Changes to the federal Hours-of-Service (HOS) rules, which went into effect July 1, 2013, are having an impact on the trucking industry, both motor carriers and commercial drivers. ATRI documented the scope of these impacts in the latest of its ongoing HOS analyses, *Operational and Economic Impacts of the New Hours-of-Service*. The changes to the rules, implemented by the Federal Motor Carrier Safety Administration (FMCSA) include provisions which limit the use of the 34-hour restart and require a rest break before driving after 8 hours on-duty.

Similar to the first ATRI HOS impacts study from June 2013, *Assessing the Impacts of the 34-Hour Restart Provisions*, this latest research utilized industry survey data from over 2,300 commercial drivers and 400 motor carriers, as well as a detailed analysis of logbook data representing 40,000+ commercial drivers.

Among the industry impacts documented by ATRI were the following:

- More than 80 percent of motor carriers surveyed have experienced a productivity loss since the new rules went into effect.
- Among commercial drivers surveyed by ATRI, 82.5 percent indicated that the new rules have had a negative impact on their quality of life, with more than 66 percent indicated increased levels of fatigue.
- Commercial drivers are spending more time in traffic congestion due to the 1 a.m. to 5 a.m. provision.

Perhaps most troubling of the impacts identified in ATRI’s data are the drivers who have experienced a loss of income as a result of the new rules – 67 percent reported pay decreases since July 1st. Annualized across all over-the-road drivers, these pay impacts total $1.6 billion to $3.9 billion lost.

(Continued on page 3)
Compliance, Safety, Accountability (CSA) continues to rank as a top concern for trucking industry stakeholders. In ATRI’s annual Top Industry Issues survey for 2013, CSA ranked second after HOS. As a result, ATRI continues its ongoing research to better understand how FMCSA’s new Safety Measurement System impacts the supply chain.

ATRI’s latest CSA study expands on previous CSA impacts research among commercial drivers and enforcement personnel. Approximately 7,800 driver responses were analyzed over a three-year period examining perceptions, attitudes and knowledge of CSA. In addition, ATRI partnered with the Commercial Vehicle Safety Alliance (CVSA) to obtain a baseline level of enforcement personnel knowledge of CSA.

On average, drivers responded to the 14-question knowledge test with 42.4 percent accuracy, suggesting that after three years of implementation drivers do not have a clear understanding of CSA. On the good news side, carrier-provided CSA training has increased steadily since 2011. Among the knowledge test questions with the highest numbers of correct responses by drivers are the following:

- A trucking company can remove a bad driver’s inspection and crash data from its SMS scores by terminating the driver.
  - ☑️ False

- Under CSA, only out-of-service violations are counted in the measurement system.
  - ☑️ True
  - ☑️ False

- Clean roadside inspections can actually improve driver or carrier CSA scores.
  - ☑️ True
  - ☑️ False

However, the two questions which challenged drivers the most are:

- Which BASICs are publicly available?

- Who has access to official driver CSA scores?

Enforcement personnel did better than drivers on the CSA knowledge test, scoring an average of 66.5 percent.

ATRI is expanding on this study’s findings by investigating driver CSA training content and frequency and the relationship these variables have to CSA knowledge. In addition, the enforcement personnel results provide a platform for further evaluation of enforcement personnel of CSA knowledge and the potential impacts this may have on enforcement activities.

Copies of ATRI’s various CSA studies and the 14-question CSA knowledge test are available from ATRI at www.ATRI-online.org.
To measure ongoing driver impacts from the HOS rules changes, ATRI will soon initiate a third round of data collection from commercial drivers. ATRI is also initiating research to examine the role of freight shippers and receivers in HOS compliance. To order a copy of ATRI’s HOS studies and for more information about ongoing HOS research, visit www.ATRI-online.org.

**ATRI White Paper Examines Safety Impacts of Truck Driver Simulator Training**

In another recently released white paper, ATRI discusses the findings of its investigation into the effectiveness of truck driving simulators to target specific driving behaviors associated with increased crash risk. The study incorporated driving behaviors previously identified in ATRI’s *Predicting Truck Crash Involvement* report. The research developed “targeted” training scenarios for use in the simulator and ATRI worked with several motor carriers to collect driver safety and training data. The safety performance differences between drivers were then analyzed at 6- and 12-months post-training based on which type of simulator training was received.

The initial results at 6-months post-training suggested that drivers who received the targeted simulator training had fewer safety incidents during that time, but those effects declined at the 12-month mark. Based on this, the white paper suggests that carriers examine the frequency of sustainment training for drivers.

ATRI’s research goes on to highlight the ability of truck driving simulators to provider carriers with the ability to offer drivers hands-on training for many hazardous situations year-round from the safety of a classroom. If carriers focus training on specific unsafe driving behaviors, it may be possible to prevent future incidents or crashes.

**ATRI Recognizes Long-Standing Board Members for Their Service**

At the recent ATRI Board of Directors meeting, two long-standing Board members were recognized by ATRI Chairman Steve Williams for their service to the Institute. Ed Crowell, President of the Georgia Motor Trucking Association and Lud Koci, a director with Penske Corporation, both completed their terms on the ATRI Board in January. Mr. Crowell joined the ATRI Board in 2003 and was the first State Trucking Association executive to serve on the ATRI Board. Mr. Koci had served as an ATRI Board member since the Institute’s founding in 2001.

“We are grateful to both Ed and Lud for their dedicated service to ATRI during its early years through the present,” remarked ATRI Chairman Steve Williams. “They have both been tireless advocates for ATRI in terms of fundraising, governance and outreach.”
ATRI Thanks Its Industry Supporters!

ATRI would like to thank all those who support the trucking industry’s research agenda through charitable contributions to ATRI. These contributions, which are strictly dedicated to ATRI’s research activities, mean improved industry safety and productivity for all. Please join us in thanking the following individuals and organizations who gave in 2013.

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ATRI is a 501(c)(3) charitable organization, providing tax deductibility for contributions made. For more information about ATRI, visit us online at www.ATRI-online.org or contact the ATRI staff at 770-432-0628.
Mr. Huneryager has an extensive background in the trucking industry, having spent 28 years with Roadway Express. In his last 15 years at Roadway Express he was the District Manager in Nashville, Tennessee where he was responsible for 25 facilities and 1,700 employees in an eight state area.

In addition to his current seat on the ATRI Board, Mr. Huneryager is a member of the American Society of Association Executives and serves on the Executive Committee and the Board of Directors of the Tennessee Society of Association Executives. He also serves on the Executive Committee and the Board of Directors of HELP, Inc. and is the Executive Vice President of the Tennessee Trucking Foundation Board of Directors.

“We are thrilled to have Dave join the ATRI Board,” commented ATRI President Rebecca Brewster. “His years of experience in the trucking industry and with the Tennessee Trucking Association will be of great value to our Board as they lead the Institute’s work to improve the industry’s safety and productivity.”

ATRI Welcomes Its Newest Board Member

ATRI would like to welcome its newest board member, Dave Huneryager. Mr. Huneryager is the President and CEO of the Tennessee Trucking Association (TTA), a position he has served in for the last 10 years. Prior to that, he was actively involved as a member of TTA where he served on the Board of Directors and the Executive Committee as well as serving as TTA Chairman of the Board in 1999.

RAC Member Andrew Boyle

ATRI RAC Member Andrew Boyle is Co-owner and Executive Vice President of Boyle Transportation, a national motor carrier specializing in security-sensitive cargo for the U.S. military, defense contractors, and life science organizations. Prior to returning to his family's business in 2003, Mr. Boyle was an investment banker with J.P. Morgan.

In addition to his role on ATRI’s RAC, Mr. Boyle serves on the Executive Committee and Board of Directors of the American Trucking Associations. He is also on the Northwestern University Transportation Center’s Business Advisory Committee, a Trustee of Eastern College. Mr. Boyle earned his MBA from Northwestern University's Kellogg School of Management and an AB from Bowdoin College.

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Research submitted for presentation at the TRB Annual Meeting goes through a rigorous peer review process before selection. Once chosen and presented at the annual meeting, the research is then further narrowed down for publication in TRB’s *Transportation Research Record (TRR) Journal*.

Two papers authored by ATRI staff were chosen for publication:

- **Assessment of 34-Hour Restart Changes Using Logbook Data** - Jeffrey Short, Senior Research Associate

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