve - Hillcrest	0	4	7	11	0	6
TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

WORK ZONE TYPE

WORK ZONE TYPE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
None**	98	1,445	1,494	3,037	110	2,344
Shoulder/Median Work	2	16	24	42	2	21
Lane Shift/Crossover	1	6	3	10	2	7
Intermittent/Moving Work	0	11	5	16	0	17
Lane Closure	0	7	14	21	0	15
Other	1	10	8	19	1	20
Unknown	0	1	1	2	0	1
TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

** Includes collisions where no work zone type was recorded.

LIGHT CONDITIONS

LIGHT CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Daylight	59	1,172	1,163	2,394	66	1,946
Dawn	9	35	54	98	9	51
Dusk	1	19	6	26	1	27
Dark (Lighting Unspecified)	2	26	22	50	3	46
Dark (Street Lamp Lit)	6	50	47	103	8	76
Dark (Street Lamp Not Lit)	0	8	6	14	0	8
Dark (No Lights)	25	186	251	462	28	271
Unknown	0	0	0	0	0	0
TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

TRAFFIC CONTROLS

TRAFFIC CONTROLS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Stop and Go Signal	13	228	149	390	13	337
Flashing Traffic Signal	1	6	4	11	1	12
RR Crossing: Gates/Lights	0	2	2	4	0	2
RR X-Bucks & Flashing Lights	0	2	0	2	0	2
RR Crossbucks Only	0	2	3	5	0	2
Officer or Flagman	0	5	2	7	0	6
Oncoming Emergency Vehicle	0	0	0	0	0	0
Pavement Markings (Only)	6	56	46	108	10	132
Stop Sign	13	165	136	314	15	296
School Zone Sign	0	2	0	2	0	4
Yield Sign	0	24	29	53	0	32
Work Zone Sign	0	16	19	35	0	24
Other Warning Signs	4	31	27	62	4	78
Flashing Beacon	0	0	1	1	0	0
None	63	954	1,126	2,143	70	1,494
Unknown	2	3	5	10	2	4
TOTALS	102	1,496	1,549	3,147	115	2,425

*Property Damage Only

E. Units

The types of 'units' that are involved affect the consequences of traffic collisions. Large trucks are usually heavier than smaller commercial vehicles. Thus, heavier vehicles produce more damage than lighter vehicles. This section presents information on large trucks involved in fatal, injury, and property damage only crashes. Some of the key findings in the 2004 data are as follows:

- ◆ The most common unit involved in CMV traffic crashes in 2004 was the truck tractor. Out of 6,308 units involved in CMV traffic collisions during the year, 3,344 units were CMV units and 2,964 units were non-CMV units. Out of the 3,344 CMV's, 2,248 were truck tractors. This represents 67% of the CMV units involved in commercial motor vehicle crashes.
- ◆ For fatal collisions, a smaller percentage of units were truck tractors. Of the 213 units involved in fatal collisions, 79 or 37% were truck tractors.
- ◆ A total of 12 pedestrians were involved in fatal CMV collisions in 2004. This represents 5.6% of all units involved in fatal CMV traffic crashes during the year.
- ◆ Automobiles were the second most common unit involved in CMV traffic crashes in 2004. 1,745 automobiles were involved in CMV traffic collisions in 2004, accounting for 27.7% of all units in CMV traffic collisions.
- ◆ In 2004, "Personal" was cited most in the category of Vehicle Use for vehicles involved in CMV collisions. 2,840 units, or vehicles, were reported as personal use in CMV collisions. This was also the category with the highest number of units for fatal CMV collisions.
- ◆ "Enclosed Box" was the largest reported category of cargo body types for commercial motor vehicles in CMV collisions. There were 1,356 CMV's under the category of "enclosed box" involved in CMV collisions in 2004.
- ◆ The most popular type of CMV vehicle configuration in 2004 was "Tractor with Semi-Trailer". There were 1,936 vehicles out of 3,344 that were classified in that category (57.9%).

UNIT TYPES**

UNIT TYPES	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Truck Tractor	79	991	1,178	2,248
Automobile	49	885	811	1,745
Other Truck	24	464	395	883
Pickup Truck	18	296	242	556
SUV	15	187	127	329
School Bus	4	86	67	157
Mini Van	2	83	66	151
Passenger Bus	3	41	23	67
Full Size Van	2	42	21	65
Other	2	13	16	31
Pedestrian	12	17	0	29
Unknown (Hit & Run Only)	0	7	16	23
Motorcycle	1	6	1	8
Pedalcycle	2	4	0	6
Train	0	4	2	6
Other Motorbike	1	3	0	4
TOTALS	213	3,129	2,965	6,308

*Property Damage Only

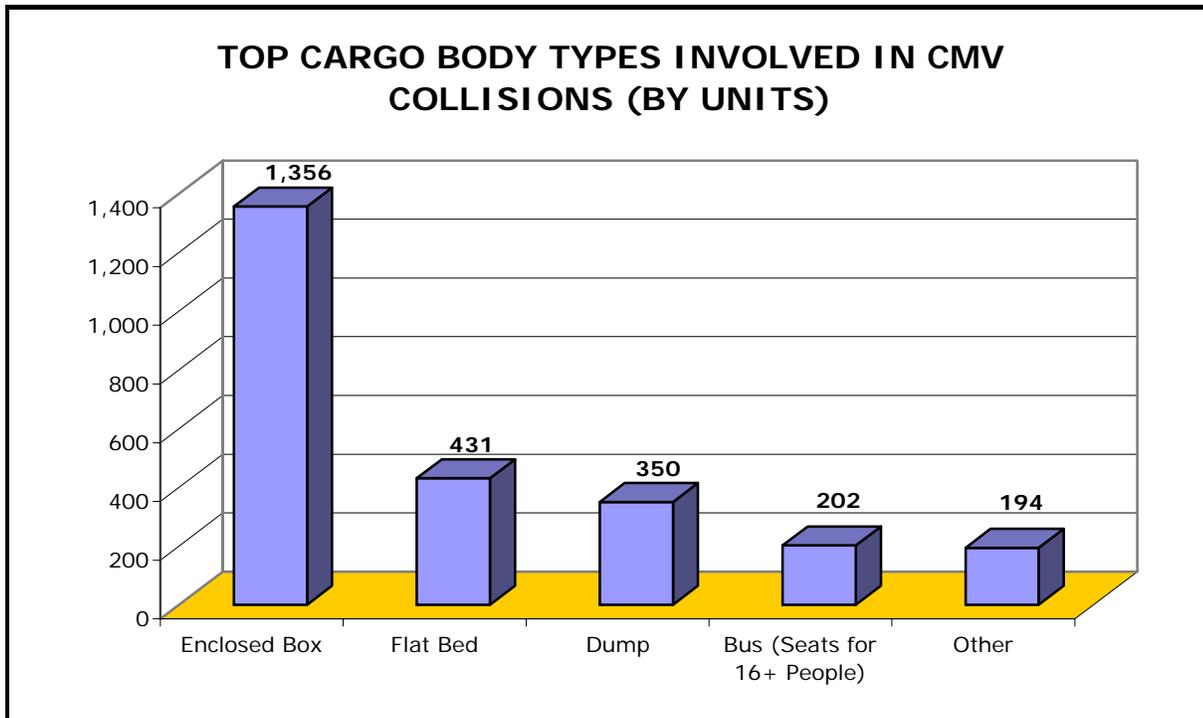
**This table includes all units involved in CMV collisions.

VEHICLE USE IN TRAFFIC COLLISIONS (EXCLUDES PEDESTRIANS) **

VEHICLE USE	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Personal	85	1,495	1,260	2,840
Transport Property	82	991	1,176	2,249
Construction/Maintenance	16	271	249	536
Transport Passengers	7	135	103	245
Logging Truck	8	74	59	141
Other	1	62	51	114
Wrecker or Tow	1	27	21	49
Government	1	22	20	43
Farm Use	1	8	7	16
Fire Fighting	0	10	6	16
Police	0	5	5	10
Ambulance	0	6	3	9
Driver Training	0	2	2	4
Military	0	1	3	4
TOTALS	202	3,109	2,965	6,276

*Property Damage Only

**Excluding pedestrians, this table includes all units involved in CMV collisions

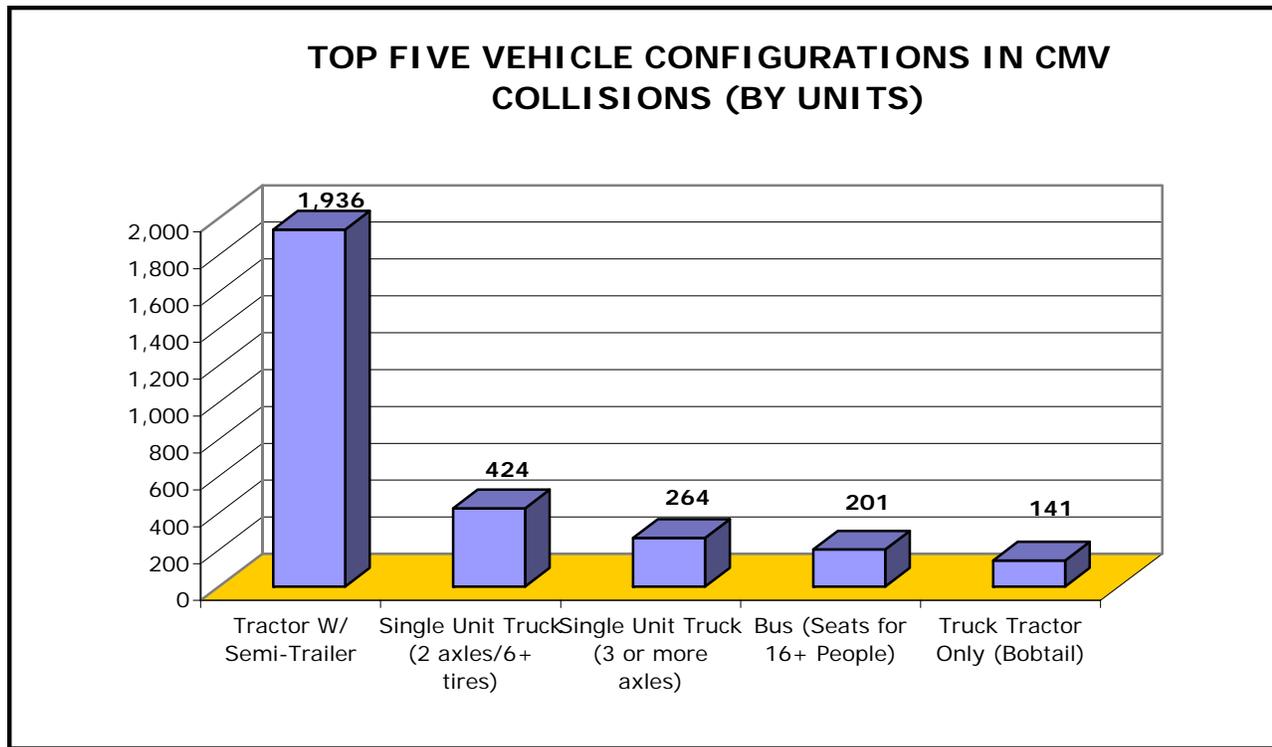


The graph above shows the 5 largest groups for cargo body types of CMV's involved in commercial motor vehicle traffic collisions. The table below displays the cargo body types of all CMV units involved in collisions. 38% of the units involved in fatal collisions were classified as an "enclosed box" cargo body type.

CARGO BODY TYPE	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Enclosed Box	42	579	735	1,356
Flat Bed	12	191	214	417
Dump	15	181	154	350
Bus (Seats for 16+ people)	6	119	77	202
Other	3	98	93	194
Cargo Tank	6	90	84	180
Pole	8	60	55	123
Grain, Chips, Gravel	7	53	48	108
Not Applicable	3	49	51	103
Garbage/Refuse	2	52	37	91
Unknown/Hit and Run	3	21	34	58
Auto Transport	1	26	20	47
Intermodal Container	1	18	21	40
Concrete Mixer	1	23	14	38
Bus (Seats for 9 - 15 people)	1	11	15	27
Missing**	0	5	5	10
Total	111	1,576	1,657	3,344

*Property Damage Only

** Missing data in the "Cargo Body Type" field



The graph above shows the top 5 categories of vehicle configurations for commercial motor vehicles involved in CMV traffic collisions. This number refers to the number of CMV units (vehicles). The chart below includes all of the categories for vehicle configuration (i.e., formation of the vehicle).

VEHICLE CONFIGURATIONS	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Tractor w/ Semi-Trailer	68	858	1,010	1,936
Single Unit Truck (2 axles/6+ tires)	12	231	181	424
Single Unit Truck (3 or more axles)	7	144	113	264
Bus (Seats for 16+ people)	6	118	77	201
Truck Tractor Only (Bobtail)	6	66	69	141
Other/Unable to Classify	6	58	42	106
Truck w/ Trailer	2	40	61	103
Unknown/Hit and Run	2	29	55	86
Tractor w/ Double Trailers	1	15	30	46
Bus (Seats for 9 - 15 people)	1	9	12	22
Missing**	0	5	5	10
Light Truck (Only w/ Hazmat Placard)	0	3	2	5
Passenger Car (Only w/ Hazmat Placard)	0	0	0	0
Total	111	1,576	1,657	3,344

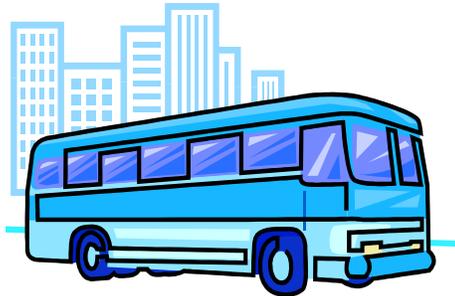
* Property Damage Only

** Missing data in the field of "Vehicle Configuration"

School Bus



Passenger-Carrying (Commercial) Bus



Full Size Van



Part III – Passenger Vehicles

The following pages contain descriptive statistics regarding collisions involving passenger vehicles (i.e., school buses, commercial buses, and full size vans) in South Carolina for the year 2004. Commercial (passenger-carrying) buses are buses that are used for public transportation. This type of bus includes charter and city buses. Full-size vans are vans that are used to transport passengers. This should include shuttle vans and vans used for child care transportation. The data in this section includes applicable information regarding drivers who contributed to the collisions, the trend of collisions since 2000 and any other information necessary to obtain a better assessment of the safety of passenger vehicles.

- ◆ There were 333 collisions involving school buses in 2004. 124, or 37%, of the school bus collisions occurred between the hours of 6 and 9 AM.
- ◆ There were 4 fatal collisions involving school buses in 2004. Also, there were 108 injury collisions; as a result, 330 people were injured.
- ◆ In 2004, there were 205 collisions involving (passenger) commercial buses; this is a 4.6% increase from the previous year. 46 or 22.4% of commercial bus collisions occurred on Friday.
- ◆ 27% of collisions involving commercial buses (55) happened between noon and 3 PM.
- ◆ 64 out of 237 (27%) collisions involving full size vans happened between 3 and 6 PM. Also, 45 out of 237 (19%), of the collisions involving full size vans occurred on Mondays.
- ◆ In 2004, there were no fatal collisions involving full size vans. Yet, more collisions involving full size vans occurred in October than any other month of the year (28).
- ◆ There was an increase in the number of collisions involving commercial (passenger-carrying) buses from 2003 to 2004. However, there was decrease in the number of collisions involving school buses and full size vans over the same time period.

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
2000	2	113	228	343	3	479
2001	4	136	232	372	5	494
2002	4	120	229	353	4	427
2003	0	118	233	351	0	405
2004	4	108	221	333	4	330
TOTALS	14	595	1,143	1,752	16	2,135

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	7	17	24	0	13
February	0	10	25	35	0	23
March	0	17	23	40	0	48
April	0	11	23	34	0	36
May	1	11	20	32	1	36
June	0	2	3	5	0	5
July	0	2	5	7	0	2
August	1	0	22	23	1	3
September	0	11	28	39	0	57
October	1	18	18	37	1	58
November	0	7	22	29	0	22
December	1	12	15	28	1	27
TOTALS	4	108	221	333	4	330

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	3	86	193	282	3	272
Dark & Clear/Cloudy	0	3	5	8	0	19
Day & Rain	0	11	19	30	0	24
Dark & Rain	0	2	1	3	0	3
Day & Other Weather	1	5	3	9	1	11
Dark & Other Weather	0	1	0	1	0	1
TOTALS	4	108	221	333	4	330

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES

COLLISIONS BY DAY OF THE WEEK

DAY OF WEEK	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
SUNDAY	0	0	1	1	0	0
MONDAY	0	10	46	56	0	45
TUESDAY	2	24	42	68	2	83
WEDNESDAY	0	24	38	62	0	69
THURSDAY	2	29	53	84	2	72
FRIDAY	0	21	38	59	0	61
SATURDAY	0	0	3	3	0	0
TOTALS	4	108	221	333	4	330

* Property Damage Only

COLLISIONS BY TIME OF DAY

TIME OF DAY	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
12:01 am - 3:00 am	0	0	2	2	0	0
3:01 am - 6:00 am	0	1	2	3	0	1
6:01 am - 9:00 am	2	43	79	124	2	132
9:01 am - Noon	0	8	18	26	0	16
12:01 pm - 3:00 pm	0	21	43	64	0	36
3:01 pm - 6:00 pm	2	32	73	107	2	117
6:01 pm - 9:00 pm	0	2	4	6	0	27
9:01 pm - Midnight	0	1	0	1	0	1
TOTALS	4	108	221	333	4	330

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	1	37	96	134
Bus Driver Did Not Contribute	3	71	128	202
TOTAL SCHOOL BUS DRIVERS	4	108	224	336
Other Driver Contributed	3	66	125	194
Other Driver Did Not Contribute	3	62	95	160
TOTAL OTHER DRIVERS	6	128	220	354
TOTALS	10	236	246	690

*Property Damage Only

**Includes all fatalities and injuries, not just to the bus riders

TRAFFIC COLLISIONS INVOLVING COMMERCIAL BUSES

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
2000	0	76	129	205	0	203
2001	3	53	116	172	5	165
2002	1	59	151	211	4	427
2003	0	63	133	196	0	133
2004	2	63	140	205	6	222
TOTALS	6	314	669	989	15	1,150

*Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	4	5	9	0	15
February	0	1	11	12	0	1
March	1	5	23	29	3	38
April	0	3	13	16	0	12
May	0	3	16	19	0	6
June	0	5	7	12	0	14
July	1	8	10	19	3	60
August	0	10	4	14	0	17
September	0	6	13	19	0	14
October	0	4	14	18	0	8
November	0	9	14	23	0	24
December	0	5	10	15	0	13
TOTALS	2	63	140	205	6	222

*Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	1	52	101	154	3	152
Dark & Clear/Cloudy	0	8	25	33	0	19
Day & Rain	1	2	10	13	3	47
Dark & Rain	0	0	2	2	0	0
Day & Other Weather	0	0	1	1	0	0
Dark & Other Weather	0	1	1	2	0	4
TOTALS	2	63	140	205	6	222

*Property Damage Only

**Includes all fatalities and injuries, not just to the bus riders

TRAFFIC COLLISIONS INVOLVING COMMERCIAL BUSES

COLLISIONS BY DAY OF THE WEEK

DAY OF WEEK	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
SUNDAY	0	4	12	16	0	10
MONDAY	1	11	14	26	3	68
TUESDAY	0	14	20	34	0	35
WEDNESDAY	0	7	18	25	0	16
THURSDAY	0	8	30	38	0	26
FRIDAY	1	12	33	46	3	51
SATURDAY	0	7	13	20	0	16
TOTALS	2	63	140	205	6	222

* Property Damage Only

COLLISIONS BY TIME OF DAY

TIME OF DAY	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
12:01 am - 3:00 am	0	0	2	2	0	0
3:01 am - 6:00 am	0	2	4	6	0	2
6:01 am - 9:00 am	1	11	18	30	3	52
9:01 am - Noon	0	8	32	40	0	16
12:01 pm - 3:00 pm	1	21	33	55	3	93
3:01 pm - 6:00 pm	0	12	27	39	0	34
6:01 pm - 9:00 pm	0	7	17	24	0	20
9:01 pm - Midnight	0	2	7	9	0	5
TOTALS	2	63	140	205	6	222

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	2	24	65	91
Bus Driver Did Not Contribute	1	39	77	117
TOTAL BUS DRIVERS	3	63	142	208
Other Driver Contributed	0	35	74	109
Other Driver Did Not Contribute	5	40	65	110
TOTAL OTHER DRIVERS	5	75	139	219
TOTALS	8	138	281	427

*Property Damage Only

**Includes all fatalities and injuries, not just to the bus riders

TRAFFIC COLLISIONS INVOLVING FULL SIZE VANS

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
2000	2	86	194	282	2	218
2001	3	98	163	264	3	232
2002	2	79	198	279	2	206
2003	4	86	161	251	6	240
2004	0	74	163	237	0	150
TOTALS	11	423	879	1,313	13	1,046

* Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	6	17	23	0	11
February	0	12	14	26	0	18
March	0	3	15	18	0	14
April	0	5	10	15	0	11
May	0	2	17	19	0	8
June	0	4	12	16	0	9
July	0	8	11	19	0	17
August	0	9	10	19	0	14
September	0	4	10	14	0	4
October	0	9	19	28	0	27
November	0	4	15	19	0	4
December	0	8	13	21	0	13
TOTALS	0	74	163	237	0	150

* Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	0	47	120	167	0	97
Dark & Clear/Cloudy	0	10	19	29	0	17
Day & Rain	0	11	14	25	0	20
Dark & Rain	0	3	4	7	0	7
Day & Other Weather	0	2	4	6	0	6
Dark & Other Weather	0	1	2	3	0	3
TOTALS	0	74	163	237	0	150

* Property Damage Only

** Includes all fatalities and injuries, not just to the van riders.

TRAFFIC COLLISIONS INVOLVING FULL SIZE VANS

COLLISIONS BY DAY OF THE WEEK

DAY OF WEEK	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
SUNDAY	0	10	13	23	0	20
MONDAY	0	15	30	45	0	26
TUESDAY	0	12	25	37	0	24
WEDNESDAY	0	8	25	33	0	18
THURSDAY	0	16	24	40	0	30
FRIDAY	0	11	33	44	0	27
SATURDAY	0	2	13	15	0	5
TOTALS	0	74	163	237	0	150

* Property Damage Only

COLLISIONS BY TIME OF DAY

TIME OF DAY	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
12:01 am - 3:00 am	0	3	1	4	0	3
3:01 am - 6:00 am	0	2	5	7	0	5
6:01 am - 9:00 am	0	10	22	32	0	20
9:01 am - Noon	0	14	37	51	0	36
12:01 pm - 3:00 pm	0	21	32	53	0	33
3:01 pm - 6:00 pm	0	16	48	64	0	35
6:01 pm - 9:00 pm	0	4	13	17	0	14
9:01 pm - Midnight	0	4	5	9	0	4
TOTALS	0	74	163	237	0	150

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Van Driver Contributed	0	35	70	105
Van Driver Did Not Contribute	0	39	96	135
TOTAL VAN DRIVERS	0	74	166	240
Other Driver Contributed	0	33	91	124
Other Driver Did Not Contribute	0	48	79	127
TOTAL OTHER DRIVERS	0	81	170	251
TOTALS	0	155	336	491

*Property Damage Only

**Includes all fatalities and injuries, not just to the van riders



This log truck ran off of the bridge in September 2004.



This is the wreckage from a collision that happened on I-95 in November 2004.

Part IV - Collision Consequences

The consequences of traffic collisions extend beyond those persons directly affected and are measured in both human and economic terms. The economic costs consider that portion of financial loss born by society, i.e. medical costs, property damage, lost productivity, etc. Opposite the economic losses are the intangible human costs associated with the grief and suffering that accompany a traffic death or injury. On the following pages, statistics related to estimated economic cost, traffic injuries, fatalities and restraint usage are presented. Some important observations in the 2004 data are as follows:

- ◆ Economic loss from CMV involved collisions increased 8% from 2003 to 2004.
- ◆ Males accounted for 91% of the fatalities of CMV occupants and 72% of the fatalities of Non-CMV occupants, while females accounted for 9% and 28% respectively.
- ◆ 25% of Non-CMV occupant fatalities were persons between the ages of 45 and 54! There were 22 CMV occupant fatalities and six people were between the ages of 25 and 34 (27%).
- ◆ There were 26 CMV occupants totally ejected from the vehicles in which they were riding. Of these, 6 or 23% were killed. Of the 4,046 CMV occupants not ejected, 16 or 0.4% were killed.
- ◆ There were 23 Non-CMV occupants in CMV collisions that were totally ejected from their vehicles. Of these, 8 or 35% were killed. Of the 3,889 Non-CMV occupants not ejected, 66 or 1.7% were killed.
- ◆ In CMV collisions, because of the sheer size and weight of the vehicles involved, restraint usage becomes a major factor in predicting injury severity. Of the 318 Non-CMV occupants in CMV collisions that were not restrained, 38 or 12% sustained fatal injuries. Of the 3,490 Non-CMV occupants that were using some form of restraint device, 34 or 1% sustained fatal injuries.
- ◆ 1.2% of CMV occupants that were not using any type of restraint equipment sustained fatal injuries. Less than 1% of the restrained CMV occupants were killed (0.37%).



This school bus was hit by a vehicle that ran a stop sign. This collision occurred in Fairfield county in October 2004. This is a different view of the same collision on p. 24 of this fact book.

**CMV OCCUPANTS INVOLVED IN CMV TRAFFIC COLLISIONS
TRANSPORTED TO MEDICAL FACILITY**

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTAL
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
YES						
Males	18	291	152	67	15	543
Females	4	101	53	9	2	169
Not Specified	0	0	0	0	0	0
YES SUBTOTAL	22	392	205	76	17	712
NO						
Males	2,886	56	16	0	5	2,963
Females	341	24	1	0	0	366
Not Specified	76	0	0	0	0	76
NO SUBTOTAL	3,303	80	17	0	5	3,405
UNKNOWN						
Males	10	0	0	0	0	10
Females	0	1	1	0	0	2
Not Specified	35	1	0	0	0	36
UNKNOWN SUBTOTAL	45	2	1	0	0	48
TOTALS	3,370	474	223	76	22	4,165

**NON-CMV OCCUPANTS INVOLVED IN CMV TRAFFIC COLLISIONS
TRANSPORTED TO MEDICAL FACILITY**

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
YES						
Males	27	359	244	109	53	792
Females	39	465	230	97	21	852
Not Specified	0	1	0	0	0	1
YES SUBTOTAL	66	825	474	206	74	1,645
NO						
Males	1,340	49	17	2	12	1,420
Females	890	64	9	0	4	967
Not Specified	49	0	0	0	0	49
NO SUBTOTAL	2,279	113	26	2	16	2,436
UNKNOWN						
Males	8	1	2	0	2	13
Females	3	4	1	0	1	9
Not Specified	20	0	0	0	0	20
UNKNOWN SUBTOTAL	31	5	3	0	3	42
TOTALS	2,376	943	503	208	93	4,123

TRAFFIC COLLISION OCCUPANT PROFILE INJURIES* BY AGE AND SEX CMV OCCUPANTS ONLY

SEX	AGE	NOT INJURED	POSSIBLE INJURY	NON-INCAPACITATING	INCAPACITATING	FATAL	TOTALS
M A L E	Under 4	4	0	1	0	0	5
	4-14	84	50	14	3	0	151
	15-24	194	38	17	6	2	257
	25-34	588	83	35	13	5	724
	35-44	785	76	34	15	3	913
	45-54	689	67	33	16	3	808
	55-64	425	18	25	5	4	477
	65-74	123	14	4	0	3	144
	75-84	9	0	0	1	0	10
	85+	0	0	0	0	0	0
	UNKNOWN AGE	13	1	5	8	0	27
SUBTOTAL		2,914	347	168	67	20	3,516

F E M A L E	Under 4	2	0	1	0	0	3
	4-14	83	57	13	1	0	154
	15-24	40	28	13	0	0	81
	25-34	32	11	7	0	1	51
	35-44	83	11	5	2	0	101
	45-54	72	8	7	0	0	87
	55-64	23	10	7	0	0	40
	65-74	7	0	0	1	0	8
	75-84	0	1	1	1	1	4
	85+	0	0	0	0	0	0
	UNKNOWN AGE	3	0	1	4	0	8
SUBTOTAL		345	126	55	9	2	537

GRAND TOTAL		3,259	473	223	76	22	4,053
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* See Definitions for a description of each injury type.
 There were 112 occupants whose sex was unspecified. This accounts for the difference in the numbers on this page and the previous page (for CMV occupants).

**TRAFFIC COLLISION OCCUPANT PROFILE
INJURIES* BY AGE AND SEX
NON-CMV OCCUPANTS ONLY**

SEX	AGE	NOT INJURED	POSSIBLE INJURY	NON-INCAPACITATING	INCAPACITATING	FATAL	TOTALS
M A L E	Under 4	38	9	6	2	0	55
	4-14	79	20	10	2	2	113
	15-24	287	107	60	21	9	484
	25-34	274	71	53	23	13	434
	35-44	239	69	42	22	12	384
	45-54	195	55	36	15	15	316
	55-64	121	38	27	10	10	206
	65-74	79	22	17	10	2	130
	75-84	40	14	8	6	4	72
	85+	6	2	4	0	0	12
	UNKNOWN AGE	17	2	0	0	0	19
	SUBTOTAL	1,375	409	263	111	67	2,225

F E M A L E	Under 4	35	12	4	3	0	54
	4-14	64	34	14	8	0	120
	15-24	218	116	55	15	3	407
	25-34	162	94	43	25	5	329
	35-44	133	94	43	14	3	287
	45-54	126	82	29	19	8	264
	55-64	85	53	25	4	4	171
	65-74	69	18	14	6	2	109
	75-84	29	27	13	2	1	72
	85+	2	1	0	1	0	4
	UNKNOWN AGE	9	2	0	0	0	11
	SUBTOTAL	932	533	240	97	26	1,828

GRAND TOTAL	2,307	942	503	208	93	4,053
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*See definitions for a description of each injury type.

There were 70 occupants whose sex was unspecified. This accounts for the difference in the numbers on this page and page 53 (non-cmv occupants).

EJECTION STATUS/LOCATION AFTER IMPACT CMV OCCUPANTS* ONLY

EJECTION STATUS	LOCATION AFTER IMPACT	INJURY TYPE					TOTALS
		NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NOT EJECTED	Not Trapped	3,290	452	197	34	4	3,977
	Extricated (Mech Means)	1	8	7	9	9	34
	Freed (Non-Mech)	6	2	8	8	3	27
	Not Applicable	8	0	0	0	0	8
	Unknown	0	0	0	0	0	0
NOT EJECTED TOTAL		3,305	462	212	51	16	4,046
TOTALLY EJECTED	Not Trapped	1	4	1	11	6	23
	Extricated (Mech Means)	0	0	2	0	0	2
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	0	0	0	1	0	1
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		1	4	3	12	6	26
PARTIALLY EJECTED	Not Trapped	0	1	0	1	0	2
	Extricated (Mech Means)	0	0	0	1	0	1
	Freed (Non-Mech)	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		0	1	0	2	0	3
NOT APPLICABLE	Not Trapped	2	1	0	0	0	3
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	11	4	1	1	0	17
NOT APPLICABLE TOTAL		13	5	1	1	0	20
UNKNOWN	Not Trapped	0	0	7	10	0	17
	Unknown	49	0	0	0	0	49
UNKNOWN TOTAL		49	0	7	10	0	66
GRAND TOTAL		3,368	472	223	76	22	4,161

* Includes occupants seated inside the passenger compartment of the vehicle.
Does not include occupants in a trailing unit or riding outside the vehicle.

EJECTION STATUS/LOCATION AFTER IMPACT NON-CMV OCCUPANTS* ONLY

EJECTION STATUS	LOCATION AFTER IMPACT	INJURY TYPE					TOTALS
		NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NOT EJECTED	Not Trapped	2,215	889	428	123	26	3,681
	Extricated (Mech Means)	3	14	21	51	34	123
	Freed (Non-Mech)	6	12	28	11	5	62
	Not Applicable	16	2	4	0	0	22
	Unknown	0	0	0	0	1	1
NOT EJECTED TOTAL		2,240	917	481	185	66	3,889
TOTALLY EJECTED	Not Trapped	2	1	3	7	8	21
	Not Applicable	0	1	0	1	0	2
	Extricated (Mech Means)	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		2	2	3	8	8	23
PARTIALLY EJECTED	Not Trapped	1	0	2	1	0	4
	Extricated (Mech Means)	0	0	1	0	1	2
	Freed (Non-Mech)	0	0	0	0	2	2
PARTIALLY EJECTED TOTAL		1	0	3	1	3	8
NOT APPLICABLE	Not Trapped	5	0	1	0	0	6
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	12	2	1	0	0	15
NOT APPLICABLE TOTAL		17	2	2	0	0	21
UNKNOWN	Not Trapped	7	2	0	1	0	10
	Extricated (Mech Means)	0	0	0	0	0	0
	Unknown	19	0	1	0	0	20
UNKNOWN TOTAL		26	2	1	1	0	30
GRAND TOTAL		2,286	923	490	195	77	3,971

*Includes occupants of cars, trucks, and vans seated inside the passenger compartment of vehicle.

INJURY SEVERITY BY OCCUPANT RESTRAINT USAGE CMV OCCUPANTS* ONLY

RESTRAINT USAGE	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NO RESTRAINT USED						
None Used	334	197	83	19	8	641
TOTAL - NO RESTRAINT USED	334	197	83	19	8	641
RESTRAINT USED						
Shoulder Belt Only	17	1	0	0	0	18
Lap Belt Only	181	27	14	3	5	230
Shoulder & Lap Belt	2,639	228	108	34	7	3,016
Child Safety Seat	3	0	0	0	0	3
Other	0	1	0	0	0	1
TOTAL - RESTRAINT USED	2,840	257	122	37	12	3,268
UNKNOWN RESTRAINT USAGE	194	18	18	20	2	252
GRAND TOTAL	3,368	472	223	76	22	4,161

*Includes occupants seated inside the passenger compartment of the vehicle. Does not include occupants in a trailing unit or riding outside of vehicle.

INJURY SEVERITY BY OCCUPANT RESTRAINT USAGE

NON-CMV OCCUPANTS* ONLY

RESTRAINT USAGE	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITATING	IN-CAPACITATING	FATAL	
NO RESTRAINT USED						
None Used	96	83	62	39	38	318
TOTAL - NO RESTRAINT USED	96	83	62	39	38	318
RESTRAINT USED						
Shoulder Belt Only	11	4	1	1	0	17
Lap Belt Only	36	13	4	3	1	57
Shoulder & Lap Belt	1,954	774	399	134	33	3,294
Child Safety Seat	88	23	6	3	0	120
Other	1	1	0	0	0	2
TOTAL - RESTRAINT USED	2,090	815	410	141	34	3,490
UNKNOWN RESTRAINT USAGE	100	25	18	15	5	163
GRAND TOTAL	2,286	923	490	195	77	3,971

*Includes occupants of passenger cars, trucks and vans seated inside the passenger compartment of vehicle.



Part V – Hazardous Materials



The movement of hazardous materials in commerce is necessary to maintain economic vitality and meet consumer demands. This shall be conducted in a safe and efficient manner. Hazardous material, by definition, is any substance used in making items that can be potentially dangerous to human beings or the environment.

Taking into account the events of "9/11", it has become even more important to evaluate the risk analysis of hazardous materials. In 2004, there were 74 CMV's with hazard placards involved in collisions; 74 vehicles were carrying hazardous materials when a collision occurred.

However, only 18 out of 3,340 vehicles released some type of hazardous material during a collision in 2004. That is equal to 0.5% of the CMV's that were involved in a collision.

91.9% of the units involved in CMV fatal collisions did not release any hazardous material. 94.6% of the units involved in CMV injury collisions did not release any hazardous material either.

Only 2.5% of the vehicles involved in CMV injury collisions were carrying some sort of hazardous material. And, only 1.8% of the vehicles involved in CMV fatal collisions were carrying some sort of hazardous material.

There were 70 reported collisions in which one or more of the vehicles involved were carrying some kind of hazardous materials. Of those collisions, 29 occurred on US Primary roadways (41%). And only 1 occurred on a county road (1.4%).

HAZARDOUS MATERIAL INVOLVEMENT IN 2004

VEHICLE CARRYING HAZARDOUS MATERIALS	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	2	1.8%	39	2.5%	33	2.0%	74	2.2%
NO	106	95.5%	1,498	95.2%	1,554	93.9%	3,158	94.6%
UNKNOWN/HIT & RUN	3	2.7%	37	2.4%	68	4.1%	108	3.2%
TOTAL	111	100.0%	1,574	100.0%	1,655	100.0%	3,340	100.0%

VEHICLE WITH HAZARDOUS MATERIAL PLACARD	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	2	1.8%	36	2.3%	36	2.2%	74	2.2%
NO	103	92.8%	1,480	94.0%	1,520	91.8%	3,103	92.9%
UNKNOWN/HIT & RUN	6	5.4%	58	3.7%	99	6.0%	163	4.9%
TOTAL	111	100.0%	1,574	100.0%	1,655	100.0%	3,340	100.0%

HAZARDOUS MATERIAL RELEASED FROM VEHICLE	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	2	1.8%	12	0.8%	4	0.2%	18	0.5%
NO	102	91.9%	1,489	94.6%	1,551	93.7%	3,142	94.1%
UNKNOWN/HIT & RUN	7	6.3%	73	4.6%	100	6.0%	180	5.4%
TOTAL	111	100.0%	1,574	100.0%	1,655	100.0%	3,340	100.0%

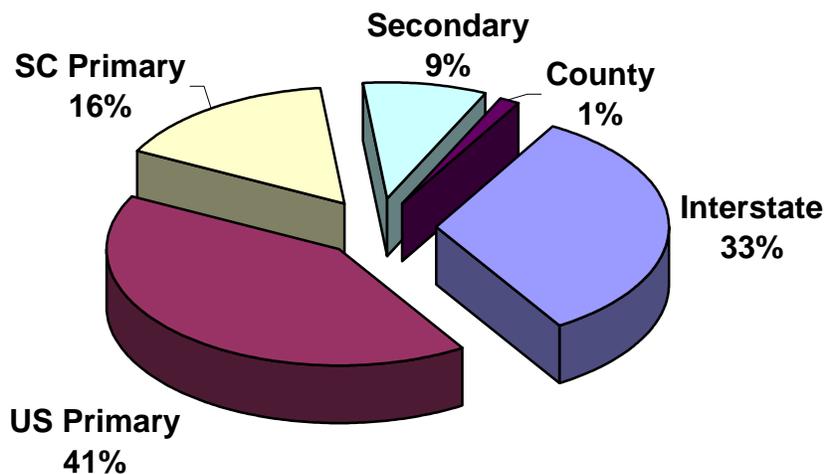
Note: The numbers in the charts above are the number of vehicles (units) involved in CMV collisions.

CMV COLLISIONS INVOLVING HARZARDOUS MATERIALS BY ROUTE CATEGORY

ROUTE CATEGORY	CRASHES	% CRASHES	HAZMAT RELEASED	% HAZMAT RELEASED
INTERSTATE	23	32.9%	4	23.5%
US PRIMARY	29	41.4%	3	17.6%
SC PRIMARY	11	15.7%	7	41.2%
SECONDARY	6	8.6%	3	17.6%
COUNTY	1	1.4%	0	0.0%
TOTAL	70	100.0%	17	100.0%

41% of CMV collisions involving vehicles carrying hazardous materials occurred on US Primary roadways. 33% of commercial vehicle collisions involving vehicles carrying hazardous materials occurred on Interstates. However, the highest number of CMV collisions where there was a hazmat release was on SC Primary roadways (41%). The second highest number of CMV collisions where there was a hazmat release occurred on Interstates. Almost 1/4 of collisions where there was a hazmat release occurred on Interstates (24%).

CMV COLLISIONS INVOLVING HAZARDOUS MATERIALS BY ROUTE CATEGORY





APPENDIX





GARBAGE TRUCK



LOG (POLE) TRAILER

D.P.S. USE ONLY		Page #	SOUTH CAROLINA TRAFFIC COLLISION REPORT FORM TR-310 (Rev. 01/2001)				# Of Units	Amended - Attach Copy of Original Report	Notified	Arrived					
Date	Time	County	1- Interstate 2- US Primary 3- SC Primary	4- Secondary 5- County 6- Other	Collision Location (Rt. # / Name)	0-Main 2-Alternate 5-Spur	6- 7-Business 9-Other	Miles: <input type="text"/>	Dir: <input type="text"/>	In / Near City or Town of:					
Lane # / Dir.	Distance Offset	Direction	1- Interstate 2- US Primary 3- SC Primary	4- Secondary 5- County 6- Other	Base Intersection (Rt. # / Name)	0-Main 2-Alternate 5-Spur	6- 7-Business 9-Other	ASRU code	MP/Grid						
#	Of	N E S W	Miles Feet	N E S W	From	0-Main 2-Alternate 5-Spur	6- 7-Business 9-Other	Latitude	o						
R.R. Id.	From	Ramp Only	To	1- Interstate 2- US Primary 3- SC Primary	Second Intersection (Rt. # / Name)	0-Main 2-Alternate 5-Spur	6- 7-Business 9-Other	Longitude	o						
K- 624151			Driver/Pedestrian's Full Name			K- 624152			Driver/Pedestrian's Full Name						
Unit #	Sex	Race	Street/R.F.D.			Unit #	Sex	Race	Street/R.F.D.						
Birth Date		City, State, & Zip				Birth Date		City, State, & Zip							
State	Driver's License #		Insurance Company:				State	Driver's License #		Insurance Company:					
Year	Body	Vehicle Make	VIN #			Year	Body	Vehicle Make	VIN #						
State	Year	License Plate #	Owner's D.L. #			State	Year	License Plate #	Owner's D.L. #						
Home Telephone		Owner's Full Name				Home Telephone		Owner's Full Name							
Bus. Telephone		Street/R.F.D.				Bus. Telephone		Street/R.F.D.							
Contributed To Collision		City, State, & Zip				Contributed To Collision		City, State, & Zip							
Yes	No					Yes	No								
Estimated Speed	Speed Limit	C.D.L. Req: Yes No	T/B S Req: Yes No	Alc/Drg info (see back): Yes No		Estimated Speed	Speed Limit	C.D.L. Req: Yes No	T/B S Req: Yes No	Alc/Drg info (see back): Yes No					
Summons #	Cod e	Summons #	Cod e	Towed By		Summons #	Cod e	Summons #	Cod e	Towed By					
K- 624153			Driver/Pedestrian's Full Name			State	Year	License Plate #	Owner's D.L. #						
Unit #	Sex	Race	Street/R.F.D.			Home Telephone		Owner's Full Name							
Birth Date		City, State, & Zip				Bus. Telephone		Street/R.F.D.							
State	Driver's License #		Insurance Company:				Contributed To Collision		City, State, & Zip						
Year	Body	Vehicle Make	VIN #			Estimated Speed	Speed Limit	C.D.L. Req: Yes No	T/B S Req: Yes No	Alc/Drg info (see back): Yes No					
Dir. of Travel:		Unit 1: N S E W	Unit 2: N S E W	Unit 3: N S E W		Summons #	Cod e	Summons #	Cod e	Towed By					
PHOTO					Unit 1 Dam.	Unit 2 Dam.	Unit 3 Dam.	Prop. Dam. 1	Prop. Dam. 2						
					\$	\$	\$	\$	\$						
					Property Owner/Witness:				Property Owner/Witness:						
					Address				Address						
					State	Zip:	Phone	State	Zip:	Phone					
					Photo:	Describe What Happened (Refer to Units by Number)									
					Y	N									
NOTICE - THE TR-310 IS FOR STATISTICAL REPORTING PURPOSES ONLY AND IS A REFLECTION OF THE OFFICER'S BEST KNOWLEDGE, OPINION, AND BELIEF COVERING THE COLLISION. BUT NO WARRANT IS MADE AS TO THE FACTUAL ACCURACY THEREOF															
Investigating Officer's Name		Rank	Badge #	Code	Date	Reviewer's Name		Rank	Internal Agency Code						

Unit:	Date of Birth	Sex:	Race:	INJ:	Seat:	R/SD:	A,B,D:	Eject:	LAI:	Tran:	Name	Street Address	Zip Code
SAMPLE													
Race		A - Asian/Pacific Islander		W - Caucasian		a) Injury Status		2- Non-incapacitating		Seating Loc.		20- Pedestrian 60- Sleeper or Cab	
B - African American		H - Hispanic		O - Other		0- Not Injured		3- Incapacitating		01 02 03		30- Trailing Unit 70- Riding on Unit Exterior	
I - Alaskan Native or American Indian		U - Unk.				1- Possible		4- Fatal		04 05 06		40- Bus or Van (4th row or Higher) 80- Lap	
Air Bag Deployment / Switch		Ejection		b) Motorcycle Only		Head Injury: 1-Yes 2-No		Location After Impact		3- Freed (non-mech.)		a) Transported to Medical Facility	
1- Deployed For 4-Not Deployed		1- Not Ejected		1- Not Ejected		07 08 09		1- Not Trapped		4- Not Applicable		1- Yes 2- No 3- Unknown	
2- Deployed Side 7-Not Applicable		2- Part. Ejected		2- Part. Ejected		3- Not Trapped		2- Extricated (Mechanical Means)		9- Unknown		b) By: 1- EMS 2- Police 3- Other 3- Unk	
3- Deployed Both 9-Deployment Unk.		3-Tot. Ejected		3-Tot. Ejected		4- Not Applicable		Sequence of Events		Mail Orig. TR-310 to: Office of Financial Responsibility, PO Box 1498, Columbia, SC 29216		Pedestrian, Motor/Pedalcycle Only	
1- Switch in On Positor 3- No Switch		7- Not App.		7- Not App.		9- Unk.		Non-Collision		04- Equipment Failure		Collision: Not Fixed	
2- Switch in Off Positor 9- Unknown		9- Unk.		9- Unk.		9- Unk.		01- Cargo/Equip Loss or Shift		05- Fire/Explosion		08- Overturn/Rollover	
								02- Cross Median/Center		06- Immersion		09- Ran off Road Left	
								03- Downhill Runaway		07- Jackknife		10- Ran off Road Right	
								Event 1		Event 2		Event 3	
								Event 4		Event 5		Event 6	
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								Event 403		Event 404		Event 405	
								Event 406		Event			

D.P.S. USE ONLY		South Carolina Uniform Traffic Collision Report (For Investigating Officers) Supplemental Bus & Truck Accident Report		<input type="text"/> Amended-Attach Copy of Original Report	<input type="text"/> Corrected
				Page _____ of _____ Pages	
Date	Time	County	Route Category	Accident Location (Route Number and Name if Any)	Auxiliary
			1-Interstate 2-US Primary 3-SC Primary 4-Secondary 5-County 6-Other	0-Mainline 2-Alternate 3-Spur 6-Connection 7-Business 9-Other	
SCREENING INFORMATION				Access Control	
NUMBER OF QUALIFYING VEHICLES INVOLVED				1- No Access Control 2- Full Access Control 3- Partial Access Control	
A Truck having a GVWR of 10,001 lbs. or more for the power unit → <input style="width: 50px;" type="text"/>				Vehicle Information	
OR					
A Vehicle with a Hazardous Materials Placard → <input style="width: 50px;" type="text"/>				Gross Vehicle Weight Rating	
OR				Weight Rating of the Power Unit of the Truck 01- Less than or Equal to 10,000 Pounds 02- 10,001-26,000 Pounds 03- More than 26,000 Pounds 99- Unknown/ Hit and Rur	
A Bus that is Designed or Used to Carry 16 or More Persons, Including Driver → <input style="width: 50px;" type="text"/>				Vehicle Configuration	
OR				00- Passenger Car (only w/ HAZMAT placard) 01- Light Truck (only w/ HAZMAT placard) 02- Bus (seats for 9-15 people) 03- Bus (seats for 16+ people) 04- Single Unit Truck (2axles/6+ tires) 05- Single Unit Truck (3 or more axles) 06- Truck w/ Trailer 07- Truck-Tractor Only (Bobtail) 08- Tractor w/ Semi-Trailer 09- Tractor w/ Double Trailers 10- Tractor w/ Triple Trailers 98- Other/Unable to Classify 99- Unknown/ Hit and Rur	
A Motor Vehicle Engaged in Interstate Commerce that is Designed or Used to Carry 9-15 Persons, Including the Driver, for Compensation → <input style="width: 50px;" type="text"/>				Cargo Body Type	
Number of Persons Involved:				00- Bus (seats for 9-15 people) 01- Bus (seats for 16+ people) 02- Enclosed Box 03- Cargo Tank 04- Flat Bed 05- Dump 06- Concrete Mixer 07- Auto Transport 08- Garbage/Refuse 09- Grain, Chips, Grave 10- Pole 11- Intermodal Container 97- Not Applicable 98- Other 99- Unknown/ Hit and Rur	
Sustaining Fatal Injuries → <input style="width: 50px;" type="text"/>				Trailer Length and Width	
Transported for Immediate Medical Services → <input style="width: 50px;" type="text"/>					
Number of Vehicles Towed				Length	
Towed from the Scene Due to Damage → <input style="width: 50px;" type="text"/>				00- No Trailer 01- Less than 480 in. (40 ft.) 02- 481 in. - 576 in. (48 ft.) 03- 577 in. or more 99- Unknown/ Hit and Rur	
Do Not Complete This Form Unless:				Width	
One or More Qualifying Vehicles was Involved - AND One or More Qualifying Injuries was Sustained - OR One or More Vehicles (not necessarily the truck or bus) was Towed from the Scene				00- No Trailer 01- Less than 60 in. (5 ft.) 02- 61 in. - 84 in. (7 ft.) 03- 85 in. or more 99- Unknown/ Hit and Rur	
Total Number of Supplemental Forms Required for this Collision :				Hazardous Material Involvement	
Unit Number _____ FR-10 Number _____				Was This Vehicle Carrying Hazardous Materials?	
Carrier Information				1- Yes 2- No 3- Unknown/Hit and Rur	
Name: _____				Did the Vehicle Have a Hazardous Material Placard?	
Address: _____				1- Yes 2- No 3- Unknown/Hit and Rur	
City: _____ State: <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> Zip: <input style="width: 40px;" type="text"/>				If "Yes", What Class of Hazardous Material (off placard/shipping papers)?	
Business Phone Number: <input style="width: 20px;" type="text"/>				01- Class 1 (Explosives) 06- Class 6 (Poison/Infectious Substance) 02- Class 2 (Gases) 07- Class 7 (Radioactive) 03- Class 3 (Flammable Liquids) 08- Class 8 (Corrosives) 04- Class 4 (Flammable Solids) 09- Class 9 (Misc. Goods) 05- Class 5 (Oxidizing Substance) 10- No Placard 99- Other/Unknown/Hit and Run	
Identification Numbers				If "YES", enter 4 digit HAZMAT ID/look on placard/shipping papers,	
U.S. DOT <input style="width: 20px;" type="text"/> None = 0 <input style="width: 20px;" type="text"/>				Did Hazardous Material Release from this Vehicle?	
ICC MC <input style="width: 20px;" type="text"/> State: <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>				1- Yes 2- No 3- Unknown/Hit and Rur	
State Number <input style="width: 20px;" type="text"/>				Notification of Release:	
Was a Citation Issued to this Vehicle? 1- Yes 2- No 3- Pending <input style="width: 20px;" type="text"/>				Investigator's Name _____ Rank _____ Date _____	
Investigator's Name _____ Rank _____ Date _____				Reviewer's Name _____ Date _____	



ACKNOWLEDGEMENTS

The State Transport Police of the South Carolina Department of Public Safety would like to take the opportunity to express our sincere appreciation to all persons (with special thanks to the OHS and ITO personnel of SCDPS), agencies, departments and organizations that have contributed to this publication.

The vast majority of data used to produce this publication was tabulated from the Uniform Traffic Collision Report and the Supplemental Bus and Truck Accident Report for Investigating Officers. Members of the South Carolina Highway Patrol, State Transport Police, County Sheriff Departments, City Police Departments and various other Law Enforcement Agencies submitted these reports.

Special recognition is given to the above traffic investigative agencies, and in doing so, we cannot forget the support and cooperation of other agencies and organizations that helped make this information available.

The Office of Highway Safety, which tabulated the traffic collision data and other pertinent information for this publication, could not have done so without the untiring efforts of the above persons and organizations.

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Definitions

General Information

Collision Characteristics

A. The Driver

B. Time

C. Location

D. Environment

E. Units

Passenger Vehicles

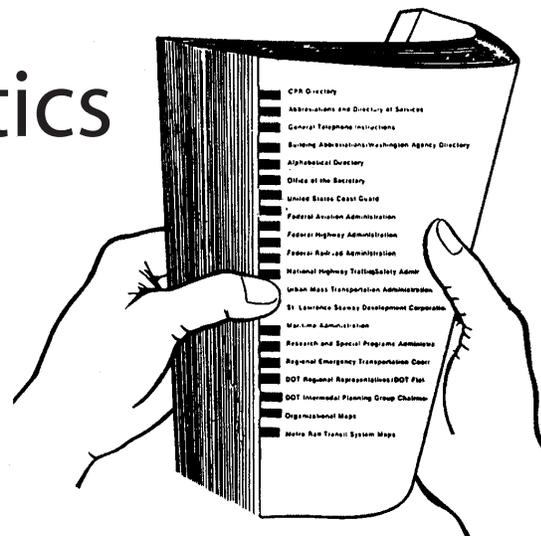
Collision Consequences

Hazardous Materials

Appendix

How to Use This Index

Place left thumb on the outer edge of this page. To locate the desired entry, fold back this remaining page edges and align the index edge mark with the appropriate page edge mark.



F M C S A
Federal Motor Carrier Safety Administration

Developed in cooperation with the South Carolina Division - FMCSA