



South Carolina Department of Public Safety

June 2009

Dear Reader:

The South Carolina Department of Public Safety is pleased to present the “2007 S.C. Commercial Motor Vehicle Traffic Collision Fact Book”. This report defines and describes some characteristics of commercial motor vehicle crashes in our state. As the reader, you will be able to compare general crash characteristics within one year and over a five year period as well.

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 require 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.

The challenge, however, is for government, industry, and the general public, to join together to call attention to the need to safely share the roads in South Carolina. We are joining with leaders in the trucking and bus industry and our federal and state partners to raise awareness of the issues arising from increased commercial motor vehicle traffic. This fact book is one step in those efforts. The information contained within this book should educate the reader with the current conditions found on our highways.

I hope this information serves as an informative document that enhances our ability to improve highway safety and, more importantly, save lives.

Sincerely,

Mark Keel
Director



CMV TRAFFIC COLLISION QUICK FACTS

	<u>2006</u>	<u>2007</u>	<u>% CHANGE</u>
FATAL COLLISIONS	91	87	-4.4%
INJURY COLLISIONS	1,417	1,431	1.0%
PROPERTY DAMAGE ONLY COLLISIONS	1,604	1,468	-8.5%
TOTAL COLLISIONS	3,112	2,986	-4.0%
FATALITIES	107	102	-4.7%
NON-FATAL INJURIES	2,296	2,300	0.2%
ECONOMIC LOSS*	\$188,096,200	\$176,732,200	-6.0%
TRUCK VEHICLE MILES TRAVELED	4,900,000,000	4,700,000,000	-4.1%
ROADWAY MILES	66,242	66,248	0.0%
TRUCK MILEAGE DEATH RATE**	2.2	2.2	0.0%

*Economic Loss is calculated using the latest information from the National Safety Council, Estimating the Costs of Unintentional Injuries, 2006.

**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).



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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 with seating for transporting nine 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: Any motor vehicle used for the transportation of goods, property or people in interstate or intrastate commerce.

CMV Collisions - A collision involving a CMV in which there are fatal injuries OR at least one person is transported for immediate medical care OR one or more vehicles (not necessarily the CMV) are 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 other than tires.
 - 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 2006 National Safety Council's Formula which applies with the following factors:

Each fatality	\$1,210,000
Each incapacitating injury	\$ 62,500
Each non-incapacitating injury	\$ 20,300
Each possible injury	\$ 11,500
Each *PDO accident	\$ 8,200

Fatal Traffic Collision - Any traffic collision that results in one or more fatal injuries.

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 designated by U.S. Department of Transportation, or other authorizing entity, as capable of posing an unreasonable risk to health, safety and property when transported in commerce.

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.

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 - 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.

*PDO = Property Damage Only

KEY DEFINITIONS

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; persons walking, running, jogging, hiking, sitting, lying within the trafficway.

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 - That part of a trafficway which 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) - A road vehicle or a pedestrian, which includes motor vehicles in-transport, motor vehicles no in-transport, railway trains, pedestrians, and pedalcyclists.

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 Accidents, Seventh Edition, published by the National Safety Council.

Part I - General Information

The following pages contain descriptive statistics regarding collisions involving commercial motor vehicles (CMV's) in South Carolina for the year 2007. This includes applicable information regarding drivers, occupants, vehicles, and any other information necessary to obtain a better assessment of the safety of our roadways.

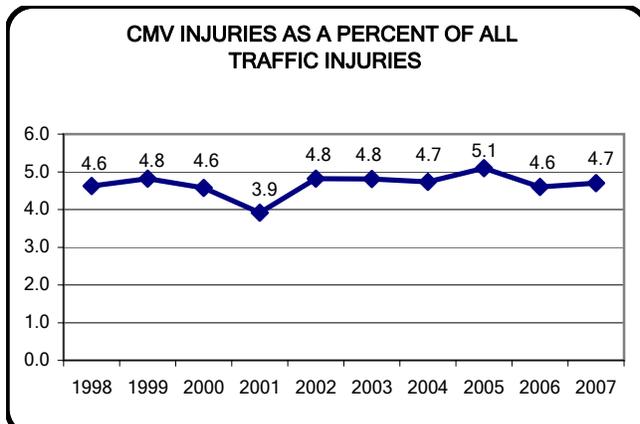
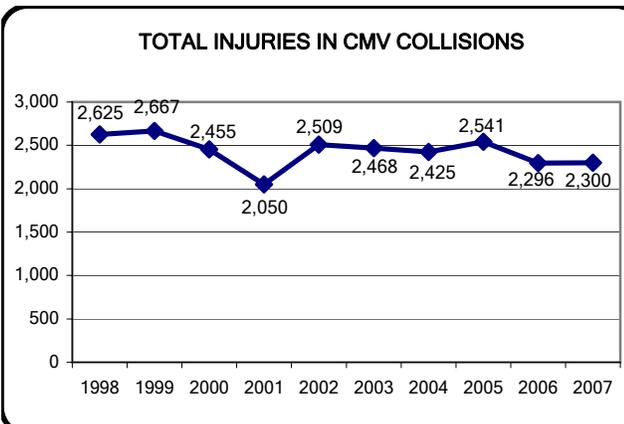
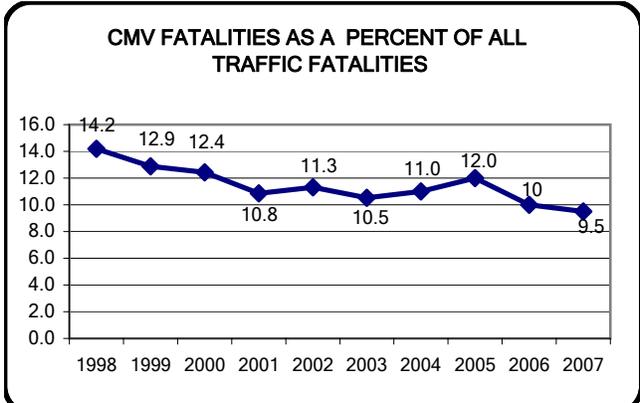
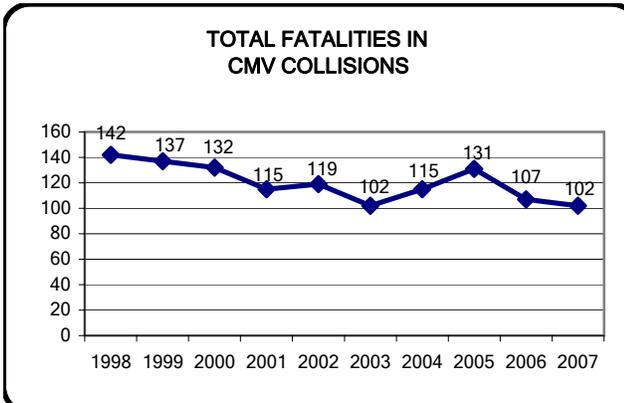
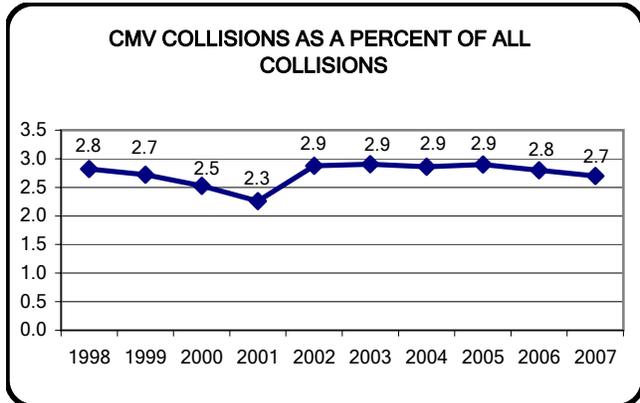
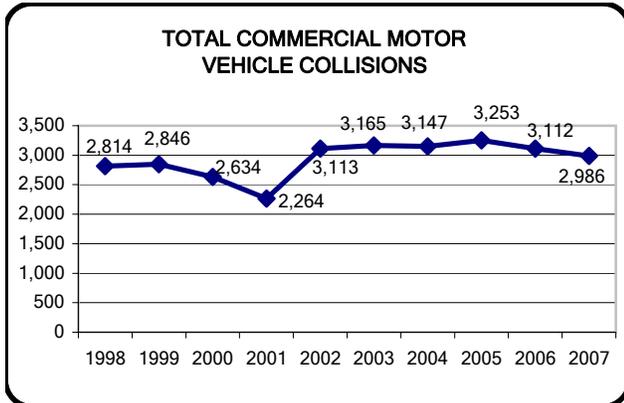
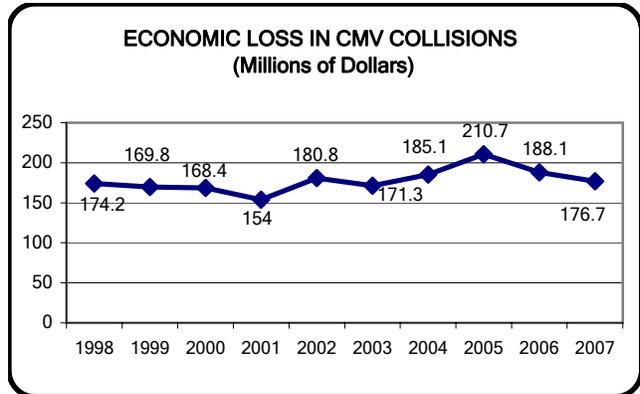
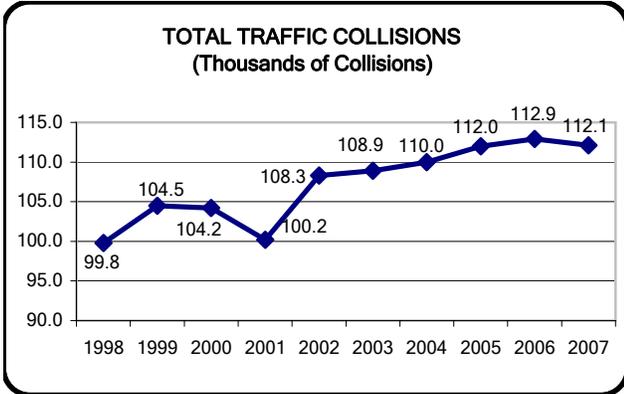
The number of CMV involved collisions has decreased from 3,112 in 2006 to 2,986 in 2007. This equates to a 4% decrease over this time period. Accompanying these collisions are immense personal and financial losses. While CMV collisions only accounted for 2.7% of the total collisions in South Carolina in 2007, the outcome of CMV collisions made up 9.5% of the total fatalities on our roadways. Total fatalities in CMV involved collisions have decreased from 107 in 2006 to 102 in 2007, a 4.7% decrease.

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 increased from 2,296 in 2006 to 2,300 in 2007, a 0.2% increase.

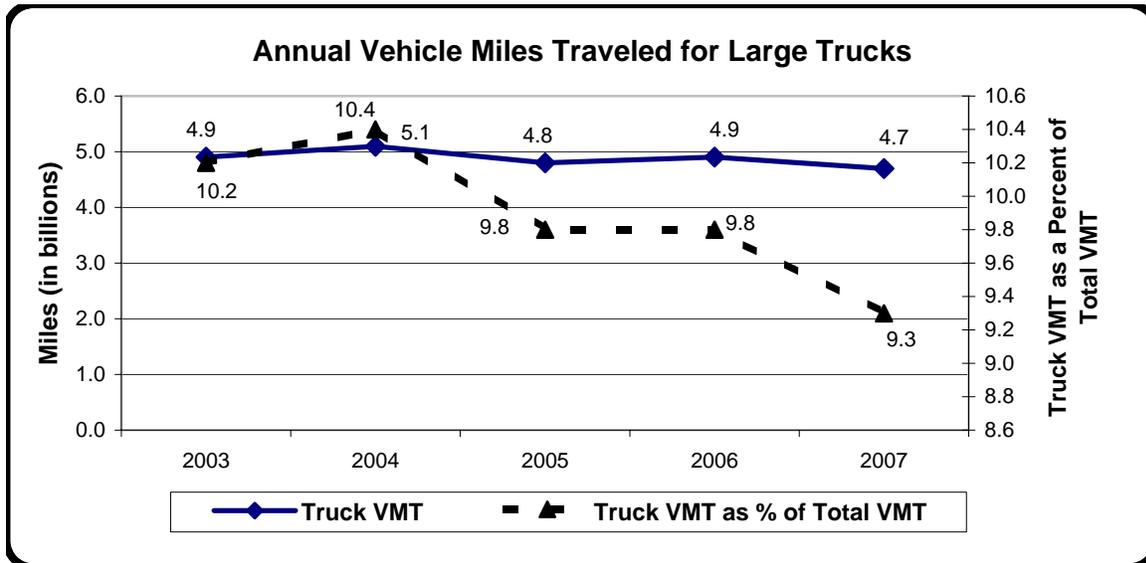
CMV involved collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 2007, \$177 million dollars in estimated losses were incurred in CMV collisions. This was a 5.9% decrease from 2006. Yet, this also means that CMV collisions made up 6.2% of the total economic loss that occurred on South Carolina roadways in 2007.

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.**

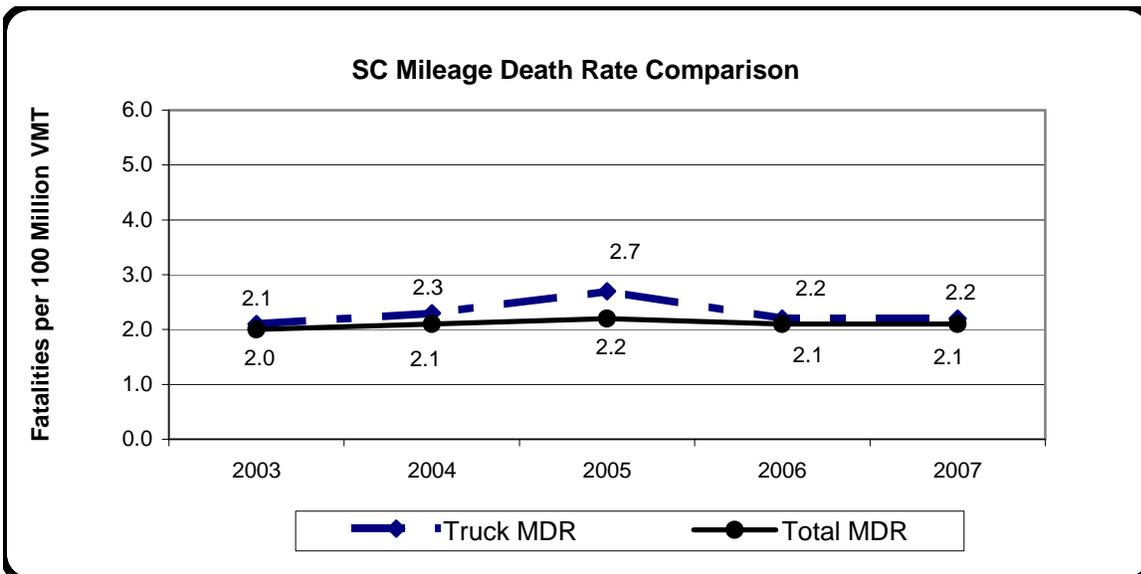
The statistics contained in the South Carolina Commercial Motor Vehicle Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It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



VEHICLE MILES TRAVELED (VMT)

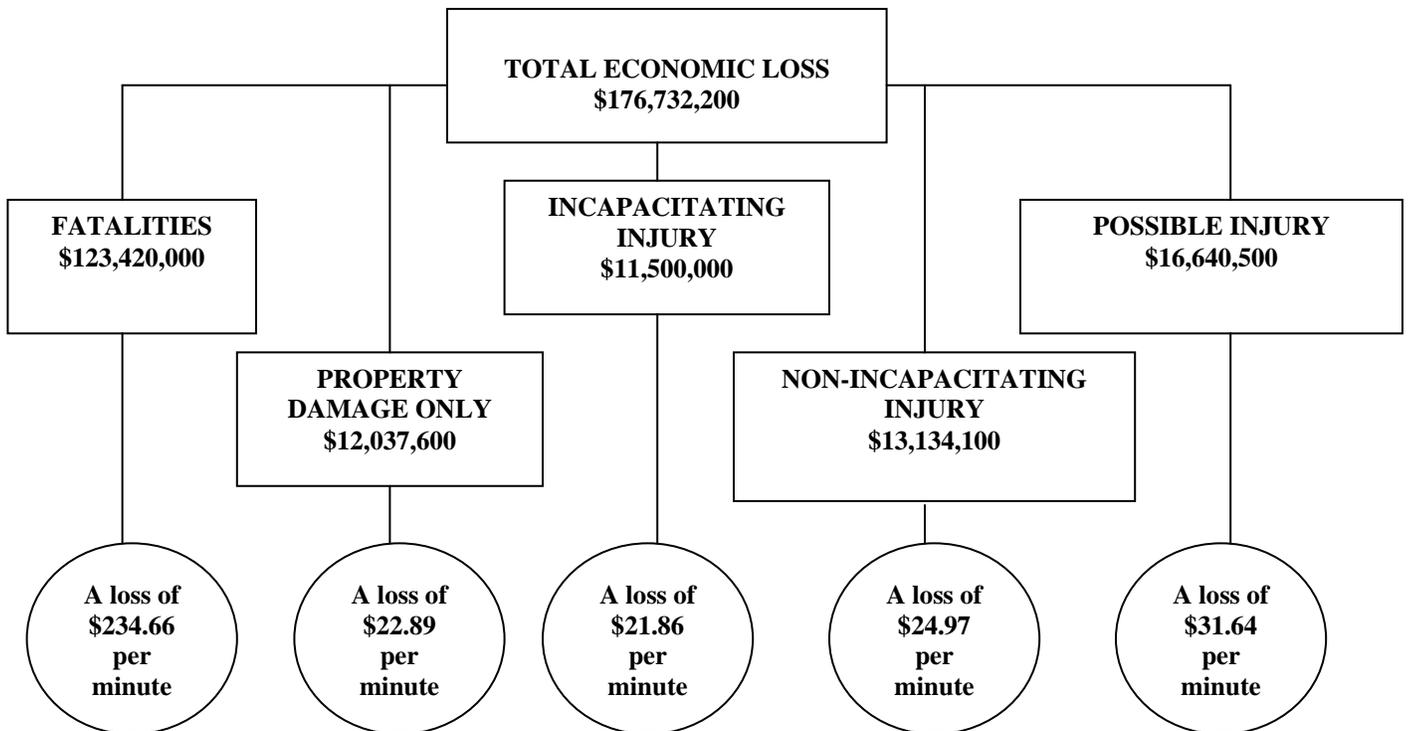


Mileage Death Rate (MDR) is the number of fatalities per 100 million Vehicle Mile Traveled (VMT) "Total MDR" is the MDR for all motor vehicles. "Truck MDR" is the MDR for trucks. Truck Vehicle Miles Traveled (VMT) is estimated by the South Carolina Department of Transportation.* Truck MDR is computed 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 2007



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 2,725 of the 2,986 reported CMV traffic collisions in 2007. This accounted for 91% of all primary contributing factors of crashes. "Too fast for conditions" was the greatest of these, accounting for 29% of CMV collisions. Vehicle factors accounted for the next largest category of collision causes with 178 or 6% of the total. "Tires/Wheels", "Brakes", and "Cargo" were the contributing factors in which most of the collisions in this category were attributed to. For fatal collisions in 2007, some type of driver error was considered the primary cause in 77 of the 87 fatal collisions, accounting for 89% of all CMV collisions in which someone was killed. This percentage is slightly higher than the percentage for all South Carolina fatal traffic collisions (88% driver error).

When dealing with these collisions, it becomes significant 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 1,094 of 2,077 collisions, or 53% of the time. The CMV driver was cited as the only contributor in 852 of the 2,077 collisions, or 41% of the time. Non-CMV drivers were the only contributors in 69% of all fatal crashes and 53% of injury collisions. CMV drivers were the only contributors in 21% of fatal collisions and 41% of injury collisions.

FIRST HARMFUL EVENT

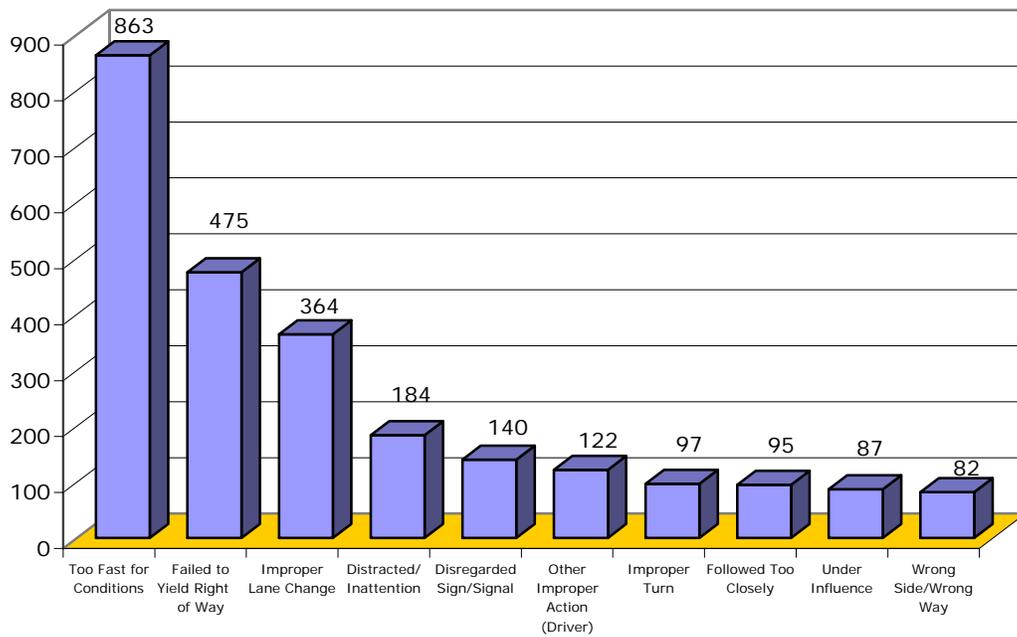
(Pages 10, 11)

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 2007, the FHE in 2,177 of the 2,986 (73%) 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/rollover, accounting for 191 of 2,986 crashes, or 6.4% of the total. The third most frequent FHE was a collision with a stopped vehicle with 141 collisions (4.7%). Combined, these three accounted for more than 84% of all reported CMV collisions.

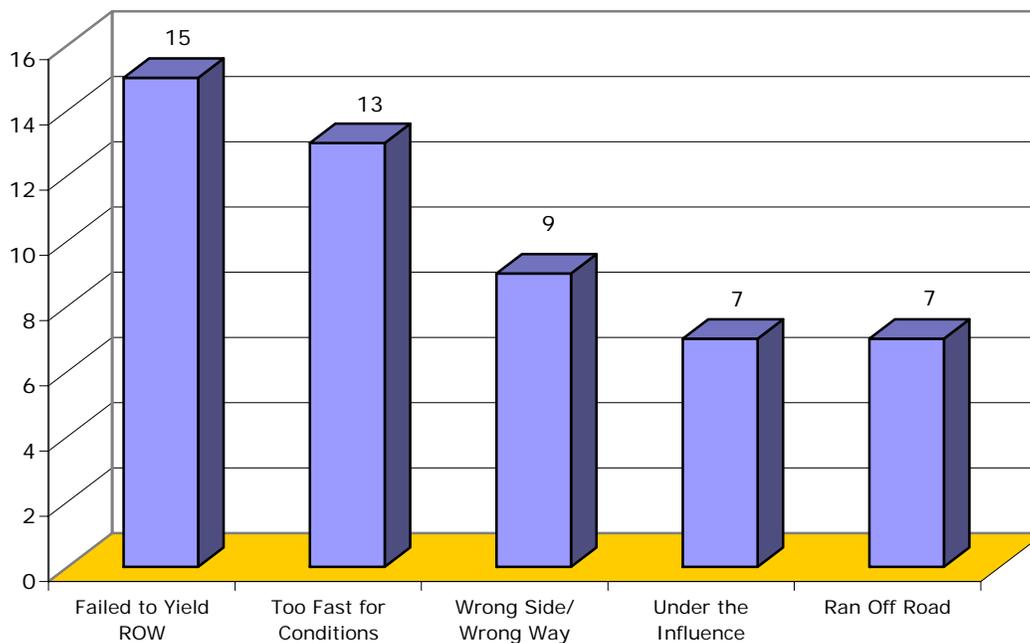
Collisions with a motor vehicle in transport (69%) and collisions with stopped vehicles (6.9%) were identified as the top two FHE's in fatal crashes. Collisions with a pedestrian were the third highest FHE's in fatal crashes, with 5 fatal collisions (5.7%).



TOP TEN PRIMARY CONTRIBUTING FACTORS FOR ALL CMV COLLISIONS



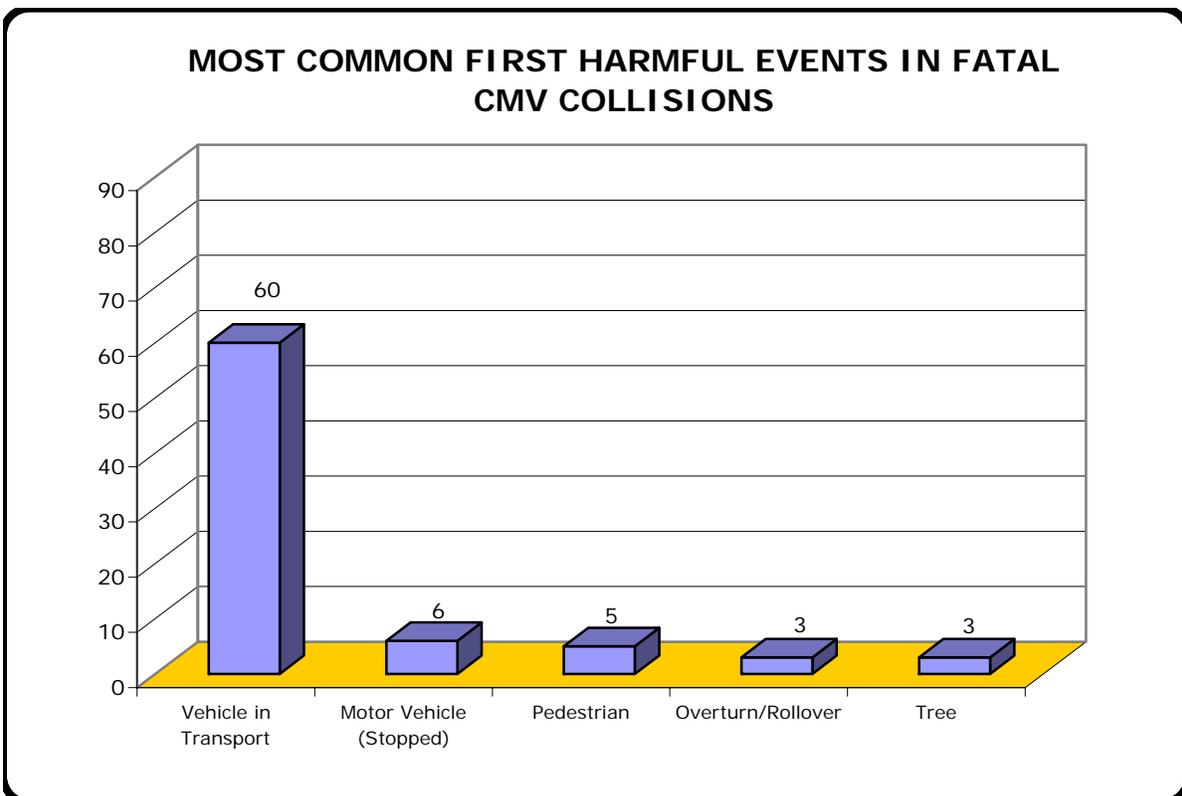
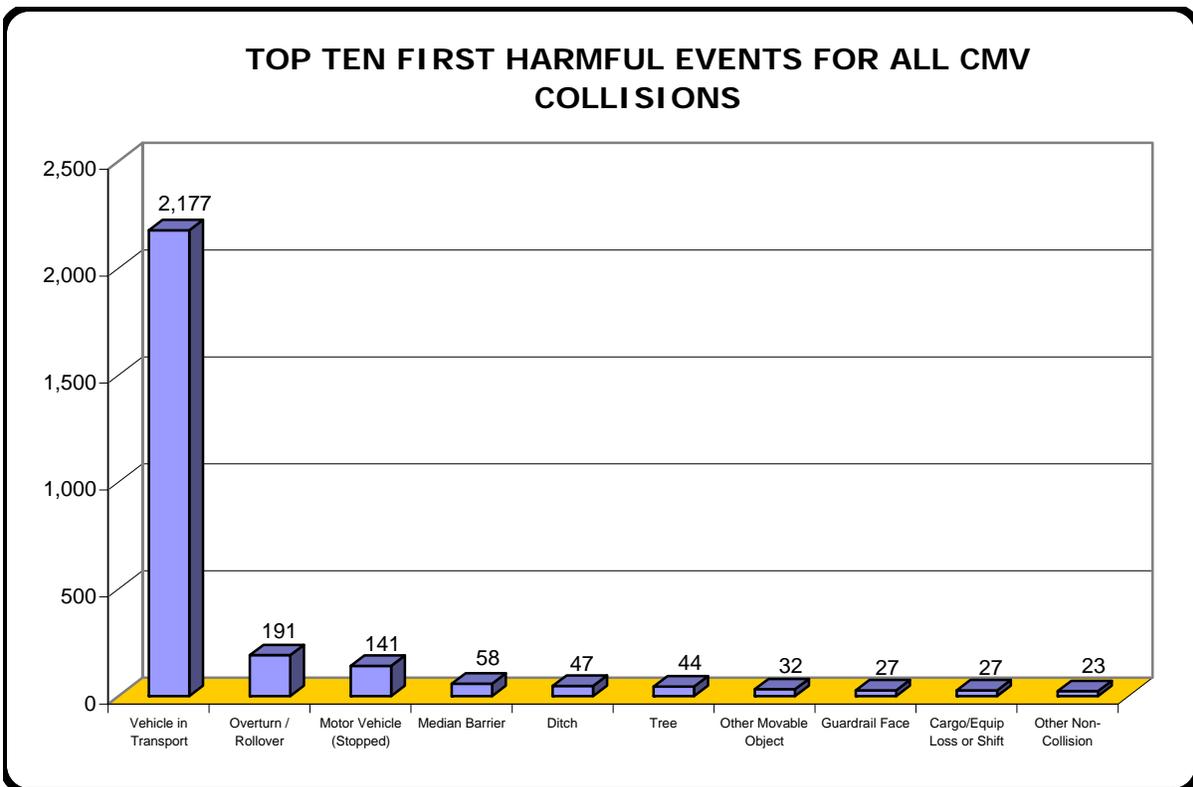
TOP FIVE PRIMARY CONTRIBUTING FACTORS FOR FATAL CMV COLLISIONS



TRAFFIC COLLISIONS BY PRIMARY CONTRIBUTING FACTORS

PRIMARY CONTRIBUTING FACTORS	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
DRIVER FACTORS						
Disregarded Signs/Signals	3	85	52	140	4	136
Distracted/Inattention	2	94	88	184	2	138
Too Fast for Conditions	13	406	444	863	18	647
Exceeded Speed Limit	1	9	5	15	1	16
Failed to Yield Right-of-Way	15	272	188	475	16	470
Ran Off Road	7	13	18	38	8	38
Fatigued/Asleep	2	17	9	28	2	27
Followed Too Closely	0	51	44	95	0	91
Improper Turn	2	45	50	97	2	60
Medical Related	1	16	3	20	1	26
Aggressive Driving	0	13	10	23	0	18
Over-correcting/Over-steering	2	7	6	15	2	9
Swerving to Avoiding Object	1	3	7	11	1	7
Wrong Side or Wrong Way	9	51	22	82	12	108
Under the Influence	7	47	33	87	9	65
Vision Obscured (within unit)	0	1	7	8	0	1
Improper Lane Usage/Change	5	149	210	364	6	205
Cell Phone	0	2	3	5	0	7
Other Improper Action (Driver)	3	42	77	122	3	68
Unknown	4	23	26	53	4	38
SUBTOTAL	77	1,346	1,302	2,725	91	2,175
ROADWAY FACTORS						
Debris	0	2	4	6	0	6
Obstruction In Road	0	3	11	14	0	4
Rut, Hole, Bump	0	1	0	1	0	1
Shoulders (None, Low, Soft, High)	0	0	2	2	0	0
Traffic Control Device (i.e., Missing)	0	1	0	1	0	1
Worn Travel-Polished Surface	0	1	0	1	0	1
Other	0	1	3	4	0	1
Unknown	0	0	0	0	0	0
SUBTOTAL	0	9	20	29	0	14
NON-MOTORIST FACTORS						
Inattentive	0	3	1	4	0	3
Lying and/or Illegally in Roadway	1	1	0	2	1	2
Failure To Yield Right of Way	1	1	0	2	1	2
Disregarded Sign/Signal	0	1	1	2	0	1
Improper Crossing	0	3	0	3	0	3
Darting	0	2	0	2	0	2
Wrong Side of Road	0	0	0	0	0	0
Under Influence	3	0	1	4	3	0
Other	0	1	1	2	0	1
Unknown	0	0	0	0	0	0
SUBTOTAL	5	12	4	21	5	14
ENVIRONMENTAL FACTORS						
Animal in Road	0	10	9	19	0	13
Weather Condition	0	4	3	7	0	7
Other	2	3	1	6	2	6
Unknown	0	0	0	0	0	0
SUBTOTAL	2	17	13	32	2	26
VEHICLE DEFECT FACTORS						
Brakes	1	12	21	34	1	28
Steering	0	5	6	11	0	7
Power Plant	0	1	12	13	0	1
Tires/Wheel	1	15	43	59	2	19
Lights	0	2	1	3	0	2
Signals	0	0	1	1	0	0
Truck Coupling	0	0	6	6	0	0
Cargo	0	7	17	24	0	9
Fuel System	0	0	0	0	0	0
Other	0	1	22	23	0	1
Unknown	0	4	0	4	0	4
SUBTOTAL	2	47	129	178	3	71
Other Person Under Influence	1	0	0	1	1	0
TOTALS	87	1,431	1,468	2,986	102	2,300

*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	12	15	27	0	13
GROSS MEDIAN / CENTER LINE	0	10	7	17	0	17
DOWNHILL RUNAWAY	0	2	0	2	0	2
EQUIPMENT FAILURE	0	4	16	20	0	4
FIRE/EXPLOSION	1	1	0	2	2	1
JACK-KNIFE	0	1	11	12	0	1
OVERTURN/ROLLOVER	3	91	97	191	4	103
SEPARATION OF UNITS	0	0	1	1	0	0
SPILL	0	2	0	2	0	5
OTHER NON-COLLISION	1	12	10	23	1	21
UNKNOWN NON-COLLISION	0	3	2	5	0	3
SUBTOTAL	5	138	159	302	7	170
OBJECT NOT FIXED						
ANIMAL (DEER ONLY)	0	0	5	5	0	0
ANIMAL (ALL OTHERS)	0	4	1	5	0	5
VEHICLE (IN TRANSPORT)	60	1,091	1,026	2,177	72	1,797
VEHICLE (STOPPED)	6	67	68	141	6	111
VEHICLE (OTHER ROADWAY)	0	5	0	5	0	9
VEHICLE (PARKED)	1	7	7	15	1	9
PEDALCYCLE	1	1	0	2	1	1
PEDESTRIAN	5	8	0	13	5	17
RAILWAY VEHICLE	0	3	2	5	0	3
WORK ZONE MAINT. EQUIPMENT	0	0	1	1	0	0
OTHER OBJECT NON-FIXED	0	7	25	32	0	10
UNKNOWN MOVABLE OBJECTS	0	1	2	3	0	1
SUBTOTAL	73	1,194	1,137	2,404	85	1,963
FIXED OBJECT						
OVERHEAD STRUCT/UNDERPASS	0	2	1	3	0	2
BRIDGE PARAPET END	0	0	1	1	0	0
BRIDGE RAIL	1	2	3	6	2	2
CULVERT	0	2	5	7	0	2
CURB	0	0	1	1	0	0
DITCH	0	16	31	47	0	23
EMBANKMENT	1	7	9	17	1	10
EQUIPMENT	0	0	2	2	0	0
FENCE	0	1	1	2	0	1
GUARDRAIL END	0	4	6	10	0	4
GUARDRAIL FACE	2	10	15	27	2	13
HWY TRAFFIC SIGN POST	0	6	2	8	0	6
MAILBOX	1	2	3	6	1	11
MEDIAN BARRIER	0	10	48	58	0	33
OTHER (POST, POLE, SUPPORT, ETC.)	0	1	2	3	0	1
OTHER (WALL, BLDG, TUNNEL, ETC.)	0	3	1	4	0	3
TREE	3	19	22	44	3	39
UTILITY POLE	1	11	10	22	1	12
OTHER FIXED OBJECTS	0	2	7	9	0	3
UNKNOWN FIXED OBJECT	0	1	2	3	0	2
SUBTOTAL	9	99	172	280	10	167
YEAR TOTALS	87	1,431	1,468	2,986	102	2,300

*Property Damage Only

CMV COLLISIONS WITH OTHER MOTOR VEHICLES

As shown below, 70% of CMV crashes involved two vehicles, a CMV and a non-CMV. 67% of the fatal collisions in commercial motor vehicle collisions were the result of a CMV versus a non-CMV collision. Almost 10% of fatal collisions and all traffic fatalities in South Carolina involved a commercial motor vehicle. However, commercial vehicles were involved in only 2.7% of all collisions. Of those drivers who contributed to the cause of a fatal two-vehicle collision, 69% were non-CMV drivers. Nevertheless, non-CMV drivers made up only 53% 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	12	20.7	415	425	852	41.0
NON-CMV	40	69.0	533	521	1,094	52.7
BOTH	3	5.2	32	24	59	2.8
NEITHER	3	5.2	30	39	72	3.5
TOTALS	58	100.0	1,010	1,009	2,077	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 30% of CMV collisions involved intrastate carriers. On the other hand, almost 85% of fatal CMV collisions involved interstate carriers. Additionally, 82% 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	72	963	1,044	2,079	84	1,434
INTRASTATE	15	468	424	907	18	866
TOTALS	87	1,431	1,468	2,986	102	2,300

*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 2007:

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 25% of all CMV collisions in S.C. in 2007, yet they made up 7.9% of CMV drivers involved in CMV collisions.

B. Time

- ◆ The month of August had the most fatal collisions (15), followed by February (11).
- ◆ CMV collisions are much more likely to occur during the week (Monday -Friday) as opposed to the weekend. More fatal CMV collisions occurred on Monday and Friday (18 on each day) and Thursday (16).
- ◆ 79% 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 (255) and Richland (225) had more CMV collisions than any other county. Greenville and Aiken had the most fatal collisions (9 each).

D. Environment

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

E. Vehicles

- ◆ 59% of CMV's involved in collisions consisted of tractors with semi-trailers.
- ◆ About 2% of CMV's involved in all CMV collisions were carrying hazardous materials.



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 2007. Enumerated on the following pages are the numbers of drivers involved in CMV collisions by age and sex.

- ◆ Approximately 90% of CMV drivers involved in total CMV collisions were male; about 98% of CMV drivers involved in fatal CMV collisions were male.
- ◆ Only 7.9% of CMV drivers involved in CMV collisions were females. About 2% of CMV drivers involved in fatal collisions were female.
- ◆ However, of the non-CMV drivers who were involved in CMV collisions, about 55% were male and 44% were female.
- ◆ Additionally, almost 58% of the non-CMV drivers involved in fatal CMV collisions were male. About 42% were female (non-CMV drivers involved in fatal CMV collisions).
- ◆ In CMV fatal collisions, 31% of all CMV drivers were between the ages of 45 and 54. 32% of male CMV drivers (28 out of 88) were in the same age group (45 – 54 years old); 0% of female CMV drivers (0 out of 2) were in the 45 – 54 year-old age group.
- ◆ In CMV total collisions, **28% of all CMV drivers** were between the ages of 35 and 44.
- ◆ In CMV total collisions, **25% of all non-CMV drivers** were between the ages of 15 and 24!!
- ◆ In CMV fatal collisions, 25% of all non-CMV drivers were between the ages of 15 and 24. 26% of male non-CMV drivers (14 out of 53) were between the ages of 15 and 24; 23% of female non-CMV drivers (9 out of 39) were between the ages of 15 and 24.

AGE AND SEX OF CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

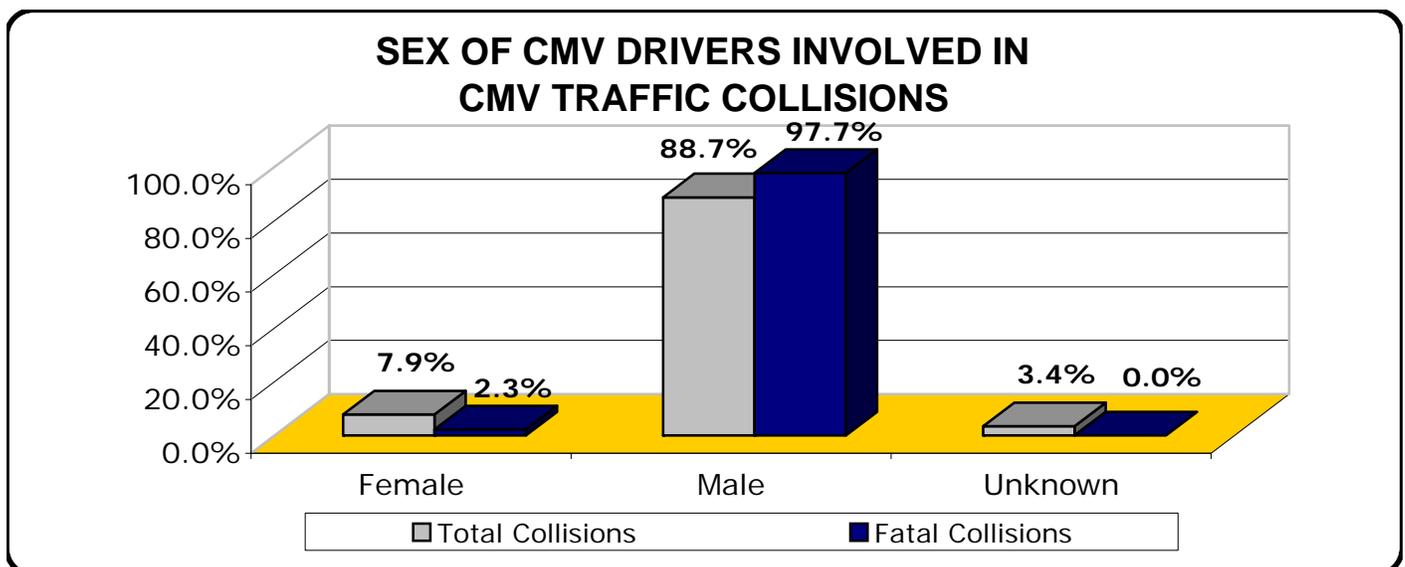
TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	14	113	0	127
25 to 34	51	470	0	521
35 to 44	64	780	0	844
45 to 54	80	737	0	817
55 to 64	26	450	0	476
65 to 74	5	134	0	139
75 to 84	0	13	0	13
85 & OLDER	0	0	0	0
UNKNOWN	0	7	105	112
TOTALS**	240	2,705	105	3,050

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	0	3	0	3
25 to 34	0	12	0	12
35 to 44	2	23	0	25
45 to 54	0	28	0	28
55 to 64	0	16	0	16
65 to 74	0	3	0	3
75 to 84	0	1	0	1
85 & OLDER	0	0	0	0
UNKNOWN	0	0	0	0
TOTALS**	2	86	0	88

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	7	55	0	62
25 to 34	27	226	0	253
35 to 44	34	382	0	416
45 to 54	43	337	0	380
55 to 64	17	229	0	246
65 to 74	2	64	0	66
75 to 84	0	5	0	5
85 & OLDER	0	0	0	0
UNKNOWN	0	2	34	36
TOTALS**	130	1,300	34	1,464

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	1	0	1
15 to 24	7	55	0	62
25 to 34	24	232	0	256
35 to 44	28	375	0	403
45 to 54	37	372	0	409
55 to 64	9	205	0	214
65 to 74	3	67	0	70
75 to 84	0	7	0	7
85 & OLDER	0	0	0	0
UNKNOWN	0	5	71	76
TOTALS**	108	1,319	71	1,498

** 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

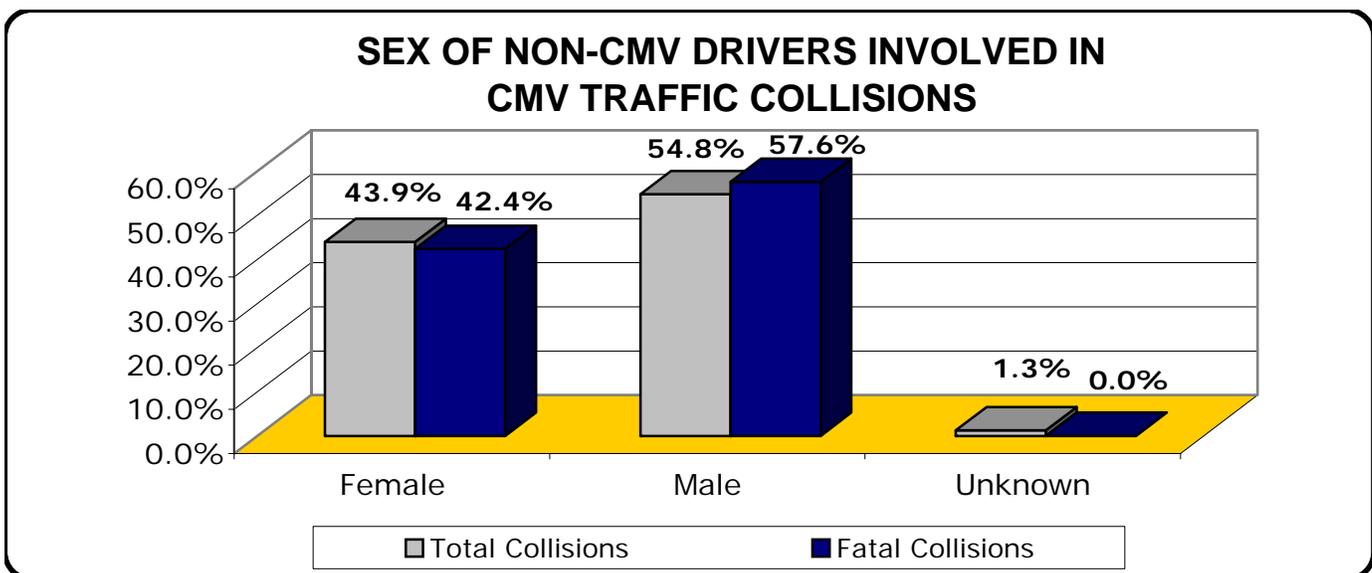
TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	3	1	0	4
15 to 24	299	382	0	681
25 to 34	271	278	0	549
35 to 44	210	244	0	454
45 to 54	167	226	0	393
55 to 64	134	194	0	328
65 to 74	74	99	0	173
75 to 84	37	59	0	96
85 & OLDER	5	11	0	16
UNKNOWN	5	8	35	48
TOTALS**	1,205	1,502	35	2,742

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	9	14	0	23
25 to 34	5	5	0	10
35 to 44	5	8	0	13
45 to 54	6	13	0	19
55 to 64	7	5	0	12
65 to 74	5	4	0	9
75 to 84	1	3	0	4
85 & OLDER	1	1	0	2
UNKNOWN	0	0	0	0
TOTALS**	39	53	0	92

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	0	0	1
15 to 24	154	174	0	328
25 to 34	143	138	0	281
35 to 44	123	106	0	229
45 to 54	92	110	0	202
55 to 64	79	92	0	171
65 to 74	46	44	0	90
75 to 84	17	26	0	43
85 & OLDER	3	5	0	8
UNKNOWN	2	2	14	18
TOTALS**	660	697	14	1,371

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	2	1	0	3
15 to 24	136	194	0	330
25 to 34	123	135	0	258
35 to 44	82	130	0	212
45 to 54	69	103	0	172
55 to 64	48	97	0	145
65 to 74	23	51	0	74
75 to 84	19	30	0	49
85 & OLDER	1	5	0	6
UNKNOWN	3	6	21	30
TOTALS**	506	752	21	1,279

**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 2007 data are as follows:

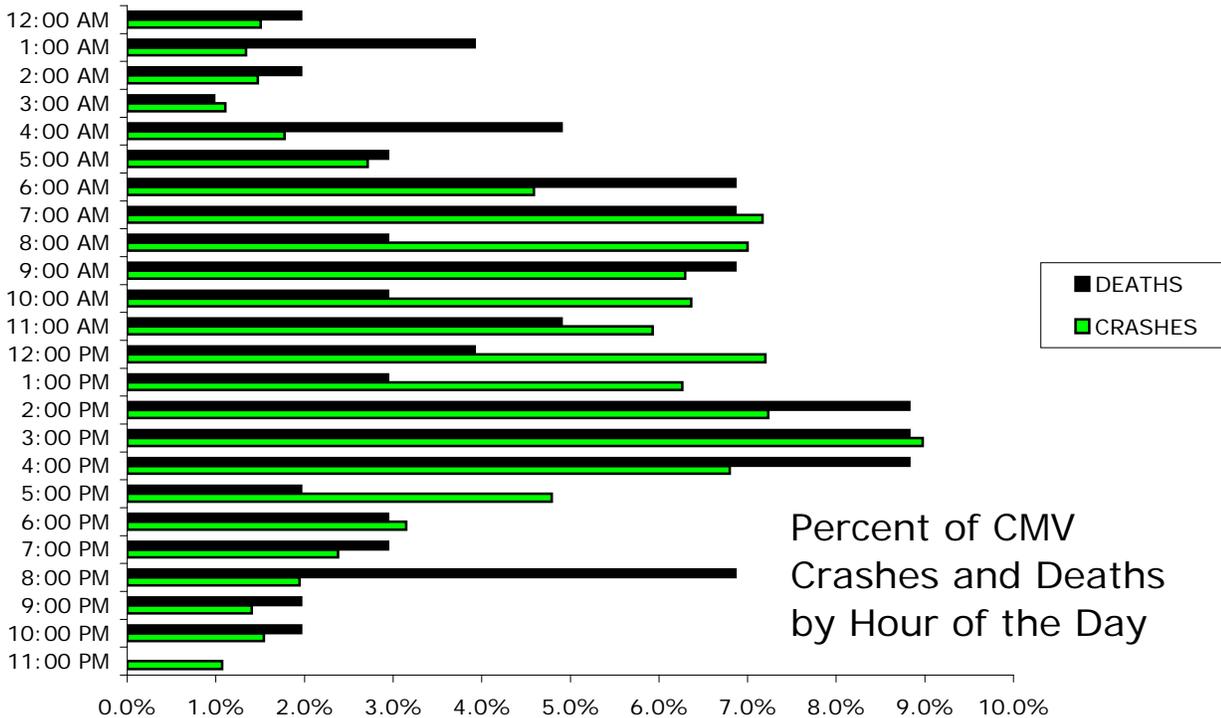
- ◆ More CMV collisions were reported between the hours of 12 PM and 6 PM. Fatal collisions occurred more frequently in the daytime hours between 3:00 PM and 6:00 PM. Roughly 23% of all fatal collisions occurred during this three-hour period.
- ◆ More CMV crashes were reported on Tuesdays than any other day of the week. There were 545 collisions during 2007, accounting for more than 18% of the total. The fewest number of CMV traffic collisions were reported on Sundays with 115, or 3.9%.
- ◆ More CMV fatal collisions occurred in the month of August (15) than any other month of the year. The fewest number of CMV fatal collisions occurred within the month of April (3).
- ◆ More CMV crashes took place during the 3:00 PM hour. About 9% of CMV crashes were reported during this hour in 2007. In 2007, the least number of collisions took place during the 11:00 PM hour; there were 32 collisions reported during that hour of the day in 2007.
- ◆ CMV fatal collisions happened most often on Monday and Friday (18 each day). The least deadliest day for CMV fatal collisions was on Sunday (2) in 2007.
- ◆ In 2007, there were more traffic collisions involving CMV's in August than any other month. There were 298 reported collisions involving a CMV in August in 2007. This was an increase in collisions in August from the previous year. In 2006, there were 274 reported collisions involving a CMV. This is equivalent to an 8.8% increase over a one-year period.

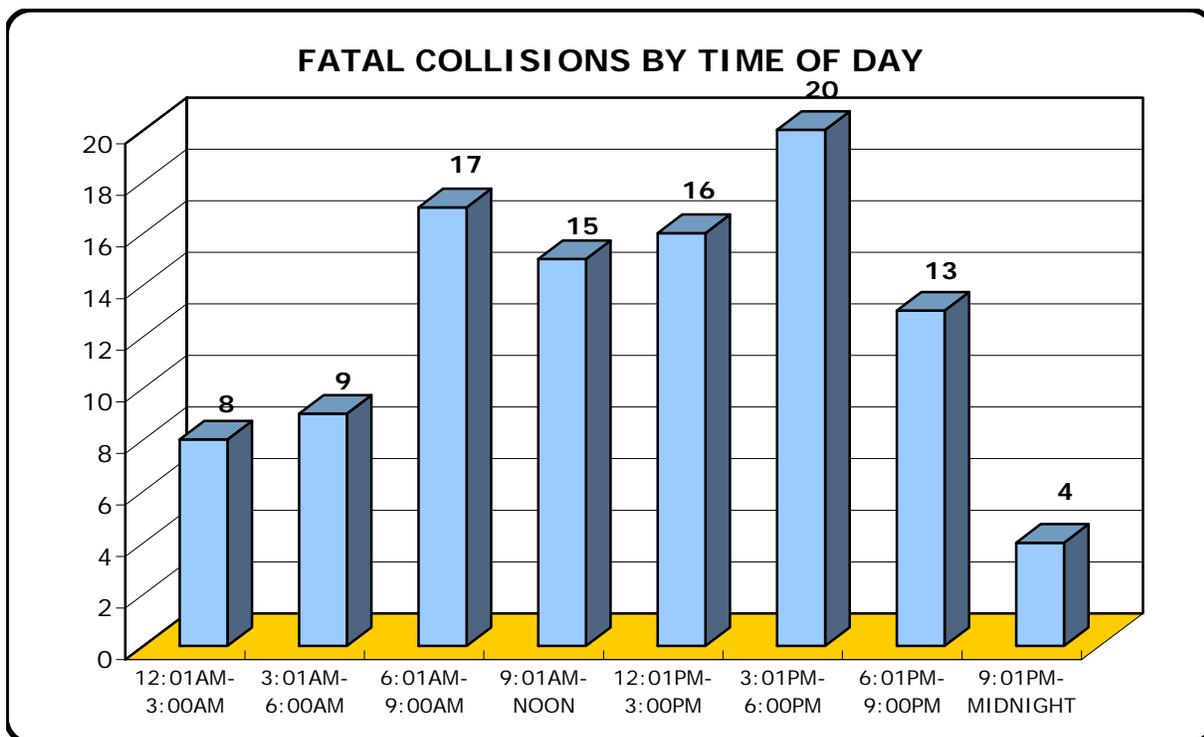
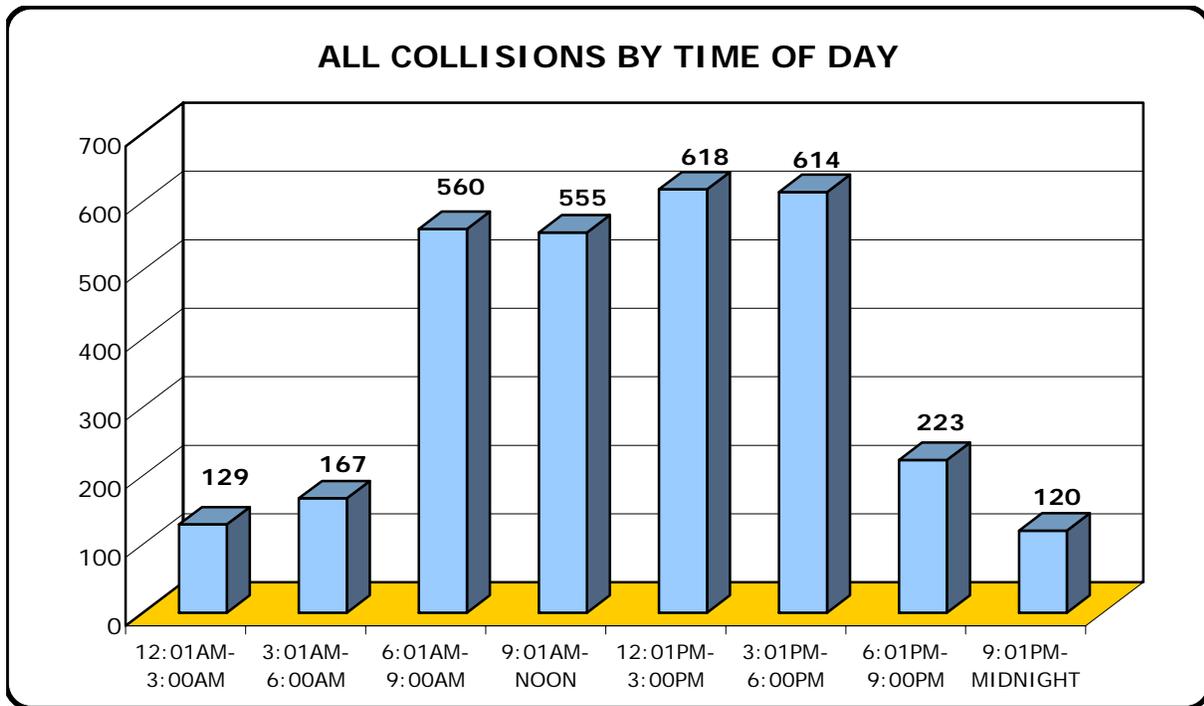
CMV Collisions by Hour of the Day

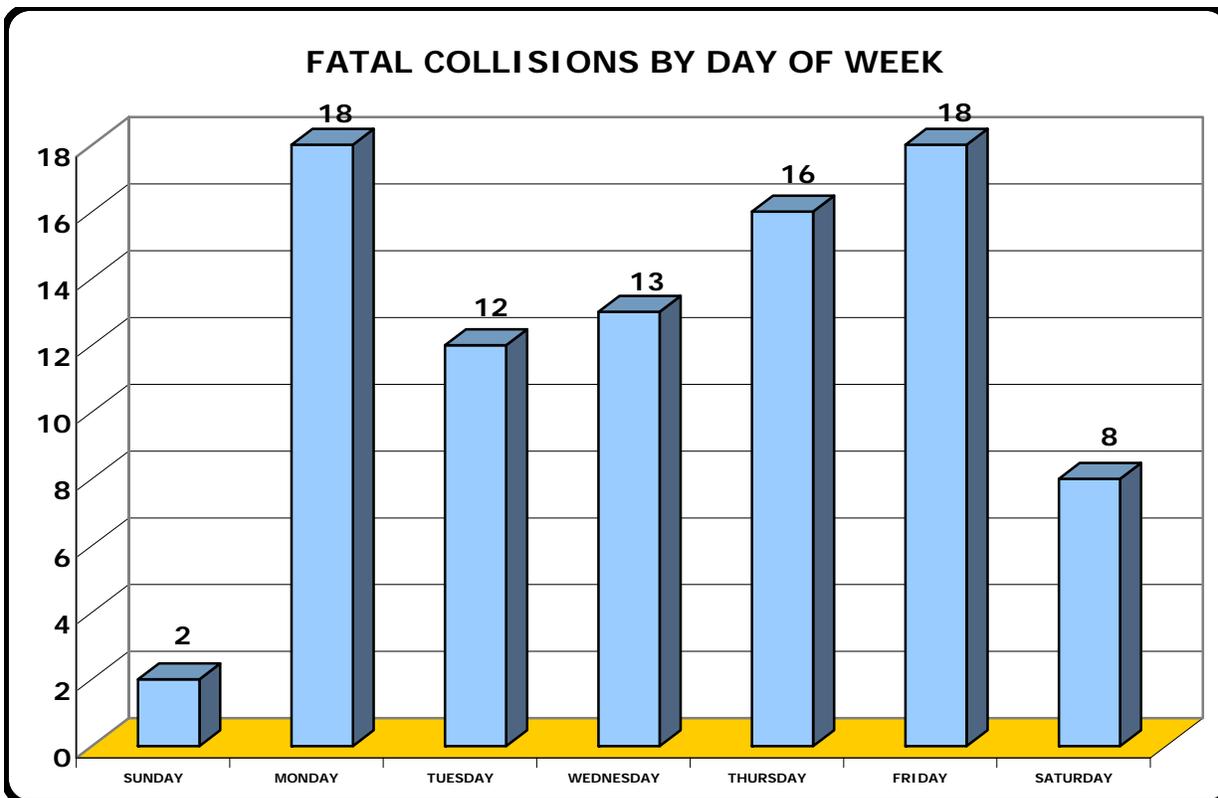
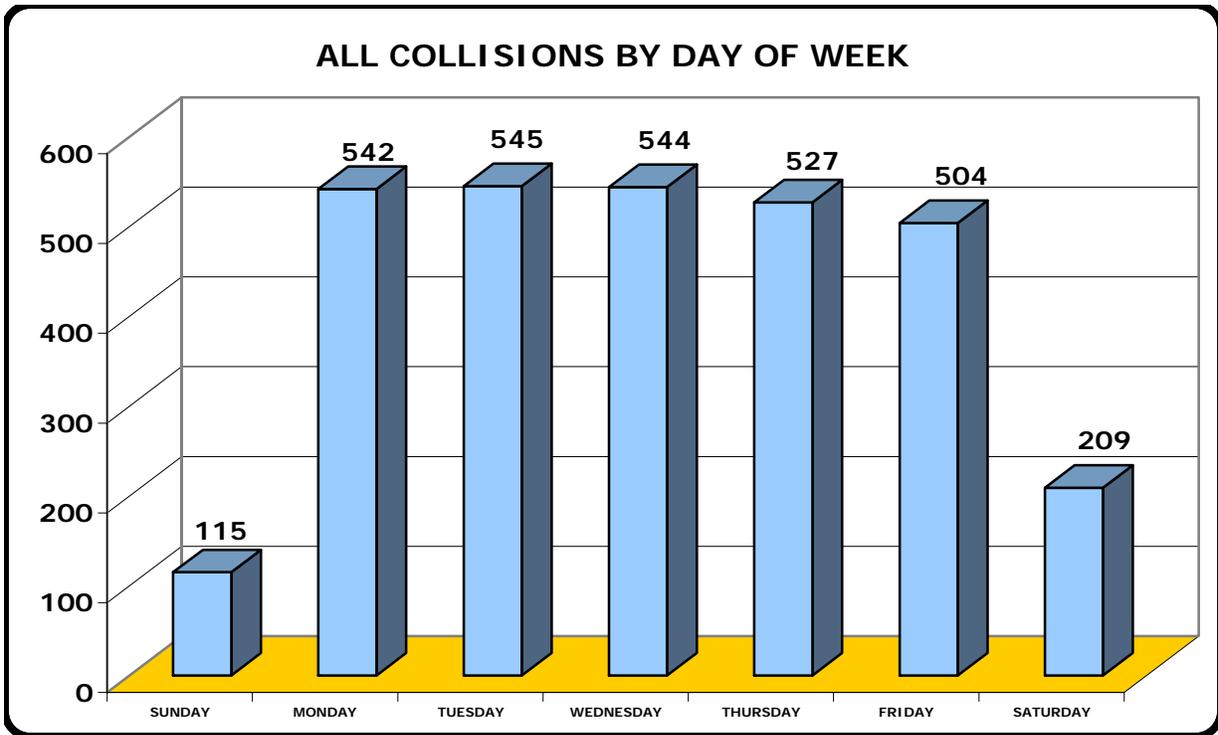
HOUR	CRASHES	DEATHS
12:00 AM	45	2
1:00 AM	40	4
2:00 AM	44	2
3:00 AM	33	1
4:00 AM	53	5
5:00 AM	81	3
6:00 AM	137	7
7:00 AM	214	7
8:00 AM	209	3
9:00 AM	188	7
10:00 AM	190	3
11:00 AM	177	5
12:00 PM	215	4
1:00 PM	187	3
2:00 PM	216	9
3:00 PM	268	9
4:00 PM	203	9
5:00 PM	143	2
6:00 PM	94	3
7:00 PM	71	3
8:00 PM	58	7
9:00 PM	42	2
10:00 PM	46	2
11:00 PM	32	0
TOTAL	2,986	102

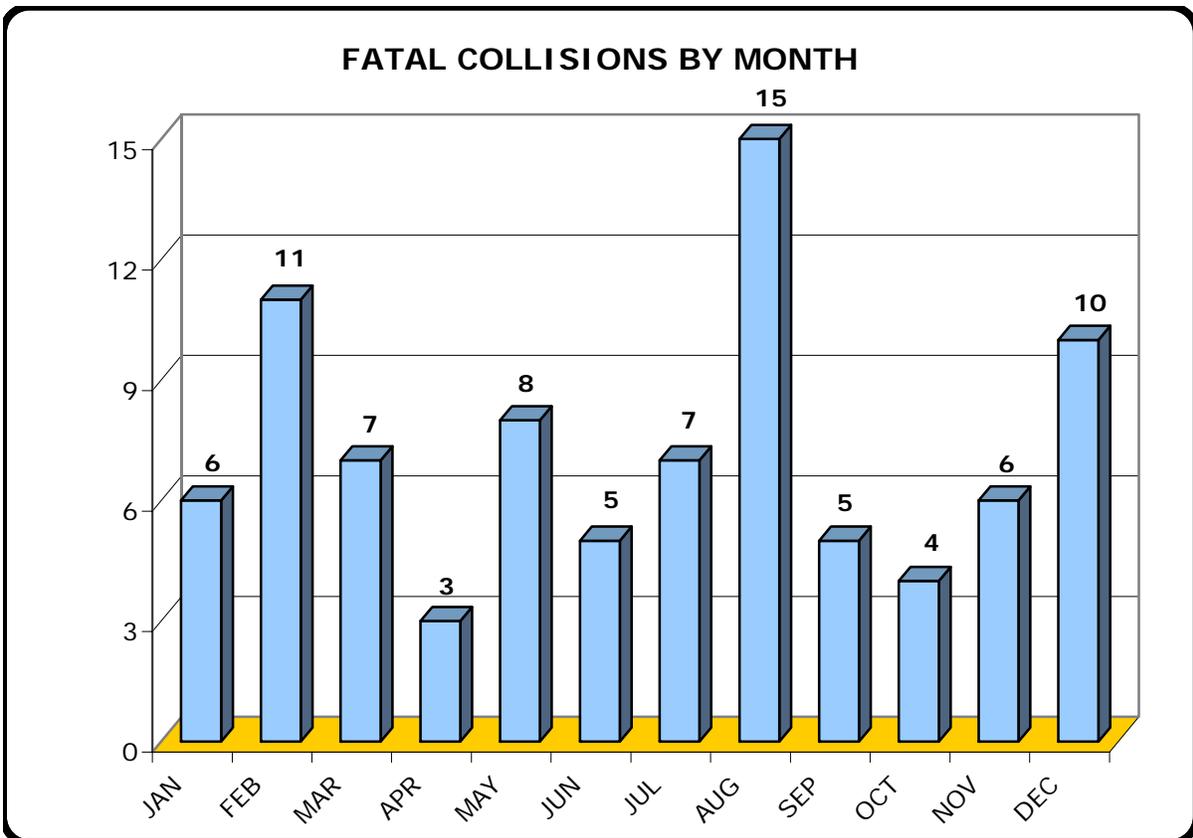
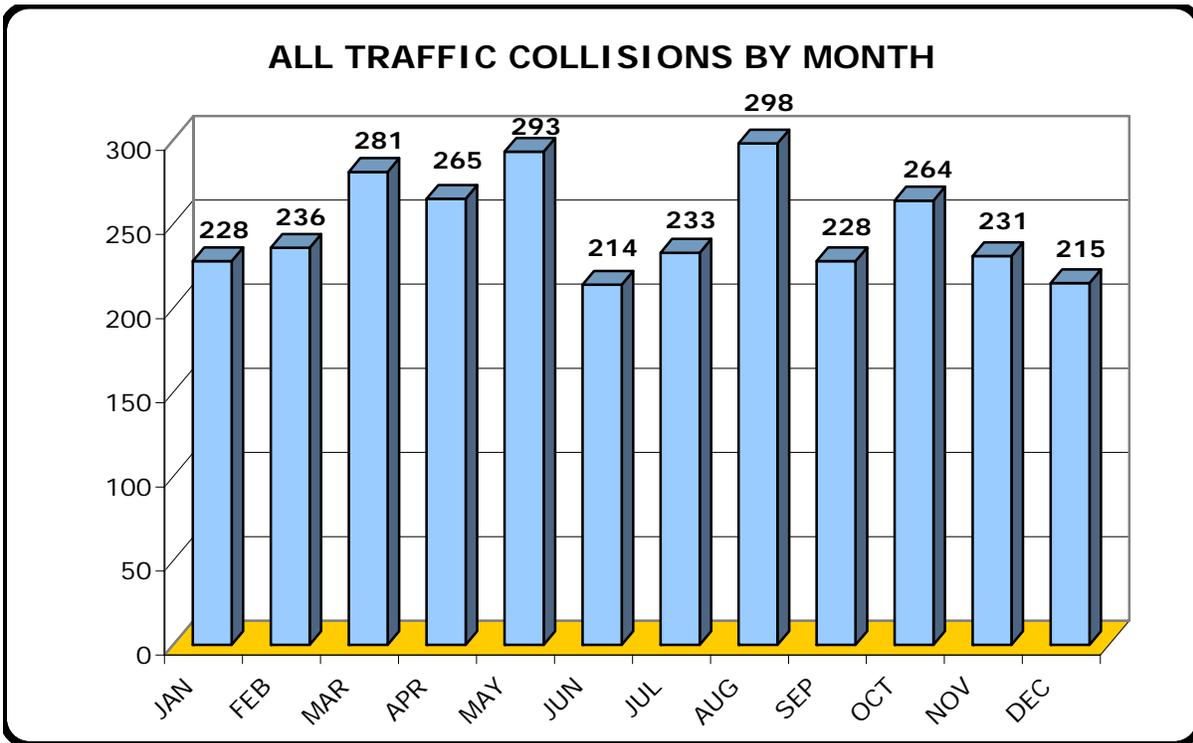
Some hours of the day are more dangerous than others with regard to CMV crashes and deaths. Not surprisingly, commercial vehicle crashes and deaths were higher during peak traffic time. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 1.9% of CMV crashes in 2007 occurred in the 8:00 PM hour, but 6.9% of all deaths occurred then!

More than 8% of CMV crashes occurred during the 3:00 PM hour. Only 1.1% of crashes occurred during the 11:00 PM hour. The 2:00 - 4:00 PM time block proved to be the deadliest hours in 2007 for collisions involving CMV's, with 9 deaths recorded for each hour! Below is a graph of the percent of crashes and deaths by the hours of the day.









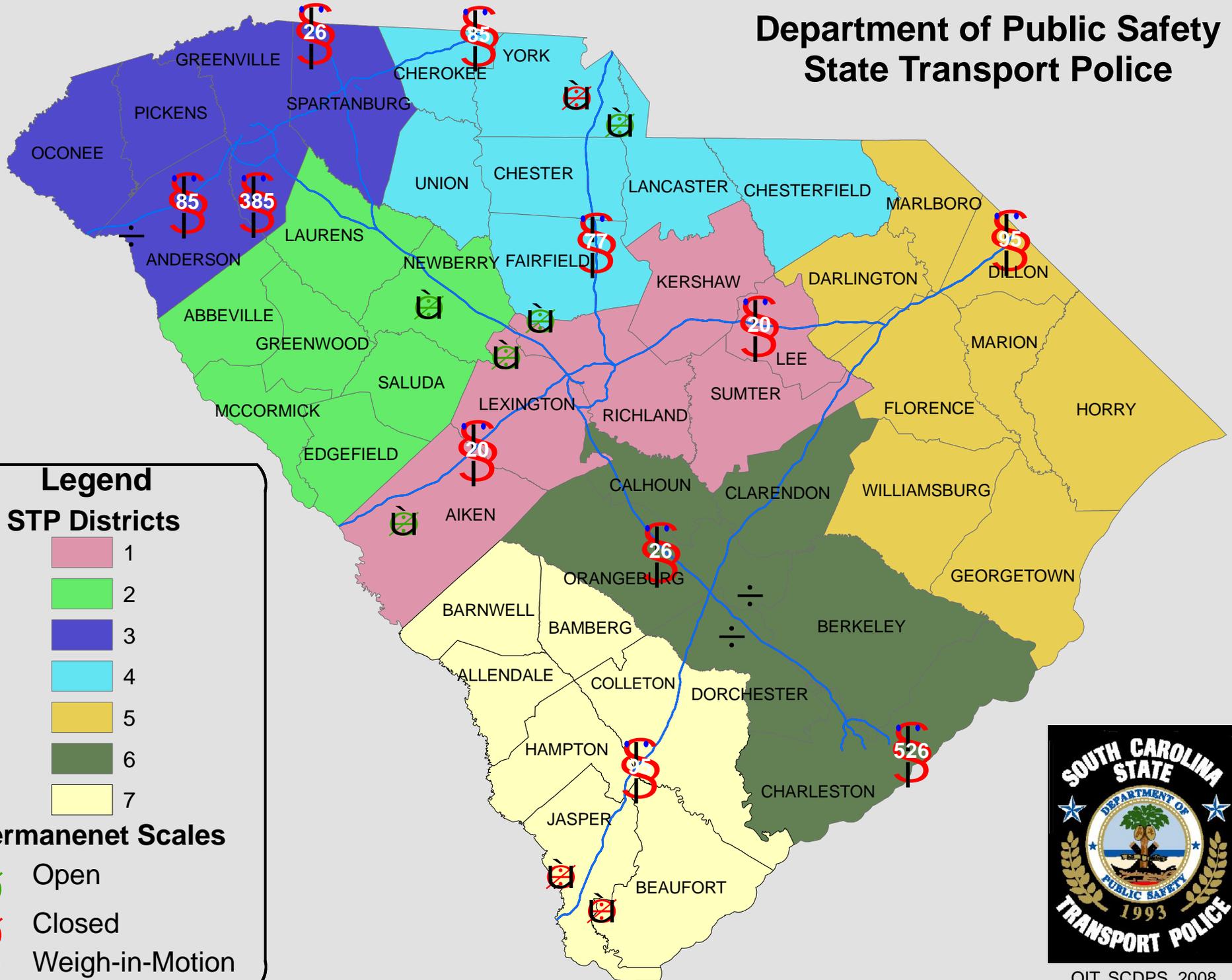


C. Location

South Carolina is a major distribution center for the southern United States. The state is traversed by six interstate highway systems; the state also has numerous miles of primary and 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 2007, Greenville County had the most CMV traffic collisions (255). Greenville and Aiken had the most fatal collisions (9 each). Greenville, Charleston and Aiken counties had the most fatalities (10 each).
- ◆ Richland County had the most injury collisions in 2007 (122).
- ◆ In 2007, most CMV traffic collisions occurred on Interstates. 31% of CMV collisions occurred on Interstates. Following Interstates, in a close second place, US Primary roadways made up 28% of routes where CMV collisions took place in 2007.
- ◆ Furthermore, in fatal CMV collisions, 29% took place on US Primary roadways. Along with this, 28% of fatal CMV collisions occurred on Interstates and SC Primary roadways [each].
- ◆ On the contrary, SC county roads were reported as the routes with the least of all CMV collisions and fatal CMV collisions (3.3% and 1.1%, respectively).
- ◆ Over 20% of fatalities that resulted from a CMV collision occurred in District 3, which includes the counties of Anderson, Greenville, Oconee, Pickens and Spartanburg. Also, 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 2007 (257). What's more, Interstate 26 had the most fatal CMV collisions (9) of all roadways in the state for 2007.
- ◆ US 17 had the most CMV collisions (for roadways other than Interstates) in 2007. There were 112 CMV collisions that took place on US 17.

Department of Public Safety State Transport Police

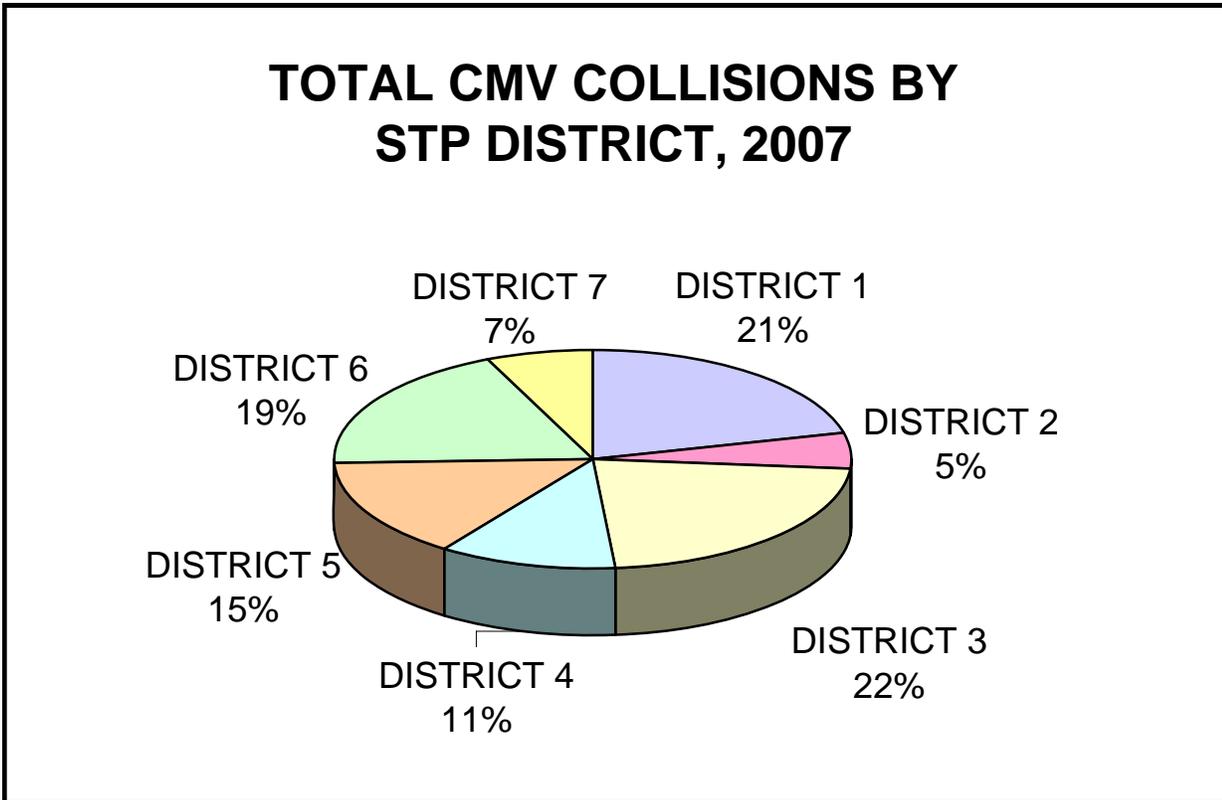


CMV COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

STATE TRANSPORT POLICE DISTRICT	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
1	18	324	292	634	20	535
2	5	77	70	152	5	130
3	20	286	359	665	21	429
4	8	157	169	334	9	241
5	16	208	216	440	20	356
6	12	284	263	559	18	443
7	8	95	99	202	9	166
TOTALS	87	1,431	1,468	2,986	102	2,300

*Property Damage Only

Only 5% of CMV collisions occurred in District 2 in 2007. On the other hand, 22% of CMV collisions occurred in District 3. District 3 was the leading district for fatalities (21%); District 1 was also the top district for injuries (almost 25% of the persons injured in CMV collisions were in District 1).

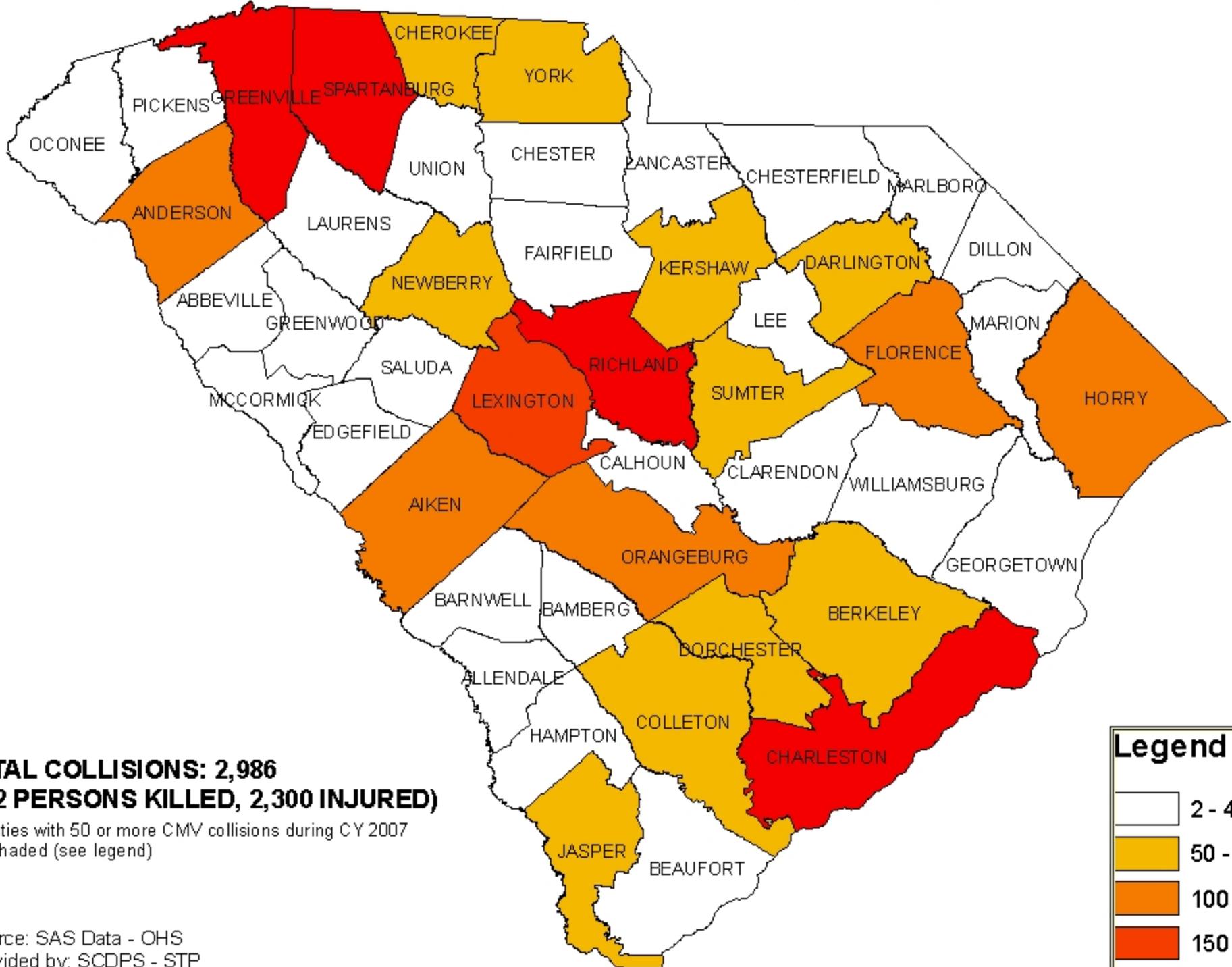


CMV COLLISIONS BY COUNTY (IN DESCENDING ORDER)

COUNTY	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
GREENVILLE	9	110	136	255	10	170
RICHLAND	4	122	99	225	4	212
SPARTANBURG	6	84	117	207	6	123
CHARLESTON	5	118	78	201	10	183
LEXINGTON	2	87	78	167	2	120
HORRY	2	69	68	139	2	106
ORANGEBURG	4	67	64	135	4	122
ANDERSON	2	48	79	129	2	62
AIKEN	9	53	56	118	10	88
FLORENCE	4	40	59	103	4	66
BERKELEY	1	50	46	97	2	72
YORK	1	44	48	93	1	68
CHEROKEE	0	28	48	76	0	39
JASPER	2	24	37	63	2	31
DORCHESTER	2	24	32	58	2	35
NEWBERRY	3	26	29	58	3	43
SUMTER	2	32	22	56	3	74
DARLINGTON	0	23	29	52	0	34
COLLETON	3	25	23	51	4	46
KERSHAW	1	21	29	51	1	27
CHESTERFIELD	2	29	13	44	2	43
BEAUFORT	1	22	20	43	1	35
GEORGETOWN	3	23	15	41	4	36
DILLON	0	17	23	40	0	23
PICKENS	1	26	12	39	1	35
LAURENS	2	17	19	38	2	32
LANCASTER	2	17	18	37	2	32
CALHOUN	0	12	24	36	0	16
CHESTER	2	21	12	35	3	29
OCONEE	2	18	15	35	2	39
CLARENDON	0	13	19	32	0	15
WILLIAMSBURG	2	18	8	28	2	28
GREENWOOD	0	13	12	25	0	27
UNION	0	11	14	25	0	19
FAIRFIELD	1	7	16	24	1	11
MARION	3	9	8	20	5	24
LEE	0	9	8	17	0	14
MARLBORO	2	9	6	17	3	39
ALLENDALE	0	6	8	14	0	16
BAMBERG	0	8	4	12	0	17
HAMPTON	1	6	4	11	1	8
SALUDA	0	7	4	11	0	9
EDGEFIELD	0	7	3	10	0	9
ABBEVILLE	0	6	2	8	0	7
BARNWELL	1	4	3	8	1	13
MCCORMICK	0	1	1	2	0	3
TOTAL	87	1,431	1,468	2,986	102	2,300

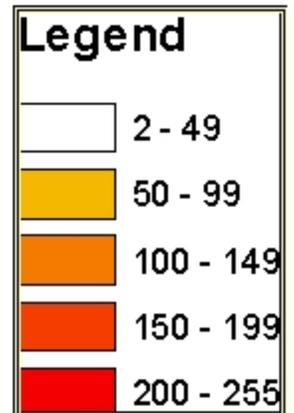
*Property Damage Only

South Carolina CMV Collision County Density Map, 2007



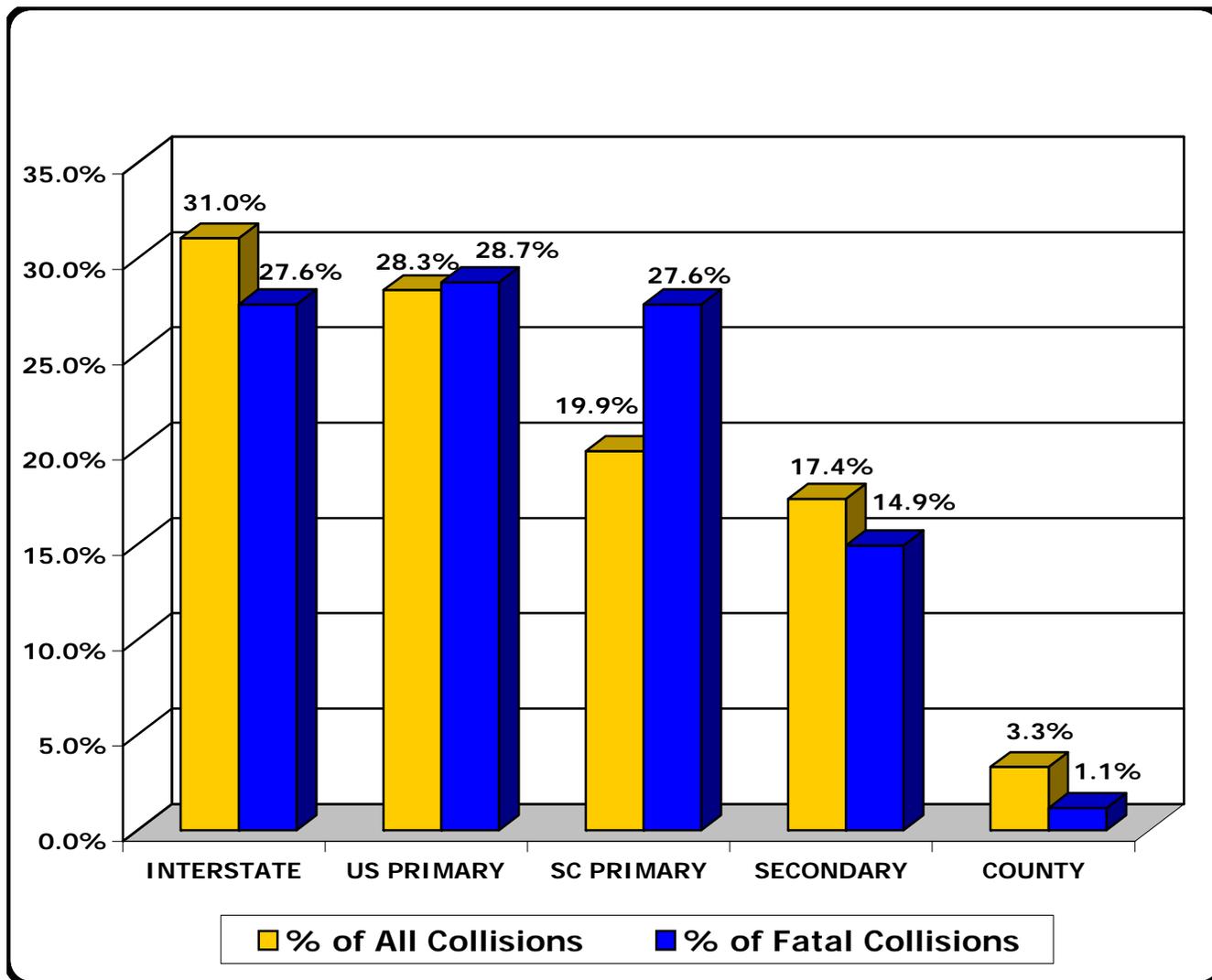
TOTAL COLLISIONS: 2,986
(102 PERSONS KILLED, 2,300 INJURED)

Counties with 50 or more CMV collisions during CY 2007 are shaded (see legend)



Source: SAS Data - OHS
 Provided by: SCDPS - STP
 Revised: 03/04/2009

CMV COLLISIONS BY ROUTE CATEGORY



Most CMV collisions occurred on Interstates (31%). The second most common route for CMV collisions was US Primary roadways (28%). However, in fatal CMV collisions, 29% occurred on US Primary roadways. 28% of fatal CMV collisions occurred on both Interstates and SC Primary roadways.

CMV TRAFFIC COLLISIONS ON SOUTH CAROLINA INTERSTATES

INTERSTATE 26		COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*	KILLED		INJURED		
BERKELEY	0	10	13	23	0	12	18.40	
CALHOUN	0	7	20	27	0	8	17.44	
CHARLESTON	0	17	13	30	0	21	16.95	
DORCHESTER	2	1	4	7	2	2	16.57	
LAURENS	0	4	6	10	0	9	15.58	
LEXINGTON	1	23	24	48	1	31	21.83	
NEWBERRY	2	4	17	23	2	4	27.76	
ORANGEBURG	2	21	27	50	2	36	28.28	
RICHLAND	1	4	11	16	1	9	12.45	
SPARTANBURG	1	4	16	21	1	14	45.69	
I-26 TOTALS	9	95	151	255	9	146	220.95	

INTERSTATE 85		COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*	KILLED		INJURED		
ANDERSON	0	14	45	59	0	16	36.57	
CHEROKEE	0	15	34	49	0	21	22.80	
GREENVILLE	0	24	36	60	0	32	15.29	
OCONEE	0	4	2	6	0	7	4.03	
SPARTANBURG	1	20	44	65	1	24	27.59	
I-85 TOTALS	1	77	161	239	1	100	106.28	

INTERSTATE 95		COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*	KILLED		INJURED		
CLARENDON	0	4	12	16	0	5	34.22	
COLLETON	3	10	12	25	4	20	28.30	
DILLON	0	9	15	24	0	13	23.77	
DORCHESTER	0	3	7	10	0	5	16.04	
FLORENCE	0	9	14	23	0	9	26.65	
HAMPTON	0	1	3	4	0	1	6.61	
JASPER	1	13	18	32	1	15	33.90	
ORANGEBURG	1	3	7	11	1	20	14.84	
SUMTER	0	2	3	5	0	8	12.86	
I-95 TOTALS	5	54	91	150	6	96	198.76	

INTERSTATE 20		COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*	KILLED		INJURED		
AIKEN	4	12	25	41	4	16	37.17	
DARLINGTON	0	1	2	3	0	3	13.01	
FLORENCE	0	0	1	1	0	0	2.36	
KERSHAW	1	6	10	17	1	7	21.26	
LEE	0	1	3	4	0	1	20.33	
LEXINGTON	0	18	12	30	0	24	26.95	
RICHLAND	1	21	24	46	1	26	20.43	
I-20 TOTALS	6	59	77	142	6	77	141.51	

INTERSTATE 77		COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*	KILLED		INJURED		
CHESTER	0	6	5	11	0	8	18.82	
FAIRFIELD	1	3	11	15	1	7	21.46	
LEXINGTON	0	1	2	3	0	1	3.16	
RICHLAND	0	17	13	30	0	22	26.27	
YORK	0	15	15	30	0	20	21.34	
I-77 TOTALS	1	42	46	89	1	58	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	
BERKELEY	0	8	8	16	0	12	38.38
CHARLESTON	2	17	20	39	2	29	74.93
COLLETON	0	2	3	5	0	3	17.31
DORCHESTER	0	2	1	3	0	2	16.40
GEORGETOWN	1	10	7	18	1	14	38.02
HORRY	0	9	10	19	0	13	35.88
JASPER	1	3	8	12	1	6	32.39
U.S. 17 TOTALS	4	51	57	112	4	79	253.31

U.S. 76 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	0	3	8	11	0	5	38.18
FLORENCE	0	2	3	5	0	3	30.96
LAURENS	0	2	1	3	0	3	34.87
LEXINGTON	0	0	1	1	0	0	4.96
MARION	0	4	3	7	0	14	26.03
NEWBERRY	0	6	2	8	0	9	29.83
OCONEE	0	4	6	10	0	5	34.11
PICKENS	0	1	0	1	0	1	4.37
RICHLAND	1	10	10	21	1	16	36.14
SUMTER	0	13	3	16	0	31	28.66
U.S. 76 TOTALS	1	45	37	83	1	87	268.11

U.S. 52 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
BERKELEY	0	6	4	10	0	7	37.76
CHARLESTON	0	12	5	17	0	23	15.06
CHESTERFIELD	0	5	1	6	0	9	19.36
DARLINGTON	0	7	4	11	0	12	20.73
FLORENCE	1	7	9	17	1	11	30.57
WILLIAMSBURG	2	3	0	5	2	4	29.05
U.S. 52 TOTALS	3	40	23	66	3	66	152.53

U.S. 25 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	0	3	6	9	0	3	7.93
EDGEFIELD	0	2	0	2	0	2	32.24
GREENVILLE	3	20	26	49	3	37	53.89
GREENWOOD	0	3	3	6	0	4	36.99
U.S. 25 TOTALS	3	28	35	66	3	46	139.89

U.S. 21 COUNTY	COLLISION TYPE			TOTAL	PERSONS		MILES
	FATAL	INJURY	PDO*		KILLED	INJURED	
BAMBERG	0	1	0	1	0	1	0.42
BEAUFORT	0	6	4	10	0	8	34.69
CHESTER	0	2	0	2	0	2	20.90
COLLETON	0	3	0	3	0	5	33.55
FAIRFIELD	0	1	0	1	0	1	21.14
LEXINGTON	0	6	6	12	0	6	13.14
ORANGEBURG	0	1	4	5	0	1	32.52
RICHLAND	0	6	2	8	0	12	20.95
YORK	1	5	10	16	1	6	21.76
U.S. 21 TOTALS	1	31	26	58	1	42	199.07

* 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 (88%); clear weather (82%); daylight (77%); and straight-level road (75%).
- ◆ About 99% 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 2.3% of fatal CMV collisions occurred in rainy weather conditions (2 out of 87 fatal CMV collisions).
- ◆ 65% of fatalities from CMV collisions happened in daylight; only 24% of fatalities from CMV collisions took place in the dark (with no lights).
- ◆ Most CMV traffic collisions occurred where there were no traffic signals. 1,934 out of 2,986, or 65% of, CMV collisions occurred in areas with no traffic signals in 2007.
- ◆ About 98% of fatal CMV collisions occurred on dry roadways; in contrast, 2% of fatal CMV collisions took place on wet roadways.

ROAD SURFACE CONDITIONS

ROAD SURFACE CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Dry	85	1,281	1,259	2,625	99	2,060
Wet	2	141	199	342	3	228
Snowy	0	0	2	2	0	0
Slushy	0	4	3	7	0	5
Icy	0	2	5	7	0	4
Water (Standing)	0	1	0	1	0	1
Other	0	0	0	0	0	0
Unknown	0	2	0	2	0	2
TOTALS	87	1,431	1,468	2,986	102	2,300

*Property Damage Only

WEATHER CONDITIONS

WEATHER CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Clear/No Adverse Conditions	74	1,195	1,177	2,446	88	1,916
Rain	2	101	159	262	3	163
Cloudy	6	106	115	227	6	171
Sleet or Hail	0	2	6	8	0	4
Snow	0	2	1	3	0	3
Fog/Smog/Smoke	5	20	8	33	5	34
Blowing Sand, Soil, Dirt or Snow	0	0	0	0	0	0
Severe Cross Wind, High Wind	0	2	1	3	0	3
Other	0	0	0	0	0	0
Unknown	0	3	1	4	0	6
TOTALS	87	1,431	1,468	2,986	102	2,300

*Property Damage Only

ROAD CHARACTERISTIC

ROAD CHARACTERISTIC	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Straight - Level	57	1,073	1,114	2,244	69	1,776
Straight - On Grade	16	183	207	406	17	275
Straight - Hillcrest	4	44	33	81	5	73
Curve - Level	6	62	61	129	7	75
Curve - On Grade	4	64	49	117	4	95
Curve - Hillcrest	0	5	4	9	0	6
TOTALS	87	1,431	1,468	2,986	102	2,300

*Property Damage Only

WORK ZONE TYPE

WORK ZONE TYPE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
None**	85	1,413	1,448	2,946	100	2,277
Shoulder/Median Work	1	5	6	12	1	6
Lane Shift/Crossover	0	1	2	3	0	1
Intermittent/Moving Work	0	7	2	9	0	10
Lane Closure	0	1	6	7	0	1
Other	1	3	4	8	1	3
Unknown	0	1	0	1	0	2
TOTALS	87	1,431	1,468	2,986	102	2,300

*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	53	1,120	1,138	2,311	66	1,837
Dawn	2	38	29	69	2	53
Dusk	2	17	22	41	3	28
Dark (Lighting Unspecified)	1	33	29	63	1	50
Dark (Street Lamp Lit)	4	63	55	122	4	93
Dark (Street Lamps Not Lit)	2	7	8	17	2	10
Dark (No Lights)	23	153	187	363	24	229
Unknown	0	0	0	0	0	0
TOTALS	87	1,431	1,468	2,986	102	2,300

*Property Damage Only

TRAFFIC CONTROLS

TRAFFIC CONTROLS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Stop and Go Signal	4	207	183	394	5	322
Flashing Traffic Signal	0	6	9	15	0	9
RR Crossing: Gates/Lights	0	1	2	3	0	3
RR X-Bucks & Flashing Lights	0	2	1	3	0	3
RR Crossbucks Only	0	1	2	3	0	1
Officer or Flagman	1	4	0	5	1	7
Oncoming Emergency Vehicle	1	0	0	1	1	0
Pavement Markings (Only)	2	93	98	193	2	135
Stop Sign	13	185	124	322	14	337
School Zone Sign	0	2	1	3	0	3
Yield Sign	0	17	25	42	0	20
Work Zone Sign	0	3	6	9	0	11
Other Warning Signs	0	24	14	38	0	44
Flashing Beacon	0	3	3	6	0	3
None	66	875	993	1,934	79	1,389
Unknown	0	8	7	15	0	13
TOTALS	87	1,431	1,468	2,986	102	2,300

*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 2007 data are as follows:

- ◆ The most common unit involved in CMV traffic crashes in 2007 was the truck tractor. Out of 6,009 units involved in CMV traffic collisions during the year, 3,150 units were CMV units and 2,859 units were non-CMV units. Out of the 3,150 CMV's, 2,146 were truck tractors. This represents 68% of the CMV units involved in commercial motor vehicle crashes.
- ◆ For fatal collisions, a smaller percentage of units were truck tractors. Of the 198 units involved in fatal collisions, 62 or 31% were truck tractors.
- ◆ A total of 9 pedestrians were involved in fatal CMV collisions in 2007. This represents less than 5% 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 2007. 1,646 automobiles were involved in CMV traffic collisions in 2007, accounting for 27% of all units in CMV traffic collisions.
- ◆ In 2007, "Personal" was cited most in the category of Vehicle Use for vehicles involved in CMV collisions. 2,745 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 1,268 CMV's under the category of "enclosed box" involved in CMV collisions in 2007.
- ◆ The most popular type of CMV vehicle configuration in 2007 was "Tractor with Semi-Trailer". There were 1,850 vehicles out of 3,150 that were classified in that category (59%).

UNIT TYPES**

UNIT TYPES	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Truck Tractor	62	966	1,118	2,146
Automobile	49	829	768	1,646
Other Truck	27	409	346	782
Pickup Truck	20	226	237	483
SUV	13	219	197	429
School Bus	1	80	65	146
Mini Van	5	68	57	130
Passenger Bus	2	46	27	75
Full Size Van	4	31	21	56
Pedestrian	9	22	0	31
Other	1	13	14	28
Motorcycle	3	22	2	27
Unknown (Hit & Run Only)	0	4	12	16
Train	0	3	3	6
Pedalcycle	1	4	0	5
Other Motorbike	1	2	0	3
TOTALS	198	2,944	2,867	6,009

*Property Damage Only

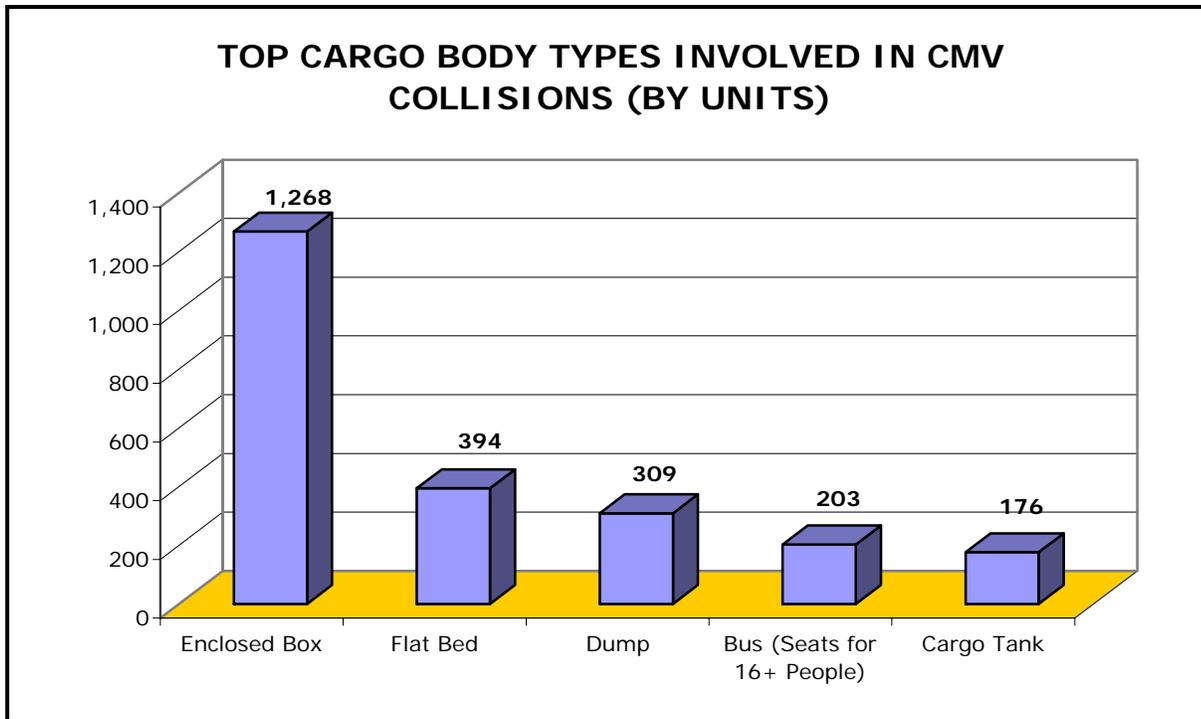
**This table includes all units involved in CMV collisions.

VEHICLE USE IN TRAFFIC COLLISIONS (EXCLUDES PEDESTRIANS) **

VEHICLE USE	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Personal	93	1,379	1,273	2,745
Transport Property	68	926	1,114	2,108
Construction/Maintenance	13	265	218	496
Transport Passengers	5	123	97	225
Logging Truck	4	87	47	138
Other	2	50	59	111
Wrecker or Tow	1	23	16	40
Government	1	25	14	40
Farm Use	1	23	10	34
Police	0	9	6	15
Fire Fighting	1	8	4	13
Driver Training	0	4	3	7
Ambulance	0	1	4	5
Military	0	0	2	2
TOTALS	189	2,923	2,867	5,979

*Property Damage Only

**Excluding pedestrians and an incorrect coding, this table includes all units involved in CMV collisions.

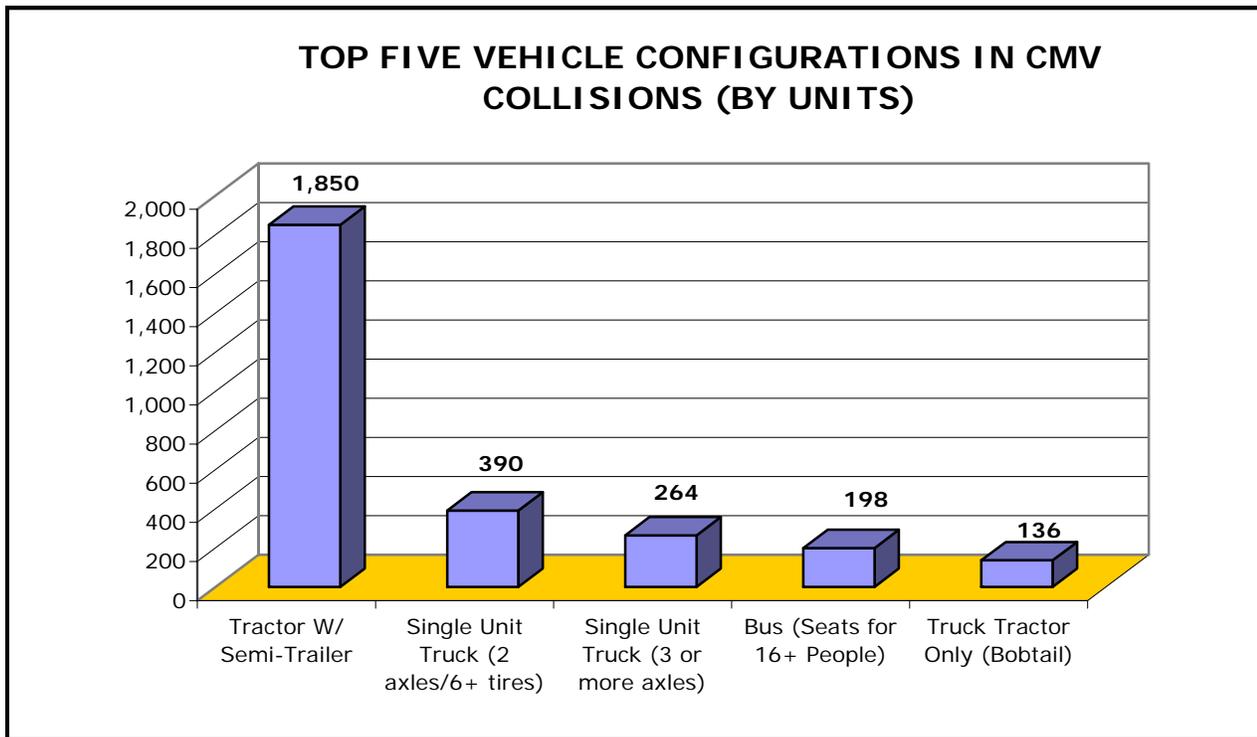


The graph above shows the 5 largest groups for cargo body types of CMV's involved in commercial motor vehicle traffic collisions. The table below displays the cargo body types of all CMV units involved in collisions. 40% of the units involved in fatal collisions were classified as an "enclosed box" cargo body type.

CARGO BODY TYPE	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Enclosed Box	36	534	698	1,268
Flat Bed	13	182	199	394
Dump	8	164	137	309
Bus (Seats for 16+ People)	1	114	88	203
Cargo Tank	8	80	88	176
Other	7	89	79	175
Pole	5	67	36	108
Unknown/Hit and Run	1	33	62	96
Not Applicable	2	55	39	96
Garbage/Refuse	4	57	34	95
Grain, Chips, Gravel	1	56	27	84
Auto Transport	1	23	20	44
Intermodal Container	2	18	18	38
Concrete Mixer	1	19	10	30
Bus (Seats for 9 - 15 people)	2	12	4	18
Log	0	4	8	12
Missing**	0	0	4	4
Total	92	1,507	1,551	3,150

*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	56	847	947	1,850
Single Unit Truck (2 axles/6+ tires)	13	223	154	390
Single Unit Truck (3 or more axles)	8	126	130	264
Bus (Seats for 16+ People)	1	112	85	198
Truck Tractor Only (Bobtail)	4	67	65	136
Unknown/Hit and Run	1	35	62	98
Other/Unable to Classify	1	49	35	85
Truck w/ Trailer	4	24	38	66
Tractor w/ Double Trailers	1	9	26	36
Bus (Seats for 9 - 15 people)	2	14	5	21
Missing**	0	0	4	4
Tractor w/ Triple Trailers	0	1	0	1
Light Truck (Only w/ Hazmat Placard)	1	0	0	1
Total	92	1,507	1,551	3,150

* 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 2007. 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 2001 and any other information necessary to obtain a better assessment of the safety of passenger vehicles.

- ◆ There were 338 collisions involving school buses in 2007. 129, or 38%, of the school bus collisions occurred between the hours of 6 and 9 AM.
- ◆ There was 1 fatal collision involving school buses in 2007. Also, there were 94 injury collisions; as a result, 265 people were injured.
- ◆ In 2007, there were 250 collisions involving (passenger) commercial buses; this is a 1.1% decrease from the previous year. 50 or precisely 20% of commercial bus collisions occurred on Thursday.
- ◆ 27% of collisions involving commercial buses (67) happened between 12 and 3 PM.
- ◆ 41 out of 186 (22%) collisions involving full size vans happened between 6 AM and 9 AM and noon and 3 PM (each interval). Also, 36 out of 186 (19%), of the collisions involving full size vans occurred on Thursdays.
- ◆ In 2007, there were 3 fatal collisions involving full size vans. Furthermore more collisions involving full size vans occurred in June than any other month of the year (19).
- ◆ There was an increase in the number of collisions involving full size vans from 2006 to 2007. However, there was a decrease in the number of collisions involving school buses and commercial (passenger-carrying) buses over the same time period.

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
2003	0	118	233	351	0	405
2004	4	108	221	333	4	330
2005	4	128	262	394	4	356
2006	3	100	248	351	3	221
2007	1	94	243	338	2	265
TOTALS	12	548	1,207	1,767	13	1,577

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	9	28	37	0	15
February	0	9	24	33	0	20
March	0	9	25	34	0	43
April	0	11	21	32	0	32
May	1	7	16	24	2	22
June	0	3	5	8	0	3
July	0	0	2	2	0	0
August	0	10	13	23	0	32
September	0	8	32	40	0	23
October	0	12	28	40	0	19
November	0	11	32	43	0	41
December	0	5	17	22	0	15
TOTALS	1	94	243	338	2	265

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	1	81	205	287	2	242
Dark & Clear/Cloudy	0	3	12	15	0	7
Day & Rain	0	8	23	31	0	14
Dark & Rain	0	1	0	1	0	1
Day & Other Weather	0	0	1	1	0	0
Dark & Other Weather	0	1	2	3	0	1
TOTALS	1	94	243	338	2	265

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	0	0	0	0
MONDAY	0	23	48	71	0	62
TUESDAY	0	19	51	70	0	62
WEDNESDAY	0	18	53	71	0	46
THURSDAY	1	19	48	68	2	63
FRIDAY	0	14	42	56	0	31
SATURDAY	0	1	1	2	0	1
TOTALS	1	94	243	338	2	265

* 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	0	0	0	0
3:01 am - 6:00 am	0	0	3	3	0	0
6:01 am - 9:00 am	0	36	93	129	0	86
9:01 am - Noon	0	4	19	23	0	7
12:01 pm - 3:00 pm	1	20	35	56	2	73
3:01 pm - 6:00 pm	0	32	89	121	0	97
6:01 pm - 9:00 pm	0	2	4	6	0	2
9:01 pm - Midnight	0	0	0	0	0	0
TOTALS	1	94	243	338	2	265

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	0	29	84	113
Bus Driver Did Not Contribute	1	69	162	232
TOTAL SCHOOL BUS DRIVERS	1	98	246	345
Other Driver Contributed	1	59	150	210
Other Driver Did Not Contribute	0	33	91	124
TOTAL OTHER DRIVERS	1	92	241	334
TOTALS	2	190	487	679

*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
2003	0	63	133	196	0	133
2004	2	63	140	205	6	222
2005	2	62	154	218	5	180
2006	5	64	184	253	6	182
2007	2	61	187	250	2	148
TOTALS	11	313	798	1,122	19	865

*Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	1	5	10	16	1	20
February	0	3	23	26	0	3
March	1	9	14	24	1	19
April	0	3	15	18	0	5
May	0	8	15	23	0	16
June	0	7	16	23	0	16
July	0	2	17	19	0	4
August	0	4	16	20	0	7
September	0	3	14	17	0	10
October	0	7	15	22	0	26
November	0	4	13	17	0	9
December	0	6	19	25	0	13
TOTALS	2	61	187	250	2	148

*Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	2	52	140	194	2	126
Dark & Clear/Cloudy	0	2	29	31	0	6
Day & Rain	0	5	12	17	0	10
Dark & Rain	0	1	4	5	0	2
Day & Other Weather	0	0	1	1	0	0
Dark & Other Weather	0	1	1	2	0	4
TOTALS	2	61	187	250	2	148

*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	5	9	0	26
MONDAY	0	7	30	37	0	11
TUESDAY	0	11	28	39	0	21
WEDNESDAY	0	11	37	48	0	21
THURSDAY	1	14	35	50	1	38
FRIDAY	1	11	36	48	1	24
SATURDAY	0	3	16	19	0	7
TOTALS	2	61	187	250	2	148

* 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	1	7	8	0	2
3:01 am - 6:00 am	0	1	3	4	0	1
6:01 am - 9:00 am	0	10	34	44	0	41
9:01 am - Noon	1	7	30	38	1	22
12:01 pm - 3:00 pm	1	19	47	67	1	36
3:01 pm - 6:00 pm	0	21	44	65	0	37
6:01 pm - 9:00 pm	0	1	18	19	0	5
9:01 pm - Midnight	0	1	4	5	0	4
TOTALS	2	61	187	250	2	148

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	0	22	89	111
Bus Driver Did Not Contribute	2	39	99	140
TOTAL BUS DRIVERS	2	61	188	251
Other Driver Contributed	2	36	92	130
Other Driver Did Not Contribute	0	26	97	123
TOTAL OTHER DRIVERS	2	62	189	253
TOTALS	4	123	377	504

*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
2003	4	86	161	251	6	240
2004	0	74	163	237	0	150
2005	1	78	155	234	2	231
2006	4	57	116	177	5	130
2007	3	63	120	186	4	174
TOTALS	12	358	715	1,085	17	925

* Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	4	12	16	0	9
February	0	3	14	17	0	9
March	1	3	10	14	2	22
April	0	2	10	12	0	3
May	0	5	7	12	0	8
June	0	6	13	19	0	18
July	0	7	11	18	0	12
August	0	6	9	15	0	17
September	1	9	1	11	1	42
October	1	2	12	15	1	5
November	0	10	12	22	0	16
December	0	6	9	15	0	13
TOTALS	3	63	120	186	4	174

* Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	3	50	89	142	4	139
Dark & Clear/Cloudy	0	8	19	27	0	26
Day & Rain	0	3	9	12	0	5
Dark & Rain	0	0	2	2	0	0
Day & Other Weather	0	1	1	2	0	1
Dark & Other Weather	0	1	0	1	0	3
TOTALS	3	63	120	186	4	174

* 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	1	6	10	17	1	36
MONDAY	0	10	16	26	0	21
TUESDAY	0	11	20	31	0	23
WEDNESDAY	0	10	21	31	0	16
THURSDAY	2	14	20	36	3	43
FRIDAY	0	7	21	28	0	20
SATURDAY	0	5	12	17	0	15
TOTALS	3	63	120	186	4	174

* 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	1	3	4	0	1
3:01 am - 6:00 am	0	2	2	4	0	9
6:01 am - 9:00 am	1	16	24	41	2	30
9:01 am - Noon	0	8	21	29	0	21
12:01 pm - 3:00 pm	0	15	26	41	0	33
3:01 pm - 6:00 pm	2	11	26	39	2	49
6:01 pm - 9:00 pm	0	4	16	20	0	8
9:01 pm - Midnight	0	6	2	8	0	23
TOTALS	3	63	120	186	4	174

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Van Driver Contributed	1	24	50	75
Van Driver Did Not Contribute	2	39	74	115
TOTAL VAN DRIVERS	3	63	124	190
Other Driver Contributed	2	34	69	105
Other Driver Did Not Contribute	0	35	55	90
TOTAL OTHER DRIVERS	2	69	124	195
TOTALS	5	132	248	385

*Property Damage Only

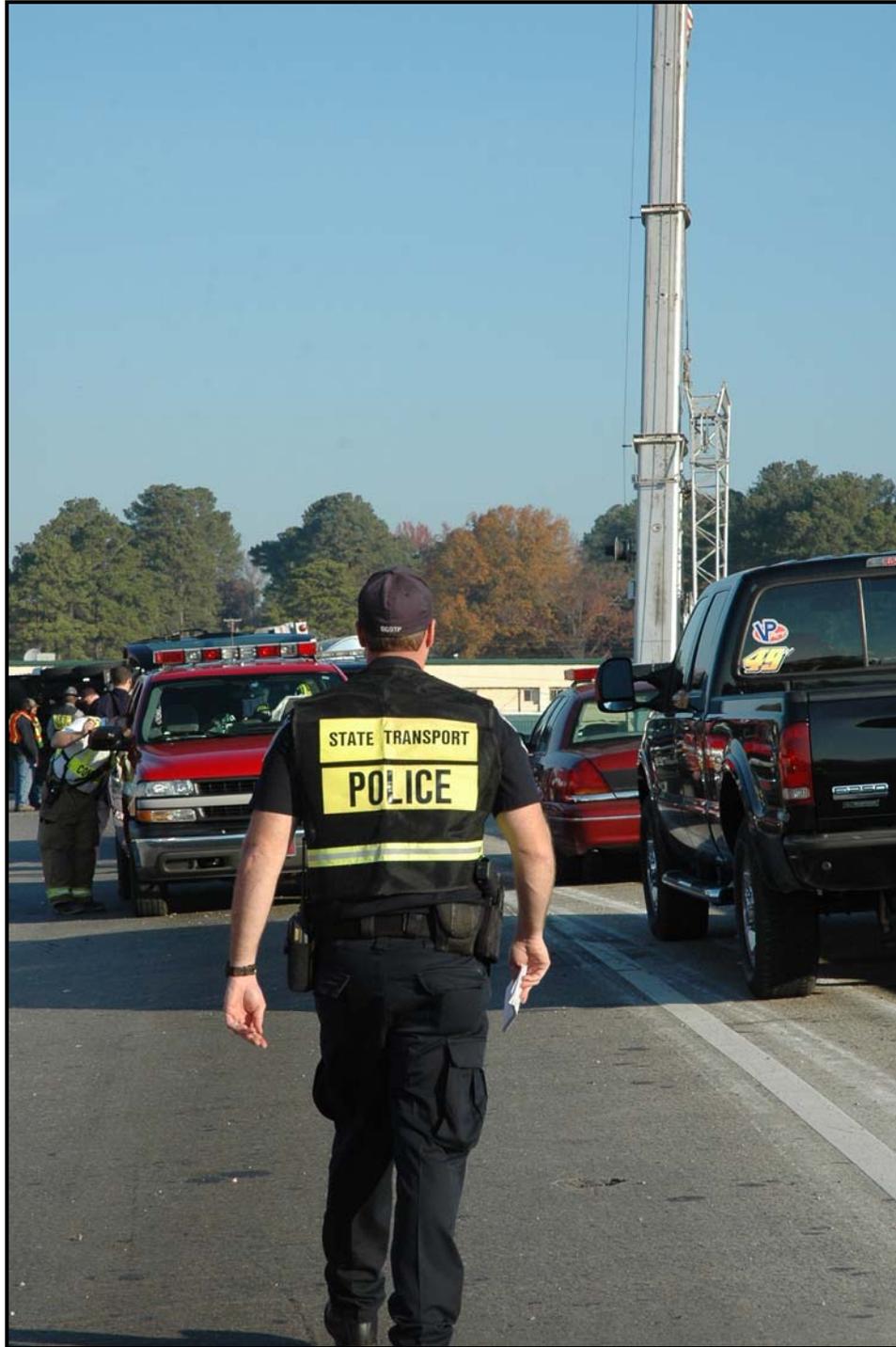
**Includes all fatalities and injuries, not just to the van riders



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 2007 data are as follows:

- ◆ Economic loss from CMV involved collisions decreased 6% from 2006 to 2007.
- ◆ Males accounted for 100% of the fatalities of CMV occupants and 62% of the fatalities of Non-CMV occupants, while females accounted for 0% and 38% respectively.
- ◆ Almost 72% of CMV occupants transported to medical facilities were males. Of the Non-CMV occupants transported to medical facilities 46% of them were males.
- ◆ There were 9 CMV occupants totally ejected from the vehicles in which they were riding. Of these, 2 or 22% were killed. Of the 3,696 CMV occupants not ejected, 9 or 0.2% were killed.
- ◆ There were 29 Non-CMV occupants in CMV collisions that were totally ejected from their vehicles. Of these, 8 or 28% were killed. Of the 3,765 Non-CMV occupants not ejected, 63 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 196 Non-CMV occupants in CMV collisions that were not restrained, 19 or 9.7% sustained fatal injuries. Of the 3,474 Non-CMV occupants that were using some form of restraint device, 39 or 1.1% sustained fatal injuries.
- ◆ 0.9% 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 (0.2%).



**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	25	262	156	27	14	484
Females	14	153	21	2	0	190
Not Specified	0	1	0	0	0	1
YES SUBTOTAL	39	416	177	29	14	675
NO						
Males	2,566	58	12	0	1	2,637
Females	318	15	1	0	0	334
Not Specified	121	1	0	0	0	122
NO SUBTOTAL	3,005	74	13	0	1	3,093
UNKNOWN						
Males	4	4	0	0	0	8
Females	0	0	0	0	0	0
Not Specified	15	0	0	0	0	15
UNKNOWN SUBTOTAL	19	4	0	0	0	23
TOTALS	3,063	494	190	29	15	3,791

**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	39	364	195	94	47	739
Females	29	484	234	83	29	859
Not Specified	0	0	0	0	0	0
YES SUBTOTAL	68	848	429	177	76	1,598
NO						
Males	1,296	53	19	0	7	1,375
Females	885	45	9	0	4	943
Not Specified	40	1	0	0	0	41
NO SUBTOTAL	2,221	99	28	0	11	2,359
UNKNOWN						
Males	0	4	0	0	0	4
Females	1	1	0	0	0	2
Not Specified	11	1	0	0	0	12
UNKNOWN SUBTOTAL	12	6	0	0	0	18
TOTALS	2,301	953	457	177	87	3,975

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

SEX	AGE	NOT INJURED	POSSIBLE INJURY	NON- INCAPACI- TATING	INCAPACI- TATING	FATAL	TOTALS
M A L E	Under 4	5	0	0	0	0	5
	4-14	67	45	6	0	0	118
	15-24	152	40	15	0	1	208
	25-34	456	48	31	5	0	540
	35-44	706	73	43	14	8	844
	45-54	673	67	39	1	3	783
	55-64	396	35	25	5	2	463
	65-74	119	8	7	2	1	137
	75-84	10	2	2	0	0	14
	85+	0	0	0	0	0	0
	UNKNOWN AGE	11	6	0	0	0	17
	SUBTOTAL	2,595	324	168	27	15	3,129
F E M A L E	Under 4	2	0	0	0	0	2
	4-14	53	71	2	0	0	126
	15-24	29	26	4	0	0	59
	25-34	56	12	5	0	0	73
	35-44	56	16	6	1	0	79
	45-54	82	17	2	1	0	102
	55-64	33	10	2	0	0	45
	65-74	6	2	1	0	0	9
	75-84	1	0	0	0	0	1
	85+	0	0	0	0	0	0
	UNKNOWN AGE	14	14	0	0	0	28
	SUBTOTAL	332	168	22	2	0	524
GRAND TOTAL		2,927	492	190	29	15	3,653

* See Definitions for a description of each injury type.

There were 138 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	34	6	1	0	1	42
	4-14	74	26	16	3	4	123
	15-24	368	103	39	23	11	544
	25-34	224	78	41	14	5	362
	35-44	203	65	25	21	10	324
	45-54	167	56	36	12	11	282
	55-64	131	43	31	15	4	224
	65-74	70	19	14	2	4	109
	75-84	41	16	9	2	3	71
	85+	8	4	1	1	1	15
	UNKNOWN AGE	15	5	1	1	0	22
SUBTOTAL	1,335	421	214	94	54	2,118	

F E M A L E	Under 4	38	18	6	3	2	67
	4-14	66	34	16	2	4	122
	15-24	237	129	70	16	5	457
	25-34	185	98	37	12	4	336
	35-44	125	80	38	15	4	262
	45-54	103	68	36	11	5	223
	55-64	84	47	25	11	4	171
	65-74	41	37	7	10	3	98
	75-84	26	14	4	2	1	47
	85+	2	4	2	0	1	9
	UNKNOWN AGE	8	1	2	1	0	12
SUBTOTAL	915	530	243	83	33	1,804	

GRAND TOTAL	2,250	951	457	177	87	3,922
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*See definitions for a description of each injury type.

There were 53 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	2,980	452	170	12	4	3,618
	Extricated (Mech Means)	1	8	9	8	3	29
	Freed (Non-Mech)	7	7	9	2	2	27
	Not Applicable	12	5	0	1	0	18
	Unknown	3	1	0	0	0	4
NOT EJECTED TOTAL		3,003	473	188	23	9	3,696
TOTALLY EJECTED	Not Trapped	0	3	0	3	2	8
	Extricated (Mech Means)	0	0	0	1	0	1
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		0	3	0	4	2	9
PARTIALLY EJECTED	Not Trapped	1	0	0	1	0	2
	Extricated (Mech Means)	0	1	0	1	1	3
	Not Applicable	1	0	0	0	0	1
PARTIALLY EJECTED TOTAL		2	1	0	2	1	6
NOT APPLICABLE	Not Trapped	7	4	0	0	0	11
	Not Applicable	10	7	0	0	0	17
	Unknown	1	0	0	0	0	1
NOT APPLICABLE TOTAL		18	11	0	0	0	29
UNKNOWN	Not Trapped	3	3	0	0	1	7
	Unknown	34	1	1	0	1	37
UNKNOWN TOTAL		37	4	1	0	2	44
GRAND TOTAL		3,060	492	189	29	14	3,784

* 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	2,192	887	387	98	16	3,580
	Extricated (Mech Means)	1	8	24	30	38	101
	Freed (Non-Mech)	8	16	16	17	9	66
	Not Applicable	4	5	4	1	0	14
	Unknown	1	1	2	0	0	4
NOT EJECTED TOTAL		2,206	917	433	146	63	3,765
TOTALLY EJECTED	Not Trapped	3	2	6	8	8	27
	Not Applicable	0	0	0	1	0	1
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	1	0	0	1
TOTALLY EJECTED TOTAL		3	2	7	9	8	29
PARTIALLY EJECTED	Not Trapped	0	0	1	0	2	3
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	0	1	1
PARTIALLY EJECTED TOTAL		0	0	1	0	3	4
NOT APPLICABLE	Not Trapped	3	3	1	0	0	7
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	8	6	0	0	0	14
NOT APPLICABLE TOTAL		11	9	1	0	0	21
UNKNOWN	Not Trapped	0	1	1	0	0	2
	Freed (Non-Mech)	0	0	0	0	0	0
	Extricated (Mech Means)	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	18	4	0	0	0	22
UNKNOWN TOTAL		18	5	1	0	0	24
GRAND TOTAL		2,238	933	443	155	74	3,843

*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	208	206	34	11	4	463
TOTAL - NO RESTRAINT USED	208	206	34	11	4	463
RESTRAINT USED						
Shoulder Belt Only	14	2	1	0	0	17
Lap Belt Only	98	8	9	0	1	116
Shoulder & Lap Belt	2,468	233	135	17	4	2,857
Child Safety Seat	11	0	0	0	0	11
Other	39	18	4	0	0	61
TOTAL - RESTRAINT USED	2,630	261	149	17	5	3,062
UNKNOWN RESTRAINT USAGE	222	25	6	1	5	259
GRAND TOTAL	3,060	492	189	29	14	3,784

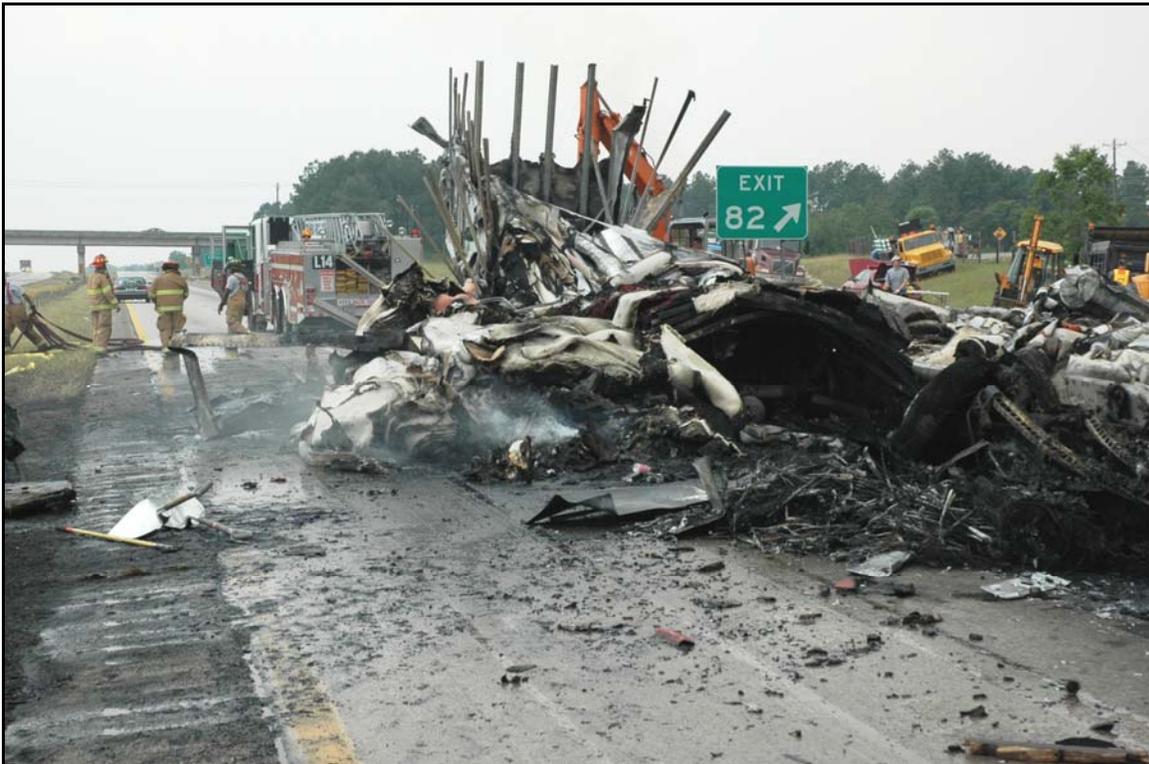
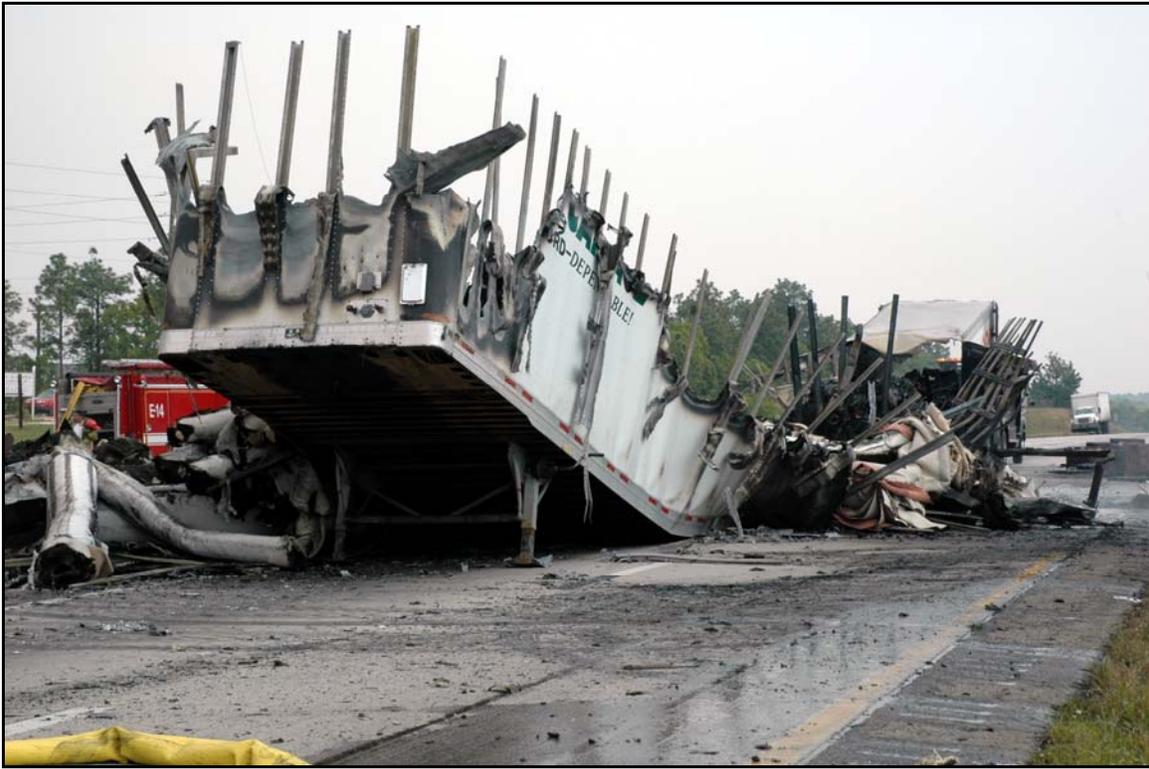
*Includes occupants seated inside the passenger compartment of the vehicle. Does not include occupants in a trailing unit or riding outside of vehicle.

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	52	52	46	27	19	196
TOTAL - NO RESTRAINT USED	52	52	46	27	19	196
RESTRAINT USED						
Shoulder Belt Only	5	5	1	1	1	13
Lap Belt Only	14	9	8	0	0	31
Shoulder & Lap Belt	1,993	795	366	116	35	3,305
Child Safety Seat	83	31	7	1	3	125
Other	0	0	0	0	0	0
TOTAL - RESTRAINT USED	2,095	840	382	118	39	3,474
UNKNOWN RESTRAINT USAGE	91	41	15	10	16	173
GRAND TOTAL	2,238	933	443	155	74	3,843

*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 2007, there were 79 CMV's with hazard placards involved in collisions; 72 vehicles were carrying hazardous materials when a collision occurred.

However, only 20 out of 3,150 commercial motor vehicles released some type of hazardous material during a collision in 2007. That is equal to 0.6% of the CMV's that were involved in a collision.

98% of the units involved in CMV fatal collisions did not release any hazardous material. And, 95% of the units involved in CMV injury collisions did not release any hazardous material either.

Only 2.1% of the vehicles involved in CMV injury collisions were carrying some sort of hazardous material. And, 4.3% 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, 23 occurred on Interstates (34%). And only 2 occurred on county roads (3%).

HAZARDOUS MATERIAL INVOLVEMENT IN 2007

VEHICLE CARRYING HAZARDOUS MATERIALS	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	4	4.3%	32	2.1%	36	2.3%	72	2.3%
NO	87	94.6%	1,433	95.1%	1,425	91.9%	2,945	93.5%
UNKNOWN/HIT & RUN	1	1.1%	42	2.8%	90	5.8%	133	4.2%
TOTAL	92	100.0%	1,507	100.0%	1,551	100.0%	3,150	100.0%

VEHICLE WITH HAZARDOUS MATERIAL PLACARD	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	5	5.4%	32	2.1%	42	2.7%	79	2.5%
NO	86	93.5%	1,421	94.3%	1,405	90.6%	2,912	92.4%
UNKNOWN/HIT & RUN	1	1.1%	54	3.6%	104	6.7%	159	5.0%
TOTAL	92	100.0%	1,507	100.0%	1,551	100.0%	3,150	100.0%

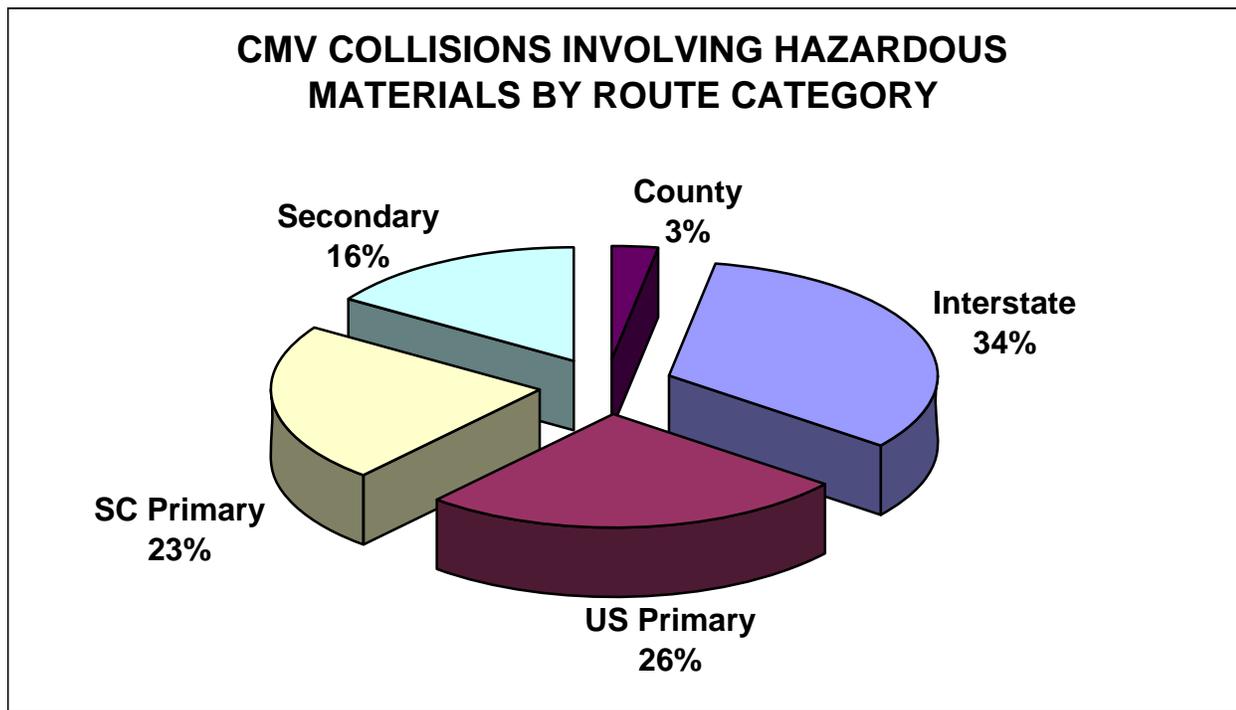
HAZARDOUS MATERIAL RELEASED FROM VEHICLE	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	0	0.0%	12	0.8%	8	0.5%	20	0.6%
NO	90	97.8%	1,431	95.0%	1,451	93.6%	2,972	94.3%
UNKNOWN/HIT & RUN	2	2.2%	64	4.2%	92	5.9%	158	5.0%
TOTAL	92	100.0%	1,507	100.0%	1,551	100.0%	3,150	100.0%

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

CMV COLLISIONS INVOLVING HARZARDOUS MATERIALS BY ROUTE CATEGORY

ROUTE CATEGORY	CRASHES	% CRASHES	HAZMAT RELEASED	% HAZMAT RELEASED
INTERSTATE	23	33%	5	26.3%
US PRIMARY	18	26%	2	10.5%
SC PRIMARY	16	23%	10	52.6%
SECONDARY	11	16%	2	10.5%
COUNTY	2	3%	0	0.0%
TOTAL	70	100.0%	19	100.0%

About 34% of CMV collisions involving vehicles carrying hazardous materials occurred on Interstates. 26% of commercial vehicle collisions involving vehicles carrying hazardous materials occurred on US Primary roadways. Also, the highest number of CMV collisions where there was a hazmat release was on SC Primary roadways (53%). The second highest number of CMV collisions where there was a hazmat release occurred on Interstates. Over 1/4 of collisions where there was a hazmat release occurred on Interstates (26%).





APPENDIX





SAMPLE

Unit:	Date of Birth	Sex:	Race:	INJ:	Seat:	R/SD:	A,B,D:	Eject:	LAI:	Tran:	Name	Street Address	Zip Code																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Race</td> <td style="width: 15%;">A - Asian/Pacific Islander</td> <td style="width: 15%;">W - Caucasian</td> <td style="width: 15%;">a) Injury Status</td> <td style="width: 15%;">2- Non-incapacitating</td> <td style="width: 15%;">Seating Loc.</td> <td style="width: 15%;">20- Pedestrian</td> <td style="width: 15%;">60- Sleeper of Cab</td> <td colspan="2">Restraint/Safety Device</td> </tr> <tr> <td>B - African American</td> <td>H - Hispanic</td> <td>O - Other</td> <td>0- Not Injured</td> <td>3- Incapacitating</td> <td>01 02 03</td> <td>30- Trailing Unit</td> <td>70- Riding on Unit Exterior</td> <td>00- None Used</td> <td>21- Child</td> </tr> <tr> <td>1- Alaskan Native or American Indian</td> <td>U - Unk.</td> <td></td> <td>1- Possible</td> <td>4- Fatal</td> <td>04 05 06</td> <td>40- Bus or Van (4th row or Higher)</td> <td>80- Lap</td> <td>11- Shoulder</td> <td>Safety Seat</td> </tr> <tr> <td colspan="2">Air Bag Deployment / Switch</td> <td colspan="2">Ejection</td> <td colspan="2">b) Motorcycle Only</td> <td colspan="2">50- Other Enclosed Area (nontrailing)</td> <td colspan="2">99- Unk./NA</td> </tr> <tr> <td colspan="2">1- Deployed For 4-Not Deployed</td> <td colspan="2">1- Not Ejected</td> <td colspan="2">Head Injury: 1-Yes 2-No</td> <td colspan="2">51- Other Unenclosed Area (nontrailing)</td> <td colspan="2">13- Shoulder & Lap Belt 99- Unk.</td> </tr> <tr> <td colspan="2">2- Deployed Side 7-Not Applicable</td> <td colspan="2">2- Part. Ejected</td> <td colspan="2">Location After Impact</td> <td colspan="2">a) Transported to Medical Facility</td> <td colspan="2">Pedestrian, Motor/Pedalcycle Only</td> </tr> <tr> <td colspan="2">3- Deployed Both 9-Deployment Unk.</td> <td colspan="2">3- Tot. Ejected</td> <td colspan="2">1- Not Trapped</td> <td colspan="2">1- Yes 2- No 3- Unknown</td> <td colspan="2">31- Helmet 51- Reflective Clothing</td> </tr> <tr> <td colspan="2">1- Switch in On Position 3- No Switch</td> <td colspan="2">7- Not App.</td> <td colspan="2">2- Extricated (Mechanical Means)</td> <td colspan="2">b) By: 1- EMS 2- Police 8- Other 9- Unk.</td> <td colspan="2">41- Protective Pads 61- Lighting</td> </tr> <tr> <td colspan="2">2- Switch in Off Position 9- Unknown</td> <td colspan="2">9- Unk.</td> <td colspan="2">Sequence of Events</td> <td colspan="2">Mail Orig. TR-310 to: Office of Financial Responsibility, PO Box 1498, Columbia, SC 29216</td> <td colspan="2"></td> </tr> <tr> <td colspan="14"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="4">Non-Collision</td> <td colspan="4">Collision: Not Fixed</td> <td colspan="4">Collision: Fixed Object</td> </tr> <tr> <td>01- Cargo/Equip Loss or Shift</td> <td>05- Fire/Explosion</td> <td>08- Overturn/Rollover</td> <td>20- Animal (Deer Only)</td> <td>28- Railway Veh.</td> <td>40- Bridge Overhead Structure</td> <td>48- Equipment</td> <td>56- Median Barrier</td> <td>69- Unk.</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>02- Cross Median/Center</td> <td>06- Immersion</td> <td>09- Ran off Road Left</td> <td>21- Animal (All Other)</td> <td>29- Work Zone Maint. Equip.</td> <td>41- Bridge Parapet End</td> <td>49- Fence</td> <td>57- Overhead Sign Support</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>03- Downhill Runaway</td> <td>07- Jackknife</td> <td>10- Ran off Road Right</td> <td>22- Motor Veh. (In Transport)</td> <td>38- Other Movable Object</td> <td>42- Bridge Pier or Abutment</td> <td>50- Guardrail End</td> <td>58- Other (Post, Pole, Support, Etc.)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Event 1</td> <td>Event 2</td> <td>Event 3</td> <td>Event 4</td> <td>Most Harmful</td> <td>1st Harmful</td> <td>11- Separation of Units</td> <td>23- Motor Veh. (Stopped)</td> <td>38- Other Movable Object</td> <td>43- Bridge Rail</td> <td>51- Guardrail Face</td> <td>59- Other (Wall, Building, Tunnel, Etc.)</td> <td></td> <td></td> </tr> <tr> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>12- Spill (Two-Wheeled Veh.)</td> <td>24- Motor Veh. 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Ejected		Location After Impact		a) Transported to Medical Facility		Pedestrian, Motor/Pedalcycle Only		3- Deployed Both 9-Deployment Unk.		3- Tot. Ejected		1- Not Trapped		1- Yes 2- No 3- Unknown		31- Helmet 51- Reflective Clothing		1- Switch in On Position 3- No Switch		7- Not App.		2- Extricated (Mechanical Means)		b) By: 1- EMS 2- Police 8- Other 9- Unk.		41- Protective Pads 61- Lighting		2- Switch in Off Position 9- Unknown		9- Unk.		Sequence of Events		Mail Orig. 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22- 31- Non-highway Work				23- 32- Obstruction in Roadway				24- 33- Road Surface Condition (I.e., Wet)				25- 34- Rut, Holes, Bumps				26- 35- Shoulders (None, Low, Soft, High)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
27- 36- Traffic Control Device (I.e., Missing)				28- 37- Work Zone (Constr./Maint./Utility)				29- 38- Worn, Travel-Polished Surface				30- 50- Inattentive				31- 66- Under Infl.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
32- 51- Lying &/or Illegally in Roadway				33- 61- Glare				34- 63- Weather Cond.				35- 68- Other				36- 69- Unk.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
37- 76- Windows/Shield				38- 77- Restraint System				39- 78- Truck Coupling				40- 79- Cargo				41- 80- Fuel System																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
42- 88- Other				43- 89- Unk.				44- 88- Other				45- 89- Unk.				46- 88- Other																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													



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