

Thomas Gregory Judd - 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 On-Board Recorders, and Potential Harassment Deriving from EOBR Use](#)

Comment

eoibr will not solve the safety issue. ive been a truck driver for 38yrs and the overriding concern of most drivers is not being adressed. most companies only allow drivers 15minutes to complete paperwork,pretrip and leave the yard.a complete pretrip alone takes longer than this,coupled with inspecting the loads and updating logs,checking manifests and weights etc. dispatchers expect that the loads will be delivered according to the times they tell the customers which are not based upon distance allowing for speed limits or road delays.todays trucking schools do not teach road courtesy,following distances. importance of securing loads or tire checks enroute, they make you a truck driver in as little as 3wks,ignoring safety protocols.courts are refusing to acknowledge satellite printouts to prove a drivers innocence and officers refuse to accept electronic logs. the states only want the money from the fines levied and always find some violation. smaller companies do not have the trained personel to teach eoibr, bottom line is money in their pockets not drivers.the govt cant even amend the tax codes or balance a budget so how can they tell workers how to do this?100 different authorities 100 different versions of how to follow the law