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FEDERAL HIGHWAY
ADMINISTRATION

The intent of Federal Motor Carrier Safety Regulations and enforcement is to provide a safe work environment in this industry and punish those who ignore and repeat violations.

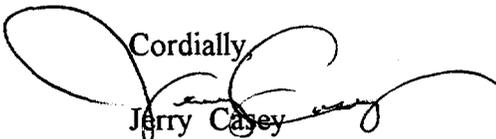
The current system does little to correct the " Hours of Service " violations through strict enforcement of those committing the offenses, mainly drivers. When a audit is conducted at a carriers facility, the carrier is penalized for the driver errors, when in fact all a carrier can do is respond after the fact. Training programs, reprimands and termination for violation is of little concern to the driver due to the demand for his services in the market place. So he is allowed to move from employer to employer with little concern as to the after effect on the carrier.

Sense the CDL license program is nation wide, would it not benefit the industry to punish the violator rather than the employer ? Would it not be more sensible to make the driver bear the responsibility of their actions ?

Not every violation in Part 395 of the F.M.C.S.R. is an intent to violate the law. There are violations that simply can be attributed to " errors of omission " ie. totaled incorrectly. By establishing penalties for " Serious Violations " and charging them directly to the driver will eliminate a large percentage of these type violations.

Lets face it, the fatigued driver is the one we want off the road !

Cordially,


Jerry Casey

cc: file

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