



## SUPPORT PROPOSED HOS RULE WITH 10 HOUR LIMIT PROVISION

- Fatigue is a major safety problem in the trucking industry. The National Transportation Safety Board (NTSB) found that **driver fatigue is a factor in up to 40 percent of all fatal truck crashes**. Revising the current hours of service (HOS) rule for truck drivers is essential to improving truck safety on our highways.
- The current HOS rule allows truckers to drive and work far too many hours, contributing to driver fatigue and resulting in crashes. **Under the current rule, truck drivers can drive 77 hours a week and work up to 84 hours a week. Some long-haul drivers can drive even longer hours, up to 88 hours per week, more than twice the normal 40 hour work week of most Americans.**
- While sleep research shows that **performance degrades when drivers have less than 7-8 hours of sleep each night**, studies show that **under the current rule drivers, on average, get less than 6 hours of sleep on work nights.**
- The current HOS rule also permits truckers to drive for 11 consecutive hours at a time. The U.S. Court of Appeals, in deciding that the current HOS rule was issued in violation of the law, pointed out that since the Federal Motor Carrier Safety Administration's (FMCSA) data show that truck **crash risk increases after the 8<sup>th</sup> hour of consecutive driving**, adding an 11<sup>th</sup> hour was of questionable validity. The pending Notice of Proposed Rule Making (NPRM) takes **corrective action by endorsing a return to the 10 hour limit** on consecutive driving hours.
- There is **no evidence** or data that directly links the recent **decline in truck crash deaths with the current HOS rule.**
- Recent decreases in truck crash deaths are primarily the result of the recession that has led to economic decline since 2008. The economic downturn has also resulted in the loss of between 120,000 and 180,000 trucking jobs according to government data. The changes in the HOS rule proposed in the NPRM, however, **will actually add to the economic recovery by increasing trucking industry payrolls by an estimated 44,000 jobs**, many of which will most likely be taken by experienced drivers who have been laid off.
- The **NPRM will improve safety** by reducing the maximum consecutive hours truck drivers can drive in one sitting. This would reduce the amount of time drivers are exposed to the highest truck crash rate crash, and especially when the drivers are often most fatigued. There is **no justification for FMCSA to permit more than 10-consecutive hours of driving** in a daily shift.
- The **NPRM will also improve safety** by requiring the most fatigued truck drivers, those who drive continuously and use up their driving hours as quickly as possible, to take more than the minimum 34-hour rest time after driving as much as 77 or more hours in a week. There is no safety reason to permit tired truckers to take as little as 34-hours off duty after operating for long hours week in and week out.
- If adopted, the **NPRM will save lives, improve driver health, reduce costs to society and provide jobs** for experienced truckers who are currently unemployed or out of the industry. The NPRM will make significant improvements in the current HOS regulations.