Travelers Inn Executive Center
I-95 U.S. 52 (Exit 164)
Florence, South Carolina 29501
Travelers Inn

MC-96-28

OH-21499

FHWA-97-2350-46

32. What consequences, if any, should be imposed upon a shipper or consignee if a driver violates HOS requirements due to demands of shipper or consignee?
Fines

34. How should loading + unloading of freight, lumping + engaging in activities other than driving be addressed?
SHIPPING + Receiving docks MUST BE REQUIRED to LOAD + unload the trucks. Drivers who load or unload trailers must then drive in a state of exhaustion after hours of strenuous physical labor. They are often forced to pay outrageous sums to lumpers or else "wait" hours to unload - waiting for a space at the dock. The "lumping system" is totally corrupt. Either a driver pays or is jacked around for hours. The "lumper" usually gives kickbacks to dock managers, etc. Lumpers make $200 to $300.00 dollars a day - NON TAXED. Often their families are on welfare. Millions of dollars a day change hands at shipping + receiving docks - ALL WITHOUT INCOME TAX. Truck drivers are the losers in this fiasco that could be stopped if shippers + receivers were required to load + unload.

35. How should situations where drivers encounter delays at shippers or consignees be considered?
Very seriously! It should be paid time. If the company causing the delay must pay the driver the delays would close.

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36 Should FHWA seek legislation from Congress to regulate shippers + consignees to prohibit them from making demands on a motor carrier + its driver that would cause a violation of the HOS rules? WHY?

Yes.

Drivers are always caught in the middle, forced to drive too many miles in ~~too~~ short a time or "we lose the account - your job is in jeopardy". Drivers feel threatened to violate HOS + are constantly forced to do so. But all HOS tickets must be paid by the driver - UNFAIR.

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