

## Top Ten Statements on Truck & Bus Driver Safety

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NTSB "Decade of Progress" Conference  
 Driver Safety Section  
 Washington, DC – May 11, 2011

Inspiration by  
 David Letterman

**#10**

*Los aspectos más importantes de seguridad para camiones grandes son los mismos en todo el mundo.*

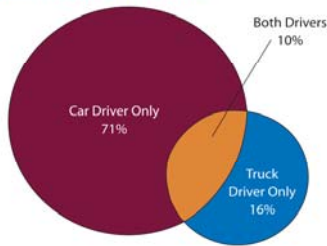
*(The most important safety issues for large trucks are the same worldwide.)*

**U.S. ≈ only 3% of world road deaths. Road crashes will become 3<sup>rd</sup> leading cause of world deaths by 2030. -- WHO**

**#9**

*"A large portion of truck safety is rooted in the context of overall traffic safety." -- Leonard Evans*

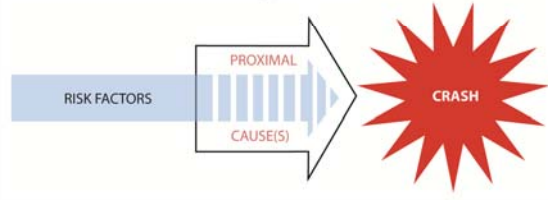
Driver Factors Cited in Fatal Car-Truck Crashes



**#8**

*A risk-cause timeline is a simple, elegant, and heuristic model of crash causation and prevention.*

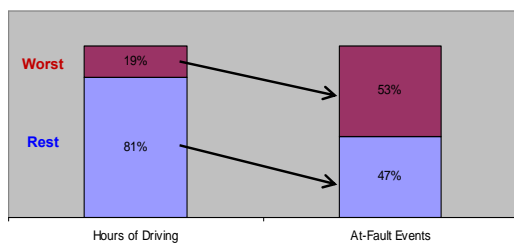
Timeline of Risk Factors and Proximal Cause(s) Before a Crash



**#7**

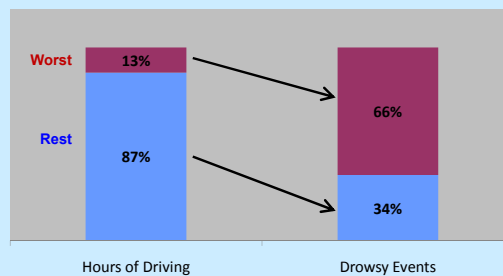
*There are large and enduring individual differences in driver risk; ~20% of drivers → ~50% of at-fault crash risk.*

Relative Exposure & Risk for High & Low Risk Groups



*... and enduring individual differences in driver fatigue are even more extreme.*

Relative Exposure & Drowsiness Risk



**Risk Odds Ratio Worst vs. Rest ≈ 13**

### #6

*Driver fatigue has been exaggerated as a cause of truck & bus crashes.*

*The best estimate is from the LTCCS: Asleep-at-the-wheel was the Critical Reason [proximal cause] of 7% of serious large truck at-fault crash involvements.*

Decision Errors (e.g., Speeding): **40%**  
Recognition Failures (e.g., Distraction): **30%**

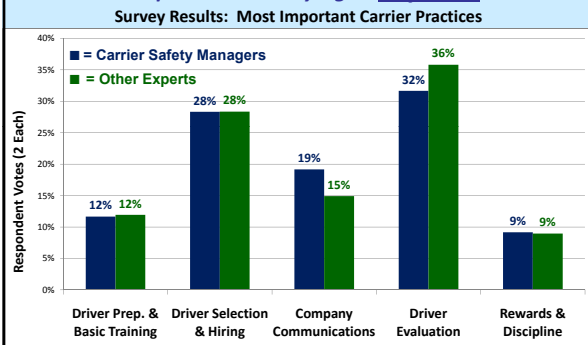
### #5

*Hours-of-Service is overrated as a crash countermeasure.*

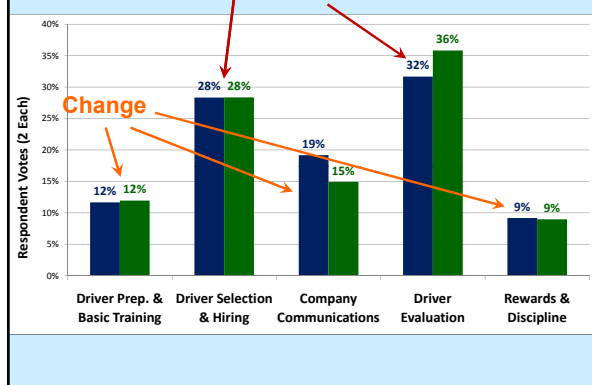
- *HOS rules do not strongly confront the strongest fatigue factors.*
- *Forcing HOS compliance (e.g., EOBRS) does not change drivers or greatly reduce fatigue.*

### #4

*Although both are important, correctly **assessing** drivers is more important than trying to **improve** them.*



### Survey Results: Most Important Carrier Practices



### #3

*Behavior trumps performance.*

**Voluntary choices reflecting driver personality, risk perception, attitudes, and engrained driving styles.**



**Performance limitations reflecting driver physical and medical condition, knowledge, skill, and abilities.**

### #2

*Our primary driver safety strategy should shift from restricting all drivers to:*

- identifying and removing bad drivers, while . . .*
- fostering good drivers (including giving them more autonomy & flexibility).*

**CSA: A step in the right direction!!!**

**#1**  
*The strongest driver (and carrier) safety motivators are internal and “beyond compliance.”*



**#0**  
*Thanks for your attention!*

**THANK YOU**

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