

NEWS



TRANSPORTATION RESEARCH BOARD

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News Advisory

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Trucking

TRB 84th Annual Meeting Session Highlights January 9-13, 2005 – Washington, DC

Sessions and committee meetings in this major topic area will provide a forum for discussion of current critical issues of interest to the motor-carrier industry and public transportation agencies. These issues include truckload driver shortages, hours-of-service regulations, health and safety effects of intense competition on drivers and other transport workers, changing industrial relations in transportation, auction mechanisms for contracting for trucking services, innovations in motor vehicle size and weight regulations, and developments in vehicle weight evaluation tools.

More than 9,000 policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions are expected to attend the Transportation Research Board (TRB) 84th Annual Meeting, in Washington, DC, January 9-13, 2005. The meeting, held at the Marriott Wardman Park, Omni Shoreham, and Hilton Washington hotels, includes more than 2,500 presentations in 500 sessions, 65 workshops, and 350 TRB committee meetings covering all aspects of transportation.

TRB's mission is to promote innovation and progress in transportation through research. In an objective and interdisciplinary setting, TRB facilitates the sharing of information on transportation practice and policy by researchers and practitioners; stimulates research and offers research management services that promote technical excellence; provides expert advice on transportation policy and programs; and disseminates research results broadly and encourages their implementation. A major focal point of TRB's activities, the Annual Meeting provides an opportunity for transportation professionals from all over the world to exchange information of common interest.

Organized in 1920, TRB is a division of the National Academies, which include the National Academy of Sciences, National Academy of Engineering, Institute of Medicine, and National Research Council. The nation turns to the National Academies for independent, objective advice on issues that affect people's lives worldwide.

THE NATIONAL ACADEMIES
Advisers to the Nation on Science, Engineering, and Medicine

Highlighted Trucking Sessions

Session 300 - Truck Drivers' Hours of Service: One Year Later

This session will provide a snapshot of the experiences and points of view of key truck driver and motor carrier industry stakeholders who have been affected by the new Hours-of-Service regulations. The session will examine preliminary data on how the regulations have affected motor carriers and drivers. The regulations' effects on nationwide truckload carrier operations will be presented from the perspectives of a regional less-than-truckload operator, a bulk freight motor carrier, owner-operator and independent drivers, and union drivers. The session will examine how operations have changed to comply with the new regulations and how driver relationships with shippers and receivers have been affected.

Session 343 - Truckload Driver Labor Shortages: Short-Term Annoyance or Long-Term Problem?

According to many experts, the North American truck industry is experiencing its first severe, sustained capacity-crisis in its 70-year history. A root cause of the problem is a shortage of over-the-road driver labor, which has prevented expansion of the industry. This session will examine the truckload driver labor shortage from various perspectives.

Session 418 - Changing Industries and Changing Industrial Relations in the Transport Sector, and

Session 458 - Health and Safety Effects of Intense Competition on Transport Workers

These sessions will examine changes in transportation industrial relations, labor markets, compensation, and working conditions in the competitive world that have occurred since deregulation of transportation, as well as assess the impact of deregulation on safety and health. Deregulation and deinstitutionalization have changed the nature of employment and employee relations in the United States and in other countries. Industries that were historically unionized have seen the growth of nonunion competition affect job security, wages, and benefits. International competition in the maritime industry—in the form of “flags-of-convenience” and “crews-of-convenience”—has created a two-tier system. Upper-tier vessels have crews who are well trained, earn high wages, and have favorable working conditions, while lower-tier vessels have crews who are poorly trained, earn low wages, and have working conditions that range from deplorable to dangerous. Having weathered deregulation, trucking now faces potential “licenses of convenience” produced by transnational free trade agreements in Europe and in North America.

Session 582 - Auction Mechanisms in Contracting for Trucking Services

The session will explore new developments in contracting mechanisms for trucking services. In addition to an overview of the issue, the session will examine bidding in "spot markets" for individual loads, optimal bidding strategies, winner determination strategies, and related developments in Europe.

Session 683 - Innovations in Truck Size and Weight Enforcement

In recent years, growth in trade has dramatically increased the number of commercial vehicles on U.S. roadways. The Federal Highway Administration (FHWA) estimates there were 7.9 million large trucks in 2002 compared to 6.2 million in 1990. The growth in large truck travel is raising concerns about the nation's ability to improve commercial vehicle safety and preserve highway infrastructure. To keep trucks moving safely and efficiently and preserve infrastructure, states must ensure that vehicles comply with size and weight standards. FHWA is responsible for certifying state compliance with federal regulations. This session will examine trends in large truck travel, weight enforcement, and innovations to improve truck weight compliance.

Session 710 - Developments in Vehicle Weight Evaluation Tools

While heavy truck traffic on the nation's highways continues to grow, the budgets of many public agencies charged with protecting public infrastructure continue to shrink. Weighing trucks to detect and deter illegally loaded commercial vehicles has been a hallmark of protecting public infrastructure since the advent of the Interstate Highway system in the 1950s. This session will examine new approaches to increasing the efficiency of weight enforcement efforts and weight policies.

All Trucking Sessions

Sunday			
No.	Title	Hotel	Time
145	Hazardous Materials Transportation Safety and Security Operational Test: Findings and Future Considerations	M	1:30 PM–5:00 PM
Monday			
No.	Title	Hotel	Time
208	Safety and Security in Transportation of Hazardous Materials	M	8:00 AM–9:45 AM
258	Learning from Hazardous Materials Incidents	M	10:15 AM–12:00 PM
269	Security for Agricultural Goods Truck Transport	S	10:15 AM–12:00 PM
300	Truck Drivers' Hours of Service: One Year Later	S	1:30 PM–3:15 PM
343	Truckload Driver Labor Shortages: Short-Term Annoyance or Long-Term Problem?	S	3:45 PM–5:30 PM
Tuesday			
No.	Title	Hotel	Time
418	Changing Industries and Changing Industrial Relations in the Transport Sector	S	8:00 AM–9:45 AM
458	Health and Safety Effects of Intense Competition on Transport Workers	S	10:15 AM–12:00 PM
460	Commodity Flow Survey, 2002: Results, Hazardous Materials Data, and Needs for the Future	S	10:15 AM–12:00 PM
546	Current Practice in Freight Modeling: Some Examples	S	3:45 PM–5:30 PM
582	Auction mechanisms in Contracting for Trucking Services	H	7:30 PM–9:30 PM

Wednesday

No.	Title	Hotel	Time
612	Cargo Tracking for Supply Chain Integration, Part 1: Private Sector's Challenges, Concerns, and Opportunities (Part 2, Session 651; Part 3, Session 682; Part 4, Session 709)	S	8:00 AM–9:45 AM
618	Air Quality: Measurement and Freight Impacts	H	8:00 AM–9:45 AM
665	Human Fatigue Management in the Transportation Industry	H	10:15 AM–12:00 PM
673	Truck and Bus Safety Research: Focus on Fatigue and Circadian Rhythms	M	2:30 PM–4:00 PM
682	Cargo Tracking for Supply Chain Integration, Part 3: Current and Future Technology (Part 1, Session 612; Part 2, Session 651; Part 4, Session 709)	S	2:30 PM–4:00 PM
683	Innovations in Truck Size and Weight Enforcement	S	2:30 PM–4:00 PM
709	Cargo Tracking for Supply Chain Integration, Part 4: Data Integration, Privacy Protection, Data Security, and Analysis (Part 1, Session 612; Part 2, Session 651; Part 3, Session 682)	S	4:30 PM–6:00 PM
710	Developments in Vehicle Weight Evaluation Tools	S	4:30 PM–6:00 PM

Hotels: Marriott (M), Hilton (H), Shoreham (S)

Additional Sessions Information: <http://www.trb.org/am/ip/>