

TRB TRUCKING INDUSTRY RESEARCH COMMITTEE (AT060)

**Michael H. Belzer, Chairman
C. Randal Mullett, Vice-Chairman**

Monday, July 10, 2006

2:00 – 3:45 p.m.

Tuesday, July 11 8:00-9:45 (overflow slot)

AGENDA

1. Introductions

2. Membership

Rules allow 25 members plus 4 foreign members (not including Canada) and 2 young members

Rules allow an unlimited number of Friends

Discussion: What does it mean to be a Committee?

3. Today's participants will go on the Friends e-mail list unless you indicate otherwise.

4. Minutes from 2006 January meeting

5. Old Business: TRB Research Programs

5.1. *Trucking 101*

Option: Publish as E-Circular

Requirement: Input from and approval of committee

5.2. *Discussion of issues for trucking research agenda*

6. New Business

7. Research-in-Progress: Presentations

Kenneth D. Boyer and Stephen V. Burks. "The Size and Sources of Physical Productivity Improvements in the Trucking Industry. Working paper.

Abstract:

Several recent studies have found large productivity gains in the trucking industry over the period covered by this study, with implications for the economic effects of public investment or the adoption of technological innovation. But a careful analysis in which traffic composition effects are removed shows that trucking productivity instead follows the predictions of the Baumol hypothesis. Physical productivity growth in the trucking industry in fact has been substantially less than 1% per year and is attributable primarily to factors such as increases in the dimension of trucks and increased speed limits on American roads. There have undoubtedly been quality improvements in the outputs of the trucking sector that can be attributed to technological change in the industry, as in other industries in the service sector; but such improvements are fully consistent with the expectation that physical productivity improvements in the service sector have been modest.

8. Adjourn

Appendix:

1. *Cooperative Research Programs*
 - 1.1.1. *We need to recommend research needs*
 - 1.1.2. *We need to get trucking people on these panels, especially industry practitioners*
 - 1.1.3. *Research is performed by academics, consultants, research organizations*
2. *National Cooperative Highway Research Program (NCHRP)*
 - 2.1. *\$33 million annually*
3. *Commercial Truck and Bus Safety Synthesis Program*
 - 3.1. *\$300,000-400,000 annually*
4. *Freight Cooperative Research Program (FCRP)*
 - 4.1. *\$3.75 million annually (subject to up to 25% reduction)*
5. *Hazardous Material Cooperative Research Projects*
 - 5.1. *\$1.25 million annually (subject to up to 25% reduction)*
6. *Surface Transportation Environment and Planning Cooperative Research Program (~ \$17 million annually [OST])*
7. *Second Strategic Highway Research Program (SHRP II)*
 - 7.1. *A large, multiyear funded highway research program*
 - 7.2. *We can submit problem statements, nominate representatives*
 - 7.3. *\$51.25 million annually (subject to up to 25% reduction)*
8. *Other Research Programs*
 - 8.1. *Unmet Transportation Information Needs*
 - 8.2. *Critical Issues*
9. *Cooperative efforts with other committees*
10. *Liaisons*
 - 10.1. *Ben Ritchie or Paul Bingham, Freight Data Users Committee*
 - 10.2. *Jeff Short, Task Force on Surface Transportation Weather*
 - 10.3. *Truck and Bus Safety Committee (Belzer, Siebert, Lantz, Husting, others)*
 - 10.4. *ABE20 Transportation Economics (Swan)*
 - 10.5. *TRB Committee on Freight Transportation Economics and Regulation (AT010) (Belzer, Swan, others)*
 - 10.6. *Committee AT020 International Trade and Transportation*
 - 10.7. *Freight Surveys Subcommittee ABJ40(1) of the Travel Survey Methods Committee (ABJ40)(Bingham?)*