



International Association of
Chiefs of Police

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June 19, 2014

The Honorable Barbara Mikulski
Chair, Committee on Appropriations
United States Senate
Washington, D.C. 20510

The Honorable Patty Murray
Chair, Subcommittee on Transportation,
Housing and Urban Development, and
Related Agencies
United States Senate
Washington, D.C. 20510

The Honorable Richard Shelby
Ranking Member, Committee on
Appropriations
United States Senate
Washington, D.C. 20510

The Honorable Susan Collins
Ranking Member, Subcommittee on
Transportation, Housing and Urban
Development, and Related Agencies
United States Senate
Washington, D.C. 20510

Dear Chairwoman Mikulski, Ranking Member Shelby, Chairman Murray and Ranking Member Collins:

On behalf of the International Association of Chiefs of Police (IACP), I am writing to express our profound concern over provisions contained in the FY 2015 Transportation, Housing and Urban Development Bill (S.2438) which will significantly modify the current "hours of service" rules governing interstate truck drivers.

As you know, since January 3, 2004, a provision commonly identified as the 34-hour restart, has allowed interstate truck drivers to reset their seven or eight-day cumulative on-duty clock to zero. The only stipulations for use of the 34-hour restart provision were the off-duty period must be at least 34 hours in length and uninterrupted by on-duty or driving time. Effective July 1, 2013, the Federal Motor Carrier Safety Administration (FMCSA) implemented changes which stipulated use of a 34-hour restart must also include at least two periods from 0100-0500 hours, and may only be utilized one time every 168 hours (7 consecutive days). This 34-hour restart provision was put in place to provide truck drivers with a traditional weekend off from work, on alternate weeks, and to address chronic, cumulative driver fatigue and other serious health conditions.

S. 2438 will:

- Eliminate the requirement that a 34-hour restart must include two periods from 0100-0500,
- Eliminate prohibition from utilizing a 34-hour restart more often than once every 168 hours, and
- Will preclude the use of federal funding for enforcement of the rules until September 30, 2015, and the results of studies required by the bill are complete.

The trucking industry has adjusted drivers' schedules and invested in reprogramming of automatic on-board recording devices to accommodate the 2013 requirements. Similar resources have been expended by state regulatory agencies in the rulemaking processes and to update training to ensure compliance with federal requirements. Changing the hours-of-service rules, not even a year since becoming effective, will create a significant uniformity and consistency problems across the country and cause operational and budgetary impacts on enforcement efforts.

Because of the importance of this issue to the safety of interstate truck drivers and to the citizens and law enforcement officers with whom they share the road, the IACP is opposed to any changes to the driver hours-of-service limits until further studies are completed and analyzed. This will ensure that the most informed decision is made for both public safety and driver health.

Sincerely,



Chief Yousry "Yost" Zakhary
President, International Association of Chiefs of Police (IACP)