



# Teen Trucking Fact Sheet

Younger Commercial Motor Vehicle (CMV) drivers have higher crash rates. Specific studies of young CMV drivers show that large truck fatal crash involvement rates increase as the age of the driver decreases.<sup>1</sup>

## TEENS AND TRUCKS ARE A LETHAL COMBINATION.

### Age Factor

Age is the dominant factor in the high rate of involvement of younger CMV drivers in fatal crashes. Studies consistently show that young commercial drivers are much more likely to be involved in crashes than their older counterparts.<sup>2</sup> IIHS states, "Age is a strong risk factor for truck crash involvement."<sup>3</sup>



### Fatal Crash Rates

CMV drivers under the age of 19 are four times more likely to be involved in fatal crashes, and CMV drivers between the ages of 19-20 are six times more likely to be involved in fatal crashes.<sup>4</sup>

### Crash Reports

CMV drivers aged 19-20 are about 6 times more likely to be involved in police reported injury and fatality crashes per 100 million vehicle miles traveled compared to all other truck drivers age 21 and older.<sup>5</sup>

### Training

There are currently no federal behind-the-wheel training requirements for CDL applicants seeking to operate a CMV on American roads.

If the CDL age is lowered to 18, most teens will be operating a CMV with only 2 years experience driving passenger vehicles.

## Younger Drivers Overall



Young drivers overall are especially vulnerable to death and injury on our roadways – traffic crashes are the leading cause of death for teenagers in America. Mile for mile, NHTSA research shows teenagers are involved in three times as many fatal crashes as all other drivers.<sup>7</sup>

Compared to Older Drivers (20-84), Teen Drivers (18-19) are:<sup>8</sup>

- 2.3 times more likely to be in a fatal crash
- 3.5 times more likely to be in any police reported crash



The Governors Highway Safety Association Issued a Report that Analyzed 10 years of Fatal Crash Data Involving Teen Drivers:<sup>9</sup>

- 19-year-olds accounted for the greatest number of teen drivers killed during this 10-year period, followed by 20- and 18-year olds.
- Older teens (18- 20-years-old) were twice as likely as their younger counterparts to be involved in a fatal crash between midnight and 6 a.m.



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WHAT CAN AN 18 YEAR OLD DO?	CAN	CAN NOT
Rent a Vehicle		✗
Purchase Alcohol		✗
Book a Hotel Room		✗
Drive for Uber		✗
Supervise a New Driver Learner's Permit		✗
Gamble at a Casino		✗
Obtain a Pilot's License		✗
Run for Congress		✗
Obtain a Concealed Weapons Permit		✗
Adopt a Child		✗
Drive an 80,000 Pound Big Rig (Pilot Program)	✓	

## TEENS AND TRUCKS ARE A LETHAL COMBINATION

The Bureau of Labor Statistics routinely reports **truck driving as one of the deadliest professions in the country**.<sup>10</sup> Lowering the age limit to allow younger drivers to operate 80,000 pound CMVs to be operated for up to 77 hours a week is absurd.

To no one's surprise, research indicates that ALL DRIVERS ages 18-21 have higher crash rates than older drivers and experience fatal crashes 4 times more than all other drivers.<sup>11</sup>

**TSC strongly opposes the pilot program to allow teen truckers to operate in interstate commerce. Let's prioritize keeping our loved ones safe and refrain from pushing our children into one of the deadliest professions, risking the lives of all roadway users in the process.**

1. Campbell, K. L., *Fatal Accident Involvement Rates By Driver Age For Large Trucks*, *Accid. Anal. & Prev.* Vol 23, No. 4, pp. 287-295 (1991).  
 2. Janine Duke, Maya Guest, May Boggess, "Age-related safety in professional heavy vehicle drivers: A literature review," *Accident Analysis & Prevention*, Vol. 42, No.2, March 2010, pp. 364-371.  
 3. Insurance Institute for Highway Safety, Comments to the docket, FMCSA-2000-8410-0515; citing Christie, R. and Fabre, J. 1999. Potential for fast-tracking heavy vehicle drivers. Melbourne, Australia: National Road Transport Commission; Blower, D. 1996. The accident experience of younger truck drivers. Ann Arbor, MI: University of Michigan Transportation Research Institute; Frith, W.J. 1994. A case-control study of heavy vehicle drivers' working time and safety. *Proceedings of the 17th Australian Road Research Board Conference*, 17-30. Queensland, Australia: Australian Road Research Board; Stein, H.S. and Jones, I.S. 1988. Crash involvement of large trucks by configuration: a case-control study. *American Journal of Public Health* 78: 491-98.  
 4. *Id.*  
 5. Blower, D.; Lyles, R.W.; Campbell, K.L.; and Stamatiadis, P. 1990. The Michigan heavy truck study. Lansing, MI: Michigan Office of Highway Safety Planning  
 6. Insurance Institute for Highway Safety (IIHS), Teenagers, Graduated Driver Licensing Introduction, Minimum Age For Unsupervised Driving.  
 7. <https://one.nhtsa.gov/Driving+Safety/Driver+Education>  
 8. 2017 FARS Data analyzed by the Insurance Institute for Highway Safety. See data analysis at <https://www.iihs.org/topics/teenagers>  
 9. [https://www.ghsa.org/sites/default/files/2016-12/FINAL\\_TeenReport16.pdf](https://www.ghsa.org/sites/default/files/2016-12/FINAL_TeenReport16.pdf)  
 10. <https://www.bls.gov/iif/oshwc/foi/truck-drivers-2018.htm>  
 11. <https://www.iihs.org/topics/teenagers>