

Large truck fatality facts

A report recently issued by the Insurance Institute for Highway Safety (IIHS) and the Highway Loss Data Institute (HLDI) presents sobering statistics regarding large truck crashes in 2020.

The IIHS is an independent, nonprofit scientific and educational organization dedicated to reducing deaths, injuries and property damage from motor vehicle crashes through research and evaluation and through education of consumers, policymakers and safety professionals.

The HLDI shares and supports this mission through scientific studies of insurance data representing the human and economic losses resulting from the ownership and operation of different types of vehicles and by publishing insurance loss results by vehicle make and model.

Both organizations are wholly supported by auto insurers and insurance associations.

According to the report (available [here](#)), “most deaths in large truck crashes are passenger vehicle occupants. The main problem is the vulnerability of people traveling in smaller vehicles. Trucks often weigh 20-30 times as much as passenger cars and are taller with greater ground clearance, which can result in smaller vehicles underriding trucks in crashes.” In fact, in two-vehicle crashes involving a passenger vehicle and a large truck, **97% of those killed were the occupants of the passenger vehicles.**

The report states “48% of large truck crash deaths in 2020 occurred from 6 AM to 3 PM (compared to 28% of crash deaths not involving large trucks).” In other words, *almost half of large truck crash deaths happened during the time of the day when school buses are most likely to be on the road.*

The report goes on to say “truck braking capability can be a factor in truck crashes. Loaded tractor-trailers require 20-40 percent more distance than cars to stop, and the discrepancy is greater on wet and slippery roads or with poorly maintained brakes. Truck driver fatigue also is a known crash risk. Drivers of large trucks are allowed by federal hours-of-service regulations to drive up to 11 hours at a stretch. Surveys indicate that many drivers violate the regulations and work longer than permitted.”

This report contains many other facts and figures regarding large trucks and roadway fatalities. ASAH encourages readers to read the report and decide for themselves whether adding up to 96 eighty-ton ore trucks per day on 250 miles of Interior highways and city streets makes sense. The Reason Foundation’s 26th Annual Highway Report: Overall Fatality Rate ranked Alaska in 46th place for its rural highway fatality rate and 47th for its urban highway fatality rate in 2019 (per 100 million vehicle-miles traveled). ASAH believes the risk to the public is too great and that the Kinross ore transportation plan needs to be reviewed with a serious eye for public safety. The facts do not lie. The Kinross plan is to repeat this trucking scenario for many other

mines in the Interior within a 300-mile radius of Ft. Knox. ***How much is your safety and the safety of your loved ones worth?***

