

December 15, 2005

To Whom It May Concern:

Ref: Docket FMCSA-2005-22660

As a holder of a CDL and a 38 year veteran of the U. S. Postal Service, you are making a grave error if you entertain the Postal Service's attempt to mis-represent themselves as the Employers for the Highway Contract Route (or HCR) drivers who do NOT work for the Postal Service but work for themselves.

The Postal Service does not employ HCR drivers but instead have a contract awarded through a federal bidding process to the companies that employ these HCR drivers.

HCR drivers are forced by their employers to work longer hours than allowed while driving sub-standard equipment. Postal employees regularly see this equipment each time they pull up to a postal dock to load/unload containerized mail.

Many of these HCR drivers are utilized on multiple contracts held by their employers that effectively beat the current driving regulations since their time is split up between two or more contracts.

The Postal Service does not track the number of hours an HCR driver currently drive in a given time frame. They claim it is not their problem not their responsibility to do so.

Local police authorities generally do not stop an HCR driver because of the placard stating "U. S. Mail" that is imprinted on the side of the HCR's truck.

The Postal Service has a pool of postal drivers that are utilized to transport mail between and among postal facilities using their self-obtained CDL's issued from the State of Residence.

These are the true postal drivers that are directly employed by the Postal Service and who have Union representation at all levels of postal authority.

The Postal Service also has a full network of Vehicle Maintenance Facilities that ensure all postal vehicles are road-worthy and safe to operate on public roads. These Postal Truck Technicians are required to sign off on all work orders to ensure a postal vehicle is safe to operate. That makes postal employees accountable for the truck repairs

By contrast, HCR drivers work for outside companies, like the many companies controlled by Clifford, B. Finkle, Jr. or Meyers Transport whose only link to the Postal Service is the award of a two or four year contract to transport mail.

That contract award is always influenced by the political process meaning lobbyists in Washington, D. C. and other personal influence to a lesser degree on the Area/District/Local level of the Postal Service.

There is no policing of the bidding/awarding process on the Area/District/Local level by any postal Union official as the Postal Service awards these contracts without scrutiny from an impartial authority.

Attempts by various APWU officials, including myself, to merely obtain information on HCR contracts to enforce our Collective Bargaining Agreement, or CBA, has always been met with stiff resistance.

Often, the APWU is forced to take any Area Postal Transportation manager to the National Labor Relations Board to release requested information the Union is contractually (CBA) entitled to review and copy.

We want our roads to be safe from CDL drivers who are already required to drive virtually unregulated from any oversight except their own.

By splitting up their time and allowing them to drive longer hours represented by a change in the way the driving hours are recorded will pose a danger to themselves and to the general public who must share public roads with HCR drivers.

The safety of our communities should not be a line item on the budgetary concerns of a Highway Contract Route.

Thank you for your time and consideration in this matter.

Sincerely,

Thomas M. LaFauci  
84 Second Ave.  
Raritan, N. J. 08869-1553  
(908) 231-0498 (home)