CRITICAL ISSUES IN THE TRUCKING INDUSTRY – 2013

Presented to the
American Trucking Associations

Prepared by

The American Transportation Research Institute

October 2013

950 North Glebe Road
Arlington, VA 22203
(703)838-1966
atri@trucking.org
www.atri-online.org

ATRI RESEARCH ADVISORY COMMITTEE

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There has been no shortage of changes and challenges for the trucking industry over the past year. In July, the industry saw new federal Hours-of-Service (HOS) rules go into effect that mandated a 30-minute rest break for drivers and changed the way the 34-hour restart provision could be utilized. While the safety impacts of the HOS changes have yet to be fully understood, the productivity impacts were immediately felt. Additionally, the industry is still sorting through challenges and conflicts with the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) initiative, which is now in its third year of national implementation. Looking forward, a rule on an industry-wide mandate on the use of Electronic Logging Devices (ELD) for HOS monitoring is expected in the next few months. Complicating matters, many carriers are reporting a shortage of qualified drivers due to improved economic conditions, productivity losses caused by the HOS rules changes, and more stringent driver qualifications resulting from CSA. With all the issues that are simultaneously impacting the industry, it is difficult to track and prioritize the importance of each issue. Furthermore, with 6.9 million people employed in trucking-related jobs, opinions and experiences can vary significantly by industry sector, location of operation and role within the industry.[1]

Despite the difficulties of monitoring trends in an industry as large and diverse as trucking, the American Trucking Associations (ATA) continues to proactively monitor the challenges facing the trucking industry. The annual survey of critical industry issues, which is commissioned by ATA and conducted by the American Transportation Research Institute (ATRI), is an important tool for understanding industry needs. Now in its ninth year, the ATRI Top Industry Issues (TII) Survey continues to serve as a critical source of information for industry and public sector decision-makers alike.

Once again, ATRI utilized a modified TII survey methodology (first introduced in 2012) which provides respondents with an expanded list of issues to rank while also streamlining the survey process. To develop the survey, ATRI collaborated with a group of key industry stakeholders to identify a sizeable catalog of issues and potential strategies from which the final list of critical industry issues and associated strategies was selected. After the survey was designed and tested, it was distributed to a large sample of more than 4,000 industry stakeholders to gauge the importance of each issue. Survey participants were asked to select their top three choices from the aforementioned industry-generated list of over 20 issues.

ATRI's continued efforts to expand the reach of the survey and improve the survey respondent experience resulted in a 41 percent increase in responses in 2013 compared to the 2012 survey. A record 1,327 respondents completed this year's survey, representing industry stakeholders from both the U.S. and Canada and included motor carriers, commercial drivers and other industry stakeholders.

This report presents the findings of the 2013 annual survey and analysis, and compares the results of previous years' surveys, creating a predictive indicator of emerging priorities in the trucking industry.

[1] American Trucking Associations. *American Trucking Trends 2013.* 2013.

Top Issues

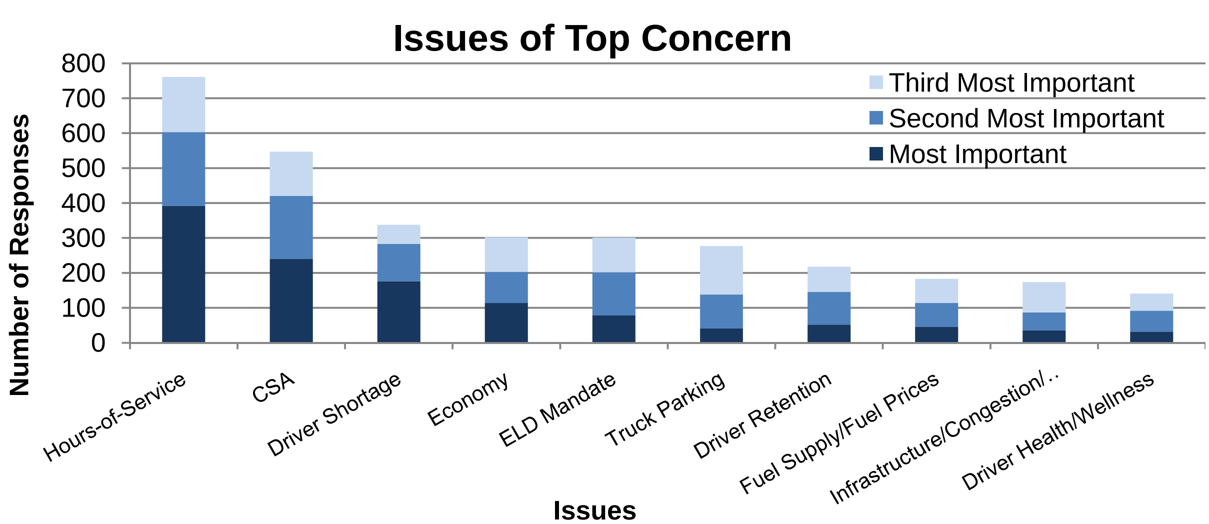
With substantive changes in the federal commercial driver Hours-of-Service (HOS) regulations taking effect in 2013, HOS ranks as this year's top industry issue. The last time HOS regulations were the top issue was in 2007 when, on July 24, 2007, the federal Appeals Court vacated the 11th hour driving and 34-hour restart provisions.[2] Last year's top issue, CSA, fell one position to second. The Driver Shortage moved up one position to third place, while the Economy moved down one spot to fourth.

The top ten list is developed through a formula that assigns quantitative values to respondents' rankings of issues facing the industry. An issue that is ranked most important receives three points, while an issue ranked second receives two points and an issue ranked third receives one point. Issues that were not ranked by respondents did not receive any points. The total number of points is then summed to generate a prioritized level of industry concern. The issue with the highest level of concern (i.e. most total points) is identified as the top industry issue. An Industry Concern Index (ICI) is presented to illustrate the level of intensity in concern from one issue to the next. The issue of greatest concern receives an ICI of 100, and then all other issues are indexed to that issue's level of concern. For example, if an issue receives an ICI of 50, it has half the level of concern (i.e. half as many points) as an issue with an ICI of 100.

In addition to choosing the three most important challenges affecting the industry, respondents are also asked to rank order a list of three strategies designed to address each issue. Values are assigned to respondents' rankings for each of the three strategies and an average score is calculated based on all of the rankings to determine the most preferred strategy.

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



[2] In December 2007 FMCSA issued an interim final rule that retained the 11th hour and 34-hour restart. The interim final rule can be viewed online: http://www.fmcsa.dot.gov/rules-regulations/administration/rulemakings/Interim/E7-24238-HOS-IFR-12-17-07.htm

1. **Hours-of-Service**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
30%	16%	12%	58%	**100**

Federal rules governing commercial driver Hours-of-Service (HOS) claimed the top position in 2013 after ranking second in 2012 and 2011. The high level of concern over HOS stems primarily from the December 2011 Final Rule issued by FMCSA which changed several key provisions in the HOS. After a contentious period of debate, the changes went into effect on July 1, 2013. The new rules limit use of the 34-hour restart and require a minimum 30-minute break before driving after 8 hours on-duty. Many in the industry believe that these new HOS rules will have a negative impact on productivity.[3] Additionally, there are concerns that the safety benefits that FMCSA expects these changes to generate will not materialize. A study by ATRI on the changes to the 34-hour restart provision projected that the restart changes alone would *cost* the industry $189 million dollars, as opposed to the $133 million *benefit* projected by FMCSA.[4] A majority of survey respondents (58%) list this as their first, second or third most important issue.

Proposed Strategies (in rank order):

a) *Quantify the impacts of 2013 HOS changes on industry operations, productivity and safety.* Nearly 40 percent (39.0%) of respondents feel this strategy would be most effective for addressing HOS concerns. ATRI is currently studying the impacts that the HOS changes are having on productivity through data collection efforts aimed at drivers and motor carriers.

b) *Research and advocate for more innovative and flexible strategies for fatigue management than prescriptive HOS rules.* The core purpose of the HOS rules is to minimize the impact of driver fatigue in crashes and other workplace injuries. With over 3.1 million truck drivers,[5] many in the industry, including the 30.1 percent of respondents that rank this strategy first, feel that a one-size-fits-all HOS approach may not provide enough flexibility to meet the needs of such a large and diverse industry.

c*) Advocate for increased flexibility in the current sleeper berth provision.* Nearly one-third (30.9%) of respondents rank this strategy first. Over the past several years, there have been complaints by some drivers who believe that the sleeper berth rules are too restrictive and do not allow drivers the flexibility to rest when they are tired.[6]

[3] "FTR cautiously optimistic about freight demand." FTR Associates. Available Online: http://www.ftrassociates.com/public/home/document.php?dA=NEWS311.
[4] American Transportation Research Institute. *Assessing the Impacts of the 34-Hour Restart Provisions*. June 2013.
[5] American Trucking Associations. *American Trucking Trends 2013.* 2013.
[6] "Driver tells HOS hearing truckers need more flexibility with rest rules." The Trucker. Available Online: http://www.thetrucker.com/News/Stories/2010/1/22/DrivertellsHOShearingtruckersneedmoreflexibilitywithrestrules.aspx.

2. **Compliance, Safety, Accountability (CSA)**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
18%	14%	10%	42%	**69**

After first appearing on the top ten list in 2010, CSA reached the number one position in 2012. However, concerns over new changes to HOS outweighed CSA worries, causing the issue to drop one position to second place in this year's list. The gap in concern between HOS and CSA is quite large, as evidenced by the drop in ICI to 69 for CSA (compared to 100 for HOS). Nevertheless, CSA is still of significant concern to many in the industry and is ranked first, second or third by 42 percent of respondents. CSA was first implemented nationally by the Federal Motor Carrier Safety Administration (FMCSA) in late 2010. Since that time, industry groups have identified a number of challenges within CSA. Two of the most significant areas of concern surrounding CSA are the lack of crash accountability in CSA scoring and the inability of CSA scores to accurately predict carrier safety performance. Research by ATRI released in 2012 found that only three out of five publicly available Behavior Analysis Safety Improvement Category (BASIC) scores were positively correlated with crash rates.[7]

Proposed Strategies (in rank order):

a) *Push for a crash accountability determination process that removes non-preventable crashes from carrier scores.* Nearly half (49.4%) of respondents support this as their primary strategy for addressing concerns with CSA. According to research conducted in 2012, there generally is agreement among motor carriers and enforcement personnel that crash accountability should be taken into account as part of CSA, however disagreement remains over the use of police accident reports (PARs) for determining crash responsibility.[8]

b) *Utilize Inspector General (IG) and Government Accountability Office (GAO) findings to push FMCSA to correct flaws in the scoring system.* In early 2013, the IG began an audit of CSA to determine whether FMCSA developed proper controls to ensure the quality of the data used for CSA enforcement actions.[9] Approximately one-quarter (29.3%) of respondents believe that using the IG and GAO findings offers the best opportunity for convincing FMCSA to improve the program.

c) *Quantify the impact of disparate state enforcement practices on carrier CSA scores and advocate for more uniform enforcement.* There is concern among many in the industry that enforcement practices vary significantly from state to state.[10] Given this concern, ATRI's Research Advisory Committee (RAC)[11] identified this topic as a top research priority and ATRI is currently conducting a study in this area. This strategy is the top choice of 21.4 percent of respondents.

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[7] American Transportation Research Institute. *Compliance, Safety, Accountability: Analyzing the Relationship of Scores to Crash Risk.* October 2012.

[8] American Transportation Research Institute. *Compliance, Safety, Accountability: Evaluating A New Safety Measurement System And Its Implications.* December 2012.

[9] "Audit Initiated of FMCSA's Implementation of the Compliance, Safety, Accountability Program." Office of the Inspector General of the U.S. Department of Transportation. Available Online: http://www.oig.dot.gov/node/6028.

[10] "Staying compliant in an uneven CSA world." Fleet Owner. Available Online: http://fleetowner.com/fleet-management/staying-compliant-uneven-csa-world.

3. **Driver Shortage**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
13%	8%	4%	26%	**45**

As the economy continues to recover, the driver shortage continues to intensify. At the height of the last period of economic expansion, the driver shortage ranked highly among the top industry issues (first place in 2006 and second place in 2005 and 2007). Once the recession began to intensify in 2008, the driver shortage dropped in importance and did not make the top ten list in 2009. However, when the Driver Shortage issue returned in 2010, it climbed quickly in significance. Interestingly, there is a divergence of opinion in the industry regarding the driver shortage. Among motor carrier executive respondents, the driver shortage was the top issue of concern, while the driver shortage did not even rank in the top ten among commercial driver respondents. Regardless of the disconnect in perceptions, the driver shortage is a major concern for many in the industry. ATA estimates the driver shortage at between 20,000 and 25,000 drivers.[12] Over a quarter (26%) of respondents feel strongly enough about the driver shortage to rank it first, second or third.

Proposed Strategies (in rank order):

a) *Examine the competitiveness of truck driver pay and benefits as compared to other industries.* This is the preferred strategy for 42.5 percent of respondents. Many in the industry, including ATA President Bill Graves, feel that driver pay will have to be addressed if the industry wants to reduce the driver shortage.[13] It appears some carriers are acting on this strategy as one large carrier recently announced a major investment in driver compensation.[14]

b) *Work with state and federal authorities to consider a graduated CDL program to safely attract new and younger drivers.* ATA estimates that driver retirements will account for 37 percent of the number of new drivers needed each year over the next decade.[15] To replace these drivers leaving the workforce, it is important that the industry identify workers to replace those who retire. One such pool of potential drivers is young adults; however, concerns over the lack of experience, insurability and other age-related factors hinder this solution. Researching ways to safely incorporate younger drivers into the industry is the preferred strategy for 38.0 percent of respondents.

c) *Continue work to streamline the transition from a military CDL to a civilian CDL in order to attract more veterans to the trucking industry.* Many veterans have experience driving large vehicles in the military and represent a logical solution for filling open commercial truck driving positions. Nearly one-in-five respondents (19.5%) believe this is the best strategy for addressing the driver shortage.

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[11] The ATRI RAC is comprised of industry stakeholders representing motor carriers, trucking industry suppliers, labor and driver groups, law enforcement, federal government and academia. The RAC is charged with annually recommending a research agenda for the Institute.

[12] American Trucking Associations. *Truck Driver Shortage Update*. November 2012.

[13] "Trucking hasn't done well in driver pay, Graves tells industry executives." The Trucker. http://www.thetrucker.com/News/Stories/2013/8/22/TruckinghasntdonewellindriverpayGravestellsindustryexecutives.aspx.

[14] "CRST Expedited to increase driver pay by $10 million." The Gazette. Available Online: http://thegazette.com/2013/10/04/crst-expedited-to-increase-driver-pay-by-10-million/.

[15] American Trucking Associations. *Truck Driver Shortage Update*. November 2012.

4. **Economy**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
9%	7%	8%	23%	**35**

After ranking as the top issue for three consecutive years (2009-2011), the economy dropped to third in 2012 and is now in fourth place on the 2013 top ten list. The economic recovery, even with the more recent slowdown, has reduced this issue's significance relative to more pressing concerns. In 2013, this issue's ICI of 35 is significantly lower than its 2012 ICI of 89, and less than a quarter of respondents (23%) rank this issue first, second, or third. ATA's chief economist projects economic growth to continue, however the pace of growth is expected to be moderate (2.5 percent growth in GDP forecasted for 2014).[16] Congressional inaction over increasing debt levels, funding the government and raising the debt ceiling would likely have negative impacts on growth forecasts.

Proposed Strategies (in rank order):

a) *Advocate for reforming/repealing ineffective and burdensome regulations that add to industry costs without providing benefits.* The majority of respondents (56.9%) feel that regulatory reform is the best strategy for improving the economy.

b) *Pressure Congress to change its pattern of short-term extensions and inaction that creates more uncertainty in the economy.* It can be assumed that many of the 25.3 percent of respondents that prefer this strategy are concerned that congressional squabbles over short-term budget resolutions, debt levels and debt ceiling increases, and government shutdowns are not addressing many of the serious long-term issues that the economy faces.

c) *Continue to advocate for policies that will stimulate the economy.* This was the preferred strategy of 17.8 percent of respondents. Those who chose this strategy likely feel that the key to improving the economy is to promote policies that increase consumer confidence and consumer spending, and generate additional hiring and investment. Increased consumer spending would lead to more robust freight demand and a more stable financial situation for the trucking industry.

[16] "Weekly Economic Recap; October 4, 2013." ATA Chief Economist Bob Costello.

5. **Electronic Logging Device (ELD) Mandate**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
6%	9%	8%	23%	**33**

The ELD mandate holds the fifth position in the 2013 TII which is the highest rank of any issue related to onboard truck technology in the nine-year history of the survey. In 2011, FMCSA was forced to vacate a proposed ELD rule due to a court decision regarding concerns over driver harassment. FMCSA is expected to release a supplemental notice of proposed rulemaking (SNPRM) in the next several months that will address ELD performance standards, requirements for the use of ELDs, requirements related to HOS supporting documents, and assurances that ELD mandates will not result in driver harassment.[17] Slightly less than a quarter of respondents (23%) rank this issue first, second, or third. Depending on the nature of the proposed rule, this issue may see a higher level of concern in the future.

Proposed Strategies (in rank order):

a) *Advocate for FMCSA to include provisions that retain existing Hours-of-Service (HOS) exemptions and provide supporting document relief in an ELD mandate.* Once the SNPRM is released, many in the industry will examine the rule to ensure that existing HOS exemptions, such as those for agricultural haulers during peak season, as well as a provision for supporting document relief, are included in the new rules. This was the preferred strategy of one-third of respondents (33.3%).

b) *Ensure that the ELD mandate does not require storage or transfer of data unrelated to HOS record of duty status.* As data storage and data exchange capabilities continue to grow, many in the industry are concerned that FMCSA may implement an ELD rule that includes recordkeeping for data beyond what is needed to monitor HOS compliance. This strategy speaks to that concern and is the top choice of 36.4 percent of respondents.

c) *Encourage FMCSA to issue the congressionally-mandated ELD rule in a timely fashion.* Part of the reason this issue continues to experience an increase in concern is due to uncertainty as to when the rule will be released and when it will go into effect. A significant portion of industry stakeholders, including the 30.2 percent of respondents that rank this as their priority strategy, wishes to see an ELD rule as soon as possible.

[17] "Foxx Signs Off on SNPRM on electronic logging devices, HOS support documents." The Trucker. http://www.thetrucker.com/News/Stories/2013/8/8/FoxxsignsoffonSNPRMonelectronicloggingdevicesHOSsupportdocuments.aspx.

6. **Truck Parking**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
3%	7%	11%	21%	**26**

After debuting on the TII Survey for the first time ever in 2012, Truck Parking climbed two spots to the sixth position in 2013. In July 2013 a new HOS requirement for drivers to take a 30-minute break before continuing to drive after 8 hours on-duty went into effect. With that new requirement and the changes to the 34-hour restart provisions, the demand for truck parking likely increased. Along with a growing economy, these factors explain this issue's rise in importance on the 2013 survey. Overall, this issue is ranked first, second or third by 21 percent of survey respondents. When isolating the subset of respondents that are truck drivers, the issue ranks much higher (third) with 40 percent of driver respondents ranking it as the first, second, or third most important issue. A lack of truck parking can sometimes force a driver to choose between driving beyond available HOS to find safe parking, or parking in an undesignated, unsafe and/or illegal location.

Proposed Strategies (in rank order):

a) *Support and encourage investment in new truck parking facilities and work to reopen closed public rest facilities.* This strategy is the overwhelming favorite of survey respondents, with 77.5 percent selecting it as their preferred strategy (the most support behind any strategy in the top ten list). The most straightforward solution to a truck parking shortage is to invest in new facilities and reopen those facilities that were shuttered during the recession due to budget cutbacks.

b) *Educate the public sector on the safety consequences resulting from closing public parking facilities.* One of the most tragic and high-profile examples of the safety consequences of inadequate truck parking is the murder of truck driver Jason Rivenburg in 2009 while he was parked in an abandoned gas station as he waited to make a delivery the next morning.[18] Many in the industry believe that state and local officials must be educated on the importance of building new truck parking facilities so that tragedies like this can be avoided. This strategy is preferred by 17.9 percent of respondents.

c) *Research the role and value of real-time truck parking information availability and truck parking reservation systems.* Providing drivers with better information on the availability of truck parking is one way that drivers could avoid a dangerous parking situation. Recent advances in technology may make real-time parking information readily available to drivers. ATRI is currently working on multiple demonstration projects to develop and field test real-time truck parking availability notification systems.[19]

[18] "Jason's Law: Safety for Truckers." Available Online: http://jhlrivenburg.com.
[19] "Seeking solutions to the truck parking shortage." Fleet Owner. http://fleetowner.com/fleet-management/seeking-solutions-truck-parking-shortage.

7. **Driver Retention**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
4%	7%	6%	17%	**24**

Driver Retention is closely related to the issue of Driver Shortage as many in the industry often cite driver turnover as a significant contributor to the driver shortage. There is increased competition among motor carriers for qualified drivers due in large part to the increased scrutiny of drivers and carriers under CSA. In addition, many drivers have left the industry for oil and construction positions. This tight labor market means that motor carriers are working harder to retain existing drivers and also to recruit highly-qualified drivers. Research by ATA has shown that driver turnover continues to remain high among many carriers. During the 2nd quarter of 2013, annualized driver turnover was 99 percent among large truckload fleets, indicating very high levels of turnover.[20] The issue of Driver Retention goes beyond driver pay, and touches on issues surrounding driver quality of life, demographics and workplace environment.

<u>Proposed Strategies (in rank order):</u>

a) Help improve work/life balance, healthy lifestyles and family relationships for drivers. Respondents who chose this strategy likely believe that the industry should work to improve the quality of life for commercial drivers as a way to stem the loss of drivers to other carriers and other industries. Drivers, particularly those operating in the long-haul sector, could benefit from programs that strengthen family connections and promote more healthy lifestyles. This strategy is preferred by 43.5 percent of respondents.

b) *Research the basis for driver turnover by personality type, compensation models and industry business/operating models.* Understanding the complex dynamics of driver turnover is important for developing an effective driver retention strategy. Over a quarter (26.2%) of respondents ranked this as their top strategy for addressing Driver Retention.

c) *Study the effectiveness of carrier retention programs that financially incentivize drivers for safe driving performance.* While driver pay is only part of equation when it comes to Driver Retention, it is nevertheless critical to retaining drivers. A safe driving record is one of the best indicators of a driver's crash risk.[21] By financially rewarding drivers who are safe, carriers could encourage safe drivers to remain with the company and incentivize other drivers to improve their safety-related behaviors. However, many in the industry, including the 30.4 percent of respondents that prefer this strategy, would like to see more research on the practice before implementing it.

[20] American Trucking Associations. *Trucking Activity Report*. Second Quarter 2013.
[21] American Transportation Research Institute. *Predicting Truck Crash Involvement: A 2011 Update.* April 2011.

8. **Fuel Supply/Fuel Prices**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
3%	5%	5%	14%	**20**

This is the lowest ranking for Fuel Supply/Fuel Prices since the TII survey began in 2005. Unfortunately for the trucking industry, the lower ranking appears to have more to do with less price volatility than lower prices. In fact, in 2012 average weekly diesel prices were the highest in the history of the TII survey and have remained high through 2013 (the average weekly price for the first 40 weeks of 2013 is only 0.4 percent lower compared to the same period in 2012).[22] While volatility has been reduced somewhat, the high price of fuel continues to impact the industry. ATRI's 2013 update to the Operational Costs of Trucking report found that fuel and oil was the single highest motor carrier cost center, even more costly than driver wages and benefits combined.[23]

Proposed Strategies (in rank order):

a) *Advocate for measures that limit financial market speculation on energy which can cause price fluctuations/volatility.* This strategy is preferred by a plurality of respondents (42.8%). While prices have stabilized over the past several months, many in the industry are still cognizant of the impact that wildly fluctuating diesel prices can have on operations.

b) *Continue to support expanded use of domestic energy sources to improve the reliability of our energy supply*. A key strategy for dealing with price volatility is to ensure a stable supply of fuel. Since fuel and oil costs constitute 39 percent of motor carrier operational costs, energy price volatility can significantly impact the financial health of the trucking industry.[24] This strategy is preferred by 42.8 percent of respondents.

c) *Support effective technologies and proven methods for improving fuel efficiency that could lower fuel costs.* A number of respondents (14.5%) prefer addressing the fuel issue from the demand-side of the equation. As vehicles become more fuel efficient, carriers will need less fuel and will therefore be less affected by fluctuations in prices.

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22 :Gasoline and Diesel Fuel Update." U.S. Energy Information Administration. Available Online: http://www.eia.gov/petroleum/gasdiesel/. Data through October 7, 2013.
23 American Transportation Research Institute. *An Analysis of the Operational Costs of Trucking: 2013 Update*. September 2013.
24 Ibid.

9. **Infrastructure/Congestion/Funding**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
3%	4%	7%	13%	**17**

In order for the trucking industry to deliver goods and materials throughout the U.S., the nearly 4 million miles of public roadways[25] in the United States must be properly maintained and improved. For the trucking industry, roads are a common denominator, so it comes as no surprise that highway infrastructure is included in the top ten list of the 2013 TII Survey. In fact, issues involving transportation infrastructure or funding have been in the top ten list since the inception of the TII Survey. While a new two-year highway authorization bill was passed in July 2012, several high-profile infrastructure failures have brought the issue of infrastructure quality into the national consciousness. The latest highway authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), expires in September 2014, which means that the debate over how to adequately fund transportation infrastructure will be a major topic over the next 12 months.

Proposed Strategies (in rank order):

a) *Advocate for fuel tax increases to efficiently fund the surface transportation system and ensure those funds are not diverted to non-highway projects.* The ability of existing fuel tax revenues to adequately fund transportation improvements has been declining due to improvements in fuel economy and stagnant fuel tax rates.[26] As our infrastructure ages and road repairs become more costly, it is necessary to find additional funding to make up for fuel tax shortfalls. Research has demonstrated that the existing fuel tax is an efficient form of taxation,[27] and many in the industry feel that an increase in the fuel tax is the best way to ensure the transportation system is adequately funded. Nearly half (49.7%) of respondents rank this strategy as their top choice.

b) *Identify the worst truck bottlenecks as a means for targeting government infrastructure investments*. With a finite pool of resources that can be used to improve our infrastructure, many in the industry, including the 28.5 percent of respondents that rank this strategy first, feel that it is necessary to prioritize where transportation funding is spent. ATRI tracks congestion at 250 freight-significant locations and produces a ranking of those locations as one means to help with investment prioritization.[28]

c) *Utilize the congressionally-mandated National Freight Policy and National Freight Network as tools to ensure adequate investment in critical highway infrastructure.* As part of the MAP-21 authorization passed in 2012, Congress mandated that the United States Department of Transportation (U.S. DOT) develop a National Freight Policy and National Freight Network to assist with long-term infrastructure planning and investment prioritization.

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[25] "Transportation of the United States." National Atlas. Available Online: http://www.nationalatlas.gov/transportation.html.
[26] American Transportation Research Institute. *Defining the Legacy for Users: Understanding Strategies and Implications for Highway Funding*. May 2007.
[27] Ibid.
[28] "Congestion Monitoring Analysis for 100 Freight-Signficant Highway Locations." American Transportation Research Institute. Available Online: http://atri-online.org/2013/07/16/congestion-monitoring-analysis-for-100-freight-significant-highway-locations-now-available-online/.

10. **Driver Health and Wellness**

Ranked 1st	Ranked 2nd	Ranked 3rd	Total Share	**Industry Concern Index**
2%	5%	4%	11%	**15**

Driver health and wellness is appearing on the TII top ten list for the second year in a row. Over one in ten respondents (11.0%) feel this issue is important enough to rank it first, second or third. Among driver respondents, the concern over health and wellness is even stronger, with that issue ranking eighth. Given the concerns over driver retention and the driver shortage, as well as potential health issues related to truck driver lifestyle challenges, there has been a concerted effort to make the trucking industry healthier. In addition to obvious lifestyle benefits, an improvement in driver health may also have positive implications for industry safety as research has found a positive correlation between driver health and driver safety.[29]

Proposed Strategies (in rank order):

a) Encourage increased availability of exercise facilities and healthy food choices at truck stops/travel plazas. Despite recent improvements in healthy options at truck stops, forty percent of respondents feel the first step in improving driver health is that more should be done to make the food offerings at public and private truck parking facilities healthier.

b) *Create a model health and wellness program based on national best practices to provide guidance for carriers.* Development of a health and wellness program based on best practices from around the country could provide carriers with valuable information on how to create and implement a program of their own. Just over 30 percent of respondents (30.3%) believe this is the best strategy for dealing with driver health and wellness.

c) *Promote research that quantifies the return-on-investment potential of driver health and wellness programs.* There have been demonstrated cases of carriers successfully implementing driver health and wellness programs and achieving a positive return-on-investment.[30] Additional research into the benefits of these programs could encourage other carriers to adopt programs that save money and improve driver health. This is the preferred strategy for 29.4 percent of respondents.

[29] "Research on the Health and Wellness of Commercial Truck and Bus Drivers: Summary of an International Conference." Transportation Research Board. November 8-10, 2010.
[30] Ibid.

Issues 11 to 15

As a result of the methodology changes to the TII Survey in 2012, it is possible to determine which issues fall just beyond the top ten ranking. The 11th through 15th place issues are presented in Table 1. This provides the industry with insight into issues that generated a measurable amount of concern, but not enough to make the top ten list of most critical issues. Furthermore, this list may also be an indicator of emerging issues of concern to the industry.

Table 1 – Issues 11 through 15

Rank	Issue	Industry Concern Index
11	Driver Distraction	14
12	Sleep Apnea Screening/Treatment	9
13	Tort Reform	7
14	Redundant Background Checks and Credentials	7
15	Truck Size and Weight	6

This is the second year that Driver Distraction just missed the top ten list. With an ICI of 14, it falls slightly below the 10th place issue, Driver Health and Wellness (which has an ICI of 15). With continued attention on distraction issues such as texting and driving, it is expected that this issue will continue to generate concern among industry stakeholders.

Sleep Apnea Screening/Treatment is a new issue that was added to the list of potential issues in 2013. With an ICI of 9, this issue has enough interest to rank 12th on the 2013 TII list. Recently, Congress passed legislation that requires FMCSA to address the sleep apnea issue through a formal rulemaking process, as opposed to simply offering guidance on the topic.[31] ATRI recently launched the North American Fatigue Management Program website as a source for industry stakeholders to learn about fatigue management options and sleep disorder screening/treatment.[32]

Tort Reform and Truck Size and Weight are two issues that have appeared on TII top ten lists in past years and continue to generate some level of concern among respondents. The debate continues on both of these issues as neither has been resolved. A MAP-21 mandated study on truck size and weight is currently underway at the U.S. DOT and is expected to be released in 2014.[33] Depending on the results of that study and any resulting policy changes, Truck Size and Weight could see a return to the top ten list in the near future.

Finally, Redundant Background Checks and Credentials is another new issue that was added to the list of potential issues in 2013. This has been a persistent complaint among many in the industry for several years and continues to be of concern to some. One potential solution to this issue is the Trusted Worker Identification Credential (TWIC) program which some feel could be used as a single credentialing process to replace multiple, redundant processes.

[31] "Sleep Apnea Bill Receives Final Congressional Approval, Awaits President's Signature." Truckinginfo. Available Online: http://www.truckinginfo.com/channel/safety-compliance/news/story/2013/10/sleep-apnea-bill-receives-final-congressional-approval-awaits-president-s-signature.aspx
[32] http://www.nafmp.com/en/
[33] "FHWA Takes Next Step in Truck Size-Weight Limit Study." Truckinginfo. Available Online: http://www.truckinginfo.com/channel/owner-operators/news/story/2013/04/fhwa-takes-next-step-in-truck-size-weight-limit-study.aspx.

ISSUE RANK

	2013	2012	2011	2010	2009	2008	2007	2006	2005
1	Hours-of-Service	CSA	Economy	Economy	Economy	Fuel Costs	Hours-of-Service	Driver Shortage	Fuel Costs
2	CSA	Hours-of-Service	Hours-of-Service	**CSA**	Government Regulation	**Economy**	Driver Shortage	Fuel Issues	Driver Shortage
3	Driver Shortage	Economy	Driver Shortage	Government Regulation	Fuel Issues	Driver Shortage/ Retention	Fuel Issues	Driver Retention	Insurance Costs
4	Economy	Driver Shortage	CSA	Hours-of-Service	Congestion/ Highway Infrastr.	Government Regulation	Congestion	Hours-of-Service	Hours-of-Service
5	Electronic Logging Mandate	Fuel Supply/ Fuel Prices	Fuel Issues	Driver Shortage	Hours-of-Service	Hours-of-Service	Government Regulation	Congestion	Tolls/ Highway Funding
6	Truck Parking	**Electronic Logging Mandate**	Congestion	Fuel Issues	Commercial Driver Issues	Congestion	Tolls/ Highway Funding	Government Regulation	Tort Reform/ Legal Issues
7	Driver Retention	Driver Retention	Transport. Funding	Transport. Funding/ Infrastr.	Environ. Issues	Tolls/ Highway Funding	Tort Reform/ Legal Issues	Highway Infrastr.	Government Regulation
8	Fuel Supply/ Fuel Prices	**Truck Parking**	Tort Reform	Onboard Truck Technology	Tolls/ Highway Funding	Environ. Issues	Truck Driver Training	Tort Reform	Congestion
9	Infrastr./ Congestion/ Funding	**Driver Health/ Wellness**	Onboard Truck Technology	Environ. Issues	**Truck Size and Weight**	Tort Reform	Environ. Issues	Tolls/ Highway Funding	Environ. Issues
10	Driver Health/ Wellness	Congestion/ Truck Bottlenecks	Truck Size and Weight	Truck Size and Weight	Onboard Truck Technology	Onboard Truck Technology	**Onboard Truck Technology**	Environ. Issues	Truck Security

Note: **Bold** issues were new to the top ten list that year.