| UTC Project Information | |
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| Project Title | Measuring the Impacts of COVID-19 on the Trucking industry: A Spatial and Econometric Framework to Capture the Impacts of the Hours-of-Service (HOS) Emergency Declaration and Congestion Effects on Truck Driver Safety |
| University | Oregon State University |
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| Funding Source(s) and Amounts Provided (by each agency or organization) | University of Washington PacTrans $40,00<br>Oregon State University $ 40,000 |
| Total Project Cost | $80,000 |
| Agency ID or Contract Number | 69A3551747110 |
| Start and End Dates | August 16, 2020-August 15, 2022 |
| Brief Description of Research Project | While several states are enforcing stay-at-home rules, transportation and other deemed essential workers continue to operate in a vastly altered landscape. The trucking industry is facing extreme challenges. Supply chain disruptions and national emergency delivery needs are causing truck drivers to work longer hours, while trucking in other areas such as the restaurant supply and equipment for live events, have ceased or are operating at 25% capacity.<br><br>With this in mind, the goal of this research is to develop a heterogeneity-based econometric framework to capture the impacts of the hours-of-service (HOS) emergency declaration instituted by FMSCA and reduced congestions effects. This will be centered the on telematics technology from EROAD, and a recently completed COVID-19 National Truck Driver Survey conducted by the PI.<br><br>EROAD is a company that develops and implements technology to modernize traditional paper-based systems within the trucking industry. |

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| Describe Implementation of Research Outcomes (or why not implemented)<br><br>Place Any Photos Here | The research study aimed to measure the impacts of COVID-19 on the trucking industry, specifically focusing on the Hours-of-Service (HOS) emergency declaration and congestion effects on truck driver safety. However, the results of the study have not been implemented for several reasons. Firstly, there might be challenges in translating the research findings into actionable policies or operational changes within the trucking industry.  That is, implementation often requires coordination among various stakeholders, such as government agencies, industry associations, and trucking companies, which can be complex and time-consuming. This was out of the scope of the proposed work but could be a part of phase 3. Overall, the non-implementation of the research results could be attributed to practical barriers, lack of consensus, or resource limitations, among other factors. |
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| Impacts/Benefits of Implementation (actual, or anticipated) | Implementing the research outcomes on measuring the impacts of COVID-19 on the trucking industry and the Hours-of-Service (HOS) emergency declaration can lead to improved truck driver safety, enhanced operational efficiency, informed policy decisions, cost savings, data-driven decision making, and improved industry resilience. These anticipated impacts highlight the potential benefits of translating the research findings into practical applications within the trucking industry, positively affecting various stakeholders and contributing to a more efficient and safer transportation system. |
| Web Links<br>  • Reports<br>  • Project Website | None at this time. |