

## 2020 Top Industry Issues

### Commercial Drivers

1. **Truck Parking**
2. Driver Compensation
3. Detention / Delay
4. Hours-of-Service
5. Driver Training Standards
6. Automated Truck Technology
7. CSA
8. Driver Health & Wellness
9. Speed Limiters
10. ELD Mandate

### Motor Carriers

1. Driver Shortage
2. Driver Retention
3. CSA
4. Insurance Cost / Availability
5. Tort Reform
6. Economy
7. Transportation Infrastructure / Congestion / Funding
8. Driver Distraction
9. Detention / Delay
10. Hours-of-Service



A#

## Truck parking: The everywhere problem everything's causing

"That is a huge issue for drivers," said OOIDA's Scott Grenerth regarding how Hours of Service requirements can complicate the parking problem. "When we look at parking . . . we really need to consider that drivers, more than ever, need to be where they are going."

*According to the American Transportation Research Institute (ATRI), truck parking has been ranked as a top critical issue in the trucking industry by truck drivers for in recent years. Several national and state level initiatives have been undertaken in order to understand the issue and identify potential solutions.*

### Need for parking areas

The Highway Special Investigation Report was followed by four hearings held by NTSB. Those hearings shed light on why proper parking spaces are essential for trucks. In the present time, [the FMCSA regulates the hours of service](#) of large trucks. *Back then*, the law mandated truck drivers

not to drive for more than ten consecutive hours, which means parking should be available for trucks to rest. In today's world it is eleven hours

It was a grave issue. The American Trucking Association stated "*there is a clear consensus that we need more rest stops. There is a national shortage of rest stops. When truck drivers are tired, they need to be able to rest.*" The statement by ATA was resonated in the 1999 survey of Owner-Operator Independent Drivers Association (OOIDA). The survey stated more than 90% of OOIDA members face difficulty finding rest areas for trucks.

### **The sleep factor**

Truck drivers don't get enough time to sleep. The time limit enforced by the state is a major reason for that. The time a truck takes to rest at a parking area is not enough for the driver to sleep. As the time limit, stipulated by the law proves inadequate for a driver to sleep, drivers, who park at a stop don't sleep enough and as a result, feel fatigued. **Fatigue is one of the key reasons for truck accidents.**

## **C#**

Most of us have experienced how annoying it can be to be stuck behind a big truck in the left lane of a highway. However, slow-moving vehicles on the left are more than just irritating, they can be potentially dangerous. For this reason, in some states, large trucks and other slow-moving vehicles are not allowed to drive in the far-left lane, or are limited to using the left lane only for passing.

### **The Problem with Slower Vehicles in the Left Lane**

The far left lane of multi-lane highways are typically reserved only for drivers who are passing. It's not uncommon for motorists to become frustrated at being slowed down by trucks travelling in the left lane. On the other hand, truckers sometimes prefer to travel in the left lane in order to avoid the disruption that can be caused by avoiding traffic merging from onramps into the right-hand lane.

Overall, too many drivers in the left lanes of highways can contribute to serious traffic problems. Highway [accidents](#) are more frequently caused by sudden changes in speed or lane changes than by exceeding the speed limit. Encountering a slow-moving vehicle in the left lane often leads a motorist to weaving in and out of traffic lanes, which increases the likelihood of a potentially serious accident.

### **Strict Speed Limits**

Other drivers may curse you (or honk), but truck drivers are well aware that sometimes trucks on the interstate will drive side-by-side for longer than other vehicles. That's because truckers must strictly obey the limits placed on the speed of their vehicle – you can't simply speed up to quickly pass another truck. For many trucks, that limit is 65 mph, even if the posted speed is faster.

## About Truck Only Lanes

Truck only lanes are lanes on the highway that are designated for use by large trucks only. While the idea for truck only lanes has been floating around for many years, such plans have only been implemented in the past several years. Interest in these projects has risen due to the practical challenges of the need to increase freight capacity in trucking.

There are many pros to truck only lanes. Heavier trucks do more damage to the roads over time, so segregating trucks to certain lanes will lower necessary maintenance for the other lanes. Separating vehicles by size and weight could also increase overall safety by stabilizing the flow of traffic. Proponents argue that truck-only lanes will reduce conflicts between trucks and other drivers, and make it more likely that drivers of passenger cars can safely share the road with trucks.

There are many possible benefits for truckers as well. Trucks are often slowed down by drivers who don't safely travel near truckers. Some people drive in trucks' blind spots, or cut in front of trucks, not appreciating the distance it takes for a heavier truck to brake and fully stop. Also, if trucks were in a designated lane free from cars, they would be able to travel at a more closely spaced distance in efficient "fleets" and use radio communications to control their spacing. This would reduce drag and lead to more fuel efficiency.

## Encountering Truck Only Lanes

Truck only lanes are not yet all that common in the U.S. However, areas with particularly congested traffic or stretches with consistent, heavy truck use have implemented these lanes in an effort to address the problem. For example, California has [implemented two truck only lanes](#) on highway I-5, a corridor frequently used for truckers travelling between Southern and Northern California. However, while trucks are restricted to using only these lanes, other passenger vehicles are encouraged not to use them, but are technically allowed to do so.



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NMTA

Transportation Infrastructure Revenue Subcommittee

Monday 8/30/2021

E#

**The New Mexico Trucking association CDL school benefits**

- 1. The vast experience of all of member companies and there accident free drivers**
- 2. The absolutely UN matched inventory of different types of commercial Trucks that could be available for training**
- 3. The ability to let New Drivers not only hear from a large array of companies, the ability to choose placement long before graduating from the NMTA School**
- 4. The cost due to all large number of companies participating would be significantly less not to mention the many scholarships that we are confident would be offered.**

**The fact that we are a safety cultured organization we would NEVER put a CDL driver on the road if we felt he/she needed more additional training and the fact we would not have a hard time line that would be a better option**

