



# TRUCKERNATION.ORG

THE TRUCKER'S VOICE

## **What is the economic impact of not changing HOS regulations?**

The risk in not revising the current HOS regulations will continue to impact time sensitive freight, small businesses, and already established business relationships between customers. The current inflexibility in HOS regulations is creating adversarial relationships between shippers, customers, and receivers. Additionally, it is imperative that the trucking industry be able to maximize the allowable 11-hour drive time per day and by not doing so it will continue to result in loss of productivity and revenue for drivers/trucking companies. Finally, by not revising current HOS regulations the trucking industry will continue to struggle to be reliable in getting goods to export locations which impact the United States' viability in the international marketplace.

## **What peripheral industries are being negatively impacted under the current HOS regulations?**

Because current HOS regulations do not promote flexibility for drivers/trucking companies to maximize every minute of the allowable consecutive 11-hour drive time, peripheral industries are being negatively impacted. Consumers are shipping air freight because trucks aren't reliable under current regulations. Industries being negatively impacted are, but not limited to:

- Travel centers
- Truck washes
- Repair shops
- Restaurants
- Communications repair shops
- Perishable goods shippers and receivers

## **How our petition is superior and will provide needed flexibility and economic relief?**

Our petition promotes the highest level of flexibility presented to FMCSA from any other petitions received. Our petition is based on sound science, promotes common sense decision making for professional drivers, and restores commercial transportation reliability in the domestic and international marketplace.

## **What are some examples of the current economic loss to the trucking industry under the current HOS regulations?**

- Companies now have to give drivers guaranteed pay to keep them on the payroll.
- 25% increase in freight charges to commodity bulk haulers because of driver guarantees that they have to put in place
- Shippers are guaranteeing hauls no matter if freight is actually being hauled or not. This is such an inefficient use of time and money for both companies and drivers.
- Without question, consumers are and will continue to see increases in the cost of goods and services because of these unnecessary guarantees.