OOIDA New HOS Regulations Survey
The Owner-Operator Independent Drivers Association is the largest, national trade association representing the interests of small-business trucking professionals and professional truck drivers. OODIA is a non-for profit corporation incorporated in 1973 and is headquartered in the greater Kansas City, MO, area. The Association currently has more than 150,000 members from all 50 states and Canada.
Table of Contents

HOS Survey Email ........................................................................................................................................4
Executive Summary .....................................................................................................................................5
  Background ........................................................................................................................................5
  Summary .........................................................................................................................................5
The Survey Results ..................................................................................................................................7
Graphs ..................................................................................................................................................10
HOS Survey ..........................................................................................................................................12
Comparison Between Types of Operation ..............................................................................................15
Comparison of Truckload Carriers .........................................................................................................21
Comparison of Long Haul .......................................................................................................................24
**HOS Survey Email**

Dear OOIDA Member,

The OOIDA Foundation has been tracking the dramatic changes in the trucking industry by collecting data from members like you since 1998. In these times of economic and political turmoil, the Association needs your valuable information and knowledge in order to give the small business trucker a strong voice. The Foundation is working to gather a snapshot of our members and to examine the impact of the new Hours-of-Service (HOS) rule changes to present before the Small Business Administration.

As you well know, one of the most contentious issues this year has been the two new HOS regulation changes that were implemented by FMCSA beginning on July 1, 2013. Several large motor carriers and executives have spoken out against the new rule changes, however, the Association wants to hear your opinion, the small business owner, the driver, the person who truly represents the industry. Therefore, we are asking a sample of members to complete an online survey about their experiences and views as owner-operators and professional drivers on the new HOS regulations.

OOIDA has been invited to present comments before the Small Business Committee of the House of Representatives on how these changes have affected the small business trucker. The Association needs your information as a representative of the trucking industry. This is an opportunity for your voice to be heard. The link to the survey is below. When you have completed the survey, please select the “submit” button.


Thank you for your response,
**Executive Summary**

**Background**
In December 2011, the Federal Motor Carrier Safety Administration (FMCSA) announced proposed changes to the 2003 hours-of-service regulation. After 18 months, on July 1, 2013, the Agency promulgated the new HOS rule changes, which were designed to improve safety for the motoring public by reducing truck driver fatigue. According to FMCSA’s final rule,\(^1\) “the purpose of the rule is to limit the ability of drivers to work the maximum number of hours currently allowed, or close to the maximum, on a continuing basis to reduce the possibility of driver fatigue.” The Agency claimed that the new HOS regulations would save 19 lives and prevent approximately 560 injuries each year.

The former U.S. Transportation Secretary Ray LaHood stated, “Safety is our highest priority. These rules make common sense, data-driven changes to reduce truck driver fatigue and improve safety for every traveler on our highways and roads.” FMCSA’s new hours-of-service final rule:

- Limits the maximum average work week for truck drivers to 70 hours. A driver may not drive after 60/70 hours on duty in a 7/8 consecutive day period;

- Truck drivers who reach the 70 hours maximum of driving within a week (168 hours) are allowed to restart if they rest for 34 consecutive hours, including at least two periods from 1 a.m. to 5 a.m. at their home terminal. The 34-hour restart can only be used once per week, 168 hours, and is measured from the beginning of the previous restart; and

- Truck drivers are required to take a 30-minute break during the first eight hours of a shift, which does not stop the 14 hour on-duty window.

**Summary**
Throughout the regulatory process, the Owner-Operator Independent Drivers Association (OOIDA) has been in constant opposition to the new HOS rule changes. The U.S. Transportation Secretary Ray LaHood announced, “These rules make common sense.” However, the Association respectively disagrees. Todd Spencer, the executive vice president of OOIDA, has said, “Collectively, these changes will have a dramatic effect on the lives and livelihoods of small-business truckers, changes that are unwelcome and unnecessary.”\(^2\)

OOIDA is the largest, national trade association representing the interests of small-business trucking professionals and professional truck drivers. OOIDA is a non-for-profit corporation incorporated in 1973 and currently has more than 150,000 members from across all 50 states and Canada. The Association’s members consist mainly of one-truck owner-operators, who represent half the total number of active motor carriers operating in the United States. As such, the Association does not believe the new HOS regulations “make common sense,” but just the opposite.

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\(^1\) “Hours of Service of Drivers: Final Rule,” Federal Motor Carrier Safety Administration (Dec 2011)

\(^2\) Jami Jones, “Hours-of-service changes go into effect July 1,” *Land Line Magazine* (June 2013)
Therefore, the Association, utilizing the OODIA Foundation, designed and implemented a survey entitled, “OOIDA New HOS Regulations Survey,” in order to gather a snapshot of how the rule changes have affected the small business owner, the professional driver, and the people who truly drive the economy and represent the trucking industry. The results were both enlightening and interesting.
The Survey Results

The OOIDA Foundation, the research and education arm of the Association, emailed the hours-of-service survey to its members in October 2013, which generated over four thousand responses. The survey incorporated fourteen questions on the new HOS rule changes and included a section for truck driver comments. From the research analysis, the Foundation discovered the data largely agreed with Mr. Spencer’s comment, and that the rule changes have had a dramatic effect on the lives and livelihoods of small-business truckers and professional drivers.

The Federal Motor Carrier Safety Administration announced the purpose of the rule changes was to reduce the possibility of truck driver fatigue, however, the data shows differently. Approximately 53 percent of the respondents said the new regulations did not decrease nor increase their fatigue, but instead, they felt the same as before. Whereas 46 percent stated they actually felt more fatigued.

Many comments supported this conclusion with members saying the new rules caused “more fatigue, less home time, less flexibility, and less money.” Another member said, “The new 30 minute rule has had no positive effect on reducing my fatigue.” Further comments stated, “there will be more driver fatigue because of this rule, not less because drivers will try to cram as many miles and hours of driving in as possible because they can only get a reset once in a seven day period.”

In addition, the new 34-hour restart provision has shown to be very problematic for the Association’s members. In fact, 79 percent of the respondents claimed the one restart per week has affected their use of the 34-hour restart, with 31 percent stating they have been significantly impacted. “I haven’t used the new restart. I’ve chosen to use the recap because of the two options, it allows me more flexibility.” Other comments:

- “I no longer get a 34 hour reset. I get home for about 40 hours, but I don’t get the two 1-5 time periods, so now I have to recap all the time.”

- “The restrictive nature of only using the reset once every 168 hours not only has decreased the number of hours and miles I can drive but when I’d normally be off weekends, now if I experience a delay in getting home my reset keeps getting pushed back further and throwing off my schedule.”

- “I used the 34 hr restart every weekend and it gave me more time to work thru the week, which increased my productivity and gave me more home time. With the new changes that you can only take it after 168 hrs has elapsed, means I have to watch my time even closer. Causing more stress as the weekends are almost dead for my business. I sometimes have to take the time off away from home. Bottom line is every driver deserves to have a life away from the truck. This has effectively taken Family Time away.”
• “The 1 a.m. to 5 a.m. part has set me back a half day on my route several times and having to take 168 hours between restarts is absolutely ridiculous. The people coming up with these ideas have no clue what they are doing.”

Further, the one 34-hour restart per week provision has caused 56% of the respondents to lose mileage and loads hauled per week, and another 65 percent have lost income. Many members disliked the inflexibility because of the new provision. On several occasions, members had long wait periods between loads but were unable to utilize the restart either because the 34 hours did not cover two periods between 1 a.m. and 5 a.m., or because 168 hours had not elapsed since their previous restart. In general, this forced members to lose time at home, which caused them to take on shorter hauls and reduced their income.

• “The new 34 hour restart allows no flexibility for me to change my scheduling hours to match my workload. Where before I could rest due to shipper/receiver delays, weather, or whatever, now it's run, run, run till 7 days have passed then get a rest or slow down till hours catch up.

• “Since shippers and receivers control my hours of service, my time is no longer as flexible, I must enter larger cities/more traffic areas in the morning & evening rush hour times instead of regulating my own time and working around traffic. There is no excuse for not being able to use more than one 34 hour restart, and the 1/2 hr off in the middle of the day just makes one more tired when he must drive after that time.”

• “Under the new rules, when I am detained for extended periods between loads, I get plenty of rest but not the ability to restart my hours until the approved time one week from the start of my previous restart. Then when that time arrives, I have to waste 2 more days to get a restart.”

• “I do not have a weekly routine. I often have 1-2 days between loads. I need the 34 hr restart because there are often gaps where I am not "getting any hours back", therefore, I can not drive and have to take the restart. It was easy to get a restart, but now with the 1am to 5am restriction, it is difficult since I primarily drive at night. If I had a 34 hrs restart on Monday, then have 34 hours off on Thursday, I am as rested as I was on Monday, and I SHOULD regain my 70, so unproductive!”

Other members mentioned that the new 34-hour restart provision was unsafe because it forced them to drive during rush hour traffic. “The result of the 34-hour restart requiring 2 periods from 1am-5am insures that I am ALWAYS driving in the heaviest rush hour traffic on Monday mornings. Definitely not safer, in my opinion.”

The new regulations added a mandatory 30-minute break during the 14-hour workday, which requires a truck driver to take at least one break after eight hour of on-duty time. The mandatory break has impacted 86 percent of the respondents, and over 60 percent stated that their operations were either
moderately or significantly affected by the regulation. Numerous truck drivers commented that this new rule was unnecessary and unsafe.

Frequently, members stated they felt more fatigued because of the mandatory break. Members scarcely used the 30-minute break to sleep, but instead, simply sat in the truck waiting for their break to end. Perhaps one of the biggest concerns was taking the time to find parking just in order to take the 30-minute break. “Most of the time my 30 minutes turns into 60 minutes or more by the time you find parking and get back on the road.” One member stated the “half hour break has increased stress, cut down time to drive, cut down on the ability to find a parking spot, and extended my day, increasing fatigue.”

Another area of concern with the mandatory break was safety and stress. Some members talked about a change in their driving habits and day-to-day operations because of the mandatory break. One member commented that the “new rules have not reduced stress and fatigue, but they’ve increased both.” Another driver stated, “The 30 minute mandated break has extended my work week and has added stress to my daily routine.”

A few members confessed that because of the new mandatory break, they were forced to drive faster and longer than they use to in order to make their delivery times. One member in particular said, “I now drive about 5 miles per hour faster in order to make up for the 30 minute mandatory break.”

It is important to note that team and night drivers were both affected in particular with the new HOS regulation changes. The nighttime drivers commented that they were being discriminated against, while team drivers stated that it was hard for their operations to function properly. Both sets of drivers stated that the new 34-hour restart regulation forced them to take off at least 48 hours, therefore causing a significant drop off in productivity. In addition, both said that the new rules increased their fatigue. Nighttime drivers also discussed a difficulty to find adequate safe parking for their 30-minute break.

The majority of respondents stated that they have been negatively impacted by the new HOS regulations. Some of the affects included:

- Less flexibility
- Increased fatigue
- Increased stress
- Forced to drive in rush hour traffic
- Difficulties finding safe and adequate parking
- Forced to drive longer and faster to make up time
- Less time at home with their families
- Loss of loads and mileage
- Reduced income

The final question proposed, “If you could change one hours-of-service regulation, what and how would you change it.” The two largest responses were changing the 34-hour regulations back to the 2003 regulation (46%) and eliminating the 14-hour running clock provision (30%).
Graphs

Impact of the new 34-Hour Restart Provision

- No Impact: 15%
- Minimum Impact: 17%
- Moderate Impact: 33%
- Maximum Impact: 35%

How has the new HOS rules affected Fatigue?

- Less Fatigued: 53%
- More Fatigued: 46%
- No Real Impact: 1%
**Impact on Income**

- No Real Impact
- Decreased Income
- Increased Income

**What and how would you change the HOS Regulations?**

- Eliminate 14-hour running clock 30%
- Split sleeper berth extending 14-hour window 14%
- Change 34-hour regulations back to original regulation 46%
- Other 10%
HOS Survey

The Association emailed a link to the Hours-of-Service Survey on October 25, 2013. There are 4,164 total respondents currently for any one question as October 30, 2013. The number of respondents per question is in ( ). Percentage of each answer is given based on the number of respondents marking any one answer, and answers have been rounded up to the nearest percentile.

1. Are you? (4,164)
   a) _____ An owner-operator leased to a carrier – 49%
   b) _____ An owner-operator under your own authority – 28%
   c) _____ A professional employed driver – 21%
   d) _____ Other – 3%

2. How would you classify your operation? (4,159)
   a) _____ Truck load carrier – 63%
   b) _____ Less-than-truckload – 7%
   c) _____ Specialized – 22%
   d) _____ Heavy Haul – 3%
   e) _____ Other – 5%

3. How would you classify your average trip mileage? (4,151)
   a) _____ Long Haul (More than 700 miles) – 54%
   b) _____ Regional (300-699 miles) – 35%
   c) _____ Short Haul (Less than 300 miles) – 11%

4. Prior to the new HOS changes, how often did you use the 34-hour restart? (4,149)
   a) _____ once per week – 54%
   b) _____ twice per week – 25%
   c) _____ only occasionally – 17%
   d) _____ never used it – 4%

5. Has the 1 restart per week affected your use of the 34-hour restart? (4,147)
   a) _____ No impact – 21%
   b) _____ Minor impact – 21%
   c) _____ Moderate impact – 27%
   d) _____ Significant impact – 31%

6. Has the 1 restart per week affected your miles and loads hauled per week? (4,124)
   a) _____ increased mileage and loads hauled per week – 1%
   b) _____ decreased mileage and loads hauled per week – 56%
c) ____ had little effect on mileage and loads hauled per week – 43%

7. What impact has the provision that when taking the 34-hour restart you must incorporate two time periods encompassing the 1a.m. to 5 a.m. time periods had on your operation? (4,147)

a) ____ No impact – 15%
b) ____ Minimum impact – 17%
c) ____ Moderate impact – 33%
d) ____ Maximum impact – 35%

8. Part of the reasoning for the changes was to reduce the amount of fatigue a driver may experience. Since the changes in the rules do you feel? (4,134)

a) ____ Less fatigued – 1%
b) ____ More fatigued – 46%
c) ____ About the same – 53%

9. What impact to your income has changed due to the 34-hour restart and the mandatory 30 minute break? (4,124)

a) ____ Increased income – 1%
b) ____ Decreased income – 65%
c) ____ No real impact – 34%

10. Has the rule that you must take a 30 minute break within 8 hours after your last off-duty or sleeper berth period impacted your operations? (4,146)

a) ____ no impact – 14%
b) ____ little impact – 24%
c) ____ moderate impact – 34%
d) ____ significant impact – 27%

11. If you used the old 34-hour restart provision, was it primarily for (Mark all that apply)? (There are 4,089 respondents, which checked 12,425 total answers. The percentages are derived from the total number of answers checked)

a) ____ delays between loads – 1,866  15%
b) ____ gain more at home time – 1,765  14%
c) ____ maximize drive time – 2,021  16%
d) ____ maximize on-duty hours – 1,713  14%
e) ____ flexibility – 2,753  22%
f) ____ detention time – 641  5%
g) ____ weather delays – 1,093  9%
h) ____ Other – 573  5%
12. Has this changed since the implementation of the new 34-hour restart? (4,086)

   a) ______ Yes – 66%
   b) ______ No – 18%
   c) ______ Some – 16%

13. If the most recent HOS changes have had a big impact on your operation, please explain (500 characters or less): (2,462 total respondents) (See Appendix A)

14. If you could change one hours-of-service regulation, what and how would you change it? (4,057)

   a) ______ Eliminate 14-hour running clock – 30%
   b) ______ Split sleeper berth extending 14-hour window – 14%
   c) ______ Change 34-hour regulations back to original regulation – 46%
   d) ______ Other – 10% (See Appendix B)

We would like to have your contact information, so that if we need further clarification or information from you we can contact you. This is of course optional but could be very useful. (3,362 respondents entered contact information)
Comparison Between Types of Operation

All comparisons are of October 29, 2013

2. How would you classify your operation?
   - **OWNER-OPERATOR LEASED TO A CARRIER (1,876)**
     a) ____ Truck load carrier – 62%
     b) ____ Less-than-truckload – 5%
     c) ____ Specialized – 24%
     d) ____ Heavy Haul – 4%
     e) ____ Other – 4%
   - **OWNER-OPERATOR UNDER OWN AUTHORITY (1,083)**
     a) ____ Truck load carrier – 70%
     b) ____ Less-than-truckload – 6%
     c) ____ Specialized – 19%
     d) ____ Heavy Haul – 2%
     e) ____ Other – 4%
   - **PROFESSIONAL EMPLOYEE DRIVER (813)**
     a) ____ Truck load carrier – 60%
     b) ____ Less-than-truckload – 11%
     c) ____ Specialized – 21%
     d) ____ Heavy Haul – 2%
     e) ____ Other – 6%

3. How would you classify your average trip mileage?
   - **OWNER-OPERATOR LEASED TO A CARRIER (1,873)**
     a) ____ Long Haul (More than 700 miles) – 63%
     b) ____ Regional (300-699 miles) – 30%
     c) ____ Short Haul (Less than 300 miles) – 7%
   - **OWNER-OPERATOR UNDER OWN AUTHORITY (1,081)**
     a) ____ Long Haul (More than 700 miles) – 51%
     b) ____ Regional (300-699 miles) – 37%
     c) ____ Short Haul (Less than 300 miles) – 12%
   - **PROFESSIONAL EMPLOYEE DRIVER (811)**
     a) ____ Long Haul (More than 700 miles) – 40%
     b) ____ Regional (300-699 miles) – 42%
     c) ____ Short Haul (Less than 300 miles) – 17%

4. Prior to the new HOS changes, how often did you use the 34-hour restart?
   - **OWNER-OPERATOR LEASED TO A CARRIER (1,872)**
     a) ____ once per week – 52%
     b) ____ twice per week – 28%
c) ____ only occasionally – 17%
d) ____ never used it – 3%

   ➢ OWNER-OPERATOR UNDER OWN AUTHORITY (1,079)
a) ____ once per week – 51%
b) ____ twice per week – 25%
c) ____ only occasionally – 16%
d) ____ never used it – 7%

➢ PROFESSIONAL EMPLOYEE DRIVER (813)
a) ____ once per week – 63%
b) ____ twice per week – 15%
c) ____ only occasionally – 18%
d) ____ never used it – 3%

5. Has the 1 restart per week affected your use of the 34-hour restart?

   ➢ OWNER-OPERATOR LEASED TO A CARRIER (1,868)
a) ____ No impact – 17%
b) ____ Minor impact – 23%
c) ____ Moderate impact – 28%
d) ____ Significant impact – 32%
   ➢ OWNER-OPERATOR UNDER OWN AUTHORITY (1,081)
a) ____ No impact – 23%
b) ____ Minor impact – 21%
c) ____ Moderate impact – 24%
d) ____ Significant impact – 31%
   ➢ PROFESSIONAL EMPLOYEE DRIVER (811)
a) ____ No impact – 28%
b) ____ Minor impact – 21%
c) ____ Moderate impact – 26%
d) ____ Significant impact – 25%

6. Has the 1 restart per week affected your miles and loads hauled per week?

   ➢ OWNER-OPERATOR LEASED TO A CARRIER (1,852)
a) ____ increased mileage and loads hauled per week – 1%
b) ____ decreased mileage and loads hauled per week – 58%
c) ____ had little effect on mileage and loads hauled per week – 41%
   ➢ OWNER-OPERATOR UNDER OWN AUTHORITY (1,075)
a) ____ increased mileage and loads hauled per week – 1%
b) ____ decreased mileage and loads hauled per week – 56%
c) ____ had little effect on mileage and loads hauled per week – 43%
   ➢ PROFESSIONAL EMPLOYEE DRIVER (811)
a) ____ increased mileage and loads hauled per week – 1%
b) _____ decreased mileage and loads hauled per week – 50%
c) _____ had little effect on mileage and loads hauled per week – 49%

7. What impact has the provision that when taking the 34-hour restart you must incorporate two time periods encompassing the 1a.m. to 5 a.m. time periods had on your operation?

   ➢ OWNER-OPERATOR LEASED TO A CARRIER (1,869)
   a) _____ No impact – 13%
b) _____ Minimum impact – 18%
c) _____ Moderate impact – 32%
d) _____ Maximum impact – 37%

   ➢ OWNER-OPERATOR UNDER OWN AUTHORITY (1,080)
   a) _____ No impact – 18%
b) _____ Minimum impact – 17%
c) _____ Moderate impact – 33%
d) _____ Maximum impact – 32%

   ➢ PROFESSIONAL EMPLOYEE DRIVER (811)
   a) _____ No impact – 17%
b) _____ Minimum impact – 15%
c) _____ Moderate impact – 34%
d) _____ Maximum impact – 33%

8. Part of the reasoning for the changes was to reduce the amount of fatigue a driver may experience. Since the changes in the rules do you feel?

   ➢ OWNER-OPERATOR LEASED TO A CARRIER (1,865)
   a) _____ Less fatigued – 1%
b) _____ More fatigued – 48%
c) _____ About the same – 51%

   ➢ OWNER-OPERATOR UNDER OWN AUTHORITY (1,076)
   a) _____ Less fatigued – 1%
b) _____ More fatigued – 43%
c) _____ About the same – 56%

   ➢ PROFESSIONAL EMPLOYEE DRIVER (806)
   a) _____ Less fatigued – 2%
b) _____ More fatigued – 46%
c) _____ About the same – 53%

9. What impact to your income has changed due to the 34-hour restart and the mandatory 30 minute break?

   ➢ OWNER-OPERATOR LEASED TO A CARRIER (1,863)
   a) _____ Increased income – 0%
b) _____ Decreased income – 67%
c) ____ No real impact – 33%

- OWNER-OPERATOR UNDER OWN AUTHORITY (1,075)
  a) ____ Increased income – 0%
  b) ____ Decreased income – 65%
  c) ____ No real impact – 35%

- PROFESSIONAL EMPLOYEE DRIVER (802)
  a) ____ Increased income – 1%
  b) ____ Decreased income – 65%
  c) ____ No real impact – 34%

10. Has the rule that you must take a 30 minute break within 8 hours after your last off-duty or sleeper berth period impacted your operations?

- OWNER-OPERATOR LEASED TO A CARRIER (1,870)
  a) ____ no impact – 13%
  b) ____ little impact – 25%
  c) ____ moderate impact – 34%
  d) ____ significant impact – 28%

- OWNER-OPERATOR UNDER OWN AUTHORITY (1,079)
  a) ____ no impact – 18%
  b) ____ little impact – 28%
  c) ____ moderate impact – 31%
  d) ____ significant impact – 23%

- PROFESSIONAL EMPLOYEE DRIVER (811)
  a) ____ no impact – 12%
  b) ____ little impact – 21%
  c) ____ moderate impact – 38%
  d) ____ significant impact – 29%

11. If you used the old 34-hour restart provision, was it primarily for (Mark all that apply)?

- OWNER-OPERATOR LEASED TO A CARRIER (1,862 respondents and 5,780 answers)
  a) ____ delays between loads – 956 17%
  b) ____ gain more at home time – 785 14%
  c) ____ maximize drive time – 913 16%
  d) ____ maximize on-duty hours – 772 13%
  e) ____ flexibility – 1,280 22%
  f) ____ detention time – 297 5%
  g) ____ weather delays – 517 9%
  h) ____ Other – 266 5%

- OWNER-OPERATOR UNDER OWN AUTHORITY (1,055 respondents and 3,183 answers)
  a) ____ delays between loads – 467 15%
  b) ____ gain more at home time – 475 15%
c) _____ maximize drive time – 516 16%
d) _____ maximize on-duty hours – 438 14%
e) _____ flexibility – 707 22%
f) _____ detention time – 178 6%
g) _____ weather delays – 274 9%
h) _____ Other – 128 4%

PROFESSIONAL EMPLOYEE DRIVER (800 respondents and 2,328 answers)
a) _____ delays between loads – 274 12%
b) _____ gain more at home time – 350 15%
c) _____ maximize drive time – 411 18%
d) _____ maximize on-duty hours – 354 15%
e) _____ flexibility – 516 22%
f) _____ detention time – 99 4%
g) _____ weather delays – 205 9%
h) _____ Other – 119 5%

12. Has this changed since the implementation of the new 34-hour restart?

OWNER-OPERATOR LEASED TO A CARRIER (1,854)
a) _____ Yes – 68%
b) _____ No – 15%
c) _____ Some – 17%

OWNER-OPERATOR UNDER OWN AUTHORITY (1,055)
a) _____ Yes – 64%
b) _____ No – 18%
c) _____ Some – 18%

PROFESSIONAL EMPLOYEE DRIVER (800)
a) _____ Yes – 63%
b) _____ No – 22%
c) _____ Some – 16%

13. If the most recent HOS changes have had a big impact on your operation, please explain (500 characters or less):

14. If you could change **one** hours-of-service regulation, what and how would you change it?

OWNER-OPERATOR LEASED TO A CARRIER (1,841)
a) _____ Eliminate 14-hour running clock – 29%
b) _____ Split sleeper berth extending 14-hour window – 13%
c) _____ Change 34-hour regulations back to original regulation – 48%
d) _____ Other – 10%

OWNER-OPERATOR UNDER OWN AUTHORITY (1,050)
a) _____ Eliminate 14-hour running clock – 29%
b) _____ Split sleeper berth extending 14-hour window – 18%
c) _____ Change 34-hour regulations back to original regulation – 45%
d) _____ Other – 8%

PROFESSIONAL EMPLOYEE DRIVER (786)

a) _____ Eliminate 14-hour running clock – 31%
b) _____ Split sleeper berth extending 14-hour window – 12%
c) _____ Change 34-hour regulations back to original regulation – 44%
d) _____ Other – 12%
Comparison of Truckload Carriers

1. Are you? (2,455)
   a) ____ An owner-operator leased to a carrier – 47%
   b) ____ An owner-operator under your own authority – 31%
   c) ____ A professional employed driver – 20%
   d) ____ Other – 2%

3. How would you classify your average trip mileage? (2,449)
   a) ____ Long Haul (More than 700 miles) – 56%
   b) ____ Regional (300-699 miles) – 36%
   c) ____ Short Haul (Less than 300 miles) – 7%

4. Prior to the new HOS changes, how often did you use the 34-hour restart? (2,450)
   e) ____ once per week – 56%
   f) ____ twice per week – 23%
   g) ____ only occasionally – 18%
   h) ____ never used it – 3%

5. Has the 1 restart per week affected your use of the 34-hour restart? (2,444)
   a) ____ No impact – 20%
   b) ____ Minor impact – 22%
   c) ____ Moderate impact – 26%
   d) ____ Significant impact – 31%

6. Has the 1 restart per week affected your miles and loads hauled per week? (2,437)
   a) ____ increased mileage and loads hauled per week – 1%
   b) ____ decreased mileage and loads hauled per week – 58%
   c) ____ had little effect on mileage and loads hauled per week – 41%

7. What impact has the provision that when taking the 34-hour restart you must incorporate two time periods encompassing the 1a.m. to 5 a.m. time periods had on your operation? (2,450)
   a) ____ No impact – 14%
   b) ____ Minimum impact – 17%
   c) ____ Moderate impact – 33%
   d) ____ Maximum impact – 36%

8. Part of the reasoning for the changes was to reduce the amount of fatigue a driver may experience. Since the changes in the rules do you feel? (2,444)
   a) ____ Less fatigued – 1%
b) ____ More fatigued – 47%
c) ____ About the same – 52%

9. What impact to your income has changed due to the 34-hour restart and the mandatory 30 minute break? (2,434)

a) ____ Increased income – 1%
b) ____ Decreased income – 67%
c) ____ No real impact – 33%

10. Has the rule that you must take a 30 minute break within 8 hours after your last off-duty or sleeper berth period impacted your operations? (2,448)

a) ____ no impact – 14%
b) ____ little impact – 25%
c) ____ moderate impact – 34%
d) ____ significant impact – 26%

11. If you used the old 34-hour restart provision, was it primarily for (Mark all that apply)? (There are 2,422 respondents, which checked 7,532 total answers. The percentages are derived from the total number of answers checked)

a) ____ delays between loads – 1,125 15%
b) ____ gain more at home time – 1,126 15%
c) ____ maximize drive time – 1,228 16%
d) ____ maximize on-duty hours – 1,024 14%
e) ____ flexibility – 1,635 22%
f) ____ detention time – 396 5%
g) ____ weather delays – 674 9%
h) ____ Other – 324 4%

12. Has this changed since the implementation of the new 34-hour restart? (2,414)

a) ____ Yes – 67%
b) ____ No – 16%
c) ____ Some – 17%

13. If the most recent HOS changes have had a big impact on your operation, please explain (500 characters or less):

14. If you could change one hours-of-service regulation, what and how would you change it? (2,406)

a) ____ Eliminate 14-hour running clock – 30%
b) ____ Split sleeper berth extending 14-hour window – 15%
c) _____ Change 34-hour regulations back to original regulation – 45%
d) _____ Other – 9%
Comparison of Long Haul

1. Are you? (2,096)
   a) ___ An owner-operator leased to a carrier – 56%
   b) ___ An owner-operator under your own authority – 26%
   c) ___ A professional employed driver – 15%
   d) ___ Other – 2%

2. How would you classify your operation? (2,093)
   a) ___ Truck load carrier – 66%
   b) ___ Less-than-truckload – 7%
   c) ___ Specialized – 20%
   d) ___ Heavy Haul – 3%
   e) ___ Other – 4%

4. Prior to the new HOS changes, how often did you use the 34-hour restart? (2,091)
   a) ___ once per week – 48%
   b) ___ twice per week – 31%
   c) ___ only occasionally – 20%
   d) ___ never used it – 2%

5. Has the 1 restart per week affected your use of the 34-hour restart? (2,088)
   a) ___ No impact – 12%
   b) ___ Minor impact – 19%
   c) ___ Moderate impact – 28%
   d) ___ Significant impact – 40%

6. Has the 1 restart per week affected your miles and loads hauled per week? (2,075)
   a) ___ increased mileage and loads hauled per week – 1%
   b) ___ decreased mileage and loads hauled per week – 65%
   c) ___ had little effect on mileage and loads hauled per week – 34%

7. What impact has the provision that when taking the 34-hour restart you must incorporate two time periods encompassing the 1a.m. to 5 a.m. time periods had on your operation? (2,089)
   a) ___ No impact – 10%
   b) ___ Minimum impact – 15%
   c) ___ Moderate impact – 33%
   d) ___ Maximum impact – 42%
8. Part of the reasoning for the changes was to reduce the amount of fatigue a driver may experience. Since the changes in the rules do you feel? (2,087)

   a) _____ Less fatigued – 1%
   b) _____ More fatigued – 50%
   c) _____ About the same – 49%

9. What impact to your income has changed due to the 34-hour restart and the mandatory 30 minute break? (2,076)

   a) _____ Increased income – 1%
   b) _____ Decreased income – 70%
   c) _____ No real impact – 30%

10. Has the rule that you must take a 30 minute break within 8 hours after your last off-duty or sleeper berth period impacted your operations? (2,086)

    a) _____ no impact – 15%
    b) _____ little impact – 25%
    c) _____ moderate impact – 34%
    d) _____ significant impact – 26%

11. If you used the old 34-hour restart provision, was it primarily for (Mark all that apply)? (There are 2,080 respondents, which checked 6,861 total answers. The percentages are derived from the total number of answers checked)

    a) _____ delays between loads – 1,188 17%
    b) _____ gain more at home time – 891 13%
    c) _____ maximize drive time – 1,129 16%
    d) _____ maximize on-duty hours – 870 13%
    e) _____ flexibility – 1,472 21%
    f) _____ detention time – 349 5%
    g) _____ weather delays – 667 10%
    h) _____ Other – 295 4%

12. Has this changed since the implementation of the new 34-hour restart? (2,078)

    a) _____ Yes – 73%
    b) _____ No – 12%
    c) _____ Some – 14%

13. If the most recent HOS changes have had a big impact on your operation, please explain (500 characters or less):
14. If you could change one hours-of-service regulation, what and how would you change it? (2,054)

   a)  _____ Eliminate 14-hour running clock – 26%
   b)  _____ Split sleeper berth extending 14-hour window – 12%
   c)  _____ Change 34-hour regulations back to original regulation – 53%
   d)  _____ Other – 10%