

Reuss, Vicki A. (CDC/NIOSH/EID)

From:
Sent: Wednesday, December 26, 2007 7:18 AM
To: NIOSH Docket Office (CDC)
Cc: Chen, Jihong (Jane) (CDC/NIOSH/EID) (CTR); Doyle, Glenn (CDC/NIOSH/EID)
Subject: 110 - TDSH Comments

Name

Organization
Owner operator, Driver

Email

Address

Comments

Dear Sirs:

It seems to me that this study you are creating has only one goal in mind and that is to push the hours of service debate. If your dept. really wishes to find out about driver mortality, fatigue, poor health conditions, and other factors that may lead to accidents then you need to look at hundreds of other factors. Is it not true that fatigue is caused by factors not related to sleep, or that directly effect sleep? Take for insistent fumes, coming from trucks exhaust. Every truck leaks carbon monoxide fumes at one level or another. How do the fumes affect the driver when he is consistently working in them, do they build up in a drivers system, and at what levels do they impact the driver's ability to react, and his attentive levels? Lights, they say that the best torture tactic used by the Japanese in WW2 was strobe lights constantly shining in persons eyes; they even caused them to go crazy. Well we have the same effect out here which can cause hypnotism. High beams not being reduced, headlights not aimed properly which blind drivers, large spotlights aimed at drivers eyes from offsite buildings, and the best one is night worker crews with there lighting of work areas, police and construction vehicles with the high intensity strobe lights blinding drivers as they come out of dark areas into road construction areas. Ever had someone at a party take a picture of you, the strobe goes off, you can not see for seconds or depending on your age and health minutes, well that is what drivers have to put up with daily. How about food and the lack of quality food and diet impact the driver's health? How does that impact the drivers fatigue levels and health, are they poisoning us to death by what we are offered to eat out on the road. And if we try to eat at places which offer better diet needs can we get access to them? How about the jarring the body takes while driving down our nations highways? Ever been in a truck to aniliys that? Many times it is like driving the Baja 1000, and we know how fatiguing that is on a body. Race drivers have to condition themselves for that race to be able to handle that stress, but truckers are confronted with those stress everyday, 8-11 hours a day, and 6-7 days a week. What does it do to the body, and how do the effects play into there over all health and conditions? Why not place life size and weighted dummies into drivers trucks to register the stress and analysis the results of those stress to see exactly what they do to the drivers and there fatigue levels. There are so many other things that need to be study, as an ex law enforcement officer, and truck driver I feel that until you have tested all the possible conditions that impact drivers you can not make a honest report on drivers fatigue and mortality issues. At anytime your people wish to experience what the trucker deal with on a daily basis, my door will always be open. But I feel that until you have done 30 days or so constantly in the trucks you can not get a full understanding of the problem, and to set up a testing or information collecting program without experiencing for yourselves the conditions and problems then you are wasting you time and the data will be flawed. Thank You for your time, please feel free to contact me at cell number or by e-mail if I can be of any help in making a real effect on the problems drivers endure.