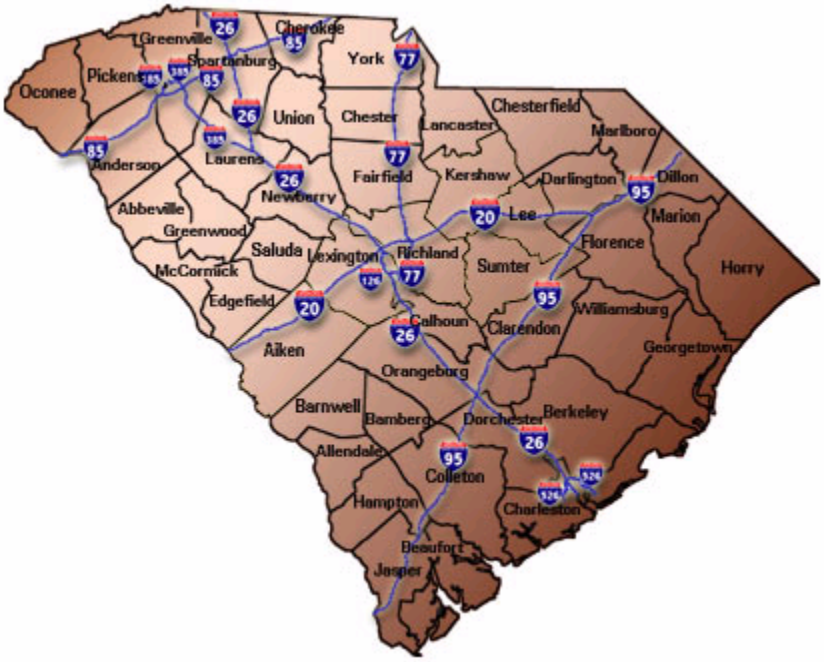
2005
SOUTH CAROLINA



COMMERCIAL MOTOR VEHICLE TRAFFIC COLLISION FACT BOOK

This publication was produced by the South Carolina Department of Public Safety's State Transport Police, with support from the Office of Highway Safety.

South Carolina Department of Public Safety

Dear Reader:

The South Carolina Department of Public Safety is pleased to present its 2005 South Carolina Commercial Motor Vehicle Traffic Collision Fact Book. This report is an attempt to describe, in one document, some characteristics of commercial motor vehicle crashes in our State. As the reader, you will be able to compare general crash characteristics over a five year period and within one year.

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 requires 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 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 facilitate with the current driving conditions found on our roads.

Working together, we can improve the safety of South Carolina's highways and, more importantly, save lives.

Sincerely,

James K. Schweitzer
Director

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SOUTH CAROLINA
STATE
DEPARTMENT OF
PUBLIC SAFETY
1993
TRANSPORT POLICE


FMCSA
Federal Motor Carrier Safety Administration


DEPARTMENT OF PUBLIC SAFETY
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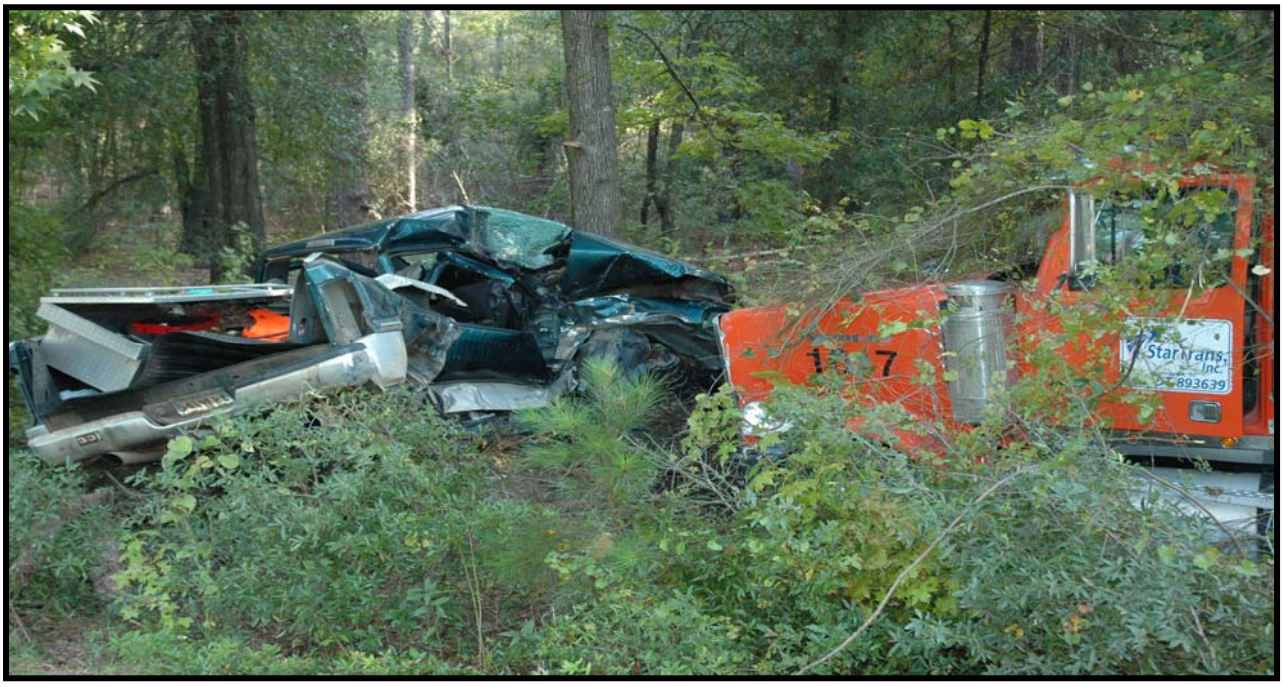
CMV TRAFFIC COLLISION QUICK FACTS

	2004	2005	% CHANGE
FATAL COLLISIONS	102	116	13.7%
INJURY COLLISIONS	1,496	1,506	0.7%
PROPERTY DAMAGE ONLY COLLISIONS	1,549	1,631	5.3%
TOTAL COLLISIONS	3,147	3,253	3.4%
FATALITIES	115	131	13.9%
NON-FATAL INJURIES	2,425	2,541	4.8%
ECONOMIC LOSS*	$185,072,100	$210,677,900	13.8%
TRUCK VEHICLE MILES TRAVELED	5,100,000,000	4,800,000,000	-5.9%
ROADWAY MILES	66,252	66,240	0.0%
TRUCK MILEAGE DEATH RATE**	2.3	2.7	17.4%

*Economic Loss is calculated using the latest information from the National Safety Council, Estimating the Costs of Unintentional Injuries, 2003.

**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 collision[1] 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 designed to transport sixteen (16) 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: A vehicle whose GVWR of the power unit equals 10,001 pounds or greater OR a vehicle displaying a hazardous material placard OR a passenger vehicle that is designed to carry 16 or more persons, including the driver OR a motor vehicle that is designed to carry 9 or more passengers for compensation.

CMV Collisions - A collision involving a CMV in which there are fatal injuries OR persons transported for medical care OR a vehicle is 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.
   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 2005 National Safety Council's Formula which applies with the following factors:

Each fatality	$1,150,000
Each incapacitating injury	$ 60,500
Each non-incapacitating injury	$ 19,600
Each possible injury	$ 11,100
Each *PDO accident	$ 7,500

Fatal Traffic Collision - Any traffic collision that results in the death of at least one occupant or pedestrian as a direct result of injuries sustained in the collision within 30 days of the collision date.

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 determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when transported in commerce and which has been so designated.

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.

Manner of Collision - The identification in a crash of how the motor vehicle(s) initially came together in a traffic collision.

*PDO = Property Damage Only

KEY DEFINITIONS

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.

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 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, roller skates, and skateboards.

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 - The part of a trafficway that 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) - Any motorized road vehicle (includes vehicles that do and do not qualify as motor vehicles in the above definition), pedestrians, animal drawn vehicle and animals with human riders.

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 Collisions, Fifth Edition, published by the National Safety Council. The definition for disabling damage comes from the Federal Motor Carrier Safety Regulations Handbook.

Part I - General Information

The following pages contain descriptive statistics regarding collisions involving commercial motor vehicles (CMV's) in South Carolina for the year 2005. 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 increased from 3,147 in 2004 to 3,253 in 2005. This equates to a 3.4% increase over this time period. Accompanying these collisions are immense personal and financial losses. While CMV collisions only accounted for 2.9% of the total collisions in South Carolina in 2005, they made up 12% of the total fatalities on our roadways. Total fatalities in CMV involved collisions have increased from 115 in 2004 to 131 in 2005, a 13.9% increase.

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 2,425 in 2004 to 2,541 in 2005, a 4.8% increase.

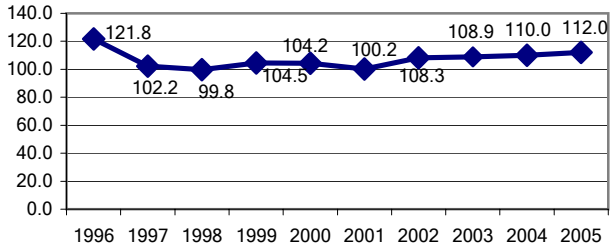
CMV involved collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 2005, $210 million dollars in estimated losses were incurred in CMV collisions. This was a 13.5% increase from 2004. Yet, this also means that CMV collisions made up 7.7% of the total economic loss that occurred on South Carolina roadways in 2005.

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.**

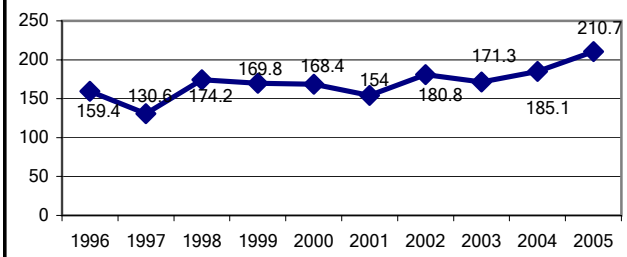
The statistics contained in the South Carolina Commercial Vehicle Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It is therefore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

Note: More data is being captured due to edit checks implemented in the data entry process in 2002.

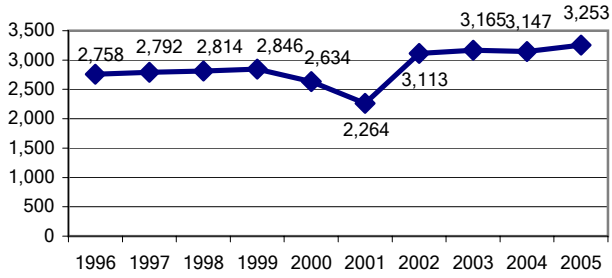
TOTAL TRAFFIC COLLISIONS
(Thousands of Collisions)



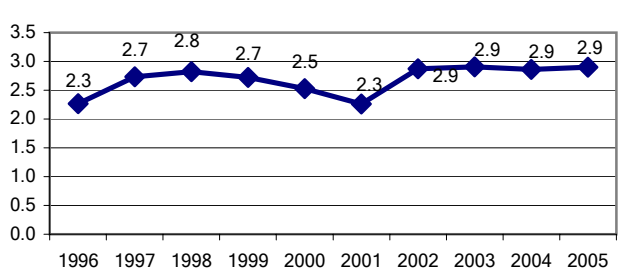
ECONOMIC LOSS IN CMV COLLISIONS
(Millions of Dollars)



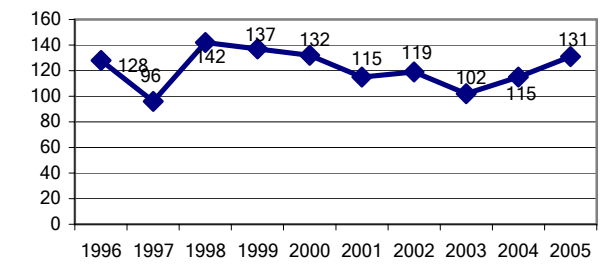
TOTAL COMMERCIAL MOTOR VEHICLE COLLISIONS



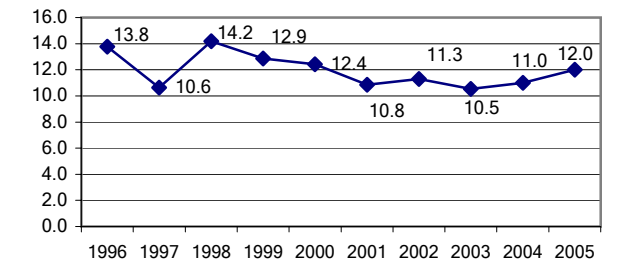
CMV COLLISIONS AS A PERCENT OF ALL COLLISIONS



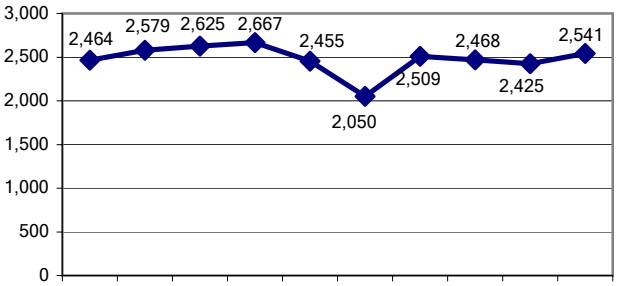
TOTAL FATALITIES IN CMV COLLISIONS



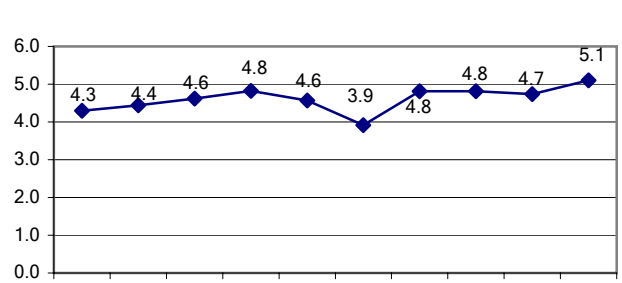
CMV FATALITIES AS A PERCENT OF ALL TRAFFIC FATALITIES



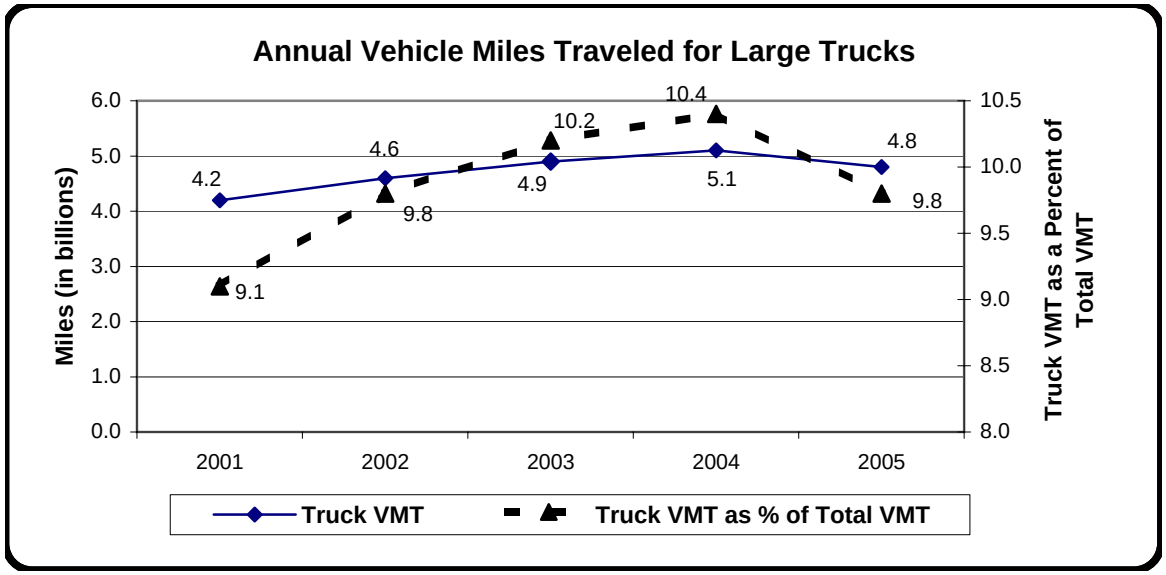
TOTAL INJURIES IN CMV COLLISIONS



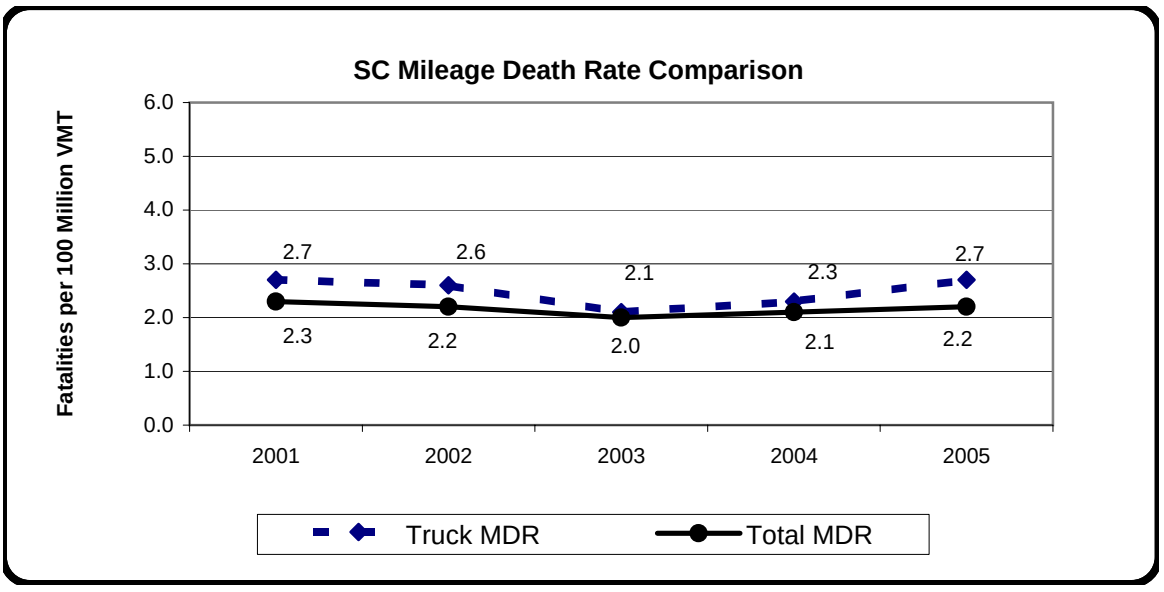
CMV INJURIES AS A PERCENT OF ALL TRAFFIC INJURIES



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 2005

TOTAL ECONOMIC LOSS
$210,677,900

FATALITIES
$150,650,000

INCAPACITATING INJURY
$16,940,000

POSSIBLE INJURY
$17,782,200

PROPERTY DAMAGE ONLY
$12,232,500

NON-INCAPACITATING INJURY
$13,073,200

A loss of $286.43 per minute

A loss of $23.26 per minute

A loss of $32.21 per minute

A loss of $24.86 per minute

A loss of $33.81 per minute

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 2,968 of the 3,253 reported CMV traffic collisions in 2005. This accounted for 91% of all primary contributing factors of crashes. "Too fast for conditions" was the greatest of these, accounting for 30% of CMV collisions. Vehicle factors accounted for the next largest category of collision causes with 179 or 5.5% of the total. "Tires/Wheels", "Brakes", and "Other" were the contributing factors in which most of the collisions in this category were attributed to. CMV's seem to have a greater propensity to have vehicle malfunctions as collision factors than do passenger vehicles. For fatal collisions in 2005, some type of driver error was considered the probable cause in 111 of the 116 fatal collisions, accounting for 95.7% of all collisions in which someone was killed. This percentage is higher than the percentage for all South Carolina fatal traffic collisions (90.1% driver error).

When dealing with these collisions, it becomes necessary 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 1,170 of 2,158 collisions, or 54% of the time. The CMV driver was cited as the only contributor in 853 of the 2,158 collisions, or 40% of the time. Non-CMV drivers were the only contributors in 76% of all fatal crashes and 52% of injury collisions. CMV drivers were the only contributors in 16% of fatal collisions and 42% of injury collisions.

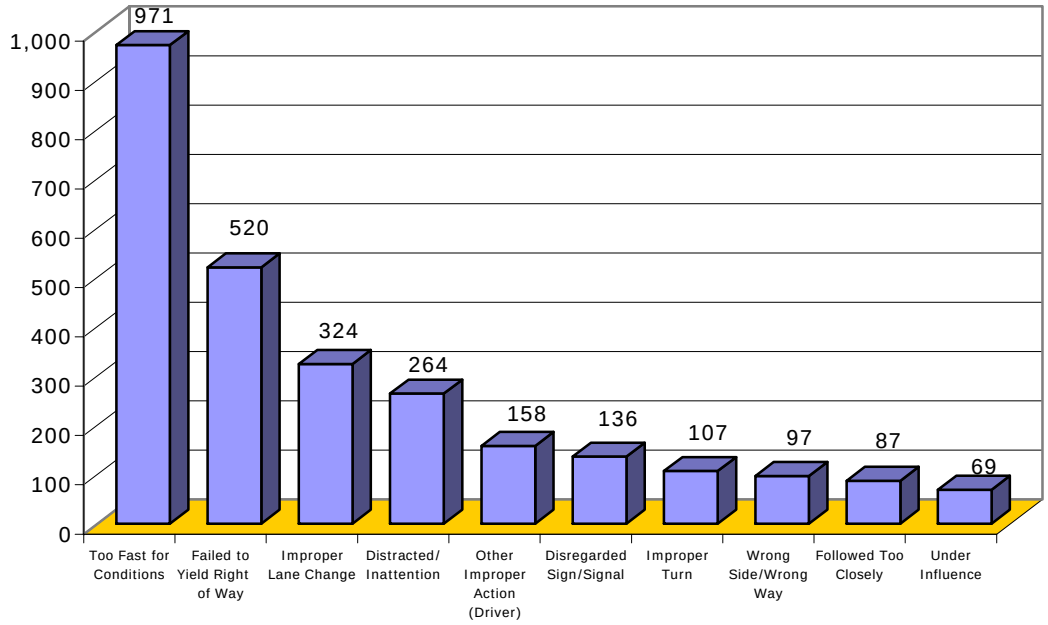
FIRST HARMFUL EVENT

(Pages 10, 11)

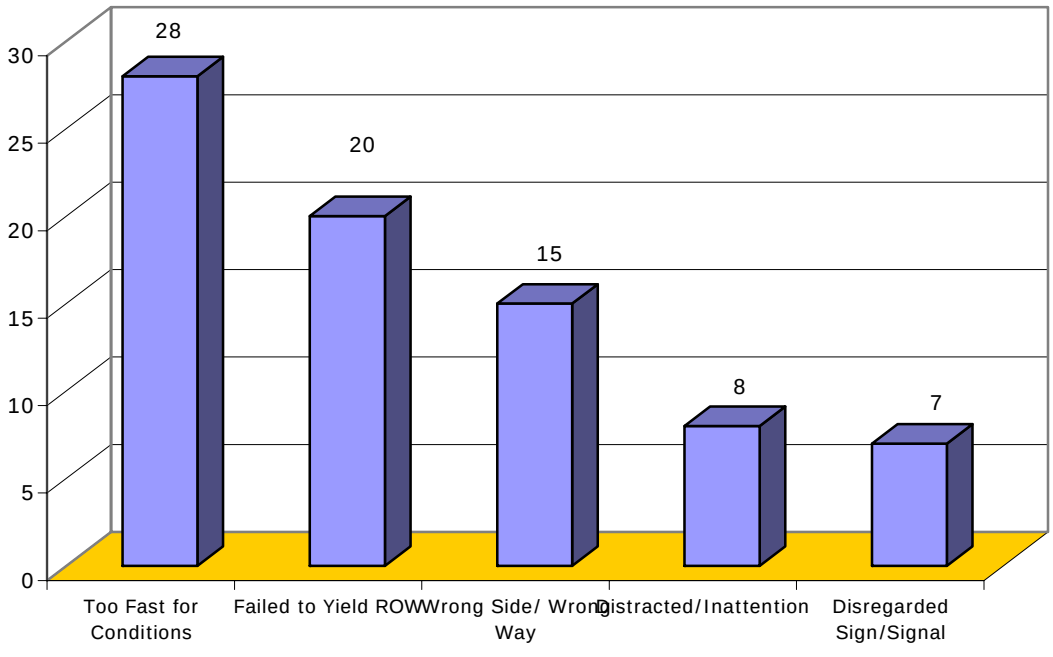
The first harmful event (FHE) in a traffic collision is defined by the National Safety Council as the first occurrence of injury or damage in a collision. In 2005, the FHE in 2,270 of the 3,253 (70%) reported CMV traffic collisions involved some type of collision where the FHE was a collision with a motor vehicle in transport. The second most common FHE was a collision with a stopped vehicle, accounting for 200 of 3,253 crashes, or 6.1% of the total. The third most frequent FHE was overturn/rollover with 173 collisions (5.3%). Combined, these three accounted for more than 80% of all reported CMV collisions.

Collisions with a motor vehicle in transport (72%) and collisions with a pedestrian (6%) were identified as the top two FHE's in fatal crashes. Collisions with a stopped vehicle and collisions with a tree tied for the third highest FHE's in fatal crashes, with 5 collisions each (4.3%).

TOP TEN PRIMARY CONTRIBUTING FACTORS FOR ALL CMV COLLISIONS



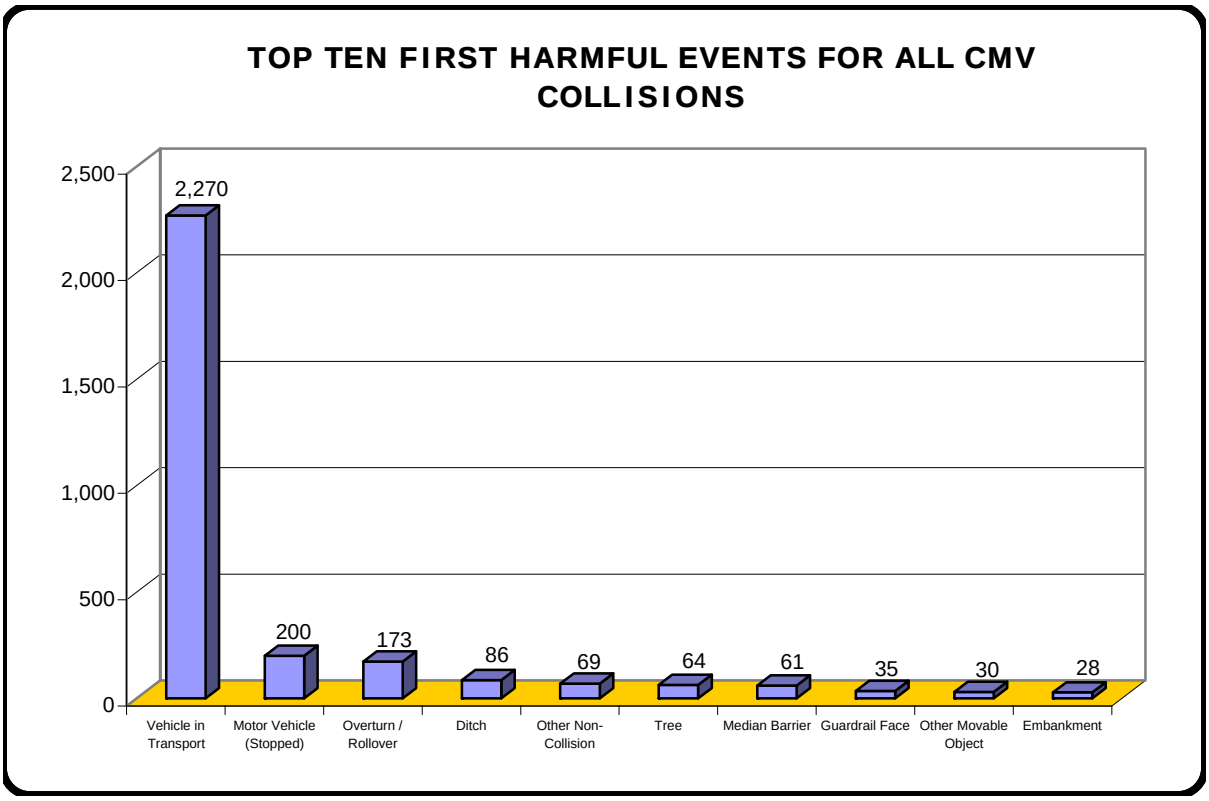
TOP FIVE PRIMARY CONTRIBUTING FACTORS FOR FATAL CMV COLLISIONS

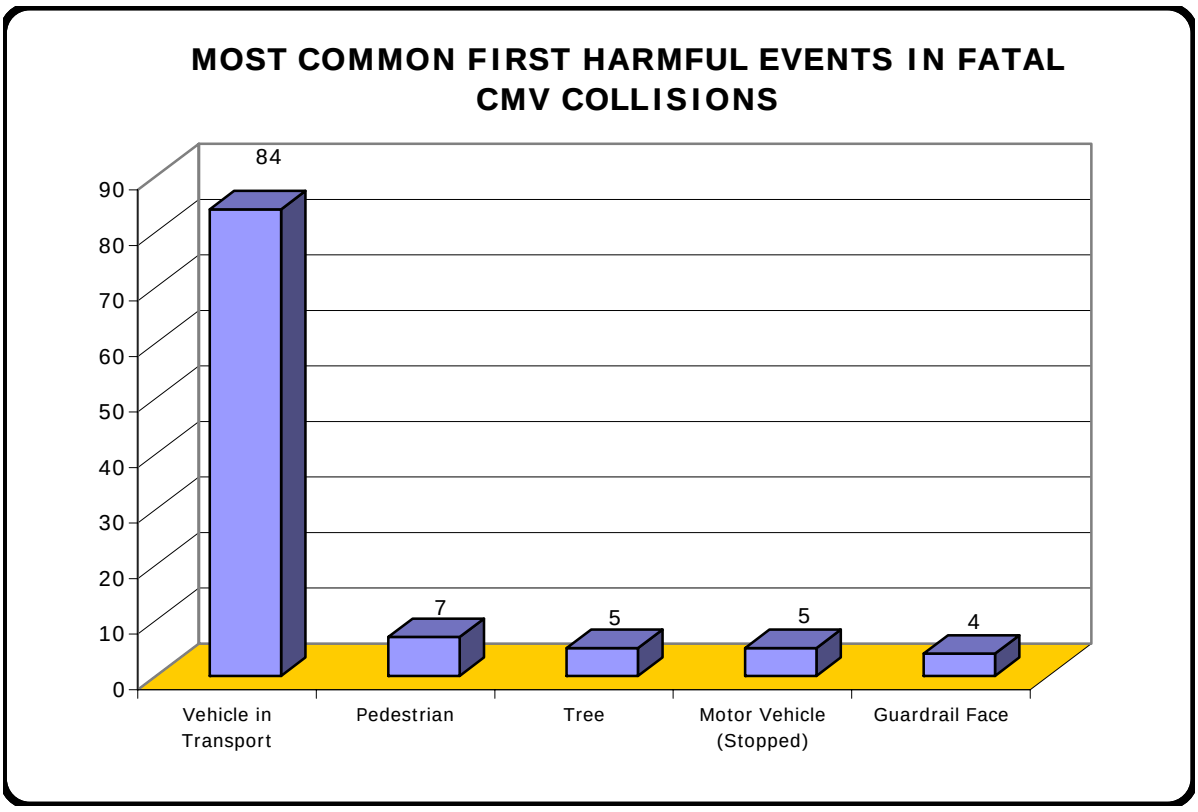


TRAFFIC COLLISIONS BY PRIMARY CONTRIBUTING FACTORS

PRIMARY CONTRIBUTING FACTORS	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
DRIVER FACTORS						
Disregarded Signs/Signals	7	91	38	136	7	171
Distracted/Inattention	8	117	139	264	8	185
Too Fast for Conditions	28	439	504	971	29	750
Exceeded Speed Limit	2	9	3	14	2	11
Failed to Yield Right-of-Way	20	277	223	520	24	447
Ran Off Road	4	14	19	37	4	24
Fatiqued/Asleep	3	18	15	36	6	37
Followed Too Closely	0	49	38	87	0	81
Improper Turn	2	46	59	107	2	80
Medical Related	1	14	5	20	1	23
Aggressive Driving	1	11	10	22	1	22
Over-correcting/Over-steering	0	6	5	11	0	9
Swerving to Avoiding Object	0	5	11	16	0	8
Wrong Side or Wrong Way	15	49	33	97	18	87
Under the Influence	6	40	23	69	9	80
Improper Lane Usage/Change	5	134	185	324	5	233
Vision Obscured (within unit)	0	7	5	12	0	9
Cell Phone	0	0	0	0	0	0
Other Improper Action (Driver)	5	54	99	158	5	80
Unknown	4	29	34	67	5	43
SUBTOTAL	**111**	**1,409**	**1,448**	**2,968**	**126**	**2,380**
ROADWAY FACTORS						
Debris	0	1	13	14	0	1
Non-Highway Work	0	0	1	1	0	0
Obstruction In Road	0	3	7	10	0	4
Road Surface Condition (i.e., Wet)	0	3	5	8	0	5
Rut, Hole, Bump	0	1	0	1	0	21
Shoulders (None, Low, Soft, High)	0	0	4	4	0	0
Traffic Control Device (i.e., Missing)	0	0	0	0	0	0
Work Zone (Constr./Maint./Utility)	0	1	0	1	0	1
Worn Travel-Polished Surface	0	1	1	2	0	1
Curve in Roadway	0	0	0	0	0	0
Other	0	0	2	2	0	0
Unknown	0	0	0	0	0	0
SUBTOTAL	**0**	**10**	**33**	**43**	**0**	**33**
NON-MOTORIST FACTORS						
Inattentive	0	1	1	2	0	1
Lying and/or Illegally in Roadway	2	3	0	5	2	3
Not Visible (Dark Clothing)	0	0	0	0	0	0
Darting	0	3	0	3	0	3
Wrong Side of Road	0	0	0	0	0	0
Improper Crossing	0	1	0	1	0	1
Failure To Yield Right of Way	2	3	0	5	2	3
Disregarded Sign/Signal	0	1	0	1	0	1
Under Influence	0	0	0	0	0	0
Other	0	1	3	4	0	1
Unknown	0	0	0	0	0	0
SUBTOTAL	**4**	**13**	**4**	**21**	**4**	**13**
ENVIRONMENTAL FACTORS						
Animal in Road	0	7	15	22	0	7
Glare	0	2	3	5	0	4
Obstruction	0	2	0	2	0	4
Weather Condition	0	3	7	10	0	5
Other	0	1	2	3	0	1
Unknown	0	0	0	0	0	0
SUBTOTAL	**0**	**15**	**27**	**42**	**0**	**21**
VEHICLE DEFECT FACTORS						
Brakes	0	23	14	37	0	40
Steering	0	0	10	10	0	0
Power Plant	0	1	3	4	0	2
Tires/Wheel	1	14	39	54	1	29
Lights	0	2	0	2	0	2
Signals	0	0	0	0	0	0
Windows/Shield	0	1	0	1	0	1
Restraint Systems	0	1	2	3	0	1
Truck Coupling	0	0	9	9	0	0
Cargo	0	10	15	25	0	12
Fuel System	0	0	0	0	0	0
Other	0	7	24	31	0	7
Unknown	0	0	3	3	0	0
SUBTOTAL	**1**	**59**	**119**	**179**	**1**	**94**
OTHER CAUSES	0	0	0	0	0	0
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*Property Damage Only


TOP TEN FIRST HARMFUL EVENTS FOR ALL CMV COLLISIONS
2,500
2,000
1,500
1,000
500
0
2,270
200
173
86
69
64
61
35
30
28
Vehicle in Transport
Motor Vehicle (Stopped)
Overturn / Rollover
Ditch
Other Non-Collision
Tree
Median Barrier
Guardrail Face
Other Movable Object
Embankment


MOST COMMON FIRST HARMFUL EVENTS IN FATAL CMV COLLISIONS
90
80
70
60
50
40
30
20
10
0
84
7
5
5
4
Vehicle in Transport
Pedestrian
Tree
Motor Vehicle (Stopped)
Guardrail Face

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	6	16	22	0	6
CROSS MEDIAN / CENTER LINE	2	5	2	9	2	10
DOWNHILL RUNAWAY	0	0	0	0	0	0
EQUIPMENT FAILURE	0	1	13	14	0	1
OVERTURN / ROLLOVER	2	77	94	173	2	83
SPILL (2 WHEEL VEHICLE)	0	0	0	0	0	0
FIRE/EXPLOSION	0	1	2	3	0	2
IMMERSION	0	0	0	0	0	0
JACK-KNIFE	0	3	15	18	0	3
RAN OFF ROAD LEFT	0	0	0	0	0	0
RAN OFF ROAD RIGHT	0	0	0	0	0	0
SEPARATION OF UNITS	0	0	1	1	0	0
OTHER NON-COLLISION	1	28	40	69	1	37
UNKNOWN NON-COLLISION	0	3	1	4	0	4
SUBTOTAL	**5**	**124**	**184**	**313**	**5**	**146**
OBJECT NOT FIXED						
PEDESTRIAN	7	8	1	16	7	10
PEDALCYCLIST	2	4	0	6	2	4
RAILWAY TRAIN	0	1	5	6	0	1
ANIMAL (DEER ONLY)	0	1	6	7	0	1
ANIMAL (ALL OTHERS)	0	1	5	6	0	1
VEHICLE (PARKED)	1	8	14	23	1	11
VEHICLE (STOPPED)	5	99	96	200	5	198
VEHICLE (IN TRANSPORT)	84	1,135	1,051	2,270	99	1,988
VEHICLE (OTHER ROADWAY)	0	4	2	6	0	7
WORK ZONE MAINT. EQUIPMENT	0	0	2	2	0	0
OTHER OBJECT NON-FIXED	0	6	24	30	0	8
UNKNOWN MOVABLE OBJECTS	0	0	2	2	0	0
SUBTOTAL	**99**	**1,267**	**1,208**	**2,574**	**114**	**2,229**
FIXED OBJECT						
HIGHWAY GUARDRAIL END	0	2	9	11	0	2
HIGHWAY GUARDRAIL FACE	4	6	25	35	4	7
CRASH CUSHION	0	0	1	1	0	0
UTILITY POLE	1	4	15	20	1	4
TREE	5	27	32	64	5	35
HIGHWAY TRAFFIC SIGN POST	0	3	8	11	0	4
OTHER (POST, POLE, SUPPORT, ETC.)	1	2	3	6	1	2
OTHER (WALL, BLDG, TUNNEL, ETC.)	0	1	1	2	0	1
CULVERT	0	1	1	2	0	1
CURBING	0	2	4	6	0	2
MEDIAN BARRIER	1	10	50	61	1	12
FENCE	0	1	3	4	0	2
DITCH	0	40	46	86	0	66
OVERHEAD STRUCT/UNDERPASS	0	0	0	0	0	0
EMBANKMENT	0	8	20	28	0	14
BRIDGE/PIER/ABUTMENT	0	1	1	2	0	1
BRIDGE PARAPET END	0	1	0	1	0	1
BRIDGE RAIL	0	1	2	3	0	1
LIGHT LUMINAIRE SUPPORT	0	0	2	2	0	0
MAILBOX	0	2	4	6	0	8
OTHER FIXED OBJECTS	0	3	12	15	0	3
UNKNOWN FIXED OBJECT	0	0	0	0	0	0
SUBTOTAL	**12**	**115**	**239**	**366**	**12**	**166**
YEAR TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*Property Damage Only

CMV COLLISIONS WITH OTHER MOTOR VEHICLES

As shown below, 66% of CMV crashes involved two vehicles, a CMV and a non-CMV. 68% of the fatal collisions in commercial motor vehicle collisions were the result of a CMV versus a non-CMV collision. Over 10% of fatal collisions in South Carolina involved a commercial motor vehicle. More than 11% of all traffic fatalities resulted from a CMV crash. However, commercial vehicles were involved in only 2.9% of all collisions. Of those drivers who contributed to the cause of a fatal two-vehicle collision, 76% were non-CMV drivers. Nevertheless, non-CMV drivers made up only 54.2% 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	13	16.5	436	404	853	39.5
NON-CMV	60	75.9	540	570	1,170	54.2
BOTH	4	5.1	36	36	76	3.5
NEITHER	2	2.5	25	32	59	2.7
TOTALS	**79**	**100.0**	**1,037**	**1,042**	**2,158**	**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 33% of CMV collisions involved intrastate carriers. However, almost 80% of fatal CMV collisions involved interstate carriers. Additionally, 77% 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	92	950	1,140	2,182	101	1,490
INTRASTATE	24	556	491	1,071	30	1,051
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*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 2005:

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 41.9% of all traffic collisions in S.C. in 2005, yet they made up 7.2% of CMV drivers involved in CMV collisions.

B. Time

- The month of October had the most fatal collisions (17), followed by September (14).
- CMV collisions are much more likely to occur during the week (Monday -Friday) as opposed to the weekend. More fatal CMV collisions occurred on Tuesday (25) and Friday (22).
- 78% of all CMV collisions occurred between the hours of 6 am and 6 pm.

C. Location

- More fatal CMV collisions occurred on SC Primary roadways than any other route category.
- Greenville (245) and Richland (237) had more CMV collisions than any other county. Jasper had the most fatal collisions (9).

D. Environment

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

E. Vehicles

- 55% of CMV's involved in collisions consisted of tractors with semi-trailers.
- Less than 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 2005. Driver violations reported during FY 2004, FY 2005, and FY 2006 (FY is from July 1 through June 30) are as follows:

Summary of Serious Traffic Enforcement Violations

	Violation	FY 2004	FY 2005	FY 2006
1.	Speeding (>10 MPH over Speed Limit)	2,643	3,376	3,188
2.	Failure to Obey Traffic Control Device	279	425	624
3.	Use/Under Influence of Alcohol	94	81	87
4.	Driver Uses/Is in Possession of Drugs	110	105	130
5.	Improper Lane Change	66	81	196
6.	Following Too Closely	93	86	177
7.	Failure to Yield Right of Way	9	16	7
8.	Improper Turns	11	22	18
9.	Improper Passing	9	13	10
10.	Reckless Driving	0	3	7
	Total	**3,314**	**4,208**	**4,444**

Enumerated on the following pages are the numbers of drivers involved in CMV collisions by age and sex. Approximately 91% of CMV drivers involved in total CMV collisions were male; about 96% of CMV drivers involved in fatal CMV collisions were male. Only 7.2% of CMV drivers involved in CMV collisions were females. However, of the non-CMV drivers who were involved in CMV collisions, about 53% were male and 45% were female. Additionally, nearly 73% of the non-CMV drivers involved in fatal CMV collisions were male. About 27% were female (non-CMV drivers involved in fatal CMV collisions).

AGE AND SEX OF CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

TOTAL COLLISIONS

AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	1	0	2
15 to 24	9	133	0	142
25 to 34	54	627	0	681
35 to 44	73	888	0	961
45 to 54	69	792	0	861
55 to 64	31	495	1	527
65 to 74	4	92	0	96
75 to 84	0	14	0	14
85 & OLDER	0	1	0	1
UNKNOWN	0	5	71	76
TOTALS**	**241**	**3,048**	**72**	**3,361**

FATAL COLLISIONS

AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	0	5	0	5
25 to 34	2	16	0	18
35 to 44	3	39	0	42
45 to 54	0	34	0	34
55 to 64	0	20	0	20
65 to 74	0	2	0	2
75 to 84	0	1	0	1
85 & OLDER	0	0	0	0
UNKNOWN	0	0	0	0
TOTALS**	**5**	**117**	**0**	**122**

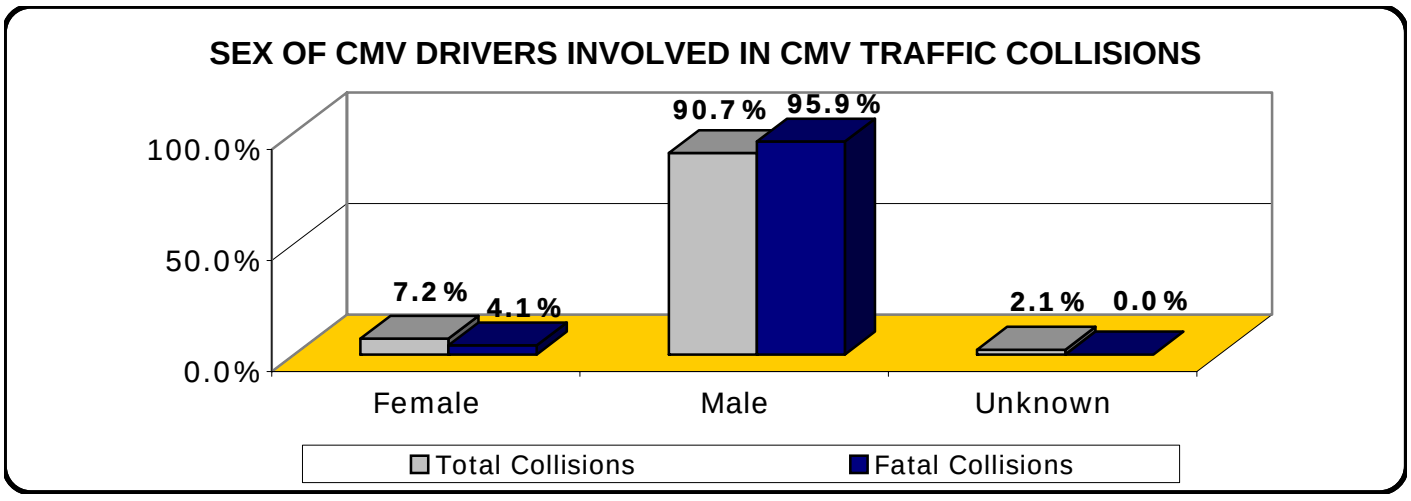
INJURY COLLISIONS

AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	1	0	2
15 to 24	4	65	0	69
25 to 34	36	287	0	323
35 to 44	43	385	0	428
45 to 54	41	361	0	402
55 to 64	17	231	0	248
65 to 74	3	47	0	50
75 to 84	0	8	0	8
85 & OLDER	0	1	0	1
UNKNOWN	0	3	20	23
TOTALS**	**145**	**1,389**	**20**	**1,554**

PROPERTY DAMAGE ONLY COLLISIONS

AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	5	63	0	68
25 to 34	16	324	0	340
35 to 44	27	464	0	491
45 to 54	28	397	0	425
55 to 64	14	244	1	259
65 to 74	1	43	0	44
75 to 84	0	5	0	5
85 & OLDER	0	0	0	0
UNKNOWN	0	2	51	53
TOTALS**	**91**	**1,542**	**52**	**1,685**

**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	2	2	0	4
15 to 24	330	335	0	665
25 to 34	275	324	0	599
35 to 44	251	285	0	536
45 to 54	194	228	0	422
55 to 64	129	167	0	296
65 to 74	72	103	0	175
75 to 84	36	70	0	106
85 & OLDER	8	12	0	20
UNKNOWN	5	13	55	73
TOTALS**	**1,302**	**1,539**	**55**	**2,896**

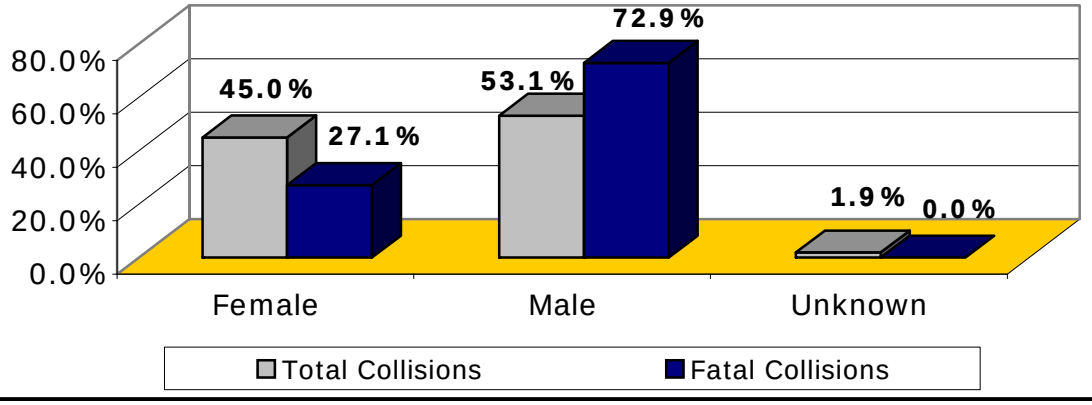
FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	8	10	0	18
25 to 34	0	23	0	23
35 to 44	8	9	0	17
45 to 54	2	9	0	11
55 to 64	3	8	0	11
65 to 74	4	9	0	13
75 to 84	4	8	0	12
85 & OLDER	0	1	0	1
UNKNOWN	0	1	0	1
TOTALS**	**29**	**78**	**0**	**107**

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	1	0	2
15 to 24	172	162	0	334
25 to 34	159	161	0	320
35 to 44	131	136	0	267
45 to 54	112	113	0	225
55 to 64	64	91	0	155
65 to 74	40	45	0	85
75 to 84	16	37	0	53
85 & OLDER	3	5	0	8
UNKNOWN	3	1	15	19
TOTALS**	**701**	**752**	**15**	**1,468**

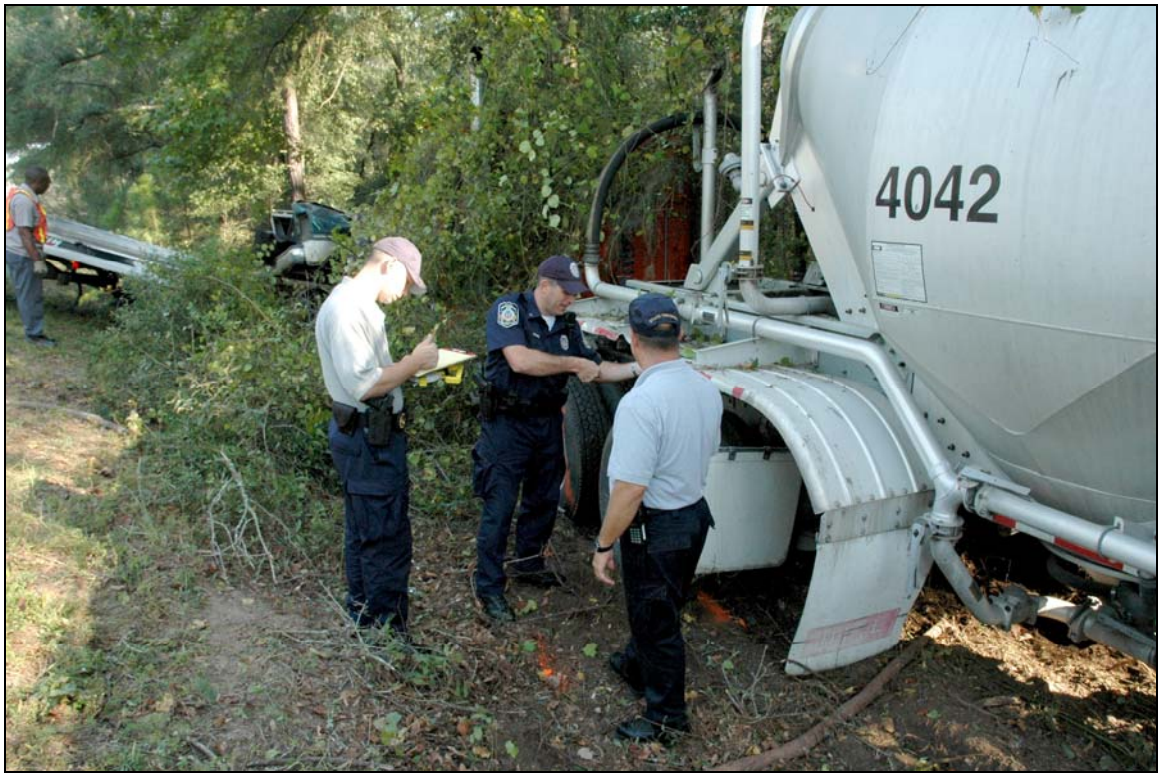
PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	1	0	2
15 to 24	150	163	0	313
25 to 34	116	140	0	256
35 to 44	112	140	0	252
45 to 54	80	106	0	186
55 to 64	62	68	0	130
65 to 74	28	49	0	77
75 to 84	16	25	0	41
85 & OLDER	5	6	0	11
UNKNOWN	2	11	40	53
TOTALS**	**572**	**709**	**40**	**1,321**

**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.

SEX OF NON-CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS




Star Trans, Inc.
893639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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 2005 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 6:00 AM and 12:00 PM. Approximately 36% of all fatal collisions occurred during this six-hour period.

- More CMV crashes were reported on Tuesday than any other day of the week. There were 629 collisions during 2005, accounting for more than 19% of the total. The fewest number of CMV traffic collisions were reported on Sundays with 119, or 3.7%.

- More CMV fatal collisions occurred in the month of October (17) than any other month of the year. The fewest number of CMV fatal collisions occurred within the month of August (4).

- More CMV crashes took place during the 2:00 PM hour. About 8.3% of CMV crashes were reported during this hour in 2005. In 2005, the least number of collisions took place during the 1:00 AM hour; there were 36 collisions reported during that hour of the day in 2005.

- CMV fatal collisions happened most often on Tuesday (25). The least deadliest day for CMV fatal collisions was on Saturday and Sunday (7) in 2005.

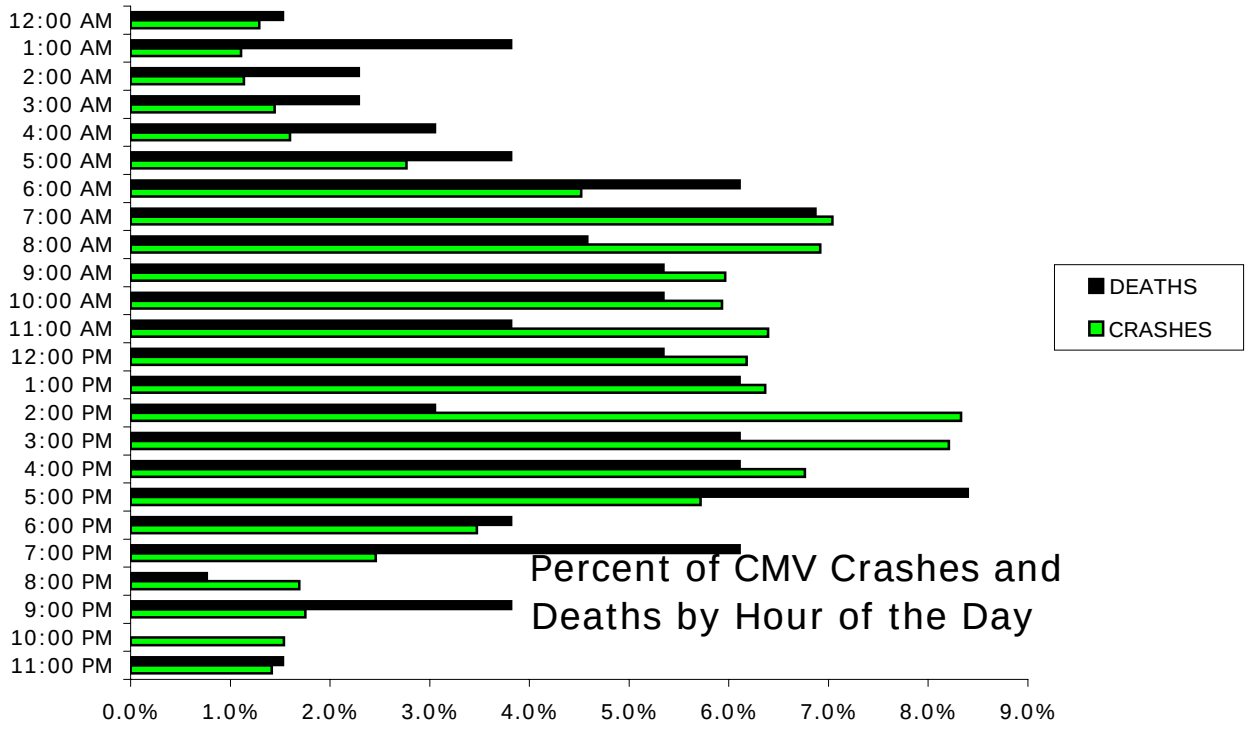
- In 2005, there were more traffic collisions involving CMV's in October than any other month. There were 317 reported collisions involving a CMV in October in 2005. This was an increase in collisions in October from the previous year. In 2004, there were 258 reported collisions involving a CMV. This is equivalent to a 23% increase over a one-year period.

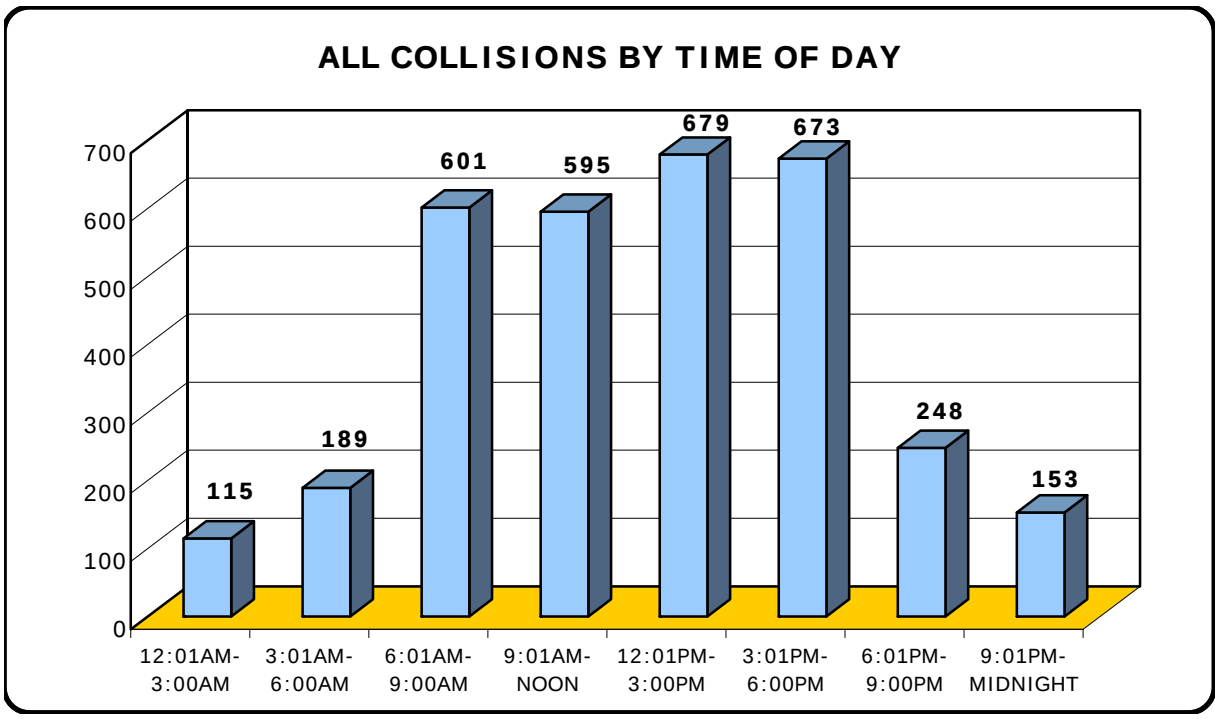
CMV Collisions by Hour of the Day

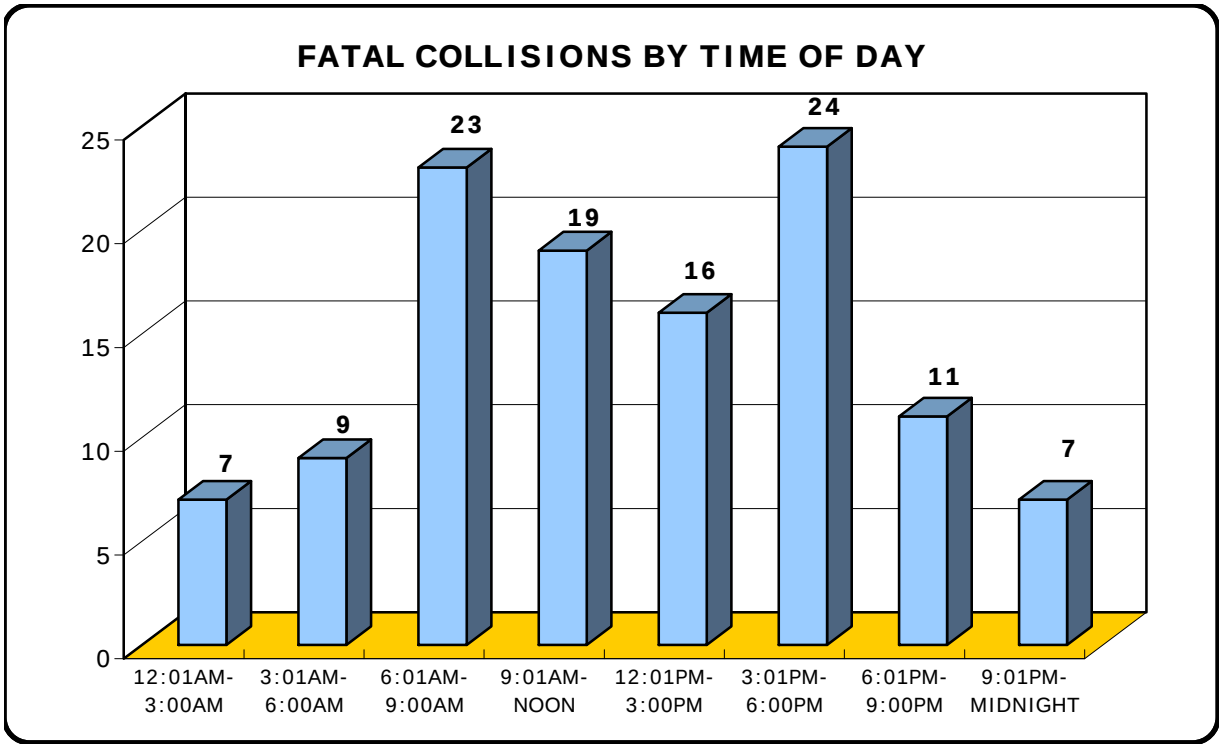
HOUR	CRASHES	DEATHS
12:00 AM	42	2
1:00 AM	36	5
2:00 AM	37	3
3:00 AM	47	3
4:00 AM	52	4
5:00 AM	90	5
6:00 AM	147	8
7:00 AM	229	9
8:00 AM	225	6
9:00 AM	194	7
10:00 AM	193	7
11:00 AM	208	5
12:00 PM	201	7
1:00 PM	207	8
2:00 PM	271	4
3:00 PM	267	8
4:00 PM	220	8
5:00 PM	186	11
6:00 PM	113	5
7:00 PM	80	8
8:00 PM	55	1
9:00 PM	57	5
10:00 PM	50	0
11:00 PM	46	2
TOTAL	**3,253**	**131**

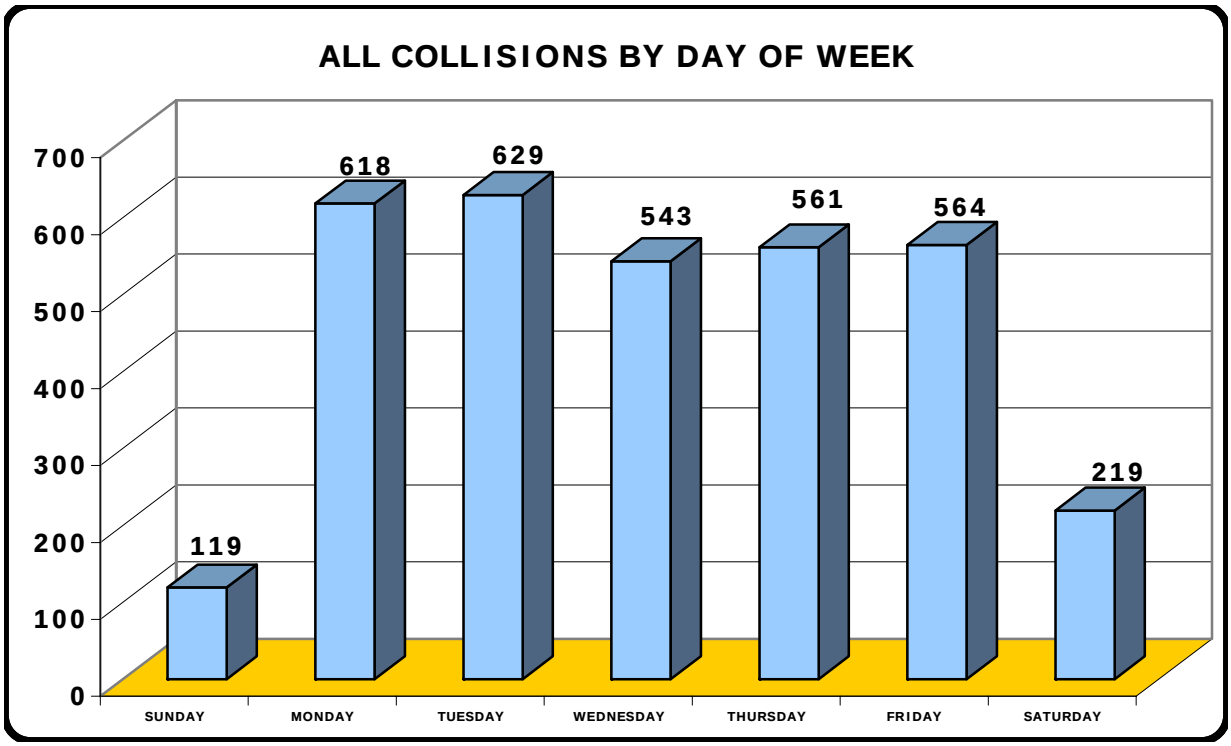
Some hours of the day are more dangerous than others with regard to CMV crashes and deaths. Not surprisingly, commercial vehicle crashes and deaths were higher during peak traffic time. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 4.5% of CMV crashes in 2005 occurred in the 6:00 AM hour, but 6.1% of all deaths occurred then!

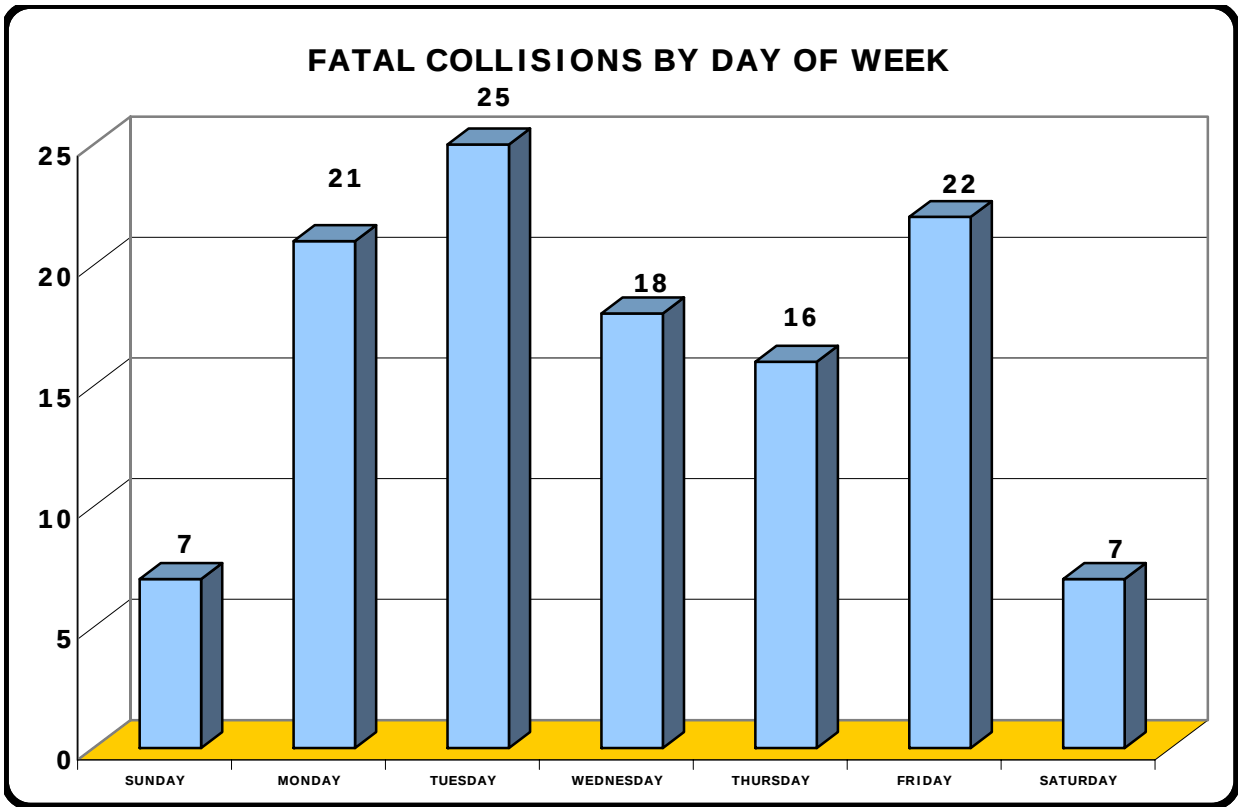
More than 8% of CMV crashes occurred during the 2:00 PM hour. Only 2.4% of crashes occurred during the 7:00 PM hour.
The 5:00 PM hour proved to be the deadliest hour in 2005 for collisions involving CMV's, with 11 deaths recorded for this hour! Below is a graph of the percent of crashes and deaths by the hours of the day.

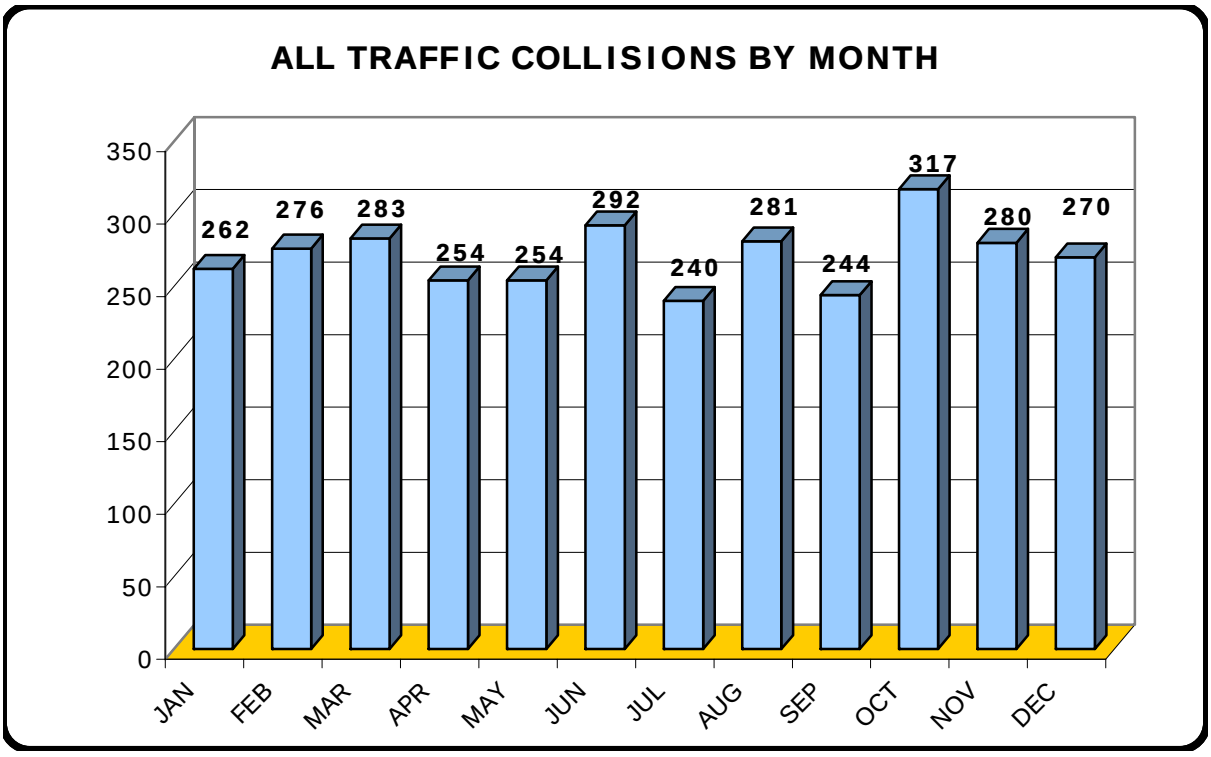


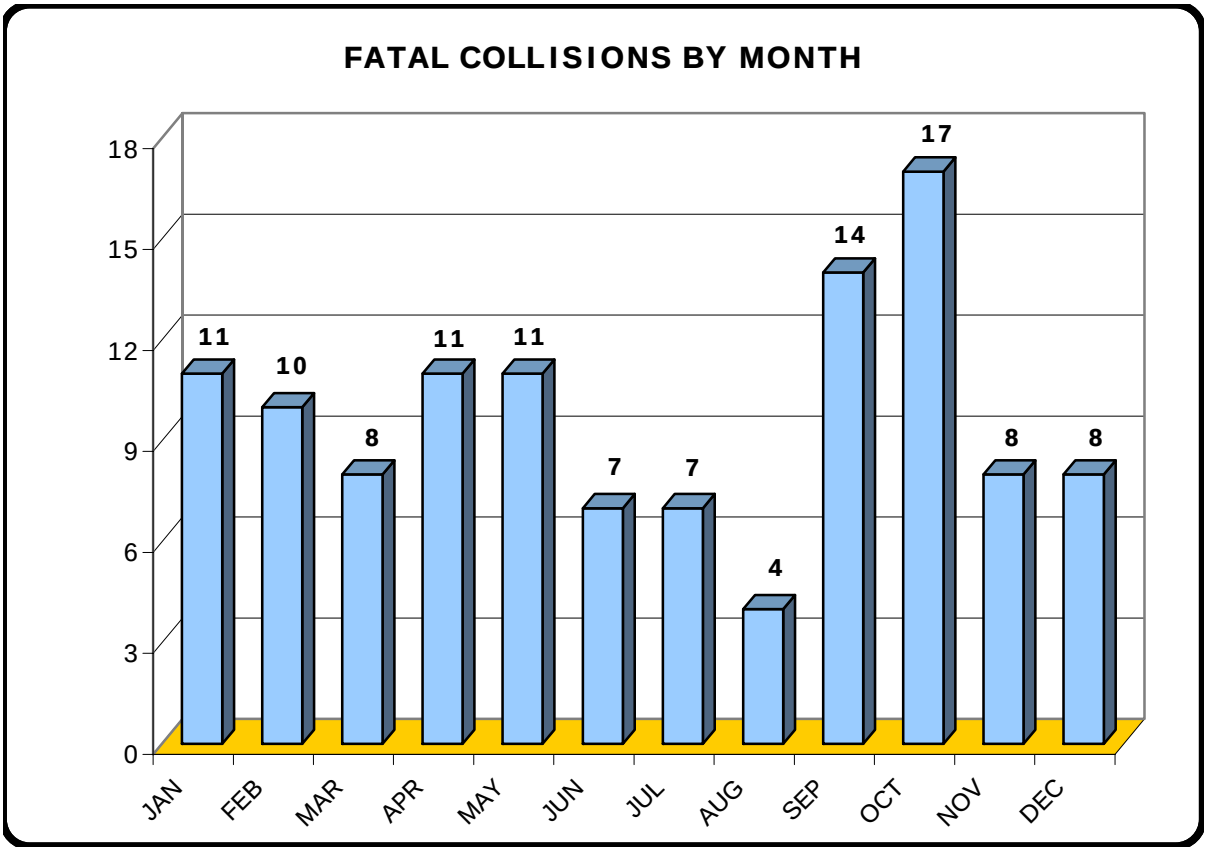

ALL COLLISIONS BY TIME OF DAY
700
600
500
400
300
200
100
0
115
189
601
595
679
673
248
153
12:01AM-3:00AM
3:01AM-6:00AM
6:01AM-9:00AM
9:01AM-NOON
12:01PM-3:00PM
3:01PM-6:00PM
6:01PM-9:00PM
9:01PM-MIDNIGHT


FATAL COLLISIONS BY TIME OF DAY
25
20
15
10
5
0
7
9
23
19
16
24
11
7
12:01AM-3:00AM
3:01AM-6:00AM
6:01AM-9:00AM
9:01AM-NOON
12:01PM-3:00PM
3:01PM-6:00PM
6:01PM-9:00PM
9:01PM-MIDNIGHT


ALL COLLISIONS BY DAY OF WEEK
700
600
500
400
300
200
100
0
119
618
629
543
561
564
219
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


FATAL COLLISIONS BY DAY OF WEEK
25
20
15
10
5
0
7
21
25
18
16
22
7
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


ALL TRAFFIC COLLISIONS BY MONTH
350
300
250
200
150
100
50
0
262
276
283
254
254
292
240
281
244
317
280
270
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC


FATAL COLLISIONS BY MONTH
18
15
12
9
6
3
0
11
10
8
11
11
7
7
4
14
17
8
8
JAN
FEB
MAR
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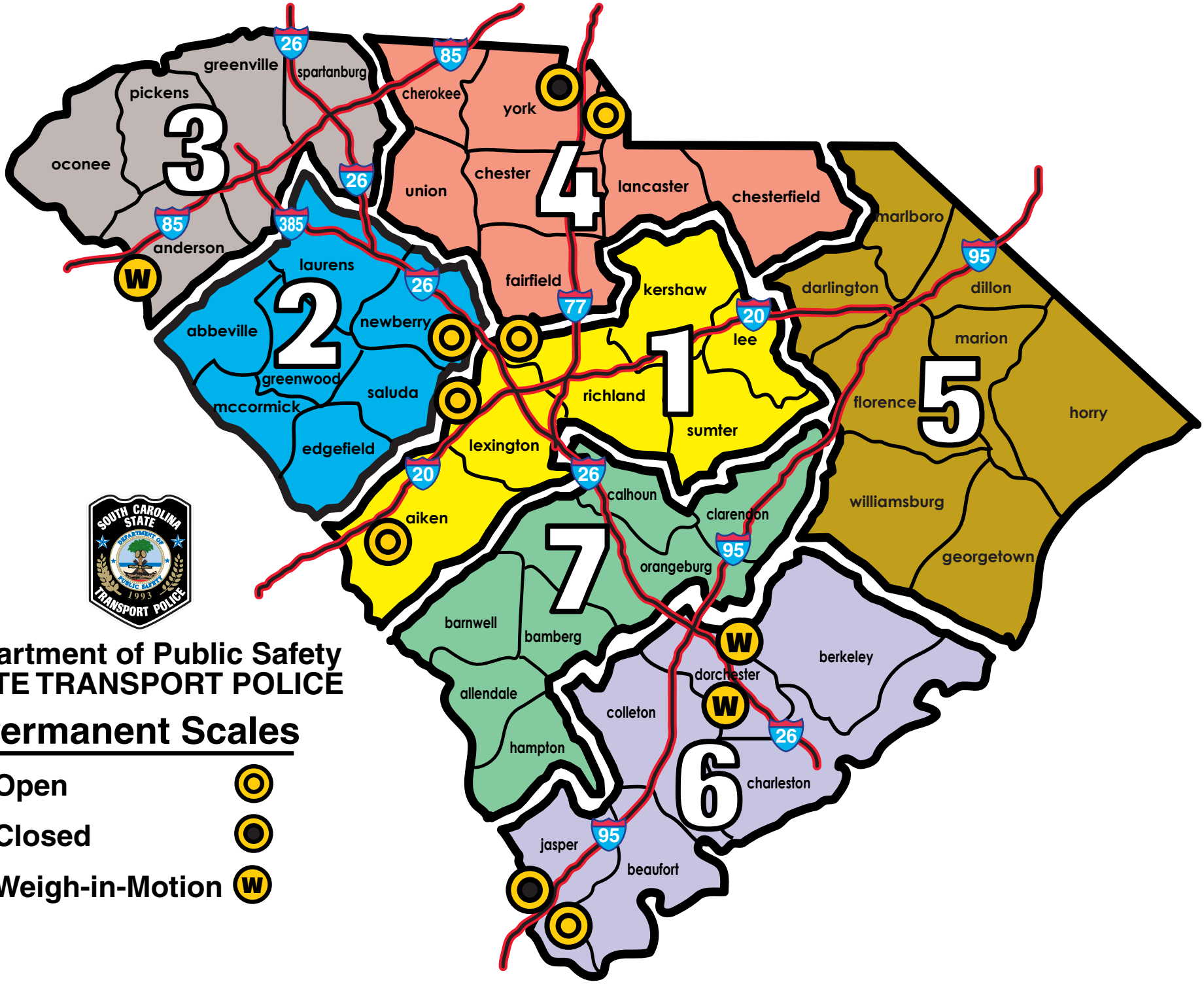
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC

This school bus wreck happened in Fairfield County.

C. Location

South Carolina is a major distribution center for the southern United States. The state is traversed by six interstate highway systems, totaling 809 miles; the state also has 9,442 miles of primary roads and 31,214 miles of 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 2005, Greenville County had the most CMV traffic collisions (245). Jasper County had the most fatal collisions (9). York and Jasper counties had the most fatalities (9).
- Charleston County had the most injury collisions in 2005 (128).
- In 2005, most CMV traffic collisions occurred on Interstates. 31.1% of CMV collisions occurred on Interstates. Following Interstates, in a close second place, US Primary roadways made up 26.4% of routes where CMV collisions took place in 2005.
- However, in fatal CMV collisions, 29.3% took place on SC Primary roadways. Moreover, 28.4% of fatal CMV collisions occurred on Interstates.
- On the contrary, SC county roads were reported as the routes with the least of all CMV collisions and fatal CMV collisions (3.7% and 0.9%, respectively).
- About 1 in every 5 fatalities that resulted from a CMV collision occurred in District 5, which includes the counties of Darlington, Dillon, Florence, Georgetown, Horry, Marion, Marlboro and Williamsburg. Over 20% of the injuries from a CMV collision occurred in the low country area (District 6) of SC.
- Interstate 26 had the most CMV collisions throughout the state in 2005 (278). Furthermore, Interstate 95 had the most fatal CMV collisions (16) of all roadways in the state for 2005.
- US 17 had the most CMV collisions (for roadways other than Interstates) in 2005. There were 128 CMV collisions that took place on US 17.



SOUTH CAROLINA STATE DEPARTMENT OF PUBLIC SAFETY 1993 TRANSPORT POLICE

Department of Public Safety
STATE TRANSPORT POLICE

Permanent Scales

Open

Closed

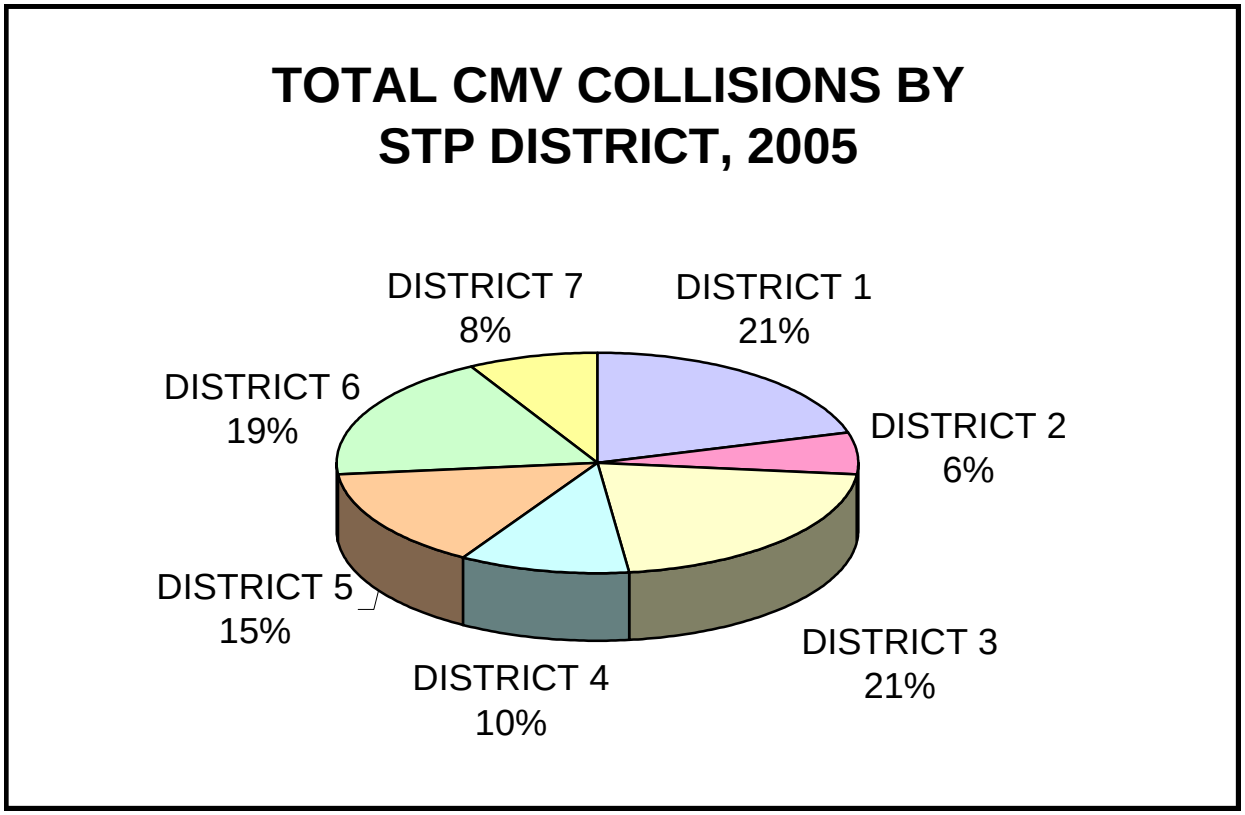
Weigh-in-Motion (W)

CMV COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

STATE TRANSPORT POLICE DISTRICT	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
1	16	327	330	673	16	534
2	7	90	97	194	8	133
3	20	289	389	698	21	475
4	21	142	177	340	22	225
5	20	237	224	481	27	462
6	20	316	272	608	25	558
7	12	105	142	259	12	154
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*Property Damage Only

Only 6% of CMV collisions occurred in District 2 2005. On the other hand, 21% of CMV collisions occurred in District 3. District 5 was the leading district for fatalities (20.6%); District 6 was the top district for injuries (over 20% of the persons injured in CMV collisions were in District 6).

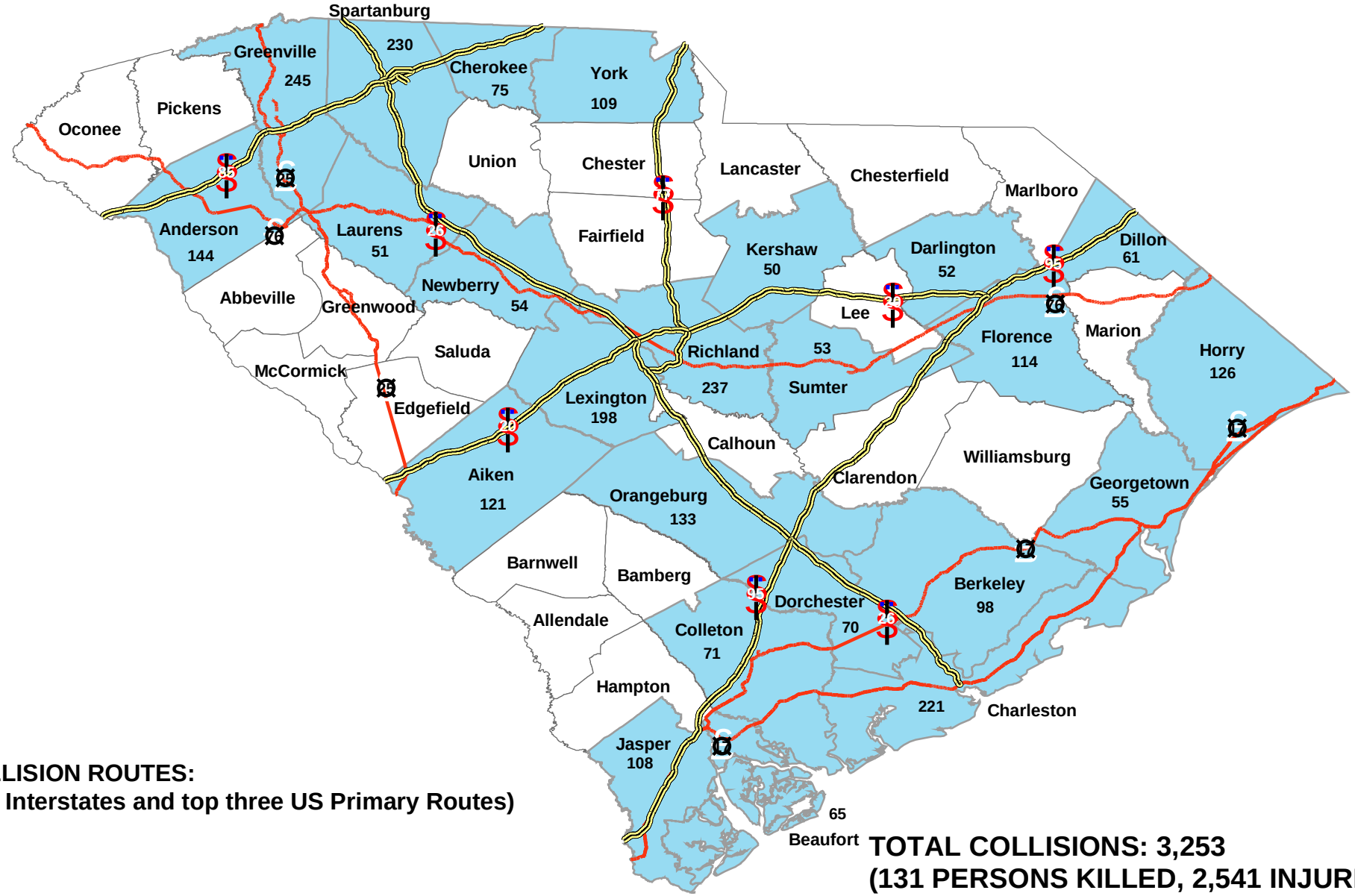


CMV COLLISIONS BY COUNTY (IN DESCENDING ORDER)

COUNTY	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
GREENVILLE	6	101	138	245	6	154
RICHLAND	5	113	119	237	5	203
SPARTANBURG	6	92	132	230	7	163
CHARLESTON	0	128	93	221	0	218
LEXINGTON	4	108	86	198	4	181
ANDERSON	3	68	73	144	3	116
ORANGEBURG	1	60	72	133	1	84
HORRY	5	65	56	126	5	130
AIKEN	3	47	71	121	3	65
FLORENCE	5	50	59	114	6	80
YORK	8	48	53	109	9	72
JASPER	9	47	52	108	9	94
BERKELEY	1	55	39	95	3	97
CHEROKEE	4	29	42	75	4	47
DORCHESTER	4	31	35	70	4	48
BEAUFORT	4	32	29	65	7	63
GEORGETOWN	1	31	23	55	4	49
NEWBERRY	1	24	29	54	1	42
SUMTER	1	31	21	53	1	43
DARLINGTON	4	26	22	52	4	45
LAURENS	0	22	29	51	0	29
KERSHAW	3	20	27	50	3	28
COLLETON	2	23	24	49	2	38
DILLON	1	18	25	44	1	37
OCONEE	3	18	23	44	3	26
CALHOUN	2	15	25	42	2	17
LANCASTER	0	13	26	39	0	21
WILLIAMSBURG	1	23	15	39	1	47
CLARENDON	6	7	24	37	6	16
FAIRFIELD	0	18	19	37	0	27
PICKENS	2	10	23	35	2	16
CHESTER	2	13	16	31	2	23
MARION	3	10	18	31	6	39
EDGEFIELD	1	17	11	29	2	26
CHESTERFIELD	3	13	13	29	3	21
GREENWOOD	1	15	11	27	1	16
UNION	4	8	8	20	4	14
MARLBORO	0	14	6	20	0	35
SALUDA	1	6	12	19	1	11
ALLENDALE	1	7	6	14	1	10
LEE	0	8	6	14	0	14
HAMPTON	0	4	8	12	0	5
BARNWELL	1	6	4	11	1	11
BAMBERG	1	6	3	10	1	11
ABBEVILLE	2	3	3	8	2	5
MCCORMICK	1	3	2	6	1	4
TOTAL	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*Property Damage Only

HIGH COLLISION COUNTIES (50 or More CMV Collisions)
South Carolina - 2005



HIGH COLLISION ROUTES:
(Including Interstates and top three US Primary Routes)

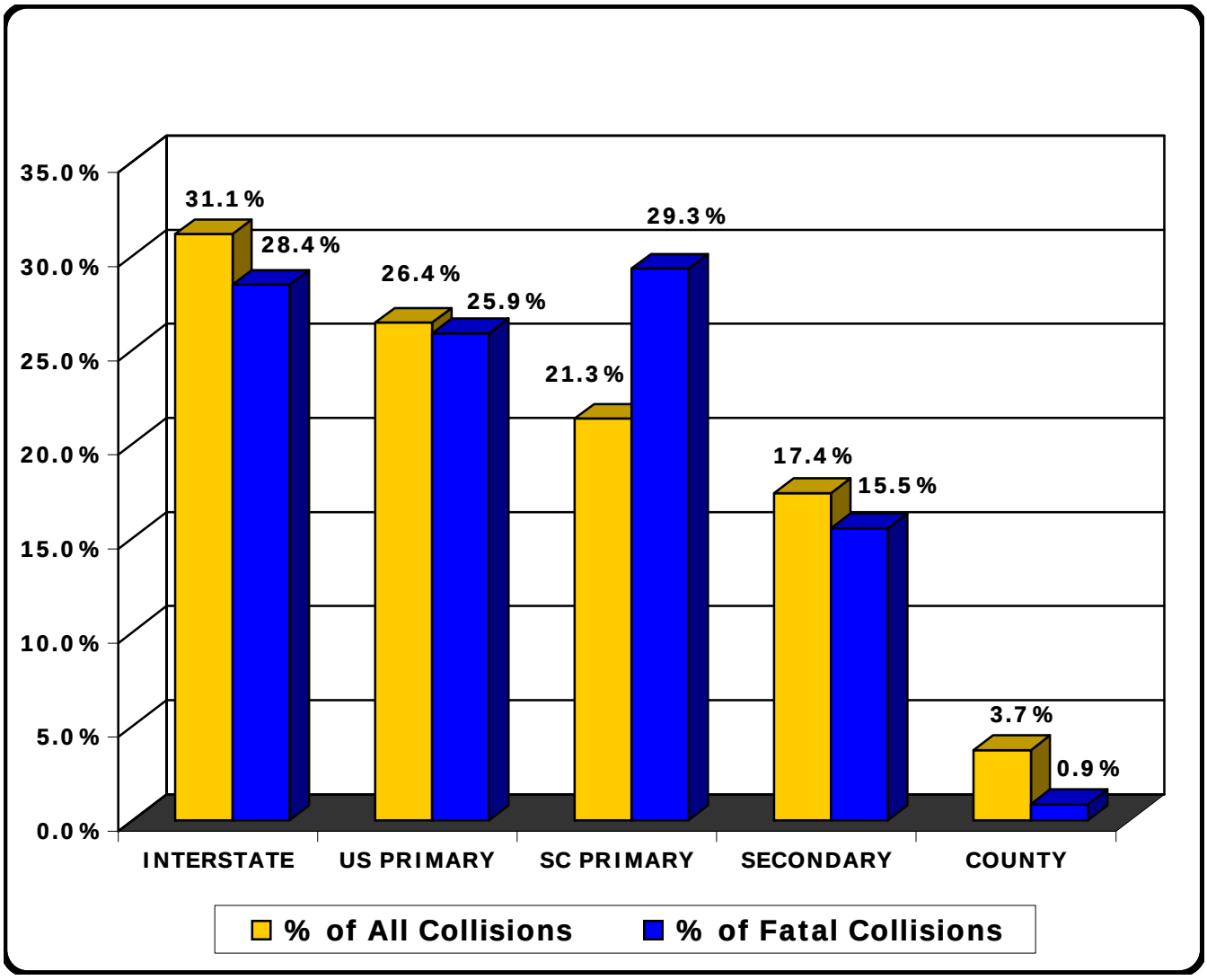
- **I-20**
- **I-26**
- **I-77**
- **I-85**
- **I-95**
- **US-17**
- **US-25**
- **US-76**

TOTAL COLLISIONS: 3,253
(131 PERSONS KILLED, 2,541 INJURED)

Counties with 50 or more CMV Collisions during CY 2005 are shaded

Source: SafetyNet-Accidents-OHS
Provided by: SCCATTS
Revised: 04/13/2007

CMV COLLISIONS BY ROUTE CATEGORY



Most CMV collisions occurred on Interstates (31.1%). The second most common route for CMV collisions was US Primary roadways (26.4%). However, in fatal CMV collisions, 29.3% occurred on SC Primary roadways. 28.4% of fatal CMV collisions occurred on Interstates. In 2005, 21.3% percent of total CMV collisions occurred on 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	4	5	9	0	5	17.55
CALHOUN	0	10	20	30	0	11	17.44
CHARLESTON	0	20	28	48	0	32	16.95
DORCHESTER	0	4	7	11	0	7	17.42
LAURENS	0	4	12	16	0	5	15.58
LEXINGTON	0	24	19	43	0	37	21.83
NEWBERRY	1	7	12	20	1	10	27.76
ORANGEBURG	1	18	29	48	1	29	28.28
RICHLAND	0	7	13	20	0	13	12.45
SPARTANBURG	1	11	21	33	1	38	45.69
I-26 TOTALS	**3**	**109**	**166**	**278**	**3**	**187**	**220.95**

INTERSTATE 85	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	2	24	35	61	2	37	36.57
CHEROKEE	3	17	31	51	3	24	22.80
GREENVILLE	0	15	25	40	0	16	15.29
OCONEE	1	4	8	13	1	7	4.03
SPARTANBURG	0	21	42	63	0	29	27.59
I-85 TOTALS	**6**	**81**	**141**	**228**	**6**	**113**	**106.28**

INTERSTATE 95	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
CLARENDON	5	6	12	23	5	13	34.22
COLLETON	1	10	13	24	1	16	28.30
DILLON	1	10	15	26	1	19	23.77
DORCHESTER	1	5	8	14	1	8	16.04
FLORENCE	2	7	16	25	2	20	26.65
HAMPTON	0	2	4	6	0	2	6.61
JASPER	6	25	37	68	6	56	33.90
ORANGEBURG	0	1	14	15	0	1	14.84
SUMTER	0	5	4	9	0	7	12.86
I-95 TOTALS	**16**	**71**	**123**	**210**	**16**	**142**	**198.76**

INTERSTATE 20	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	1	11	28	40	1	16	37.17
DARLINGTON	0	1	5	6	0	1	13.01
FLORENCE	0	3	1	4	0	3	2.36
KERSHAW	2	3	7	12	2	3	21.26
LEE	0	2	2	4	0	5	20.33
LEXINGTON	1	11	11	23	1	19	26.95
RICHLAND	3	16	22	41	3	25	20.43
I-20 TOTALS	**7**	**47**	**76**	**130**	**7**	**72**	**141.51**

INTERSTATE 77	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
CHESTER	0	3	8	11	0	5	18.82
FAIRFIELD	0	9	9	18	0	13	21.46
LEXINGTON	0	1	4	5	0	1	3.16
RICHLAND	0	14	25	39	0	21	26.27
YORK	1	6	21	28	1	11	21.34
I-77 TOTALS	**1**	**33**	**67**	**101**	**1**	**51**	**91.05**

*Property Damage Only

TOP 5 HIGHWAYS FOR CMV TRAFFIC COLLISIONS**

U.S. 17	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
BEAUFORT	2	4	5	11	5	11	12.65
BERKELEY	0	13	6	19	0	24	38.37
CHARLESTON	0	27	7	34	0	50	74.72
COLLETON	1	2	2	5	1	2	17.31
DORCHESTER	1	2	3	6	1	2	16.42
GEORGETOWN	1	14	7	22	4	24	38.02
HORRY	1	8	7	16	1	14	35.88
JASPER	1	9	5	15	1	16	32.39
U.S. 17 TOTALS	**7**	**79**	**42**	**128**	**13**	**143**	**265.76**

U.S. 76	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
ANDERSON	0	3	4	7	0	8	38.18
FLORENCE	0	6	9	15	0	7	30.96
LAURENS	0	2	0	2	0	7	34.87
LEXINGTON	0	1	0	1	0	1	9.76
MARION	0	5	4	9	0	11	26.03
NEWBERRY	0	4	5	9	0	14	29.83
OCONEE	0	4	6	10	0	4	34.11
PICKENS	0	3	1	4	0	4	4.37
RICHLAND	0	9	10	19	0	24	35.10
SUMTER	0	5	3	8	0	11	28.66
U.S. 76 TOTALS	**0**	**42**	**42**	**84**	**0**	**91**	**271.87**

U.S. 25	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
AIKEN	0	4	3	7	0	5	7.93
DARLINGTON	0	0	1	1	0	0	
EDGEFIELD	1	10	3	14	2	13	32.24
GREENVILLE	0	16	22	38	0	25	53.89
GREENWOOD	0	8	1	9	0	8	36.99
LAURENS	0	1	0	1	0	1	8.88
U.S. 25 TOTALS	**1**	**39**	**30**	**70**	**2**	**52**	**139.93**

U.S. 21	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
BEAUFORT	0	7	5	12	0	14	
COLLETON	0	0	1	1	0	0	
FAIRFIELD	0	2	1	3	0	3	
LEXINGTON	0	13	2	15	0	27	
ORANGEBURG	0	4	0	4	0	4	
RICHLAND	0	5	2	7	0	6	
YORK	2	7	3	12	2	10	
U.S. 21 TOTALS	**2**	**38**	**14**	**54**	**2**	**64**	**0.00**

U.S. 52	COLLISION TYPE			TOTAL	PERSONS		MILES
COUNTY	FATAL	INJURY	PDO*		KILLED	INJURED	
BERKELEY	0	6	6	12	0	7	37.15
CHARLESTON	0	5	7	12	0	7	34.30
CHESTERFIELD	0	1	0	1	0	2	30.68
DARLINGTON	0	6	3	9	0	12	40.45
FLORENCE	1	6	4	11	1	10	19.85
WILLIAMSBURG	0	2	3	5	0	2	25.71
U.S. 52 TOTALS	**1**	**26**	**23**	**50**	**1**	**40**	**188.14**

*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 (81.2%): clear weather (74%); daylight (77%); and straight-level road (72.5%).

- About 97% 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 10% of fatal CMV collisions occurred in rainy or cloudy weather conditions (12 out of 116 fatal CMV collisions, each).

- 64% of fatalities from CMV collisions happened in daylight; only 26.7% of fatalities from fatal CMV collisions took place in the dark (with no lights).

- Most CMV traffic collisions occurred where there were no traffic signals. 2,197 out of 3,253, or 68% of, CMV collisions occurred in areas with no traffic signals in 2005.

- About 86% of fatal CMV collisions occurred on dry roadways; on the other hand, 14% 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	100	1,265	1,278	2,643	115	2,092
Wet	16	230	329	575	16	426
Icy	0	5	14	19	0	9
Slushy	0	0	0	0	0	0
Snowy	0	1	1	2	0	1
Contaminant (Sandy, Muddy, etc.)	0	1	1	2	0	1
Water (Standing)	0	2	5	7	0	3
Other	0	1	1	2	0	6
Unknown	0	1	2	3	0	3
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*Property Damage Only

WEATHER CONDITIONS

WEATHER CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Clear/No Adverse Conditions	90	1,155	1,164	2,409	104	1,909
Rain	12	165	270	447	12	303
Cloudy	12	162	171	345	13	295
Sleet or Hail	0	3	10	13	0	4
Snow	0	1	0	1	0	1
Fog/Smog/Smoke	2	17	12	31	2	26
Blowing Sand, Soil, Dirt or Snow	0	1	1	2	0	1
Severe Cross Wind, High Wind	0	1	0	1	0	1
Other	0	0	0	0	0	0
Unknown	0	1	3	4	0	1
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*Property Damage Only

ROAD CHARACTER

ROAD CHARACTERISTIC	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Straight - Level	73	1,140	1,145	2,358	84	1,925
Straight - On Grade	23	202	277	502	25	335
Straight - Hillcrest	7	35	43	85	7	61
Curve - Level	4	56	86	146	6	98
Curve - On Grade	9	67	73	149	9	112
Curve - Hillcrest	0	6	7	13	0	10
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*Property Damage Only

WORK ZONE TYPE

WORK ZONE TYPE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
None**	113	1,455	1,586	3,154	128	2,457
Shoulder/Median Work	0	23	19	42	0	33
Lane Shift/Crossover	0	2	5	7	0	4
Intermittent/Moving Work	1	7	5	13	1	12
Lane Closure	1	10	10	21	1	24
Other	1	9	5	15	1	11
Unknown	0	0	1	1	0	0
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*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	78	1,160	1,268	2,506	84	1,960
Dawn	3	37	37	77	3	75
Dusk	2	23	21	46	2	44
Dark (Lighting Unspecified)	2	32	21	55	2	47
Dark (Street Lamp Lit)	4	44	58	106	4	65
Dark (Street Lamp Not Lit)	1	6	6	13	1	8
Dark (No Lights)	26	204	220	450	35	342
Unknown	0	0	0	0	0	0
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*Property Damage Only

TRAFFIC CONTROLS

TRAFFIC CONTROLS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Stop and Go Signal	5	220	193	418	5	367
Flashing Traffic Signal	0	1	2	3	0	1
RR Crossing: Gates/Lights	0	0	3	3	0	0
RR X-Bucks & Flashing Lights	0	1	4	5	0	3
RR Crossbucks Only	0	2	3	5	0	5
Officer or Flagman	0	4	4	8	0	7
Oncoming Emergency Vehicle	0	1	2	3	0	1
Pavement Markings (Only)	3	66	59	128	3	110
Stop Sign	15	182	143	340	19	304
School Zone Sign	0	2	1	3	0	3
Yield Sign	4	16	24	44	4	28
Work Zone Sign	2	15	9	26	2	26
Other Warning Signs	1	26	24	51	1	76
Flashing Beacon	0	4	1	5	0	6
None	85	961	1,151	2,197	96	1,597
Unknown	1	5	8	14	1	7
TOTALS	**116**	**1,506**	**1,631**	**3,253**	**131**	**2,541**

*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 2005 data are as follows:

- The most common unit involved in CMV traffic crashes in 2005 was the truck tractor. Out of 6,488 units involved in CMV traffic collisions during the year, 3,478 units were CMV units and 3,010 units were non-CMV units. Out of the 3,478 CMV's, 2,267 were truck tractors. This represents 65% of the CMV units involved in commercial motor vehicle crashes.

- For fatal collisions, a smaller percentage of units were truck tractors. Of the 248 units involved in fatal collisions, 90 or 36% were truck tractors.

- A total of 8 pedestrians were involved in fatal CMV collisions in 2005. This represents 3.2% 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 2005. 1,791 automobiles were involved in CMV traffic collisions in 2005, accounting for 27.6% of all units in CMV traffic collisions.

- In 2005, "Personal" was cited most in the category of Vehicle Use for vehicles involved in CMV collisions. 2,917 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 1,356 CMV's under the category of "enclosed box" involved in CMV collisions in 2005.

- The most popular type of CMV vehicle configuration in 2005 was "Tractor with Semi-Trailer". There were 1,926 vehicles out of 3,478 that were classified in that category (55.4%).

UNIT TYPES**

UNIT TYPES	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Truck Tractor	90	986	1,191	2,267
Automobile	57	898	836	1,791
Other Truck	30	472	484	986
Pickup Truck	18	249	232	499
SUV	15	194	167	376
School Bus	4	110	55	169
Mini Van	11	86	61	158
Passenger Bus	1	44	20	65
Full Size Van	2	31	27	60
Other	2	13	21	36
Pedestrian	8	16	1	25
Motorcycle	7	13	3	23
Unknown (Hit & Run Only)	0	5	9	14
Pedalcycle	2	6	0	8
Train	1	2	4	7
Other Motorbike	0	4	0	4
TOTALS	**248**	**3,129**	**3,111**	**6,488**

*Property Damage Only

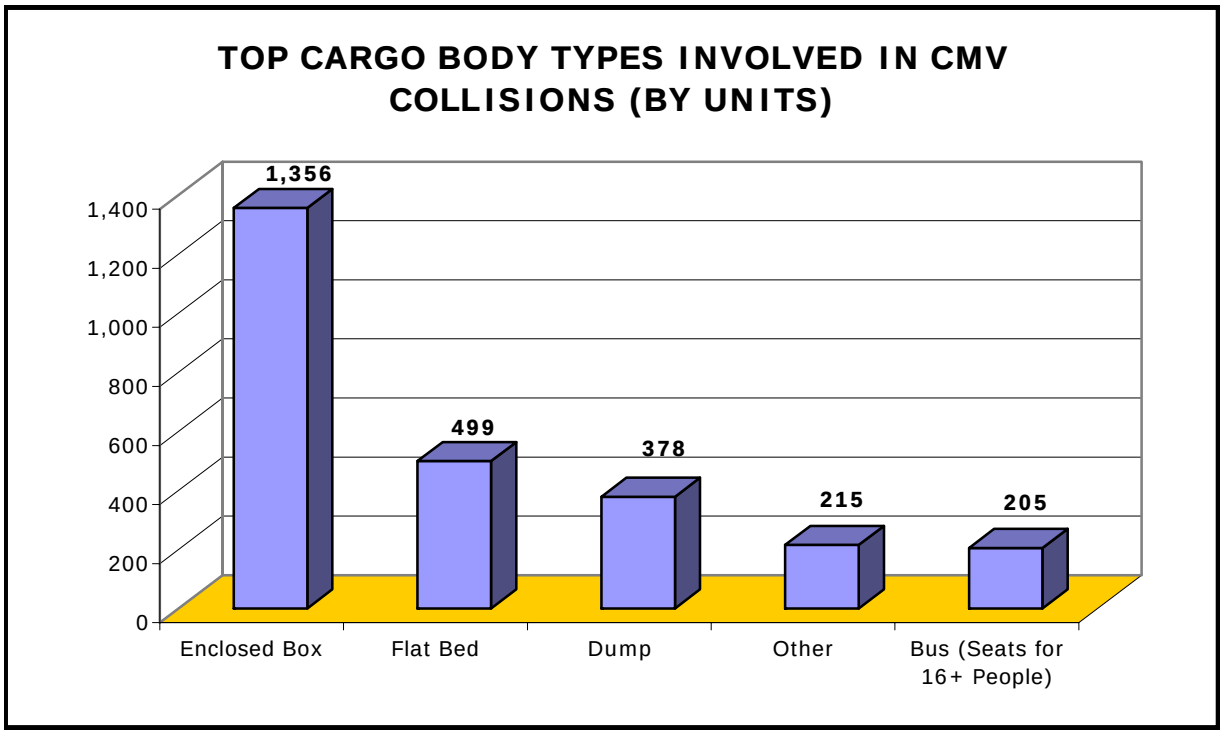
**This table includes all units involved in CMV collisions.

VEHICLE USE IN TRAFFIC COLLISIONS (EXCLUDES PEDESTRIANS)**

VEHICLE USE	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Personal	111	1,456	1,350	2,917
Transport Property	84	996	1,218	2,298
Construction/Maintenance	18	296	268	582
Transport Passengers	6	168	90	264
Logging Truck	6	69	60	135
Other	5	56	47	108
Wrecker or Tow	5	20	23	48
Government	2	21	17	40
Farm Use	3	9	12	24
Fire Fighting	0	8	6	14
Police	0	3	10	13
Ambulance	0	6	5	11
Driver Training	0	4	2	6
Military	0	2	2	4
TOTALS	**240**	**3,114**	**3,110**	**6,464**

*Property Damage Only

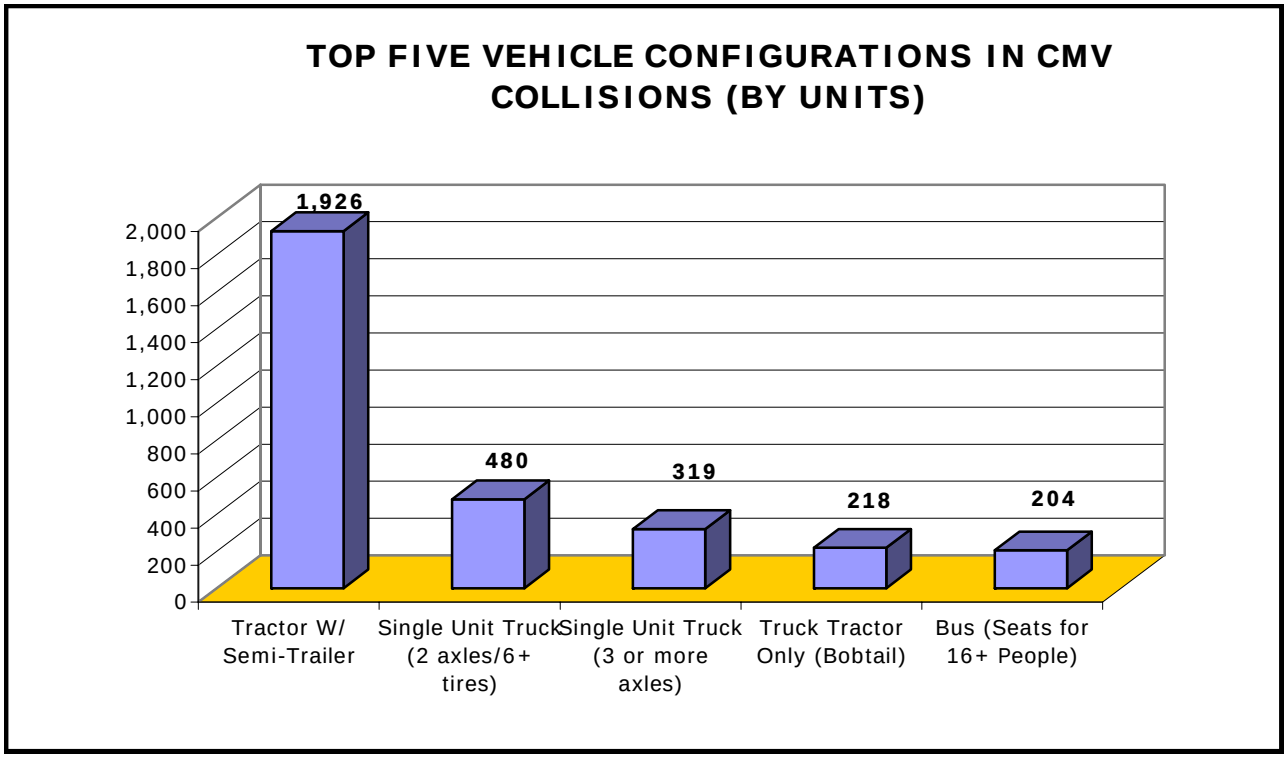
**Excluding pedestrians, this table includes all units involved in CMV collisions



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. 37% 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	46	545	765	1,356
Flat Bed	22	235	242	499
Dump	10	183	185	378
Other	8	100	107	215
Bus (Seats for 16+ People)	5	133	67	205
Cargo Tank	7	100	80	187
Pole	8	68	49	125
Garbage/Refuse	6	61	49	116
Not Applicable	5	46	51	102
Unknown/Hit and Run	2	25	43	70
Grain, Chips, Gravel	2	35	33	70
Auto Transport	1	20	29	50
Concrete Mixer	1	21	19	41
Intermodal Container	2	17	18	37
Bus (Seats for 9 - 15 people)	0	21	4	25
Missing**	0	0	2	2
Total	**125**	**1,610**	**1,743**	**3,478**

*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).

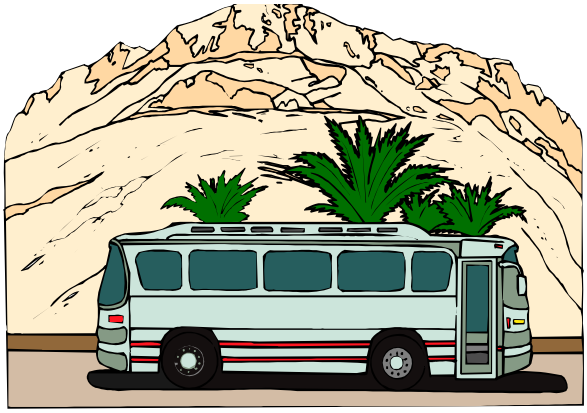
VEHICLE CONFIGURATIONS	COLLISION TYPE			TOTAL
	FATAL	INJURY	PDO*	
Tractor w/ Semi-Trailer	79	855	992	1,926
Single Unit Truck (2 axles/6+ tires)	15	230	235	480
Single Unit Truck (3 or more axles)	10	163	146	319
Truck Tractor Only (Bobtail)	9	89	120	218
Bus (Seats for 16+ People)	5	133	66	204
Other/Unable to Classify	2	60	66	128
Truck w/ Trailer	4	28	42	74
Unknown/Hit and Run	1	23	42	66
Tractor w/ Double Trailers	0	8	25	33
Bus (Seats for 9 - 15 people)	0	21	5	26
Missing**	0	0	2	2
Light Truck (Only w/ Hazmat Placard)	0	0	2	2
Passenger Car (Only w/ Hazmat Placard)	0	0	0	0
Total	**125**	**1,610**	**1,743**	**3,478**

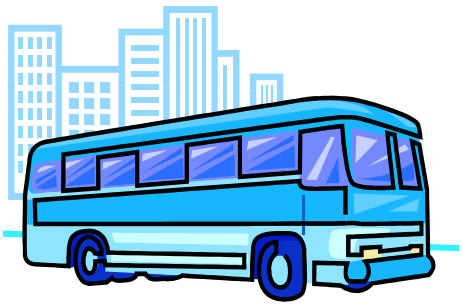
* Property Damage Only

** 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 2005. 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 394 collisions involving school buses in 2005. 158, or 40%, of the school bus collisions occurred between the hours of 6 and 9 AM.
- There were 4 fatal collisions involving school buses in 2005. Also, there were 128 injury collisions; as a result, 356 people were injured.
- In 2005, there were 218 collisions involving (passenger) commercial buses; this is a 6.3% increase from the previous year. 43 or approximately 20% of commercial bus collisions occurred on Friday.
- 25% of collisions involving commercial buses (55) happened between 3 and 6 PM.
- 58 out of 234 (24.7%) collisions involving full size vans happened between noon and 3 PM. Also, 47 out of 234 (20%), of the collisions involving full size vans occurred on Thursdays.
- In 2005, there was 1 fatal collision involving full size vans. Yet, more collisions involving full size vans occurred in April than any other month of the year (27).
- There was an increase in the number of collisions involving commercial (passenger-carrying) and school buses from 2004 to 2005. However, there was decrease in the number of collisions involving full size vans over the same time period.

TRAFFIC COLLISIONS INVOLVING SCHOOL BUSES

COLLISIONS BY YEAR

YEAR	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
2001	4	136	232	372	5	494
2002	4	120	229	353	4	427
2003	0	118	233	351	0	405
2004	4	108	221	333	4	330
2005	4	128	262	394	4	356
TOTALS	**16**	**610**	**1,177**	**1,803**	**17**	**2,012**

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	9	23	32	0	34
February	0	20	27	47	0	62
March	2	13	26	41	2	28
April	0	8	23	31	0	25
May	0	12	18	30	0	17
June	0	3	6	9	0	10
July	0	2	1	3	0	4
August	0	8	26	34	0	25
September	1	16	26	43	1	48
October	0	13	32	45	0	55
November	1	12	32	45	1	22
December	0	12	22	34	0	26
TOTALS	**4**	**128**	**262**	**394**	**4**	**356**

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	3	107	211	321	3	278
Dark & Clear/Cloudy	1	6	16	23	1	34
Day & Rain	0	12	28	40	0	37
Dark & Rain	0	2	3	5	0	6
Day & Other Weather	0	1	2	3	0	1
Dark & Other Weather	0	0	2	2	0	0
TOTALS	**4**	**128**	**262**	**394**	**4**	**356**

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	1	1	0	0
MONDAY	0	13	51	64	0	29
TUESDAY	1	28	62	91	1	68
WEDNESDAY	1	26	54	81	1	82
THURSDAY	0	32	43	75	0	116
FRIDAY	2	28	48	78	2	60
SATURDAY	0	1	3	4	0	1
TOTALS	**4**	**128**	**262**	**394**	**4**	**356**

* 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	1	2	0	8
3:01 am - 6:00 am	0	1	4	5	0	1
6:01 am - 9:00 am	0	52	106	158	0	179
9:01 am - Noon	0	7	24	31	0	8
12:01 pm - 3:00 pm	1	28	40	69	1	59
3:01 pm - 6:00 pm	2	37	81	120	2	95
6:01 pm - 9:00 pm	0	2	4	6	0	3
9:01 pm - Midnight	1	0	2	3	1	3
TOTALS	**4**	**128**	**262**	**394**	**4**	**356**

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	1	36	93	130
Bus Driver Did Not Contribute	3	93	172	268
TOTAL SCHOOL BUS DRIVERS	**4**	**129**	**265**	**398**
Other Driver Contributed	2	88	168	258
Other Driver Did Not Contribute	3	48	94	145
TOTAL OTHER DRIVERS	**5**	**136**	**262**	**403**
TOTALS	**9**	**265**	**274**	**801**

*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
2001	3	53	116	172	5	165
2002	1	59	151	211	4	427
2003	0	63	133	196	0	133
2004	2	63	140	205	6	222
2005	2	62	154	218	5	180
TOTALS	**8**	**300**	**694**	**1,002**	**15**	**947**

*Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	3	8	11	0	7
February	0	5	6	11	0	22
March	0	6	22	28	0	18
April	0	4	20	24	0	8
May	1	7	10	18	1	14
June	1	4	15	20	4	22
July	0	8	14	22	0	28
August	0	4	14	18	0	16
September	0	1	12	13	0	1
October	0	4	12	16	0	7
November	0	9	10	19	0	29
December	0	7	11	18	0	8
TOTALS	**2**	**62**	**154**	**218**	**5**	**180**

*Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	1	51	116	168	1	158
Dark & Clear/Cloudy	1	4	21	26	4	10
Day & Rain	0	6	16	22	0	10
Dark & Rain	0	1	1	2	0	2
Day & Other Weather	0	0	0	0	0	0
Dark & Other Weather	0	0	0	0	0	0
TOTALS	**2**	**62**	**154**	**218**	**5**	**180**

*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	6	10	0	10
MONDAY	0	11	26	37	0	31
TUESDAY	0	11	26	37	0	23
WEDNESDAY	0	11	28	39	0	19
THURSDAY	2	13	28	43	5	61
FRIDAY	0	10	22	32	0	31
SATURDAY	0	2	18	20	0	5
TOTALS	**2**	**62**	**154**	**218**	**5**	**180**

* 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	1	2	4	7	4	9
6:01 am - 9:00 am	0	11	25	36	0	28
9:01 am - Noon	0	13	28	41	0	24
12:01 pm - 3:00 pm	1	16	37	54	1	44
3:01 pm - 6:00 pm	0	16	39	55	0	60
6:01 pm - 9:00 pm	0	2	14	16	0	12
9:01 pm - Midnight	0	1	4	5	0	2
TOTALS	**2**	**62**	**154**	**218**	**5**	**180**

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	0	23	65	88
Bus Driver Did Not Contribute	2	39	91	132
TOTAL BUS DRIVERS	**2**	**62**	**156**	**220**
Other Driver Contributed	2	40	85	127
Other Driver Did Not Contribute	0	28	69	97
TOTAL OTHER DRIVERS	**2**	**68**	**154**	**224**
TOTALS	**4**	**130**	**310**	**444**

*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
2001	3	98	163	264	3	232
2002	2	79	198	279	2	206
2003	4	86	161	251	6	240
2004	0	74	163	237	0	150
2005	1	78	155	234	2	231
TOTALS	**10**	**415**	**840**	**1,265**	**13**	**1,059**

* Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	5	12	17	0	11
February	0	6	13	19	0	17
March	0	5	15	20	0	25
April	0	12	15	27	0	25
May	0	7	14	21	0	16
June	1	5	20	26	2	30
July	0	5	10	15	0	13
August	0	9	15	24	0	25
September	0	5	5	10	0	16
October	0	5	12	17	0	14
November	0	8	15	23	0	15
December	0	6	9	15	0	24
TOTALS	**1**	**78**	**155**	**234**	**2**	**231**

* Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	1	63	109	173	2	194
Dark & Clear/Cloudy	0	8	14	22	0	16
Day & Rain	0	3	22	25	0	9
Dark & Rain	0	3	6	9	0	8
Day & Other Weather	0	1	4	5	0	4
Dark & Other Weather	0	0	0	0	0	0
TOTALS	**1**	**78**	**155**	**234**	**2**	**231**

* 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	0	2	12	14	0	2
MONDAY	0	18	24	42	0	46
TUESDAY	0	11	27	38	0	22
WEDNESDAY	0	16	21	37	0	41
THURSDAY	1	13	33	47	2	53
FRIDAY	0	12	28	40	0	48
SATURDAY	0	6	10	16	0	19
TOTALS	**1**	**78**	**155**	**234**	**2**	**231**

* 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	1	1	0	0
3:01 am - 6:00 am	0	1	4	5	0	6
6:01 am - 9:00 am	0	14	25	39	0	30
9:01 am - Noon	0	22	24	46	0	63
12:01 pm - 3:00 pm	0	13	45	58	0	28
3:01 pm - 6:00 pm	1	17	38	56	2	84
6:01 pm - 9:00 pm	0	7	15	22	0	14
9:01 pm - Midnight	0	4	3	7	0	6
TOTALS	**1**	**78**	**155**	**234**	**2**	**231**

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Van Driver Contributed	1	28	71	100
Van Driver Did Not Contribute	0	50	84	134
TOTAL VAN DRIVERS	**1**	**78**	**155**	**234**
Other Driver Contributed	0	50	77	127
Other Driver Did Not Contribute	0	31	86	117
TOTAL OTHER DRIVERS	**0**	**81**	**163**	**244**
TOTALS	**1**	**159**	**318**	**478**

*Property Damage Only

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

This log truck ran off of the bridge.

This is the wreckage from a collision that happened on I-95.

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 2005 data are as follows:

- Economic loss from CMV involved collisions increased 13% from 2004 to 2005.
- Males accounted for 91% of the fatalities of CMV occupants and 72% of the fatalities of Non-CMV occupants, while females accounted for 9% and 28% respectively.
- Almost 25% of Non-CMV occupant fatalities were persons between the ages of 25 and 34! There were 22 CMV occupant fatalities and three people were between the ages of 25 and 34 (14%).
- There were 16 CMV occupants totally ejected from the vehicles in which they were riding. Of these, 4 or 25% were killed. Of the 4,131 CMV occupants not ejected, 14 or 0.3% were killed.
- There were 20 Non-CMV occupants in CMV collisions that were totally ejected from their vehicles. Of these, 7 or 35% were killed. Of the 4,016 Non-CMV occupants not ejected, 77 or 1.9% 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 335 Non-CMV occupants in CMV collisions that were not restrained, 44 or 13% sustained fatal injuries. Of the 3,560 Non-CMV occupants that were using some form of restraint device, 35 or 1% sustained fatal injuries.
- 2.3% 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 (0.09%).

This school bus was hit by a vehicle that ran a stop sign. This collision occurred in Fairfield county. This is a different view of the same collision on p. 24 of this fact book.

CMV OCCUPANTS INVOLVED IN CMV TRAFFIC COLLISIONS TRANSPORTED TO MEDICAL FACILITY

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTAL
	NOT INJURED	POSSIBLE INJURY	NON-INCAPACITATING	INCAPACITATING	FATAL	
YES						
Males	37	332	141	28	18	556
Females	16	152	35	9	2	214
Not Specified	0	0	0	0	0	0
YES SUBTOTAL	**53**	**484**	**176**	**37**	**20**	**770**
NO						
Males	2,878	71	14	2	2	2,967
Females	343	29	1	0	0	373
Not Specified	79	0	0	0	0	79
NO SUBTOTAL	**3,300**	**100**	**15**	**2**	**2**	**3,419**
UNKNOWN						
Males	15	0	0	1	0	16
Females	1	0	0	0	0	1
Not Specified	19	0	0	0	0	19
UNKNOWN SUBTOTAL	**35**	**0**	**0**	**1**	**0**	**36**
TOTALS	**3,388**	**584**	**191**	**40**	**22**	**4,225**

NON-CMV OCCUPANTS INVOLVED IN CMV TRAFFIC COLLISIONS TRANSPORTED TO MEDICAL FACILITY

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-INCAPACITATING	INCAPACITATING	FATAL	
YES						
Males	36	386	222	130	67	841
Females	36	517	225	106	28	912
Not Specified	1	0	0	1	0	2
YES SUBTOTAL	**73**	**903**	**447**	**237**	**95**	**1,755**
NO						
Males	1,261	61	18	3	10	1,353
Females	1,006	52	10	0	3	1,071
Not Specified	67	0	0	0	0	67
NO SUBTOTAL	**2,334**	**113**	**28**	**3**	**13**	**2,491**
UNKNOWN						
Males	11	1	1	0	1	14
Females	3	1	0	0	0	4
Not Specified	18	0	0	0	0	18
UNKNOWN SUBTOTAL	**32**	**2**	**1**	**0**	**1**	**36**
TOTALS	**2,439**	**1,018**	**476**	**240**	**109**	**4,282**

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
MALE	Under 4	4	4	0	0	0	8
	4-14	77	52	11	3	0	143
	15-24	177	51	17	2	1	248
	25-34	577	74	35	10	2	698
	35-44	835	85	38	5	6	969
	45-54	720	74	24	8	6	832
	55-64	444	39	24	3	4	514
	65-74	74	16	4	0	0	94
	75-84	10	3	1	0	1	15
	85+	1	0	0	0	0	1
	UNKNOWN AGE	11	5	1	0	0	17
	SUBTOTAL	**2,930**	**403**	**155**	**31**	**20**	**3,539**
FEMALE	Under 4	3	2	0	0	0	5
	4-14	59	59	9	4	0	131
	15-24	57	41	5	0	0	103
	25-34	55	19	5	1	1	81
	35-44	79	25	8	3	1	116
	45-54	63	17	6	0	0	86
	55-64	29	10	3	0	0	42
	65-74	5	2	0	0	0	7
	75-84	1	0	0	0	0	1
	85+	0	1	0	0	0	1
	UNKNOWN AGE	9	5	0	1	0	15
	SUBTOTAL	**360**	**181**	**36**	**9**	**2**	**588**
GRAND TOTAL		**3,290**	**584**	**191**	**40**	**22**	**4,127**

* See Definitions for a description of each injury type.

There were 98 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-INCAPACI-TATING	INCAPACI-TATING	FATAL	TOTALS
MALE	Under 4	42	10	5	2	1	60
	4-14	90	38	17	7	2	154
	15-24	309	88	65	31	11	504
	25-34	232	91	49	29	26	427
	35-44	223	68	28	20	11	350
	45-54	168	62	27	22	7	286
	55-64	104	36	28	14	4	186
	65-74	63	24	12	3	6	108
	75-84	44	24	5	0	9	82
	85+	10	1	1	1	1	14
	UNKNOWN AGE	23	6	4	4	0	37
	SUBTOTAL	**1,308**	**448**	**241**	**133**	**78**	**2,208**
FEMALE	Under 4	38	16	3	3	1	61
	4-14	75	31	17	6	1	130
	15-24	270	141	56	23	5	495
	25-34	169	103	42	17	1	332
	35-44	166	97	35	17	6	321
	45-54	127	74	41	18	3	263
	55-64	100	53	20	11	3	187
	65-74	54	32	14	4	4	108
	75-84	27	18	5	3	5	58
	85+	8	2	1	2	2	15
	UNKNOWN AGE	11	3	1	2	0	17
	SUBTOTAL	**1,045**	**570**	**235**	**106**	**31**	**1,987**
GRAND TOTAL		**2,353**	**1,018**	**476**	**239**	**109**	**4,195**

*See definitions for a description of each injury type.

There were 87 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-CAPACITA-TING	IN-CAPACITA-TING	FATAL	
NOT EJECTED	Not Trapped	3,301	565	173	37	5	4,081
	Extricated (Mech Means)	3	6	4	1	8	22
	Freed (Non-Mech)	4	9	7	1	0	21
	Not Applicable	6	0	0	0	0	6
	Unknown	0	0	0	0	1	1
NOT EJECTED TOTAL		**3,314**	**580**	**184**	**39**	**14**	**4,131**
TOTALLY EJECTED	Not Trapped	5	1	5	0	3	14
	Extricated (Mech Means)	0	0	0	0	1	1
	Freed (Non-Mech)	1	0	0	0	0	1
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		**6**	**1**	**5**	**0**	**4**	**16**
PARTIALLY EJECTED	Not Trapped	0	0	0	0	1	1
	Extricated (Mech Means)	1	1	0	0	1	3
	Freed (Non-Mech)	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		**1**	**1**	**0**	**0**	**2**	**4**
NOT APPLICABLE	Not Trapped	7	1	1	1	0	10
	Freed (Non-Mech)	1	0	0	0	0	1
	Not Applicable	17	1	0	0	0	18
NOT APPLICABLE TOTAL		**25**	**2**	**1**	**1**	**0**	**29**
UNKNOWN	Not Trapped	0	0	0	0	0	0
	Unknown	38	0	0	0	1	39
UNKNOWN TOTAL		**38**	**0**	**0**	**0**	**1**	**39**
GRAND TOTAL		**3,384**	**584**	**190**	**40**	**21**	**4,219**

*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-CAPACITA-TING	IN-CAPACITA-TING	FATAL	
NOT EJECTED	Not Trapped	2,295	935	417	141	38	3,826
	Extricated (Mech Means)	1	18	20	54	37	130
	Freed (Non-Mech)	4	11	14	17	1	47
	Not Applicable	8	1	0	1	1	11
	Unknown	1	1	0	0	0	2
NOT EJECTED TOTAL		**2,309**	**966**	**451**	**213**	**77**	**4,016**
TOTALLY EJECTED	Not Trapped	2	5	2	3	6	18
	Not Applicable	0	0	1	0	0	1
	Extricated (Mech Means)	0	0	0	0	1	1
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		**2**	**5**	**3**	**3**	**7**	**20**
PARTIALLY EJECTED	Not Trapped	0	0	1	3	1	5
	Extricated (Mech Means)	0	0	0	1	1	2
	Freed (Non-Mech)	0	0	0	0	1	1
PARTIALLY EJECTED TOTAL		**0**	**0**	**1**	**4**	**3**	**8**
NOT APPLICABLE	Not Trapped	1	2	0	0	0	3
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	1	0	0	0	0	1
	Not Applicable	13	10	1	0	0	24
NOT APPLICABLE TOTAL		**15**	**12**	**1**	**0**	**0**	**28**
UNKNOWN	Not Trapped	1	6	0	0	0	7
	Freed (Non-Mech)	1	0	0	0	0	1
	Extricated (Mech Means)	0	0	0	0	0	0
	Not Applicable	1	0	0	0	0	1
	Unknown	35	1	0	0	0	36
UNKNOWN TOTAL		**38**	**7**	**0**	**0**	**0**	**45**
GRAND TOTAL		**2,364**	**990**	**456**	**220**	**87**	**4,117**

*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-CAPACITA-TING	IN-CAPACITA-TING	FATAL	
NO RESTRAINT USED						
None Used	293	220	54	17	14	598
TOTAL - NO RESTRAINT USED	**293**	**220**	**54**	**17**	**14**	**598**
RESTRAINT USED						
Shoulder Belt Only	11	2	0	0	0	13
Lap Belt Only	164	46	11	0	1	222
Shoulder & Lap Belt	2,679	264	114	20	2	3,079
Child Safety Seat	7	0	0	0	0	7
Other	6	10	0	0	0	16
TOTAL - RESTRAINT USED	**2,867**	**322**	**125**	**20**	**3**	**3,337**
UNKNOWN RESTRAINT USAGE	**224**	**42**	**11**	**3**	**4**	**284**
GRAND TOTAL	**3,384**	**584**	**190**	**40**	**21**	**4,219**

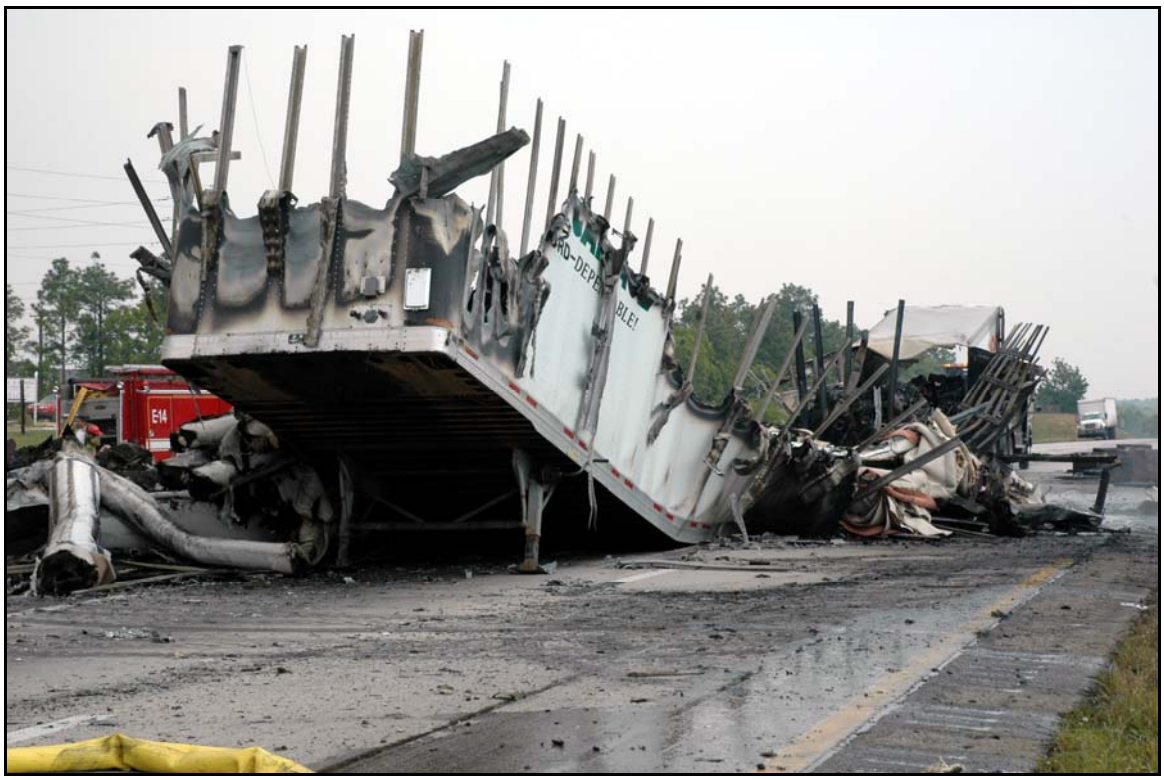
*Includes occupants seated inside the passenger compartment of the vehicle. Does not include occupants in a trailing unit or riding outside of vehicle.

INJURY SEVERITY BY OCCUPANT RESTRAINT USAGE

NON-CMV OCCUPANTS* ONLY

RESTRAINT USAGE	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITA-TING	IN-CAPACITA-TING	FATAL	
NO RESTRAINT USED						
None Used	85	77	71	58	44	335
TOTAL - NO RESTRAINT USED	**85**	**77**	**71**	**58**	**44**	**335**
RESTRAINT USED						
Shoulder Belt Only	10	2	0	0	0	12
Lap Belt Only	31	12	9	1	1	54
Shoulder & Lap Belt	2,011	818	359	142	33	3,363
Child Safety Seat	86	28	8	5	1	128
Other	1	2	0	0	0	3
TOTAL - RESTRAINT USED	**2,139**	**862**	**376**	**148**	**35**	**3,560**
UNKNOWN RESTRAINT USAGE	**140**	**51**	**9**	**14**	**8**	**222**
GRAND TOTAL	**2,364**	**990**	**456**	**220**	**87**	**4,117**

*Includes occupants of passenger cars, trucks and vans seated inside the passenger compartment of vehicle.




EXIT
82

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 2005, there were 78 CMV's with hazard placards involved in collisions; 69 vehicles were carrying hazardous materials when a collision occurred.

However, only 14 out of 3,478 commercial motor vehicles released some type of hazardous material during a collision in 2005. That is equal to 0.4% 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. 94% of the units involved in CMV injury collisions did not release any hazardous material either.

Only 1.7% of the vehicles involved in CMV injury collisions were carrying some sort of hazardous material. And, only 2.4% of the vehicles involved in CMV fatal collisions were carrying some sort of hazardous material.

There were 67 reported collisions in which one or more of the vehicles involved were carrying some kind of hazardous materials. Of those collisions, 28 occurred on US Primary roadways (42%). And only 2 occurred on a county road (3%).

HAZARDOUS MATERIAL INVOLVEMENT IN 2005

VEHICLE CARRYING HAZARDOUS MATERIALS	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	3	2.4%	28	1.7%	38	2.2%	69	2.0%
NO	121	96.8%	1,545	96.0%	1,628	93.4%	3,294	94.7%
UNKNOWN/HIT & RUN	1	0.8%	37	2.3%	77	4.4%	115	3.3%
TOTAL	**125**	**100.0%**	**1,610**	**100.0%**	**1,743**	**100.0%**	**3,478**	**100.0%**

VEHICLE WITH HAZARDOUS MATERIAL PLACARD	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	3	2.4%	37	2.3%	38	2.2%	78	2.2%
NO	121	96.8%	1,510	93.8%	1,605	92.1%	3,236	93.0%
UNKNOWN/HIT & RUN	1	0.8%	63	3.9%	100	5.7%	164	4.7%
TOTAL	**125**	**100.0%**	**1,610**	**100.0%**	**1,743**	**100.0%**	**3,478**	**100.0%**

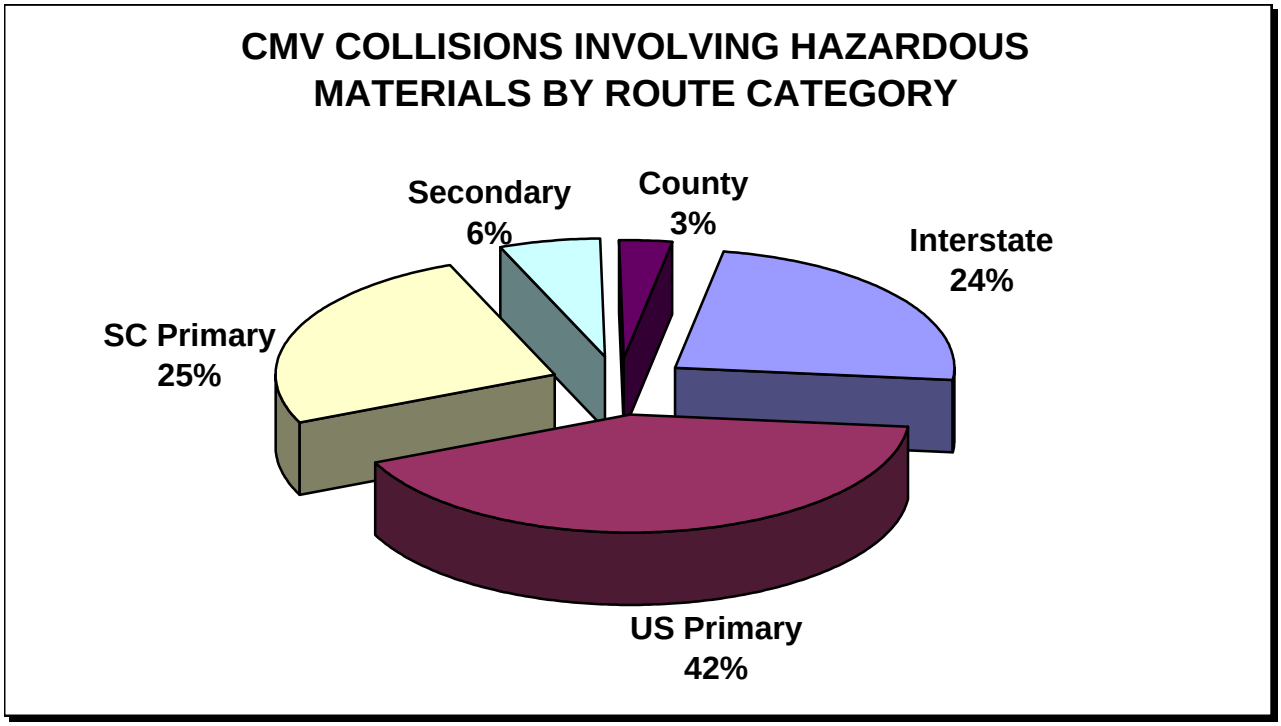
HAZARDOUS MATERIAL RELEASED FROM VEHICLE	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	2	1.6%	8	0.5%	4	0.2%	14	0.4%
NO	122	97.6%	1,519	94.3%	1,626	93.3%	3,267	93.9%
UNKNOWN/HIT & RUN	1	0.8%	83	5.2%	113	6.5%	197	5.7%
TOTAL	**125**	**100.0%**	**1,610**	**100.0%**	**1,743**	**100.0%**	**3,478**	**100.0%**

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

CMV COLLISIONS INVOLVING HARZARDOUS MATERIALS BY ROUTE CATEGORY

ROUTE CATEGORY	CRASHES	% CRASHES	HAZMAT RELEASED	% HAZMAT RELEASED
INTERSTATE	16	23.9%	3	21.4%
US PRIMARY	28	41.8%	8	57.1%
SC PRIMARY	17	25.4%	3	21.4%
SECONDARY	4	6.0%	0	0.0%
COUNTY	2	3.0%	0	0.0%
TOTAL	**67**	**100.0%**	**14**	**100.0%**

42% of CMV collisions involving vehicles carrrying hazardous materials occurred on US Primary roadways. 24% of commercial vehicle collisions involving vehicles carrying hazardous materials occurred on Interstates. However, the highest number of CMV collisions where there was a hazmat release was on US Primary roadways (57%). The second highest number of CMV collisions where there was a hazmat release occurred on Interstates and SC Primary roadways, equally. Over 1/5 of collisions where there was a hazmat release occurred on Interstates and SC Primary roadways (21% each).




MACK

APPENDIX

GARBAGE TRUCK

LOG (POLE) TRAILER

D.P.S. USE ONLY | Page # / Of: | **SOUTH CAROLINA TRAFFIC COLLISION REPORT FORM TR-310 (Rev. 01/2001)** | # Of Units | Amended - Attach Copy of Original Report | Corrected | Notified | Arrived

Date | Time | County | 1- Interstate 4- Secondary 2- US Primary 5- County 3- SC Primary | On | Collision Location (Rt. # / Name) | 0-Main 6- 2-Alternate 7-Business 5-Spur | Miles | Dir. N E S W | In / Near City or Town of:

Lane # / Dir. # | Of | N E S W | Distance Offset Miles Feet | Direction N E S W | 1- Interstate 4- Secondary 2- US Primary 5- County 3- SC Primary 6- Other | From | Base Intersection (Rt. # / Name) | 0-Main 6- 2-Alternate 7-Business 5-Spur 9-Other | ASRU code | MP/Grid

R.R. Id. | From N E S W | Ramp Only 1- Entrance 2- Exit | To N E S W | 1- Interstate 4- Secondary 2- US Primary 5- County 3- SC Primary 6- Other | Toward | Second Intersection (Rt. # / Name) | 0-Main 6- 2-Alternate 7-Business 5-Spur 9-Other | Latitude o ' " | Longitude o ' "

K- 624151 | Driver/Pedestrian's Full Name

Unit # | Sex | Race | Street/R.F.D. | Birth Date | City, State, & Zip

State | Driver's License # | Insurance Company:

Year | Body | Vehicle Make | VIN #

State | Year | License Plate # | Owner's D.L. #

Home Telephone ( ) | Owner's Full Name

Bus. Telephone ( ) | Street/R.F.D.

Contributed To Collision Yes No | City, State, & Zip

Estimated Speed | Speed Limit | C.D.L. Req: Yes No | T/B S Req: Yes No | Alc/Drg info (see back): Yes No

Summons # | Code | Summons # | Code | Towed By

K- 624152 | Driver/Pedestrian's Full Name

Unit # | Sex | Race | Street/R.F.D. | Birth Date | City, State, & Zip

State | Driver's License # | Insurance Company:

Year | Body | Vehicle Make | VIN #

State | Year | License Plate # | Owner's D.L. #

Home Telephone ( ) | Owner's Full Name

Bus. Telephone ( ) | Street/R.F.D.

Contributed To Collision Yes No | City, State, & Zip

Estimated Speed | Speed Limit | C.D.L. Req: Yes No | T/B S Req: Yes No | Alc/Drg info (see back): Yes No

Summons # | Code | Summons # | Code | Towed By

K- 624153 | Driver/Pedestrian's Full Name

Unit # | Sex | Race | Street/R.F.D. | Birth Date | City, State, & Zip

State | Driver's License # | Insurance Company:

Year | Body | Vehicle Make | VIN #

Dir. of Travel: Unit 1: N S E W | Unit 2: N S E W | Unit 3: N S E W

State | Year | License Plate # | Owner's D.L. #

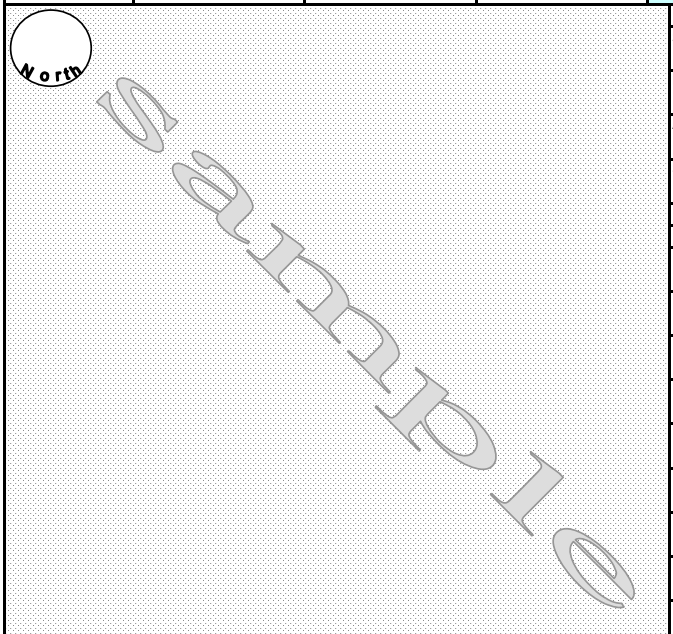
Home Telephone ( ) | Owner's Full Name

Bus. Telephone ( ) | Street/R.F.D.

Contributed To Collision Yes No | City, State, & Zip

Estimated Speed | Speed Limit | C.D.L. Req: Yes No | T/B S Req: Yes No | Alc/Drg info (see back): Yes No

Summons # | Code | Summons # | Code | Towed By



Unit 1 Dam. | Unit 2 Dam. | Unit 3 Dam. | Prop.Dam. 1 | Prop. Dam. 2

$ | $ | $ | $ | $

Property Owner/Witness: | Property Owner/Witness:

Address | Address

State | Zip: | Phone | State | Zip: | Phone

Photo: Y N | Describe What Happened (Refer to Units by Number)

NOTICE - THE TR-310 IS FOR STATISTICAL REPORTING PURPOSES ONLY AND IS A REFLECTION OF THE OFFICER'S BEST KNOWLEDGE, OPINION, AND BELIEF COVERING THE COLLISION. BUT NO WARRANT IS MADE AS TO THE FACTUAL ACCURACY THEREOF

Investigating Officer's Name | Rank | Badge # | Code | Date | Reviewer's Name | Rank | Internal Agency Code

Unit:	Date of Birth	Sex:	Race	INJ:	Seat:	R/SD	A.B.D.	Eject	LAI:	Tran:	Name	Street Address	Zip Code
				a b			a b			a b			
				a b			a b			a b			
				a b			a b			a b			
				a b			a b			a b			
				a b			a b			a b			
				a b			a b			a b			
				a b			a b			a b			
				a b			a b			a b			

Race A - Asian/Pacific Islander; B - African American; H - Hispanic; I - Alaskan Native or American Indian; O - Other; U - Unk.; W - Caucasian

a) Injury Status 0- Not Injured; 1- Possible; 2- Non-incapacitating; 3- Incapacitating; 4- Fatal

Seating Loc. 01 02 03 / 04 05 06 / 07 08 09; 20- Pedestrian; 30- Trailing Unit; 40- Bus or Van (4th row or Higher); 50- Other Enclosed Area (nontrailing); 51- Other Unenclosed Area (nontrailing); 60- Sleeper of Cab; 70- Riding on Unit Exterior; 80- Lap; 99- Unk./NA

Restraint/Safety Device 00- None Used; 11- Shoulder; 12- Lap Belt Only; 13- Shoulder & Lap Belt; 21- Child Safety Seat; 88- Other; 99- Unk.

Air Bag Deployment / Switch
a) 1-Deployed Fror; 2-Deployed Side; 3-Deployed Both; 4-Not Deployed; 7-Not Applicable; 9-Deployment Unk.
b) 1- Switch in On Positior; 2- Switch in Off Positior; 3- No Switch; 9- Unknown

Ejection 1- Not Ejected; 2- Part. Ejected; 3-Tot. Ejected; 7- Not App.; 9- Unk.

b) Motorcycle Only
Head Injury: 1-Yes 2-No
Location After Impact: 1- Not Trapped; 2- Extricated (Mechanical Means); 3- Freed (non-mech.); 4- Not Applicable; 9- Unknown

a) Transported to Medical Facility 1- Yes; 2- No; 3- Unknown
b) By: 1- EMS; 2- Police; 8- Other; 9- Unk.

Pedestrian, Motor/Pedalcycle Only 31-Helmet; 41- Protective Pads; 51-Reflective Clothing; 61-Lighting

Sequence of Events

Mail Orig. TR-310 to: Office of Financial Responsibility, PO Box 1498, Columbia, SC 29216

Non-Collision 01- Cargo/Equip Loss or Shift; 02- Cross Median/Center; 03- Downhill Runaway; 04- Equipment Failure; 05- Fire/Explosion; 06- Immersion; 07- Jackknife; 08- Overturn/Rollover; 09- Ran off Road Left; 10- Ran off Road Right

Collision: Not Fixed 20- Animal (Deer Only); 21- Animal (All Other); 22- Motor Veh. (In Transport); 23- Motor Veh. (Stopped); 24- Motor Veh. (Other Roadway); 25- Motor Veh. (Parked); 26- Pedalcycle; 27- Pedestrian; 28- Railway Veh.; 29- Work Zone Maint. Equip.; 38- Other Movable Object; 39- Unk. Movable Object

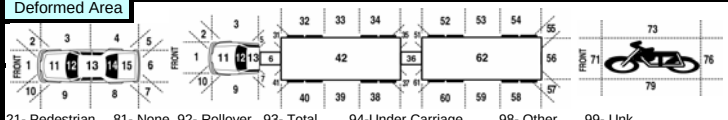
Collision: Fixed Object 40- Bridge Overhead Structure; 41- Bridge Parapet End; 42- Bridge Pier or Abutment; 43- Bridge Rail; 44- Culvert; 45- Curb; 46- Ditch; 47- Embankment; 48- Equipment; 49- Fence; 50-Guardrail End; 51- Guardrail Face; 52- Highway Traffic Sign Post; 53- Impact Attenuator/Crash Cushion; 54- Light/Luminaire Support; 55- Mail Box; 56- Median Barrier; 57- Overhead Sign Support; 58- Other (Post, Pole, Support, Etc.); 59- Other (Wall, Building, Tunnel, Etc.); 60- Tree; 61- Utility Pole; 62- Work Zone Maint. Equipment; 68- Other; 69- Unk.

Event 1	Event 2	Event 3	Event 4	Most Hrmfl	1st Hrmfl
1	1	1	1	1	
2	2	2	2	2	
3	3	3	3	3	

11- Separation of Units; 12- Spill (Two-Wheeled Veh.); 18- Other Noncollision; 19- Unk. Non-collision

Manner of Collision (Struck Veh.) 00- Not Coll. w/ Motor Veh.; 10- Rear End; 20- Head On; 30- Rear-to-Rear; 41- Angle (↘ | ↙); 42- Angle (→ | ←); 43- Angle (↗ | ↖); 50- Sideswipe Same Dir.; 60- Sideswipe Opposite Dir.; 70- Backed Into; 99- Unknown

1st / Most Deformed Area — 1st Deformed / Most Deformed



21- Pedestrian; 81- None; 92- Rollover; 93- Total; 94-Under Carriage; 98- Other; 99- Unk.

Vehicle Type 01- Automobile; 12- Pickup Truck; 13- Truck Tractor; 14- Other Truck; 15- Full Size Van; 16- Mini Van; 17- Sport Utility; 25- Motorcycle; 26- Other Motorbike; 27- Pedalcycle; 38- Animal Drawn Veh; 39- Animal (Ridden); 41- Pedestrian; 51- Train; 61- School Bus; 62- Passenger Bus; 98- Other; 99- Unk. (Hit and Run Only)

Alcohol / Drug Test Given 1- Given - Known Results; 2- Given - Unusable; 3- Given - Pending; 4- None; 5- Refused

Special Use Only 1 2 3 4 5 6 7

Vehicle Use Code 01- Personal; 02- Driver Training; 03- Construction/Maint.; 04- Ambulance; 05- Military; 06- Transport Passengers; 07- Transport Property; 08- Farm Use; 09- Wrecker or Tow; 10- Police; 11- Government; 12- Fire Fighting; 13- Logging; 18- Other; 41- Pedestrian

Test Type 1- Breath (Alc Only); 2- Blood; 3- Urine; 4- Serum; 8- Other

Underride/Override 1- Under- Compartment Intrusion; 2- Under- No Intrusion; 3- Under- Unknown; 4- Over- MV in transport; 5- Over- Other Vehicle; 6- None; 9- Unk.

Vehicle Attachment 1- None; 2- Mobile Home; 3- Semi-Trailer; 4- Utility Trailer; 5- Farm Trailer; 6- Trailer w/ Boat; 7- Camper Trailer; 8- Towed Motor Vehicle; 9- Petroleum Tanker; A- Lowboy Trailer; B- Autocarrier Trailer; C- Other Tanker; D- Flat Bed; E- Twin Trailers; F- Other

Drug Results 1- Amphetamines; 2- Cocaine; 3- Marijuana; 4- Opiates; 5- PCP; 8- Other

Extent of Deformity 0- None/Minor; 2- Functional Damage; 3- Disabling Damage; 4- Severe/Totaled; 5- Not Applicable; 9- Unk.

Alc Test Results A1- A2- A3-

Trafficway 1- Two -way, Not Divided; 2- Two-way, Divided, Unprotected Median; 3- Two-way, Divided, Barrier; 4- One-Way; 8- Other

Action Prior to Impact (Vehicle) 01- Backing; 02- Changing lanes; 03- Entering traffic lane; 04- Leaving traffic lane; 05- Making U-turn; 06- Movements Essentially Straight Ahead; 07- Overtaking/passing; 08- Parked; 09- Slowing or Stopped in traffic; 10- Turning left; 11- Turning right; 88- Other; 99- Unk.

(Non-motorist) 21- Approaching/Leaving Vehicle; 22- Entering/Crossing Location; 23- Playing/Working on Vehicle; 24- Pushing Vehicle; 25- Standing; 26- Walking, Playing, Cycling; 27- Working

A: 1- Gore; 2- Island; 3- Median; 4- Roadside; 5- Roadway; 6- Shoulder; 7- Sidewalk; 8- Outside Trafficway; 9- Unk.

B: X-walk: 1- Y 2- N 9- U

1st Harmful Event Loc.

Road Character 1- Straight - Level; 2- Straight - On grade; 3- Straight - Hillcrest; 4- Curve - Level; 5- Curve - On grade; 6- Curve - Hillcrest

Road Surface Condition 1- Dry; 2- Wet; 3- Snow; 4- Slush; 5- Ice; 6- Contaminate; 7- Water (Standing, etc.); 8- Other; 9- Unk.

Traffic Control Type 01- Stop and Go Light; 02- Flashing Traffic Signal; 11- RR (X-bucks, Lights & Gates); 12- RR (X-bucks & Lights); 13- RR (X-bucks Only); 21- Officer or Flagman; 22- Oncoming Emergency Vehicle; 31- Pavement Markings (only); 41- Stop Sign; 42- School zone Sign; 43- Yield Sign; 44- Work Zone; 45- Other Warning Signs; 51- Flashing Beacon; 98- None; 99- Unk.

Weather Condition 1- Clear (no adverse conditions); 2- Rain; 3- Cloudy; 4- Sleet, Hail; 5- Snow; 6- Fog, Smog, Smoke; 7- Blowing Sand, Oil, Dirt or Snow; 8- Severe Crosswinds; 9- Unk.

Light Condition 1- Daylight; 2- Dawn; 3- Dusk; 4- Dark (Lighting Unspecified); 5- Dark (Street Lamp Lit); 6- Dark (Street Lamp Not Lit); 7- Dark (No lights)

School Bus Involved: 1- Yes, Directly; 2- Yes, Indirectly; 3- No; 9- Unk.

Work Zone: 1- Yes 2- No

Work Zone Location 1- Before 1st Sign; 2- Advanced Warning Area; 3-Transition Area; 4- Activity Area; 5-Termination Area

Work Zone Type 1- Shoulder/Median Work; 2- Lane Shift/Crossover; 3- Intermittent/Moving Work; 4- Lane Closure; 8- Other; 9- Unk.

Workers Present: 1- Yes 2- No

Junction Type 01- Crossover; 02- Driveway; 03- Five/More Points; 04- Four-way Intersection; 05- Railway Grade Crossing; 07- Shared Use Paths or Tr; 08- T-Intersection; 09- Traffic Circle; 12- Y - Intersection; 13- Nonjunction; 99- Unk.

Contributing Factors

Primary / Others:

Driver: 01- Disregarded Signs, Signals, Etc.; 02- Distracted/Inattention; 03- Driving Too Fast for Conditions; 04- Exceeded Authorized Speed Limit; 05- Failed to Yield Right of Way; 06- Ran off Road; 07- Fatigued/Asleep; 08- Followed Too Closely; 09- Made an Improper Turn; 10- Medical Related; 12- Aggressive Operation of Vehicle; 13- Over-correcting/Over-steering; 14- Swerving to Avoiding Object; 15- Wrong Side or Wrong Way; 16- Under the Influence; 17- Vision Obscured (Within Unit); 18- Improper lane Usage/Change; 19- Cell Phone; 28- Other Improper Action; 29- Unk.

Roadway: 30- Debris; 31- Non-highway Work; 32- Obstruction in Roadway; 33- Road Surface Condition (I.e., Wet); 34- Rut, Holes, Bumps; 35- Shoulders (None, Low, Soft, High); 36- Traffic Control Device (I.e., Missing); 37- Work Zone (Constr./Maint./Utility); 38- Worn, Travel-Polished Surface; 48- Other; 49- Unk.

Non- Motorist: 50- Inattentive; 51- Lying &/or Illegally in Roadway; 52- Failure to Yield R. of W.; 53- Not Visible (Dark Clothing); 54- Disregard Signs, Signals, Etc.; 55- Improper Crossing; 56- Darting; 57- Wrong Side of Road; 58- Other; 59- Unk; 66-Under Infl.; 67- Other Person Under Infl

Environmental: 60- Animal in Road; 61- Glare; 62- Obstruction; 63- Weather Cond.; 68- Other; 69- Unk.

Vehicle Defect: 70- Brakes; 71- Steering; 72- Power Plant; 73- Tires/Wheel; 74- Lights; 75- Signals; 76- Windows/Shield; 77- Restraint System; 78- Truck Coupling; 79- Cargo; 80- Fuel System; 88- Other; 89- Unk.

D.P.S. USE ONLY

South Carolina
Uniform Traffic Collision Report
(For Investigating Officers)
Supplemental Bus & Truck Accident Report

Amended-Attach Copy of Original Report | Corrected

Page _____ of _____ Pages

Date	Time	County	Route Category	Accident Location (Route Number and Name if Any)	Auxillary
			1-Interstate 4-Secondary 2-US Primary 5-County 3-SC Primary 6-Other	ON	0-Mainline 6-Connection 2-Alternate 7-Business 5-Spur 9-Other

SCREENING INFORMATION

NUMBER OF QUALIFYING VEHICLES INVOLVED

A Truck having a GVWR of 10,001 lbs. or more for the power unit →

OR

A Vehicle with a Hazardous Materials Placard →

OR

A Bus that is Designed or Used to Carry 16 or More Persons, Inlcuding Driver →

OR

A Motor Vehicle Engaged in Interstate Commerce that is Designed or Used to Carry 9-15 Persons, Inlcuding the Driver, for Compensation →

Number of Persons Involved:

Sustaining Fatal Injuries →

Transported for Immediate Medical Services →

Number of Vehicles Towed

Towed from the Scene Due to Damage →

Do Not Complete This Form Unless:

One or More Qualifying Vehicles was Involved - AND

One or More Qualifying Injuries was Sustained - OR

One or More Vehicles (not necessarily the truck or bus) was Towed from the Scene

Total Number of Supplemental Forms Required for this Collision :

Unit Number_____ **FR-10 Number** _____

Carrier Information

Name: _____

Address: _____

City: _____ **State:** **Zip:**

Business Phone Number:

Identification Numbers

U.S. DOT None = 0

ICC MC **State:**

State Number

Is this vehicle an (1) Interstate or a (2) Intrastate carrier?

Was a Citation Issued to this Vehicle? 1- Yes 2- No 3- Pending

Access Control

1- No Access Control
2- Full Acces Contro
3- Partial Access Contro

Vehicle Information

Gross Vehicle Weight Rating

Weight Rating of the Power Unit of the Truck

01- Less than or Equal to 10,000 Pounds
02- 10,001-26,000 Pounds
03- More than 26,000 Pounds
99- Unknown/ Hit and Run

Vehicle Configuration

00- Passenger Car (only w/ HAZMAT placard
01- Light Truck (only w/ HAZMAT placard
02- Bus (seats for 9-15 people)
03- Bus (seats for 16 + people)
04- Single Unit Truck (2axles/6+ tires
05- Single Unit Truck (3 or more axles
06- Truck w/ Trailer
07- Truck-Tractor Only (Bobtail
08- Tractor w/ Semi-Trailer
09- Tractor w/ Double Trailers
10- Tractor w/ Triple Trailers
98- Other/Unable to Classify
99- Unknown/ Hit and Run

Cargo Body Type

00- Bus (seats for 9-15 people)
01- Bus (seats for 16+ people)
02- Enclosed Box
03- Cargo Tank
04- Flat Bed
05- Dump
06- Concrete Mixer
07- Auto Transport
08- Garbage/Refuse
09- Grain, Chips, Grave
10- Pole
11- Intermodal Container
97- Not Applicable
98- Other
99- Unknown/ Hit and Run

Trailer Length and Width

Length

00- No Trailer
01- Less than 480 in. (40 ft)
02- 481 in. - 576 in (48 ft.)
03- 577 in. or more
99- Unknown/ Hit and Run

Trailer 1 Length | Trailer 2 Length

Width

00- No Trailer
01- Less than 60 in. (5 ft.)
02- 61 in. - 84 in. (7 ft.)
03- 85 in. or more
99- Unknown/ Hit and Run

Trailer 1 Width | Trailer 2 Width

Hazardous Material Involvment

Was This Vehicle Carrying Hazardous Materials?

1- Yes 2- No 3- Unknown/Hit and Run

Did the Vehicle Have a Hazardous Material Placard?

1-Yes 2- No 3- Unknown/Hit and Run

If "Yes", What Class of Hazardous Material (off placard/shipping papers)?

01- Class 1 (Explosives)
02- Class 2 (Gases)
03- Class 3 (Flammable Liquids)
04- Class 4 (Flammable Solids)
05- Class 5 (Oxidizing Substance)
06- Class 6 (Poison/Infectious Substance)
07- Class 7 (Radioactive)
08- Class 8 (Corrosives)
09- Class 9 (Misc. Goods)
10- No Placard
99- Other/Unknown/Hit and Run

If "YES", enter 4 digit HAZMAT ID(look on placard/shipping papers)

Did Hazardous Material Release from this Vehicle?

1-Yes 2- No 3- Unknown/Hit and Run

Notification of Release:

Investigator's Name	Rank	Date	Reviewer's Name	Date

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