

## *Client Connection*

### **HOS - It's Official**

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U.S. Transportation Secretary Ray LaHood stated that "Safety is our highest priority." He continued, "These rules make common sense, data-driven changes to reduce truck driver fatigue and improve safety for every traveler on our highways and roads." The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced that new federal regulations designed to improve safety for the motoring public by reducing truck driver fatigue took full effect, July 1, 2013.

FMCSA's new hours-of-service final rule:

- Limits the maximum average work week for truck drivers to 70 hours, a decrease from the current maximum of 82 hours;
- Allows truck drivers who reach the maximum 70 hours of driving within a week to resume if they rest for 34 consecutive hours, including at least two nights when their body clock demands sleep the most - from 1 a.m.-5 a.m.;
- Requires truck drivers to take a 30-minute break during the first eight hours of a shift;
- Retains the current 11-hour daily driving limit and 14-hour work day.

"These fatigue-fighting rules for truck drivers were carefully crafted based on years of scientific research and unprecedented stakeholder outreach," said FMCSA Administrator Anne S. Ferro. "The result is a fair and balanced approach that will result in an estimated \$280 million in savings from fewer large truck crashes and \$470 million in savings from improved driver health. Most importantly, it will save lives."

Companies and drivers that commit egregious violations of the rule could face the maximum penalties for each offense. Trucking companies and passenger carriers that allow drivers to exceed driving limits by more than three hours could be fined \$11,000 per offense, and the drivers themselves could face civil penalties of up to \$2,750 for each offense.

While this may be good news for the public at large, an ATRI study released just before the June 18<sup>th</sup> hearing of the House Subcommittee on Highways and Transit shows that the changes actually will cost the trucking industry \$189 million a year. This is surely going to have an effect on carriers and will ripple down to shippers cost of transportation.

Remember that Data2Logistics' Professional Service Group stands ready to support you in controlling your transportation expenses and freight cost analysis. Please contact Leif Holm-Andersen, Executive Director of Professional Services at [Leif.holm-andersen@data2logistics.com](mailto:Leif.holm-andersen@data2logistics.com) or +1 239 425 8050.