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Thank You for Joining Us!

- This webcast will cover ...
 - A regulatory overview
 - Best practices in compliance
 - A case study in implementation
 - Question & Answer session
- You will be muted during the event.
- Please use the Q&A feature to send in questions. We'll try to answer them during the Q&A period if they are not covered in the presentation.
- The slides and recording will be posted within 7 days at:
www.jjkeller.com/nptcinfo



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Meet Your
Speakers



Gary Petty
President & CEO
National Private Truck Council



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Executive Vice President
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Tom Bray
Industry Business Advisor
J. J. Keller & Associates, Inc.



Shana Barton, CTP
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Hours-of-Service Regulations

Tom Bray

J. J. Keller & Associates, Inc.

Since 1923


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National Private Truck Council


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Applicability

- All drivers operating a “commercial motor vehicle”
 - Used in commerce and...
 - Weighs or is rated at 10,001 pounds or more,
 - Seat more than either 8 or 15 (depending on compensation, or
 - Requires placarding

Since 1923

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Three Components

- Limits
- Logs
- Exemptions



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Limits

- Property-carrying driver:
 - 8 hours of driving
 - 11 hours of driving
 - 14 consecutive hours
 - 60 hours in 7 days or 70 hours in 8 days
- Passenger carrying:
 - 10 hours of driving
 - 15 hours of accumulated on-duty time
 - 60 hours in 7 days or 70 hours in 8 days



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Logs – Records of Duty Status (RODS)

- ELD – Required for most drivers that must complete a log
- Paper log – Only allowed if driver that must log is exempt from the ELD requirements (see §395.8(a)(1)(iii))
- Time records – Only allowed if the driver meets the conditions in §395.1(e)
 - Stays within 150 air miles of the work reporting location
 - Returns to the work reporting location for the day within 14 hours



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Exemptions

- Complete exemptions (no limits and no logs required):
 - Exempt from the safety regulations in §390.3(f)
 - Operating under an emergency declaration (§390.23)
 - Agricultural commodity exemption (§395.1(k))
 - Utility service vehicle drivers (§395.1(n))
 - Railroad signal employees (§395.1(r))
 - Covered farm vehicle drivers (§395.1(s))
 - Pipeline welding truck drivers (§395.1(x))



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Exemptions

- Exemptions from limits:
 - Drivers exempt from all of Part 395 (previous slide)
 - §395.1(b) Adverse driving conditions (11- and 14-hour limits)
 - §395.1(c) Driver salesperson (60/70-hour limit)
 - §395.1(d)(l), and (m) Oil field, well drillers, and construction (24 hours restarts)
 - §395.1(f) Christmas retail deliveries (all limits)
 - §395.1(g) Split sleeper (8/10- hour break)
 - §395.1(o) Short haul 16-hour exemption (14-hour limit)
 - §395.1(u) and (v) Drivers transporting bees and livestock (30-minute break)



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Exemptions

- Exempt from logging
 - Drivers exempt from all of Part 395 (previous slide)
 - Short-haul CDL drivers (§395.1(e)(1)) and short-haul non-CDL property-carrying drivers (§395.1(e)(1))
 - Driver also exempt from the 30-minute break requirement
 - Must submit time records in place of logs
 - If cannot meet the terms of the exemption, must submit a log
 - If driver already submitted logs 8 days in the last 30 days, the driver must use an ELD
 - All other limits and safety regulations apply!



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Exemptions

- There are more (look in §395.1 and CVSA's Exemption Tracker)
- Key point: When using an exemption:
 - Read the entire exemption
 - Know specifically what your driver is exempt from
 - Know exactly what regulation(s)/requirement(s) the driver is exempt from
 - Decide if using the exemption without internal restrictions is a good thing
 - Ill and fatigued still applies when using an HOS exemption



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Future Developments

- ELD regulation update under consideration:
 - Pre-2000 engines
 - Procedures for malfunctions
 - Process for removing non-compliant ELDs from the ELD registry
 - Updating the technical specifications
 - ELD self-certification versus third-party certification
 - Incorporating exemptions into the regulations
- Currently a closed NPRM
 - Next step would be a NPRM, then a final rule



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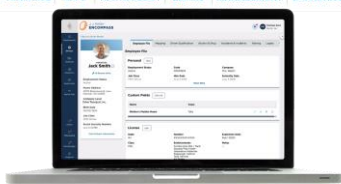


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FREE Log Auditing Checklist!



VEHICLE TRACKING DRIVER APPS DASH CAM TECHNOLOGY ELOGS & EDVRS FLEET MANAGEMENT COMPLIANCE & GUIDANCE



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How Fleets Are Complying

Tom Moore, CTP
National Private Truck Council

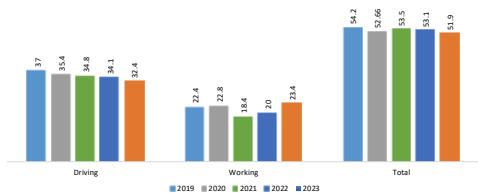


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Typical Driver's Work Week



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Fatigue Management Strategies

- Understand work and lifestyle factors
- Know what fatigue looks like
- Driver education, training and management
- Use technology
- Driver wellness
- Corporate responsibility



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Understand Work and Lifestyle Factors

- Work Factors
 - Hours worked, inadequate rest or sleep, harsh environmental conditions
 - Individual susceptibility – day vs. night driving
- Lifestyle Factors
 - Poor quality of sleep, family commitments, social life, length of commute, poor health or sleep disorders
 - The previous amount of sleep
 - Time of day
 - Elapsed time since the previous sleep



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Know What Fatigue Looks Like

- Signs of fatigue may include:
 - Headaches or dizziness
 - Difficulty keeping eyes open
 - Frequent yawning
 - Muscle weakness
 - Lack of energy
 - Frequent repositioning in seat
- Immediate signs of fatigue include:
 - Microsleeps
 - Lack of concentration
 - Reduced short-term memory
 - Increased errors
 - Slower reaction times
- Impaired decision making and judgement (including being unaware of being fatigued)
- Reduced immune system functions
- Longer-term effects can include:
 - High blood pressure and/or heart disease
 - Depression or anxiety
 - Diabetes and/or gastro-intestinal disorders



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Driver Management

- Know your drivers
- Develop a culture of safety across all departments
- Ensure fatigue is considered when planning routes and scheduling drivers - keeping day drivers on days, keeping night drivers on nights, building routes that can keep drivers productive and restful
- Educate and train drivers and encourage them to rest when they feel fatigued
- Ensuring incident and accident investigations take fatigue into consideration

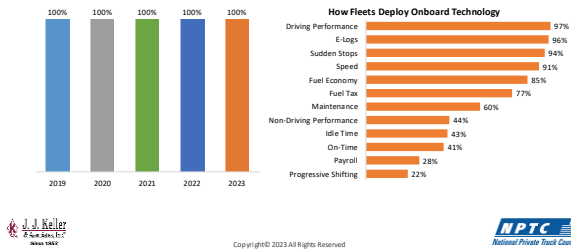


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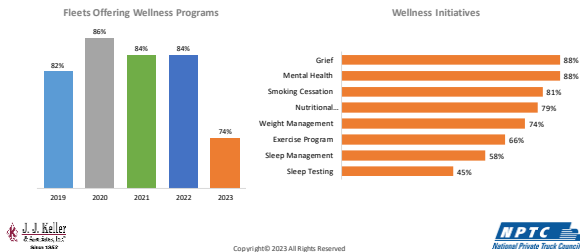
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Onboard Technology Adoption



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Driver Wellness Initiatives



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Corporate Responsibility

- Doing your part as shipper and receiver – become a destination that drivers appreciate and value
 - Good loading appointments allow the driver to schedule some sleep time rather than staying on the clock.
 - Having safe parking areas
 - Good check-in and out processes
 - Training shippers and receivers on where there are truck parking areas around, restrooms, truck friendly restaurants, etc.
- Random, reasonable suspicion and post-accident assessments
- Corrective action – medical support and progressive discipline
- Conducting an annual audit of fatigue management and updating the plan when required



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Driving Within the Regulations

- Train the drivers:
 - They own their hours of service – Captain of the Ship policy
 - Recognize the symptoms associated with fatigue
 - Review the regulations
 - The role of technology
 - How to conduct fatigue self assessments and fit for duty



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Shana Barton, CTP
Director of Logistics Support



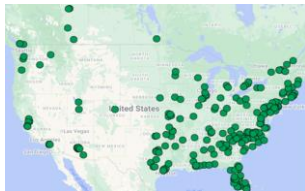
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Oldcastle APG, Inc.

- Oldcastle APG, Inc. a CRH Company is North America's leading manufacturer and supplier of concrete masonry, dry mix, mulches, soils and hardscape products
- Headquartered in Atlanta, GA
- 28 divisions, 267 locations, 177 with private fleet



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Private Fleet

- 578 Company Drivers
- 626 Tractors (Boom, Day Cab, Dump, Sleeper, Straight)
- 1126 Trailers (Curtain, Flatbed/Fork, Tanker, Van, Walking Floor)
- In 2022, 39% of our customer deliveries were made with private fleet
- 97% of fleet deliveries are within a 150-mile radius of manufacturing
- Transportation/Fleet managers at the division level



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HOS

- Drivers are required to use and maintain logs
 - Pre/Post Trip Inspections (eDVIR)
 - HOS
 - 8/70 Ruleset
 - Intrastate (FL/TX)
- Limited use of exemptions
 - 16 Hour Short Haul (Big Day)
 - Short Haul with Secondary 8/70
 - Ag Exemption*



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ELD

- Transition to new ELD provider 2023
 - Centralize and Standardize
 - HOS rule sets
 - Driver and equipment set-up
 - Simplify and Automate
 - Educate and Re-educate
 - Drivers
 - Users



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Training and Support

- Drivers
 - Training document with video link
 - Division or division/site-specific interactive training
 - Driver 1:1
- Users
 - Bi-weekly interactive training sessions during rollout
 - ELD compliance in "10 minutes a day"
 - Drivers/Vehicles, HOS, Pre/Post Trips/UVA
 - Premier Support



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Communication

- Monthly Logistics Updates
 - FMCSA, DQ File Compliance, CSA, Sustainability, ELD and other tech Enhancements
 - Best practice/Idea sharing
- Weekly Compliance Stats
- Transportation/Fleet Managers
 - Monthly meetings with site managers
 - Driver safety meetings
 - Lead driver "team huddles"



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Driver Fatigue Stats

- Driver fatigue has been recognized as a major safety concern and a contributing factor to fatal truck crashes for over 70 years
- 13% of CMV drivers were considered to have been fatigued at the time of their crash
- The National Sleep Foundation recommends that a healthy adult sleeps 7-9 hours per day, 30% of adults report they get less than 6
- CMV drivers average less than 5 hours of sleep per night
- Lack of sleep mimics blood alcohol concentration, 18 hours without sleep is equivalent to a blood alcohol concentration level of 0.05%



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Recognizing Signs of Driver Fatigue

- Frequent yawning or blinking
- Difficulty keeping eyes on the road
- Head nodding
- Irregular speed
- Lane drifting
- Daydreaming



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What Can We Do?

- Encourage open communication
- Be conscious of your driver's schedules
- Encourage a healthy lifestyle
- Educate
 - Safety Training
 - Fatigue management programs
- Monitor drivers with technology
 - HOS rules
 - Fatigue detection



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Populations at Risk

- Young workers, especially males (16-29)
- Shift workers whose sleep is disrupted by working at night or working long or irregular hours
- Those with untreated Sleep Apnea Syndrome and Narcolepsy



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Sleep Apnea

- Sleep Apnea Syndrome is a breathing related sleep disorder that causes brief interruptions of breathing during sleep
- Because SAS affects your sleep it also affects daytime alertness and performance
- It has been reported that up to 28% of commercial truck drivers have mild to severe sleep apnea
- You may not permit a driver to operate a CMV if the driver has a condition that would affect their ability to safely operate a vehicle



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Questions and Answers



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More Questions?



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Please Join Us Next Month!

Driver Performance Monitoring:
Guidance for coaching, training, and reducing the risk of liability

October 25, 2023 – 10:00 AM Central Time

An Educational Webcast Sponsored by



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