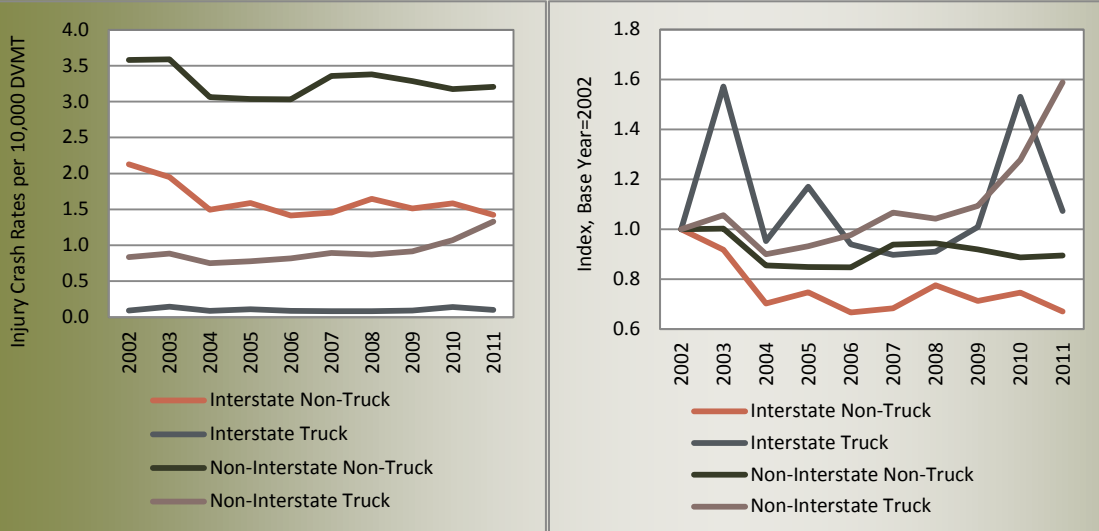


TRUCK CRASH FACTS

ND Crash Summary

Trucks are an important mode of economic connectivity in rural states like North Dakota. The size/mass difference between 80,000-pound trucks and 4,000-pound passenger vehicles, along with operational differences such as acceleration/deceleration times and turning radiuses, heighten risk for crash events. Therefore, as changes in traffic volumes and patterns are recognized, it is important to monitor levels and effects of increased safety-related interactions between trucks and cars.

Road Location for Truck Injury Crashes

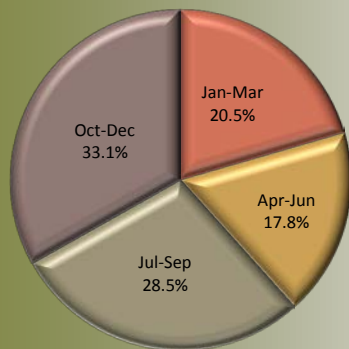


Truck injury crash incidence (includes fatal injuries), per VMT, increased 66% between 2002 and 2011. In 2012, there were 1.04 truck injury crashes per 10,000 DVMT compared to 0.62 in 2002.

Trucks were involved in 4% of injury crashes in 2002 and 9% in 2011. Non-truck injury crashes have declined over recent years while truck injury crashes increased.

71% of injury crashes involving trucks between 2007 and 2011 occurred on rural roads—30% of these were on rural local roads.

Truck Injury Crashes 2007-2011, by Month

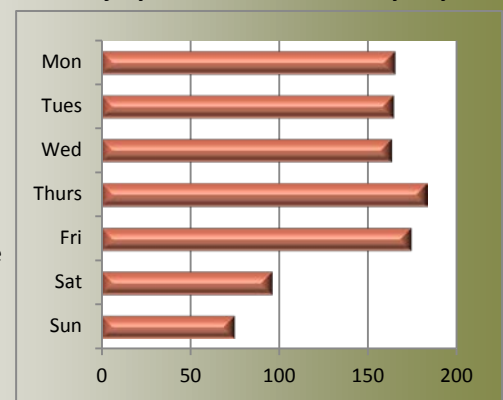


62% of truck injury crashes were between July and December. 83% of truck injury crashes occur during the week.

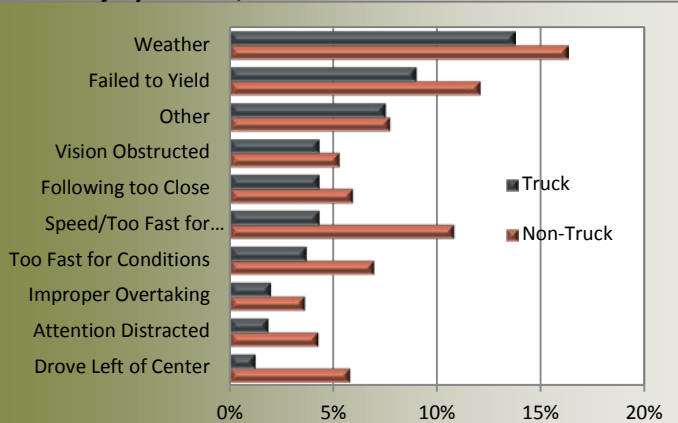
72% of truck injury crashes were multivehicle compared to 65% of non-truck. Of the multivehicle crashes, 20% occurred on hills and 12% at intersections. 79% of intersection crashes involved left-hand turns.

Truck drivers were issued citations in 42% of multivehicle truck injury crashes, compared to 56% of non-truck drivers. *More care required* was the most common citation for all drivers (27%) followed by *failure to yield* for truck drivers (20%) and *impaired driving* for other drivers (15%).

Truck Injury Crashes 2007-2011, by Day



Most Common Contributing Factors in Multivehicle Truck Injury Crashes, 2007-2011

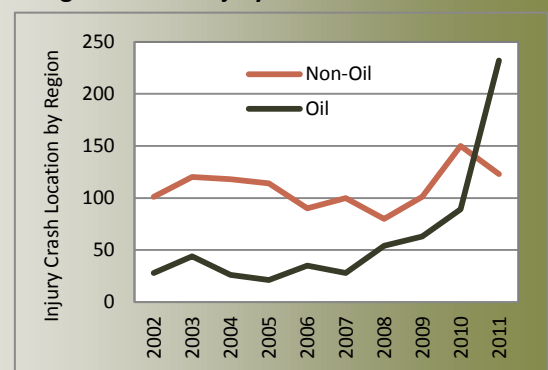


Weather was the most common contributing factor.

Truck injury crashes increased 728% in the oil region between 2007 and 2011.

Within the oil region, McKenzie, Williams, Mountrail and Ward accounted for 74% of the crashes.

Regional Truck Injury Crash Trends



The content of this report reflects the views of authors, they are responsible for facts and accuracy of the information. North Dakota State University does not discriminate on the basis of age, color, disability, gender expression/identity, genetic information, marital status, national origin, public assistance status, sex, sexual orientation, status as a U.S. veteran, race or religion. Direct inquiries to the Vice President for Equity.