

****For PSC Insiders Circle Members only****

Friday Safety Brief®

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Lowest Traffic Fatalities in Six Decades

In 2009, 33,808 people died in motor vehicle traffic crashes in the United States – the lowest number of deaths since 1950 (33,186 fatalities in 1950). This was a 9.7-percent decline in the number of people killed, from 37,423 in 2008 to 33,808, according to NHTSA's 2009 Fatality Analysis Reporting System (FARS). The record-breaking decline in traffic fatalities occurred even while estimated vehicle miles traveled in 2009 increased by 0.2 percent over 2008 levels. The largest percentage reduction of people killed was among large-truck occupants (26%) compared to any other vehicle category.

There was a 20-percent reduction in fatalities in crashes involving large trucks, from 4,245 in 2008 down to 3,380 in 2009 (see chart below). This decrease of 865 fatalities is due primarily to the 600 fewer fatalities of occupants of other vehicles in these crashes.



People Killed in Large-Truck Crashes				
Type	2008	2009	Change	% Change
Truck Occupants	682	503	-179	-26%
Single-vehicle	430	337	-93	-22%
Multivehicle	252	166	-86	-34%
Other Vehicle Occupants	3,151	2,551	-600	-19%
Non-occupants	412	326	-86	-21%
Total	4,245	3,380	-865	-20%

Source: FARS 2008 (Final), 2009 (ARF)

**CSA 2010:
Just the FACTS**

Get Your Flu Shot Early- Be Safe

In previous years, the federal Centers for Disease Control and Prevention recommended shots for more specific groups, such as the elderly and people with compromised immune systems. In February, it recommended vaccinations for everyone older than six months. Because of this many major store chains are already making the shots available. This year the vaccine also covers the H1N1 flu which according to the Center for Disease Control has sickened about 60 million Americans and the virus has been blamed for 12,000 deaths.

Getting the flu on the road is not fun. It can keep you from working for a week or more and even after your up and about, chances are you will not feel like yourself for some time. The lifestyle of a trucker plays a large part in your getting sick and your recovery. Lack of sleep, exposures to a great number of people (loading docks, rest areas, truck stops, etc.) and difficulty in finding facilities to wash your hands play a major role in being more vulnerable to catching the flu virus. Not to mention spreading it to your family after you get home.

- Carriers **will not inherit** any of a newly hired driver's past violations. Only those inspections that a driver receives while driving under a carrier's authority can be applied to a carrier's Safety Measurement System Assessment.
- All inspections and crashes that a commercial motor vehicle driver receives while under the authority of a carrier will remain part of the carrier's Safety Measurement System data **for two years** unless overturned through the DataQs system (<https://dataqs.fmcsa.dot.gov>), even if the carrier terminates the driver.
- Similar to today's SafeStat, tickets or warnings that commercial motor vehicle drivers receive **while operating their personal vehicles** do not count in the new Safety Measurement System.
- If a carrier or commercial motor vehicle driver finds any violations in his or her crash or roadside inspection reports that are not listed in the Safety Measurement System (SMS) Methodology severity tables, then they **do not count** towards the carrier's or driver's SMS data.

