



# TRB ACS60 (formerly ANB70): Truck and Bus Safety Committee

2020 Annual Committee Meeting

**Wednesday January 15, 2020**

**8:00 AM – 12:00 PM**

**Marriott Marquis**

**Marquis Salon 12 (M2)**

## Full Committee Minutes

### **1. Welcome and Introductions: All**

Announcements on safety as well as code of conduct, especially regarding conversation. These announcements will be more wide spread throughout TRB going forward.

### **2. TRB Staff (upon arrival): Bernardo Kleiner**

TRB 2020 received over 13,000 attendees and reviewed over 6,000 papers. Sage has taken over the process for publication and review. TRR is starting to implement a new editorial board which will separate the committees from the current peer review process, as it does not allow for adequate publication time as expected of a quality journal.

Committee members might be asked to review papers throughout the year instead of only around August 1<sup>st</sup>. Under the new review process, it is possible that a paper might already be published before August 1<sup>st</sup>. There will be an ad hoc group to consider possible issues with this new review process.

In 2019, TRB underwent a “strategic” alignment process in order to become more fluid around emerging issues. The restructuring condensed the current 211 committees. However, the Truck and Bus Safety Committee (ASC60) remains within the Safety Section. For more information regarding TRB’s realignment, click on the following link [Trb.org/newcommitteestructure](http://Trb.org/newcommitteestructure)

### **3. Mid-Year Meeting Summary & Notes: Bob Scopatz**

The mid-year meeting notes have not been posted as yet. A majority of the meeting was spent discussing the draft for the Strategic Plan. Bob has sent out the draft to all the committee members and friends. The minutes are a catalog for what should be incorporated in the Strategic Plan, which is found in the plan already.

### **4. Paper Review Summary and Discussion**

#### **a. 2020 Papers: Mouyid Islam**

Mouyid volunteered a little over a year ago to head-up the paper reviews and has done a wonderful job. He has continued to implement the process that Brenda Lantz started, which allows committee members and friends to indicate what papers they would like to review.



Members are typically assigned three paper reviews while friends are usually limited to one. There were 25 papers assigned to ACS60, mostly for presentation and publication. Very few researchers submit papers only for publication historically due to long delays. However, this practice might change in the future due to potential changes in TRR.

The committee received 120 reviews. Fifteen were accepted for presentation, which is slightly below the number of papers ACS60 could have accepted under normal guidelines. The committee recommend three papers for publication. The committee does not typically recommend very many, but again, this tradition may change going forward.

b. Potential change in paper submission requirements

Unfortunately, TRR is considered a low impact journal, meaning it is not as prestigious as TRB would like it to be. Thus TRR hired Sage to be the handling organization, and is dedicated to following Sage's rules. The peer review process has been strengthened and the process of publication will eventually be decoupled from the committees. This will effectively lighten the burden on the committees related to publication.

TRR is receiving a flood of papers. For those who submit for publication, the paper goes to a handling editor and can take a long time before it goes through the process. Whereas presentations go through rather quickly. TRR is going to try to get away from the 7,500 word equivalent and go through more of an electronic process.

Nothing gets published based solely on committee recommendations. ACS60's process is not changing at the present. Some committee's may allow for an abstract-only submission if the paper is submitted for presentation only. The process is not official yet, so ACS60 will retain the same process (requiring a full paper submission) for now. The review comments are more important now than they ever have been in the past. It is critical that reviewers spend time submitting constructive comments, not just for the mediocre papers, but especially for the good ones as well.

**5. Committee Membership and Rotation: Bob Scopatz**

There are no rotations this year. There are couple spots vacated including one international member and one regular member slot.

**6. Committee Strategic Plan: Joel Ticatch & Bob Scopatz**

Bob thanked all the subcommittee chairs and others for their help and assistance in putting the Strategic Plan together. The Plan is nearly complete, members and friends of the committee have until January 22, 2020 to submit their final comments. ACS60 plans to submit the final draft by the end of January 2020. However, the Plan is meant serve as a living document. Thus the committee will continue to refresh the Plan as new issues emerge. Nevertheless, the vast majority of the work is finished. ACS60 is one of the few committees submitting a Strategic Plan this year. This is especially important in regards to TRB's strategic realignment process as the Plan demonstrates to TRB why it needs the Truck and Bus Safety Committee.



The idea behind the Plan originated two years ago as there was a desire to revisit the committee's domain and focus, and bring them into alignment in order to meet current needs. Much has changed over the past twenty years and there were questions concerning how the committee was focusing its time and resources. Therefore, an ad hoc committee was formed with preliminary meetings starting in 2018. The ad hoc committee revisited the overall committee's goals, topics of interest, and functions, as well as the committee's May 2007 TRB Circular, *The Domain of Truck and Bus Safety Research*.

The work began in earnest in 2019, culminating in the Mid-Year Meeting. The ad hoc committee's process and work was very thorough with many members and friends contributing to the final product. The objectives of the process were to redouble the focus on the committee's core mission, targeting specific actions for achieving the plan and maintaining the focus as the committee moves forward. The Strategic Plan was also utilized to meet the requirements of TRB's Triannual Plan.

The document is not meant to advocate for any particular topic. Comments during the meeting regarding the Strategic Plan included:

- Younger truck drivers
- Law enforcement
- Cross committees or liaisons on Automation and Human Factors
- Work zone safety

#### **7. Subcommittee Reports:**

##### **a. Carrier Safety Management: Sharon Newnam**

There were two presentations. First, Sarah Jones from Toll Group presented on fatigue safety management. Second, Michael Belzer presented his work on NIOSH with compensation and safety. The subcommittee discussed issues concerning Chain of Responsibility and how the trucking industry works within Australia.

The subcommittee held a workshop on Sunday morning on emerging issues concerning light-vehicle safety management. Peter VanDyne, of Liberty Mutual Insurance Company, presented issues with light-vehicle fleets using data from NHTSA. Sarah Jones presented on non-compliant behavior and the motivations behind non-compliant behavior. Sharon Newnam presented on safe driving behavior, focusing not only on risk management processes, but especially human resource management practices, which are generally used to increase productivity instead of safety. Hence they contribute to unsafe driving behavior because they do not recognize safety implications.

ACS60 would like to spread the word that we are focusing on light-vehicles as well as heavy-vehicles. Expect more on this topic in the future.

##### **b. Operator Health and Wellness: Karl Sieber**

There were three presentations. Sarah Jones presented on "Suicide by Truck: in Australia," demonstrating that 20% of the fatalities experienced at Toll Group were linked to suicide by truck. Jerry Krueger presented on Marijuana, Cannabinoids (CBD), and Vaping, giving an overview concerning how marijuana



use effects driving and safety. The final paper was presented by Michael Belzer. He combined work hours to hypertension and safety. Again, he utilized the NIOSH survey data. Working hours was correlated with those with hypertension but were not on medication.

Had a brief discussion on which topics might be germane to the health and wellness subcommittee. Some of these topics included how work organization and other related circumstances, as well as AVs and economics, impact driver health.

c. Motorcoach Safety: Charlie Vits

There were two presentations. Matthew Daus, lawyer from New York, did a presentation on the limousine crash from the legal perspective. The New York Legislature passed ten regulations and are currently waiting for the Governor to sign them. Robert Malloy gave an update on NTSB investigations involving multi-passenger vehicles, which includes more than just motorcoaches.

The subcommittee is considering a formal recommendation to sun set the subcommittee in such a way as to not neglect the safety issue. This will be examined in the future. TRB will be conducting a structuring realignment for subcommittees.

d. Data: Andrew Miller

Well attended meeting. There is a scarcity of new topics currently, but there are a lot of data related research needs. Historically, this subcommittee is responsible for much of the research need statements.

e. Technology: Abby Morgan

There were three presentations. Jeff Loftus gave a report from FMCSA concerning projects the Agency is involved with, such as VTTI's naturalistic driving study, teleoperation issues with AVs, and accelerating the adoption of ADAS. Julie Perrot from NTSB gave an update on their safety recommendations. Three open recommendations since from 2015 regarding large trucks and two of them have been extended to buses. Richard Bishop shared an industry update regarding automation, especially platooning. Richard shared Pelton's platooning system.

The subcommittee will conduct webinars throughout the year in order to further the discussion regarding key issues. Moreover, the subcommittee will examine truck side underride guards from the technology aspect.

f. Driver Training: Bob Scopatz

When TRB begins their process of restructuring subcommittees, this subcommittee will be removed by default.

## 8. Research Coordination/Needs Statements: Nicholas Kehoe

ACS60 is currently receiving research need statements from other committees that are no longer standing committees.



There are 62 research needs across 11 focus areas. These are separated into two categories, formalize, meaning the statement has been formally reviewed by the committee and TRB, and conceptual, which only need to be an idea (e.g., a few sentences). Formalized statements are included in TRB's Research Needs database, where as conceptual are maintained by the committee. Anyone can submit a research need statement. The committee can review and remove conceptual needs as well. The formalized needs however are much more difficult to remove. There is no formal process to review and update them, however, anyone on the committee can do so.

While the truck and bus domain no longer has its own cooperative research program, the strategic plan details a couple of options for the committee to move forward on the research need statements.

Nicholas would like to have at least one more person to help serve as a research coordinator. One individual has already approached Bob, and three people from the meeting volunteered to help.

#### **9. Liaison Lightning Round (new feature, top 3 topics for each—summaries available for interested parties)**

- a. FMCSA Research: Johnathan Mueller, Jenny Guarino
  - i. HOS priority
  - ii. ADAS project
  - iii. Four vehicles equipped with level 2 and 3 AV technologies.
  - iv. Completing the picture of crashes, which will supplement FMCSA's data with internal and external data (FHWA, NHTSA, economic datasets)
  - v. RFI Large Truck Causal Factors Study will be open 60 days.
- b. NHTSA: Alrik Svenson
  - i. NHTSA Research Reports now located at national transportation Library. Old reports are also being moved to <https://ntl.bts.gov/>
  - ii. ANPRM – Removing Regulatory Barriers for Vehicles with Automated Driving Systems. Phase 1, an internal review, will be completed later this year
  - iii. Ensuring American Leadership in Automated Vehicle Technologies: Automated Vehicles AV 4.0. Each release focused on a specific mode or topic.
  - iv. A field study on AEB. The study will wrap up data collection this year. 150 vehicle with Naturalistic driving data.
  - v. Volpe will produce a report on various ADAS
  - vi. New study ADAS implementation consideration study awarded to VTTI
  - vii. Safety concepts with platooning and connected vehicle systems
  - viii. UMTRI produced a study on cybersecurity
  - ix. Cybersecurity best practices for retrofit of aftermarket devices. FMCSA will publish this report.
  - x. V2V work has been completed. The reports have yet to be published
- c. NTSB: Rob Molloy
  - i. February 4, 2020 will release an update of NTSB's most wanted list
  - ii. Two new board members were confirmed. Both have an aviation background.



- iii. 5 active investigations involving multi-passenger vehicles, 2 investigations on trucks, 2 investigations on trucks and buses hitting one another.
  - 1. Belts continue to be a large issue
  - 2. For trucking, seeing medical issues for drivers that are not being reported. Will have a workshop on what more can be done.
  - 3. Report on Uber crash has been released.
  - 4. Released a report on bicyclist safety.
  - 5. Report including 4 crashes involving Tesla on February 25, 2020. This includes the fatal crash in California.
- d. CVSA: Will Schaefer
  - i. ELD rule is in full effect. Getting inspectors and industry up to speed.
  - ii. Follow the HOS rule update
  - iii. Continue push FMCSA to clarify issues such as yard moves
  - iv. Two recommendations in CVSA concerning how to inspect AVs. Split these inspections into two levels, those with AV 0-3 and those with AV 4-5. Focus on origin and destination inspections for level 4-5. They will try to not stop AVs.
  - v. Electronic inspection (level 8). It has been defined but there is no implementation yet. WIM inspection system.
- e. ATA: Dan Horvath
  - i. HOS, have members on both sides of the issue
  - ii. ELDs, will continue to follow those seeking to exempt or remove the devices.
  - iii. Drug and Alcohol Clearinghouse issues
  - iv. Entry-Level Driving Training
  - v. Marijuana legalization
  - vi. Petition to remove or change the regulations for the hearing impaired
- f. OOIDA: Andrew King
  - i. HOS and ELDs
  - ii. Truck Parking
  - iii. ADAS and AVs
  - iv. Entry-Level Driving Training
  - v. Education
- g. ABA: Brandon Buchanan
- h. BTS: VIUS: Ryan Grube
  - i. VIUS (pilot study Fall 2021, full survey complete Spring 2022, report 2023)
- i. NIOSH: Dave (motor vehicle safety)
  - i. There are a lot of cross sectors with Truck and Bus Safety. His motor vehicle safety committee also designed a strategic plan. Series of three strategies and one targeted action. Is looking for comment from ANB70. He will send a link to Bob, who will then send it out to the committee. The plan is on the federal register and comments are due February 14, 2020.



- j. FHWA: Martha Kapitanov
  - i. Partner with other agencies to improve CMV safety, have their information on website
  - ii. Work zones safety and best practices.

#### **10. Hot Topics**

- a. Michael Belzer presentation and discussion on the latest information relating safety and pay rates.

Economics do matter, as it incentives drivers to work long hours until they reach a certain level of compensation. A majority of drivers are working illegal hours. The more drivers are paid, the safer they become. Higher pay rates also reduce turnover and increase productivity.

- b. Robert Brown (Tu Simple), head of government and public affairs, presentation and discussion on autonomous vehicle progress.

The autonomous landscape is changing. Drivers say it is exhausting to monitor the driving without actually controlling the vehicle. Drivers do debriefs after completing a mission, or trip. The longest length of driving is 6 hours. It is fatiguing to drive that long without being in control.

Trucks present greater challenges to the AV space because of their dimensions. Tu Simple implements a multi-sensor approach, including LiDAR, Radar, and Cameras. In the past they only used cameras. They have realized that this is not enough. Pima Community College developed a program by coming in behind the scenes to study Tu Simple. One truck produces 2 terabytes of data every day. Hoping to do a pilot in Nogales to conduct cross-border trucking. Goal is pilot driver out by 2021. Working with two OEMs for production by approximately 2024. It will be limited to very specific routes.

#### **11. Round Robin (all)**

#### **12. Additional Business and Announcements**

#### **13. Adjourn**

## Subcommittee Meeting Minutes