

**TRIENNIAL STRATEGIC PLAN
COMMITTEE ON TRUCK AND BUS SAFETY (ANB70)
January 2009**

This is the first Triennial Strategic Plan (TSP) completed by the Committee on Truck and Bus Safety.

1. COMMITTEE STATUS

Scope

Established in 2003, the goal of the Committee on Truck and Bus Safety is to “focus on motor carrier safety in all its aspects; to include research and evaluation in human, roadway, vehicle, operational, and organizational arenas as they relate to motor carrier safety.”

The Committee grapples with a plethora of commercial carrier safety topics, including problem assessment and data, regulations, enforcement and compliance, commercial driver health and wellness, driver performance and behavior, carrier safety management, heavy vehicle design and technology, and roadway design and operations.

Organization

The Committee initially functioned solely as a single unit, but has since established four subcommittees/task forces, as follows:

- Truck and Bus Operators Health and Wellness Subcommittee,
- Driver Training Joint Subcommittee (in conjunction with ANB30),
- Motorcoach Safety Task Force, and
- Truck and Bus Data Subcommittee.

The Committee routinely interacts – and co-sponsors activities – with other pertinent TRB committees.

Membership

The Committee’s membership collectively mirrors the range of topics enumerated under “Scope,” above. Its membership includes public and private practitioners; recently state government representatives have been added to the Committee roster. The Committee includes members from the United States and Canada.

The Committee has conducted its first rotation of members. It has had no trouble attracting qualified new members. The Committee, however, has had difficulty in recruiting and retaining International members.

In 2007, the Committee promoted one of its young members to Committee Secretary. The Committee has an active cadre of “Friends,” many of whom participate in its subcommittees. Committee meetings during the TRB Annual Meeting have typically attracted 50-70 attendees.

2. COMMITTEE ACTIVITIES SINCE THE LAST TSP

This is the Committee’s first TSP.

Activities

Key activities completed by the Committee include the following:

- Established a Committee organization and infrastructure.
- Initially recruited and subsequently rotated its membership.
- Networked with fellow TRB committees.
- Implemented a subcommittee infrastructure.
- Conceptualized and developed a comprehensive TRB circular, *The Domain of Truck and Bus Safety Research*, which was published in 2007.
- Supported and helped manage the Commercial Truck & Bus Safety Synthesis Program (CTBSSP); this has included recommending important topics for examination under CTBSSP.
- Sponsored or co-sponsored a range of events inside and outside of TRB.

The Committee’s activities have been consistent with Group and Section scope statements. They have also touched on a variety of significant cross-cutting issues.

Status of Research Problem Statements

The Committee has identified important research topics in its TRB Circular, in support of the CTBSSP, etc. It has, however, not done an adequate job, to date, of establishing and maintaining a research problem statement database.

Maintaining the database is a key objective of the Committee during the next triennium.

3. ASSESSMENT

As the volume of freight movements expands exponentially, the pertinence of commercial carrier safety has grown increasingly paramount. Commercial vehicles are involved in a significant number of roadway crashes, fatalities, injuries, and property losses. If anything, the Committee’s work is even more relevant and compelling today than when its predecessor task force was initially established.

As the sophistication of the commercial carrier industry continues to evolve, new technologies and techniques are adopted, etc., the scope of topics of consequence to the

Committee will likely be modified and expanded. Expertise among its membership in new areas is expected to be periodically needed.

Examples of critical and cross-cutting issues that will need to be monitored, studied, and critiqued by the Committee include goods and freight movements, industrial management, carrier safety management, driver health and wellness, driver behavior and performance, driver fatigue, crash causation analyses, motor vehicle dynamics, roadway design, traffic and congestion management, enforcement and compliance, and transportation safety policy and regulatory analyses.

The Committee needs to more proactively identify and define problem statements.

4. STRATEGIC ACTIVITIES FOR NEXT TRIENNIUM

Major strategies and actions planned for the next triennium include:

- Continued maturation of the Committee and subcommittee infrastructure.
- Ongoing assessment and refinement of the Committee's scope and range.
- Periodic addition of new subcommittees and task forces.
- Focused efforts to identify research problem statements.
- Establishment and maintenance of a problem statement database.
- Study and assessment of specialized topics.
- Continued outreach to – and involvement with – complementary committees.
- Continued support of CTBSSP.
- Ongoing organization and sponsorship of appropriate conferences, forums, and sessions.
- Expanded roles and opportunities for Committee “Friends.”