

2016 Critical Issues for the Trucking Industry – Today and Tomorrow

Now in its 12th year, the 2016 Top Industry Issues Survey is being conducted by the American Transportation Research Institute (ATRI) to identify the critical issues confronting our industry and to develop strategies for addressing these issues now and in the future. Your opinion is vital to stakeholders who are working to ensure the long-term health of our industry. Please take a few minutes to fill out the following survey and return to ATRI via **fax (770-432-0638)** or **email atri@trucking.org**. You may also complete the survey online at <http://atri.checkboxonline.com/2016-Top-Industry-Issues.aspx>

State of primary/base operations: _____

Which of the following best describes your job title? (Select One)

- Driver: Company Driver
- Driver: Owner-Operator/Independent Contractor
- Motor Carrier: Executive
- Motor Carrier: Maintenance
- Motor Carrier: Safety
- Motor Carrier: Other
- Industry Association
- Other (please specify) _____

The following topics have been identified as the top industry issues for 2016 by industry professionals:

A. Autonomous Vehicles	K. Federal Preemption of State Regulation of Interstate Trucking (also known as F4A)	U. Roadside Inspection Efficacy
B. Compliance, Safety, Accountability (CSA)	L. Federal Tax Reform	V. Sleep Apnea Rulemaking
C. Cumulative Economic Impacts of Trucking Regulations on the Industry	M. FMCSA Mission	W. Technician Shortage
D. Cyber Security	N. Food Transportation Safety	X. Tolls and Creative Financing
E. Driver Distraction	O. Fuel Economy Standards for Trucks	Y. Tort Reform
F. Driver Health and Wellness	P. Fuel Supply/Fuel Prices	Z. Transportation Infrastructure/ Congestion/Funding
G. Driver Retention	Q. Hours-of-Service (HOS)	AA. Truck Parking
H. Driver Shortage	R. Independent Contractor Status	BB. Truck Size and Weight
I. Economy	S. Natural Gas in Trucking	CC. Truck Security/Cargo Theft
J. Electronic Logging Device (ELD) Mandate	T. Redundant Background Checks and Credentials	

1. Using the list on page 1, please select your **three** most important issues and write in the letter that identifies them below ranking them by importance to you. Please use each issue **ONLY** once.

Issue from above list

Most Important Issue	
Second Most Important Issue	
Third Most Important Issue	

2. Please enter any important issue that you feel is not addressed in the listing on page one of this survey.

2a. How would you rank this issue if it was included in above listing?

- Most Important Issue
- Second Most Important Issue
- Third Most Important

3. Please enter any important issue that you feel is not addressed in the listing on page one of this survey.

3a. How would you rank this issue if it was included in the listing of issues on page one of this survey?

- Most Important Issue
- Second Most Important Issue
- Third Most Important

4. Using **ONLY** the three issues you selected in question 1, please rank the three strategies listed below for addressing the issue by circling the ranking, with 1 being your most preferred strategy, and 3 being your least preferred strategy. Each ranking (1, 2, or 3) can only be used once.

Again, please only rank strategies for the top three issues you selected in question 1.

A. AUTONOMOUS VEHICLES

	1=Most Preferred		
	1	2	3
• Assess the benefits and costs of the U.S. DOT's Connected Vehicle program's mandated 5.9 Dedicated Short Range Communications (DSRC) technology.	1	2	3
• Research and quantify the impact of autonomous vehicles on the trucking industry.	1	2	3
• Work with OEMs to conduct a technical and cost analysis of autonomous and connected vehicle technologies to determine appropriate technology price points.	1	2	3

Please list any additional strategy you feel should be used to address **AUTONOMOUS VEHICLES** in the box below and circle how high you would rank it if it was included in the **AUTONOMOUS VEHICLES** strategies above.

	1=Most Preferred		
<u>Strategy:</u>	1	2	3

B. COMPLIANCE, SAFETY, ACCOUNTABILITY (CSA)

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for CSA score reductions in existing BASICs rather than a new BASIC for carriers who choose to participate in FMCSA's Beyond Compliance program.	1	2	3
• Continue to push for a crash accountability determination process that removes non-preventable crashes from carrier scores.	1	2	3
• Ensure that the recommendations of the Congressionally-mandated National Academies of Sciences review of CSA are implemented by FMCSA.	1	2	3

Please list any additional strategy you feel should be used to address **CSA** and circle how high you would rank it if it was included in the **CSA** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

C. CUMULATIVE ECONOMIC IMPACTS OF TRUCKING REGULATIONS ON THE INDUSTRY

	<u>1=Most Preferred</u>		
	1	2	3
• Analyze the accuracy of federal agency regulatory impact analyses versus actual industry costs as new regulations are proposed.	1	2	3
• Develop recommended industry metrics and model analyses for future rulemakings to better project industry costs.	1	2	3
• Quantify cumulative regulatory costs incurred by the trucking industry over the past decade, broken out by each federal agency promulgating the regulations.	1	2	3

Please list any additional strategy you feel should be used to address **CUMULATIVE ECONOMIC IMPACTS OF TRUCKING REGULATIONS ON THE INDUSTRY** in the box below and circle how high you would rank it if it was included in the **CUMULATIVE ECONOMIC IMPACTS OF TRUCKING REGULATIONS ON THE INDUSTRY** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

D. CYBER SECURITY

	<u>1=Most Preferred</u>		
	1	2	3
• Conduct research on Cyber Security aspects of autonomous trucks, connected trucks and truck platooning to provide appropriate legal and technical guidance to the industry.	1	2	3
• Establish a Cyber Security Crisis Center to coordinate information on trucking industry cyber security attacks modeled after similar programs that focus on cargo theft.	1	2	3
• Organize a Technology and Maintenance Council (TMC) study group to investigate new approaches to cyber security.	1	2	3

Please list any additional strategy you feel should be used to address **CYBER SECURITY** in the box below and circle how high you would rank it if it was included in the **CYBER SECURITY** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

E. DRIVER DISTRACTION

	1=Most Preferred		
	1	2	3
• Continue to advocate for research to better understand the scope of the distracted driving problem.	1	2	3
• Encourage harsher penalties and more aggressive enforcement of distracted driving violations for drivers of all vehicle types.	1	2	3
• Recognizing the growing role of onboard technologies, identify solutions that support safe technology usage in the cab.	1	2	3

Please list any additional strategy you feel should be used to address **DRIVER DISTRACTION** in the box below and circle how high you would rank it if it was included in the **DRIVER DISTRACTION** strategies above.

Strategy:	1=Most Preferred		
	1	2	3

F. DRIVER HEALTH & WELLNESS

	1=Most Preferred		
	1	2	3
• Encourage increased availability of exercise facilities and healthy food choices at truck stops/travel plazas.	1	2	3
• Research and disseminate commercial driver health and wellness program best practices.	1	2	3
• Undertake research that quantifies the return-on-investment potential of driver health and wellness programs.	1	2	3

Please list any additional strategy you feel should be used to address **DRIVER HEALTH & WELLNESS** in the box below and circle how high you would rank it if it was included in the **DRIVER HEALTH & WELLNESS** strategies above.

Strategy:	1=Most Preferred		
	1	2	3

G. DRIVER RETENTION

	1=Most Preferred		
	1	2	3
• Identify and publish carrier best practices that improve work/life balance, healthy lifestyles and family relationships for drivers.	1	2	3
• Research the relationship between driver compensation models and driver productivity.	1	2	3
• Study the effectiveness of carrier retention programs that financially incentivize drivers for driving performance in the areas of safety, fuel economy, and trip productivity.	1	2	3

Please list any additional strategy you feel should be used to address **DRIVER RETENTION** in the box below and circle how high you would rank it if it was included in the **DRIVER RETENTION** strategies above.

Strategy:	1=Most Preferred		
	1	2	3

H. DRIVER SHORTAGE

	1=Most Preferred		
• Research and quantify successful recruitment strategies for commercial drivers.	1	2	3
• Work with state and federal authorities to consider a graduated CDL program to safely attract new and younger drivers.	1	2	3
• Work with the Department of Labor to formalize a national truck driver recruitment program.	1	2	3

Please list any additional strategy you feel should be used to address **DRIVER SHORTAGE** and circle how high you would rank it if it was included in the **DRIVER SHORTAGE** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

I. ECONOMY

	1=Most Preferred		
• Advocate for reforming/repealing ineffective and burdensome regulations that add to industry costs without providing benefits.	1	2	3
• Continue to advocate for policies that will stimulate the economy.	1	2	3
• Research and quantify the impact of the new U.S. Department of Labor overtime rules on the trucking industry.	1	2	3

Please list any additional strategy you feel should be used to address **ECONOMY** and circle how high you would rank it if it was included in the **ECONOMY** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

J. ELECTRONIC LOGGING DEVICE (ELD) MANDATE

	1=Most Preferred		
• Assess the landscape of appropriate and inappropriate uses of newly available ELD data.	1	2	3
• Ensure that the two-year implementation window is not extended.	1	2	3
• Research and quantify industry impacts on safety and productivity from full deployment of ELDs.	1	2	3

Please list any additional strategy you feel should be used to address **ELD MANDATE** in the box below and circle how high you would rank it if it was included in the **ELD MANDATE** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

K. FEDERAL PREEMPTION OF STATE REGULATION OF INTERSTATE TRUCKING (ALSO KNOWN AS F4A)

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for Congress to pass language clarifying that existing federal law preempts state break requirements and state laws interfering with industry-standard piece-rate pay practices.	1	2	3
• Conduct research to document the additional costs and industry productivity impacts which result from a patchwork of state regulation on interstate commerce.	1	2	3
• Demonstrate the value of uniformity in the regulation of interstate commerce.	1	2	3

Please list any additional strategy you feel should be used to address **FEDERAL PREEMPTION OF STATE REGULATION OF INTERSTATE TRUCKING (ALSO KNOWN AS F4A)** in the box below and circle how high you would rank it if it was included in the **FEDERAL PREEMPTION OF STATE REGULATION OF INTERSTATE TRUCKING (ALSO KNOWN AS F4A)** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

L. FEDERAL TAX REFORM

	<u>1=Most Preferred</u>		
	1	2	3
• Lower the federal tax rate on all business income.	1	2	3
• Retain capital-recovery mechanisms that benefit the trucking industry.	1	2	3
• Simplify the federal tax code.	1	2	3

Please list any additional strategy you feel should be used to address **FEDERAL TAX REFORM** in the box below and circle how high you would rank it if it was included in the **FEDERAL TAX REFORM** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

M. FMCSA MISSION

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for a change in FMCSA's mission to include promotion of industry productivity and efficiency in addition to safety oversight.	1	2	3
• Promote greater government-industry partnerships.	1	2	3
• Push for creation of a standing industry oversight panel to review FMCSA-sponsored research plans, study methodologies, contractor selection and research results to ensure a more balanced and transparent process.	1	2	3

Please list any additional strategy you feel should be used to address **FMCSA MISSION** in the box below and circle how high you would rank it if it was included in the **FMCSA MISSION** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

N. FOOD TRANSPORTION SAFETY

	1=Most Preferred		
• Conduct research quantifying the impact of the new rules on food transportation including costs of additional training, recordkeeping, cleaning/sanitizing, technology, and equipment.	1	2	3
• Quantify the amount of food transported domestically and for export to better understand where in the supply chain the new rules will apply.	1	2	3
• Survey industry stakeholders to identify which portions of the Food Safety Modernization Act (FSMA) final rule on the sanitary transportation of human food need additional clarification from the U.S. Food and Drug Administration (FDA).	1	2	3

Please list any additional strategy you feel should be used to address **FOOD TRANSPORTION SAFETY** in the box below and circle how high you would rank it if it was included in the **FOOD TRANSPORTION SAFETY** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

O. FUEL ECONOMY STANDARDS FOR TRUCKS

	1=Most Preferred		
• Encourage flexibility for manufacturers to meet new standards to prevent sharp increases in vehicle costs.	1	2	3
• Ensure that future engine standards are based on the use of proven, reliable technologies and testing mechanisms.	1	2	3
• Assess the impacts of the Phase I standards through industry data collection to monitor real-world benefits and costs.	1	2	3

Please list any additional strategy you feel should be used to address **FUEL ECONOMY STANDARDS FOR TRUCKS** in the box below and circle how high you would rank it if it was included in the **FUEL ECONOMY STANDARDS FOR TRUCKS** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

P. FUEL SUPPLY/FUEL PRICES

	1=Most Preferred		
• Evaluate energy efficiency, supply and price impacts associated with the use of renewable fuels such as biodiesel and ethanol.	1	2	3
• Research the potential impacts on the price of diesel from lifting the ban on crude oil exports.	1	2	3
• Support expanded use of domestic energy sources to improve the reliability of our energy supply.	1	2	3

Please list any additional strategy you feel should be used to address **FUEL SUPPLY/FUEL PRICES** in the box below and circle how high you would rank it if it was included in the **FUEL SUPPLY/FUEL PRICES** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

Q. HOURS-OF-SERVICE (HOS)

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for a permanent science-based fix to the 34-hour restart rule that ensures that FMCSA does not return to the more restrictive provisions requiring two overnight rest periods of 1-5 a.m. and limitation on the use of the restart to once per week.	1	2	3
• Continue to push for increased flexibility in the current sleeper berth provision.	1	2	3
• Research and quantify the true safety and economic impacts of customer detention on truck drivers and trucking operations.	1	2	3

Please list any additional strategy you feel should be used to address **HOURS-OF-SERVICE (HOS)** in the box below and circle how high you would rank it if it was included in the **HOURS-OF-SERVICE (HOS)** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

R. INDEPENDENT CONTRACTOR STATUS

	<u>1=Most Preferred</u>		
	1	2	3
• Continue to defend against legislation and litigation that limits the use of independent contractors in the trucking industry.	1	2	3
• Encourage state laws that establish a trucking-specific test for independent contractor status.	1	2	3
• Research the impact on drivers when their independent contractor status is changed.	1	2	3

Please list any additional strategy you feel should be used to address **INDEPENDENT CONTRACTOR STATUS** in the box below and circle how high you would rank it if it was included in the **INDEPENDENT CONTRACTOR STATUS** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

S. NATURAL GAS IN TRUCKING

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for investments to expand natural gas distribution networks and vehicle acquisitions.	1	2	3
• Seek tax incentives and tax parity for natural gas vehicles and fuel.	1	2	3
• Study the impacts of operating and maintaining natural gas vehicles in varied fleet operations to better understand the costs and benefits of natural gas use in the industry.	1	2	3

Please list any additional strategy you feel should be used to address **NATURAL GAS IN TRUCKING** in the box below and circle how high you would rank it if it was included in the **NATURAL GAS IN TRUCKING** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

T. REDUNDANT BACKGROUND CHECKS AND CREDENTIALS

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for the Trusted Worker Identification Credential (TWIC) as the single credentialing process to replace multiple, redundant processes.	1	2	3
• Encourage the federal government to reduce the cost of the TWIC and invest in more enrollment centers in order to boost program participation.	1	2	3
• Work to streamline the hazmat endorsement process for those who have already undergone an approved security threat assessment such as the TWIC.	1	2	3

Please list any additional strategy you feel should be used to address **REDUNDANT BACKGROUND CHECKS AND CREDENTIALS** in the box below and circle how high you would rank it if it was included in the **REDUNDANT BACKGROUND CHECKS AND CREDENTIALS** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

U. ROADSIDE INSPECTION EFFICACY

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for the need to direct more resources toward traffic enforcement as a more effective tool for reducing crashes than roadside inspection.	1	2	3
• Develop a safety cost-benefit analysis to better target funding toward violations that have the highest relationship to crash risk.	1	2	3
• Promote the responsible use of wireless inspection practices that streamline trucking operations for those with no safety violations detected.	1	2	3

Please list any additional strategy you feel should be used to address **ROADSIDE INSPECTION EFFICACY** in the box below and circle how high you would rank it if it was included in the **ROADSIDE INSPECTION EFFICACY** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

V. SLEEP APNEA RULEMAKING

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for any future rule to include all viable screening and treatment options.	1	2	3
• Continue industry data collection and analysis to ensure that any future rule is based on recent and best available data.	1	2	3
• Ensure that any future rule focuses on drivers with multiple risk factors rather than just a single risk factor.	1	2	3

Please list any additional strategy you feel should be used to address **SLEEP APNEA RULEMAKING** in the box below and circle how high you would rank it if it was included in the **SLEEP APNEA RULEMAKING** strategies above.

<u>Strategy:</u>	<u>1=Most Preferred</u>		
	1	2	3

W. TECHNICIAN SHORTAGE

	1=Most Preferred		
• Conduct research documenting best practices for technician recruitment and retention.	1	2	3
• Encourage collaboration between motor carriers and local community colleges/tech schools to promote technician training.	1	2	3
• Work with the U.S. Department of Labor Veteran Employment and Training Department to encourage interest among veterans in technician training.	1	2	3

Please list any additional strategy you feel should be used to address **TECHNICIAN SHORTAGE** in the box below and circle how high you would rank it if it was included in the **TECHNICIAN SHORTAGE** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

X. TOLLS & CREATIVE FINANCING

	1=Most Preferred		
• Conduct a safety assessment of the role of toll increases on non-tolled parallel routes.	1	2	3
• Oppose the imposition of tolls on existing toll-free Interstates.	1	2	3
• Research the true cost of alternative transportation funding mechanisms relative to their ability to deliver necessary transportation revenues and targeted investments.	1	2	3

Please list any additional strategy you feel should be used to address **TOLLS & CREATIVE FINANCING** in the box below and circle how high you would rank it if it was included in the **TOLLS & CREATIVE FINANCING** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

Y. TORT REFORM

	1=Most Preferred		
• Advocate at the state and federal levels for a level playing field between plaintiffs and defendants in negligence lawsuits.	1	2	3
• Develop model legislative language that protects motor carriers from forced information disclosure when they participate in public-sector research.	1	2	3
• Oppose statutory and regulatory measures that inequitably strengthen the plaintiff bar.	1	2	3

Please list any additional strategy you feel should be used to address **TORT REFORM** in the box below and circle how high you would rank it if it was included in the **TORT REFORM** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

Z. TRANSPORTATION INFRASTRUCTURE/CONGESTION/FUNDING

	1=Most Preferred		
	1	2	3
• Continue to advocate for long-term highway funding through an increase in the fuel tax or other user fees, and prevent additional diversion of revenue to non-highway projects.	1	2	3
• Create a new funding program to focus federal resources on truck bottlenecks on major freight routes.	1	2	3
• Utilize the Congressionally-mandated National Freight Policy and National Freight Network as tools to ensure adequate investment in critical highway infrastructure.	1	2	3

Please list any additional strategy you feel should be used to address **TRANSPORTATION INFRASTRUCTURE/ CONGESTION/FUNDING** in the box below and circle how high you would rank it if it was included in the **TRANSPORTATION INFRASTRUCTURE/CONGESTION/FUNDING** strategies above.

Strategy:	1=Most Preferred		
	1	2	3

AA. TRUCK PARKING

	1=Most Preferred		
	1	2	3
• Educate the public sector on the safety consequences resulting from closing public parking facilities.	1	2	3
• Research the role and value of real-time truck parking information availability and truck parking reservation systems.	1	2	3
• Support and encourage investment in new truck parking facilities.	1	2	3

Please list any additional strategy you feel should be used to address **TRUCK PARKING** in the box below and circle how high you would rank it if it was included in the **TRUCK PARKING** strategies above.

Strategy:	1=Most Preferred		
	1	2	3

BB. TRUCK SIZE AND WEIGHT

	1=Most Preferred		
	1	2	3
• Educate the public on the benefits of higher productivity vehicles to counter misconceptions.	1	2	3
• Continue to advocate for size and weight rules that maximize productivity, reduce congestion, and improve safety.	1	2	3
• Where appropriate, advocate for harmonization of state truck size and weight provisions to increase productivity.	1	2	3

Please list any additional strategy you feel should be used to address **TRUCK SIZE AND WEIGHT** in the box below and circle how high you would rank it if it was included in the **TRUCK SIZE AND WEIGHT** strategies above.

Strategy:	1=Most Preferred		
	1	2	3

CC. TRUCK SECURITY/CARGO THEFT

	1=Most Preferred		
• Continue to research and support new technologies that improve fleet asset monitoring.	1	2	3
• Develop a national data collection framework to improve analysis on cargo theft by scope and type.	1	2	3
• Ensure that minimum sentencing guidelines and criminal penalties for cargo theft required by federal law are implemented.	1	2	3

Please list any additional strategy you feel should be used to address **TRUCK SECURITY/CARGO THEFT** in the box below and circle how high you would rank it if it was included in the **TRUCK SECURITY/CARGO THEFT** strategies above.

<u>Strategy:</u>	1=Most Preferred		
	1	2	3

If you would like a copy of the final 2016 Top Industry Issues report, please provide the following:

Name: _____ Company: _____

E-mail: _____

Thank you for your participation!
Please return the completed survey via email to atri@trucking.org
or you may fax to: 770-432-0638