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ENVIRONMENTAL QUALITY BOARD

INDEPENDENT REGULATORY  
REVIEW COMMISSION

This email is in regard to the propose legislation of Diesel Vehicle Idling; and Auxiliary Power Systems (7-422).

My name is Scot Osborne and I drove tractor trailer over the road for three and half years for Schneider National and USF Glen Moore in Carlisle PA. I am fortunate that the age of 42, I have graduated from Shippensburg University with a BSBA and no longer have to endure the endless days and sleepless nights of supplying all consumers with their required/desired products.

In regards to idling of trucks, your temperature range is incorrect. When it is 65 degrees outside with the sun's rays beating down onto the cab of a truck while the driver is sleeping, makes the inside of the truck extremely hot and unbearable to sleep without air conditioning; hence, the idling. Again, this can happen at 65 degrees. This causes a driver to have an un-restful sleep and become a hazard on the road. You may say, well the driver can leave their windows down, but I know that I could not sleep with the windows down because the outside noise inhibited my rest. Again, that brings us back to a driver without restful sleep. Whether a driver gets a good night/day's rest, does not allow him to remain there until they do. Their job requires them to go or else we become black-listed and loose loads and our job. Our families are dependent on our incomes and we are at the mercy of the driver managers/companies who control our loads. Most driver managers that I have encountered, particularly with Schneider National, are unconcerned with the working conditions of the drivers and more concerned about making bonuses.

I see that the bottom range of the proposed idling is 40 degrees. I personally do not choose to live in a tent unless camping with the Boys Scouts. To require a driver to sleep in those conditions of a cold steel box is something which you should do yourselves instead of sleeping in your house with heat.

I understand the concerns about idling, but the solution is in using generators that will turn on and off to maintain certain temperature environment within the cab of the trucks. The solution is to require all new trucks to be equipped with them. On average, I consumed 10 gallons of diesel fuel idling during my eight hour sleep breaks. I believe that the generators use approximately one gallon of diesel fuel to supply a driver with air conditioning and/or heat. Without research, one can easily see where the generators pay for themselves within one year of service at these rising fuel costs. Many trucks and companies use these generators, but most companies are struggling with costs and are not in position to equip themselves, or do not understand the long-run cost savings from using these generators. Thus they ignore the simple solution and penalize drivers through dismal working conditions.

The solution is not in penalizing a driver, but in holding accountability to the company our owner operator. The more you continue to penalize drivers, the more dangerous the roads will become through fatigue and stress. If anyone would like insight to the dangers or to gain insight to the truth of the transportation industry, I can be contacted at anytime. Remember, "everything" is transported by tractor trailer in one shape or form sooner or later.

Some of the detriments to a tractor trailer driver:  
1.) Lack of areas to pull over and sleep:

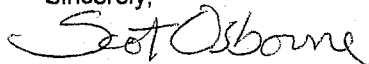
I have seen many abandoned rest areas without facilities blocked off by dump-truck loads of dirt to prevent entrance to the rest area. This prevents a driver from pulling into the rest area to sleep. We end up trying not to fall asleep at the wheel to find another place to pull over and sleep. We are now being fined in some states for parking on off ramps. There are not enough truck stops or spaced in all the correct areas to supply drivers with areas to rest. It takes fifteen minutes to get off the highway and fifteen to get back on. That is a half-hour of delay in sleep, for every attempt to get on and off the highway to pull into a truck stop. There been have many times that I pulled off to find the truck stop full and had to continue down the road to find a place to sleep. This also happens because the exit ramps

are full also. When you are driving and starting to fall asleep at the wheel, you need to get off the road and sleep. The problem is when I get off the exit and find it full, how many more miles do I have to struggle to stay awake, until I find a place to pull over and sleep. There have been times that I had to check five exits in a row until I found an empty spot where I could fit the tractor trailer and pull over to sleep. A car can pull over anywhere; a tractor trailer needs a certain amount of space to park.

2.) Trucks governed by companies at 65mph to conserve fuel costs:

Trucks now take over a mile to pass each other because they are governed at 65mph. They are now bumper to bumper driving down the road because they cannot get out of their own way or the truck they finally passed. Ask yourself, what is a safe distance between a vehicle of any size and weight? If it takes a truck a mile to pass another truck and back up traffic in the meantime, how much further in distance does it take that truck to travel down the road until there is adequately safe distance between the his vehicle and the one that they just passed? Also as a driver, many times I was blinded by bright headlights from vehicles traveling the same rate of speed as I was, and I could not get away from them. Bright lights fatigue a driver and hurt our eyes causing a severe strain to continue driving without having an accident. Allowing the truck to go 5mph faster, is solution enough to solve stressful and accident causing situations as this. This same problem applies to dealing with water overspray of rain and snow from vehicles that splatter on trucks' windshields and mirrors. Trucks that are governed at 65mph are stuck in these situations and cannot get out of such situations; there by they are now driving in more dangerous situations and causing a larger probability of having an accident. As I said, if anyone would like to hear the truth from a non-liberal agenda, but from one who has endured the lifestyle of living and driving on the road, I can be reached at 717-377-9418. My intent on the use of the word liberal is only to bring reality of a one-sided view. Of course, who wants to pollute our environment or have noise of idling trucks in any residential environment? Unfortunately, our growth has not only pushed the wildlife out, but has encroached on all industrial facilities that at one time were outside city limits. We are destined for expansion, but we must be good stewards and use wisdom in how we look to resolve issues. If we do not apply wisdom, we will create new issues that are more devastating. Even with a slowing economy, the transportation and trucking industry struggles to maintain its workforce. We do not need to drive the labor force away from an occupation in the industry.

Sincerely,



Scot Osborne