

2017 Critical Issues for the Trucking Industry – Today and Tomorrow

Now in its 13th year, the 2017 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/2017-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 2017 by industry professionals (listed alphabetically):

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

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

	<u>1=Most Preferred</u>		
	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 impacts of autonomous vehicle technology on the trucking industry's workforce.	1	2	3
• Work with state and federal agencies to develop interstate standards and policies for seamless use of autonomous trucks.	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.

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

B. COMPLIANCE, SAFETY, ACCOUNTABILITY (CSA)

	<u>1=Most Preferred</u>		
	1	2	3
• Actively monitor deployment of FMCSA's crash accountability pilot program to evaluate success in removing non-preventable crashes from carrier scores.	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
• Work with FMCSA to ensure that the recommendations of the Congressionally-mandated National Academies of Sciences review of CSA are successfully implemented.	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>1=Most Preferred</u>		
<u>Strategy:</u>	1	2	3

C. CUMULATIVE ECONOMIC IMPACTS OF TRUCKING REGULATIONS ON THE INDUSTRY

	<u>1=Most Preferred</u>		
• Develop recommended industry metrics and model analyses for future rulemakings to better project industry costs.	1	2	3
• Evaluate the projected industry costs found in federal agency regulatory impact analyses against real-world industry costs that accrue from the new regulations.	1	2	3
• Quantify cumulative regulatory net 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>1=Most Preferred</u>		
<u>Strategy:</u>	1	2	3

D. CYBER SECURITY

	<u>1=Most Preferred</u>		
• 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 onboard and back-room 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>1=Most Preferred</u>		
<u>Strategy:</u>	1	2	3

E. DIESEL TECHNICIAN SHORTAGE

	<u>1=Most Preferred</u>		
• Conduct research to quantify the scope of current technician shortage and develop 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 and placement.	1	2	3
• Work with the U.S. Department of Labor Veterans' Employment and Training Service 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.

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

F. DRIVER DISTRACTION

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for a national standard for distracted driving laws for all motorists.	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.

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

G. DRIVER HEALTH & WELLNESS

	<u>1=Most Preferred</u>		
	1	2	3
• Continue industry data collection and analysis on driver health-related issues to ensure that any future regulatory actions are based on recent and best available data.	1	2	3
• Encourage increased availability of exercise facilities and healthy food choices at truck stops/travel plazas.	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.

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

H. DRIVER RETENTION

	<u>1=Most Preferred</u>		
	1	2	3
• Create an online compendium of retention strategies and best practices, customizable by carrier fleet size and sector.	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.

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

I. DRIVER SHORTAGE

	<u>1=Most Preferred</u>		
	1	2	3
• Advocate for state and federal authorities to develop a graduated CDL program to attract safe younger drivers to the industry.	1	2	3
• Partner with the U.S. Department of Labor to formalize a national truck driver recruitment program.	1	2	3
• Work with the U.S. Department of Transportation and the Department of Defense to equalize and streamline licensing requirements between DOT and DOD.	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.

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

J. 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 impacts of e-commerce 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

K. 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 implementation window is not extended beyond December 2017.	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

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

	1=Most Preferred		
• 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.

	1=Most Preferred		
Strategy:	1	2	3

M. FEDERAL TAX REFORM

	1=Most Preferred		
• Advocate for a lower federal tax rate on all business income.	1	2	3
• Promote efforts to simplify the federal tax code.	1	2	3
• Work to retain capital-recovery mechanisms that benefit the trucking industry.	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.

	1=Most Preferred		
Strategy:	1	2	3

N. FMCSA MISSION

	1=Most Preferred		
• 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.

	1=Most Preferred		
Strategy:	1	2	3

O. FOOD TRANSPORTATION 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
• Survey industry stakeholders to identify changes in relationships between carriers and shippers in response to the requirements of the new food safety rules.	1	2	3
• Survey industry stakeholders to identify top concerns stemming from the Food Safety Modernization Act (FSMA) final rule on the sanitary transportation of human food and animal food.	1	2	3

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

	1=Most Preferred		
Strategy:	1	2	3

P. FUEL ECONOMY STANDARDS FOR TRUCKS

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

Q. 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, including life-cycle costs for renewable fuel production.	1	2	3
• Research the potential impacts on the price of diesel from lifting the ban on crude oil exports and/or imposing a border adjustment tax on oil imports.	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

R. HOURS-OF-SERVICE (HOS)

	1=Most Preferred		
• Analyze how highly automated technologies could affect the HOS rules and identify what research and data would be necessary to justify future rules changes.	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.

	1=Most Preferred		
Strategy:	1	2	3

S. INDEPENDENT CONTRACTOR STATUS

	1=Most Preferred		
• 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.

	1=Most Preferred		
Strategy:	1	2	3

T. NATURAL GAS IN TRUCKING

	1=Most Preferred		
• Advocate for investments to expand natural gas distribution networks and financial incentives for vehicle acquisitions.	1	2	3
• Assess the impacts and benefits that may accrue from tax incentives for natural gas vehicles and fuel.	1	2	3
• Study the impacts of operating and maintaining natural gas vehicles in various fleet operations to better understand the costs and benefits of natural gas use in the industry today.	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.

	1=Most Preferred		
Strategy:	1	2	3

U. REDUNDANT BACKGROUND CHECKS AND CREDENTIALS

	1=Most Preferred		
• 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.

	1=Most Preferred		
Strategy:	1	2	3

V. ROADSIDE INSPECTION EFFICIENCY

	1=Most Preferred		
• 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
• Quantify the safety return-on-investment from targeting enforcement resources on those violations that have the highest relationship to crash risk.	1	2	3
• Promote the cost-effective use of wireless inspection practices to 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 EFFICIENCY** in the box below and circle how high you would rank it if it was included in the **ROADSIDE INSPECTION EFFICIENCY** strategies above.

	1=Most Preferred		
Strategy:	1	2	3

W. TOLLS & CREATIVE FINANCING

	1=Most Preferred		
• Conduct a safety assessment of the impact 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

X. 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 legislation to protect 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 plaintiffs 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

Y. TRANSPORTATION INFRASTRUCTURE/CONGESTION/FUNDING

	1=Most Preferred		
• 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.

	1=Most Preferred		
Strategy:	1	2	3

Z. TRUCK PARKING

	1=Most Preferred		
• Educate the public sector on the safety consequences resulting from closing public parking facilities and failing to expand truck parking availability.	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.

	1=Most Preferred		
Strategy:	1	2	3

AA. TRUCK SIZE AND WEIGHT

	1=Most Preferred		
• Continue to advocate for size and weight rules that maximize productivity, reduce congestion, and improve safety.	1	2	3
• Develop empirical data on safety and operational differences between higher productivity vehicles and traditional configurations.	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.

	1=Most Preferred		
Strategy:	1	2	3

BB. 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 monitoring of 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 at the state and local levels.	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.

	1=Most Preferred		
Strategy:	1	2	3

If you would like a copy of the final 2017 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