

**ASC60 Operator Health and Wellness Subcommittee
TRB Annual Meeting, (Virtual and in-person)
Tuesday, January 11, 2022**

Meeting Minutes

Chair: Karl Sieber

Attendees:

Stephen Bell	Mouyid Islam
Mike Belzer	Jennifer Lincoln
Zach Cahalan	Bob Scopatz
Matt Camden	Tom Weakley
Susan Cohen	

Minutes:

8:00 – 8:10	Welcome and Introductions
8:10 – 8:30	An Exploratory Analysis to Understand the Effects of COVID-19 on Crashes involving Single Large Trucks. Mouyid Islam Virginia Tech Transportation Institute

Mouyid presented an analysis of single large truck crash data from Florida for quarters Q1-Q3 during the years 2019 (pre-COVID-19), and 2020 and 2021 (COVID-19 pandemic). Nationally, vehicle miles travelled dropped 14% in 2020 as compared to 2019, whereas the proportion of severe crash injuries increased 12% during the same period. The objective of this analysis was to better understand the effects of COVID-19 on driver conditions, actions, and behaviors over time using the Florida data. Drivers ages 50+ or with a history of traffic violations had increased proportions of serious crashes during this period. Risky driving behaviors with increased proportions of crashes with severe injuries included driving with illness or DUI, driving actions (rollovers, being run-off-the-road, negotiating curves, and driving on high speed highways (60+ mph)), no use of driver restraints, drug and alcohol use, and presence of external distractions.

8:30 – 8:50	Describing Economic Benefits and Costs of Nonstandard Work Hours: A Scoping Review Dr. Michael Belzer Wayne State University
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Mike provided results of a follow-up effort from the NIOSH Working Hours, Sleep and Fatigue Forum in September 2019. This effort was a scoping review of the benefits and costs of nonstandard work hours. A scoping review is a topic-based review of research in a complex subject used to identify the nature and extent of available evidence. The goal is to frame the issue and assess the available resources that could be used to study. Such a review is specifically

useful for interdisciplinary topics. In this review benefits and costs of non-standard work hours were compared since systematic knowledge of economic benefits and costs associated with these schedules is lacking. The initial literature search netted 11,116 possible studies, of which only ten studies met conditions for inclusion. Costs estimated included health-related expenses, productivity losses, and projections of future loss of earnings. Cost analyses of interventions included OSA screening, employer-based educational program, and increased staffing to cover overtime hours. The studies reviewed only analyzed costs, not benefits, of non-standard work hours and related interventions. Costs reported were mainly from the employer perspective. Such studies are invalid from the economic welfare perspective. Assessments restricted to the employer perspective ignore the burden that employers create, which is borne by their workers, the community, and society—including taxpayers. One study estimated workers' comp covers about 25% of actual cost of workplace illness and injury, leaving the rest to society. The impacts of nonstandard schedules extend beyond the workplace, affecting not only the well-being of the worker, but also the worker's family, community, and society. Wong IS.; Quay B; Irvin E and Belzer MH. 2021. "Describing Economic Benefits and Costs of Nonstandard Work Hours: A Scoping Review." American Journal of Industrial Medicine. Wiley. DOI: 10.1002/ajim.23302

8:50 – 9:10

AMTA's Psychosocial Hazards Resource: A trucking industry association's efforts at improving psychological safety at small- and medium-sized carriers

Dave Elniski

Alberta Motor Transport Association

Dave described the process the Alberta Motor Transport Association (AMTA) is using to develop a Psychosocial Hazards Resource. The AMTA represents segments of Alberta's trucking industry from a Workers' Compensation Board perspective and creates and provides safety training for industry. AMTA previously identified two barriers faced by small- and medium-sized carriers: information overload and resource limitations. AMTA conducted a small (n=55) survey of carriers across Alberta to "check the pulse" of the trucking industry in terms of psychological safety. Best psychological practices for small- and medium-sized carriers were

based upon the following criteria: Tried and True; Feasibility; and Applicability. Ten best practices for psychological safety were: 1. Psychosocial Hazard Assessments; 2. Post-Incident Debriefs and Mental Health First Aid; 3. EAPs and EFAPs; 4. Unconscious Bias Awareness Training; 5. Fatigue Management; 6. Active Listening Training; 7. Using Existing Resources; 8. Addressing Pay Structures; 9. Policies and Procedures; and 10. Addressing Hazards from Working Alone

9:10 – 9:15

Update on NIOSH transportation research

Karl Sieber

National Institute for Occupational Safety and Health (NIOSH)

Karl described a NIOSH transportation program planning initiative being undertaken to identify research needs, gaps, and potential products that may be developed through partnership and work group collaboration. NIOSH is also seeking to identify other industry, labor, academic, trade groups, and government or consultants who might wish to provide input into the program or participate in work groups. NIOSH has determined 10 objectives for its transportation research and partnership program. If you would like to provide input or would like further information, please contact Karl Sieber (WKS1@CDC.GOV).

An online research study to learn about COVID-19 vaccine beliefs among transportation workers is being conducted through the Rocky Mountain Center for Occupational Safety and Health at the University of Utah. If you or colleagues are interested in participating, the survey may be accessed at: <https://redcap.link/covid19andwork>. Please feel free to share the link with others.

9:15 – 9:30 Other comments/research ideas
 Upcoming events
 Open Mike

Discussion was limited due to time constraints.

Karl asked participants to please review Committee Research Needs Statements to determine if any might need revision, or to suggest any possible new statements. A meeting will be held later in the year to address this need. A list of ACS60 Research Needs Statements may be found at: [Transportation Research Information Services \(TRIS\) \(trb.org\)](https://www.trb.org/Research/Transportation-Research-Information-Services-TRIS).

Presentations will also be placed on the ACS60 web page. [2022 Meeting Materials \(Truck and Bus Safety - ANB70\) \(ugpti.org\)](https://www.ugpti.org/2022-Meeting-Materials-Truck-and-Bus-Safety-ANB70).