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As a 501c(3) not-for-profit research organization, ATRI depends on charitable contributions from industry stakeholders to support its research agenda. But did you know that ATRI is also a great choice when making a memorial gift? A memorial gift is a wonderful
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New Research Clarifies Large Truck Safety Trends

In a new release, Large Truck Safety Trends, ATRI found variations in safety trends across different classes of large trucks. The study examines an increase in the number of medium- and heavy-duty truck crashes and identified notable crash trends specific to each population.

Using an ATRI-designed “crash rate index,” ATRI isolated specific variables such as vehicle type, crash location, and whether to determine the degree to which certain factors influenced crash trends for medium- and heavy-duty trucks. The analysis revealed noticeable differences in crash trends between different truck sizes, with medium-duty trucks performing worse than heavy-duty trucks. In addition, the results indicated disparities between different types ofcrashes.

“In order to continue to make progress in truck crash rates, we must improve our ability to target safety efforts at all segments of the industry,” said Keith Klein, COO of Transport America. “This research will enhance our industry’s ability to customer safety solutions.”

“The research also points out that linking medium-duty crash statistics with heavy-duty crash statistics may unfairly ding down the safety gains made by medium-duty truck fleets,” said American Trucking Associations President and CEO Bill Graves. “When it comes to truck safety, easily-six-digit solutions do not fit all scenarios.”

This study data analysis provides important insight for targeting mitigation efforts based on different truck size groups, and highlights important opportunities to reduce crashes and improve safety.

ATRI is now expanding this research by investigating the most critical crash factors associated with different truck size groups with the goal of encouraging uniform safety improvements across all types of truck. The particular emphasis in the expanded analysis will be difference in crash trends between intermittent and interstate motor carrier operators.

CSA and Enforcement Topics Among Top Research Priorities for 2013

ATRI’s Research Advisory Committee (RAC) identified the top research priorities for 2013 at its annual meeting held April 2-3 in Atlanta. The priorities were determined by 111 votes and subsequently approved by the ATRI Board of Directors at its meeting on March 25.

The number one research priority identified by the RAC is an evaluation of the commercial motor vehicle enforcement disruption of safety for the states. These wide-ranging enforcement priorities state to state are having an impact on motor carrier CSA scores based on where they operate. ATRI will be working closely with the Commercial Vehicle Safety Alliance (CVSA) to assess the various state enforcement priorities and evaluate their impact on motor carrier operations, with the goal of identifying consistency, or lack thereof, in state enforcement. Other CSA-related top research priorities include an analysis of the crash accountability challenge inherent in CSA when motor carriers and commercial drivers are held accountable for crashes which the commercial driver did not have the ability to prevent. These types of crashes include car drivers that strike a commercial vehicle legally stopped at a stop or sign light. The priority research topics also include an evaluation of the new National Materials Basic, which is scheduled to go public at the end of this year.

The top research priorities in rank order are:

1. Evaluating CVR Enforcement Disparities and their Impact on their CSA Scores
2. Interstate versus Intrastate Safeties – What are the Safety and Enforcement Differences?
3. Cell Phone Use Safety Analysis
4. Enforcement Trends – Today and in the Future
5. Identifying Freight Critical Infrastructure Improvements/MAP as National Freight Network Analysis
6. Assessing Crash Risks and other Costs Associated with Secondary Routes
7. CSA Crash Accountability Analysis
8. Evaluating the New Basic TARC
9. Entry-Level Driver Training Analysis
10. Association Participation Safety Analysis

“At the highest level, this research brings together a broad range of industry expertise and practical experience, from motor carriers to industry suppliers to government to driver groups,” commented RAC Chairman Tom Newcomer of Transport America. “When this group reaches consensus on the top priorities, the studies are truly representative of the industry’s most pressing concerns.”

ATRI Research Focuses on Navigation System Use in Trucking

ATRI recently released findings from the first phase of a two-part research initiative aimed at assessing the use of navigation systems in large trucks. This first phase of the research, which analyzed survey data from over five drivers and carriers, identified different system and user uses as well as industry perceptions of navigation system effectiveness.

“This research is an important first step in understanding the role of navigation systems in large trucking. By identifying the types of systems used, how drivers use them, and the types of crashes that may result from their use, industry stakeholders and policy makers can begin to implement strategies to reduce the overall occurrence of these events,” commented Kendra Hems, President of the New York State Motor Truck Association.

Furthermore, this study identifies the key priorities that navigation system providers should address to assist in meeting the needs of the trucking industry. The ATRI study was also the subject of a recent webinar sponsored by the U.S. Department of Transportation’s Transportation Industry Mobility and Technology (TIMT) Team. The TIMT webinar featured presentations from FMCSA Deputy Administrator Bill Brooks, New York State Motor Truck Association President Kendra Hems, Jim Moorhead, New York State’s Chief Technical Sergeant with the New York State Police and ATRI’s Vice President of Research Dan Moran.

ATRI’s phase two will expand the research by collecting and comparing quantitative data from navigation systems in use. This next step will attempt to identify the technical basis for navigation system failures and inadequacies from a truck operation perspective. A copy of the Phase 1 report is available at ATRI’s website.
New Research Clarifies Large Truck Safety Trends

In its new release, Large Truck Safety Trends, ATRI found variations in safety trends across different classes of large trucks. The study examined data from 10 million miles of medium- and heavy-duty truck crashes and identified notable crash trends specific to each population.

Using an ATRI-designed “crash rate index”, ATRI isolated specific variables such as vehicle type, crash location, and weather to determine the degree to which certain factors influence crash rates for medium- and heavy-duty trucks. The analysis revealed noticeable differences in crash rates between different truck sizes, with medium-duty trucks performing worse than heavy-duty trucks. In addition, the results indicated disparities between different road and weather conditions.

In order to continue to make progress in truck crash rates, we must improve our ability to target safety programs to all segments of the industry, said Keith Klein, COO of Transport America. “This research will enhance our industry’s ability to customer safety training.”

“While this research also points out that reducing medium-duty crash statistics with heavy-duty crash statistics may not fully change the safety gains made by medium-duty truck fleets,” said American Trucking Associations President and CEO Bill Graves. “When it comes to truck safety, clearly one-size-fits-all does not fit all scenarios.”

This study’s data analysis provides important insight for targeting crash mitigation efforts based on different truck size groups, and highlights important opportunities to reduce crashes and improve safety.

ATRI is now expanding this research by investigating the most critical crash factors associated with different truck sizes and configurations, with the goal of ensuring uniform safety improvements across all types of crashes. In particular, the expanded analysis will be useful in making differences in crash trends between intrastate and interstate motor carriers.

CSA and Enforcement Topics Among Top Research Priorities for 2013

ATRI’s Research Advisory Committee (RAC) identified its top research priorities for 2013 at its annual meeting held April 2-3 in Atlanta. The RAC met and approved the list of top priorities subsequently approved by the ATRI Board of Directors at its meeting on May 7.

The number one research priority identified by the RAC is an evaluation of the commercial motor vehicle enforcement deficiencies identified at the state level. These wide-ranging enforcement priorities at state to have an impact on motor carrier CSA scores based on how states operate. ATRI will be working closely with the Commercial Vehicle Safety Alliance

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RAC Member Duane Acklie

RAC Member Duane W. Acklie founded Cote Carrier Corporation in 1966, served as President and CEO until 2000, and has been the Chairperson of the ATRI Board at Cote Carrier Corporation since 1997. He also served a one-year term as an alternate Representative of the United States of America to the President of the United Nations General Assembly. Prior to that appointment he served as chairman of the board of directors of Blackhorse, c.G.R., until prorogued in December, 2014.

In addition to his current seat on ATRI’s RAC, Acklie also presently serves as a member of the Nebraska State Highway Commission. He has also held positions on numerous other corporate and charitable boards. His research includes ISO Civic Achievement Award and the U.S. Department of Defense Medal for Distinguished Public Service.

RAC Member Kendra Hems

RAC Member Kendra Hems serves as President, as President of the New York State Motor Truck Association (NYSTA) since 1997, and has served as the Chairperson of the ATRI Board and The ATRI RAC since 1993. She has served as a liaison between the trucking industry, state agencies, and the legislature, actively advocating for the interests of the industry by promoting safety, providing educational programs and fostering a healthy business environment.

In addition to her service on ATRI’s RAC, she has also served as President of the North American Motor Freight Institute (NAMFI) from 2004-2007. In 2011, Ms. Hems was named to Governor Andrew Cuomo’s transition team on transportation, infrastructure and economic development. She also served as a Governor Cuomo’s Chairman’s Committee to help identify ways to reduce burdens on New York businesses.

Ms. Hems joined the NYSTA in 1969, first as the organization’s Director of Safety, Maintenance and Technology Programs, and then as Deputy Director prior to serving as President and CEO. She was previously employed by AMI Leasing and Logistics as the Director of Logistics, and by her father, Bill Hems, as an office manager.

Ms. Hems earned her BA in Management Science from the SUNY College at Oswego. She is married to Todd Hems and currently resides in Mechanicville, NY.
New Research Clarifies Large Truck Safety Trends

In its 2016 release, Large Truck Safety Trends, ATRI found variations in safety trends across different classes of large trucks. The study examined data from 1992 to 2010, with a focus on medium- and heavy-duty trucks and identified notable crash trends specific to each population.

Using an ATRI-designed “crash rate index,” ATRI isolated specific variables such as vehicle type, crash location, and weather to determine the degree to which certain factors influenced crash trends for medium- and heavy-duty trucks. The analysis revealed noticeable differences in crash trends between different truck sizes, with medium-duty trucks performing worse than heavy-duty trucks. In addition, the results indicated disparate trends across different types of crashes.

“[This research] not only identifies the factors that contribute to heavy truck crashes, but also highlights important strategies to improve crashes and improve safety,” said ATRI Director of Research Ken Berrigan.

ATRI is now expanding this research by investigating the most critical crash factors associated with different truck sizes and conditions, with the goal of encouraging uniform safety improvements across all types of vehicles. The expanded analysis is expected to highlight differences in crash trends between interstate and intrastate motor carriers.

New Trucking Industry Safe Driver Standards

In March, ATRI released the results of its comprehensive analysis of federal Safe Driver Standards and the current state of enforcement for these standards. The study revealed that only 23 states currently have requirements for drug or alcohol testing for CDL holders.

The study also found that nearly half of the states require only random drug testing as a part of their enforcement program. Additionally, 44 states do not have in-the-moment drug or alcohol testing programs in place.

These findings suggest that there is a significant opportunity for states to improve their enforcement programs and ensure that all CDL holders are subject to the same standards.

FDA Rules on Truck Driver Sleep Apnea

In December, the Federal Motor Carrier Safety Administration (FMCSA) announced new rules on driver sleep apnea. The rules require all carriers to conduct preventive maintenance checks on their vehicles, and to provide training on how to recognize and respond to signs of sleep apnea.

The rules also require carriers to ensure that their drivers are receiving the appropriate treatment for sleep apnea, and to develop a plan to address any identified issues.

These new regulations are an important step towards improving the safety of our nation’s highways and reducing the risk of crashes caused by sleep apnea.

CSA and Enforcement Topics Among Top Research Priorities for 2013

ATRI’s Research Advisory Committee (RAC) identified the top research priorities for 2013 at its annual meeting held April 2-4 in Atlanta, Texas. The top priority is to ensure that safety improvements are made as quickly as possible. The top ten research priorities are:

1. CSA enforcement effectiveness
2. CSA implementation
3. CSA data analysis
4. CSA data use
5. CSA data sharing
6. CSA data quality
7. CSA data accessibility
8. CSA data analysis
9. CSA data dissemination
10. CSA data interpretation

These priorities reflect the need for continued research on the effectiveness of the CSA and the ways in which it can be improved to better protect the safety of our nation’s highways.

Recent ATRI Research Focuses on Nationwide Traffic System Use in the Trucking Industry

ATRI recently released findings from the first phase of a two-part research initiative aimed at assessing the use of navigation systems in large trucks. The study found that 60% of drivers use navigation systems, with the majority using GPS technology.

However, the study also found that only 25% of drivers use navigation systems for their daily routes. This suggests that there is significant potential for improving the use of navigation systems in the trucking industry.

ATRI plans to conduct further research in this area to better understand the barriers to adoption and how they can be addressed.

RAC Member Duane Acklie

ATRI Member Duane W. Acklie founded Cest Carrier Corporation in 1966, served as president and CEO until 1999, and has been chairman of the ATRI Board of Directors since 2005. He also served a one-year term as an alternate representative of the United States of America to the United Nations General Assembly. Prior to that appointment he served as chairman of the board of directors of the American Trucking Association, Inc., until 1998.
The Women in Trucking (WIT) organization recently presented ATRI President and Chair Operating Officer Beverly Ehlinger with its prestigious 2013 “Influential Woman in Trucking” award. This is the third year for the award, which was presented to Ms. Ehlinger at the annual meeting of the Truckload Carriers Association.

This year WIT reviewed more than 60 nominations before selecting Beverly. The award is presented to women in the trucking industry who are responsible for critical decision-making, have a proven track record in management, and who provide a model role for women in the trucking industry. Ellen Van Vliet, WIT president and CEO noted, “We are excited to honor a woman who has had such influence on commercial trucking.”

Steve Williams, Chairman of Mheson Trucking, was chair of the WIT Board of Directors which described the WIT award by saying, “The transportation industry and our nation at large are dependent on individuals whose vision for the safe and efficient movement of commerce is based upon actual research. Fortunately, Beverly’s passion and dedication will continue to benefit the American public. She is very deserving of this recognition.”

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