

J. J. Keller & Associates, Inc. and National Private Truck Council (NPTC) Webcast:
Driver Hours of Service and Electronic Logging Devices (ELDs)
May 21st , 2015

Driver Hours of Service and Electronic Logging Devices (ELDs)

Gary Petty
President & CEO
National Private Truck Council

NPTC
National Private Truck Council

J. J. Keller
& Associates, Inc.
Since 1953

Introduction

- Regulatory Background – Tom Bray
- Beyond Compliance – Tom Moore, CTP
- Fleet Perspective – Meghan Chan, CTP
- Housekeeping issues:
 - You will be muted during the event.
 - Please use the Q&A feature to send questions us. We'll try to answer them during the Q&A period if they are not covered in the presentation.

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National Private Truck Council

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Regulatory Background

Thomas Bray
Sr. Editor, Transportation Management
J. J. Keller & Associates, Inc.

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Hours-of-Service Regulations

- Made up of three areas
 - Limits
 - Logs
 - Exceptions



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Limits

- Passenger-Carrying (\$395.5)
 - 10 hours driving time
 - 15 hours on duty
 - 8 consecutive hours off duty
 - 60 hour/7 day or 70 hour/8 day
 - No 34 hour restart



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Limits

- Property-Carrying (\$395.3)
 - 11 hours driving time
 - 8 hour/30 minute break
 - 14 consecutive duty hours
 - 10 consecutive hours off duty
 - 60-hour/7-day or 70-hour/8-day
 - 34-hour restart



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Logs

- Paper logs (see §395.8)
 - 11 required items, plus grid-graph
 - Driver must have logs for today + past 7
 - Done in duplicate, unless scanning the log
 - Submit original to carrier within 13 days
 - Carrier keeps for 6 months, along with supporting documents (GPS records too!)



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HOS Exceptions

- Found in §390.3 and 395.1
- Adverse driving conditions
- Driver-salesperson
- Oilfield operations
- Short-haul operations
 - 100 air-mile radius
 - 150 air-mile radius (non-CDL)
 - 16-hour exception
- Sleeper berths
- Alaska / Hawaii
- Travel time
- Utilities
- Construction
- Agricultural operations




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Acceptable Alternatives to Paper Logs

- Time records (short-haul exception in §395.1(e))
- Electronic logging programs or “apps” (§395.8)
- Automatic onboard recording devices or AOBDRs (§395.2 and §395.15)
 - AOBDRS to be replaced by ELDs (new Subpart B to Part 395)



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AOBRD Vs. ELD

AOBRD (1988)



- Gets data from the vehicle (method not specified)
- Manual or automatic locations for duty changes
- No location fixes when operating
- No grid-graph requirement
- No required "prompts"
- Only "default" required is driving
- Display only. Officer must request records from carrier

ELD (2014 proposal)

- Gets data from the vehicle (ECM for MY 2000 or newer)
- Automatic "data capture," which includes location for duty changes
- Data capture once per hour when in operation
- Grid-graph required
- Driver prompted for entries
- Default to driving and on-duty when stopping driving
- Device must provide records to officers during inspections



Tom Bray
J. J. Keller & Associates, Inc.

Beyond Compliance


Tom Moore CTP
Sr. Vice President
National Private Truck Council




Tom Moore
National Private Truck Council






Growth in Onboard Technology



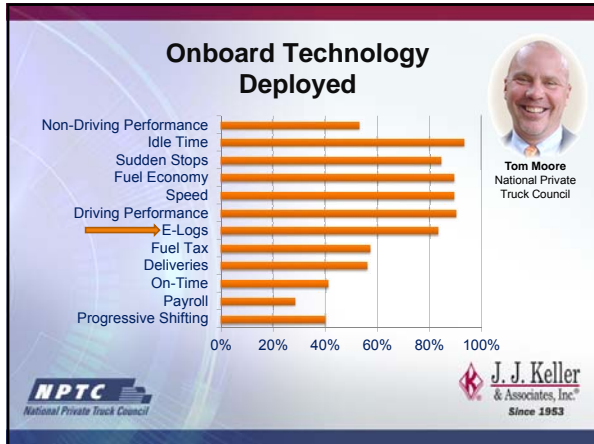
Tom Moore
National Private Truck Council



Year	Yes (%)	No (%)
2005	50	50
2006	55	45
2007	60	40
2008	70	30
2009	75	25
2010	78	22
2011	80	20
2012	85	15
2013	90	10

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CSA Is Changing the Game: Most Common Driver Violations in 2014

Violation Description	# of Violations	CSA Severity
Log Violation (General/Form And Manner)	163,653	1
Non-English Speaking Driver	101,664	4
Driving beyond 8 hour limit since the end of the last off duty or sleeper period of at least 30 minutes	95,540	7
Drivers Record Of Duty Status Not Current	92,437	5
State/Local Laws - Speeding 6-10 Miles Per Hour Over The Speed Limit	65,580	4
Falling To Use Seat Belt While Operating Cmv	53,894	7
Driving beyond 14 hour duty period (Property carrying vehicle)	49,051	7
Operating a property-carrying vehicle without possessing a valid medical certificate.	44,388	1
Failure To Obey Traffic Control Device	39,264	5
False Report Of Drivers Record Of Duty Status	36,873	7
Driver Not In Possession Of Medical Certificate	33,855	1
Driver Failing To Retain Previous 7 Days' Logs	28,252	5
No Drivers Record Of Duty Status	27,958	5
Driving beyond 11 hour driving limit in a 14 hour period. (Property Carrying Vehicle)	26,076	7

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National Private Truck Council

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- ### Roadmap Towards Successful Implementation
- Build a relationship
 - Educate team members
 - Sell the benefits
 - Communicate early and often
 - Make it their idea
 - Target key employees
 - Support integration internally
 - Be patient
- Tom Moore**
National Private Truck Council
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Clear Communications

- Know what you want and say so
- Ask questions and LISTEN
- Clarify assumptions
- Provide the right tools



Tom Moore
National Private
Truck Council



Driver Hours of Service & ELDs



Meghan Chan, CTP
Mondelez Global
LLC

Meghan Chan, CTP
Fleet Manager
Mondelez Global, LLC



Mondelez International

- Global Snacking Powerhouse
- (7) Billion Dollar Brands
- 100,000+ employees
- 1,700+ assets
- Currently piloting E-logging System



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Mondelez Global
LLC




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My Experience with E-Logs

- **Joined Frito Lay in 2006**
 - Pilot location for new E-Logging System
 - Transitioned from existing E-log system
 - Heavy integration with dispatch software
- **Joined Mondelez in 2012**
 - Currently implementing E-logging system
 - Transitioning from paper logs
 - Integration with EVIR system
 - Heavy use of 100 air-mile exemption



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Agenda

- **Choosing the Right Partner**
- **Building your Team**
- **Getting Buy-in**
- **Managing the Data**
- **Our Wins and Challenges**



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Mondelez Global
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Choosing the Right Partner

- **Compliance with upcoming ELD Mandate**
- **Experience with electronic logging**
- **Capabilities outside of E-Logging**
- **Cost**
- **Device options**
- **Experience with fleets like yours**
- **Project and ongoing support**
- **No perfect solution**



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Building Your Internal Team

- Determine how much human-power you will need
- Start by looking cross functionally
- Get engagement from the field
- Ensure you have IS Support
- Build a long term system support network



Meghan Chan, CTP
Mondelēz Global LLC



Getting Driver Buy-In

- Communication, communication, communication
- Dispel the myths
- Communicate the wins
- Ensure the system is easy to use
- Have a robust training plan in place



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Mondelēz Global LLC



Managing the Data

- Added visibility = Added liability
- Choose a partner that will help manage the data
- Ensure data is timely and accurate
- Update driver policies if needed
- Reward good performance



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Our Challenges

- Data migration
- Teaching new habits
- Our field managers are not DOT experts
- Managing a rollout to 70+ locations
- Managing through the hiccups



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Mondelēz Global
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Our wins

- Improved log compliance
- More accurate representation of hours
- Easier to track driver availability
- Feedback from the field...
- *"I sleep better now that I know for certain that my drivers are in compliance"*
- *"I would never, ever go back to paper logs"*




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Closing thoughts

- System will not make you "legal" overnight
- System will very quickly pointing out problems
 - You will need to be prepared to handle them quickly
- Carriers that are forced to (or choose to) quickly implement have poor success records
- As the mandate nears, capacity will tighten




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Question & Answer Session





Gary Petty
National Private
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Tom Moore
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Tom Bray
J. J. Keller &
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Meghan Chan, CTP
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Please continue to submit
your questions.



Thank you for participating!



Gary Petty
National Private
Truck Council

Join us for our next webinar series:

Active Safety Technologies
Wednesday, July 15, 2015 @ 10AM Central

Predictive Analytics and Driving Behaviors
Thursday, July 16, 2015 @ 10AM Central Time

Visit www.ijkeller.com/nptcinfo for more information



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