2009
SOUTH CAROLINA

COMMERCIAL MOTOR VEHICLE TRAFFIC COLLISION FACT BOOK

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

South Carolina Department of Public Safety

February 2012

Dear Reader:

The South Carolina Department of Public Safety is pleased to present the "2009 S.C. Commercial Motor Vehicle Traffic Collision Fact Book". This report defines and describes some characteristics of commercial motor vehicle crashes in our state. As the reader, you will be able to compare general crash characteristics within one year and over a five year period as well.

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 require 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 and state 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 educate the reader with the current conditions found on our highways.

I hope this information serves as an informative document that enhances our ability to improve highway safety and, more importantly, save lives.

Sincerely,

Leroy Smith
Director

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SOUTH CAROLINA
STATE
DEPARTMENT OF
PUBLIC SAFETY
1993
TRANSPORT POLICE


F M C S A
Federal Motor Carrier Safety Administration


DEPARTMENT OF PUBLIC SAFETY
SC
1993
BENE PUBLICO SERVIRE

CMV TRAFFIC COLLISION QUICK FACTS

	2008	2009	% CHANGE
FATAL COLLISIONS	80	80	0.0%
INJURY COLLISIONS	1,189	1,051	-11.6%
PROPERTY DAMAGE ONLY COLLISIONS	1,312	1,162	-11.4%
TOTAL COLLISIONS	2,581	2,293	-11.2%
FATALITIES	92	85	-7.6%
NON-FATAL INJURIES	2,015	1,749	-13.2%
ECONOMIC LOSS*	$160,037,400	$155,503,700	-2.8%
TRUCK VEHICLE MILES TRAVELED	4,900,000,000	5,000,000,000	2.0%
ROADWAY MILES	66,261	66,262	0.0%
TRUCK MILEAGE DEATH RATE**	1.9	1.7	-10.5%

*Economic Loss is calculated using the latest information from the National Safety Council, Estimating the Costs of Unintentional Injuries, 2009.

**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 Regulation 390.5. The following is the regulation definition of a CMV collision:

A CMV collision (accident) means[1]:

1. **An occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in:**

   (i) A fatality;
   (ii) Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or
   (iii) One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

2. **The term *accident* does not include:**

   (i) An occurrence involving only boarding and alighting from a stationary motor vehicle; or
   (ii) An occurrence involving only the loading or unloading of cargo.

1. Definition obtained from the Federal Motor Carrier Safety Regulations, Management Edition, April 2008, Part 390.5.

KEY DEFINITIONS

Bus - A motor vehicle with seating for transporting nine 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: Any motor vehicle used for the transportation of goods, property or people in interstate or intrastate commerce.

CMV Collisions - A collision involving a CMV in which there are fatal injuries OR at least one person is transported for immediate medical care OR one or more vehicles (not necessarily the CMV) are 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 other than tires.
   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 2008 National Safety Council's Formula which applies with the following factors:

Each fatality	$1,300,000
Each incapacitating injury	$ 67,200
Each non-incapacitating injury	$ 21,800
Each possible injury	$ 12,300
Each *PDO accident	$ 8,300

Fatal Traffic Collision - Any traffic collision that results in one or more fatal injuries.

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 designated by U.S. Department of Transportation, or other authorizing entity, as capable of posing an unreasonable risk to health, safety and property when transported in commerce.

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.

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 - 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.

*PDO = Property Damage Only

KEY DEFINITIONS

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; persons walking, running, jogging, hiking, sitting, lying within the trafficway.

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 - That part of a trafficway which 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) - A road vehicle or a pedestrian, which includes motor vehicles in-transport, motor vehicles no in-transport, railway trains, pedestrians, and pedalcyclists.

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 Accidents, Seventh Edition, published by the National Safety Council.

Part I - General Information

The following pages contain descriptive statistics regarding collisions involving commercial motor vehicles (CMV's) in South Carolina for the year 2009. This includes applicable information regarding drivers, occupants, vehicles, and any other information necessary to obtain a better assessment of the safety of our roadways.

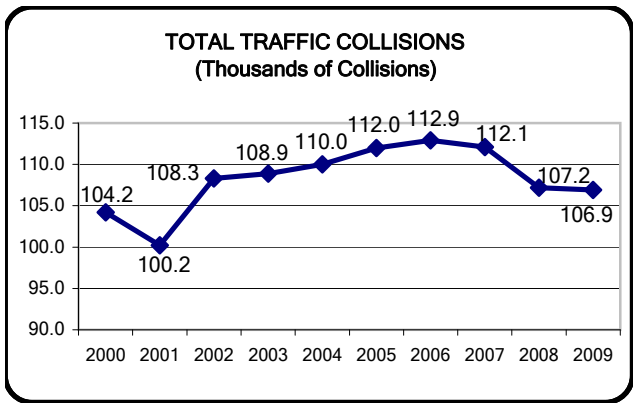
The number of CMV involved collisions has decreased from 2,581 in 2008 to 2,293 in 2009. This equates to an 11.2% decrease over this time period. Accompanying these collisions are immense personal and financial losses. While CMV collisions only accounted for 2.1% of the total collisions in South Carolina in 2009, the outcome of CMV collisions made up 9.5% of the total fatalities on our roadways. Total fatalities in CMV involved collisions have decreased from 92 in 2008 to 85 in 2009, a 7.6% **decrease**.

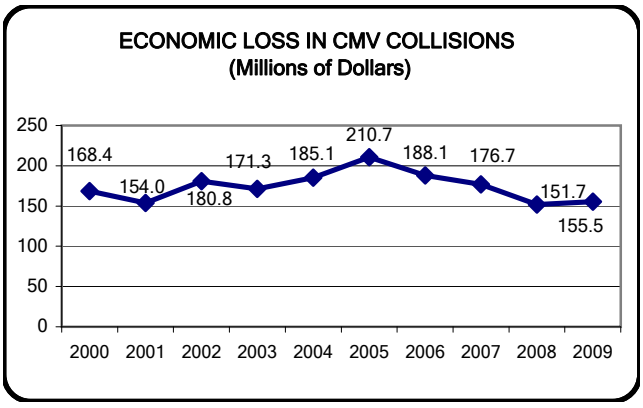
Fatalities are the most severe consequence of motor vehicle collisions, but even in non-fatal collisions, the cost in human suffering can be severe. Injuries sustained in CMV involved collisions have decreased from 2,015 in 2008 to 1,749 in 2009, a 13.2% **decrease**.

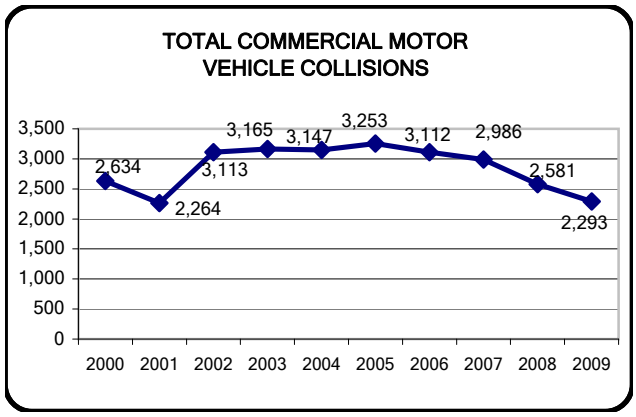
CMV involved collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 2009, $156 million dollars in estimated losses were incurred in CMV collisions. This was a 2.8% **decrease** from 2008. Yet, this also means that CMV collisions made up 5.8% of the total economic loss that occurred on South Carolina roadways in 2009.

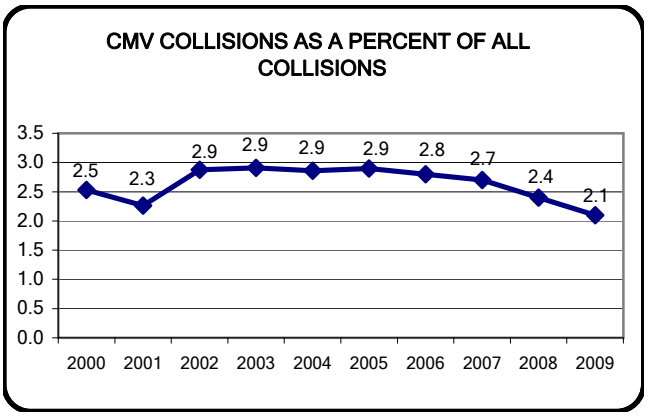
All collision statistics included in this publication are based on data obtained via the Uniform Traffic Collision Report (Form TR-310) and the Supplemental Bus and Truck Collision Report from investigating officers. By law, any collision that results in at least $1,000 in total property damage, or results 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.**

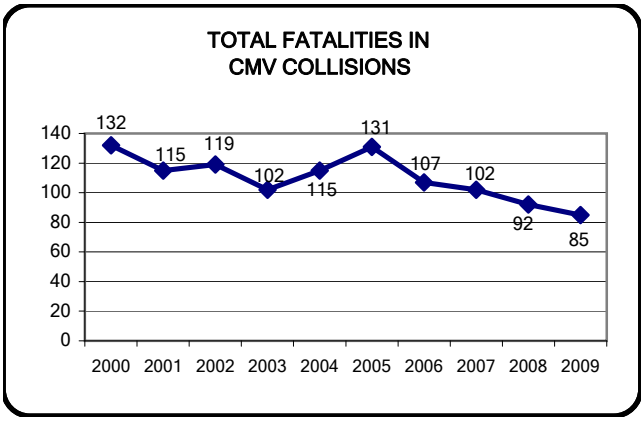
The statistics contained in the South Carolina Commercial Motor Vehicle Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It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

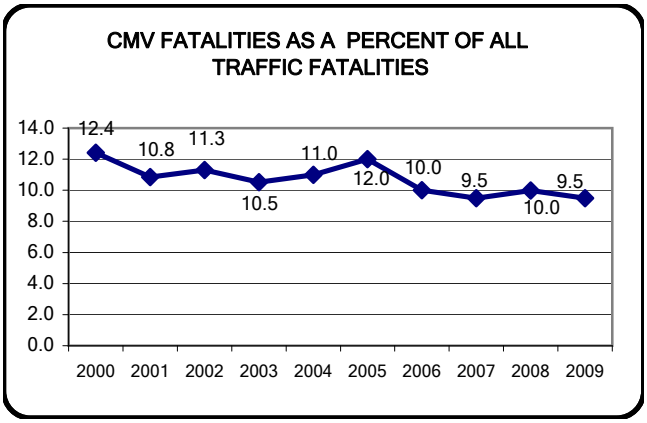

TOTAL TRAFFIC COLLISIONS
(Thousands of Collisions)
115.0
110.0
105.0
100.0
95.0
90.0
104.2
100.2
108.3
108.9
110.0
112.0
112.9
112.1
107.2
106.9
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009

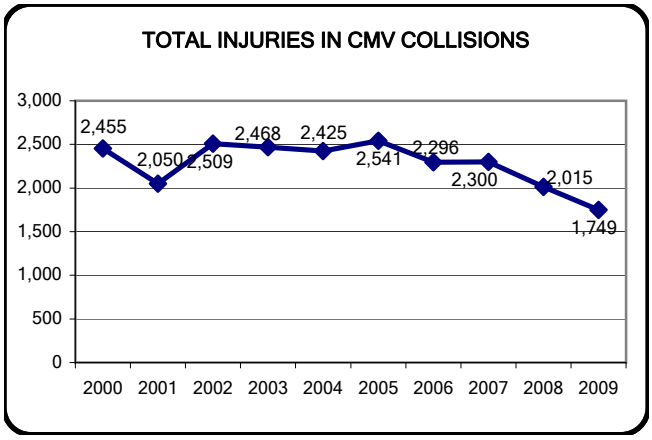

ECONOMIC LOSS IN CMV COLLISIONS
(Millions of Dollars)
250
200
150
100
50
0
168.4
154.0
180.8
171.3
185.1
210.7
188.1
176.7
151.7
155.5
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009

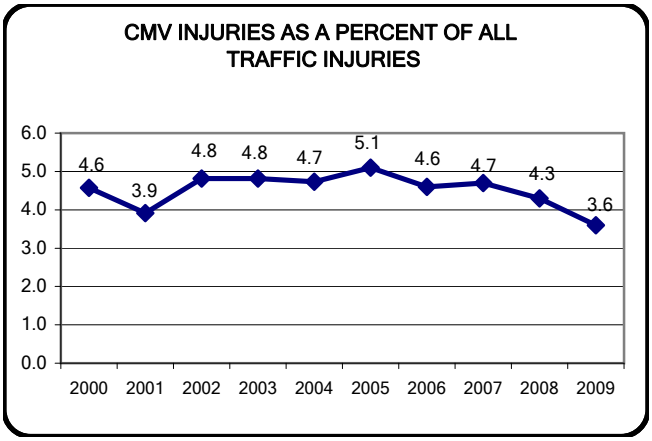

TOTAL COMMERCIAL MOTOR
VEHICLE COLLISIONS
3,500
3,000
2,500
2,000
1,500
1,000
500
0
2,634
2,264
3,113
3,165
3,147
3,253
3,112
2,986
2,581
2,293
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009


CMV COLLISIONS AS A PERCENT OF ALL
COLLISIONS
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
2.5
2.3
2.9
2.9
2.9
2.9
2.8
2.7
2.4
2.1
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009

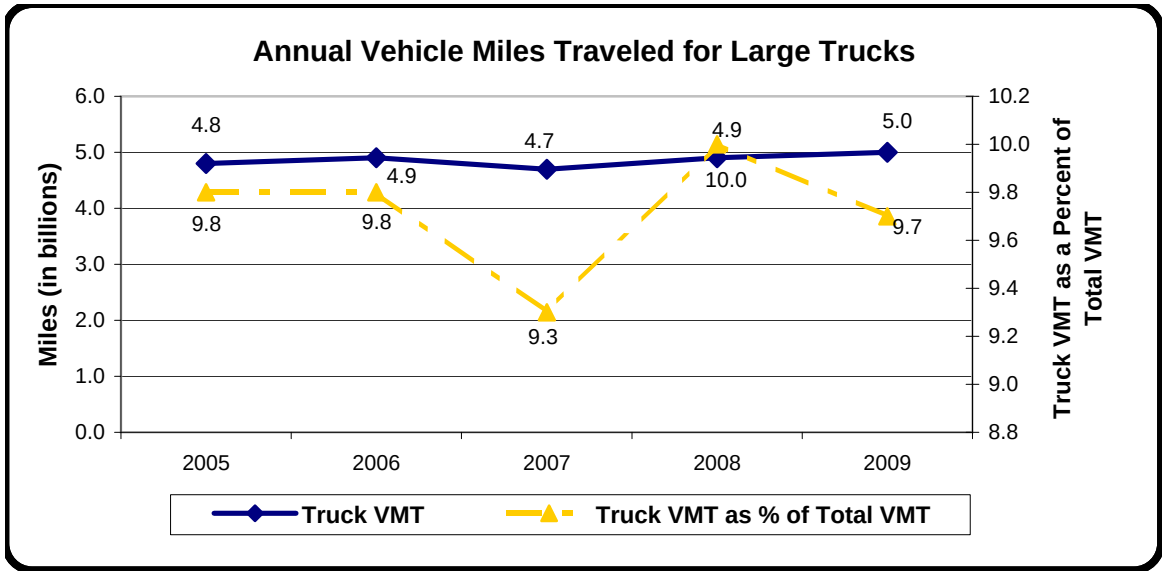

TOTAL FATALITIES IN
CMV COLLISIONS
140
120
100
80
60
40
20
0
132
115
119
102
115
131
107
102
92
85
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009


CMV FATALITIES AS A PERCENT OF ALL
TRAFFIC FATALITIES
14.0
12.0
10.0
8.0
6.0
4.0
2.0
0.0
12.4
10.8
11.3
10.5
11.0
12.0
10.0
9.5
10.0
9.5
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009

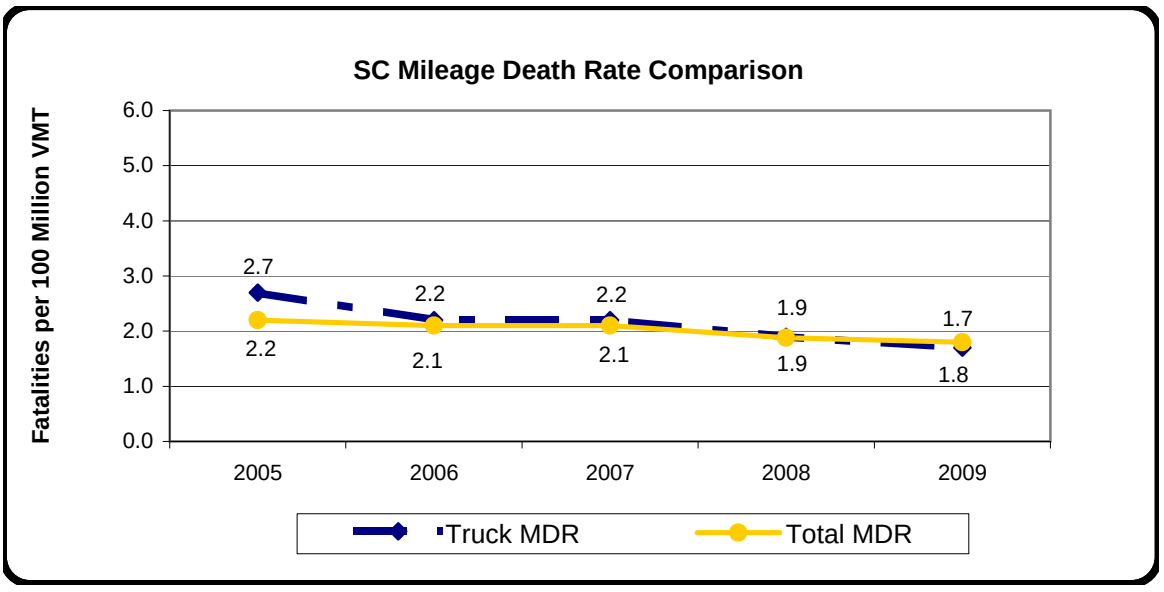

TOTAL INJURIES IN CMV COLLISIONS
3,000
2,500
2,000
1,500
1,000
500
0
2,455
2,050
2,509
2,468
2,425
2,541
2,296
2,300
2,015
1,749
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009


CMV INJURIES AS A PERCENT OF ALL
TRAFFIC INJURIES
6.0
5.0
4.0
3.0
2.0
1.0
0.0
4.6
3.9
4.8
4.8
4.7
5.1
4.6
4.7
4.3
3.6
2000 2001 2002 2003 2004 2005 2006 2007 2008 2009

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 2009

TOTAL ECONOMIC LOSS
$155,503,700

FATALITIES
$109,650,000

INCAPACITATING INJURY
$12,610,800

POSSIBLE INJURY
$13,714,400

PROPERTY DAMAGE ONLY
$9,520,200

NON-INCAPACITATING INJURY
$10,008,300

A loss of $208.48 per minute

A loss of $18.10 per minute

A loss of $23.98 per minute

A loss of $19.03 per minute

A loss of $26.07 per minute

PRIMARY CONTRIBUTING FACTOR

(Pages 8, 9, and 12)

Some action (or inaction) by one or more of the drivers was cited as the Primary Contributing Factor in 2,114 of the 2,293 reported CMV traffic collisions in 2009. This accounted for 92% of all primary contributing factors of crashes. "Too fast for conditions" was the greatest of these, accounting for 31% of CMV collisions. Vehicle factors accounted for the next largest category of collision causes with 123 or 5% of the total. "Tires/Wheels", "Brakes", and "Cargo" were the contributing factors in which most of the collisions in this category were attributed to. For fatal collisions in 2009, some type of driver error was considered the primary cause in 75 of the 80 fatal collisions, accounting for **94% of all CMV collisions** in which someone was killed. This percentage is slightly higher than the percentage for all South Carolina fatal traffic collisions (**93% driver error**).

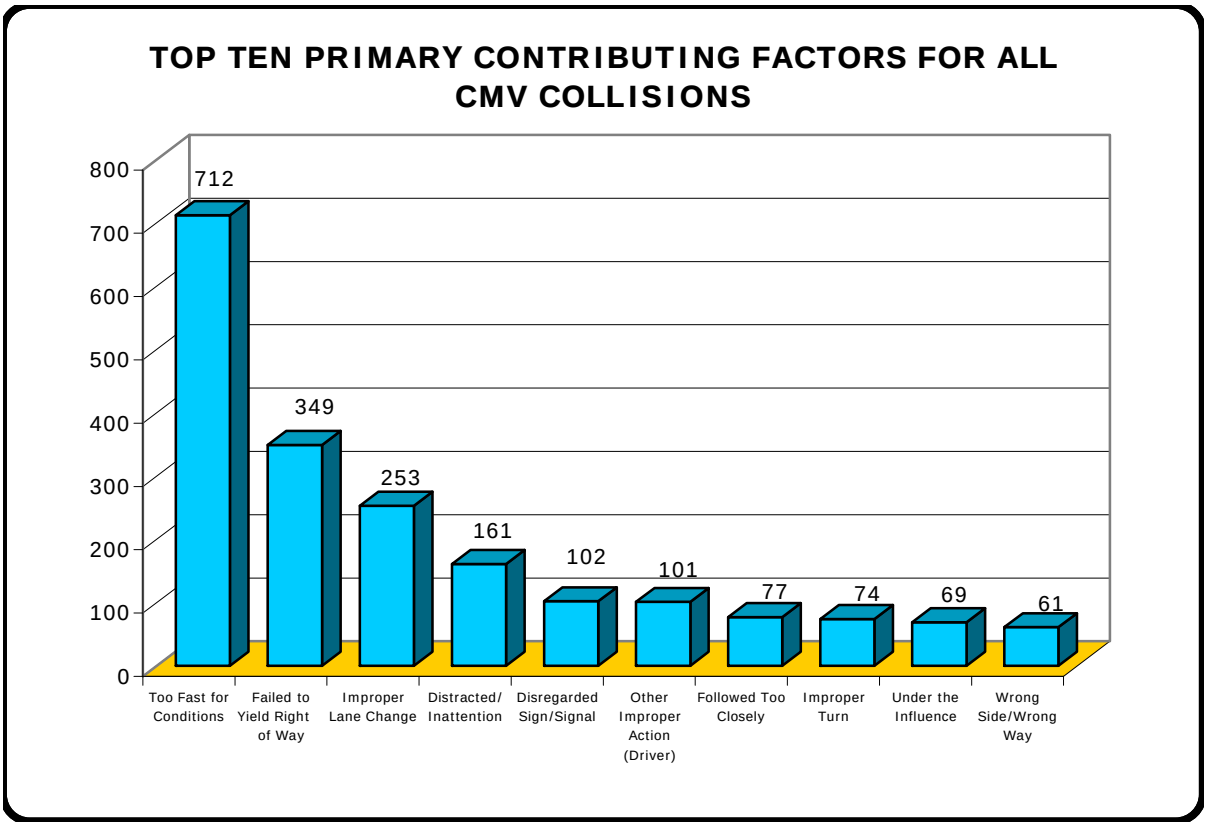
When dealing with these collisions, it becomes significant to know which vehicle caused the collision. In two vehicle collisions between a CMV and a Non-CMV, the Non-CMV driver was cited as the only contributor to the crashes in 939 of 1,633 collisions, or 58% of the time. The CMV driver was cited as the only contributor in 601 of the 1,633 collisions, or 37% of the time. Non-CMV drivers were the only contributors in 79% of all two-vehicle CMV fatal crashes and 56% of injury collisions. CMV drivers were the only contributors in 19% of two-vehicle CMV fatal collisions and 39% of injury collisions.

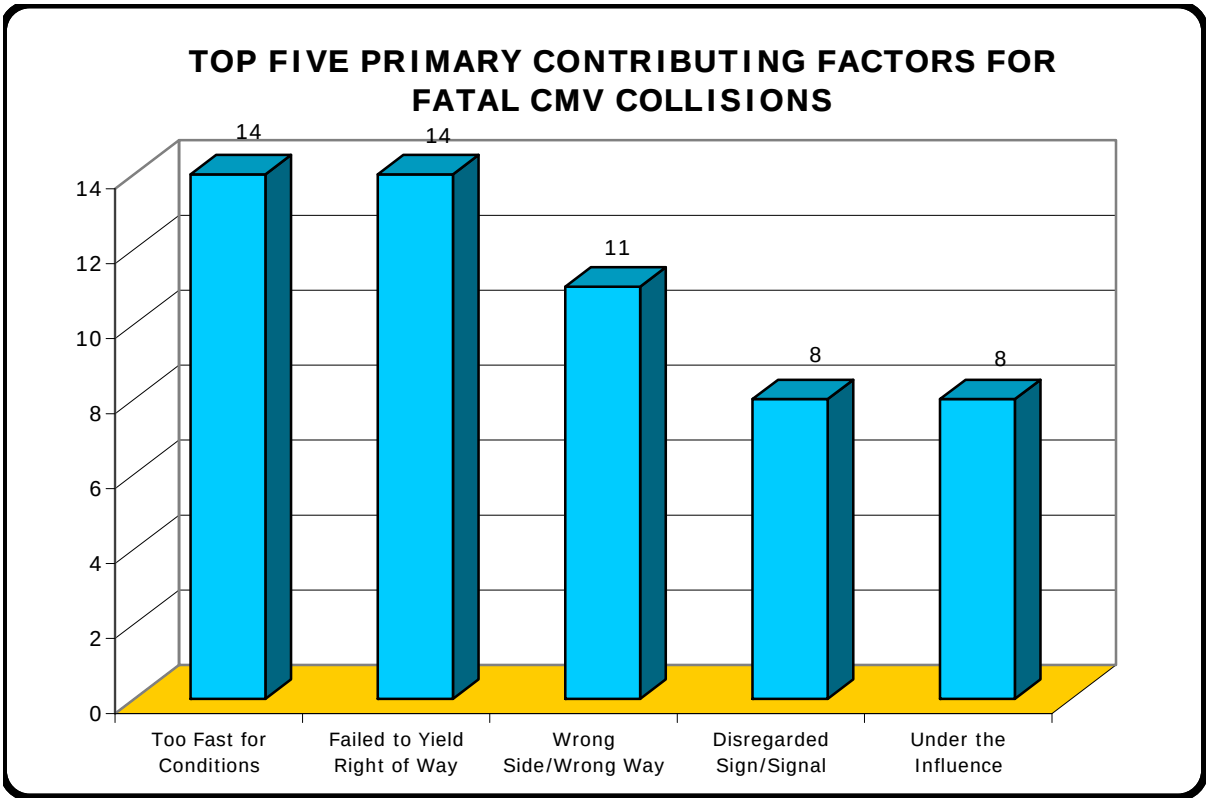
FIRST HARMFUL EVENT

(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 2009, the FHE in 1,620 of the 2,293 (71%) 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 148 of 2,293 crashes, or 6.5% of the total. The third most frequent FHE was an overturn/rollover with 108 collisions (4.7%). Combined, these three accounted for more than 80% of all reported CMV collisions.

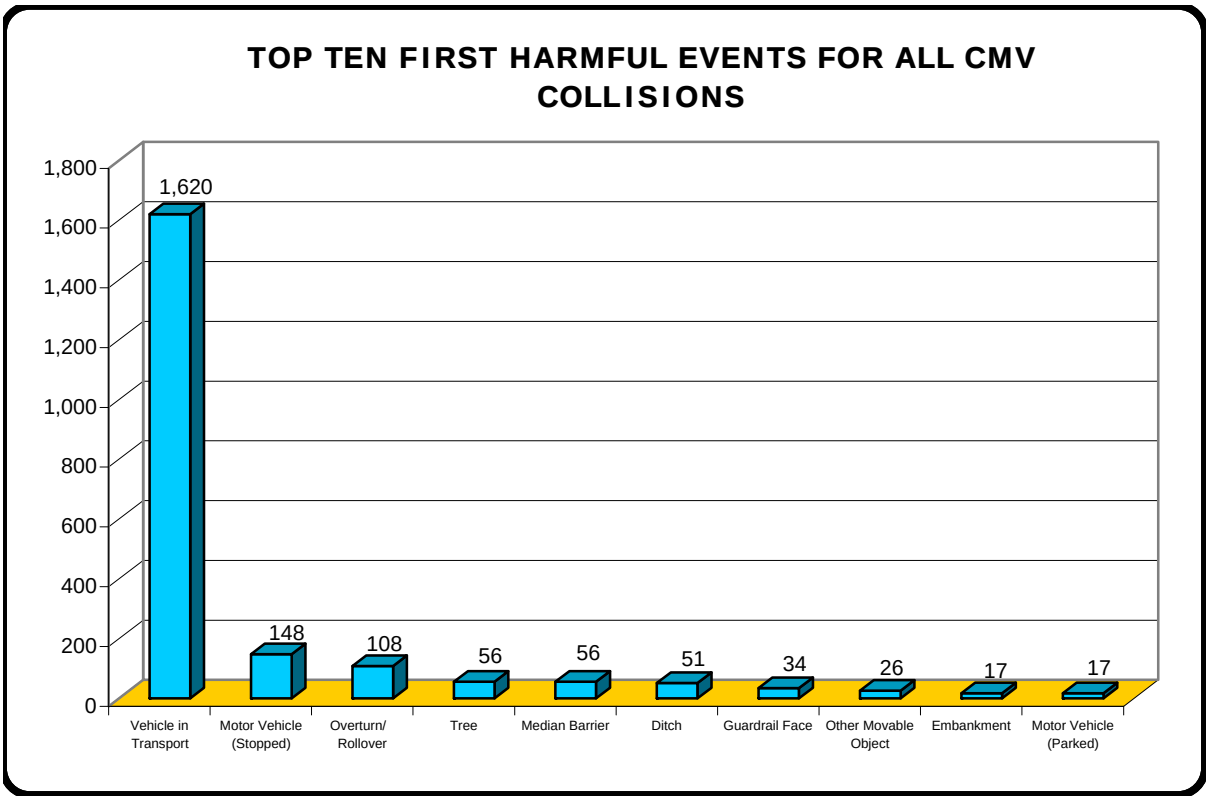
Collisions with a motor vehicle in transport (70%) and collisions with a pedestrian (5%) were identified as the top two FHE's in fatal crashes. Collisions involving an overturn/rollover were the third highest FHE's in fatal crashes, with 3 fatal collisions (3.8%).

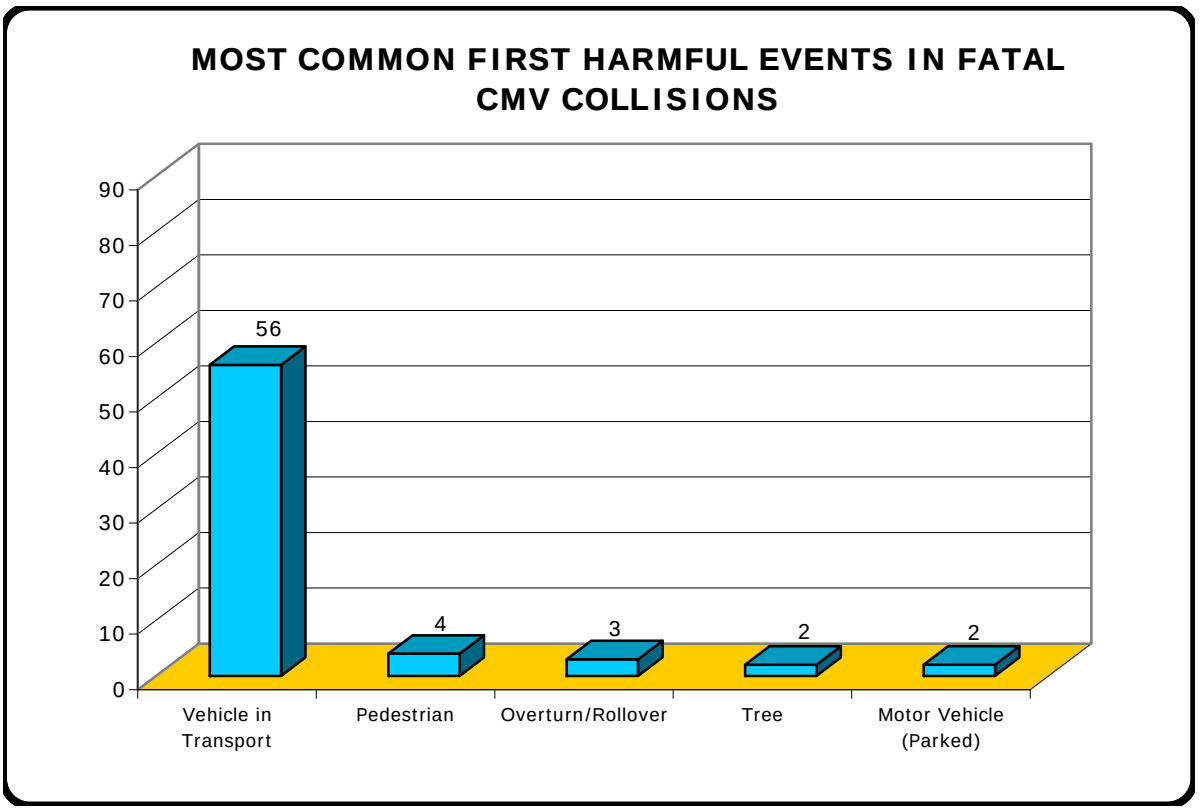

TOP TEN PRIMARY CONTRIBUTING FACTORS FOR ALL CMV COLLISIONS
800
700
600
500
400
300
200
100
0
712
349
253
161
102
101
77
74
69
61
Too Fast for Conditions
Failed to Yield Right of Way
Improper Lane Change
Distracted/ Inattention
Disregarded Sign/Signal
Other Improper Action (Driver)
Followed Too Closely
Improper Turn
Under the Influence
Wrong Side/Wrong Way


TOP FIVE PRIMARY CONTRIBUTING FACTORS FOR FATAL CMV COLLISIONS
14
12
10
8
6
4
2
0
14
14
11
8
8
Too Fast for Conditions
Failed to Yield Right of Way
Wrong Side/Wrong Way
Disregarded Sign/Signal
Under the Influence

TRAFFIC COLLISIONS BY PRIMARY CONTRIBUTING FACTORS

PRIMARY CONTRIBUTING FACTOR	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	Fatal	Injury	Property Damage Only			
Disregarded Sign/Signal	8	63	31	102	9	119
Distracted/Inattention	4	76	81	161	4	108
Too Fast for Conditions	14	324	374	712	16	536
Exceeded Speed Limit	1	2	0	3	1	3
Failed To Yield Row	14	191	144	349	15	313
Run Off Road	2	11	16	29	2	20
Fatigued/Asleep	1	12	8	21	1	23
Followed Too Closely	1	41	35	77	1	65
Improper Turn	1	29	44	74	1	85
Medical Related	1	18	10	29	1	23
Aggressive Driving	0	5	5	10	0	10
Over-Correcting/Over-Steering	0	2	6	8	0	4
Swerving To Avoid Object	1	5	7	13	1	7
Wrong Side/Wrong Way	11	27	23	61	12	51
Under The Influence	8	39	22	69	8	59
Vision Obscured (W/In Unit)	1	2	5	8	1	8
Improper Lane Usage/Change	2	89	162	253	2	140
Cell Phone	0	1	1	2	0	1
Other Improper Action (Driver)	4	44	53	101	4	59
Unknown	1	16	15	32	1	36
Driver Factors Subtotal	**75**	**997**	**1,042**	**2,114**	**80**	**1,670**
Debris	0	3	11	14	0	5
Obstruction In Rdwy	0	2	5	7	0	2
Road Surface Condtion (ie. Wet)	0	1	1	2	0	1
Other Roadway Factor	0	1	2	3	0	1
Roadway Factors Subtotal	**0**	**7**	**19**	**26**	**0**	**9**
Non-Motorist Inattentive	0	1	0	1	0	1
Lying &/Or Illegally In Rdwy	2	2	1	4	2	2
Non-Motorist Failed To Yield Row	0	2	0	1	0	2
Not Visible (Dark Clothing)	0	1	0	1	0	1
Improper Crossing	0	2	0	2	0	2
Darting	0	3	0	1	0	3
Non-Motorist Under Infl	1	1	0	2	1	1
Non-Motorist Subtotal	**3**	**12**	**1**	**12**	**3**	**12**
Animal In Road	0	3	12	22	0	9
Glare	0	2	1	3	0	2
Obstruction	0	5	2	3	0	5
Weather Condition	0	0	7	7	0	0
Other Environmental Factor	0	0	3	3	0	0
Environmental Factors Subtotal	**0**	**10**	**25**	**38**	**0**	**16**
Brakes	0	7	10	18	0	19
Steering	0	1	2	7	0	1
Power Plant	1	1	6	7	1	1
Tires/Wheels	1	11	35	48	1	14
Lights	0	1	1	3	0	1
Signals	0	0	1	1	0	0
Windows/Shield	0	1	0	1	0	1
Truck Coupling	0	0	1	4	0	0
Cargo	0	1	8	21	0	1
Other Vehicle Defect	0	2	10	12	0	4
Unknown Vehicle Defect	0	0	1	1	0	0
Vehicle Defect Factors Subtotal	**2**	**25**	**75**	**123**	**2**	**42**
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**


TOP TEN FIRST HARMFUL EVENTS FOR ALL CMV COLLISIONS
1,800
1,600
1,400
1,200
1,000
800
600
400
200
0
1,620
148
108
56
56
51
34
26
17
17
Vehicle in Transport
Motor Vehicle (Stopped)
Overturn/ Rollover
Tree
Median Barrier
Ditch
Guardrail Face
Other Movable Object
Embankment
Motor Vehicle (Parked)


MOST COMMON FIRST HARMFUL EVENTS IN FATAL CMV COLLISIONS
90
80
70
60
50
40
30
20
10
0
56
4
3
2
2
Vehicle in Transport
Pedestrian
Overturn/Rollover
Tree
Motor Vehicle (Parked)

TRAFFIC COLLISIONS BY FIRST HARMFUL EVENT

FIRST HARMFUL EVENT	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	Fatal	Injury	Property Damage Only			
Cargo/Equip Loss Or Shift	0	3	10	13	0	3
Cross Median/Center Line	2	3	5	10	2	8
Equipment Failure	0	1	5	6	0	1
Jacknife	0	2	4	6	0	2
Overturn/Rollover	3	55	50	108	3	72
Separation Of Units	0	1	2	3	0	3
Spill (Two Wheel Vehicle)	1	1	1	3	1	1
Other Non-Collision	2	4	7	13	2	5
Unknown Non-Collision	0	0	1	1	0	0
Non-Collision Subtotal	**8**	**70**	**85**	**163**	**8**	**95**
Animal (Deer Only)	0	2	5	7	0	8
Animal (Not Deer)	0	0	2	2	0	0
Motor Vehicle (In Transport)	56	801	763	1,620	61	1,365
Motor Vehicle (Stopped)	1	70	77	148	1	119
Motor Vehicle (Other Roadway)	1	4	1	6	1	20
Motor Vehicle (Parked)	2	7	8	17	2	12
Pedalcycle	1	1	0	2	1	1
Pedestrian	4	7	1	12	4	9
Railway Vehicle	0	1	0	1	0	3
Other Movable Object	0	4	22	26	0	6
Unknown Movable Object	0	1	1	2	0	1
Object, Not Fixed Subtotal	**65**	**898**	**880**	**1,843**	**70**	**1,544**
Bridge Overhead Structure	0	1	6	7	0	1
Bridge Rail	0	1	3	4	0	1
Culvert	0	1	5	6	0	1
Curb	0	1	2	3	0	1
Ditch	1	11	39	51	1	11
Embankment	1	6	10	17	1	8
Equipment	0	0	1	1	0	0
Fence	0	2	2	4	0	4
Guardrail End	0	0	4	4	0	0
Guardrail Face	1	10	23	34	1	10
HWY Traffic Sign Post	1	2	7	10	1	5
Impact Attenuator/Crash Cushion	0	0	1	1	0	0
Maibox	0	1	3	4	0	1
Median Barrier	1	14	41	56	1	19
Overhead Sign Support	0	0	1	1	0	0
Other(Post,Pole,Support,Etc.	0	1	2	3	0	1
Other(Wall,Bldg,Tunnel,Etc.	0	2	1	3	0	3
Tree	2	25	29	56	2	30
Utility Pole	0	1	7	8	0	1
Other	0	3	10	13	0	10
Unknown	0	1	0	1	0	3
Fixed Object Subtotal	**7**	**83**	**197**	**287**	**7**	**110**
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

CMV COLLISIONS WITH OTHER MOTOR VEHICLES

As shown below, 71% of CMV crashes involved two vehicles, a CMV and a non-CMV. In addition 71% of the fatal collisions in commercial motor vehicle collisions were the result of a CMV versus a non-CMV collision. Almost 10% of fatal collisions and all traffic fatalities in South Carolina involved a commercial motor vehicle. However, commercial vehicles were involved in only 2% of all collisions. Of those drivers who contributed to the cause of a fatal two-vehicle collision, 79% were non-CMV drivers. Nevertheless, non-CMV drivers made up only 58% of contributing drivers in all CMV collisions involving two vehicles.

DRIVERS IN CMV COLLISIONS WHO CONTRIBUTED TO COLLISION

CONTRIBUTED TO COLLISION	COLLISION TYPE				TOTAL	% OF TOTAL
	FATAL	% FATAL	INJURY	PROPERTY DAMAGE ONLY		
BOTH	1	1.8%	22	15	38	2.3%
CMV	11	19.3%	293	297	601	36.8%
NEITHER	0	0.0%	19	36	55	3.4%
NON-CMV	45	78.9%	420	474	939	57.5%
TOTALS	**57**	**100%**	**754**	**822**	**1,633**	**100%**

This table only counts two-vehicle collisions between a CMV and a Non-CMV.

CMV Collisions Involving Inter- and Intrastate Carriers

CARRIER TYPES IN CMV COLLISIONS

About 32% of CMV collisions involved intrastate carriers. On the other hand, almost 80% of fatal CMV collisions involved interstate carriers. Additionally, 80% of fatalitites from CMV collisions involved interstate carriers.

TRAFFIC COLLISIONS BY CARRIER TYPE

CARRIER TYPE	COLLISION TYPE			TOTAL	PERSONS KILLED	PERSONS INJURED
	Fatal	Injury	Property Damage Only			
INTRASTATE	16	351	369	736	17	693
INTERSTATE	64	700	793	1,557	68	1,056
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

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 2009:

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 12% of all CMV collisions in S.C. in 2009, and they made up 9.5% of CMV drivers involved in CMV collisions.

B. Time

- The month of October had the most fatal collisions (13), followed by January (11).
- 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 (17) and Thursday (15).
- More than 75% of all CMV collisions occurred between the hours of 6 am and 6 pm.

C. Location

- More fatal CMV collisions occurred on Interstates than any other route category.
- Greenville (190) and Richland (172) had more CMV collisions than any other county. Florence had the most fatal collisions (8).

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.
- About 3% 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 2009. Enumerated on the following pages are the numbers of drivers involved in CMV collisions by age and sex.

- Approximately 90% of CMV drivers involved in total CMV collisions were male; about 96% of CMV drivers involved in fatal CMV collisions were male.

- Only 9.5% of CMV drivers involved in CMV collisions were females in 2009. This is a slight increase from the previous year (8.3% of CMV drivers were females in 2008). About 4% of CMV drivers involved in fatal collisions were female. This is also an increase from the previous year (in 2008, there were 3% of CMV drivers involved in fatal collisions who were female).

- However, of the non-CMV drivers who were involved in CMV collisions, about 55% were male and 44% were female.

- Additionally, roughly 80% of the non-CMV drivers involved in fatal CMV collisions were male. About 20% were female (non-CMV drivers involved in fatal CMV collisions).

- In CMV fatal collisions, 35% of all CMV drivers were between the ages of 45 and 54. 35% of male CMV drivers (27 out of 78) were in the same age group (45 – 54 years old); all of the female CMV drivers were in the 35 – 64 year-old age group.

- In CMV total collisions, **27% of all CMV drivers** were between the ages of 45 and 54.

- In CMV total collisions, nearly **23% of all non-CMV drivers** were between the ages of 15 and 24.

- In CMV fatal collisions, 34% of all non-CMV drivers were between the ages of 45 and 54. 29% of male non-CMV drivers (13 out of 45) were between the ages of 45 and 54; over 50% of female non-CMV drivers (6 out of 11) were between the ages of 45 and 54.

AGE AND SEX OF CMV DRIVERS INVOLVED IN CMV TRAFFIC COLLISIONS

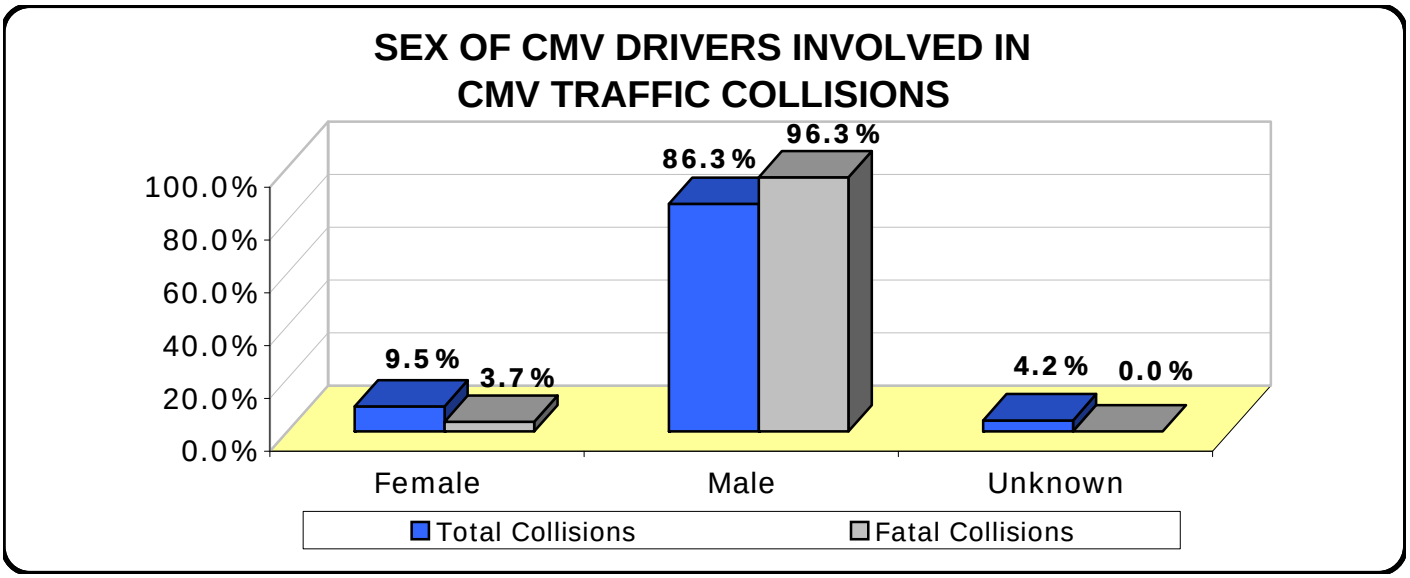
TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	3	0	3
15 to 24	7	105	0	112
25 to 34	34	324	0	358
35 to 44	62	524	0	586
45 to 54	75	570	0	645
55 to 64	38	385	0	423
65 to 74	6	111	0	117
75 to 84	2	12	0	14
85 & OLDER	0	0	0	0
UNKNOWN	0	1	100	101
TOTALS**	**224**	**2,035**	**100**	**2,359**

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	0	1	0	1
25 to 34	0	9	0	9
35 to 44	1	16	0	17
45 to 54	1	27	0	28
55 to 64	1	18	0	19
65 to 74	0	7	0	7
75 to 84	0	0	0	0
85 & OLDER	0	0	0	0
UNKNOWN	0	0	0	0
TOTALS**	**3**	**78**	**0**	**81**

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	3	0	3
15 to 24	4	50	0	54
25 to 34	16	151	0	167
35 to 44	27	245	0	272
45 to 54	40	256	0	296
55 to 64	23	182	0	205
65 to 74	4	48	0	52
75 to 84	1	6	0	7
85 & OLDER	0	0	0	0
UNKNOWN	0	0	30	30
TOTALS**	**115**	**941**	**30**	**1,086**

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	3	54	0	57
25 to 34	18	164	0	182
35 to 44	34	263	0	297
45 to 54	34	287	0	321
55 to 64	14	185	0	199
65 to 74	2	56	0	58
75 to 84	1	6	0	7
85 & OLDER	0	0	0	0
UNKNOWN	0	1	70	71
TOTALS**	**106**	**1,016**	**70**	**1,192**

**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

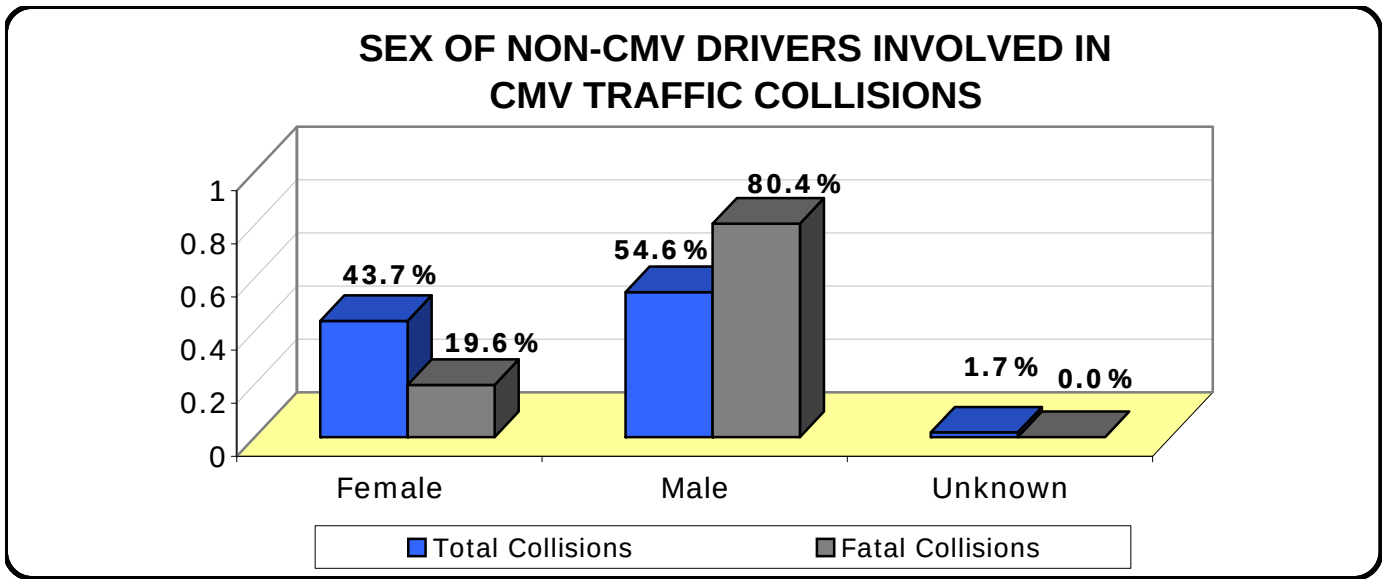
TOTAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	5	2	0	7
15 to 24	259	272	0	531
25 to 34	223	266	0	489
35 to 44	170	205	0	375
45 to 54	163	187	0	350
55 to 64	100	155	0	255
65 to 74	56	92	0	148
75 to 84	31	62	0	93
85 & OLDER	3	11	0	14
UNKNOWN	0	9	40	49
TOTALS**	**1,010**	**1,261**	**40**	**2,311**

FATAL COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	0	0	0	0
15 to 24	2	8	0	10
25 to 34	1	11	0	12
35 to 44	2	3	0	5
45 to 54	6	13	0	19
55 to 64	0	3	0	3
65 to 74	0	3	0	3
75 to 84	0	4	0	4
85 & OLDER	0	0	0	0
UNKNOWN	0	0	0	0
TOTALS**	**11**	**45**	**0**	**56**

INJURY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	1	2	0	3
15 to 24	137	120	0	257
25 to 34	115	114	0	229
35 to 44	105	102	0	207
45 to 54	87	91	0	178
55 to 64	59	81	0	140
65 to 74	24	41	0	65
75 to 84	19	21	0	40
85 & OLDER	1	4	0	5
UNKNOWN	0	4	13	17
TOTALS**	**548**	**580**	**13**	**1,141**

PROPERTY DAMAGE ONLY COLLISIONS				
AGE	FEMALE	MALE	UNKNOWN	TOTAL
UNDER 15	4	0	0	4
15 to 24	120	144	0	264
25 to 34	107	141	0	248
35 to 44	63	100	0	163
45 to 54	70	83	0	153
55 to 64	41	71	0	112
65 to 74	32	48	0	80
75 to 84	12	37	0	49
85 & OLDER	2	7	0	9
UNKNOWN	0	5	27	32
TOTALS**	**451**	**636**	**27**	**1,114**

**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.




NCE

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 2009 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 afternoon hours between 6:00 PM and 9:00 PM. Almost 25% of all fatal collisions occurred during this six-hour period.

- More CMV crashes were reported on Tuesdays than any other day of the week. There were 458 collisions during 2009, accounting for nearly 20% of the total. The fewest number of CMV traffic collisions were reported on Sundays with 99, or 4%.

- More CMV fatal collisions occurred in the month of October (13) than any other month of the year. The fewest number of CMV fatal collisions occurred within the month of August (2).

- More CMV crashes took place during the 2:00 PM hour. About 8.6% of CMV crashes were reported during this hour in 2009. In 2009, the least number of collisions took place during the 11:00 PM hour; there were 26 collisions reported during that hour of the day in 2009.

- CMV fatal collisions happened most often on Tuesday (17). The least deadliest day for CMV fatal collisions was on Sunday (6) in 2009.

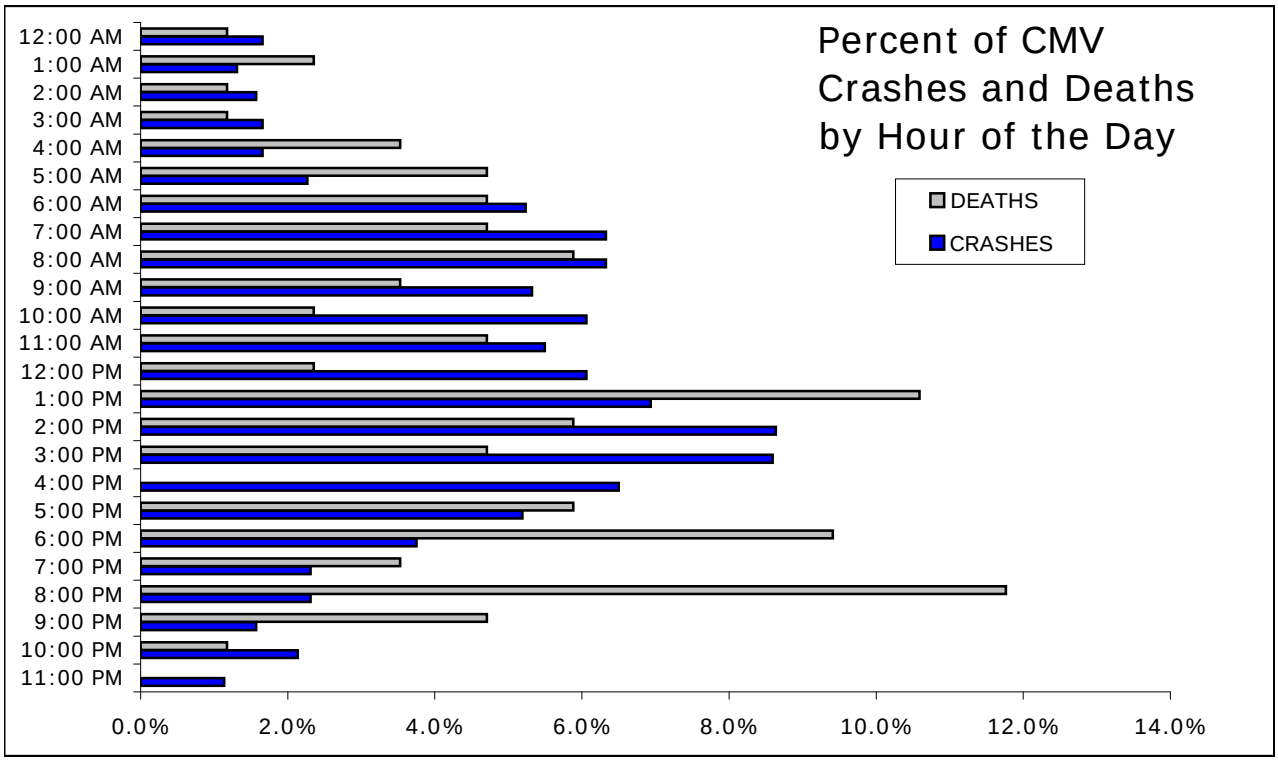
- In 2009, there were more traffic collisions involving CMV's in October than any other month. There were 222 reported collisions involving a CMV in October in 2009. This was a decrease in collisions in October from the previous year. In 2008, there were 235 reported collisions involving a CMV. This is equivalent to a 5.5% decrease over a one-year period.

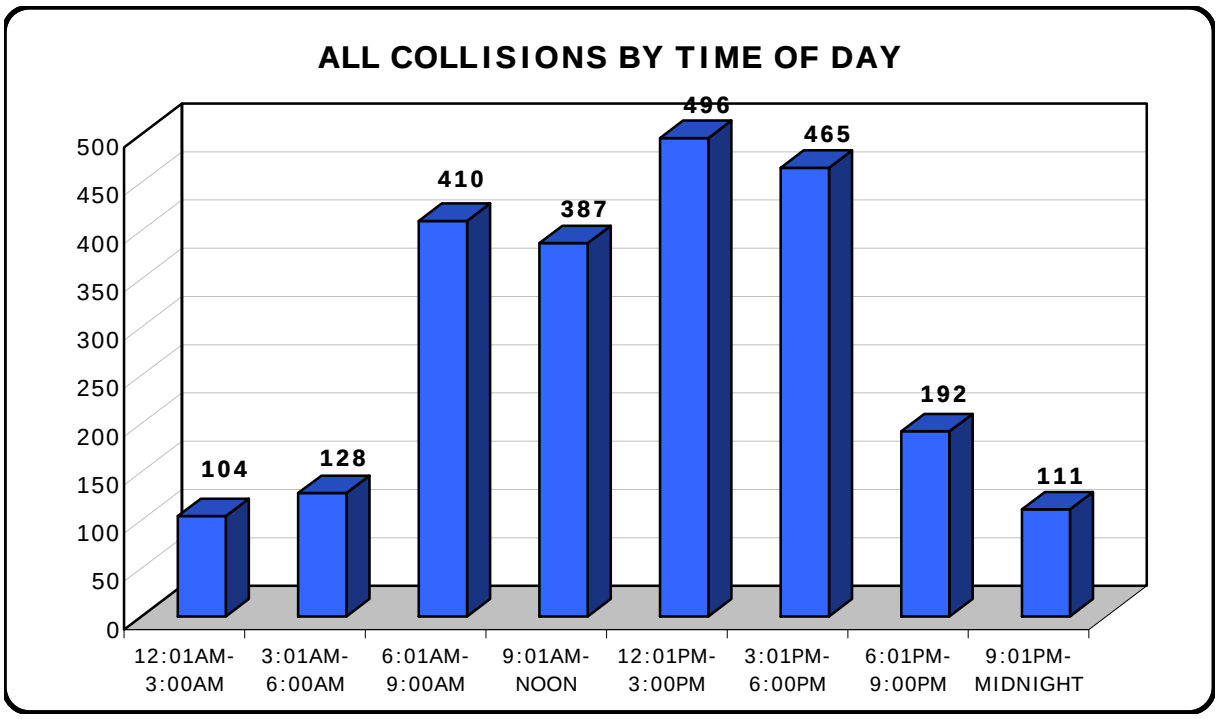
CMV Collisions by Hour of the Day

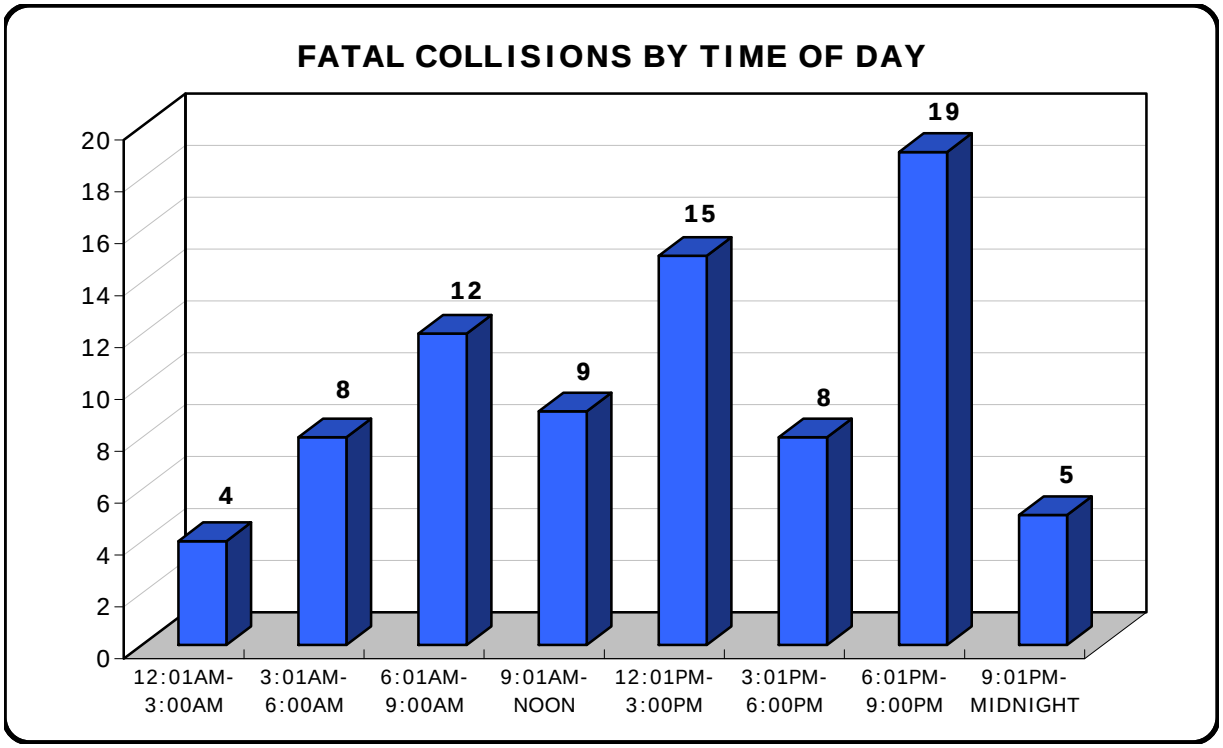
HOUR	CRASHES	DEATHS
12:00 AM	38	1
1:00 AM	30	2
2:00 AM	36	1
3:00 AM	38	1
4:00 AM	38	3
5:00 AM	52	4
6:00 AM	120	4
7:00 AM	145	4
8:00 AM	145	5
9:00 AM	122	3
10:00 AM	139	2
11:00 AM	126	4
12:00 PM	139	2
1:00 PM	159	9
2:00 PM	198	5
3:00 PM	197	4
4:00 PM	149	0
5:00 PM	119	5
6:00 PM	86	8
7:00 PM	53	3
8:00 PM	53	10
9:00 PM	36	4
10:00 PM	49	1
11:00 PM	26	0
TOTAL	**2,293**	**85**

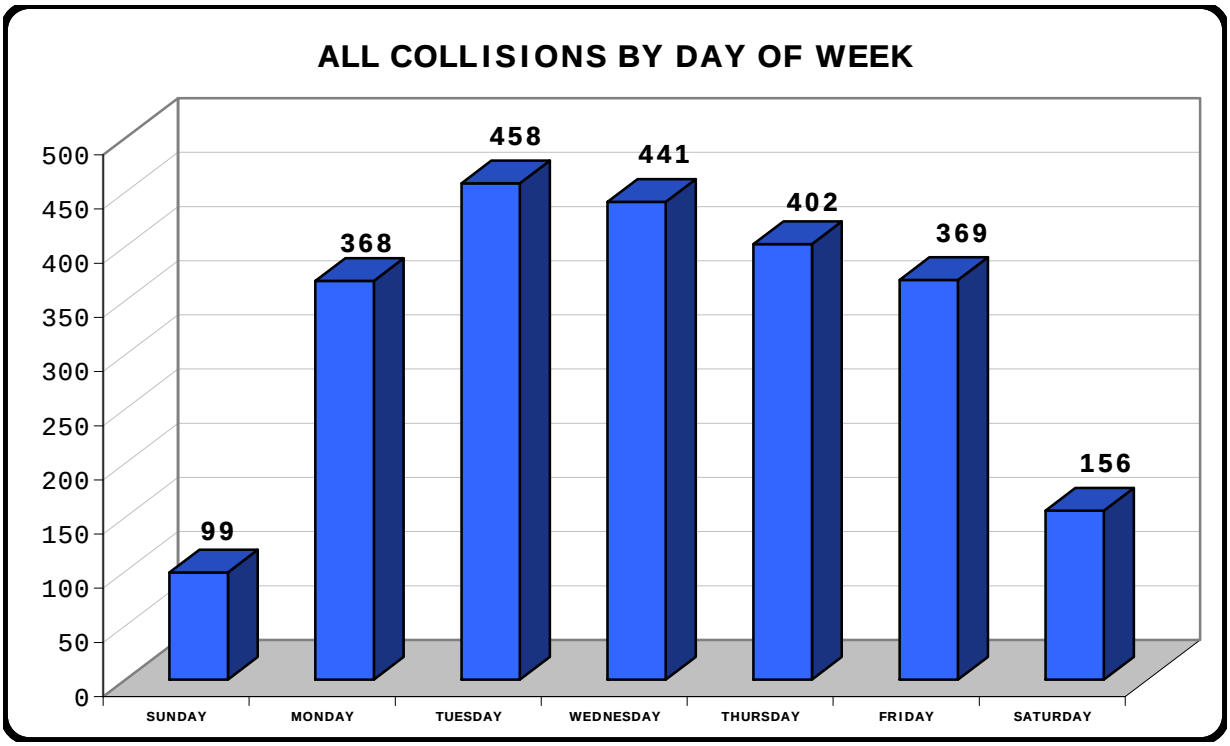
Some hours of the day are more dangerous than others with regard to CMV crashes and deaths. Not surprisingly, commercial vehicle crashes and deaths were higher during peak traffic time. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.3% of CMV crashes in 2009 occurred in the 8:00 PM hour, but 12% of all deaths occurred then!

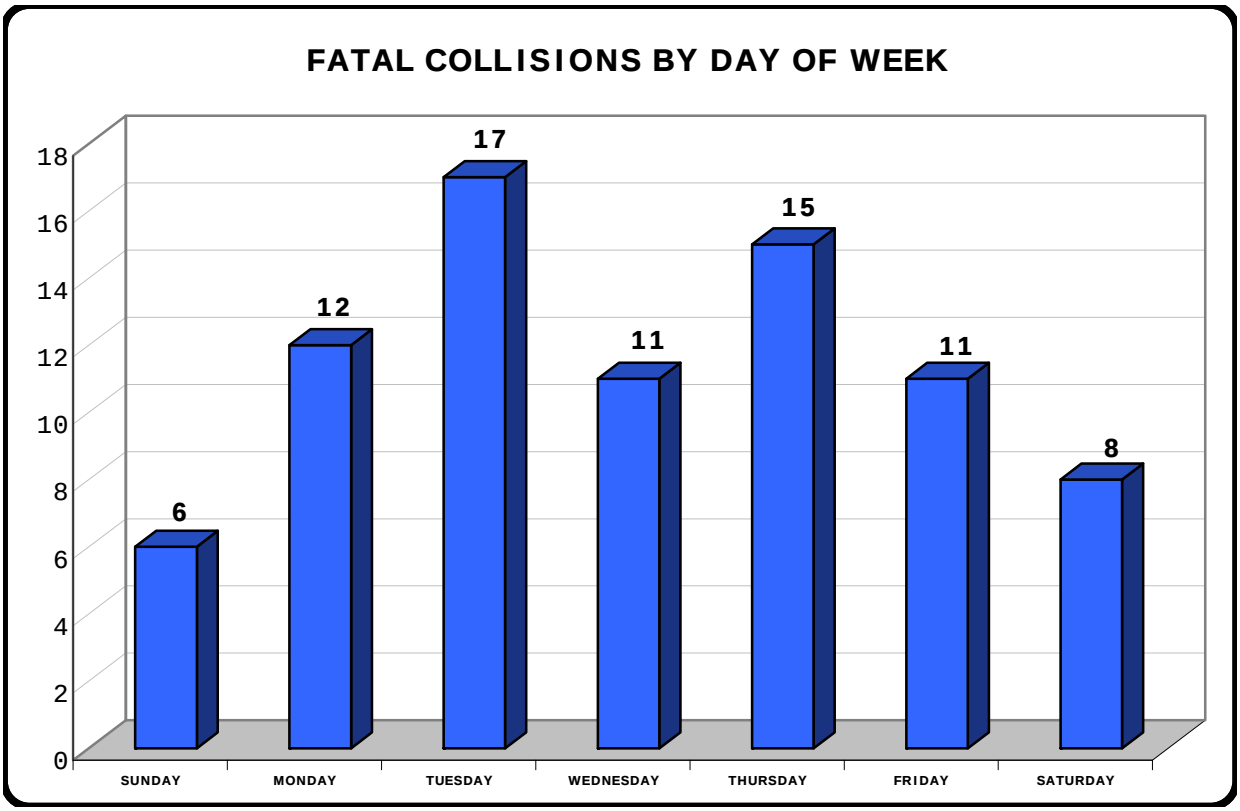
More than 8% of CMV crashes occurred during the 2:00 PM hour. Only 1.1% of crashes occurred during the 11:00 PM hour. The 6:00 - 9:00 PM time block proved to be the deadliest hours in 2009 for collisions involving CMV's, with 8 deaths recorded for the 6 PM hour and 10 deaths for the 8 PM hour! Below is a graph of the percent of crashes and deaths by the hours of the day.

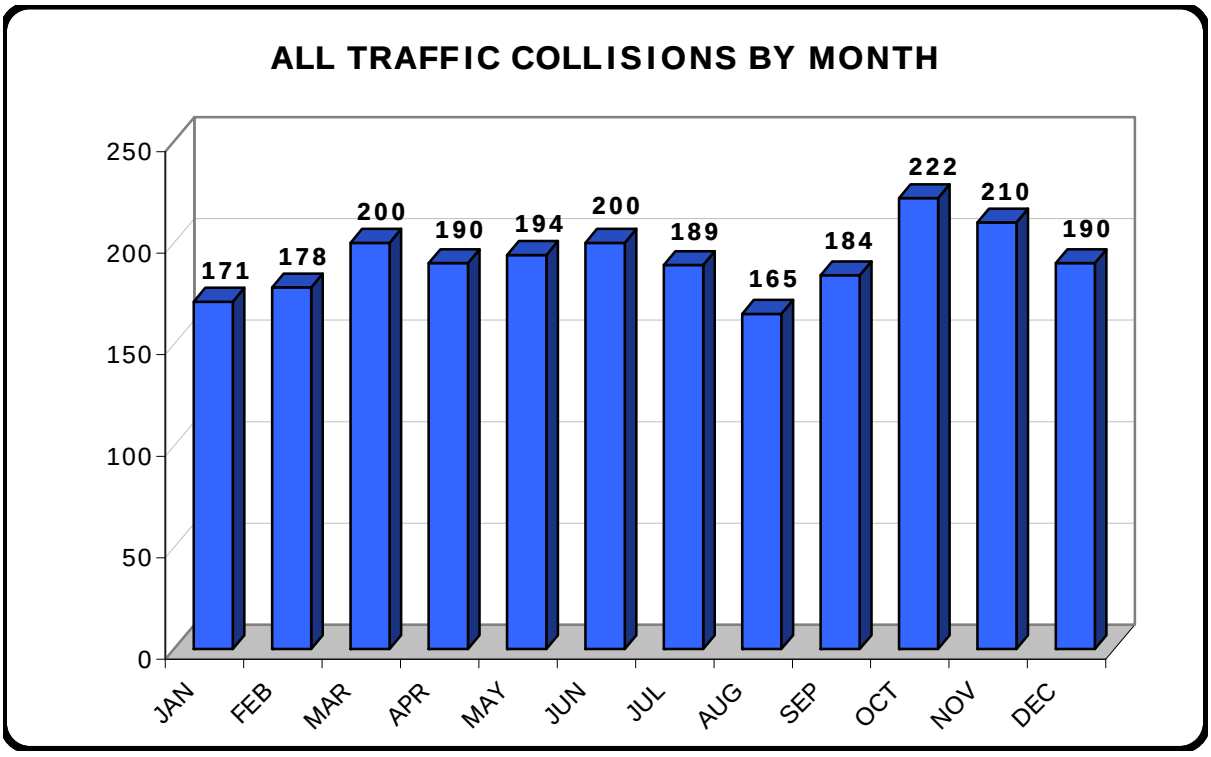


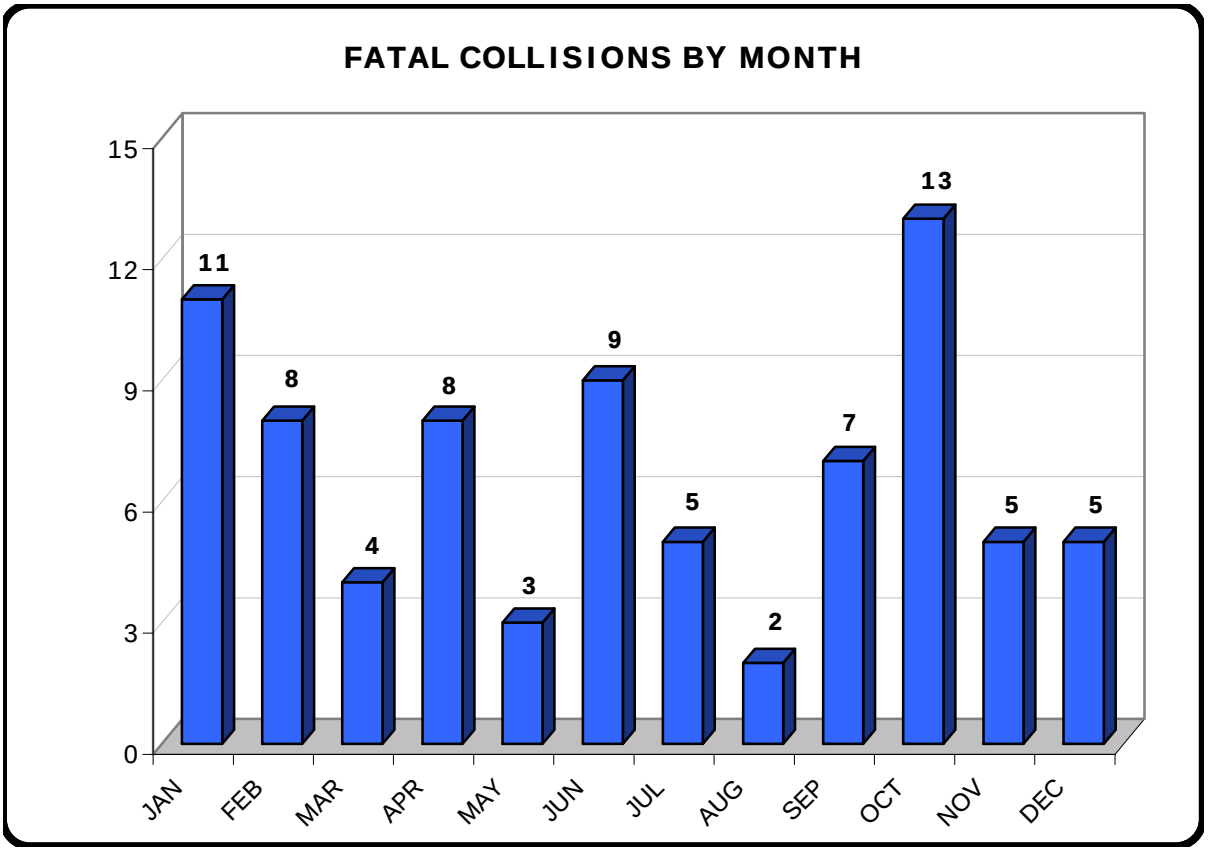

ALL COLLISIONS BY TIME OF DAY
500
450
400
350
300
250
200
150
100
50
0
104
128
410
387
496
465
192
111
12:01AM-3:00AM
3:01AM-6:00AM
6:01AM-9:00AM
9:01AM-NOON
12:01PM-3:00PM
3:01PM-6:00PM
6:01PM-9:00PM
9:01PM-MIDNIGHT


FATAL COLLISIONS BY TIME OF DAY
20
18
16
14
12
10
8
6
4
2
0
4
8
12
9
15
8
19
5
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
500
450
400
350
300
250
200
150
100
50
0
99
368
458
441
402
369
156
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


FATAL COLLISIONS BY DAY OF WEEK
18
16
14
12
10
8
6
4
2
0
6
12
17
11
15
11
8
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


ALL TRAFFIC COLLISIONS BY MONTH
250
200
150
100
50
0
171
178
200
190
194
200
189
165
184
222
210
190
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC

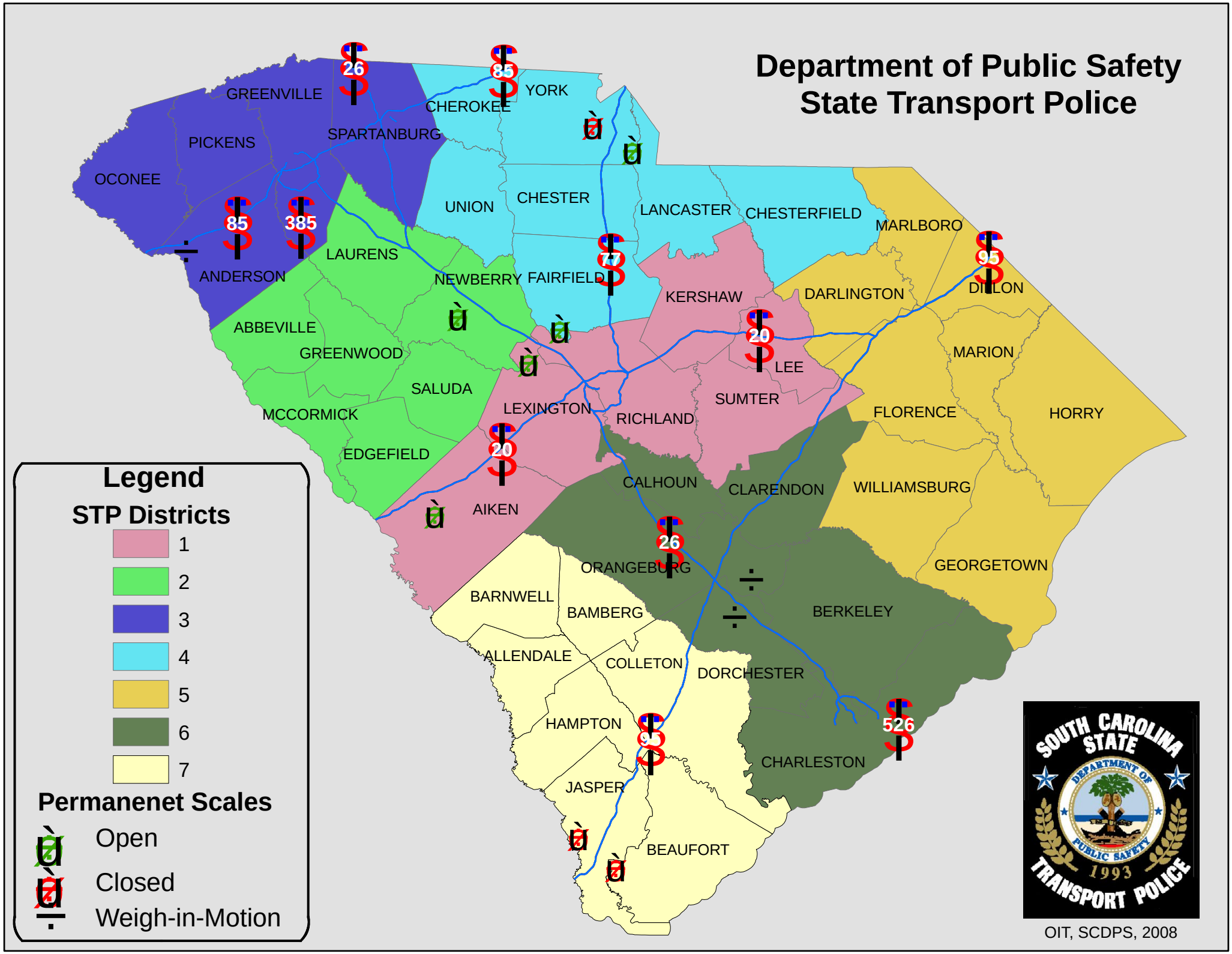

FATAL COLLISIONS BY MONTH
15
12
9
6
3
0
11
8
4
8
3
9
5
2
7
13
5
5
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC


SHOW TIME

C. Location

South Carolina is a major distribution center for the southern United States. The state is traversed by six interstate highway systems; the state also has numerous miles of primary and 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 2009, Greenville County had the most CMV traffic collisions (190). Florence had the most fatal collisions (8). Florence, too, had the most fatalities (9).
- Richland County had the most injury collisions in 2009 (97).
- In 2009, most CMV traffic collisions occurred on Interstates. 32% of CMV collisions occurred on Interstates. Following Interstates, in a close second place, US Primary roadways made up 28% of routes where CMV collisions took place in 2009.
- Furthermore, in fatal CMV collisions, 38% took place on US Primary roadways. Along with this, 28% of fatal CMV collisions occurred on SC Primary roadways.
- On the contrary, SC county roads were reported as the routes with the least of all CMV collisions and fatal CMV collisions (2.5% and 1.3%, respectively).
- Over 20% of 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. In addition, over 20% of the injuries from CMV collisions occurred in the midlands area (District 1) of SC.
- Interstate 26 had the most CMV collisions throughout the state in 2009 (189). What's more, Interstate 85 had the most fatal CMV collisions (8) of all roadways in the state for 2009.
- US 17 had the most CMV collisions (for roadways other than Interstates) in 2009. There were 69 CMV collisions that took place on US 17.

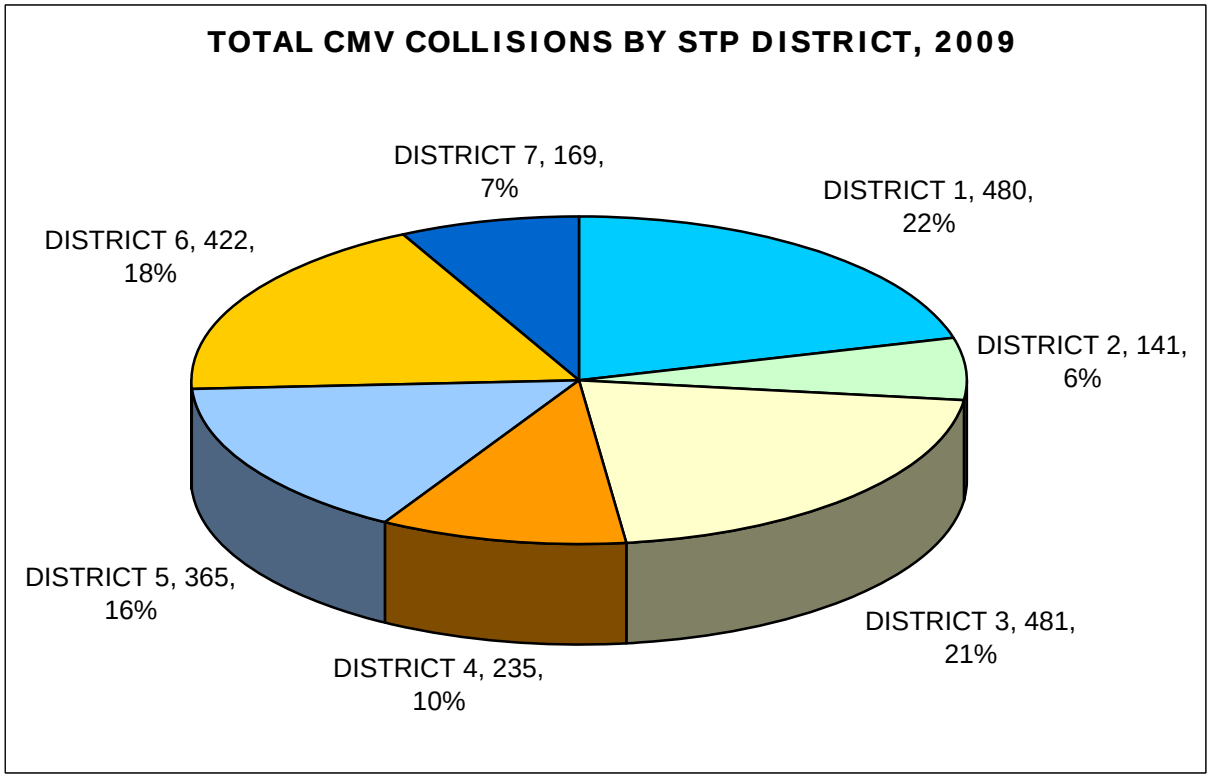


OIT, SCDPS, 2008

CMV TRAFFIC COLLISIONS BY STATE TRANSPORT POLICE DISTRICT

DISTRICT	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	Fatal	Injury	Property Damage Only			
1	10	242	228	480	10	399
2	11	60	70	141	11	118
3	14	193	274	481	16	334
4	12	104	119	235	14	159
5	18	157	190	365	19	271
6	10	208	204	422	10	315
7	5	87	77	169	5	153
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

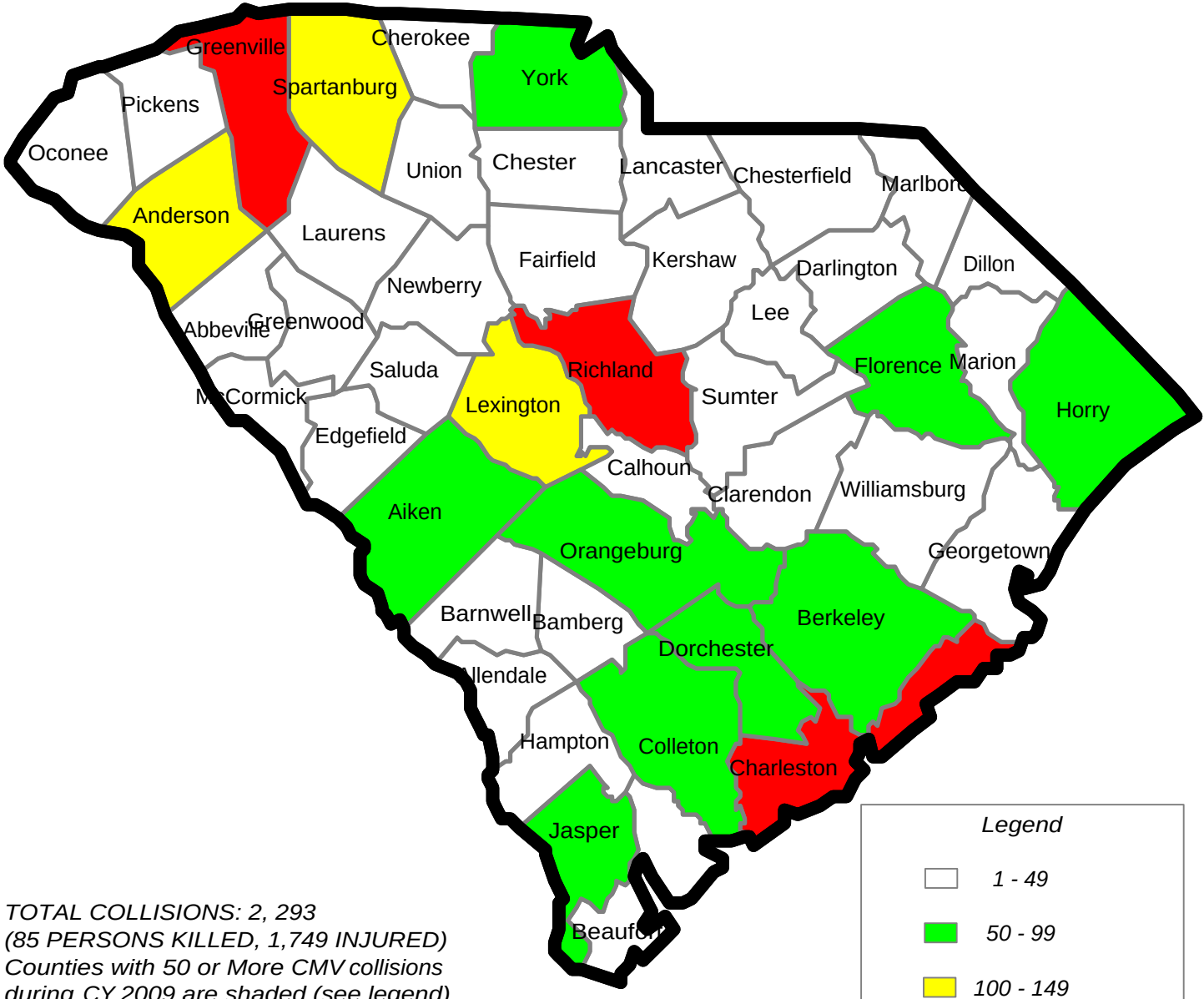
Only 6% of CMV collisions occurred in District 2 in 2009.On the other hand, 21% of CMV collisions occurred in District 3. District 5 was the district where the most fatalities resulted from CMV collisions (22%). District 1 was the top district for injuries (23% of the persons injured in CMV collisions were in District 1).



CMV COLLISIONS BY COUNTY (IN DESCENDING ORDER)

COUNTY	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
	PROPERTY DAMAGE ONLY	INJURY	FATAL			
GREENVILLE	101	85	4	190	5	162
RICHLAND	73	97	2	172	2	156
CHARLESTON	65	87	1	153	1	128
LEXINGTON	71	64	4	139	4	98
SPARTANBURG	79	53	1	133	1	78
ANDERSON	67	35	7	109	7	64
FLORENCE	45	43	8	96	9	75
AIKEN	44	45	0	89	0	62
ORANGEBURG	49	32	5	86	5	47
HORRY	44	33	0	77	0	58
YORK	43	26	3	72	4	34
BERKELEY	30	35	1	66	1	58
DORCHESTER	20	36	3	59	3	56
COLLETON	21	30	2	53	2	43
JASPER	29	22	2	53	2	27
NEWBERRY	31	16	1	48	1	30
DILLON	31	14	1	46	1	19
GEORGETOWN	23	20	3	46	3	40
CHEROKEE	24	19	1	44	1	28
DARLINGTON	18	20	2	40	2	29
LANCASTER	19	18	2	39	2	25
SUMTER	20	14	2	36	2	45
LAURENS	21	11	4	36	4	35
CLARENDON	21	11	0	32	0	16
KERSHAW	13	15	0	28	0	23
GREENWOOD	7	18	2	27	2	30
CALHOUN	19	7	0	26	0	10
CHESTER	11	11	4	26	4	22
PICKENS	14	9	2	25	3	16
OCONEE	13	11	0	24	0	14
BEAUFORT	13	10	0	23	0	18
CHESTERFIELD	8	14	0	22	0	20
MARLBORO	11	9	1	21	1	11
MARION	10	8	3	21	3	24
WILLIAMSBURG	8	10	0	18	0	15
FAIRFIELD	5	11	2	18	3	19
HAMPTON	4	13	0	17	0	49
LEE	7	7	2	16	2	15
UNION	9	5	0	14	0	11
SALUDA	4	5	2	11	2	9
ALLENDALE	6	2	1	9	1	3
EDGEFIELD	4	3	2	9	2	5
BAMBERG	2	6	0	8	0	6
ABBEVILLE	1	6	0	7	0	8
BARNWELL	2	4	0	6	0	7
MCCORMICK	2	1	0	3	0	1
TOTALS	**1,162**	**1,051**	**80**	**2,293**	**85**	**1,749**

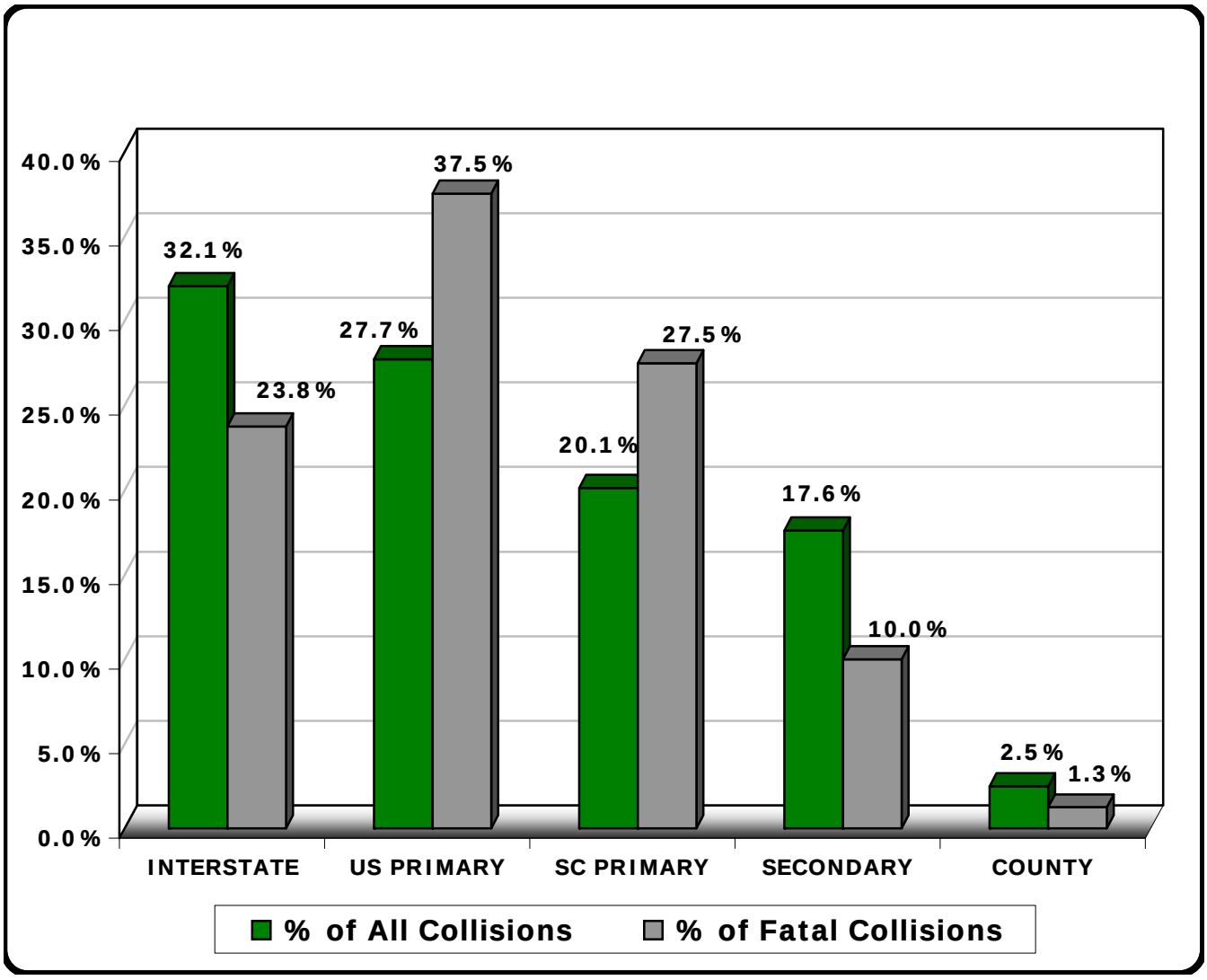
HIGH COLLISION COUNTIES
(50 OR MORE CMV COLLISIONS) - 2009



TOTAL COLLISIONS: 2, 293
(85 PERSONS KILLED, 1,749 INJURED)
Counties with 50 or More CMV collisions during CY 2009 are shaded (see legend)

Source: SAS Data- OHS
Provided by: SCDPS/STP
Revised: 11/15/2011

CMV COLLISIONS BY ROUTE CATEGORY



CMV TRAFFIC COLLISIONS ON SOUTH CAROLINA INTERSTATES

INTERSTATE 20	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
AIKEN	0	11	10	21	0	15
DARLINGTON	0	3	2	5	0	3
FLORENCE	1	0	0	1	1	0
KERSHAW	0	2	4	6	0	2
LEE	0	3	4	7	0	4
LEXINGTON	1	10	11	22	1	17
RICHLAND	0	14	15	29	0	17
I- 20 TOTALS	**2**	**43**	**46**	**91**	**2**	**58**

INTERSTATE 26	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
BERKELEY	0	6	7	13	0	8
CALHOUN	0	6	11	17	0	9
CHARLESTON	0	15	11	26	0	20
DORCHESTER	1	4	5	10	1	4
LAURENS	1	2	10	13	1	9
LEXINGTON	0	14	15	29	0	21
NEWBERRY	0	7	23	30	0	15
ORANGEBURG	1	11	19	31	1	13
RICHLAND	0	3	3	6	0	3
SPARTANBURG	1	6	7	14	1	10
I- 26 TOTALS	**4**	**74**	**111**	**189**	**4**	**112**

INTERSTATE 77	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
CHESTER	0	3	5	8	0	4
FAIRFIELD	1	4	2	7	1	9
LEXINGTON	0	1	2	3	0	1
RICHLAND	0	23	17	40	0	32
YORK	0	5	9	14	0	8
I- 77 TOTALS	**1**	**36**	**35**	**72**	**1**	**54**

INTERSTATE 85	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
ANDERSON	6	12	37	55	6	26
CHEROKEE	1	8	17	26	1	13
GREENVILLE	1	14	22	37	1	20
OCONEE	0	1	5	6	0	1
SPARTANBURG	0	16	35	51	0	28
I- 85 TOTALS	**8**	**51**	**116**	**175**	**8**	**88**

INTERSTATE 95	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
CLARENDON	0	5	16	21	0	8
COLLETON	0	15	12	27	0	19
DILLON	1	7	19	27	1	11
DORCHESTER	1	10	4	15	1	17
FLORENCE	1	4	18	23	1	9
HAMPTON	0	6	2	8	0	10
JASPER	0	10	21	31	0	12
ORANGEBURG	1	2	9	12	1	2
SUMTER	0	1	5	6	0	1
I- 95 TOTALS	**4**	**60**	**106**	**170**	**4**	**89**

CMV COLLISIONS BY TOP FIVE US HIGHWAYS

US HIGHWAY 1	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
AIKEN	0	5	6	11	0	6
CHESTERFIELD	0	1	0	1	0	3
KERSHAW	0	0	1	1	0	0
LEXINGTON	1	8	8	17	1	17
RICHLAND	0	5	1	6	0	9
US- 1 TOTALS	**1**	**19**	**16**	**36**	**1**	**35**

US HIGHWAY 17	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
BERKELEY	0	7	9	16	0	12
CHARLESTON	1	10	14	25	1	16
COLLETON	1	4	4	9	1	10
DORCHESTER	1	2	2	5	1	4
GEORGETOWN	2	11	9	22	2	14
HORRY	0	6	5	11	0	9
JASPER	1	5	2	8	1	7
US- 17 TOTALS	**6**	**45**	**45**	**96**	**6**	**72**

US HIGHWAY 25	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
AIKEN	0	5	2	7	0	6
EDGEFIELD	2	1	1	4	2	3
GREENVILLE	0	18	28	46	0	31
GREENWOOD	1	7	2	10	1	15
US- 25 TOTALS	**3**	**31**	**33**	**67**	**3**	**55**

US HIGHWAY 52	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
BERKELEY	0	5	1	6	0	9
CHARLESTON	0	7	4	11	0	8
CHESTERFIELD	0	1	2	3	0	1
DARLINGTON	2	4	2	8	2	6
FLORENCE	0	8	1	9	0	13
WILLIAMSBURG	0	0	1	1	0	0
US- 52 TOTALS	**2**	**25**	**11**	**38**	**2**	**37**

US HIGHWAY 76	COLLISION TYPE			TOTALS	PERSONS KILLED	PERSONS INJURED
COUNTY	FATAL	INJURY	PROPERTY DAMAGE ONLY			
ANDERSON	0	1	3	4	0	2
FLORENCE	1	6	3	10	2	21
GREENVILLE	0	0	1	1	0	0
HORRY	0	0	2	2	0	0
LAURENS	0	1	2	3	0	2
LEE	0	1	0	1	0	1
LEXINGTON	0	0	1	1	0	0
MARION	2	1	4	7	2	4
NEWBERRY	0	2	2	4	0	7
OCONEE	0	2	2	4	0	2
RICHLAND	1	12	7	20	1	31
SUMTER	1	2	1	4	1	3
US- 76 TOTALS	**5**	**28**	**28**	**61**	**6**	**73**

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 (79%): clear weather (72%); daylight (74%); and straight-level road (75%).

- About 98% of all CMV collisions occurred where there was no work zone recorded, or in an area that was not classified as a work zone.

- Unfortunately, 14% of fatal CMV collisions occurred in rainy weather conditions (11 out of 80 fatal CMV collisions).

- 58% of fatalities from CMV collisions happened in daylight; and, 29% of fatalities from CMV collisions took place in the dark (with no lights).

- Most CMV traffic collisions occurred where there were no traffic signals. 1,481 out of 2,293, or 65% of, CMV collisions occurred in areas with no traffic signals in 2009.

- About 80% of fatal CMV collisions occurred on dry roadways; in contrast, 19% 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	64	856	889	1,809	68	1,434
Wet	15	187	249	451	15	302
Snowy	0	0	5	5	0	0
Slushy	0	0	4	4	0	0
Icy	1	3	8	12	2	5
Contaminant (Sand, Mud, etc.)	0	0	1	1	0	0
Water (Standing)	0	2	4	6	0	3
Other	0	2	0	2	0	4
Unknown	0	1	2	3	0	1
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

*Property Damage Only

WEATHER CONDITIONS

WEATHER CONDITIONS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Clear / No Adverse Conditions	62	794	806	1,662	67	1,324
Rain	11	143	195	349	11	239
Cloudy	6	102	133	241	6	171
Sleet or Hail	0	0	1	1	0	0
Snow	0	2	12	14	0	2
Fog / Smog / Smoke	1	9	14	24	1	12
Severe Cross Wind, High Wind	0	0	1	1	0	0
Unknown	0	1	0	1	0	1
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

*Property Damage Only

ROAD CHARACTERISTIC

ROAD CHARACTERISTIC	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Straight - Level	48	793	886	1,727	50	1,341
Straight - On Grade	24	156	162	342	26	242
Straight - Hillcrest	3	30	27	60	4	63
Curve - Level	4	48	44	96	4	63
Curve - On Grade	0	22	38	60	0	38
Curve - Hillcrest	1	2	5	8	1	2
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

*Property Damage Only

WORK ZONE TYPE

WORK ZONE TYPE	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
None**	79	1,032	1,143	2,254	84	1,718
Shoulder/Median Work	1	8	5	14	1	10
Lane Shift/Crossover	0	1	3	4	0	1
Intermittent/Moving Work	0	1	3	4	0	1
Lane Closure	0	6	6	12	0	9
Other	0	2	1	3	0	2
Unknown	0	1	1	2	0	8
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

*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	45	802	855	1,702	49	1,345
Dawn	4	23	33	60	4	44
Dusk	2	17	15	34	2	28
Dark (Lighting Unspecified)	3	20	40	63	3	32
Dark (Street Lamp Lit)	2	41	43	86	2	59
Dark (Street Lamps Not Lit)	0	10	11	21	0	10
Dark (No Lights)	24	138	165	327	25	231
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

*Property Damage Only

TRAFFIC CONTROLS

TRAFFIC CONTROLS	COLLISION TYPE			TOTAL	PERSONS	
	FATAL	INJURY	PDO*		KILLED	INJURED
Stop and Go Signal	9	162	134	305	10	311
Flashing Traffic Signal	1	1	1	3	1	3
RR Crossing: Gates/Lights	0	0	4	4	0	0
RR X-Bucks & Flashing Lights	0	2	0	2	0	2
RR Crossbucks Only	0	0	2	2	0	0
Officer or Flagman	1	4	2	7	1	6
Oncoming Emergency Vehicle	0	0	0	0	0	0
Pavement Markings (Only)	3	94	80	177	3	158
Stop Sign	11	118	97	226	12	205
School Zone Sign	0	1	1	2	0	2
Yield Sign	1	8	12	21	1	16
Work Zone Sign	0	11	14	25	0	19
Other Warning Signs	0	16	13	29	0	31
Flashing Beacon	0	1	1	2	0	1
None	54	633	794	1,481	57	995
Unknown	0	0	7	7	0	0
TOTALS	**80**	**1,051**	**1,162**	**2,293**	**85**	**1,749**

*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 2009 data are as follows:

- The most common unit involved in CMV traffic crashes in 2009 was the truck tractor. Out of 4,640 units involved in CMV traffic collisions during the year, 2,404 units were CMV units and 2,236 units were non-CMV units. Out of the 2,404 CMV's, 1,533 were truck tractors. This represents 64% of the CMV units involved in commercial motor vehicle crashes.

- For fatal collisions, a smaller percentage of units were truck tractors. Of the 168 units involved in fatal collisions, 66 or 39% were truck tractors.

- A total of 7 pedestrians were involved in fatal CMV collisions in 2009. This represents less than 5% 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 2009. 1,275 automobiles were involved in CMV traffic collisions in 2009, accounting for 27% of all units in CMV traffic collisions.

- In 2009, "Personal" was cited most in the category of Vehicle Use for vehicles involved in CMV collisions. 2,178 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 975 CMV's under the category of "enclosed box" involved in CMV collisions in 2009.

- The most popular type of CMV vehicle configuration in 2009 was "Tractor with Semi-Trailer". There were 1,322 vehicles out of 2,404 that were classified in that category (55%).

UNIT TYPES*

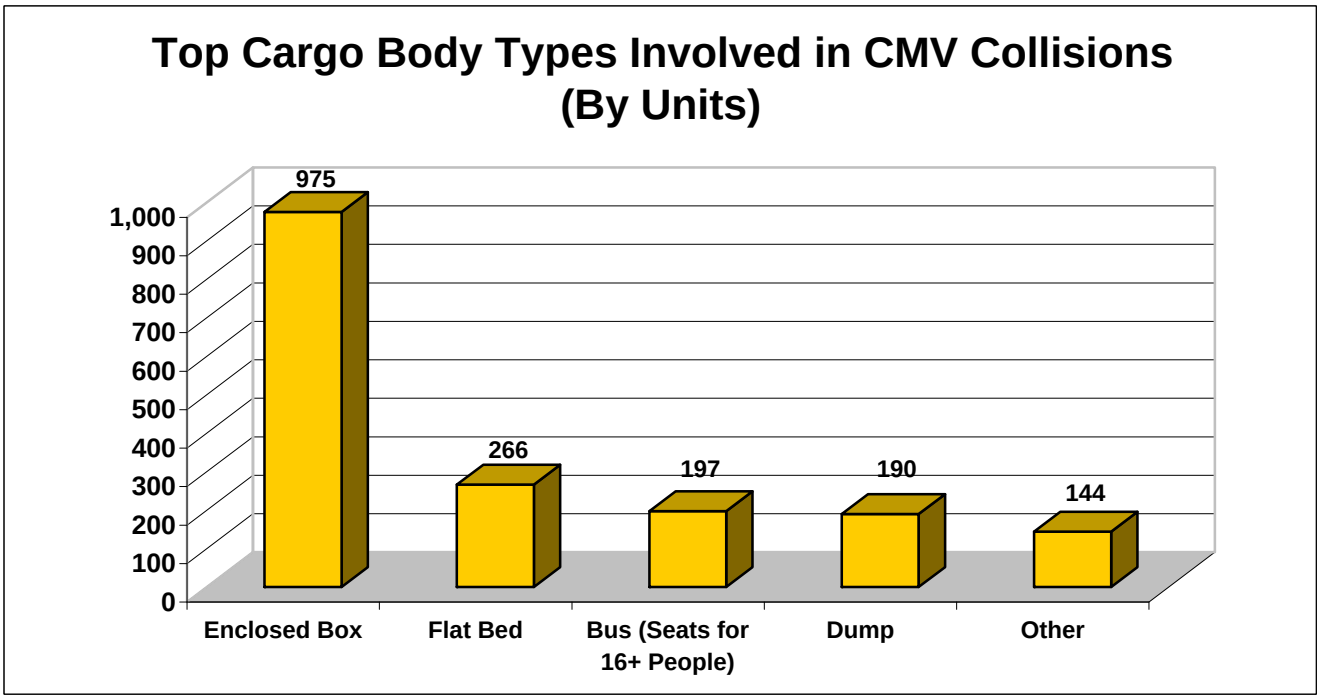
UNIT TYPE	COLLISION TYPE			TOTAL
	Property Damage Only	Injury	Fatal	
Truck Tractor	782	685	66	1,533
Automobile	594	643	38	1,275
Other Truck	335	295	16	646
Pickup Truck	193	180	23	396
SUV	165	176	4	345
School Bus	61	89	2	152
Mini Van	46	53	6	105
Passenger Bus	30	48	1	79
Full Size Van	20	11	0	31
Pedestrian	1	13	7	21
Motorcycle	1	15	3	19
Unknown (Hit & Run Only)	5	7	0	12
Other	6	4	0	10
Pedalcycle	0	6	1	7
Other Motorbike	1	3	1	5
Train	1	3	0	4
TOTAL	**2,241**	**2,231**	**168**	**4,640**

*This table includes all units involved in CMV collisions.

VEHICLE USE IN CMV TRAFFIC COLLISIONS**
(EXCLUDES PEDESTRIANS)

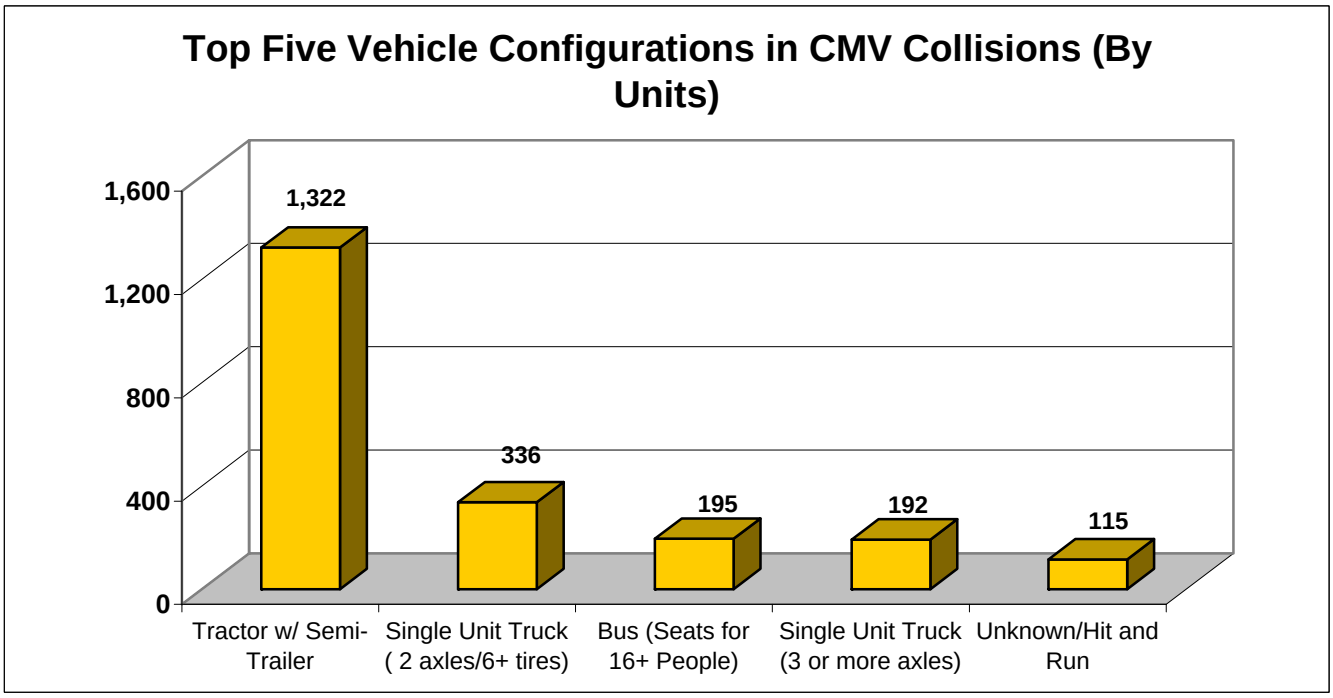
VEHICLE USE	COLLISION TYPE			TOTAL
	Fatal	Injury	Property Damage Only	
Personal	76	1,064	1,038	2,178
Driver Training	0	1	2	3
Construction / Maint.	6	160	171	337
Ambulance	1	6	9	16
Military	0	0	2	2
Transport Passengers	3	141	92	236
Transport Property	60	657	749	1,466
Farm Use	1	7	14	22
Wrecker Or TOW	3	23	37	63
Police	0	7	2	9
Government	0	18	9	27
Fire Fighting	0	11	5	16
Logging Truck	9	63	52	124
Other	2	58	58	118
TOTAL	**161**	**2,216**	**2,240**	**4,617**

** Excluding pedestrians and an incorrect coding, this table includes all units involved in CMV collisions.



CARGO BODY TYPE	COLLISION TYPE			TOTAL
	PROPERTY DAMAGE ONLY	INJURY	FATAL	
ENCLOSED BOX	517	419	39	975
FLAT BED	140	119	7	266
BUS (SEATS FOR 16+ PEOPLE)	75	118	4	197
DUMP	88	97	5	190
OTHER	74	60	10	144
CARGO TANK	45	54	5	104
UNKNOWN/HIT AND RUN	67	31	0	98
POLE	27	39	6	72
GARBAGE/REFUSE	36	32	1	69
GRAIN, CHIPS, GRAVEL	33	31	3	67
NOT APPLICABLE	34	29	2	65
AUTO TRANSPORT	24	20	1	45
BUS (SEATS FOR 9-15 PEOPLE)	15	19	0	34
INTERMODAL CONTAINER	11	19	2	32
LOG	13	17	0	30
CONCRETE MIXER	8	7	0	15
MISSING*	1	0	0	1
TOTAL	**1,208**	**1,111**	**85**	**2,404**

* Missing data in the "Cargo Body Type" field

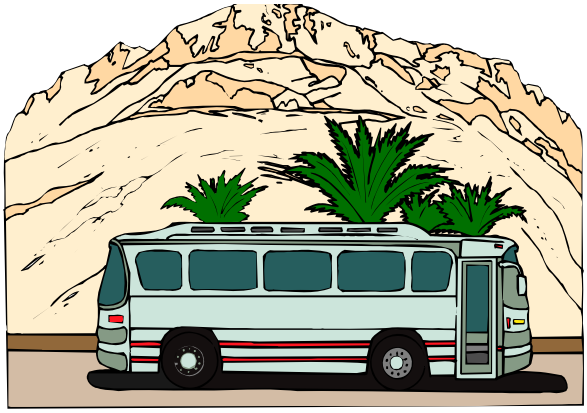


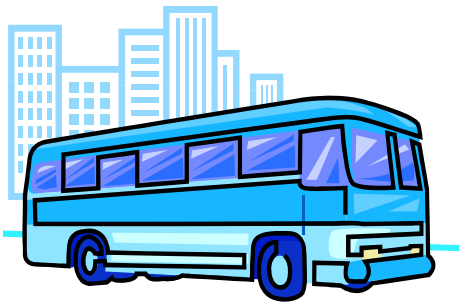
VEHICLE CONFIGURATION	COLLISION TYPE			TOTAL
	PROPERTY DAMAGE ONLY	INJURY	FATAL	
TRACTOR W/ SEMI-TRAILER	663	597	62	1,322
SINGLE UNIT TRUCK(2 AXLES/6+ TIRES)	176	153	7	336
BUS (SEATS FOR 16+ PEOPLE)	76	116	3	195
SINGLE UNIT TRUCK (3 OR MORE	96	88	8	192
UNKNOWN/HIT AND RUN	74	40	1	115
OTHER/UNABLE TO CLASSIFY	45	31	0	76
TRUCK TRACTOR ONLY (BOBTAIL)	22	37	2	61
BUS (SEATS FOR 9-15 PEOPLE)	16	20	0	36
TRUCK W/ TRAILER	18	14	0	32
TRACTOR W/ DOUBLE TRAILERS	17	12	1	30
LIGHT TRUCK(ONLY W/ HAZMAT PLACARD)	4	3	1	8
MISSING*	1	0	0	1
TOTAL	**1,208**	**1,111**	**85**	**2,404**

* Missing data/code in the "Vehicle Configuration" field

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 2009. 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 2005 and any other information necessary to obtain a better assessment of the safety of passenger vehicles.

- There were 379 collisions involving school buses in 2009. 142, or 37%, of the school bus collisions occurred between the hours of 3 and 6 PM.
- There were 4 fatal collisions involving school buses in 2009. Also, there were 100 injury collisions; as a result, 277 people were injured.
- In 2009, there were 213 collisions involving (passenger) commercial buses; this is a 14% decrease from the previous year. 42 or roughly 20% of commercial bus collisions occurred on Mondays.
- 27% of collisions involving commercial buses (58) happened between 3 and 6 PM.
- 40 out of 167 (24%) collisions involving full size vans happened between 12 PM. Also, 36 out of 167 (22%), of the collisions involving full size vans occurred on Wednesdays.
- In 2009, there were two fatal collisions involving full size vans. Furthermore more collisions involving full size vans occurred in October than any other month of the year (22).
- There was an increase in the number of collisions involving school buses from 2008 to 2009. However, there was a decrease in the number of collisions involving commercial (passenger-carrying) buses and 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
2005	4	128	262	394	4	356
2006	3	100	248	351	3	221
2007	1	94	243	338	2	265
2008	3	102	247	352	3	361
2009	4	100	275	379	4	277
TOTALS	**15**	**524**	**1,275**	**1,814**	**16**	**1,480**

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	7	29	36	0	22
February	1	13	27	41	1	65
March	0	11	27	38	0	33
April	1	8	30	39	1	21
May	0	14	24	38	0	43
June	0	0	13	13	0	0
July	0	0	2	2	0	0
August	0	7	17	24	0	19
September	0	11	28	39	0	21
October	1	10	37	48	1	13
November	1	11	24	36	1	26
December	0	8	17	25	0	14
TOTALS	**4**	**100**	**275**	**379**	**4**	**277**

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	4	77	237	318	4	232
Dark & Clear/Cloudy	0	5	9	14	0	9
Day & Rain	0	15	25	40	0	33
Dark & Rain	0	1	2	3	0	1
Day & Other Weather	0	2	2	4	0	2
Dark & Other Weather	0	0	0	0	0	0
TOTALS	**4**	**100**	**275**	**379**	**4**	**277**

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	1	3	4	0	1
MONDAY	1	20	45	66	1	56
TUESDAY	1	23	64	88	1	99
WEDNESDAY	1	22	60	83	1	32
THURSDAY	1	19	53	73	1	35
FRIDAY	0	14	48	62	0	53
SATURDAY	0	1	2	3	0	1
TOTALS	**4**	**100**	**275**	**379**	**4**	**277**

* 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	0	0	0	0
3:01 am - 6:00 am	0	0	3	3	0	0
6:01 am - 9:00 am	1	42	95	138	1	141
9:01 am - Noon	0	7	15	22	0	14
12:01 pm - 3:00 pm	3	12	55	70	3	33
3:01 pm - 6:00 pm	0	38	104	142	0	88
6:01 pm - 9:00 pm	0	1	3	4	0	1
9:01 pm - Midnight	0	0	0	0	0	0
TOTALS	**4**	**100**	**275**	**379**	**4**	**277**

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	1	39	126	166
Bus Driver Did Not Contribute	3	62	155	220
TOTAL SCHOOL BUS DRIVERS	**4**	**101**	**281**	**386**
Other Driver Contributed	3	65	146	214
Other Driver Did Not Contribute	1	55	123	179
TOTAL OTHER DRIVERS	**4**	**120**	**269**	**393**
TOTALS	**8**	**221**	**550**	**779**

*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
2005	2	62	154	218	5	180
2006	5	64	184	253	6	182
2007	2	61	187	250	2	148
2008	1	83	163	247	1	196
2009	1	57	155	213	1	140
TOTALS	**11**	**327**	**843**	**1,181**	**15**	**846**

*Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	4	9	13	0	9
February	0	7	14	21	0	12
March	0	7	13	20	0	11
April	0	2	20	22	0	7
May	1	8	18	27	1	15
June	0	5	19	24	0	13
July	0	4	9	13	0	5
August	0	4	9	13	0	15
September	0	6	11	17	0	12
October	0	4	14	18	0	23
November	0	5	8	13	0	8
December	0	1	11	12	0	10
TOTALS	**1**	**57**	**155**	**213**	**1**	**140**

*Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	0	44	109	153	0	119
Dark & Clear/Cloudy	1	8	20	29	1	12
Day & Rain	0	2	22	24	0	3
Dark & Rain	0	3	4	7	0	6
Day & Other Weather	0	0	0	0	0	0
Dark & Other Weather	0	0	0	0	0	0
TOTALS	**1**	**57**	**155**	**213**	**1**	**140**

*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	2	11	13	0	2
MONDAY	0	11	31	42	0	31
TUESDAY	0	10	23	33	0	30
WEDNESDAY	0	10	26	36	0	12
THURSDAY	0	8	30	38	0	10
FRIDAY	1	12	20	33	1	48
SATURDAY	0	4	14	18	0	7
TOTALS	**1**	**57**	**155**	**213**	**1**	**140**

* 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	3	7	10	0	7
3:01 am - 6:00 am	0	0	0	0	0	0
6:01 am - 9:00 am	0	10	20	30	0	20
9:01 am - Noon	0	8	34	42	0	17
12:01 pm - 3:00 pm	0	13	34	47	0	39
3:01 pm - 6:00 pm	0	16	42	58	0	47
6:01 pm - 9:00 pm	0	6	15	21	0	9
9:01 pm - Midnight	1	1	3	5	1	1
TOTALS	**1**	**57**	**155**	**213**	**1**	**140**

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Bus Driver Contributed	0	20	58	78
Bus Driver Did Not Contribute	1	38	98	137
TOTAL BUS DRIVERS	**1**	**58**	**156**	**215**
Other Driver Contributed	1	38	93	132
Other Driver Did Not Contribute	0	24	62	86
TOTAL OTHER DRIVERS	**1**	**62**	**155**	**218**
TOTALS	**2**	**120**	**311**	**433**

*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
2005	1	78	155	234	2	231
2006	4	57	116	177	5	130
2007	3	63	120	186	4	174
2008	1	72	137	210	1	204
2009	2	57	108	167	2	133
TOTALS	**11**	**327**	**636**	**974**	**14**	**872**

* Property Damage Only

COLLISIONS BY MONTH

MONTH	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
January	0	1	6	7	0	1
February	1	4	9	14	1	7
March	0	4	11	15	0	16
April	0	5	7	12	0	7
May	0	4	9	13	0	4
June	0	5	7	12	0	6
July	0	4	8	12	0	4
August	0	7	8	15	0	20
September	0	4	8	12	0	5
October	0	7	15	22	0	16
November	1	7	9	17	1	22
December	0	5	11	16	0	25
TOTALS	**2**	**57**	**108**	**167**	**2**	**133**

* Property Damage Only

COLLISIONS BY LIGHT AND WEATHER CONDITIONS

LIGHT & WEATHER	COLLISION TYPE				PERSONS**	
	Fatal	Injury	PDO*	Total	Killed	Injured
Day & Clear/Cloudy	2	46	81	129	2	100
Dark & Clear/Cloudy	0	3	14	17	0	11
Day & Rain	0	8	12	20	0	22
Dark & Rain	0	0	0	0	0	0
Day & Other Weather	0	0	1	1	0	0
Dark & Other Weather	0	0	0	0	0	0
TOTALS	**2**	**57**	**108**	**167**	**2**	**133**

* 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	6	9	15	0	14
MONDAY	1	10	12	23	1	22
TUESDAY	0	10	23	33	0	23
WEDNESDAY	0	14	22	36	0	28
THURSDAY	0	7	14	21	0	7
FRIDAY	0	5	18	23	0	21
SATURDAY	1	5	10	16	1	18
TOTALS	**2**	**57**	**108**	**167**	**2**	**133**

* 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	2	3	0	1
3:01 am - 6:00 am	0	1	2	3	0	2
6:01 am - 9:00 am	0	12	19	31	0	31
9:01 am - Noon	1	12	26	39	1	22
12:01 pm - 3:00 pm	0	14	26	40	0	29
3:01 pm - 6:00 pm	1	13	20	34	1	32
6:01 pm - 9:00 pm	0	4	11	15	0	16
9:01 pm - Midnight	0	0	2	2	0	0
TOTALS	**2**	**57**	**108**	**167**	**2**	**133**

*Property Damage Only

DRIVERS IN COLLISIONS WHO CONTRIBUTED TO COLLISION

UNITS INVOLVED	COLLISION TYPE			TOTALS
	Fatal	Injury	PDO*	
Van Driver Contributed	0	19	41	60
Van Driver Did Not Contribute	2	38	67	107
TOTAL VAN DRIVERS	**2**	**57**	**108**	**167**
Other Driver Contributed	2	40	64	106
Other Driver Did Not Contribute	1	27	48	76
TOTAL OTHER DRIVERS	**3**	**67**	**112**	**182**
TOTALS	**5**	**124**	**220**	**349**

*Property Damage Only

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


PERIMETER

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 2009 data are as follows:

- Economic loss from CMV involved collisions decreased 3% from 2008 to 2009.
- Males accounted for 100% of the fatalities of CMV occupants and 78% of the fatalities of Non-CMV occupants, while females accounted for 0% and 22% respectively.
- Almost 70% of CMV occupants transported to medical facilities were males. Of the Non-CMV occupants transported to medical facilities, nearly 50% of them were males.
- There were 5 CMV occupants totally ejected from the vehicles in which they were riding. Of these, none were killed. Of the 2,919 CMV occupants not ejected, 10 or 0.34% were killed.
- There were 15 Non-CMV occupants in CMV collisions that were totally ejected from their vehicles. Of these, 6 or 40% were killed. Of the 2,949 Non-CMV occupants not ejected, 51 or 1.7% 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 138 Non-CMV occupants in CMV collisions that were not restrained, 26 or 19% sustained fatal injuries. Of the 2,726 Non-CMV occupants that were using some form of restraint device, 29 or 1% sustained fatal injuries.
- Less than 1% (0.85%) of CMV occupants that were not using any type of restraint equipment and restrained CMV occupants (0.3%) sustained fatal injuries.

CMV OCCUPANTS INVOLVED IN CMV TRAFFIC COLLISIONS TRANSPORTED TO MEDICAL FACILITY

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON-IN-CAPACITA-TING	IN-CAPACITATING	FATAL	
YES						
Males	17	181	87	39	11	335
Females	6	120	22	4	0	152
Not Specified	0	11	0	0	0	11
YES SUBTOTAL	**23**	**312**	**109**	**43**	**11**	**498**
NO						
Males	1,975	36	11	0	1	2,023
Females	292	9	4	0	0	305
Not Specified	104	0	0	0	0	104
NO SUBTOTAL	**2,371**	**45**	**15**	**0**	**1**	**2,432**
UNKNOWN						
Males	8	8	0	0	0	16
Females	1	4	0	0	0	5
Not Specified	9	0	0	0	0	9
UNKNOWN SUBTOTAL	**18**	**12**	**0**	**0**	**0**	**30**
TOTALS	**2,412**	**369**	**124**	**43**	**12**	**2,960**

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

TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	NOT INJURED	POSSIBLE INJURY	NON- IN-CAPACIT-ATING	IN-CAPACITATING	FATAL	
YES						
Males	26	282	146	83	45	582
Females	20	363	155	58	13	609
Not Specified	0	0	1	0	0	1
YES SUBTOTAL	**46**	**645**	**302**	**141**	**58**	**1,192**
NO						
Males	926	45	8	0	12	991
Females	779	45	23	1	3	851
Not Specified	46	0	0	0	0	46
NO SUBTOTAL	**1,751**	**90**	**31**	**1**	**15**	**1,888**
UNKNOWN						
Males	6	1	0	1	0	8
Females	6	1	0	0	0	7
Not Specified	4	0	0	0	0	4
UNKNOWN SUBTOTAL	**16**	**2**	**0**	**1**	**0**	**19**
TOTALS	**1,813**	**737**	**333**	**143**	**73**	**3,099**

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	5	2	1	0	0	8
	4-14	50	43	3	0	0	96
	15-24	136	25	4	2	1	168
	25-34	327	30	13	3	0	373
	35-44	477	48	35	10	3	573
	45-54	523	39	24	18	4	608
	55-64	357	29	14	4	2	406
	65-74	106	4	2	2	2	116
	75-84	15	0	0	0	0	15
	85+	1	0	0	0	0	1
	UNKNOWN AGE	3	5	2	0	0	10
	SUBTOTAL	**2,000**	**225**	**98**	**39**	**12**	**2,374**
FEMALE	Under 4	1	0	0	0	0	1
	4-14	53	37	6	0	0	96
	15-24	22	38	1	0	0	61
	25-34	35	7	4	1	0	47
	35-44	64	14	2	2	0	82
	45-54	74	19	1	1	0	95
	55-64	34	10	3	0	0	47
	65-74	6	3	3	0	0	12
	75-84	6	3	3	0	0	12
	85+	3	0	1	0	0	4
	UNKNOWN AGE	1	2	2	0	0	5
	SUBTOTAL	**299**	**133**	**26**	**4**	**0**	**462**
GRAND TOTAL		**2,299**	**358**	**124**	**43**	**12**	**2,836**

* See Definitions for a description of each injury type.

There were 124 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	27	10	3	1	0	41
	4-14	49	31	9	4	0	93
	15-24	202	65	34	21	13	335
	25-34	178	55	27	16	12	288
	35-44	160	41	18	16	8	243
	45-54	145	43	23	11	8	230
	55-64	95	38	22	8	9	172
	65-74	56	32	12	3	1	104
	75-84	29	10	5	2	5	51
	85+	6	3	1	1	1	12
	UNKNOWN AGE	11	0	0	1	0	12
	SUBTOTAL	**958**	**328**	**154**	**84**	**57**	**1,581**
FEMALE	Under 4	29	12	2	1	0	44
	4-14	60	26	6	1	1	94
	15-24	205	103	47	7	3	365
	25-34	158	84	31	9	1	283
	35-44	106	63	19	11	1	200
	45-54	88	40	31	11	3	173
	55-64	82	40	26	7	6	161
	65-74	46	26	8	5	0	85
	75-84	16	10	7	4	1	38
	85+	7	1	1	2	0	11
	UNKNOWN AGE	8	4	0	1	0	13
	SUBTOTAL	**805**	**409**	**178**	**59**	**16**	**1,467**
GRAND TOTAL		**1,763**	**737**	**332**	**143**	**73**	**3,048**

*See definitions for a description of each injury type.

There were 51 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	2,364	356	105	25	1	2,851
	Extricated (Mech Means)	4	4	4	8	8	28
	Freed (Non-Mech)	10	6	11	7	0	34
	Not Applicable	2	2	0	0	0	4
	Unknown	1	0	0	0	1	2
NOT EJECTED TOTAL		**2,381**	**368**	**120**	**40**	**10**	**2,919**
TOTALLY EJECTED	Not Trapped	0	1	3	1	0	5
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		**0**	**1**	**3**	**1**	**0**	**5**
PARTIALLY EJECTED	Not Trapped	1	0	0	0	0	1
	Extricated (Mech Means)	1	0	0	0	1	2
	Freed (Non-Mech)	0	0	0	1	0	1
	Not Applicable	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		**2**	**0**	**0**	**1**	**1**	**4**
NOT APPLICABLE	Not Trapped	0	0	1	0	0	1
	Not Applicable	7	0	0	0	0	7
	Unknown	0	0	0	0	0	0
NOT APPLICABLE TOTAL		**7**	**0**	**1**	**0**	**0**	**8**
UNKNOWN	Not Trapped	2	0	0	1	1	4
	Not Applicable	0	0	0	0	0	0
	Unknown	18	0	0	0	0	18
UNKNOWN TOTAL		**20**	**0**	**0**	**1**	**1**	**22**
GRAND TOTAL		**2,410**	**369**	**124**	**43**	**12**	**2,958**

*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	1,728	682	282	74	13	2,779
	Extricated (Mech Means)	7	10	18	44	36	115
	Freed (Non-Mech)	5	26	7	8	2	48
	Not Applicable	3	0	2	1	0	6
	Unknown	1	0	0	0	0	1
NOT EJECTED TOTAL		**1,744**	**718**	**309**	**127**	**51**	**2,949**
TOTALLY EJECTED	Not Trapped	2	0	2	5	5	14
	Not Applicable	0	0	0	0	1	1
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	0	0	0
TOTALLY EJECTED TOTAL		**2**	**0**	**2**	**5**	**6**	**15**
PARTIALLY EJECTED	Not Trapped	0	0	1	0	1	2
	Extricated (Mech Means)	0	0	0	0	1	1
	Freed (Non-Mech)	0	0	0	0	1	1
PARTIALLY EJECTED TOTAL		**0**	**0**	**1**	**0**	**3**	**4**
NOT APPLICABLE	Not Trapped	4	0	1	0	0	5
	Extricated (Mech Means)	0	0	0	0	0	0
	Freed (Non-Mech)	0	0	0	0	0	0
	Not Applicable	2	0	3	0	0	5
	Unknown	0	0	0	1	0	1
NOT APPLICABLE TOTAL		**6**	**0**	**4**	**1**	**0**	**11**
UNKNOWN	Not Trapped	0	0	1	0	1	2
	Extricated (Mech Means)	0	0	0	0	0	0
	Not Applicable	0	0	0	0	0	0
	Unknown	16	0	1	0	0	17
UNKNOWN TOTAL		**16**	**0**	**2**	**0**	**1**	**19**
GRAND TOTAL		**1,768**	**718**	**318**	**133**	**61**	**2,998**

*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	161	142	30	15	3	351
TOTAL - NO RESTRAINT USED	**161**	**142**	**30**	**15**	**3**	**351**
RESTRAINT USED						
Shoulder Belt Only	4	2	0	1	0	7
Lap Belt Only	33	10	12	1	0	56
Shoulder & Lap Belt	1,993	197	76	23	3	2,292
Child Safety Seat	4	3	0	0	0	7
Other	15	3	1	0	0	19
TOTAL - RESTRAINT USED	**2,049**	**215**	**89**	**25**	**3**	**2,381**
UNKNOWN RESTRAINT USAGE	**200**	**12**	**5**	**3**	**6**	**226**
GRAND TOTAL	**2,410**	**369**	**124**	**43**	**12**	**2,958**

*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	21	37	26	28	26	138
TOTAL - NO RESTRAINT USED	**21**	**37**	**26**	**28**	**26**	**138**
RESTRAINT USED						
Shoulder Belt Only	2	6	0	0	0	8
Lap Belt Only	15	7	1	1	0	24
Shoulder & Lap Belt	1,583	633	269	92	29	2,606
Child Safety Seat	59	19	6	2	0	86
Other	0	0	2	0	0	2
TOTAL - RESTRAINT USED	**1,659**	**665**	**278**	**95**	**29**	**2,726**
UNKNOWN RESTRAINT USAGE	**88**	**16**	**14**	**10**	**6**	**134**
GRAND TOTAL	**1,768**	**718**	**318**	**133**	**61**	**2,998**

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


ARNOLD

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 2009, there were 71 CMV's with hazard placards involved in collisions; 66 vehicles were carrying hazardous materials when a collision occurred.

However, only 12 out of 2,404 commercial motor vehicles released some type of hazardous material during a collision in 2009. That is equal to 0.5% of the CMV's that were involved in a collision.

96% of the units involved in CMV fatal collisions did not release any hazardous material. And, 96% of the units involved in CMV injury collisions did not release any hazardous material either.

Only 2.8% of the vehicles involved in CMV injury collisions were carrying some sort of hazardous material. And, 5.9% of the vehicles involved in CMV fatal collisions were carrying some sort of hazardous material.

There were 58 reported collisions in which one or more of the vehicles involved were carrying some kind of hazardous materials. Of those collisions, 20 occurred on Interstates (34%). And only 1 occurred on county roads (1.7%).

HAZARDOUS MATERIAL INVOLVEMENT IN 2009

VEHICLE CARRYING HAZARDOUS MATERIALS	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	5	5.9%	31	2.8%	30	2.5%	66	2.7%
NO	80	94.1%	1,043	93.9%	1,111	92.0%	2,234	92.9%
UNKNOWN/HIT & RUN	0	0.0%	37	3.3%	67	5.5%	104	4.3%
TOTAL	**85**	**100.0%**	**1,111**	**100.0%**	**1,208**	**100.0%**	**2,404**	**100.0%**

VEHICLE WITH HAZARDOUS MATERIAL PLACARD	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	6	7.1%	33	3.0%	32	2.6%	71	3.0%
NO	78	91.8%	1,037	93.3%	1,110	91.9%	2,225	92.6%
UNKNOWN/HIT & RUN	1	1.2%	41	3.7%	66	5.5%	108	4.5%
TOTAL	**85**	**100.0%**	**1,111**	**100.0%**	**1,208**	**100.0%**	**2,404**	**100.0%**

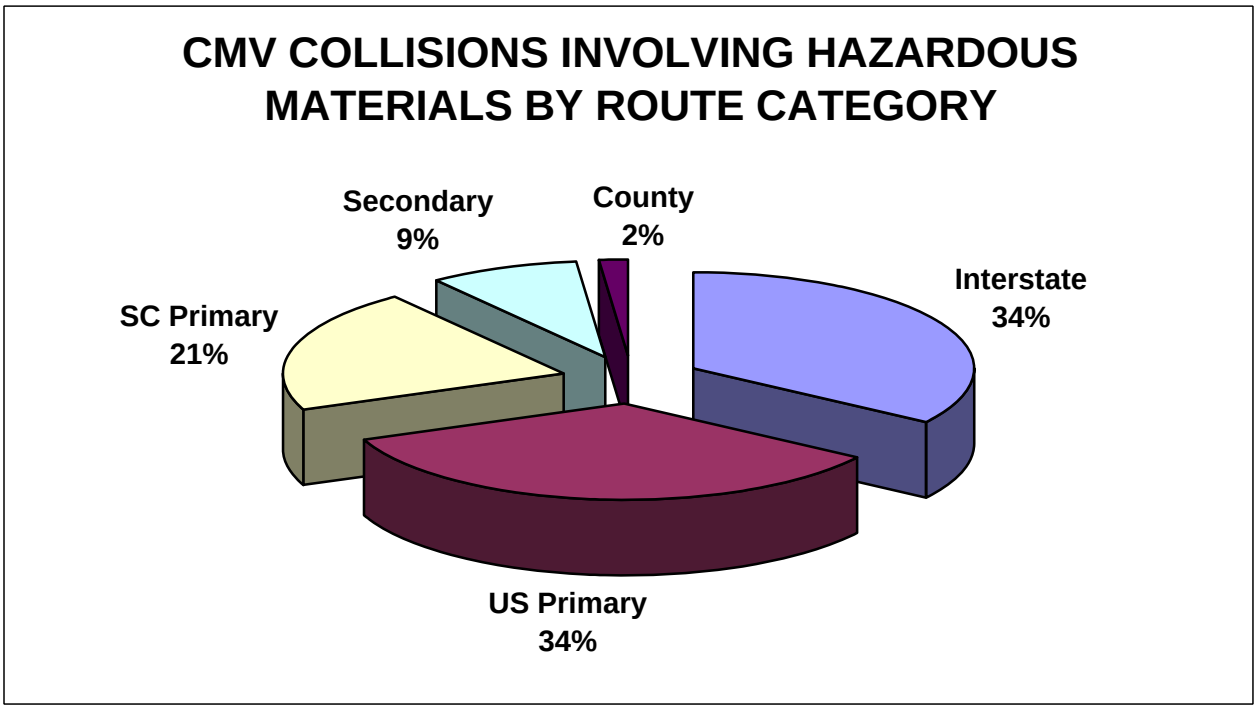
HAZARDOUS MATERIAL RELEASED FROM VEHICLE	FATAL		INJURY		PDO*		TOTAL UNITS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
YES	1	1.2%	8	0.7%	3	0.2%	12	0.5%
NO	81	95.3%	1,066	95.9%	1,160	96.0%	2,307	96.0%
UNKNOWN/HIT & RUN	3	3.5%	37	3.3%	45	3.7%	85	3.5%
TOTAL	**85**	**100.0%**	**1,111**	**100.0%**	**1,208**	**100.0%**	**2,404**	**100.0%**

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

CMV COLLISIONS INVOLVING HARZARDOUS MATERIALS BY ROUTE CATEGORY

ROUTE CATEGORY	CRASHES	% CRASHES	HAZMAT RELEASED	% HAZMAT RELEASED
INTERSTATE	20	34%	5	50.0%
US PRIMARY	20	34%	2	20.0%
SC PRIMARY	12	21%	2	20.0%
SECONDARY	5	9%	1	10.0%
COUNTY	1	2%	0	0.0%
TOTAL	**58**	**100.0%**	**10**	**100.0%**

About 34% of CMV collisions involving vehicles carrrying hazardous materials occurred on Interstates. Additionally, 34% of commercial vehicle collisions involving vehicles carrying hazardous materials occurred on US Primary roadways. Also, the highest number of CMV collisions where there was a hazmat release was on Interstates (50%). The second highest number of CMV collisions where there was a hazmat release occurred on US and SC Primary roadways. One out of five of collisions where there was a hazmat release occurred on US and SC Primary roadways (20% each).



APPENDIX


Campbells
243

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	Ramp Only N E S W 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 #

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	

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

North

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

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

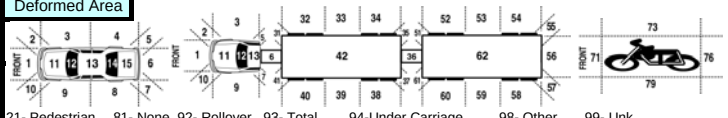
Collision: Fixed Object: 40- Bridge Overhead Structure; 41- Bridge Parapet End; 42- Bridge Pier or Abutment; 43- Bridge Rail; 44- Culvert; 45- Curb; 46- Ditch; 47- Embankment; 48- Equipment; 49- Fence; 50-Guardrail End; 51- Guardrail Face; 52- Highway Traffic Sign Post; 53- Impact Attenuator/Crash Cushion; 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: 1 2 3

Most Deformed: 1 2 3

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; 13- Logging; 18- Other; 41- Pedestrian; 12- Fire Fighting

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)

1- Yes, Directly; 2- Yes, Indirectly; 3- No; 9- Unk.

School Bus Involved:

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.

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

1- Yes 2- No **Work Zone:**

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

----------Work Zone Location

----------Work Zone Type

1- Yes 2- No **Workers Present:**

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

ACKNOWLEDGEMENTS

The State Transport Police of the South Carolina Department of Public Safety would like to take the opportunity to express our sincere appreciation to all persons (with special thanks to the Office of Highway Safety and Office of Information Technology personnel of SCDPS), agencies, departments and organizations that have contributed to this publication.

The vast majority of data used to produce this publication was tabulated from the Uniform Traffic Collision Report and the Supplemental Bus and Truck Accident Report for Investigating Officers. Members of the South Carolina Highway Patrol, State Transport Police, County Sheriff Departments, City Police Departments and various other Law Enforcement Agencies submitted these reports.

Special recognition is given to the above traffic investigative agencies, and in doing so, we cannot forget the support and cooperation of other agencies and organizations that helped make this information available.