



Trucking's Response to COVID-19

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Knights of the Highway

- Drivers have never been so popular in the news
 - *COVID-19 puts truck drivers in high demand*
 - *Truck drivers work to keep up with demand amid COVID-19*
 - *Truckers working around the clock to stock shelves*
 - *Even with COVID-19, truck drivers continue to get the job done*
- But there are challenges
 - *Drivers struggle to stay healthy as COVID-19 spreads*
 - *Truckers face coronavirus hurdles to keep the supply chain moving*

Addressing Industry Needs

- Governor's Office & MDOT
 - 15% weight tolerance
 - "Essential Service" defined
 - Truck parking with services
- FMCSA Declarations
 - Hours of service
 - Medical cards
- MVA
 - Licensing
 - Vehicle registration
- MPA
 - Access procedures
 - Sanitation

MMTA's Role

- Our value is magnified
- Regular communication and information
- Questions, questions and more questions
 - Governor's Declarations
 - New laws, e.g. paid leave mandates
 - Exceptions
- Verification as essential
 - Sample employee letter
- Connecting capacity
- Gather information on the impacts - ATRI

Future Demand?

- Industry segments varying widely
 - Intermodal
 - Gasoline haulers
 - Groceries versus restaurants – won't hold as people consume goods
 - Construction
- ATA projects 1 to 2 negative GDP quarters
 - 2008 economy contracted 8 percent.
 - Expect -10 to -20%
- Unemployment
 - Before virus was 3.5% (lowest level in 50 years)
 - Expected to surge to over 10%
 - Jumped from 280,000 UI claims, to 3.3 million in one week (March 21, 2020)
- Before virus
 - Manufacturing already down
 - Housing was up, but 30+% of new housing projects being cancelled
 - Spot market up dramatically through February – “storm before the calm”
- 4th stimulus package – infrastructure

“This is not an economic problem, it’s a public health problem. There will be fleets going out of business, but those left should benefit significantly on the back end when the health issue is resolved.”