



**Testimony before the Senate Workforce Committee
Respectfully Submitted by
Jana Jarvis, President
April 3, 2017**

Chair Taylor and Members of the Committee:

RE: SB 828

The Oregon Trucking Associations is opposed to SB 828 as well as the -3 amendments because the concept of this bill does not consider the unique requirements of today's trucking industry. The demands on the freight industry today require availability, timeliness and flexibility for a trucking company's survival. Additionally, the job requirement of today's driver may require them to be away from home and potentially out of Oregon for weeks at a time. Trucking companies determine their driver's work schedules based on their business needs defined primarily by the availability of freight to haul as well as the Hours of Service rules that have been promulgated by the Federal Motor Carrier Safety Administration.

Providing a truck driver with the flexibility outlined in Section 9 of SB 828 would be a virtual impossibility for our industry, and individuals who apply for truck driving jobs recognize this and are aware of the scheduling requirements needed for the job at the time they are hired by various companies. Although different companies, and different commodities require a variety of scheduling needs, there is no one size that fits all within our industry.

Individuals as consumers appreciate the flexibility that our industry provides. At a minimum, the trucking industry should be exempted from the requirements of SB 828. Thank you for your consideration of our industry's needs.