

CRITICAL ISSUES IN THE TRUCKING INDUSTRY – 2011



Presented to the
American Trucking Associations

Prepared by
The American Transportation Research Institute

October 2011



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Critical Issues in the Trucking Industry – 2011

Despite eight quarters of growth in the U.S. Gross Domestic Product since the recession technically ended in June 2009, the slow pace of recovery has raised some concerns about a double-dip recession. Unemployment has dropped a single percentage point since the height of the recession, hovering around 9 percent. Worry over the fragility of the economic recovery is exacerbated by an unsettling barrage of bad financial news in Europe, threats to global oil supplies in the Middle East and northern Africa, and a gridlocked domestic political climate. These worries spill over into individual economic decisions, with many consumers and corporations waiting to see what happens in the near-term, before they make their next big purchase or hire more workers. The situation for the trucking industry is aggravated by further uncertainty surrounding the impacts of a delayed transportation bill and pending regulatory changes.

This ongoing environment of uncertainty is a leading reason that the American Trucking Associations (ATA) continues to closely identify and monitor the issues that will likely affect trucking in the coming years. By staying abreast of the most pressing industry issues, ATA can more effectively provide national leadership to protect the industry's interests. The annual survey of critical issues facing the trucking industry, conducted by the American Transportation Research Institute (ATRI), is an important mechanism for implementing this strategy. Now in its seventh year, the ATRI Top Industry Issues Survey continues to serve as a unique and vital tool for industry and public sector decision-makers alike.

The Top Industry Issues Survey is conducted in two phases. The initial "Phase One Survey" is designed to identify and categorize key issue areas and strategies from a representative sample of for-hire and private carriers, representing a cross-section of fleet sizes, industry sectors and geographic regions.

The "Phase Two Survey" is distributed to a larger sample of more than 4,000 carriers, with the objective of rank-ordering the relative importance of each issue and the preferred strategies identified through the Phase One survey initiative. Phase Two survey respondents (n=772) represent industry stakeholders from both the U.S. and Canada and include motor carriers, commercial drivers and other interested parties.

This report presents the findings of the 2011 annual survey and analysis, and further compares the results of previous years' survey findings as an indicator of changing priorities in the trucking industry.

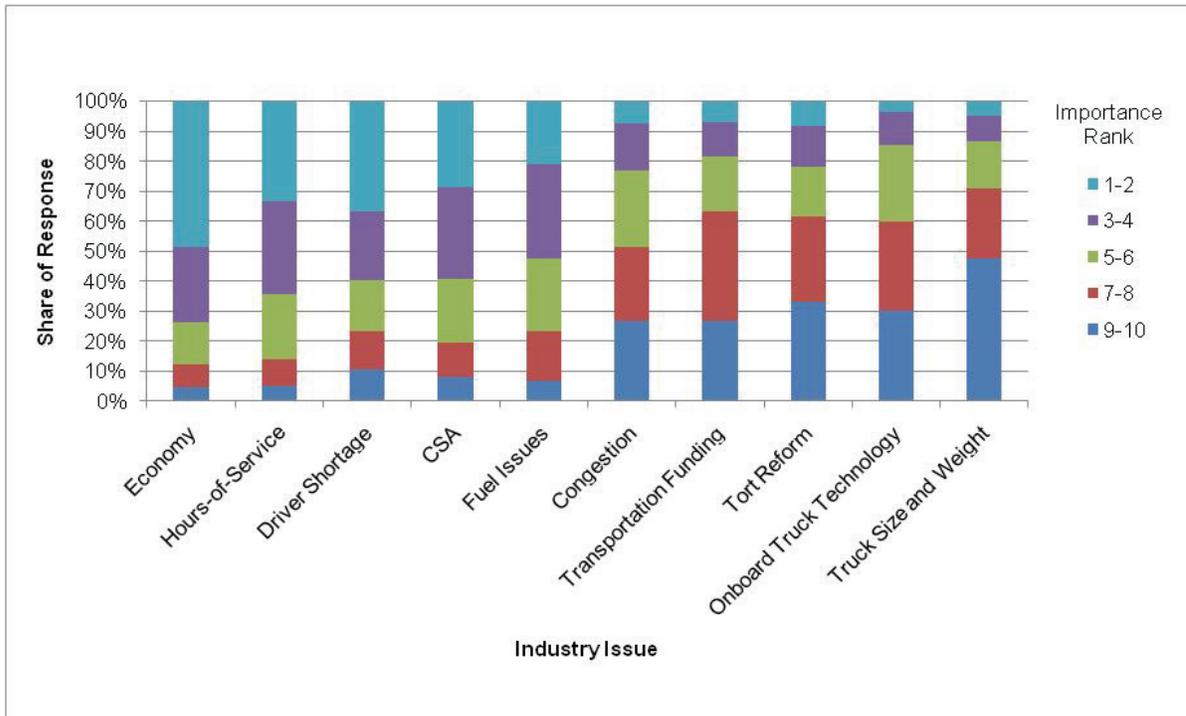
Top Issues

The top two issues identified by the industry in 2011 are the economy and the proposed changes to federal commercial driver Hours-of-Service (HOS) regulations. This is the third consecutive year that the economy has been the top issue.

The top ten list is developed through a formula that assigns values to respondents' rankings of the issues facing the industry. Values are also assigned to respondents' rankings for each of the three strategies identified to potentially address each issue. Issue scores are then averaged across respondents and ranked to quantify the relative importance of the issue to survey respondents (1=most important, 10=least important).

In rank order, the top ten issues identified by industry respondents are detailed below. Figure 1 shows a breakdown of the rankings for each of the top issues, from first place to tenth place (left-to-right).

Figure 1 – Distribution of Industry Issue Prioritization Scores



1. Economy

Ranked 1 st	Ranked 2 nd	Ranked 3 rd	Average Score
31.2%	17.4%	14.1%	3.28

As was the case in 2009 and 2010, the state of the nation's economy was the top concern for survey respondents. In 2011, approximately 31 percent of respondents ranked this issue first. While still the number one issue, the share of respondents ranking this as their number one issue has dropped each year since reaching 51.6 percent in 2009. While this ostensibly speaks to a gradual improvement in the economy, there continues to be a high degree of uncertainty in how certain issues will unfold, including the European debt crisis and a stagnant job market. Freight volume trends have been mixed in 2011 with less-than-truckload (LTL) and tank experiencing increasing volumes and truckload (TL) and dry van volumes declining slightly mid-year.¹ Despite high levels of uncertainty, economic forecasters at ATA still predict positive economic growth over the next few quarters, albeit at a less than optimal pace.

Proposed Strategies (in rank order):

a) *Encourage economic policies that will maintain the recovery and benefit the industry through increases in freight demand.* This strategy edged out the other two strategies, with a little more than one-third (34%) of respondents ranking this strategy first. With consumer spending making up the vast majority of the nation's gross domestic product, the key to the recovery of freight demand is an uptick in demand for manufactured goods and services. Therefore, policies that increase consumer confidence, consumer spending, hiring and investment should be encouraged.

b) *Promote the role of the trucking industry as an employment generator in putting Americans back to work.* A stubbornly high unemployment rate continues to hamper economic recovery. Ironically, while unemployment remains near 9 percent nationally, the trucking industry is facing a driver *shortage* in some areas. The industry should capitalize on this opportunity to lead the way in putting Americans back to work in jobs that, according to the U.S. Bureau of Labor Statistics, pay on average \$39,000 annually.² As a potential investment target for job programs, trucking far outranks railroads and other freight modes for potential growth.

c) *Address long-term economic issues, such as the trade deficit, to improve economic stability.* Some respondents felt that we should adopt a longer term approach to improving economic security and stability by adopting more permanent financial reforms. Addressing more systemic economic problems, such as fiscal policy or the trade deficit, could potentially have both positive short-term benefits on the unemployment situation while improving longer term growth opportunities.

¹ *Trucking Economic Review.* American Trucking Associations. July 22, 2011.

² Bureau of Labor Statistics. May 2010. Occupational Employment and Wages. Available Online: <http://www.bls.gov/oes/current/oes533032.htm>

2. Hours-of-Service

Ranked 1 st	Ranked 2 nd	Ranked 3 rd	Average Score
16.2%	17.3%	13.0%	3.93

Federal rules governing commercial driver Hours-of-Service (HOS) climbed two positions after taking the fourth spot in 2010. This number two ranking follows the number one ranking that occurred in 2007 shortly after a court order put the rules in jeopardy. The HOS rules are again in play as the industry awaits a final rule from the Federal Motor Carrier Safety Administration (FMCSA) following proposed changes issued in December of last year. The proposed changes – potentially decreasing driving and on-duty times and extending the restart provision – are deemed significant and problematic by the industry, which explains the increased level of concern in this year’s survey. Nearly half of respondents (46.5%) ranked this as the first, second or third most important issue.

Proposed Strategies (in rank order):

a) *Continue to publicize the trucking industry’s impressive safety record operating under the current HOS.* Many respondents felt that the safety record of the trucking industry under the current HOS regulations is more than enough evidence to justify keeping the existing HOS rules. According to the National Highway Traffic Safety Administration, truck-involved fatalities fell in 2009 to their lowest level ever recorded.³ Since the first major HOS change in 2004, fatalities have fallen 33 percent. Just over 50 percent of respondents felt this record speaks for itself and ranked this as the top strategy.

b) *Support studies that generate scientific evidence on the safety impacts of existing and proposed HOS rules.* Many respondents felt that a scientific study analyzing the impacts of the current HOS rules, juxtaposed with an analysis of the proposed rules, could provide policymakers with a more detailed understanding of the impacts of HOS regulations.

c) *Research new methods to address driver fatigue that are more relevant and customizable than existing and proposed HOS regulations.* Nearly a quarter of respondents ranked this strategy first. When regulating an industry that is as large and complex as the trucking industry, it can be difficult to create generic programs that address all scenarios. This strategy advocates for additional flexibility in HOS rules through deployment of scientifically based fatigue countermeasures. For example, fatigue management programs combine driver education on sleep need and sleep hygiene with screening and treating for sleep disorders. These types of programs could potentially provide more customizable methods for managing individual driver fatigue.

³ *Traffic Safety Facts.* National Highway Traffic Safety Administration. August, 2010. <http://www-nrd.nhtsa.dot.gov/Pubs/811363.pdf>. Accessed 01 October 2010.

3. Driver Shortage

Ranked 1 st	Ranked 2 nd	Ranked 3rd	Average Score
18.2%	18.7%	13.7%	4.23

The Driver Shortage issue increased from number five in 2010 to number three in 2011. In contrast to worries about the health of the economy, this is an indicator that the economic recovery is progressing. However, the source of the driver shortage may not stem entirely from the growing economy. New hiring challenges resulting from both baby boomer retirements and CSA implementation may also be contributing to a lack of qualified drivers. Interestingly, the driver shortage issue appears to be a somewhat polarized issue, with a larger concentration of “high priority” and “low priority” rankings compared to other issues. This divergence alludes to the unevenness of the driver shortage with most respondents believing it is either a major issue or not much of a problem, leaving a smaller share in the middle. While some carriers may be having serious problems finding drivers, others appear to be meeting their demand for drivers through financial and work culture strategies.

Proposed Strategies (in rank order):

- a) *Address retention problems by developing programs that advance work/life balance, healthy lifestyles and family relationships.* Thirty-six percent of respondents ranked this strategy first as a way to address the driver shortage. These respondents believe that the industry should pursue methods for improving the quality of life for commercial drivers as a way to stem the loss of drivers to other industries. Drivers, particularly those in the over-the-road sector, could benefit from resources to maintain family connections, protect their health and reduce stress while on the road.

- b) *Address the competitiveness of driver pay and benefits relative to other professions.* Coming in a close second, over one-third of respondents suggested re-evaluating driver pay and benefits as the best strategy for dealing with the driver shortage. Given the rapidly evolving conditions in the labor market and tight carrier capacity, respondents felt that the industry should frequently re-evaluate driver pay and benefits to aggressively compete with other industries.

- c) *Quantify CSA impacts on the industry labor pool.* The degree to which the driver shortage generates from supply and demand versus CSA-related impacts is unclear. Many respondents felt that more research is needed on the internal and external causes and precursors of the driver shortage, which would provide improved targeting of drivers shortage solutions.

4. Compliance, Safety, Accountability (CSA)

Ranked 1 st	Ranked 2 nd	Ranked 3 rd	Average Score
14.2%	14.6%	16.3%	4.25

After debuting on the top ten list in the number two spot in 2010, CSA retreated two spots from second to fourth this year. Despite an overall lessening of industry confusion and concerns, the impacts of CSA remain a significant issue for many in the trucking industry. Nearly 30 percent of respondents ranked this issue first or second. However, despite these concerns, research indicates that carriers believe CSA will be a positive force in raising overall safety; more than 50 percent of surveyed carriers in ATRI's CSA research believe that CSA will be an effective tool for improved safety performance.⁴

Proposed Strategies (in rank order):

a) *Engage policymakers to ensure CSA is implemented equitably across the industry.* With the full implementation of CSA underway, many respondents are interested in seeing the program equitably enforced across the industry. While unique sectors and fleet sizes require differentiating and grouping within CSA, the program must be applied equitably to all motor carriers. Nearly 60 percent of respondents chose this strategy as their top choice.

b) *Continue to train and educate drivers and carriers on the impacts of CSA.* As is the case with any new program or regulation, there is a need for outreach and education during the early stages of implementation. Although CSA is already in place, there continues to be a critical need to train drivers and carriers. Recent research by ATRI found that on a CSA knowledge test, drivers correctly answered an average of only 5.7 questions out of 14.⁵ Clearly, opportunities for increased CSA training exist.

c) *Study and assess shipper impacts on CSA scores.* There is concern among many in the industry that certain shipper behaviors may have an adverse effect on carrier CSA scores. Alternatively, there may be shipper-based strategies that could benefit "safe" carriers. Survey respondents expressed interest in studying those impacts in order to better understand shipper behaviors.

⁴ Compliance, Safety, and Accountability: Impacts on Motor Carriers. American Transportation Research Institute. October 2011.

⁵ Compliance, Safety, and Accountability: Impacts on Drivers. American Transportation Research Institute. July 2011.

5. Fuel Issues

Ranked 1 st	Ranked 2 nd	Ranked 3 rd	Average Rank
6.2%	14.7%	16.2%	4.64

Fuel prices continued their roller coaster trend over the past year and that volatility is reflected in the ranking of fuel issues in the survey. Fuel issues ranked first in 2005 and again in 2008, but dropped to sixth in 2010. This year the issue, along with the price of fuel, has risen again. Diesel prices peaked at more than \$4.70 gallon in July 2008, but then declined 40 percent by summer 2010.⁶ However by spring 2011, prices had risen back above the \$4.00 per gallon mark before retreating again to \$3.75 in late September 2011. ATRI's 2011 update to the Operational Costs of Trucking report found that fuel and oil was the second highest motor carrier cost center after driver wages and benefits.⁷ With little control over one of the industry's largest cost centers, it is not surprising that fuel issues remain high on the list of industry concerns.

Proposed Strategies (in rank order):

a) *Support the development of less-price volatile sources of oil, such as domestic production and alternative energies.* With fuel and oil costs constituting approximately 31 percent of motor carrier operational costs, energy cost volatility is a major concern for the trucking industry.⁸ Forty-four percent of respondents believed the development of more stable sources of energy, including domestic production, should be the top strategy for addressing fuel issues.

b) *Encourage measures to reduce energy price speculation in financial markets.* This strategy, which ranked a close second, received 43 percent of the "top strategy" votes. Many respondents believed that market speculators, as opposed to supply and demand forces, have been artificially manipulating energy prices. While there has been some congressional action in recent years on regulating commodities trading, respondents clearly felt that more steps were needed to prevent large artificial price adjustments in the future.

c) *Support innovations in efficiency and promote renewable fuels that are economically feasible in order to cut fossil fuel usage.* A number of respondents recognized that successful resolution of the fuel issue should include efforts to reduce the demand side of the equation. This strategy acknowledges the importance of innovations in fuel efficiency, while recognizing the need for net-positive returns-on-investment.

⁶ Department of Energy, Energy Information Administration. Accessed October 04, 2010. <http://tonto.eia.doe.gov/oog/info/gdu/gasdiesel.asp>

⁷ An Analysis of the Operational Costs of Trucking: 2011 Update. American Transportation Research Institute. June 2011.

⁸ Ibid

6. Congestion

Ranked 1 st	Ranked 2 nd	Ranked 3 rd	Average Score
3.1%	4.5%	6.5%	6.49

Congestion is an issue that affects trucking industry operations on a daily basis. While standard peak-hour congestion is costly in terms of freight delays and fuel consumption, unexpected delays are considerably worse. With driver wages and fuel/oil costs representing over 50 percent of all motor carrier costs, congestion can wreak havoc on a carrier's bottom line. While congestion did not make the top ten list in 2009 and 2010 due to the recession, it has reemerged as a standalone issue in 2011. With many economists still forecasting continued growth in the economy over the next few years, congestion will likely remain on the list in years to come.

Proposed Strategies (in rank order):

a) *Encourage long-term investment in national infrastructure by establishing a stable funding source for highway construction and maintenance.* Two-thirds of respondents picked this strategy as their top choice. Congress recently passed a temporary transportation reauthorization, averting a shut-down of highway funding. At a time when competing nations, such as China, are investing heavily in new infrastructure, the lack of a stable and reliable funding source for highway construction and maintenance could have serious impacts on America's long-term competitiveness.

b) *Improve existing real-time routing and scheduling information to help trucks avoid congested areas and peak travel periods.* Technological advances that deliver real-time traffic information are making route selection and scheduling "smarter." While shippers generally dictate the time and place where goods are picked up and delivered, the industry has the ability to be more efficient in getting from Point A to Point B. In addition to real-time information that includes incidents and work zones, research can assist in routing by using historical truck travel data to pinpoint the most unreliable routes and worst bottlenecks. For example, the recently released ATRI/Federal Highway Administration (FHWA) Freight Performance Measures Congestion Monitoring Report details congestion severity at 250 freight-significant locations.⁹

c) *Expand research on the direct cost of bottlenecks and the indirect cost of not improving transportation infrastructure.* With little funding available for transportation infrastructure, it is important to target revenue investments on locations that produce the biggest return-on-investment. Identifying those locations and determining the quantitative impacts of congestion could improve transportation investment priorities and formulas.

⁹ FPM Congestion Monitoring at 250 Freight Significant Highway Locations. American Transportation Research Institute. September 2011. Available online at www.atri-online.org.

7. Transportation Funding

Ranked 1 st	Ranked 2 nd	Ranked 3 rd	Average Score
3.7%	4.5%	5.6%	6.77

Transportation Funding reemerged as a standalone issue this year as the need for reauthorizing the two-year delayed highway bill became more pressing. Rather than developing a new 6-year transportation bill, lawmakers recently approved a short-term extension of the enabling legislation, however it does not identify any new funding sources needed for critical highway infrastructure. Respondents clearly recognized the long-term importance of investing in infrastructure. Congestion impacts, deteriorating highway infrastructure and the political uncertainty surrounding a long-term reauthorization bill, all combined to place this issue among the industry's top ten issues for 2011.

Proposed Strategies (in rank order):

a) *Advocate for a responsible highway reauthorization bill that establishes stable and equitably distributed funding for highways.* An overwhelming 77 percent of respondents chose this strategy as their preferred method for dealing with transportation issues – the largest percentage found across all ten issues. It is clear that the previous SAFETEA-LU bill, and the various short-term extensions of it, were insufficient to meet the future transportation investment needs of the country. The highway trust fund, according to the Congressional Budget Office, will run a deficit of over \$7 billion in 2011.¹⁰

b) *Promote a fuel tax increase by providing research that shows the resulting economic and infrastructure improvements it would generate.* The trucking industry continues to support increasing federal and state fuel taxes as a more efficient and stable source for funding the nation's highway system. However, any increase should be coupled with statutory language that ensures fuel tax revenues are used exclusively for roadway improvements.

c) *Research the implications of alternative funding strategies such as a vehicle miles traveled (VMT) tax or increased tolling.* Research has shown that the existing fuel tax system is an extremely efficient method of collecting and returning roadway-user revenue back into the nation's roadways.¹¹ Despite this data, many policymakers are promoting alternative forms of revenue collection, such as mileage-based user fees, tolling and other creating financing tools, which return a significantly smaller proportion of user fees back into infrastructure improvements and maintenance.¹²

¹⁰U.S. Highway Trust Fund to Swing to Deficit in 2011, Agency Says. Bloomberg News. <http://www.bloomberg.com/news/2011-01-26/u-s-highway-trust-fund-to-swing-to-deficit-in-2011-agency-says.html>. Accessed October 6, 2011.

¹¹Defining the Legacy for Users: Understanding Strategies and Implications for Highway Funding. American Transportation Research Institute. May 2007.

¹²Ibid.

8. Tort Reform

Ranked 1 st	Ranked 2 nd	Ranked 3 rd	Average Score
4.0%	4.4%	5.1%	6.80

Tort Reform and related legal issues returned to the top ten list in 2011 for the first time since 2008. Tort Reform seeks to minimize the harm to industry caused by excessive civil judgments, whereby financial liability far exceeds negligence. The trucking industry, along with many other industries, seeks tort liability reform to ensure that punitive damage awards are reasonable and directly related to negligence.

Proposed Strategies (in rank order):

a) *Advocate for federal legislation to regulate lawsuits and impose new caps on non-economic damages.* Nearly six in ten respondents felt that the top strategy for implementing Tort Reform is to seek legislative solutions that cap non-economic damages awarded by juries in civil cases. The goal of these caps is to strengthen the legal nexus between negligence and liability. Furthermore, caps for non-economic damages would likely have a positive impact on rising carrier insurance costs.

b) *Encourage a new legal fee structure and caps.* Respondents indicated that the industry should proactively advocate for reform of legal fees paid to plaintiff attorneys. The purpose of reforming legal fee structures and compensatory caps is to discourage costly and unreasonable legal actions against trucking firms that are primarily motivated by trial lawyer compensation. This strategy would also likely have positive impacts on carrier insurance rates.

c) *Engage in public outreach and education to explain the negative consequences of excessive civil litigation.* Many respondents believed in the importance of educating the general public on the overall economic impacts of excessive civil judgments. This strategy was identified as an important component of generating support for the legislative reforms proposed in the first two strategies.

9. Onboard Truck Technologies

Ranked 1 st	Ranked 2nd	Ranked 3rd	Average Score
1.6%	2.1%	6.2%	6.96

After first surfacing in 2007 as a top ten issue, Onboard Truck Technologies has fluctuated among the final three positions in the annual survey. The impetus for opportunities arise from onboard safety technology benefits, while concerns generally stem from efforts by the U.S. and Canada to mandate the use of both Electronic Logging Devices (ELDs) for HOS compliance and speed limiters/governors for speed management. While there has been significant investment in the testing and evaluation of onboard safety systems (lane departure warning, collision warning, roll stability control), the lack of direct incentives often makes these systems too costly. Lastly, there are research efforts underway to use technology as a way to enhance or even replace roadside safety enforcement practices. Continued attention on technology as a means for monitoring compliance and increasing safety will likely mean that Onboard Truck Technology will continue to rank in the industry's top ten issues going forward.

Proposed Strategies (in rank order):

a) *Pursue tax incentives to offset the cost of onboard safety systems and electronic logging devices (ELD for HOS).* As has been the case for the past three years, this was identified as the top truck technology strategy with a majority (51%) of respondents ranking this strategy first. The trucking industry continues to support technologies that improve overall industry productivity and safety. However, the cost of any of these technologies can be prohibitive in an industry that, on average, operates on a three percent profit margin.¹³ Without additional tax incentives, it is possible that many onboard safety system investments will not be financially feasible.

b) *Research ways to integrate new technologies with existing systems to improve safety and efficiency.* With technologies rapidly advancing, and new products coming to market on a seemingly daily basis, it can be difficult for carriers to keep up with the most advanced technology. Developing new methods that allow new technologies to “plug and play” with existing systems could produce the efficiencies that encourage high-tech investments.

c) *Facilitate adoption of electronic logging devices by documenting “total” costs and benefits as well as carrier-level adoption issues and approaches.* The inclusion of this strategy in the top three demonstrates a growing acceptance of ELDs as a compliance tool and safety system. Many in the industry, including ATA, encourage the use of ELDs for precisely these purposes.¹⁴

¹³ An Analysis of the Operational Costs of Trucking: 2011 Update. American Transportation Research Institute. June 2011.

¹⁴ *ATA Cites Qualified Support of EOBR Rule.* Transport Topics. May 24, 2011. <http://www.ttnews.com/articles/basetemplate.aspx?storyid=26786>. Accessed October 6, 2011.

10. Truck Size and Weight

Ranked 1 st	Ranked 2 nd	Ranked 3 rd	Average Score
1.8%	3.0%	3.6%	7.61

Truck size and weight first emerged as a top industry issue in the 2009 survey and this year it retained its position as the 10th most critical issue. Increased flexibility in truck size and weight is viewed as having the potential to reduce congestion and fuel consumption, mitigate environmental issues and may positively impact the driver shortage. Faced with the potential for these combined benefits, industry stakeholders including motor carriers, shippers and many environmentalists are supporting revisions to the size and weight limitations imposed by the federal government in 1991.

Proposed Strategies (in rank order):

- a) *Support changes to current size and weight restrictions in order to maximize productivity and minimize congestion.* Just over fifty percent of respondents ranked this strategy first. Empirical data shows that increasing gross vehicle weights or the maximum length/volume of combination vehicles would allow for more efficient transport of goods.¹⁵ These improved efficiencies would likely have positive impacts on congestion, safety, energy consumption and emissions.
- b) *Educate the public on the benefits of higher productivity vehicles in order to combat trucking industry safety misconceptions.* To have a productive discourse on the higher productivity vehicle issue, many respondents felt that the industry must ensure that policymakers and the general public understand the empirical benefits and demonstrated operating history of higher productivity vehicles.
- c) *Research the costs and benefits of a network of higher productivity vehicle using dedicated lanes and facilities.* One method for encouraging higher productivity vehicles is through the use of dedicated truck lanes. Dedicated truck lanes provide separation of cars from trucks, increasing safety and alleviating congestion, while also potentially adding to the existing higher productivity vehicle network. As with any emerging solution, additional research is needed to determine whether the benefits of dedicated truck facilities outweigh the costs.

¹⁵ Energy and Emissions Impacts of Operating Higher Productivity Vehicles Update: 2008. American Transportation Research Institute. March 2008.

Top Industry Issues Survey Results						
2011	2010	2009	2008	2007	2006	2005
1. Economy	1. Economy	1. Economy	1. Fuel Costs	1. Hours-of-Service	1. Driver Shortage	1. Fuel Costs
2. Hours-of-Service	2. CSA 2010	2. Government Regulation	2. Economy	2. Driver Shortage	2. Fuel Issues	2. Driver Shortage
3. Driver Shortage	3. Government Regulation	3. Fuel Issues	3. Driver Shortage/Retention	3. Fuel Issues	3. Driver Retention	3. Insurance Costs
4. CSA	4. Hours-of-Service	4. Congestion/Highway Infrastructure	4. Government Regulation	4. Congestion	4. Hours-of-Service	4. Hours-of-Service
5. Fuel Issues	5. Driver Shortage	5. Hours-of-Service	5. Hours-of-Service	5. Government Regulation	5. Congestion	5. Tolls/ Highway Funding
6. Congestion	6. Fuel Issues	6. Commercial Driver Issues	6. Congestion	6. Tolls/ Highway Funding	6. Government Regulation	6. Tort Reform/ Legal Issues
7. Transportation Funding	7. Transportation Funding/ Infrastructure	7. Environmental Issues	7. Tolls/ Highway Funding	7. Tort Reform/ Legal Issues	7. Highway Infrastructure	7. Government Regulation
8. Tort Reform	8. Onboard Truck Technology	8. Tolls/ Highway Funding	8. Environmental Issues	8. Truck Driver Training	8. Tort Reform	8. Congestion
9. Onboard Truck Technology	9. Environmental Issues	9. Truck Size and Weight	9. Tort Reform	9. Environmental Issues	9. Tolls/ Highway Funding	9. Environmental Issues
10. Truck Size and Weight	10. Truck Size and Weight	10. Onboard Truck Technology	10. Onboard Truck Technology	10. Onboard Truck Technology	10. Environmental Issues	10. Truck Security

Notes: **Bold** issues are new to the top ten list.