



Prevention Status Reports



PSR

Office for State, Tribal, Local and Territorial Support

Prevention Status Report for Georgia

Motor Vehicle Injuries

Accessed on June 9, 2016

About the Prevention Status Reports

The Prevention Status Reports (PSRs) highlight—for all 50 states and the District of Columbia—the status of public health policies and practices designed to address the following important public health problems and concerns:



PSR Framework






Each report follows a simple framework:

- Describe the public health *problem* using public health data
- Identify potential *solutions* to the problem drawn from research and expert recommendations
- Report the *status* of those solutions for each state and the District of Columbia

Criteria for Selection of Policies and Practices

The policies and practices reported in the PSRs were selected because they—

- Can be monitored using state-level data that are readily available for most states and the District of Columbia
- Meet one or more of the following criteria:

-  Supported by systematic review(s) of scientific evidence of effectiveness (e.g., *The Guide to Community Preventive Services*)
-  Explicitly cited in a national strategy or national action plan (e.g., *Healthy People 2020*)
-  Recommended by a recognized expert body, panel, organization, study, or report with an evidence-based focus (e.g., Institute of Medicine)

Ratings

The PSRs use a simple, three-level rating scale—green, yellow, or red—to show the extent to which the state has implemented the policy or practice in accordance with supporting evidence and/or expert recommendations. The ratings reflect the *status of policies and practices* and do not reflect the *status of efforts* of state health departments, other state agencies, or any other organization to establish or strengthen those policies or practices.

Suggested Citations


For a state report:


Centers for Disease Control and Prevention. *Prevention Status Reports: [State name]*. Atlanta, GA: US Department of Health and Human Services; 2016. Accessed [month date, year].


For the National Summary:

Centers for Disease Control and Prevention. *Prevention Status Reports: National Summary*. Atlanta, GA: US Department of Health and Human Services; 2016. Accessed [month date, year].

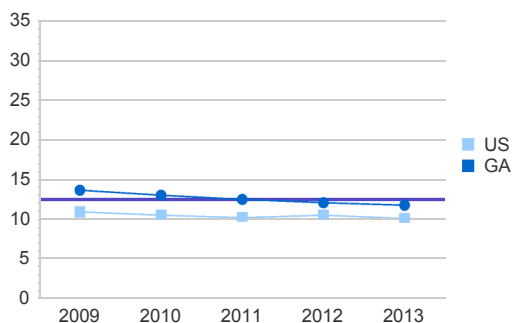
Public Health Problem

 Motor vehicle crashes are a leading cause of death in the United States for people aged 1–54 years (1).

 In 2013, motor vehicle crashes killed more than 32,700 people in the United States and injured more than 2.3 million (1,2).

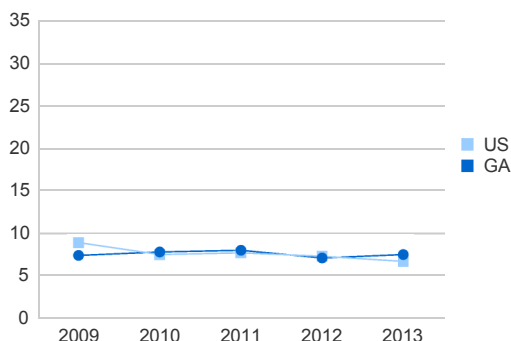
 In 2013 alone, occupants in motor vehicle traffic crashes cost Americans nearly \$56 billion in medical care and productivity losses (3).

Age-adjusted motor vehicle-related death rate (per 100,000 population)



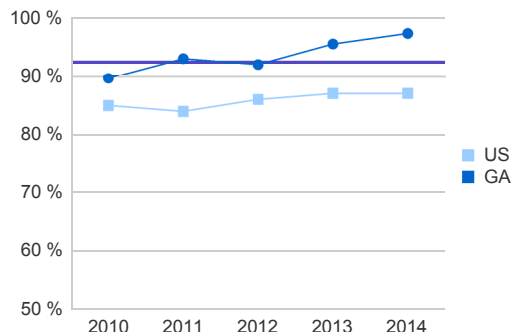
Source: National Highway Traffic Safety Administration (4).
HHS Healthy People 2020 Target: 12.4/100,000 (purple line) (5)

Motor vehicle-related death rate among drivers aged 15-20 years (per 100,000 population)



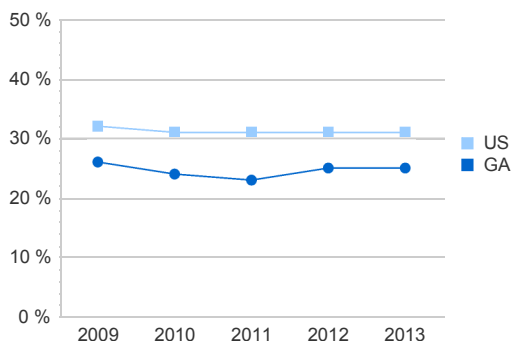
Source: National Highway Traffic Safety Administration (6)

Observed seat belt use



Source: National Highway Traffic Safety Administration (7).
HHS Healthy People 2020 Target: 92.4% (purple line) (5)

Percentage of crash-related deaths that involved alcohol-impaired drivers



Source: National Highway Traffic Safety Administration (8)

Solutions and Ratings

The following policies are recommended by the Community Preventive Services Task Force and the National Highway Traffic Safety Administration because scientific studies support their effectiveness in preventing or reducing crash-related injuries and deaths (9–23):

- Implementing primary enforcement seat belt laws that cover occupants in all seating positions
- Mandating the use of car seats and booster seats for motor vehicle passengers through at least age 8 years
- Implementing comprehensive graduated driver licensing (GDL) systems, which help new drivers gain experience under low-risk conditions by granting driving privileges in stages. Research shows that more comprehensive GDL systems prevent more crashes and deaths than less comprehensive GDL systems (12–19). Components of comprehensive GDL systems include
 - A minimum age of 16 years for learner’s permits
 - A mandatory holding period of at least 12 months for learner’s permits
 - Nighttime driving restrictions between 10:00 pm and 5:00 am (or longer) for intermediate or provisional license holders
 - A limit of zero or one young passengers who can ride with intermediate or provisional license holders without adult supervision
 - A minimum age of 18 years for unrestricted licensure
- Requiring the use of ignition interlock devices for everyone convicted of alcohol-impaired driving

Other strategies recommended by scientific evidence for preventing motor vehicle injuries include enhanced seat belt enforcement campaigns (9,12), 0.08% blood alcohol concentration laws (24), minimum legal drinking age laws (12,24), publicized sobriety checkpoint programs (12,24,25), alcohol-impaired driving mass media campaigns (12,26), increased alcohol taxes (27), car and booster seat distribution plus education campaigns (10), and community-wide car seat and booster seat information and enhanced enforcement campaigns (10).

Status of Policy and Practice Solutions

Seat belt law

A primary enforcement seat belt law allows police to stop a vehicle solely because a driver or passenger is not wearing a seat belt. A secondary enforcement seat belt law requires police to have another reason for stopping a vehicle before citing a driver or passenger for not buckling up. The most comprehensive policies are primary seat belt laws that cover all occupants, regardless of where they are sitting.

As of July 1, 2015, Georgia had a primary enforcement seat belt law covering only the front seats (28).

Rating	State seat belt law
Green	Primary enforcement law covering all seating positions
Yellow	Primary enforcement law covering only the front seats
Red	Secondary enforcement law OR no law

Task Force on Community Preventive Services recommendation: Primary enforcement seat belt laws are recommended on the basis of strong evidence that they are substantially more effective than secondary enforcement laws at reducing motor vehicle-related injuries and deaths (9). Seat belt use rates are an average of 9–14 percentage points higher in primary enforcement states than in secondary enforcement states (9,21–23).

How This Rating Was Determined

The rating reflects the extent to which the state's seat belt law allowed for primary enforcement and covered all seating positions. Ratings are based on data collected from the Insurance Institute for Highway Safety (IIHS) on July 1, 2015, and therefore reflect IIHS's interpretation of each state's policy at that time (28). The "as of" date referenced—July 1, 2015—is the date CDC assessed the policy. The date does not reflect when the law was enacted or became effective.

Child passenger restraint law

A law that requires child passengers to travel in appropriate child passenger restraints, such as car seats or booster seats, until adult seat belts fit them properly.

As of July 1, 2015, Georgia required that all motor vehicle passengers aged ≤ 7 years be buckled in a car seat or booster seat (28).

Rating	Age requirement for use of child passenger restraints
Green	Children through age 8 years
Yellow	Children through age 6 or 7 years
Red	Children aged 5 years or younger

Evidence shows that laws mandating the use of car seats and booster seats increase their use (10). Increasing the required age for car seat or booster seat use is an effective way to keep children protected. For example, among states that increased the required age to 7 or 8 years, car seat and booster seat use tripled (11).

How This Rating Was Determined

The rating reflects the age through which the state required child passengers to travel in appropriate child passenger restraints. Ratings are based on data collected from the Insurance Institute for Highway Safety (IIHS) on July 1, 2015, and therefore reflect IIHS's interpretation of each state's policy at that time (28). The "as of" date referenced—July 1, 2015—is the date CDC assessed the policy. The date does not reflect when the law was enacted or became effective.

Graduated driver licensing: learner's permit age

Age at which a young driver can first acquire a learner's permit, which requires a novice driver to practice driving under the supervision of an adult.

As of July 1, 2015, the minimum age for acquiring a learner's permit in Georgia was 15 years (29).

A minimum age of 16 years for a learner's permit is one of the five recommended components of a comprehensive GDL system (13–16,19).

Rating	Minimum age for state learner's permit
Green	≥16 years
Yellow	14 years, 7 months through 15 years, 11 months
Red	≤14 years, 6 months

How This Rating Was Determined

The rating reflects the age at which the state allowed drivers to first acquire a learner's permit. Ratings are based on data collected from the Insurance Institute for Highway Safety (IIHS) on July 1, 2015, and therefore reflect IIHS's interpretation of each state's policy at that time (29). The "as of" date referenced—July 1, 2015—is the date CDC assessed the policy. The date does not reflect when the law was enacted or became effective.

Graduated driver licensing: learner's permit holding period

The length of time a driver must maintain a learner's permit before being allowed to apply for an intermediate or provisional license.

As of July 1, 2015, the mandatory holding period for a learner's permit in Georgia was 12 months (29).

Rating	State learner's permit mandatory holding period
Green	≥12 months
Yellow	6–11 months
Red	<6 months

A 12-month holding period for a learner's permit is one of the five recommended components of a comprehensive GDL system (12,14,16,19).

How This Rating Was Determined

The rating reflects the length of time the state required a driver to maintain a learner's permit before being allowed to apply for an intermediate or provisional license. Ratings are based on data collected from the Insurance Institute for Highway Safety (IIHS) on July 1, 2015, and therefore reflect IIHS's interpretation of each state's policy at that time (29). The "as of" date referenced—July 1, 2015—is the date CDC assessed the policy. The date does not reflect when the law was enacted or became effective. If a state had varying holding periods dependent on the age the young driver received his/her learner's permit, the rating was based on the shortest holding period allowable for novice drivers. Exceptions to learner's permit holding periods (e.g., a shorter holding period for completion of a driver's education course) were not considered, and states were rated based on the general law.

Graduated driver licensing: nighttime driving restriction

A restriction against intermediate or provisional license holders driving without adult supervision during certain nighttime hours.

As of July 1, 2015, Georgia had a restriction for intermediate or provisional license holders against nighttime driving between 12:00 am and 5:00 am (29).

A restriction against nighttime driving between 10:00 pm and 5:00 am (or longer) is one of the five recommended components of a comprehensive GDL system (12,14,16,17,19).

Rating	State nighttime driving restriction
Green	Began on or before 10:00 pm and ended on or after 5:00 am
Yellow	Began between 10:01 pm and 11:59 pm
Red	Began on or after midnight OR no restriction

How This Rating Was Determined

The rating reflects the extent to which the state restricted intermediate or provisional license holders from driving without adult supervision at night. Ratings are based on data collected from the Insurance Institute for Highway Safety (IIHS) on July 1, 2015, and therefore reflect IIHS's interpretation of each state's policy at that time (29). The "as of" date referenced—July 1, 2015—is the date CDC assessed the policy. The date does not reflect when the law was enacted or became effective. If a state had varying nighttime driving restrictions dependent on the month of the year or day of the week, the rating was based on the least restrictive requirement. Provisions loosening restrictions based on the length of time the young driver had been licensed were not considered; states were rated based on the initial restriction only.

Graduated driver licensing: young passenger restriction

A restriction against intermediate or provisional license holders transporting more than a certain number of young passengers without adult supervision.

As of July 1, 2015, Georgia limited to zero the number of young passengers who can ride with intermediate or provisional license holders without adult supervision (29).

Rating	State young passenger restriction
Green	Limit of zero or one young passengers without adult supervision
Yellow	Limit of two or more young passengers without adult supervision
Red	No limit on young passengers

A limit of zero or one on the number of young passengers who can ride with an intermediate or provisional license holder is one of the five recommended components of a comprehensive GDL system (12,14,16,17,19).

How This Rating Was Determined

The rating reflects the extent to which the state restricted intermediate or provisional license holders from transporting young passengers without adult supervision. Ratings are based on data collected from the Insurance Institute for Highway Safety (IIHS) on July 1, 2015, and therefore reflect IIHS's interpretation of each state's policy at that time (29). The "as of" date referenced—July 1, 2015—is the date CDC assessed the policy. The date does not reflect when the law was enacted or became effective. If a state had varying young passenger restrictions dependent on the time of day, the rating was based on the least restrictive requirement. Provisions loosening restrictions based on the length of time the young driver had been licensed were not considered; states were rated based on the initial restriction only.

Graduated driver licensing: unrestricted licensure age

The minimum age at which drivers, who have met all requirements of intermediate or provisional license, may first drive unsupervised without nighttime or young passenger restrictions.

As of July 1, 2015, Georgia lifted nighttime and young passenger restrictions beginning at age 18 years (29).

A minimum age of 18 years for unrestricted licensure is one of the five recommended components of a comprehensive GDL system (12,14,16,17,19).

Rating	State unrestricted licensure age
Green	Nighttime and young passenger restrictions existed and were lifted for drivers aged ≥ 18 years
Yellow	Nighttime and young passenger restrictions existed, and one or both were lifted for drivers between ages 16 years, 7 months and 17 years, 11 months
Red	Nighttime and/or young passenger restrictions were lifted for drivers aged ≤ 16 years, 6 months; OR only one or no restriction existed

How This Rating Was Determined

The rating reflects the minimum age at which the state allowed drivers, who have met all requirements of intermediate or provisional license, to first drive unsupervised with no nighttime driving or young passenger restrictions. States that did not have both restrictions were rated red. Ratings are based on data collected from the Insurance Institute for Highway Safety (IIHS) on July 1, 2015, and therefore reflect IIHS's interpretation of each state's policy at that time (29). The "as of" date referenced—July 1, 2015—is the date CDC assessed the policy. The date does not reflect when the law was enacted or became effective.

Ignition interlock law

A law that mandates the use of ignition interlocks for drivers convicted of alcohol-impaired driving. An ignition interlock is a device that analyzes a driver's breath and prevents the vehicle from starting if alcohol is detected.

As of July 1, 2015, Georgia required ignition interlocks for repeat offenders convicted of alcohol-impaired driving (30).

Task Force on Community Preventive Services recommendation: Use of ignition interlocks is recommended for all people convicted of alcohol-impaired driving on the basis of strong evidence of interlocks' effectiveness in reducing re-arrest rates while the interlocks are installed (20).

Rating	State ignition interlock law
Green	Ignition interlocks required for all offenders convicted of alcohol-impaired driving (i.e., driving with a blood alcohol concentration [BAC] ≥ 0.08 g/dL), which includes both first-time and repeat offenders
Yellow	Ignition interlocks required for repeat offenders convicted of alcohol-impaired driving or first-time offenders with a particularly high BAC (e.g., BAC ≥ 0.15 g/dL)
Red	Ignition interlocks not required for any offenders convicted of alcohol-impaired driving

How This Rating Was Determined

The rating reflects the extent to which the state required use of ignition interlocks for drivers convicted of alcohol-impaired driving. Ratings are based on data collected from the Insurance Institute for Highway Safety (IIHS) on July 1, 2015, and therefore reflect IIHS's interpretation of each state's policy at that time (30). The "as of" date referenced—July 1, 2015—is the date CDC assessed the policy. The date does not reflect when the law was enacted or became effective.

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Older Drivers in the Workplace: How **Employers** and **Workers** Can Prevent Crashes

Older drivers at work bring extensive skills, knowledge, and experience built over the course of a lifespan. Research shows that older drivers are more likely than their younger counterparts to adopt safe behaviors such as wearing a seat belt and complying with speed limits. However, those age 55 and older have twice the risk of dying in a work-related crash than younger workers do.* One possible reason is that older persons are more likely to be injured if they are in a crash, and more likely to die if they are injured.

This fact sheet gives employers and workers information on age-related physical and mental changes that may affect older workers' driving. It is important to accommodate these changes so older workers may continue to contribute their expertise to the workplace under the safest conditions possible.

People 55 years or older are a growing group of the U.S. population that continues to work and drive.

By year **2020**

25% of workers will be 55 years or older.

30% of Americans will be 55 years or older.

40 million licensed drivers will be 65 years or older.

Motor vehicle crashes account for **32%** of all work-related deaths among workers age 55 or older.

Employers and workers share the responsibility for keeping older drivers safe at work.



Employers: Use recommended prevention strategies to develop safety and health programs that consider older drivers' needs.



Workers: Learn how to maintain your driving ability and safe driving habits as you grow older.

*Based on 2011-2013 data from the Bureau of Labor Statistics Census of Fatal Occupational Injuries query system (<http://data.bls.gov/cgi-bin/dsrv?fw>) and 2011-2013 Employed Labor Force (ELF) population data. (http://www.cdc.gov/wisards/cps/cps_estimates.aspx).



How does aging affect driving ability?

While older drivers are more likely to practice safe driving behaviors, both employers and workers should be aware that it is normal for physical and mental abilities to gradually decline with age — putting them at greater risk of dying if they are in a motor vehicle crash.



- **Eyesight** often worsens with age. Older eyes need more light and more time to adjust when light changes, so it can be hard to see clearly, especially at dawn, dusk, and night. Older drivers may become more sensitive to glare from headlights, street lights, and the sun.
- **Peripheral vision** — the ability to see to the side or up and down while looking ahead — often declines as people age, increasing their risk of crashes.
- **Eye diseases** such as cataracts, glaucoma, and macular degeneration become more common with age, making it harder for older drivers to read signs and see colors.



- **Age-related hearing loss** can make it harder to hear horns, sirens, and noises from cars, which warn of possible danger.



- **Several diseases and conditions can affect the ability to drive.**
 - Diabetes** can make blood sugar levels too high or low, which can lead to drowsiness, dizziness, confusion, loss of consciousness, or seizures.
 - Arthritis** can make joints swollen and stiff, limiting movement of the shoulders, hands, head, and neck. This can make it hard to grasp or turn the steering wheel, apply the brake and gas pedals, fasten a seat belt, or look for hazards.
 - Sleep apnea**, a disorder in which breathing is briefly and repeatedly interrupted during sleep, can increase the risk of drowsy driving.
 - Parkinson's disease** can cause a person's arms, hands, and legs to shake. This can affect balance and movement, diminishing a driver's ability to safely operate motor vehicle controls.
 - Other chronic diseases and the use of prescribed, over-the-counter, and multiple medications** may interfere with sleep quality, increasing risk for drowsy driving.



- **Motor skills, essential for driving safely, can decline with age.**
 - Strength** is vital for many driving tasks such as pressing down on a brake pedal.
 - Range of motion** is important for fastening a seat belt or turning to look for vehicles and objects.
 - Flexibility** allows the body and joints to move more freely, making it easier to observe the road from all angles. This can help with many driving tasks, including looking to the sides and rear of the car, steering, and parking.
 - Coordination** helps the upper and lower body work together in situations such as simultaneously braking and turning.



- **Mental abilities**, including memory, attention span, judgment, and ability to make decisions and react quickly, are required for driving. These can gradually decline with age, making older drivers feel overwhelmed by signs, signals, pedestrians, and vehicles around them.

What can **employers** do to prevent work-related crashes?



Employers: Set and enforce comprehensive motor vehicle driver safety policies.

- Require the use of seat belts at all times for all occupants.**
- Plan and manage travel.**
 - Consider whether the work can be done without driving. Reducing the amount of driving workers do is the most effective way to prevent motor vehicle crashes.
 - Set work schedules that allow workers to obey speed limits and follow applicable rules such as hours-of-service regulations.
 - Encourage supervisors and drivers to decide on the driver's route, destination, and travel schedule ahead of time.
 - Set policies that allow drivers to consult with their supervisors to adjust driving hours if they have trouble seeing at night, and to stop driving if they are too tired or the weather is bad.
- Prevent distracted driving.**
 - Ban texting and hand-held phone use while driving.
 - Consider banning the use of hands-free phones.
 - Require workers to pull over in a safe location if they must text, make a call, or use their hand-held device for other purposes such as looking up directions.
- Prevent drowsy driving.**
 - Design work schedules that allow enough time off so workers can get adequate sleep.
 - Allow for breaks during the work shift.
 - Allow workers to take a nap of less than 30 minutes or stop in a safe location if they are too tired.
 - Promote a positive work environment to reduce job stress, which can affect sleep quality.
 - Promote awareness of sleep disorders and other illnesses that may increase drowsiness.

Resources & Tools for employers:

Work-related motor vehicle safety:

NIOSH Motor Vehicle Safety

www.cdc.gov/niosh/motorvehicle

Explore work-related motor vehicle safety topics and resources.

Motor vehicle safety programs:

NIOSH Preventing Work-Related Motor Vehicle Crashes

www.cdc.gov/niosh/docs/2015-111/

Tailor elements of a motor vehicle safety program to address your company's needs.

Health and well-being:

NIOSH Total Worker Health®

www.cdc.gov/niosh/twh/essentials.html

Identify resources to develop a comprehensive worker health, safety, and well-being program.

NIOSH Center for Productive Aging and Work

www.cdc.gov/niosh/topics/productiveaging/default.html

Promotes the safety of workers of all ages and their lifelong well-being.

Medications and Driving

www.aaafoundation.org/resources/resources/

Encourage workers to use this resource from the AAA Foundation for Traffic Safety to learn how medications can affect their driving.

General information about older drivers:

National Center for Injury Prevention and Control (NCIPC)

www.cdc.gov/Motorvehiclesafety/Older_Adult_Drivers/index.html

Understand how the risk of being injured or killed in a motor vehicle crash increases with age.

What can **employers** do to prevent work-related crashes?



Employers

- Prevent impaired driving.**
 - Set policies that prohibit operating a vehicle under the influence of alcohol, illegal drugs, or prescription and over-the-counter medications that could affect the ability to drive safely.
 - Give workers general information about the possible effects of prescription and over-the-counter medications on their driving.
- Promote worker safety, health, and well-being through workplace policies, programs, and activities.**
 - Incorporate topics such as exercise, healthy diet, and good sleeping habits.
- Assess driving ability.**
 - Restrict driving based on assessment of actual driving ability, rather than general health status or an arbitrary age limit.
 - Make every effort to assign other job duties that don't require driving if a worker's ability to drive is affected temporarily or permanently.
- Promote safe driving.**
 - Make drivers aware of advanced safety features available in their vehicles and their proper use.
 - Provide "refresher" driving training that includes topics such as safe-driving strategies, changes in road rules, regulations on distracted driving, and new vehicle safety features.
- Provide the following recommendations to workers to ensure a good vehicle fit.**
 - Maintain a clear line of sight over the steering wheel.
 - Have at least 10 inches separating your chest from the steering wheel.
 - Adjust your seat, seat belt, and head restraint to fit safely and comfortably.
 - Ensure easy access to gas and brake pedals.

National Highway Traffic Safety Administration (NHTSA)
www.nhtsa.gov/Driving+Safety/Older+Drivers

Find advice on how to talk with older drivers about safe driving.

National Institute on Aging (NIA)
www.nia.nih.gov/health/publication/older-drivers?utm_source=20150629-NewAP&utm_medium=email&utm_campaign=ealert

Learn how to recognize if someone may be having trouble driving safely.

American Occupational Therapy Association (AOTA)
www.aota.org/Conference-Events/Older-Driver-Safety-Awareness-Week.aspx
Listen to podcasts as part of AOTA's Older Driver Safety Awareness Week.

CarFit program
www.car-fit.org/
Find the nearest CarFit event, where trained technicians and health professionals make sure drivers "fit" their vehicles properly for maximum comfort and safety.

Making sure the vehicle fits the driver:
Association for Driver Rehabilitation Specialists (ADED)
www.aded.net/
Search for a local driver rehabilitation specialist or a company that sells mobility equipment.

My Car Does What
mycardoeswhat.org/
Learn about advanced vehicle safety features.

What can **workers** do to prevent crashes?



Workers: Take the following actions to stay safe while driving for work.

- Use your seat belt at all times and require passengers to do the same.**
- Prevent distracted driving.**
 - Do not text or use a hand-held phone while driving.
 - Avoid using hands-free phones as much as possible.
 - Pull over in a safe location if you must text or make a call.
- Do not drive under the influence of drugs or alcohol.**
- Talk with your doctor or pharmacist about the potential effects of your medications on driving.**
 - Read medicine labels carefully and look for warnings and potential medication interactions.
 - Do not drive if you feel lightheaded or drowsy.
- Talk with your doctor about how your medical conditions may affect your driving.**
- Maintain good health.**
 - Engage in regular physical activity two and a half hours per week.
 - Adopt a balanced diet of vegetables, grains, protein, fruit, and dairy.
 - Talk with your doctor about what health screenings and exams you need.
 - Stay well-rested and alert by getting 7 to 9 hours of sleep each day.
- See a doctor if you are often tired or sleepy.**
- Get a thorough eye exam at least every 1 to 2 years.**
 - Make sure your prescription is up-to-date if you need glasses or contacts.
- Use a driving self-assessment tool to evaluate your driving.**
 - Seek help from your doctor or someone trained to do more intensive driving assessments if needed.
 - Take a driving refresher course to learn new driving strategies and recent changes in traffic laws.

Resources & Tools for workers:

Health and well-being:

Medications and driving

www.aaafoundation.org/resources/resources

The AAA Foundation for Traffic Safety recommends resources to help you learn how medications can affect driving.

Sleep health:

Your Guide to Healthy Sleep

www.nhlbi.nih.gov/health/resources/sleep/healthy-sleep

Get information about sleep disorders and ways to improve sleep and alertness.

Sleep.org

www.sleep.org

Learn how sleep impacts your health.

Safe driving guidelines and tips:

Safe Driving and Lifelong Transportation

agelab.mit.edu/safe-driving-lifelong-transportation

Focus on how to maintain safe driving skills.

American Automobile Association (AAA)

www.roadwiseonline.org

Take the AAA Roadwise Review, an interactive self-assessment tool to check your physical strength and flexibility, clarity of vision, and skill in processing what you see while driving.

www.aaafoundation.org/useful-links

Get tips and resources to help you stay safe on the road.

National Highway Traffic Safety Administration (NHTSA)

www.nhtsa.gov/Driving+Safety/Older+Drivers

Discover advice on how to talk with other older drivers about safe driving.

National Institute on Aging (NIA)

www.nia.nih.gov/health/publication/older-drivers?utm_source=20150629_NewAP&utm_medium=email&utm_campaign=ealert

Learn how to recognize if you or a loved one are having trouble driving.

What can **workers** do to prevent crashes?

Photo by ©Thinkstock



Workers

- Talk to your supervisor if you are having difficulty with driving, as you may need to change your driving habits. Some strategies you may discuss are:**
 - Attend meetings by phone or video conference.
 - Map out safe routes in advance to drive on well-lit streets with less traffic, clear signs, and easy parking.
- Make necessary adjustments to your car to ensure a good vehicle fit.**
 - Maintain a clear line of sight over the steering wheel.
 - Have at least 10 inches separating your chest from the steering wheel.
 - Adjust your seat, seat belt, and head restraint to fit safely and comfortably.
 - Make sure you can easily reach the gas and brake pedals.
- Seek advice from a professional trained in driver rehabilitation or adaptive technologies if chronic pain or decreased range of motion make it difficult to drive.**

Insurance Institute for Highway Safety
www.iihs.org/iihs/topics/t/older-drivers/topicoverview

Learn about state laws on driver's license renewal for older persons.

General information about older drivers:

American Occupational Therapy Association (AOTA)

www.aota.org/Conference-Events/Older-Driver-Safety-Awareness-Week.aspx

Listen to podcasts as part of AOTA's Older Driver Safety Awareness Week.

myaota.aota.org/driver_search/

Search for a trained driving specialist who can assess your driving ability and recommend ways to accommodate age-related changes or disabilities.

AARP

www.aarp.org/home-garden/transportation/driver_safety/

Get driver safety resources including courses, recommendations for car selection, and tips on how to talk with older family members about their driving.

CarFit program

www.car-fit.org/

Find your nearest CarFit event, where trained technicians and health professionals make sure you "fit" your vehicle properly for maximum comfort and safety.

Making sure the vehicle fits the driver:

Association for Driver Rehabilitation Specialists (ADED)

www.aded.net/

Search for a local driver rehabilitation specialist or a company that sells mobility equipment.

My Car Does What

mycardoeswhat.org/

Learn about your vehicle's advanced safety features.

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Ordering Information

To receive documents or other information about occupational safety and health topics, contact NIOSH:

Telephone: 1-800-CDC-INFO (1-800-232-4636) • TTY: 1-888-232-6348
CDC INFO: www.cdc.gov/info or visit the NIOSH website at www.cdc.gov/niosh

For a monthly update on news at NIOSH, subscribe to NIOSH eNews by visiting www.cdc.gov/niosh/eNews.

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SAFER • HEALTHIER • PEOPLE™

Trucker Safety

Using a seat belt matters



317,000

An estimated 317,000 motor vehicle crashes involving a large truck were reported to the police in the US in 2012.



26,000

26,000 truck drivers or their passengers were injured in crashes in 2012.



700

About 700 truck drivers or their passengers died in crashes in 2012. Buckling up could have saved up to 40% of the unbelted truck drivers.

Trucker safety requires an alert, buckled-up, experienced driver, with a reliable vehicle and strong employer safety programs. About 2.6 million workers drive trucks that weigh over 10,000 pounds (large trucks). About 65% of on-the-job deaths of US truck drivers in 2012 were the result of a motor vehicle crash. More than 1 in 3 truck drivers have had a serious truck crash during their career, and 1 in 8 has had 2 or more. Buckling up is both effective and required by federal regulations. But 1 in 6 drivers of large trucks don't use their seat belts (2013). More than 1 in 3 truck drivers who died in crashes in 2012 were not wearing seat belts. Buckling up could have prevented up to 40% of these deaths.

Employers can help truck drivers stay safe by:

- Committing to driver safety programs at the highest level of leadership.
- Establishing and enforcing driver safety policies, including requiring everyone in the truck to buckle up.
- Involving workers in decisions about how to put seat belt programs in place.
- Promoting seat belt use in training and safety meetings.
- Addressing factors that contribute to crashes, such as drowsy and distracted driving, in their driver safety programs.

→ See page 4

Want to learn more? Visit

www.cdc.gov/vitalsigns

Crashes are the leading cause of on-the-job deaths for truck drivers in the US.

Problem

About 65% of on-the-job deaths of truck drivers are due to motor vehicle crashes.

- ◇ A total of 697 drivers of large trucks or their passengers died in crashes in 2012.
- ◇ Deaths of drivers and passengers in large trucks increased between 2009 and 2012, after dropping to 35-year lows in 2009.
- ◇ For each driver or passenger in a large truck who died, about 6 other people (people in other vehicles, pedestrians, or cyclists) died as a result of large-truck crashes in 2012.
- ◇ Fatal crashes of large trucks and buses cost the US economy about \$40 billion in 2012. The total cost – \$99 billion – is much higher when crashes with injuries or property damage are also included.

Thousands of truck drivers are injured in crashes every year.

- ◇ About 26,000 large-truck drivers or their passengers were injured in 2012.
- ◇ For each large-truck driver who died, 35 were injured.
- ◇ About 41% of truck drivers who lost work days from a crash in 2012 missed 31 days or more.

Many truck drivers do not use a seat belt on every trip, which increases risk of injury and death.

- ◇ In research studies, about 1 in 6 of US large-truck drivers was observed not wearing a seat belt in 2013.
- ◇ About 14% of long-haul truck drivers (who deliver in several states and sleep at home only a few nights a month) reported not using a seat belt on every trip (6% never, and 8% sometimes), according to a 2010 study.
- ◇ Observed seat belt use for drivers of large trucks and buses increased as more states added primary enforcement seat belt laws that allow a police officer to pull over and ticket a driver or passenger for not wearing a seat belt, even if this is the only violation the officer sees (48% in 2003 to 84% in 2013).

MANY DIFFERENT VEHICLES ARE CONSIDERED LARGE TRUCKS

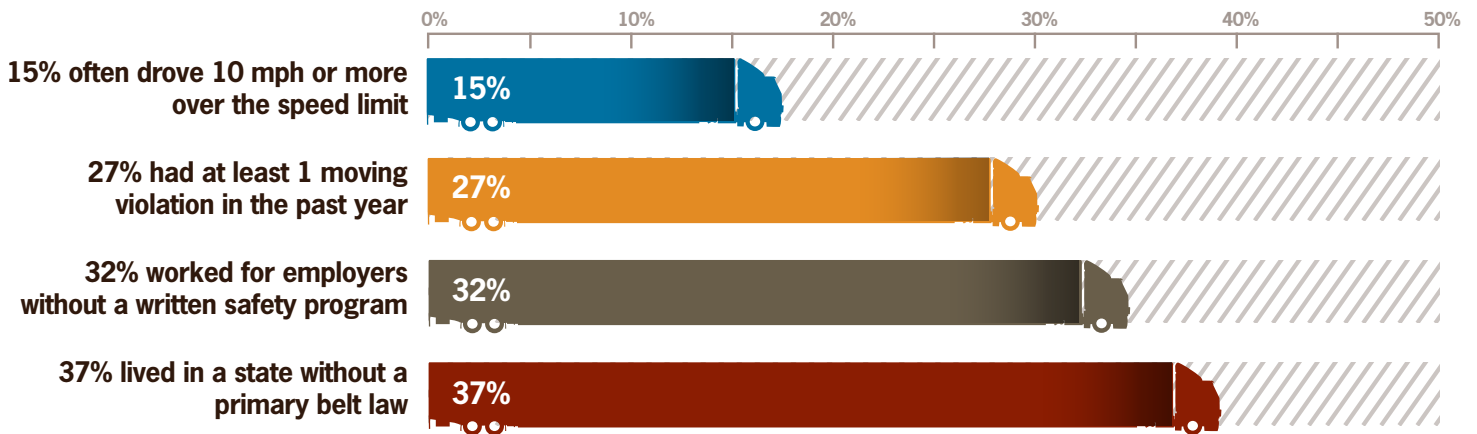
LARGE TRUCKS HAVE A GROSS VEHICLE WEIGHT RATING OF MORE THAN 10,000 POUNDS



NOT USING A SEAT BELT IS RELATED TO OTHER RISKS



Of the 6% of truck drivers who NEVER used a seat belt:



SOURCE: National Institute for Occupational Safety and Health (NIOSH) survey, 2010.

THREE BIG RISKS TO TRUCK DRIVER SAFETY



NOT USING A SEAT BELT - Using a seat belt is the most effective way to prevent injuries or deaths in a crash.

Employers can increase seat belt use by requiring that truck drivers and passengers buckle up on every trip.



DROWSY DRIVING - Getting good sleep each day is important to truck drivers' safety and health. Sleep-deprived people do not recognize how poorly they are performing; they tend to think they are doing better than they are.

Employers can schedule truck drivers with enough time for adequate rest.

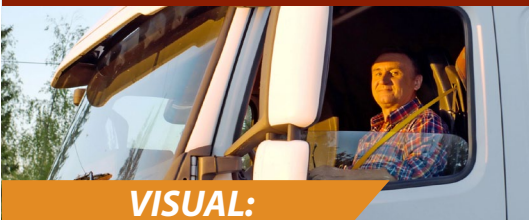


DISTRACTED DRIVING - Distracted driving occurs any time a driver takes his or her eyes off the road, hands off the wheel, or mind off driving.

Employers can include elements in safety programs to ban text messaging or use of handheld cell phones while driving.

SOURCES: Federal Motor Carrier Safety Administration, 2009 and 2014; Accident Analysis & Prevention, 2011.

TYPES OF DISTRACTIONS



VISUAL:

Taking your eyes off the road

Examples: Reading or sending a text message, rubbernecking in traffic, or looking at a map.



MANUAL:

Taking your hands off the wheel

Examples: Talking on a handheld cell phone, connecting to music, or eating.



COGNITIVE:

Taking your mind off driving

Examples: Talking to your dispatcher, thinking about your next appointment, or arguing with a passenger.



TEXT MESSAGING while driving is especially dangerous; it combines all three types of distractions.

SOURCE: National Highway Traffic Safety Administration, 2013.

What Can Be Done



The Federal government is

- ◇ Requiring drivers of large trucks to wear seat belts.
- ◇ Limiting the number of hours a truck driver can drive and be on duty in a day.
- ◇ Requiring truck drivers to take rest breaks.
- ◇ Prohibiting truck drivers from text messaging or using a handheld cell phone while driving a truck.
- ◇ Working to improve trucking safety through the “Compliance, Safety, Accountability” program (<http://csa.fmcsa.dot.gov>).



State officials can

- ◇ Increase seat belt use through primary enforcement seat belt laws that allow a police officer to pull over and ticket a driver or passenger for not wearing a seat belt, even if this is the only violation the officer sees.
- ◇ Work with employers to increase truck driver education on seat belt use.
- ◇ Include information in driver education manuals and classes on how cars and other vehicles can be driven safely around large trucks.



Law enforcement can

- ◇ Promote truck driver safety by enforcing laws on seat belt use, maximum hours of driving, text messaging, use of handheld cell phones, and speed limits.
- ◇ Coordinate enforcement measures with state motor carrier safety inspectors that relate to maximum hours of driving, seat belt use, cargo securement, text messaging, use of handheld cell phones, weight limits, and other driver or vehicle safety matters.

Employers can



- ◇ Establish and enforce company safety policies, including seat belt use requirements for truck drivers and passengers, as well as bans on text messaging and use of handheld cell phones.
- ◇ Educate drivers on seat belt use and ways to avoid drowsy or distracted driving.
- ◇ Work with dispatchers, shippers, and receivers to set delivery schedules that do not require drivers to break speed limits or regulations for maximum hours of driving.

Truck drivers can



- ◇ Wear their seat belts every time, every trip.
- ◇ Insist that their passengers also wear their seat belts.
- ◇ Follow regulations that prohibit truck drivers from text messaging or using a handheld cell phone while driving a truck.
- ◇ Learn how to avoid drowsy and distracted driving in order to protect themselves and others.

For more information, please contact

Telephone: 1-800-CDC-INFO (232-4636)

TTY: 1-888-232-6348

Web: www.cdc.gov/info

Web: www.cdc.gov

Centers for Disease Control and Prevention

1600 Clifton Road NE, Atlanta, GA 30333

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www.cdc.gov/vitalsigns/truck-safety

www.cdc.gov/mmwr