



## Trucker Reality

By OOFI • Jun 07, 2024

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As academics and regulators offer solutions for freight efficiency from 30,000 feet up. We will look at these solutions from 6 ft. up from the pavement in the driver's seat at the realities of trucking.

## Tortured Data



Find something that justifies our preconceived conclusion

**The big picture:** Social media and others are obsessed with big data, which is a term used to describe very large and complex data collections. However, is big data a good thing?

- Not when it's tortured into submission and used to prove a predetermined outcome! This is called "Data Torturing."
- One way in which data torturing occurs, is when one cherry picks the data to support their desired results. This is also called "selection bias."

- **1 big thing:** The proliferation of more data doesn't mean it's better data.

**The OOIDA Foundation** spends a great deal of it's time analyzing various agency "research" to check the sources and/or the methodologies used to justify their regulations/mandates.

**The Federal Office** of Management and Budget (OMB) oversees the implementation of the President's vision. New regulations or mandates proposed by a federal agency must go through an OMB review.

- OMB evaluates the proposed rules economic impact and checks to see if the federal agency has done it's due diligence by checking to see that benefits justify the costs.
- OMB puts out a Circular A-4 that offers guidelines for this analysis.

**Circular A-4 requires that federal** agencies are required to do a benefit-cost analysis whenever they plan to mandate new regulations. A-4 offers guidelines to the agencies.

- Most agencies do the minimum amount necessary to meet the guidelines.
- The idea is that the Benefits both monetarily and socially of the new regulations should be greater than or equal to the Costs for the entities impacted.

**The OOIDA Foundation** has found numerous instances where questionable research and conclusions have been used to justify rulemaking. What should be sound scientific research turns into disinformation.

**I suggest** that we think back to our childhood when looking at much of the information that is coming out. When we heard something that didn't sound right we would say, "oh yeah, says who?" (OYSW)

**Disinformation examples (OYSW):**

- Sales of electric trucks has increased by (pick a percentage) seeming to indicate that battery electric truck sales are rapidly increasing. However, when you look further into the sales they are increasing but only in Europe and Asia, not the U.S.
- Newer batteries are set to increase the range of miles for heavy-duty trucks making them comparable to ICE trucks. OYSW, why battery manufacturers of course.

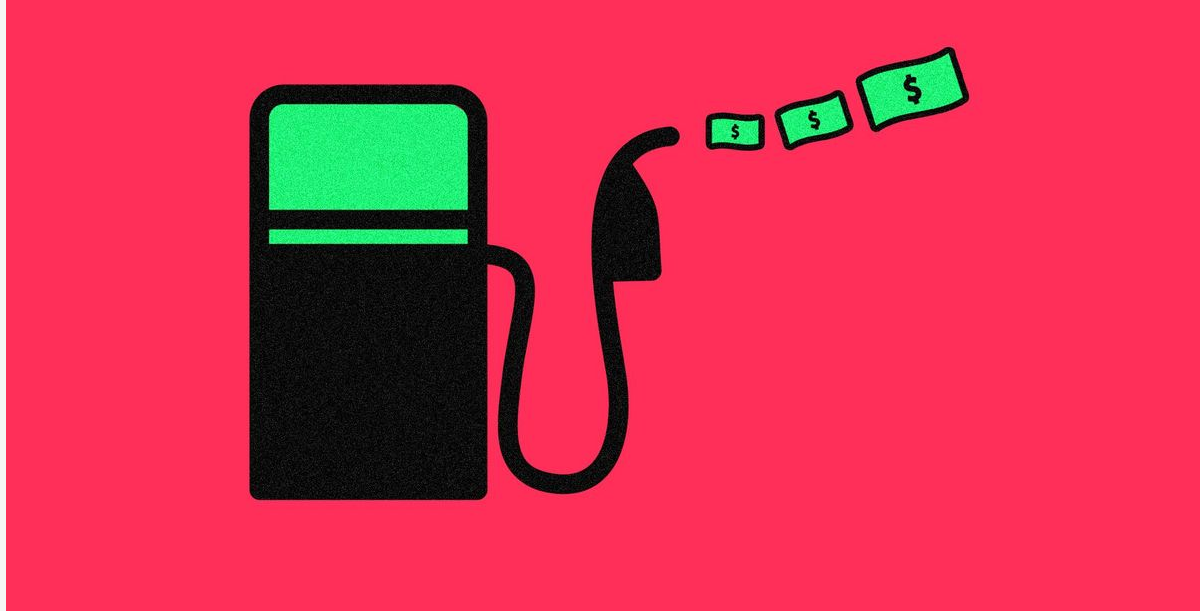
**In 2017, the EPA** based their estimated benefits for the 2017 GHG reductions associated with new engine requirements on not just the U.S., but world wide. Without this added benefit, the analysis does not justify the cost to the industry.

- When only domestic impacts were included, the benefits plummeted from \$46.4 billion to a range of \$3.2 to \$10.7 billion.
- Researchers from George Mason University found the final cost of the regulation was 18 to 60 times greater than the benefits when only domestic benefits were considered.

**FMCSA** used "driver wages" as a cost benefit for their Final Rule mandating ELDs. FMCSA claimed that drivers would save money by not doing manual logs even though drivers don't get paid for doing logs.

- When this was pointed out, FMCSA stated we think they should, so they went ahead and calculated it as a benefit.
- When FMCSA was questioned as to why certain violations, which didn't seem to be safety related, were included in their scoring they stated, they asked the experts.
- Who were the experts they asked? Enforcement and safety groups. Not denying that losing a loved one isn't a terrible tragedy but how does that make the loved ones left behind, or enforcement, experts on truck safety? Why weren't truckers ask?

## What are the Costs?



Costs

The other half of a Benefit-Cost-Analysis is:

- **Costs** to the parties being regulated:

**Most government agency regulators**, show their flexibility as they can/do underestimate the cost to the industry being regulated.

**Let's reuse EPA as an example:** When EPA started mandating new standards for engines, engine manufacturers faced pressure from their customers who were unwilling/unable to absorb the costs of the new engines.

**The largest engine manufacturers** installed defeat devices in the engines.

- When this was discovered, the EPA entered into consent decrees with these engine manufacturers and demanded that they move up their timetable for compliance along with a stiff monetary penalty.
- Engine manufacturers stated they needed more time for designing and testing, but EPA kept the unrealistic timeline.

**Results:**

- One large carrier reported that one-half of its 140 new engines experienced valve failure prior to 50,000 miles
- Another reported that 20% of their new engines were out-of-service due to maintenance problems

**By the numbers:** EPA estimated that within 15 months 233,000 new cleaner engines would have been on the road, however, the final count was 148,000.

- EPA also claimed that 865,000 older trucks would have to adjust their computers to reduce NOx. 103,800 actually adjusted their computers.

**EPA is advocating** for a similar unrealistic timeline and benefit-cost analysis to support zero emission trucks by using Big Data and selective bias as justification.

**When examining so-called big data** take the time to:

- Look for peer reviews
- See who is sponsoring the research
- See if the results can be reproduced
- See if appropriate statistical methods have been used
- See if the data has been interpreted correctly

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