

October 19, 2018

United States Department of Transportation
Federal Motor Carrier Safety Administration
Docket Management
1200 New Jersey Avenue SE
West Building, Ground Floor
Room W12-140
Washington, DC 20590-0001

Submitted via www.regulations.gov

Re: NAMA Comments on Proposed Changes to Hours of Service ANPRM – Doc. No. FMCSA-2018-0248- 83 FR 42631 (August 23, 2018)

Dear Sir or Madam:

The National Automatic Merchandising Association (NAMA) appreciates the opportunity to submit comments in response to the Federal Motor Carrier Safety Administration’s advance notice of proposed rulemaking pertaining to changes to Hours of Service regulations for Commercial Motor Vehicles.

Founded in 1936, the National Automatic Merchandising Association (NAMA) is the association representing the \$25 billion U.S. convenience services industry, with its core membership being comprised of owners and operators of vending machine companies. With nearly 1,000-member companies – including many of the world’s most recognized brands – NAMA provides advocacy, education and research for its membership.

The convenience services industry supports over 140,000 jobs, contributing a total economic impact of nearly \$25 billion to the U.S. economy. NAMA members employ many different types of commercial delivery and distribution drivers in the vending and convenience services industry.

NAMA applauds FMCSA’s consideration of changes to the Hours of Service rules given the widespread use of electronic logging devices and offers the following responses to the proposed changes:

1. Expanding current 100 air-mile short-haul exemption from 12 hours on-duty to 14 hours on duty in alignment with current long-haul rules

NAMA supports the FMCSA’s proposal on expanding the short-haul exemption to bring it into alignment with the current long-haul rules. NAMA members have been experiencing the effects of a nationwide driver shortage that has affected many industries, and we feel that this expansion could bring much needed relief to both driver shortages and rising transportation costs.

2. Extension to the 14-hour on-duty requirement by as many as two hours if encountering “adverse driving conditions”

NAMA supports this proposed change, it will allow much needed flexibility to drivers at NAMA member companies, many of which are small businesses. Current regulations may unintentionally force drivers to have to weather the storm on the side of the road while they wait for relief from another driver with hours remaining. NAMA supports giving driver’s flexibility to reach a safe stopping point during adverse conditions.

3. Revising the current mandatory 30-minute break for truck drivers after 8-continuous driving hours

NAMA supports giving drivers flexibility to take his or her 30-minute break at any point during his or her duty day. This will empower drivers to reach a safe stopping point and to split up a break into multiple shorter breaks if the driver so desires.

4. Reinstating the option to split up the required 10-hour off-duty rest break for drivers operating trucks with sleeper-berth compartments

NAMA strongly supports reinstating the ability to split up the 10-hour off-duty rest period for trucks with a sleeper berth compartment. This will allow drivers to get even more rest if he or she is able to make it out of the sleeper-berth compartment to more comfortable accommodations. Limiting the duration or number of splits would further ensure that enough rest was had.

We appreciate your consideration of these comments and welcome the opportunity to discuss this issue further. If you have any questions, please contact me at 202.669.6139 or edell@namanow.org.

Sincerely,



W. Eric Dell, JD, MBA
Senior Vice President, External Affairs