For a copy of the full report, visit www.atri-online.org

"We need to manage our costs more effectively than ever," commented Terry Croslow, Chief Operating Officer and Chief Financial Officer. "Fleets are extremely sensitive to even the smallest change in operating costs given the razor thin margins under which we operate and the average operating costs in the first quarter of 2010.

ATRI undertook this latest research project to identify and prioritize the successful strategies trucking firms have implemented to reduce truck crashes. The research was focused on driver behavior and the correlation of new or existing preventative measures to reducing truck crashes.

Despite fatal truck crash totals remaining lower than levels in the late 1970s and early 1980s, both industry and government remain convinced that more must be done for insurance and general societal reasons. The American Transportation Research Institute (ATRI) supports our approach – driver-behavior reduction. "The research approach with their driver data. We have been very proud of what we have collectively done to improve our industry since ATRI's original crash predictor study. However, industry and as a fleet, we're very clear on what we have not accomplished. We remain committed to further reduction in truck crashes.

A Failure to Use / Improper Signal 73%
A Failure to Stop 70%
A Failure to Yield 60%
A Speed Limit conviction 75%
A Failure to Obey Traffic Sign conviction 55%
A Past Crash 84%
A Speeding violation 80%
A Reckless Driving conviction 68%
A Past Accident 79%
A Exceeding Speed Limit conviction 88%
behaviors demonstrated similar patterns in the analysis update, a number of the most
involvement, appear to be less strongly related than in the original report, when three
predictors were found to more than double crash risk. Moreover, while many of the 2005
system,” said Aschoff. “ATRI’s study gives us the statistical power of a much larger
(Continued from page 1)

**Table: Violation Distribution**

| Violation                        | 2004 Percentage | 2005 Percentage | Change
|---------------------------------|-----------------|-----------------|--------
| Any OOS violation               | 0.12%           | 0.10%           | -26.81%
| Failure to Obey Traffic Signs   | 1.42%           | 0.39%           | -73.26%
| Improper Lane Change            | 0.16%           | 0.09%           | -43.79%
| Moving with Violation           | 0.03%           | 0.00%           | -100.00%
| Medical Certificate             | 0.10%           | 0.00%           | -100.00%
| False or No Log Book            | 0.27%           | 0.06%           | -78.20%
| Improper Passing                 | 0.49%           | 0.27%           | -45.92%
| Failure to Yield Right of Way   | 23.56%          | 14.52%          | -38.23%
| Following Too Close             | 23.93%          | 13.46%          | -43.81%
| Failure to Give Way             | 22.30%          | 11.96%          | -45.83%
| Lane Change                      | 6.25%           | 3.95%           | -36.75%
| Failure to Obey Traffic Signs   | 0.12%           | 0.03%           | -75.00%

**Figures are calculated using only those drivers in the study who had a Roadside
suspension, and powertrain systems. Jennifer
administration, where she focused on vehicle
the 15-fatal motorcoach casino trip crash in Bronx,
her work at the NTSB has included
detailed vehicle accidents for NTSB’s Office of Highway Safety.
Jennifer also specializes in detailed vehicle
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