New Trucking Regulations: The Impact on Our Industry

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Presented By:

AmericanHort
E-Log Timeline

- Mid-1980’s - Electronic devices for recording a driver’s Hours Of Service become available.
- 2010 - Federal Motor Carriers Safety Administration publishes regulatory E-Log Compliance rule.
- 2012 – Electronic On-Board Recorders for Hours of Service Compliance rule – Cancelled by US Court of Appeals.
- 2014 – MAP-21 (Moving Ahead for Progress in the 21st Century)
- 2015 – White House approves MAP-21 transportation mandate.

- 2018 – Full Enforcement by April 1st
Goals behind E-Log Mandate

• Reduce accidents
• Reduce fatalities
• Get fatigued drivers off the road
• Protect drivers’ privacy
• Graph grid showing Record Of Duty Status (RODS)
• Log duty status & location at every change
Drivers & ELD’s

- Devices are wired to truck’s engine.

- Interactive tablet in driver’s cab.

- Individual login
  - HOS follow the driver, not the truck.

- Driver in control of RODS
  - Record of Duty Status
Duty Status

• Off Duty
• Sleeper Berth
• Driving
• On Duty Not Driving
Duty Status in a 24 hour period

• Limited to 14 hours of On Duty Status
• Limited to 11 hours of Driving Status
• On Duty Not Driving
  • 15 minutes of Pre-Trip inspection
  • OR 15 minutes of Post-Trip inspection
    • One or the other has to be logged in a 24 hour period.
• Waiting at shipper or receiver
• “Yard Moves”

• 10 hours Off Duty / Sleeper Berth
  • Can log two periods in Sleeper Berth
    • 2 hours / 8 hours
Duty Status:

- Off Duty
  - Must have 34 hour re-set after
    7 days – 60 hours / 8 days – 70 hours
- Sleeper Berth
  - 10 hours in a 24 hour period
  - Can go similarly with Off Duty
- Driving
  - 11 hours max
  - 8 hours at a time
- On Duty Not Driving
  - 3 hours in a full 14 hours
  - 15 min pre-trip / post-trip
  - Mandatory 30 minute break
  - Fuel / Lunch / Loading or Unloading
Safety Officials & E-Logs

- Soft enforcement Dec 18 to April 1
  - Some citations
- Full enforcement April 1, 2018
  - Audits
  - Out of Service sanctions
- Data Transfer
  - Wireless
  - USB / Bluetooth
  - Can access data from prior 30 days
- Violations effect carriers’ CSA Scores
  - Compliance Safety Accountability
Conditional Loopholes

• Adverse Weather Conditions
  • 2 hours granted

• “Safe Haven”
  • 30 minutes to find safe parking

• ELD’s ability to make notes
  • Delay due to traffic
  • Requested to move
Exemptions

• Short Haul Drivers
  • Stay within 100 mile radius of “home”

• Agriculture Exemption
  • Stay within 150 mile radius of home

• Oilfields

• Drive-away / Tow-away

• Models predating 2000
  • 1999 & older
  • “Glider Kit” – rebuilt engine to pre 2000 specs

• Not For Hire
  • Less than 8 days in a running 30 day period

• Honey Bee Hive Hauling
Variables In A Trucker’s Market:

• Fuel Prices
• Weather Events / Natural Disasters
  • Hurricanes
  • Floods
  • Heavy Snowfall / Ice storms
• Regional Markets
  • Chicago
  • St Louis
  • Produce season (FL, GA, SC, NC)
• Loads to Drivers Ratio
Loads Preferred by Drivers

- On pallets
- Clean / Dry
- Not too heavy
- Quick loading & unloading
  - Under 2 hours
- 1 pick 1 drop
- No touch / no tailgate
- Low dead-head miles to shipper
- Destination to good freight market
- Paying the average market rate
Carrier POV: Pros & Cons of Hauling Nursery Stock

Cons:
• Time consuming
• Wash-outs required
  • Floor loaded
• Multiple stops (Picks & Drops)

Pros:
• Paying more than average market price
• Destination a desirable location
Carrier POV:
How to make Nursery loads easier

• On Pallets (if at all possible)
Carrier POV: How to make Nursery loads easier

• On Pallets (If at all possible)
• Have product ready
• Have crew ready
• Have paperwork ready
• On-site overnight parking
• Help with cleanliness on delivery end:
  • Broom / Backpack blower / Hose
• Minimize extra stops
Other Suggestions:

- Driver phone #
- Plan for delivery on shipping
  - Know delivery address
  - Know contact phone #
  - Make customer aware of delivery
- No in-route changes
- Appointments
  - Shipping & Receiving
- Be Flexible – plan for delays
Hypothetical situation:

- Portland, OR to Dayton, OH: 2,450 miles

Day 1 - Monday:
- Pre-trip @ 5:45 am
- Drive to pickup 6a-7a
- Loading 7a-9a
- Drive 9am - 2pm
- Break for fuel 2 – 3pm
- Drive 3pm – 8pm
- Sleeper Berth @ 8pm

500 miles driven
1950 to go
Day 2:
• Pre trip @ 6:45am
• Drive 8 hours 7am-3pm
• Mandatory break @3pm
• Drive 5pm – 8pm
• Off duty @8pm

1050 miles driven
1400 miles to go
Day 3
• Drive 8am – 4pm
• Break 4pm – 5pm
• Drive 5pm – 8pm
• Post-trip 8 – 8:15pm
• Sleeper berth

1600 miles driven
850 to go
Day 4

• Pre-trip 7am
• Drive 7:15am -1:15pm
• Break 1:15pm – 3pm
• Drive 3pm – 8pm
• “Safe-haven” 8pm – 8:30pm
• Off Duty @ 8:30pm

2150 miles driven
350 miles to go
Day 5 - Friday

- 7am pre-trip
- Drive 7:15am – 2:45pm
- Unload in Dayton, OH 2:45-4:45pm
Overview

• Many different variables

• Race against the clock

• Understand price increases

• Know the driver’s limitations
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- Competitive Rates
- Timely and Safe Delivery

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<table>
<thead>
<tr>
<th>DRIVING TIME</th>
<th>11 HOURS AFTER 10 HOURS OFF</th>
<th>13 HOURS AFTER 8 HOURS OFF</th>
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</thead>
<tbody>
<tr>
<td>ON-DUTY TIME</td>
<td>14 HOUR WORKDAY requires a 10 HOUR BREAK</td>
<td>14 HOUR WORKDAY requires an 8 HOUR BREAK</td>
</tr>
<tr>
<td>Zzz OFF-DUTY TIME</td>
<td>10 CONSECUTIVE HOURS 30-min break required after 8th consecutive hour into work-shift.</td>
<td>8 HOURS BEFORE DRIVING 10 HOURS PER DAY 24 consecutive hours within past 14 days</td>
</tr>
<tr>
<td>LENGTH OF WORKDAY</td>
<td>AFTER 14 CONSECUTIVE HOURS, NO DRIVING CAN BE DONE</td>
<td>AFTER 16 CONSECUTIVE HOURS, NO DRIVING CAN BE DONE</td>
</tr>
<tr>
<td>DUTY CYCLES</td>
<td>60 HOURS/7 DAYS</td>
<td>70 HOURS/7 DAYS (Cycle 1)</td>
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<tr>
<td></td>
<td>70 HOURS/8 DAYS</td>
<td>120 HOURS/14 DAYS (Cycle 2)</td>
</tr>
<tr>
<td>RESET</td>
<td>34 HOURS</td>
<td>36 HOURS (Cycle 1)</td>
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<tr>
<td></td>
<td>72 HOURS (CYCLE 2)</td>
<td>Upon reaching 70th hour in Cycle 2, driver must take 24 consecutive hours off duty.</td>
</tr>
<tr>
<td>PREVIOUS 7 DAYS, PLUS TODAY</td>
<td>SUBMIT WITHIN 13 DAYS 6 months carrier log retention</td>
<td>PREVIOUS 14 DAYS, PLUS TODAY SUBMIT WITHIN 20 DAYS 6 months carrier log retention</td>
</tr>
</tbody>
</table>

aworldofworktrip.com/hours-of-service-canada-comparison