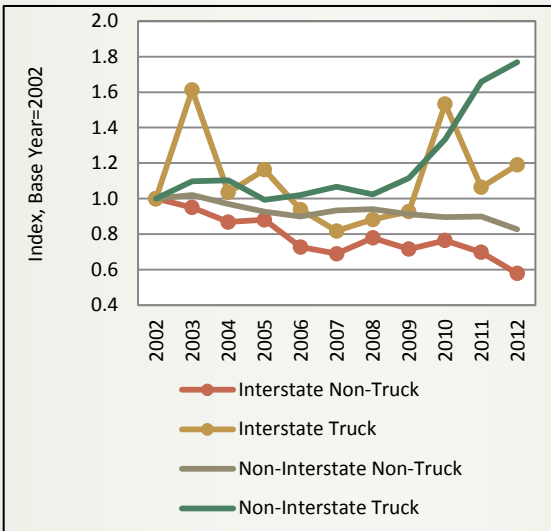
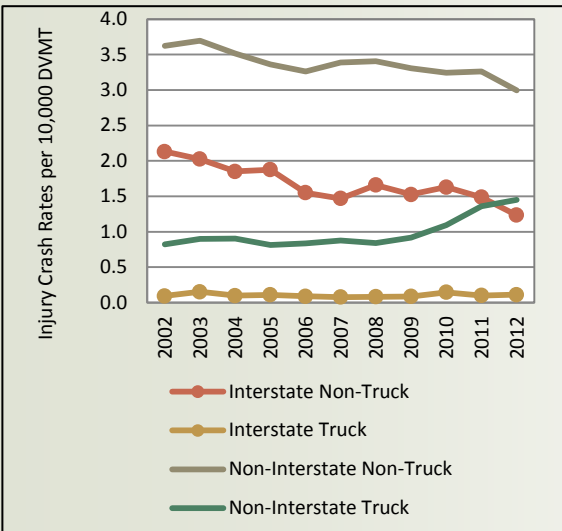


TRUCK CRASH FACTS

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

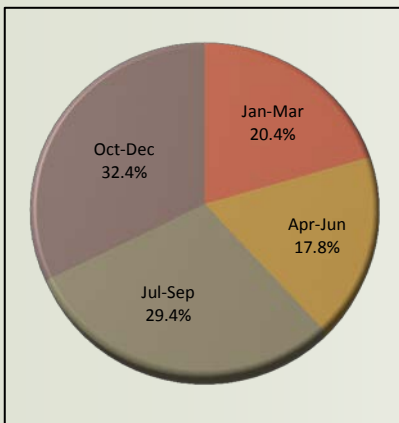


Non-truck injury crashes have declined over recent years while truck injury crashes increased. Truck injury crash incidence (includes fatal injuries), per VMT, increased 80% between 2002 and 2012. In 2012, there were 1.13 truck injury crashes per 10,000 DVMT compared to 0.63 in 2002.

Trucks were involved in 8% of injury crashes between 2008 and 2012, and 15% of severe injury crashes.

Over 90% of fatal and disabling injury crashes involving trucks in the past five years occurred on rural roads - 1 in 5 of these were on rural local roads.

Truck Injury Crashes 2008-2012, by Month

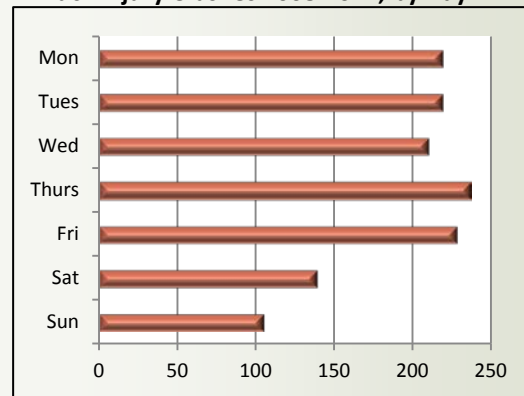


62% of truck injury crashes were between July and December. 82% of truck injury crashes occur on weekdays.

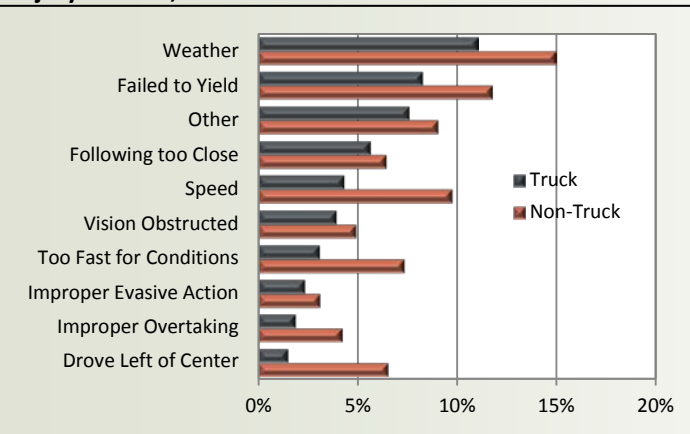
86% of severe truck injury crashes were multivehicle. Of the multivehicle crashes, 23% occurred on hills and 36% at intersections. 68% of intersection crashes involved left-hand turns.

Truck drivers were issued citations in 40% of multivehicle truck injury crashes, compared to 60% of non-truck drivers. *More care required* was the most common citation for all drivers (31%) followed by *failure to yield* for truck drivers (19%) and *impaired driving* for other drivers (15%).

Truck Injury Crashes 2008-2012, by Day



Most Common Contributing Factors in Multivehicle Truck Injury Crashes, 2008-2012



Weather was the most common contributing factor.

Truck severe injury crashes increased 1200% in the oil region between 2008 and 2012. McKenzie, Williams, Mountrail and Ward accounted for 82% of these crashes, comprising single and multivehicle crash events.

Regional Truck Injury Crash Trends

