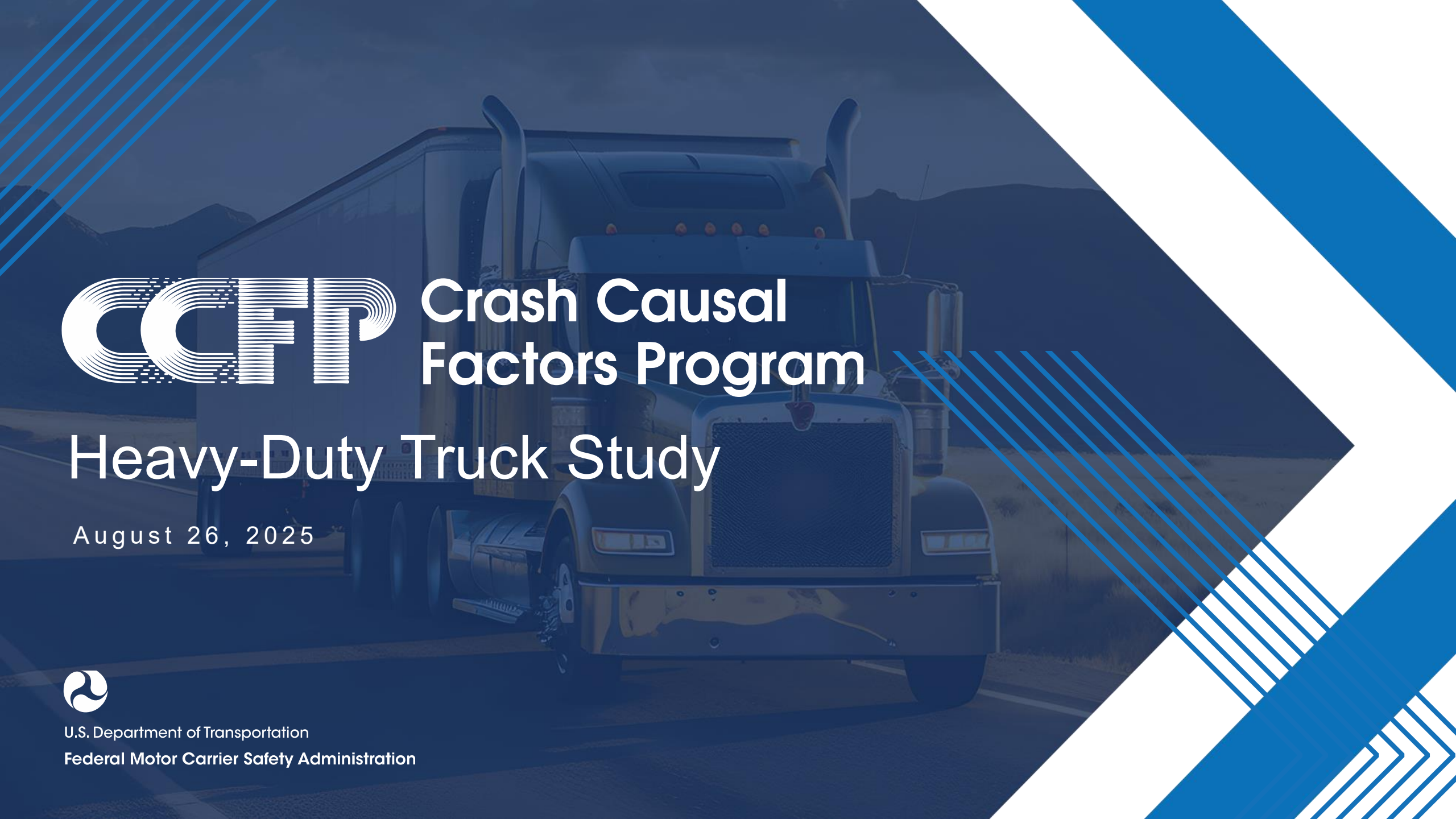


Crash Causal Factors Program

Heavy-Duty Truck Study

August 26, 2025

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

AGENDA

01 Background

02 Heavy-Duty Truck Study Overview

03 Interview Data Protections

04 What Happens Next

BACKGROUND

Why Do We Need a Study on Crashes?

It’s been more than

20 years

since our last **major study** on crashes involving large trucks, which is still being cited today.

The 2001-03 Large Truck Crash Causation Study (LTCCS): Impact

The study illuminated the important role of:

- Driver fatigue
- Medical conditions
- Impairment from drugs and alcohol
- Driver knowledge and licensing
- Roadway design (e.g., signage)

…items which are not readily available for analysis.

The LTCCS informed many of FMCSA's core programs. It fueled further research and outreach by FMCSA and beyond. A few examples include:

Rulemaking

- Hours of Service
- Entry Level Driver Training
- Electronic Logging Devices
- National Registry of Certified Medical Examiners

Outreach

- CMV Driving Tips
- Ticketing Aggressive Cars and Trucks (TACT) Initiative
- Defensive Driving Tips web-based training tool
- Operation Safe Driver Program

Further Research

- Naturalistic driving studies
- Speed limiter study
- Cited 35 times in DOT's transportation research

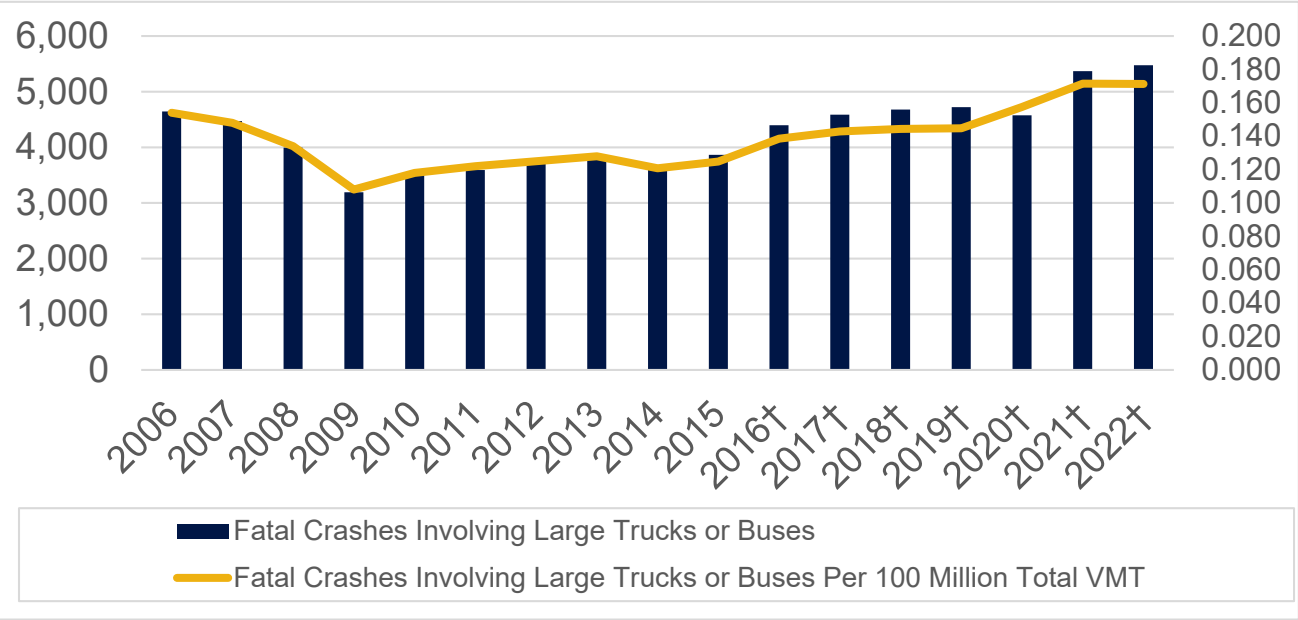
Much Has Changed Since 2003

The motor carrier industry has grown

20% Regulated Carriers 2004-2022

81% Registered Large Trucks 2003-2022

Fatal crashes have been increasing since 2009



SOURCE: NHTSA/Fatality Analysis Reporting System (FARS)

Significant changes have affected transportation, including:

- Vehicle & Transportation Technology
- Information Technology
- Demographics
- Infrastructure, Signals, and Signage
- Commuting Patterns
- Shipping Demand

Together, We Can Advance Our Understanding of Crashes

This study is Congressionally mandated for FMCSA to complete.

By collecting accurate, comprehensive crash data, the study will provide resources we can all use to keep our roadways safe.

HEAVY-DUTY TRUCK STUDY OVERVIEW

Crash Causal Factors Program

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Crash Causal Factors Program (CCFP)

The CCFP is a detailed crash data collection and analysis effort intended to:

- **Identify key factors** that contribute to crashes involving commercial motor vehicles (CMVs)
- **Inform countermeasures** to prevent these crashes from happening
- **Establish a foundation** for continued data collection, sharing, and analysis

Ultimately, the CCFP's goal is to help **reduce crashes** and **improve safety** on our Nation's roadways by pursuing a nuanced, updated understanding of crashes involving CMVs.

Heavy-Duty Truck Study

2,000

Fatal Crashes Involving Heavy-Duty Trucks

& Convenience Sample of Injury Crashes

2 YEARS

of Data Collection

Target Start: 2026

CLASS 7 & 8

Gross Vehicle Weight Rating (GVWR) of 26,001lb +

30

Sample States

Nationally Representative Sample

What Makes This Study Different?

The CCFP aims to **update** and **enhance** our understanding of crash causal factors, building on lessons learned from the LTCCS.

More data elements for a more nuanced understanding

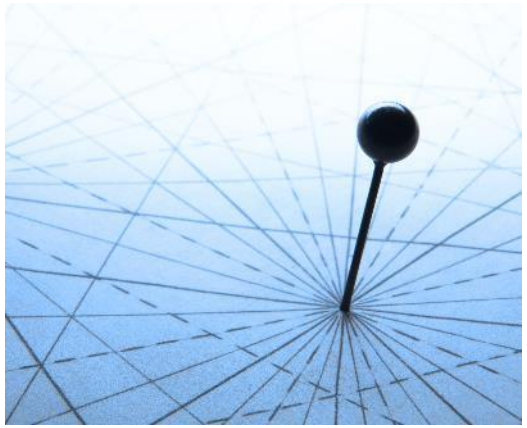
Larger sample size for more reliable, representative results

A more focused scope on specific vehicle types and crash severities

Streamlined data collection through collaboration with States and local jurisdictions

Planning and Preparation

FMCSA gathered and analyzed information to:



Determine what data is needed and where it's being collected

Identify in-scope States and local jurisdictions

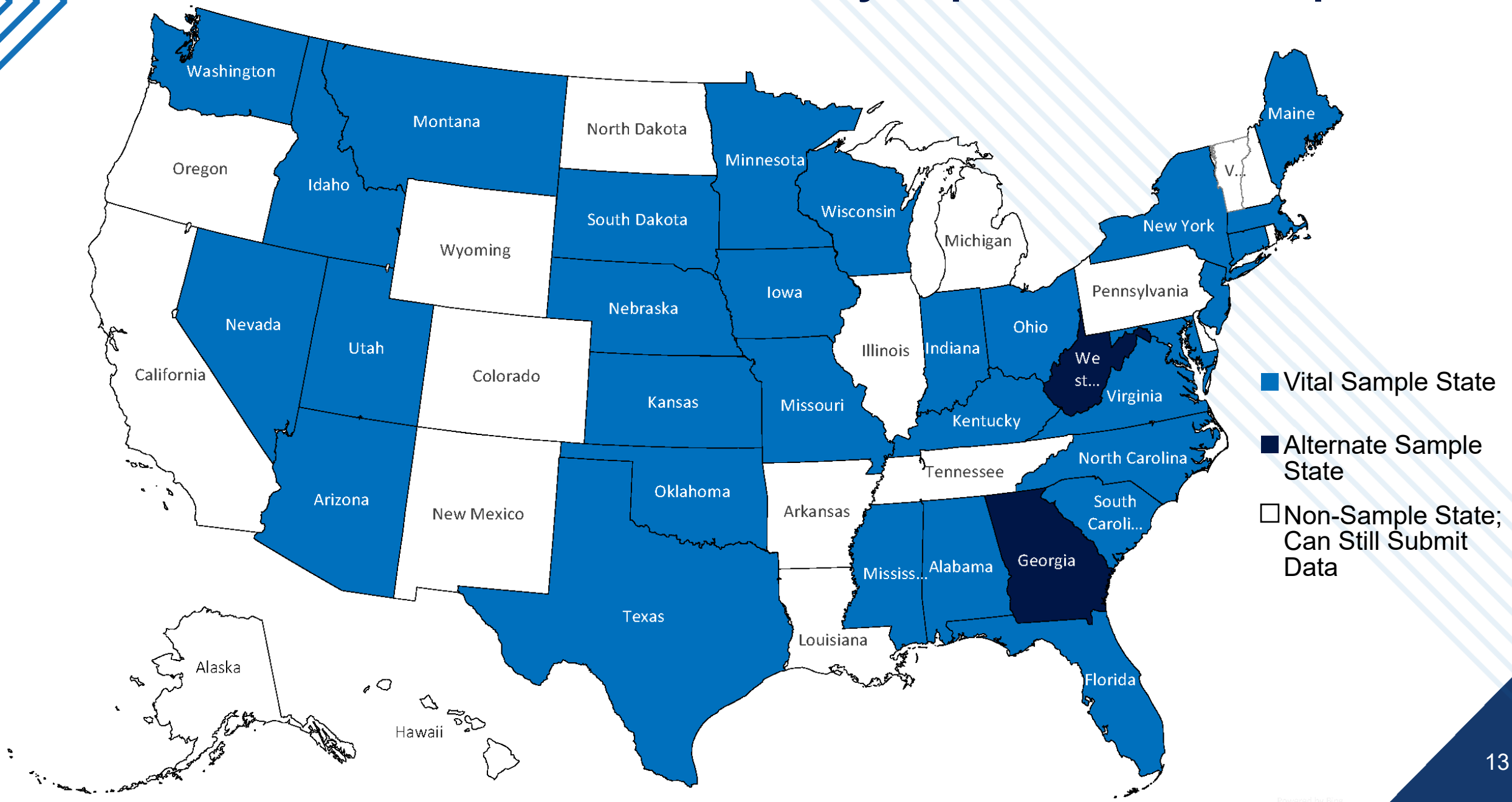
Create a framework to leverage existing data collection efforts

Incorporate improvements & lessons learned from previous studies

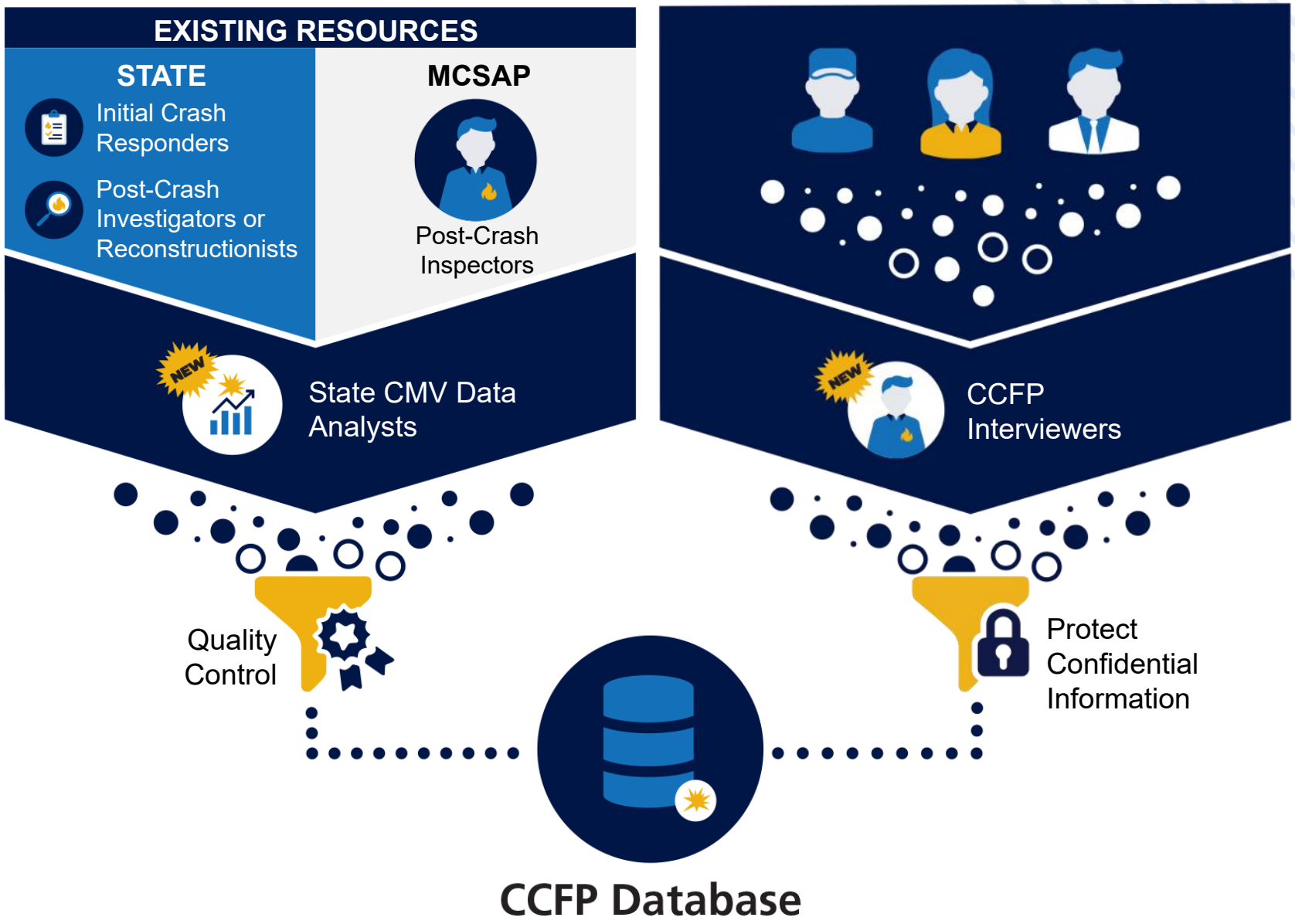
To support these efforts, FMCSA:

- Requested information from States and local jurisdictions through Information Collection surveys
- Mapped data elements to a common standard
- Analyzed crash reporting history

States Selected for a Nationally Representative Sample



Data Collection



GOAL

Collect **accurate, comprehensive crash data** in a **streamlined, efficient way**.

State-Collected Data

Data for the study will be collected from multiple sources:

- Police Crash Reports
- Post-Crash Inspection Data
- Post-Crash Investigation Data
- Reconstruction Data and Analysis
- Other Critical State Records

Example Data Analysis

Review

Crash Date and Time

Driver's HOS Record

Answer

1. How many hours into the driver's 14-hour workday period did the crash occur?
2. How many hours into the driver's 11-hour driving period did the crash occur?
3. How many hours since the last uninterrupted 10-hour break did the crash occur? (for those using split sleeper berth option)
4. How many hours into the driver's 60/70-hour work week did the crash occur?
5. How many hours since the last 34-hour restart (if used) did the crash occur?

Driver and Carrier Interviews

FMCSA will gather additional information in partnership with the Bureau of Transportation Statistics (BTS) through interviews protected under the **Confidential Information Protection and Statistical Efficiency Act (CIPSEA).**

Interviewees

- CMV drivers and co-drivers
- Non-CMV drivers, passengers, and/or pedestrians
- Witnesses
- Motor carrier managers
- Dispatchers
- Others

Example Interview Topics

- Scheduling
- Vehicle inspection and maintenance
- Driver hiring practices
- Driver compensation and benefits
- Distracted driving
- Truck stop/rest area availability

Insights from Interview Data

The data obtained through interviews will be protected under CIPSEA, ensuring it can't be tied to an individual person or entity.

To help the CCFP identify causal factors, BTS will:

Compile anonymized statistics based on interview data

Analyze the data and then provide an anonymized report based on the results

For example, they may:

- ✓ Compare interviews from a single crash case
- ✓ Compare with other data the CCFP collected on the crash

INTERVIEW DATA PROTECTIONS

Crash Causal Factors Program

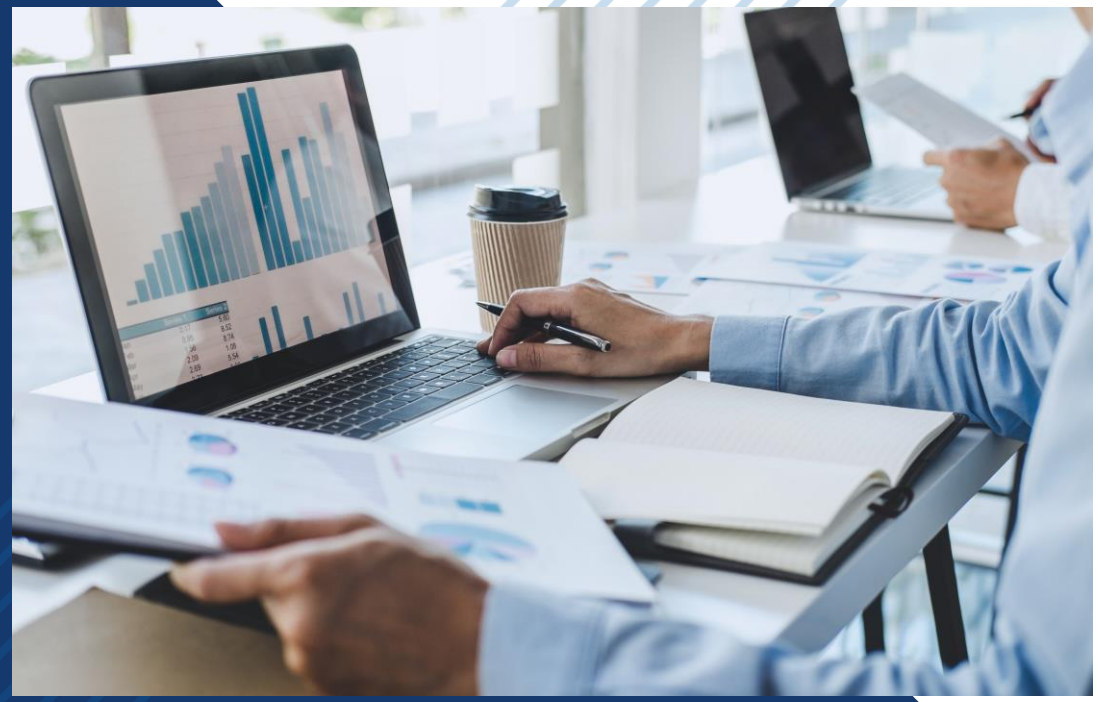
U.S. Department of Transportation
Federal Motor Carrier Safety Administration

How Will FMCSA Ensure Interview Data Is Protected?

Candid, accurate, and complete information will provide better insight into crashes—but some of this information may be sensitive.

FMCSA is partnering with the BTS to carry out interviews with **stringent confidentiality protections**.

DOT's Statistical Agency: BTS

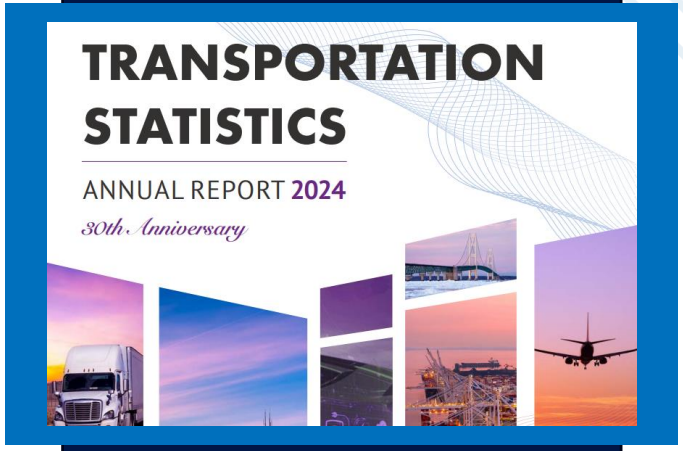


WHAT IS BTS?

- One of 13 principal statistical agencies in the Federal government
- Part of the U.S. Department of Transportation
- Source of statistics on the nation's multimodal transportation systems

Examples of BTS Projects

Waterway Intelligence Monitoring System



Transportation Statistics Annual Report

Confidential Close Call Reporting Program

Authority to Collect and Protect Data

AUTHORITY

- **BTS Confidentiality Statute** (49 U.S.C. 6307(b))
- **Confidential Information Protection and Statistical Efficiency Act** (CIPSEA) of 2018 (44 U.S.C. 3561-3583)

BTS's confidentiality statute and CIPSEA **protect the information BTS collects**.

These laws ensure that any **identifying, sensitive, or proprietary information** that BTS collects is not released to unauthorized persons or organizations.

BTS Pledge of Confidentiality

When collecting data for a statistical purpose, BTS must guarantee to the interview respondent that BTS will use the information for **statistical purposes only** and will protect the information from **unauthorized release and use**.

Statistical Purposes Only

Statistical Purpose*

The description or analysis of information about groups or subgroups of the economy, society, or environment **without identifying the individuals or organizations that reported the information**.

Non-Statistical Purpose*

The administrative, regulatory, or law enforcement use of information that can adversely affect the rights, privileges, or benefits of the individuals or organizations that reported the information.

Data collected under CIPSEA can be used for statistical purposes *only*.

*https://www.federalregister.gov/documents/2024/10/11/2024-23536/fundamental-responsibilities-of-recognized-statistical-agencies-and-units

Protection from Unauthorized Release and Use

Data collected under CIPSEA:

Cannot be obtained by government agencies for non-statistical purposes

No government agency, including FMCSA, may require a copy of any protected interview data

Is immune from legal processes

- Not subject to court subpoenas
- Cannot be submitted as evidence

Is exempt from Freedom of Information Act (FOIA) requests

Confidential
Information
Protection &
Statistical
Efficiency
Act

CIPSEA Penalties for Unlawful Disclosure

Any willful disclosure of confidential data collected under CIPSEA may incur sanctions and penalties

BTS employees and contractors are subject to:

- Removal from office
- Class E felony conviction with fines up to $250,000 and/or 5 years imprisonment

How BTS Protects Confidential Information

All BTS employees and contractors must:

- Participate in annual confidentiality training
- Sign a non-disclosure affidavit
- Have a BTS Confidentiality Officer review products prior to release to ensure confidential data protection

BTS implements procedures to secure its:

- Information systems
- Physical space

Recap: Interview Data Protections

These protections ensure that interview data will be confidential and secure.

Data collected by BTS for the CCFP will be aggregated and anonymized, allowing for an improved understanding of factors that contribute to fatal crashes involving heavy-duty trucks.

Protections for Data Collected by BTS Under CIPSEA

- ✓ Confidentiality pledge
- ✓ Data used for statistical purposes only
- ✓ No unauthorized use and release
  - ✓ No government agency may require a copy of any interview data from BTS
  - ✓ Immune from legal processes
  - ✓ Exempt from FOIA requests
- ✓ Strict penalties to BTS for violation

WHAT HAPPENS NEXT

Heavy-Duty Truck Study Timeline

2023-2024

Information Collection

- FMCSA collects information from State and local jurisdictions about current post-crash data collection procedures.

Study Design

- In-scope States are identified for a nationally representative sample. FMCSA develops the analysis plan.

We Are Here

2024-2026

Preparation for Data Collection

- FMCSA works with States to complete data sharing agreements/memoranda of understanding (MOUs).
- FMCSA creates a CCFP database, implements data protection measures, and develops tools and training to support data collection.

2026-2028

Data Collection

- Leveraging the work of State and local partners, FMCSA begins collecting data.

Analysis

- After two years of data collection, FMCSA begins analysis.

2029

Database and Final Report

- FMCSA releases a database of anonymized crash data for public use.
- FMCSA releases the Heavy-Duty Truck Study final report.

Note: Partial data findings and analysis will be released prior to the final report.

Timeline Approximate and Subject to Change

Help Us Spread the Word

Motor carrier and driver buy-in will help us collect accurate, comprehensive crash data.

High-quality data is at the heart of the CCFP's work, and much of that data comes from drivers and carriers.

FMCSA wants to make sure drivers and carriers know what to expect.

The CCFP will ensure that data provided by drivers and carriers will be protected under the law.

Together, we can improve safety on our roadways.

Key Takeaways

- Data protection and confidentiality (CIPSEA)
- Comprehensive approach
- Insights for your own safety efforts

CCFP Resources

Learn More

Visit the CCFP website to:

- Learn more about the CCFP
- Subscribe to the CCFP mailing list
- Review helpful resources
  - Program Overview
  - Heavy-Duty Truck Study Overview
  - FAQs

Contact Us

Email: CCFP@dot.gov

Go to: www.fmcsa.dot.gov/CCFP