

## Bismarck Ferguson III - Comments

This is a Comment on the **Federal Motor Carrier Safety Administration** (FMCSA) Notice: [Agency Information Collection Activities; Proposals, Submissions, and Approvals Driver and Carrier Surveys Related to Electronic Onboard Recorders and Potential Harassment Deriving From Use](#)

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### Attachments

#### Comment

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I have commented in the past and I am not for nor oppose to the EOBR. But still feel strongly that harassment is and will be an issue. My biggest fear is that the EOBR will now control the driver and place the driver against a clock. Simply put the driver will have to be racing to beat the clock. There are too many scenarios for me to place into the comment section and I would love to have an interview with the FMCSA . Here are just a few points. You just completed your ten hour break, but don't feel good and your dispatcher says the EOBR states you have the hours and you must go or you have completed your break and had to sit all day for a load now you have been up for 10 hours and you have to load and drive 10 hours to your destination. ! The EOBR says you have the hours and so does your dispatcher. I am not against the EOBR as much as there is no way to stop the clock thru the day for any reason, period! If I think I need a break why does that count against me? We need split breaks that do not go against our 14 hour rule so that we have flexibility. The rest period is to long. Have you ever tried to stay in a truck for a 10 hour break or be stuck with no facilities? Who sleeps 10 hours, six on a good day? What if your EOBR clock expires at a shipper or receiver? My point is it is not the EOBR nor the dispatcher as much as the HOS rules that make the EOBR criminal.

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