

Angelina Perry - Comments

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As a fleet safety/compliance director, I have seen the increase of how FMCSA is trying to not only protect the general public but also to protect the driver. Driver's are never paid overtime, but work up to 70 hours per week. I see the need to ensure that these drivers are not working over the 70 hours by ensuring that dispatch is aware of what the driver is actually doing (not just by what they are turning in). In essence, it would help fleet management to ensure they are running a lean machine and that each driver gets a piece of the pie. Each driver's responsibility would be that when he gets moving, he gets moving. When it's time for a break, he breaks. There would be no calls to Safety because the driver was put out of service due to him being out of hours as the system would notify the driver of his time running out. They still have the ability to exceed; however, the alerts would then go to the driver as well as dispatch immediately. I am pro EOBRs and for those opposed due to the cost - there are cheaper alternatives that can accomodate all.

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