

## Anonymous - 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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My concern with EOBRs is that it takes away the logical decision making of the driver. Suppose I have driven for 8 of my 11 available hours when I feel overwhelmingly tired and need to stop and rest. I know I am a danger to myself and others, but stopping reduces my available time left to work for the day so I press on and hope for the best. How does this possibly increase safety?

Likewise if I decide to be safe and stop, my carrier "sees" that I could have driven 3 more hours and questions why I am not as productive as possible.

EOBRs may make compliance better, but whether they make the roads any safer is questionable at best. As a driver for over 30 years, I have my doubts. HOS violations have been a problem since the beginning of log books. The FMCSA and the motoring public would be better served focusing on limiting the number of hours a driver can work per day and then letting the driver decide if he/she is rested and capable of driving instead of an EOBR dictating your work day.

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