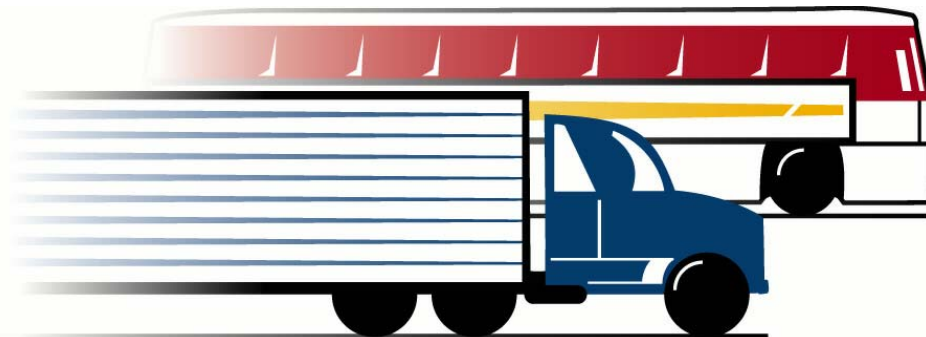


FEDERAL INSIGHTS FOR RURAL TRANSPORTATION SAFETY



F M C S A
Federal Motor Carrier Safety Administration



Did You Know . . .

- In North Dakota
- From 2002 to 2005
- Only 72 percent of truck drivers and 33 percent of car drivers were wearing safety belts during fatal crashes between trucks and cars

Data source: NHTSA Fatality Analysis Reporting System (FARS)



In Contrast . . .

- Across the United States
- From 2002 to 2005
- 84 percent of truck drivers and 55 percent of car drivers were wearing safety belts

Data source: NHTSA Fatality Analysis Reporting System (FARS)



Did You Know . . .

- In North Dakota
- From 2001 to 2005
- Only 69 percent of truck drivers were wearing safety belts during all fatal crashes - even though Federal and State laws require truck drivers to wear safety belts

Data source: NHTSA Fatality Analysis Reporting System (FARS)



Were You Aware . . .

- In North Dakota
- From 2002 to 2005
- Truck drivers had a much higher percentage of *driver violations* during fatal crashes than the national percentage
- In fact, our State averaged 20 percent, while the nation averaged 11 percent
- Examples: failing to stop and failing to yield

Data source: NHTSA Fatality Analysis Reporting System (FARS)



Did You Know . . .

- In North Dakota
- From 2002 to 2005
- Truck drivers had a much higher percentage of *driver-related factors* during single-vehicle fatal crashes than the national percentage
- To illustrate, our State averaged 83 percent, while the nation averaged 70 percent
- Examples: inattentive driving and fatigued driving

Data source: NHTSA Fatality Analysis Reporting System (FARS)



Did You Know . . .

- In North Dakota
- From 2002 to 2005
- Truck drivers had a much higher percentage of *driver-related factors* during fatal crashes between trucks and cars than the national percentage
- To demonstrate, our State averaged 41 percent, while the nation averaged 28 percent

Data source: NHTSA Fatality Analysis Reporting System (FARS)



Federal Insights for Rural Transportation Safety . . .

- We have a clear problems with:
 - Low safety belt use
 - High driver violations
 - High driver-related factors
- To combat these problems:
 - Coordinated planning: CVSP and SHSP
 - Multi-agency efforts: NHTSA, FHWA, FMCSA, NDDOT, NDHP, etc.
 - Multiple activities: investigations, audits, inspections, education, enforcement, etc.



In Closing . . .

- Starting to see some improvement in each area – we believe
- The issue – FY 2006 and FY 2007 data is not available yet
- Our mission – keep working these problems until we see real, lasting, positive results