

The main problem behind Hours of Service changes is simple... a bunch of suits & ties trying to make rules for the working people. When will we regulate the hours a medical student puts in? Airline pilots are heavily regulated -- and compensated quite well I must add. Of course the Teamsters don't want to change HOS -- they don't want to work any more hours -- they have a home to go to at night. OTR drivers, on the other hand, run out of hours using an antiquated, ridiculously complex system, and have to layover in Tinbucktwo to get precious hours back. Worst of all is the notion that since 8 days ago I put in a 14 hour day, today I get those hours back... How does what I did 8 days ago have anything to do with how I feel today?

Forget these lunatics at CRASH and PATT -- they've never been in a truck, never earned their money in a truck and neither have the people writing the new laws. Give drivers a simple system -- 80 hour / 8 day max and a total reset after 24 hrs off and be done with it. You can do your studies until the hovercraft has replaced the truck all together and still not come up with anything.

Signed "Sick and Tired of Bureaucratic Nonsense & Heel Dragging"

Rachelle Biggs  
Des Moines, IA