

## 2018 Critical Issues for the Trucking Industry – Today and Tomorrow

Now in its 14th year, the 2018 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 vitality 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](mailto:atri@trucking.org)**. You may also complete the survey online at <http://atri.checkboxonline.com/2018-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 top industry issues for 2018 by industry professionals (listed alphabetically):

A. Automated Truck Technology	J. Electric Powered Trucks	S. Redundant Background Checks and Credentials
B. Compliance, Safety, Accountability (CSA)	K. Electronic Logging Device (ELD) Mandate	T. Roadside Inspection Efficiency
C. Diesel Technician Shortage	L. Federal Preemption of State Regulation of Interstate Trucking (also known as F4A)	U. Tolls and Creative Financing
D. Driver Distraction	M. FMCSA Purpose / Mission	V. Tort Reform
E. Driver Health and Wellness	N. Fuel Prices / Fuel Quality	W. Transportation Infrastructure / Congestion / Funding
F. Driver Retention	O. Highway Safety and Crash Reduction	X. Truck Parking
G. Driver Shortage	P. Hours-of-Service (HOS)	Y. Truck Size and Weight
H. Drug and Alcohol Impacts on Highway Safety	Q. Independent Contractor Status	Z. Truck Security/Cargo Theft
I. Economy	R. Natural Gas in Trucking	

1. Using the list above, please select your **three** top issues and write in the letter that identifies each by rank of importance to you. Please use each issue **ONLY** once.

	Issue from above list
First Most Important Issue	
Second Most Important Issue	
Third Most Important Issue	

2. Is there an issue that is important to you that is not listed above? If so, please enter below.

2a. How would you rank this issue if it were included in the list above?

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

3. Is there another issue that is important to you that is not included in the list above? If so, please enter below.

3a. How would you rank this issue if it were included in the list above?

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

4. Using **ONLY** the three issues you selected in question 1, please rank the 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. AUTOMATED TRUCK TECHNOLOGY**

	<b>1=Most Preferred</b>		
• Conduct research on cyber security aspects of automated trucks, connected trucks, and grid electrification to provide appropriate legal and technical guidance to the industry.	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 automated trucks.	1	2	3

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

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

**B. COMPLIANCE, SAFETY, ACCOUNTABILITY (CSA)**

	<b>1=Most Preferred</b>		
• Advocate for FMCSA to expand the list of crash types currently available for review and reclassification as non-preventable as part of the federal crash accountability pilot program.	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.

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

### C. DIESEL TECHNICIAN SHORTAGE

	1=Most Preferred		
• Conduct research to quantify the scope and cause 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 **DIESEL TECHNICIAN SHORTAGE** in the box below and circle how high you would rank it if it was included in the **DIESEL TECHNICIAN SHORTAGE** strategies above.

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

### D. DRIVER DISTRACTION

	1=Most Preferred		
• Advocate for national standards 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.

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

### E. DRIVER HEALTH & WELLNESS

	1=Most Preferred		
• 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 potential returns-on-investment for 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.

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

### F. DRIVER RETENTION

	1=Most Preferred		
• 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 satisfaction / productivity.	1	2	3
• Study the effectiveness of carrier retention programs that financially incentivize drivers for 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.

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

### G. DRIVER SHORTAGE

	1=Most Preferred		
	1	2	3
• Advocate for Congress and federal agencies to develop an apprenticeship program to attract, train and retain safe 18-20 year old interstate drivers to the industry.	1	2	3
• Collect and analyze safety performance data on 18-20 year olds who operate commercial vehicles intrastate.	1	2	3
• Work with the U.S. Department of Transportation and the Department of Labor to harmonize regulations with the White House efforts to expand apprenticeships and other workforce development initiatives in the trucking industry.	1	2	3

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

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

### H. DRUG AND ALCOHOL IMPACTS ON HIGHWAY SAFETY

	1=Most Preferred		
	1	2	3
• Advocate for FMCSA to publish the Drug and Alcohol Clearinghouse as directed by Congress.	1	2	3
• Develop standards for identifying and documenting cannabis intoxication.	1	2	3
• Develop implementation guidelines for a hair follicle testing program.	1	2	3

Please list any additional strategy you feel should be used to address **DRUG AND ALCOHOL IMPACTS ON HIGHWAY SAFETY** in the box below and circle how high you would rank it if it was included in the **DRUG AND ALCOHOL IMPACTS ON HIGHWAY SAFETY** strategies above.

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

### I. ECONOMY

	1=Most Preferred		
	1	2	3
• 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 further 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** in the box below and circle how high you would rank it if it was included in the **ECONOMY** strategies above.

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

### J. ELECTRIC-POWERED TRUCKS

	1=Most Preferred		
	1	2	3
• Advocate for financial incentives and/or weight exemptions for electric vehicle acquisitions and / or investments to expand the charging network for heavy-duty trucks.	1	2	3
• Assess how the use of electric trucks will impact highway funding and infrastructure needs.	1	2	3
• Study the impacts of operating and maintaining electric vehicles in various fleet operations to understand the potential costs and benefits.	1	2	3

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

<u>Strategy:</u>	1=Most Preferred		
	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
• Assess the extent and impact associated with growing requests for ELD exemptions.	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** and circle how high you would rank it if it was included in the **ELD MANDATE** strategies above.

	1=Most Preferred		
<u>Strategy:</u>	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 states' break requirements as well as 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 would result from a patchwork of state regulations infringing 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 **F4A** in the box below and circle how high you would rank it if it was included in the **F4A** strategies above.

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

**M. FMCSA PURPOSE / 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		
<u>Strategy:</u>	1	2	3

**N. FUEL PRICES / FUEL QUALITY**

	1=Most Preferred		
• Evaluate the use of alternative fuels, such as biodiesel, natural gas, and electricity, to determine potential impacts on energy efficiency, fuel supply, and fuel prices.	1	2	3
• Research the causes of fuel price volatility in light of significant increases in domestic oil production.	1	2	3
• Research potential factors which may be affecting fuel quality and engine performance.	1	2	3

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

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

**O. HIGHWAY SAFETY AND CRASH REDUCTION**

	<b>1=Most Preferred</b>		
	1	2	3
• Conduct research to better understand truck crash increases by causal factors and vehicle type.	1	2	3
• Ensure that any future rulemaking on speed governors is based on real-world data inputs from industry operations.	1	2	3
• Quantify the impact of car-truck speed differentials on industry safety and productivity.	1	2	3

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

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

**P. HOURS-OF-SERVICE (HOS)**

	<b>1=Most Preferred</b>		
	1	2	3
• Analyze how HOS rules might be modified for highly automated trucks, 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 **HOS** in the box below and circle how high you would rank it if it was included in the **HOS** strategies above.

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

**Q. INDEPENDENT CONTRACTOR STATUS**

	<b>1=Most Preferred</b>		
	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.

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

**R. NATURAL GAS IN TRUCKING**

	<b>1=Most Preferred</b>		
	1	2	3
• 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.

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

**S. REDUNDANT BACKGROUND CHECKS AND CREDENTIALS**

	<b>1=Most Preferred</b>		
	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.

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

**T. ROADSIDE INSPECTION EFFICIENCY**

	<b>1=Most Preferred</b>		
	1	2	3
• Advocate for more resources directed toward traffic enforcement as a more effective tool for reducing crashes than roadside inspection.	1	2	3
• Promote the cost-effective use of wireless inspection practices to streamline trucking operations for those with no safety violations.	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

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.

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

**U. TOLLS & CREATIVE FINANCING**

	<b>1=Most Preferred</b>		
	1	2	3
• Conduct a safety assessment of the impact that toll increases have on non-tolled parallel routes.	1	2	3
• Oppose the imposition of tolls on existing toll-free Interstates.	1	2	3
• Research the true direct costs of alternative transportation funding mechanisms relative to their ability to deliver necessary transportation revenues for roadway construction and maintenance..	1	2	3

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

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



### V. TORT REFORM

	1=Most Preferred		
	1	2	3
• 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.

Strategy:	1=Most Preferred		
	1	2	3

### W. 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 direct 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 corridors.	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

### X. TRUCK PARKING

	1=Most Preferred		
	1	2	3
• Educate the public sector on the safety consequences that result from closing public parking facilities and/or failing to expand truck parking availability.	1	2	3
• Identify strategic locations on the National Freight Network for new or expanded truck parking due to traffic congestion increases and industry / regulatory changes.	1	2	3
• Research the role and value of real-time truck parking information availability and truck parking reservation systems.	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

### Y. TRUCK SIZE AND WEIGHT

	1=Most Preferred		
	1	2	3
• 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.

Strategy:	1=Most Preferred		
	1	2	3



**Z. TRUCK SECURITY / CARGO THEFT**

	1=Most Preferred		
	1	2	3
• Continue to research and support new technologies that reduce cargo theft and improve fleet asset monitoring.	1	2	3
• Develop a national data collection architecture to improve monitoring of cargo theft by scope and type.	1	2	3
• Ensure that minimum federal sentencing guidelines and criminal penalties for cargo theft 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.

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

If you would like a copy of the final 2018 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](mailto:atri@trucking.org)**  
**or you may fax to: 770-432-0638**