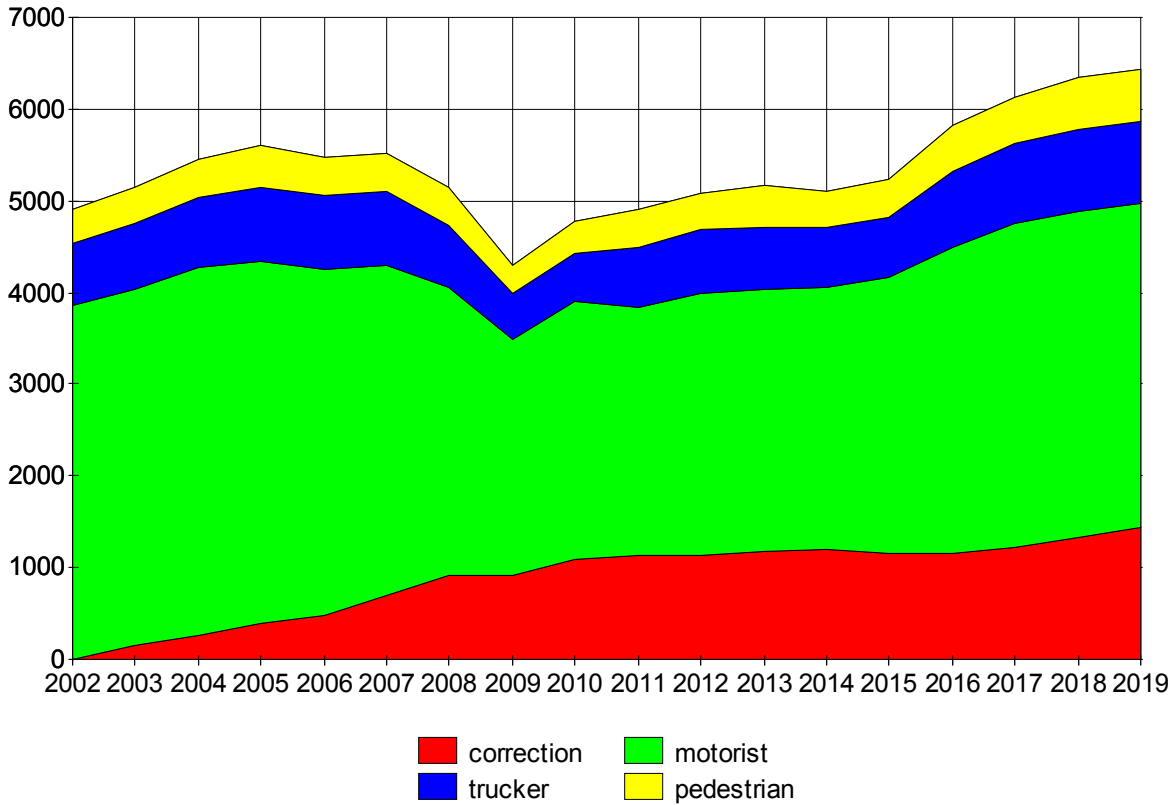


Corrected Heavy Truck Fatalities



The correction is calculated by multiplying the number of motorist fatalities by the percentage decline in passenger car fatalities to compensate for the effect of air bags, crash absorbent body panels, drunk driving enforcement, economic effects, and other improvements in car safety affecting overall truck fatalities since 2002. By William B. Trescott, www.truckingvideo.com

year	correction	motorist	trucker	pedestrian	passenger car	%decline
2002	0	3853	684	360	20569	0
2003	159	3879	726	384	19725	4
2004	268	4006	761	423	19192	7
2005	394	3944	803	465	18512	10
2006	484	3766	805	424	17925	13
2007	694	3608	805	409	16614	19
2008	907	3151	682	412	14646	29
2009	925	2558	499	323	13135	36
2010	1098	2797	530	359	12491	39
2011	1128	2713	640	428	12014	42
2012	1140	2857	697	390	12361	40
2013	1180	2845	695	441	12037	41
2014	1198	2859	656	393	11947	42
2015	1145	3017	665	413	12761	38
2016	1150	3351	815	512	13508	34
2017	1219	3535	878	493	13477	34
2018	1331	3563	890	553	12888	37
2019	1435	3544	892	569	12239	40
Additional since 2009		5501	2368	1321	-5627	

The additional fatality totals are calculated by adding all fatalities from 2010-2019 and subtracting 2009 fatalities ten times to quantify the effect of hiring unskilled truck drivers. The passenger car total is negative because passenger car fatalities declined from 2009-2017. Source: *2019 Traffic Safety Facts*, DOT HS 813110, DOT HS 813141, crashstats.nhtsa.dot.gov