Georgia Traffic Safety Facts

2021 Data

March 2023

In this fact sheet, information is presented as follows.

- Motor Vehicle Fatalities and Serious Injuries Involving Large Trucks
- Crash Characteristics
  - Urban vs. Rural Roadway Classifications
  - Environmental Characteristics
- Contributing Circumstances
- Commercial Driver Licensing
- Demographics

This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Motor Carrier Management Information System (MCMIS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), and Georgia Department of Driver Services (DDS). Refer to the 'Data Considerations' section regarding the data and information presented at the end of this publication.

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Large Trucks

This fact sheet provides an overview of traffic crashes, fatalities, and serious injuries that involved large trucks on Georgia roadways. For this fact sheet, a large truck is defined as *any commercial or non-commercial*, medium or heavy truck with a gross vehicle weight rating greater than 10,000 pounds. It is important to note that not all large trucks described in this fact sheet are commercial motor vehicles (CMVs) that are used for commercial or business purposes.

Large trucks include tractor trailers, single panel trucks, large pickup trucks, large cargo vans, single-unit trucks, and other combination trucks. Buses and motor homes are not included in the definition of large trucks. See 'Data Considerations' for large truck vehicle classification descriptions. *The involvement of large truck operators in traffic crashes does not imply these operators caused the crash either by their actions or failure to act.*

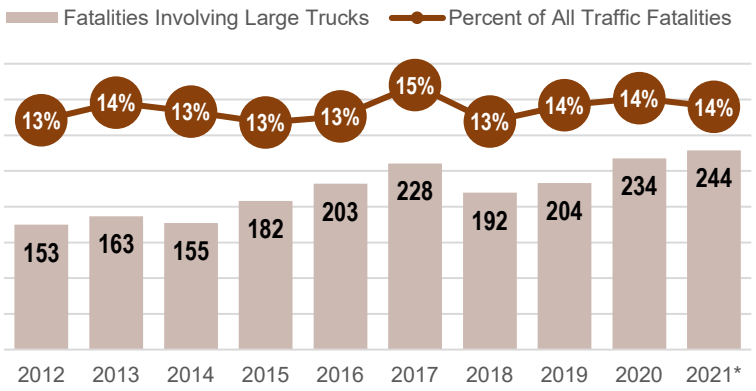
Key Findings

- In 2021, 14 percent of all traffic fatalities involved at least one large truck—244 persons were fatally injured. Between 2020 and 2021, the number of traffic fatalities involving large trucks increased by 4 percent, from 153 fatalities in 2020.
- Among all the traffic-related fatalities and serious injuries involving large trucks, 76 percent were occupants of other vehicles, 16 percent were the large truck operators, 5 percent were non-motorists, and 3 percent were large truck passengers.
- Eighty-six percent of crashes that involved large trucks were multi-vehicle crashes. Ninety-two percent of serious injuries and 86 percent of all fatalities that involved large trucks occurred in multi-vehicle crashes.
- A greater percentage of large truck crashes occurred on interstate systems for both urban and rural roadway segments.
- Sixty-three percent of all large truck crashes (Commercial Motor Vehicles in commercial use) that occurred in Georgia involved drivers with a Georgia license, and 22 percent were licensed from a bordering state.
- Large truck operators losing control was the top contributing factor for single-vehicle crashes—30 percent of operators lost control of their vehicle moments before colliding with another object that was not another vehicle.
- The average age of the CDL licensed drivers is 52 years for both male and female CDL holders.

Motor Vehicle Fatalities and Serious Injuries Involving Large Trucks

In 2021, there were 1,797 fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of traffic fatalities since 2006. According to FARS data, 14 percent of all traffic fatalities (244 persons fatally injured) involved at least one large truck (Figure 1). Traffic fatalities involving large trucks increased by 4 percent from the previous year (from 234 in 2020 to 244 in 2021) and increased by 59 percent within the past decade (from 153 in 2012 to 244 in 2021).

Figure 1. **Number and Percent of Traffic Fatalities that Involved Large Trucks, 2012-2021**



Source: FARS 2012-2021

Table 1 presents the number of total traffic fatalities, estimated vehicle miles traveled (VMT) by large trucks (single unit and combination), and fatalities that involved large trucks between 2017-2021. Between 2020 and 2021:

- The estimated VMT by large trucks decreased by 2 percent, and the proportion of all VMT by trucks decreased by less than one net percent point change (from 12.4 percent to 11.6 percent).
- The proportion of all traffic fatalities that involve large trucks remained nearly the same—14 percent of all traffic fatalities.
- The rate of fatalities involving large trucks per VMT traveled by large trucks increased by 7 percent (from 1.63 to 1.74).

Table 1. **Rate and Percent of Traffic Fatalities that Involve Large Trucks, 2017-2021**

Year	Total Traffic Fatalities	VMT by Large Trucks		Fatalities Involving Large Trucks		
		Estimated VMT by Large Trucks (millions)*	Percent all VMT	Number	Percent of All Traffic Fatalities	Rate (Fatalities per 100M VMT by Large Trucks)
2017	1,540	12,070	7.4%	228	14.8%	1.89
2018	1,504	16,330	9.4%	192	12.8%	1.18
2019	1,491	15,090	8.6%	204	13.7%	1.35
2020	1,664	14,349	12.4%	234	14.1%	1.63
2021	1,797	13,994	11.6%	244	13.6%	1.74

Note: Rates are calculated using VMT estimates, and the percent of distribution used by large trucks obtained from FHWA Office of Highway Policy Information Highway Statistics. Source: FHWA 2017-2020, FARS 2017-2021

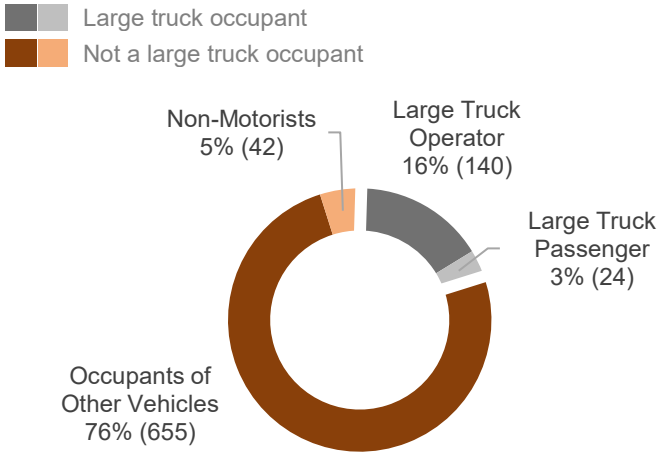
In 2021, there were 25,504 large trucks involved in motor vehicle traffic crashes that resulted in 617 serious injuries and 244 fatalities. Most large truck-related crashes involved other vehicles — 89 percent involved at least one other vehicle besides the large truck (20,843 out of 23,431 motor vehicle traffic crashes). Ninety-two percent of serious injuries and 87 percent of all fatalities that involved large trucks occurred in multi-vehicle crashes.

Figure 2 shows the percent of fatalities or serious injuries among all persons involved in crashes with at least one large truck in 2021. Among all the fatal and serious injuries involving large trucks:

- 19 percent were occupants in the large truck (represented by gray in Figure 2).
  - 16 percent were large truck operators.
  - 3 percent were large truck passengers.
- 81 percent were occupants of other vehicles or non-motorists (represented by brown in Figure 4).
  - 76 percent were occupants of vehicles that were *not* a large truck vehicle body type.
  - 5 percent were non-motorists (i.e., pedestrians or bicyclists).

Based on reported known restraint use, 24 percent of all seriously and fatally injured truck operators were unrestrained, and 76 percent were restrained.

Figure 2. **Percent of Persons Fatally or Seriously Injured in Crashes Involving Large Trucks by Person Type, 2021**



617 Serious Injuries
244 Fatal Injuries
Source: CODES 2021, FARS 2021

Crash Characteristics

According to FARS data, large trucks accounted for 13 percent of all fatal crashes (222 out of 1,670), 7 percent of all serious injury crashes (531 out of 7,291), and 6 percent of all traffic crashes (23,421 out of 385,961) in 2021. Fatal crashes involving large trucks increased by 6 percent, from 210 in 2020 to 222 in 2021. The involvement of large trucks in serious injury crashes increased by 32 percent (from 401 to 531) and all traffic crashes by 23 percent (from 19,092 to 23,421) during the same period. Crashes that involved large trucks were 4.5 times more likely to have serious injury and fatal outcomes compared to other vehicle types.

Between 2017 and 2021, nearly one out of four large trucks involved in traffic crashes were commercial motor vehicles (CMV)—large trucks used for commercial or business purposes. The involvement of CMVs in serious injury crashes and all traffic crashes increased by 26 percent and 23 percent, respectively. Table 2 shows the number of traffic crashes that involved large trucks between 2017 and 2021 by injury severity and large truck ownership (CMV compared to all large trucks).

Table 2. **Large Trucks Involved in Crashes by Data Source and Crash Severity, 2017-2021**

Year	Large Truck Crashes Recorded in Georgia FARS and CODES			Large Truck Crashes Recorded in the Georgia MCMIS**		
	Fatal Crashes	Serious Injury Crashes	All Traffic Crashes	Fatal Crashes	Serious Injury Crashes	All Traffic Crashes
2017	207	1,263*	22,261	228	927	5,874
2018	179	533	16,512	192	446	5,787
2019	180	439	22,082	204	320	4,887
2020	210	401	19,092	234	320	5,096
2021	222	531	23,421	243	404	5,868

* DOT-523 Crash Report Manual Version 3.0 was revised in January 2018 with a more detailed definition of serious injury. ** Georgia MCMIS large truck crashes exclude buses.
Source: FARS 2017-2021, CODES 2017-2021, Georgia MCMIS 2017-2021

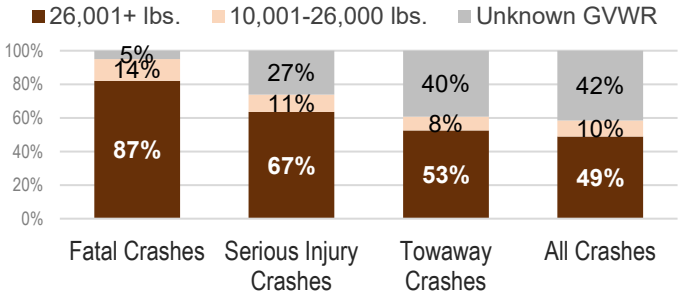
The National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS) defines a large truck as a vehicle with a GVWR greater than 10,000 lbs.

Federal Motor Carrier Safety Administration (FMCSA) Motor Carrier Management Information System (MCMIS) defines a large truck as a vehicle designed, used, or maintained primarily for carrying property, with a GVWR or gross combination weight rating (GCWR) of more than 10,000 lbs., or any vehicle carrying hazardous materials that require placarding, regardless of weight.

In 2019, approximately 80% of large truck- and bus-related fatal crashes were matched or partially matched in both the FARS and MCMIS datasets.

In 2021, there were 25,504 large trucks involved in traffic crashes on Georgia roadways. Heavier trucks (over 26,000 lbs. gross vehicle weight rating (GVWR)) were more involved in severe traffic crashes than lighter trucks (10,001-26,000 lbs. GVWR). In 2021, heavier trucks represented 87 percent of fatal crashes, 67 percent of serious injury crashes, and 53 percent of towaway crashes that involved large trucks (Figure 3). The most common heavy truck type involved in crashes were tractor-trailers (single trailer, twin trailer, or bobtail without a trailer).

Figure 3. **Large Trucks Involved in Crashes by Gross Vehicle Weight Rating (GVWR) and Crash Severity, 2021**



Source: FARS 2021, CODES 2021

Table 3. **Large Trucks Involved in Crashes by Gross Vehicle Weight Rating (GVWR), Large Truck Vehicle Type, and Crash Severity, 2021**

Gross Vehicle Weight Rating and Large Truck Vehicle Type		Fatal Crashes		Serious Injury Crashes		Towaway Crashes		All Crashes	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
10,001-26,000 lbs.	Tractor Trailer	37	15%	5	1%	423	2%	915	4%
	Logging Trucks	--	--	--	--	20	<1%	27	<1%
	Other Large Trucks	29	12%	31	5%	955	5%	1,270	5%
	Total 10,000-26,000 lbs.	*66*	*27%*	*36*	*6%*	*1,398*	*7%*	*2,212*	*9%*
26,001+ lbs.	Tractor Trailer	144	58%	326	55%	8,994	46%	10,999	43%
	Logging Trucks	3	1%	15	3%	220	1%	255	1%
	Other Large Trucks	31	13%	52	9%	1,118	6%	1,338	5%
	Total 26,000+ lbs.	*178*	*73%*	*393*	*67%*	*10,332*	*53%*	*12,592*	*49%*
Unknown GVWR	Tractor Trailer	--	--	80	14%	4,129	21%	5,206	20%
	Logging Trucks	--	--	4	1%	204	1%	264	1%
	Other Large Trucks	1	<1%	78	13%	3,395	17%	5,230	21%
	Total Unknown GVWR	*1*	*<1%*	*162*	*27%*	*7,728*	*40%*	*10,700*	*42%*
All Large Trucks**		**245**	**100%**	**591**	**100%**	**19,458**	**100%**	**25,504**	**100%**

*Other trucks include single-unit and panel trucks with a GVWR of 10,000+ lbs.
Source: FARS 2021, CODES 2021

According to the Federal Motor Carrier Safety Administration data, the involvement of large trucks and buses in traffic crashes is directly proportional to vehicle weight. A research study investigating the effect of state regulations on traffic fatalities involving trucks showed that a higher maximum truck length was significantly associated with a higher fatality rate, and limitations on truck-length reduced fatalities in crashes involving large trucks.[1]

[1] Neeley GW, Richardson LE Jr. The effect of state regulations on truck-crash fatalities. Am J Public Health. 2009 Mar;99(3):408-15. doi: 10.2105/AJPH.2008.136952. Epub 2009 Jan 15. PMID: 19150907; PMCID: PMC2661438.

Urban vs. Rural Roadway Classifications[2]

In 2021, 6 percent of all motor vehicle traffic crashes involved at least one large truck, and there were 1.59 fatal crashes that involved large trucks for every 100M miles traveled by large trucks statewide in Georgia (Table 4). While a greater number of crashes involving large trucks occurred on urban roadways, rural roadways have a greater proportion of crashes involving large trucks for every motor vehicle traffic crash (Figure 4).

- The urban roadways accounted for 55 percent of fatal crashes (107 out of 194) and 83 percent of traffic crashes involving large trucks (19,426 out of 23,421). However, 6 percent of all motor vehicle crashes on urban roadways involved at least one large truck—16 percent of all urban interstate system traffic crashes involved large trucks.
- The rural roadways accounted for 45 percent of fatal crashes and 17 percent of traffic crashes involving large trucks. However, 8 percent of all motor vehicle crashes on rural roadways involved at least one large truck—24 percent of all rural interstate system traffic crashes involved large trucks.

Table 4. **Number and Rate (per 100M VMT by Large Trucks) of Fatal Crashes and Traffic Crashes Involving Large Trucks by Roadway Classification, 2021**

Roadway Classification[4]	Fatal Crashes		Traffic Crashes	
	Number	Rate per 100M VMT by Large Trucks	Number	Percent of All Motor Vehicle Traffic Crashes
Urban Roadways	**90**	**1.01**	**19,426**	**6%**
Interstate Systems	10	0.26	7,572	16%
Other Arterials*	63	**1.83**	7,236	4%
Other**	17	1.03	4,618	4%
Rural Roadways	**132**	**2.61**	**3,936**	**8%**
Interstate Systems	19	1.03	1,276	24%
Other Arterials	102	**5.11**	1,448	8%
Other	11	0.90	1,212	5%
Statewide***	**222**	**1.59**	**23,421**	**6%**

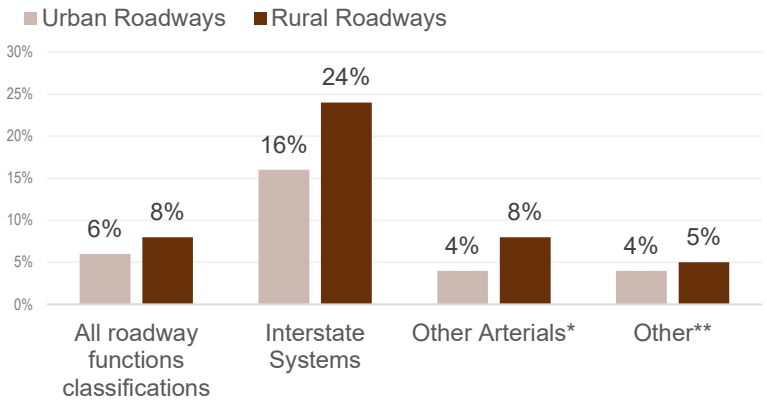
* Other arterials include freeways, expressways, principal arterials, and minor arterials.

** Other roads include collectors and local roads.

*** Statewide total includes crashes with unknown roadway classification

Source: CODES 2021, Numetric 2021, FHWA 2021

Figure 4. **Percent of All Traffic Crashes that Involved Large Trucks by Urban/Rural Roadway Classification, 2021**



* Other arterials include freeways, expressways, principal arterials, and minor arterials. ** Other roads include collectors and local roads. Source: CODES 2021, Numetric 2021

[2]Urban roadway classifications are urban road systems located in urban clusters (or metropolitan areas) of at least 2,500 persons and may occur within rural counties. This is different from urban counties that have a residential population of more than 50,000 persons.

Table 5 shows the types of large trucks involved in traffic crashes by roadway use and classification (i.e., rural or urban interstate roadway segments) in 2021.

- Most tractor-trailer crashes occurred on interstate systems on both urban and rural roadways — 50 percent and 44 percent, respectively.
- 33 percent of logging truck crashes on urban roadways occurred on principal arterials, and 30 percent of logging truck crashes on rural roadways occurred on minor arterials.
- 24 percent of other truck crashes (involving single-unit/panel trucks over 10,000 lbs. GVWR) on urban roadways occurred on minor arterials, and 25 percent of other truck crashes on rural roadways occurred on collectors.

Table 5. **Large Trucks Involved in Crashes by Roadway Classification, Rural/Urban Roadway Use, and Large Truck Vehicle Type, 2021**

Roadway Classification	Urban Roadway Use			Rural Roadway Use		
	Tractor-Trailer	Logging Trucks	Other Trucks+	Tractor-Trailer	Logging Trucks	Other Trucks+
Interstate	**50%**	20%	23%	**44%**	5%	16%
Principal Arterial	17%	**33%**	23%	16%	22%	18%
Minor Arterial	13%	22%	**24%**	17%	**30%**	21%
Collector	4%	8%	7%	13%	27%	**25%**
Local	8%	11%	16%	6%	13%	16%
Ramp	4%	1%	3%	1%	---	0%
All Roadway Classifications*	**13,972** 100%	**347** 100%	**6,760** 100%	**3,109** 100%	**197** 100%	**1,052** 100%

Note: The sum of the individual cells may not equal row or column totals due to rounding error. *Totals include crashes on unknown roadway classification systems with known urban/rural functions. Large truck crashes with unknown urban/rural roadway use is not shown in table. +Other trucks include single-unit and panel trucks with a GVWR of 10,000+ lbs. Source: Numetric 2021, CODES 2021

Table 6 shows the percent of crashes involving large trucks by geographical region (i.e., county groupings based on population) and roadway classification in 2021. Thirty-eight percent of large truck crashes statewide occurred on interstate roadway systems, whereas 12 percent of crashes involving other vehicle types occurred on interstates. Most crashes involving large trucks statewide and across all regions occurred on the interstate system and principal arterial roadways. Additionally, 53 percent of all traffic crashes involving large trucks occurred in the ten counties of the Atlanta region.[3]

Table 6. **Motor Vehicle Traffic Crashes Involving Large Trucks by Georgia Region and Roadway Classification, 2021**

Roadway Classification	Atlanta Region Counties[5]	Other Urban Counties	Rural Counties	Statewide
Interstate	26%	8%	4%	**38%**
Principal Arterial	8%	7%	5%	**20%**
Minor Arterial	8%	6%	3%	**18%**
Collector	2%	3%	2%	**7%**
Local	5%	4%	2%	**11%**
Ramp	2%	1%	<1%	**3%**
Unknown	2%	1%	1%	**4%**
All Roadway Classifications	**53%**	**30%**	**17%**	**100%**

Note: The sum of the individual cells may not equal row or column totals due to rounding error. Crashes involving large trucks with unknown roadway classifications are included in all roadways. Source: Numetric 2021, CODES 2021

[3] The Atlanta Region includes the ten counties defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties.

Environmental Characteristics

Table 7 summarizes the environmental characteristics of where and when fatal crashes and traffic crashes involving large trucks occurred in 2021. Fatal crashes and all traffic crashes involving large trucks have similar environmental characteristics in terms of the location of the crash, weather conditions, seasonality, and time of day. Among the fatal crashes that involved large trucks in 2021,

- 67 percent occurred at non-intersection locations;
- 58 percent occurred in daylight conditions;
- 80 percent occurred during the weekday, with 55 percent occurring during the daytime hours (6:00 a.m. to 5:59 p.m.) during the weekday;
- 73 percent occurred in clear weather conditions; and
- 27 percent occurred in the spring season.

Table 7. **Motor Vehicle Crashes Involving Large Trucks by Environmental Characteristics, 2021**

Environmental Characteristics	Fatal Crashes Involving Large Trucks	Traffic Crashes Involving Large Trucks
Location *		
Intersection (or related)	33%	28%
Non-Intersection	67%	59%
Other	--	12%
Light Conditions		
Dark	36%	25%
Daylight	58%	72%
Dawn	2%	2%
Dusk	3%	1%
Day of Week / Time of Day *		
Weekday	**80%**	**84%**
Nighttime	26%	18%
Daytime	55%	66%
Weekend	**20%**	**16%**
Nighttime	12%	9%
Daytime	8%	7%
Weather Conditions		
Clear	73%	68%
Cloudy	17%	19%
Rain	10%	13%
Other	<1%	<1%
Season		
Winter (Jan-Feb, Dec)	23%	23%
Spring (Mar-May)	27%	25%
Summer (Jun-Aug)	25%	25%
Fall (Sep-Nov)	25%	27%
TOTAL	**222**	**23,421**

Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday
Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday
Daytime – 6:00 a.m. to 5:59 p.m.
Nighttime – 6:00 p.m. to 5:59 a.m.
*See data considerations for definitions of intersection and non-intersection locations
Source: CODES 2021

Contributing Circumstances

In 2021, 86 percent of all crashes involving large trucks also involved other vehicles (multi-vehicle crashes), and 14 percent were single-vehicle large truck crashes. The most harmful event in large truck crashes was collisions with other motor vehicles in transport for multi-vehicle crashes, and large trucks overturning for single-vehicle crashes (non-collision crashes).

Passenger vehicles[4] were more frequently involved in crashes with large trucks than other vehicle types. The most common manner of collision in multi-vehicle crashes involving large trucks was angle for fatal and serious injury crashes. For all traffic multi-vehicle crashes involving large trucks, sideswipes in the same direction were the most common manner of collision. *The manner of collision is not vehicle specific and does not identify which vehicle or driver was at fault.* Table 8 below shows the highest-ranked manner of collision for multi-vehicle traffic, injury, and fatal crashes that involve large trucks.

Table 8. **Highest Ranked Manner of Collision for *Multi-Vehicle* Crashes Involving Large Trucks by Crash Type, 2021**

Rank	Fatal Crashes		Serious Injury Crashes		All Traffic Crashes	
	Manner of Collision	% of crashes	Manner of Collision	% of crashes	Manner of Collision	% of crashes
1	Angle	40%	Angle	39%	Sideswipe same direction	36%
2	Rear end (Front-to-rear)	32%	Rear end (Front-to-rear)	34%	Rear end (Front-to-rear)	30%
3	Head on (Front-to-front)	15%	Head on (Front-to-front)	9%	Angle	24%
4	*Not a collision with a motor vehicle	5%	Sideswipe same direction	8%	*Not a collision with a motor vehicle	4%

* The first harmful event was not a collision with a motor vehicle in transport. Source: CODES 2021

Large truck operators losing control is the top contributing factor among operators involved in single-vehicle crashes. In 2021, 30 percent of operators lost control of their trucks moments before they collided with another object that was not another vehicle (Table 9). The top contributing factors among large truck operators involved in multi-vehicle crashes were following too closely (22 percent) and changing lanes improperly (21 percent). These were also the top factors for other drivers involved in multi-vehicle crashes with large trucks—24 percent changed lanes improperly, and 20 percent followed too closely. *This does not imply that the large truck operators or other drivers caused the crash either by their actions or failure to act.*

Table 9. **Top Contributing Factors with All Traffic Crashes Involving Large Trucks by Number of Vehicles Involved and Person Type, 2021**

Rank	Single Vehicle Crashes		Multi-Vehicle Crashes			
	Large Truck Operator		Large Truck Operator		Other Driver	
	Description	% of all operators	Description	% of all operators	Description	% of all drivers
1	Operator lost control	30%	Following too close	22%	Change lanes improperly	24%
2	Other	24%	Change lanes improperly	21%	Following too close	20%
3	Misjudged clearance	24%	Other	19%	Other	16%
4	Speeding	12%	Misjudged clearance	9%	Failure to yield	15%

Source: CODES 2021

[4] Passenger vehicles include passenger cars, pickup trucks, vans, and Sports Utility Vehicles (SUVs) less than 10,000 lbs. GVWR.

"The Federal Motor Carrier Safety Administration (FMCSA) conducted an in-depth analysis of the causation of truck accidents. The FMCSA determined that driver fatigue is a factor in as many as 15 percent of all serious truck accidents and 30 percent of all fatal truck accidents. To put these figures into perspective, FMCSA investigators estimate that 2 percent of truckers are dangerously fatigued at any moment. This means that driver fatigue increases the risk of a major accident by an exponential amount."

Commercial Driver Licensing

A commercial driver's license (CDL) allows drivers over the age of 18 years to operate large and heavy trucks. Licensed drivers with a Class A or Class B CDL designation are permitted to operate a large truck (commercial motor vehicle). All other license classes are not permitted to operate a commercial vehicle.

- Class A CDL designation permits drivers to operate a truck trailer or tractor-semitrailer combination in which the combined weight exceeds 26,001 pounds and the unit being towed exceeds 10,000 pounds.
- Class B CDL designation permits drivers to operate single vehicles weighing 26,001 or more pounds, and the unit being towed is less than 10,000 pounds.

Between 2020 and 2021:

- CDL holders (Class A, Class B, or CDL learners permit) increased by nearly 4 percent.
- CDL holders aged 18-to-20 years increased by 32 percent.
- Georgia crashes involving CMV operators with valid CDL designations increased by 10 percent, and with invalid designations decreased by 5 percent.
- CDL operators involved in a crash with a truck with hazmat endorsements increased by 35 percent.

In 2021, 63 percent of all Georgia CMV crashes involved operators with a Georgia CDL, and 22 percent were licensed from a bordering state. The number of crashes involving CMV operators licensed in bordering states increased by 14 percent (from 1,077 in 2020 to 1,226 in 2021).

Table 10. **2020-2021 Percent Change in Commercial Driver Licenses, License Status for Commercial Motor Vehicle (CMV)* Operators Involved in Crashes, and License Issuing State of CMV involved in Crashes**

Measure	2020-2021 Percent Change	
All Georgia Licensed Drivers		
Commercial Drivers Licenses (CDLs)	▲	4%
Class A	▲	4%
Class B	▲	2%
Class CLP (learner permit)	▲	33%
Other License Classes	▲	3%
CDL holders aged 18-20 years	▲	32%
Large Truck Operators Involved in Georgia Crashes		
Commercial Drivers Licenses (CDLs)	▲	10%
Class A	▲	13%
Class B	▲	13%
Other license Class or status not valid to operate a commercial vehicle	▽	-5%
Hazmat Endorsements	▲	35%
State of License Issuance for Large Truck Operator Involved in Georgia Crashes		
Georgia	▽	-3%
Georgia Bordering States	▲	14%
Florida	▲	25%
Alabama	▬	0%
South Carolina	▲	19%
North Carolina	▲	6%
Tennessee	▲	6%
All other States	▲	19%

Commercial Motor Vehicles (CMV) **are** large trucks used for commercial or business purposes.

Source: DDS 2020-2021, MCMIS 2020-2021

Demographics

Drivers in the 45-to-54 age group have the highest proportion of licensed CDLs compared to other age groups. The average age of the CDL licensed drivers is 52.2 years for both male and female CDL holders. Drivers aged 45-to-54 also represent the highest proportion of drivers involved in serious injury and fatal crashes and properly licensed drivers involved in all traffic crashes (Table 11). In 2021, the involvement of male CDL holders in fatal or serious injury crashes was 3.1 times higher than female CDL holders—217.6 per 100,000 male CDL holders compared to 70.7 per 100,000 female CDL holders.

Younger drivers aged 18-to-24 represented 1 percent of all CDL holders, 5 percent of all properly licensed drivers involved in crashes, and 5 percent of all truck operators involved in serious injury or fatal crashes.

Table 11. **Licensed Drivers with Commercial Driver Licenses, Licensure Status of Operators Involved in Traffic Crashes, and Operators Involved in Serious or Fatal Injury Crashes, 2021**

Age Group	Drivers with CDLs Class A or Class B			Licensure Status of Truck Operators Involved in Crashes		Truck Operators Involved in Fatal or Serious Injury Crashes		
	Female	Male	Total	Class A/B	Undesignated Class+	Female	Male	Total*
Less than 18	--	--	--	--	1%	--	--	--
18-24	1%	2%	1%	5%	6%	13%	4%	5%
18-20	*< 1%*	*< 1%*	*< 1%*	*1%*	*2%*	*4%*	*1%*	*1%*
21-24	*1%*	*1%*	*1%*	*4%*	*4%*	*9%*	*4%*	*4%*
25-34	9%	11%	11%	19%	11%	20%	18%	21%
35-44	17%	18%	17%	22%	9%	**30%**	20%	26%
45-54	27%	25%	25%	**25%**	10%	24%	**26%**	**33%**
55-64	**29%**	**25%**	**26%**	19%	7%	9%	25%	31%
65+	18%	20%	20%	6%	3%	2%	6%	8%
Unknown	--	--	--	3%	**54%**	--	1%	4%
TOTAL*	**53,741** 100%	**320,764** 100%	**374,505** 100%	**22,622** 100%	**2,878** 100%	**46** 100%	**742** 100%	**818** 100%

Note: The sum of the individual cells may not equal row or column totals due to rounding error.
*Total includes large truck operators with unknown sex or unknown age.
+An undesignated large truck operator does not have the proper licensure status (Class A or B) to operate a large truck.
Source: DDS 2021, CODES 2021, FARS 2021

Data Definitions and Considerations:

A large truck is any commercial or non-commercial, medium or heavy truck with a gross vehicle weight rating greater than 10,000 pounds. Large trucks include tractor trailers, single panel trucks, large pickup trucks, large cargo vans (i.e., ambulances), single-unit trucks (i.e., construction equipment), and other combination trucks (i.e., multi-trailer trucks). Buses and motor homes are not included in the definition of large trucks.

A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport, and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

Fatal crashes are defined as crashes involving a motor vehicle traveling on a traffic way customarily open to the public and resulting in the death of a motorist or a non-motorist within 30 days of the crash.

Serious injuries are those suspected serious injuries reported by law enforcement and used when any injury, other than fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

Vehicle miles traveled (VMT) by trucks statewide and by roadway type were calculated using VMT estimates, and the percent of distribution used by large trucks obtained from the FHWA Office of Highway Policy Information Highway Statistics.

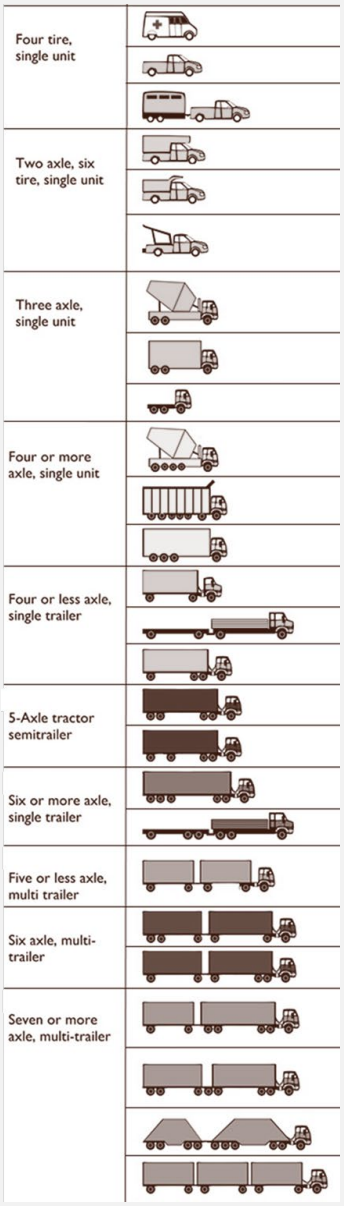
Urban and rural roadway classifications are defined according to 23 USC 101(a)(33) where census tracts population of 5,000 residents or more are considered urban, and areas with less than 5,000 residents are considered rural.

Rural counties are counties that have a population of less than 50,000 according to the United States decennial census of 2010 or any future such census (OCGA Section 31-6-2). This is different than roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within rural counties.

"At Intersection" is used when a crash occurs on a roadway either in the intersection or in the area between a crosswalk and the perimeter of the intersection. "Not at Intersection" is when the crash occurs more than 50 feet out from the perimeter of an intersection, and the crash is not identified as related to the movement of vehicles through an intersection.

Contributing circumstances capture the precrash elements or improper actions of persons (motorcycle operators, pedestrians, bicyclists, and other motorists) that may have caused the crash. Contributing factors in fatal and non-fatal crashes are often underreported in the datasets. There is at least one record per person involved in a fatal crash (FARS Data) and some missing records for persons involved in motor vehicle traffic crashes (Crash Data).

Large Truck Vehicle Classification



Combination units have four or more axles

Source: Adopted from Federal Highway Administration (FHWA) vehicle classifications

References:

Neeley GW, Richardson LE Jr. The effect of state regulations on truck-crash fatalities. Am J Public Health. 2009 Mar;99(3):408-15. doi: 10.2105/AJPH.2008.136952. Epub 2009 Jan 15. PMID: 19150907; PMCID: PMC2661438.

Additional Information:

Other traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES): Risky Driving, Distracted Drivers, Occupant Protection, Non-Motorist (Pedestrians and Bicyclists), Motorcycle Safety, Young Adult Drivers, and Older Drivers.

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