

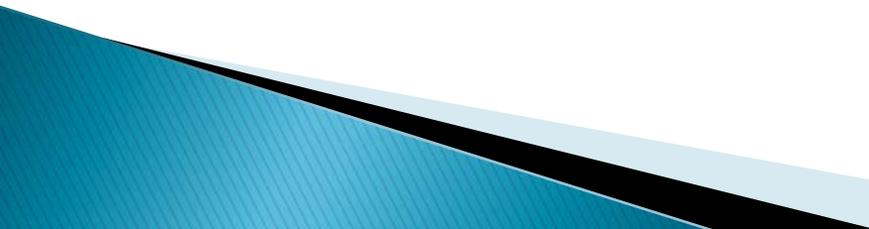
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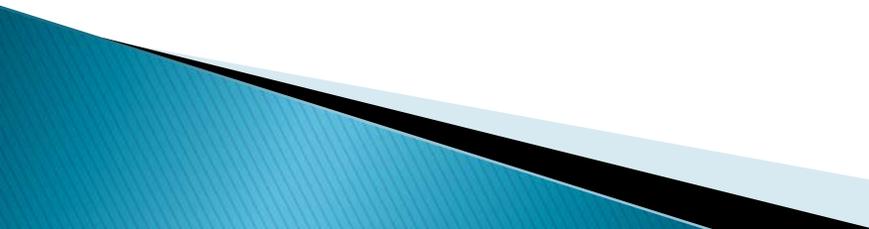
Owner Operator Independent Drivers
Association

Over-the-road truck driver for 13 years

Regulatory Issues

- ▶ Drivers must have a 10hr break
 - ▶ Drivers must have a 30min break
 - ▶ After a 34hr break their hours available for the upcoming week “reset”
 - ▶ These regulations are in effect, no matter where the driver is located (rural or urban areas).
 - ▶ The driver is NOT in control of all factors regarding their schedule.
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Impacts of Regulation/Lack of Control

- ▶ Unplanned, unexpected, and often unnecessary detention at a shipper/receiver changes a plan for parking
 - ▶ Even after detaining a driver, shipper/receiver demands they leave the facility (deny parking)
 - ▶ With limited hours to drive, driver must find parking as quickly as possible
 - ▶ With 10 hours to drive, driver must make maximum use of the 14 hours in which driving can occur. This means parking close to shipper/receiver.
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The Result

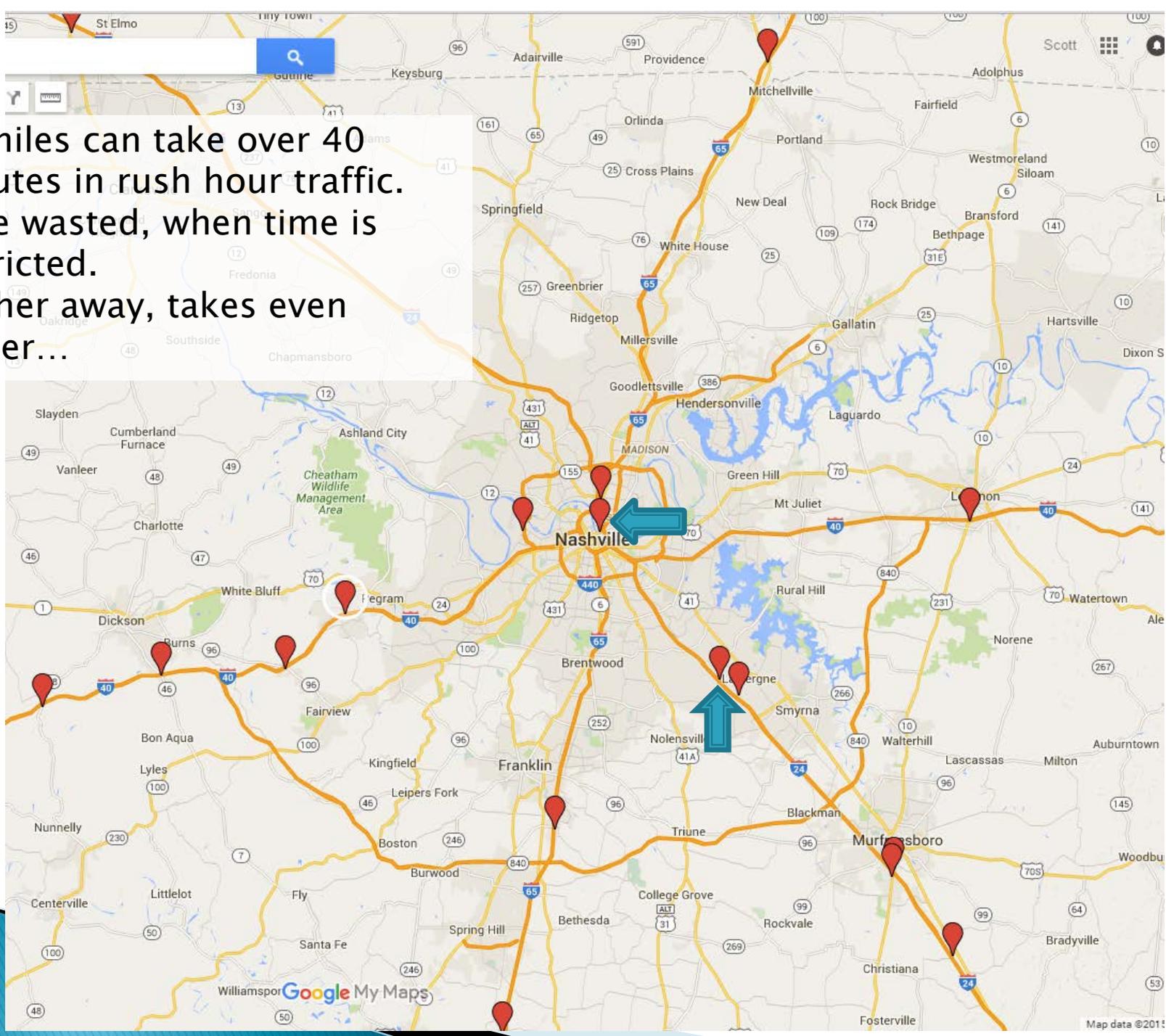
- ▶ Parking in unsafe situations. Highway ramps, just off shoulder of road, end of street with no lights/unsafe area. Anywhere they can!
 - ▶ Drivers being stressed.
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- ▶ Some areas worse, some better.
- ▶ Many niches within industry (Private fleets, day cab, sleeper/not hotel...) over-the-road.
- ▶ Lack of spaces/lack of info.
- ▶ Recession = loss independent truck stops.

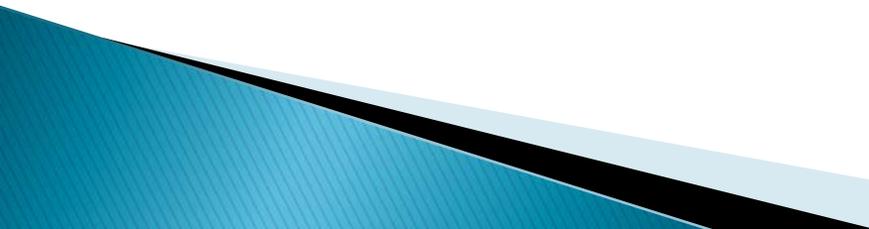
- ▶ Drivers welcome!
- ▶ Drivers not welcome! Same street.

- ▶ Need to park where can maximize hours!
(Nashville Example)

15 miles can take over 40 minutes in rush hour traffic. Time wasted, when time is restricted. Further away, takes even longer...



Solutions

- ▶ Try something **DIFFERENT!**
 - ▶ Parking in industrial parks (where drivers need to be).
 - ▶ “Micro” truck stops. Parking is priority.
 - ▶ Convert unused areas into truck parking, as some states have. Missouri good example, Ohio bad example.
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