

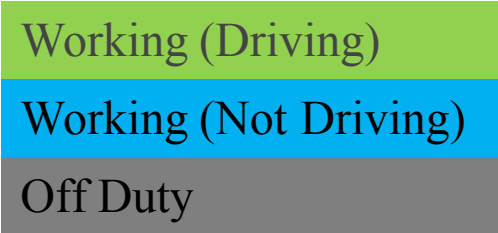
Rules Created to Reduce Tired Truck Drivers



Working Hours Limit of a Truck Driver

Hours-of-Service Ruling for Property-Carrying Drivers
Drivers permitted to drive up to 11 hours with every 10 consecutive hours of rest
Drivers not permitted to drive more than 14 hours after 10-hour rest
Drivers required to take a break of 30 minutes or more for 8 hours of consecutive driving
Drivers not permitted to drive after 60/70 hours on duty in 7/8 consecutive days

FMCSA Regulation 395.3



Working Log Recorded in Pen and Paper

<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>		USA Truck, Inc. 3200 Industrial Park Rd. Van Buren, AR 72956		<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>											
(Month) (Day) (Year)				(Driver's LAST name - Printed) (Driver's FIRST name - Printed)											
If multiple off-duty days, enter the end date here:															
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(Month) (Day) (Year)		(Employee Number)		(Co-Driver's LAST name - Printed) (Co-Driver's FIRST name - Printed)											

	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11
1: OFF DUTY																							
2: SLEEPER																							
3: DRIVING																							
4: ON DUTY (NOT DRIVING)																							
REMARKS																							

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(Pro or Shipping Number)		(Pro or Shipping Number)		(Total Miles Driving Today)		(Driver's Signature in Full)											
I certify these entries are true and correct.														Total Hours Yesterday Total Hours 70 Hours Less Total Hours Equals Hours Available Today Hours Worked Today			
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(Tractor Number)		(Trailer Number 1)		(Trailer Number 2)													

Driver's Daily Vehicle Inspection Report

DATE	(Tractor Number)	(Trailer Number 1)	(Trailer Number 2)	(Trailer Number 2)
<input type="checkbox"/> I detect no defect or deficiency in this motor vehicle as would be likely to affect the safety of its operation or result in its mechanical breakdown.	Remarks			
<input type="checkbox"/> I detect and list defects or deficiencies in this motor vehicle as would be likely to affect the safety of its operation or result in its mechanical breakdown.	Driver Making Report <input type="checkbox"/> Defects corrected. <input type="checkbox"/> Defects need not be corrected for safe operation of vehicle.			
MECHANICS SIGNATURE		DRIVER'S SIGNATURE		



DoT Introducing ELD Mandate



- Implement by December 2017.
- Focus on tracking Work Hours.

Truck Drivers Signaled for Inspection



FMCSA Previously Failed to Implement ELD

CASTS
EDIN
TUBE



5 | **BLOGS** | **LIFE** | **CUSTOM RIGS** | **EQUIPMENT** | **BUSIN**

alent Search 2016 | ELD mandate: Full coverage | Roads 511 | Partners in Busine

Appeals court vacates onboard recorder reg

NEWS Max Heine | August 27, 2011

reddit this

A federal appeals court on Aug. 26 vacated the Federal Motor Carrier Safety Administration's electronic onboard recorder regulation for not addressing how the rule could prevent the devices from being used to harass drivers.

A three-judge panel for the U.S. Court of Appeals for the Seventh Circuit concluded that "the rule cannot stand because the agency failed to consider an issue that it was statutorily required to address." The Truck and Bus Safety and Regulatory Reform Act of 1988 "requires the agency to ensure that any such device is not used to 'harass vehicle operators.' "

Rejected in 2011 due to lack of addressing privacy issues. Attempting to sue again.

DoT's Regulatory Impact Analysis



U.S. Department Of Transportation
Federal Motor Carrier Safety Administration

NOTICE OF PROPOSED RULEMAKING

Electronic On-Board Recorders and Hours-of-Service Supporting Documents

Preliminary Regulatory Evaluation
Regulatory Impact Analysis
Initial Regulatory Flexibility Analysis
Unfunded Mandates Analysis
January 24, 2011

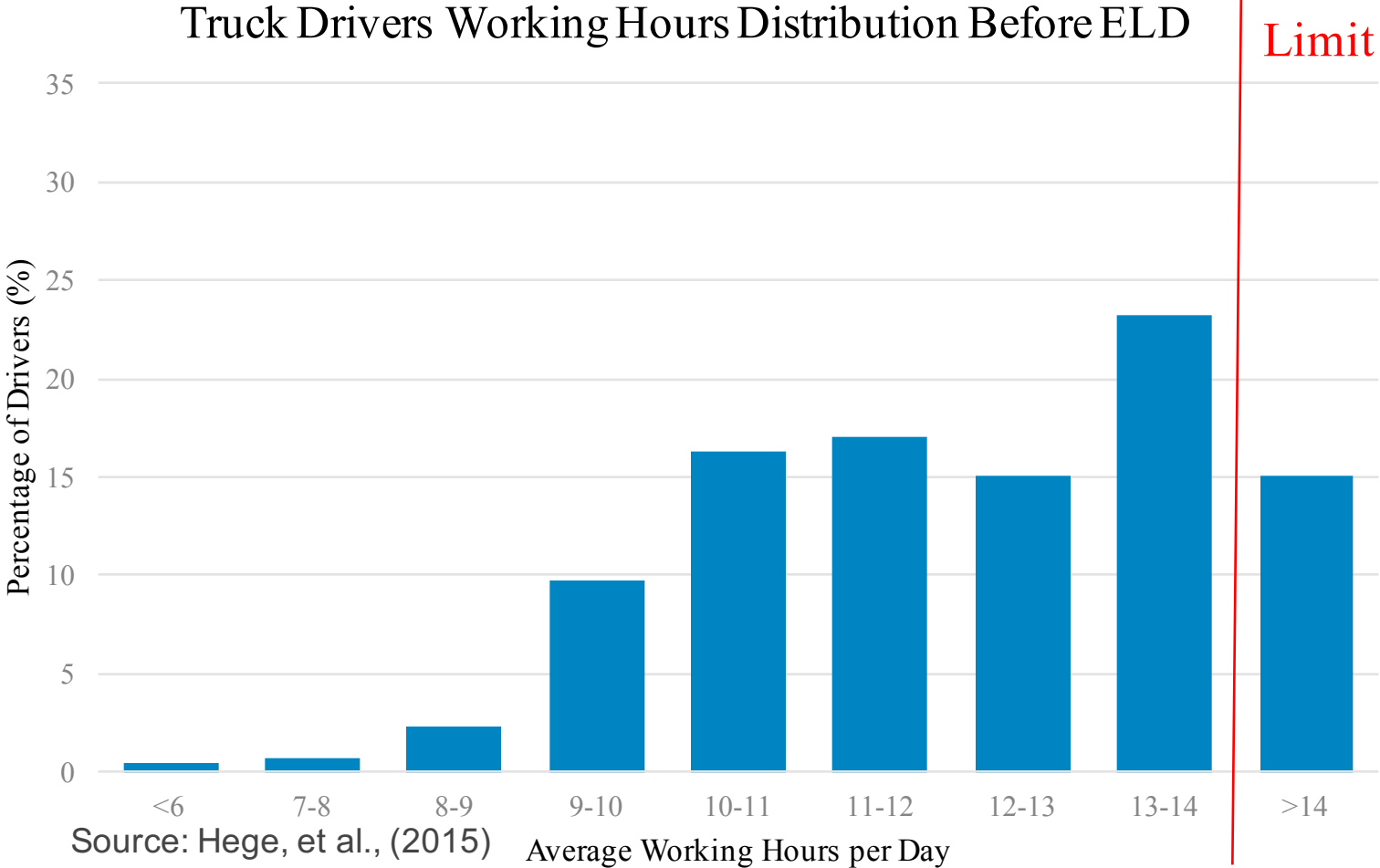
Research focuses on safety improvement and administrative cost saved.

Expected to bring down violation by 40%.

Existing Research Focuses on Safety

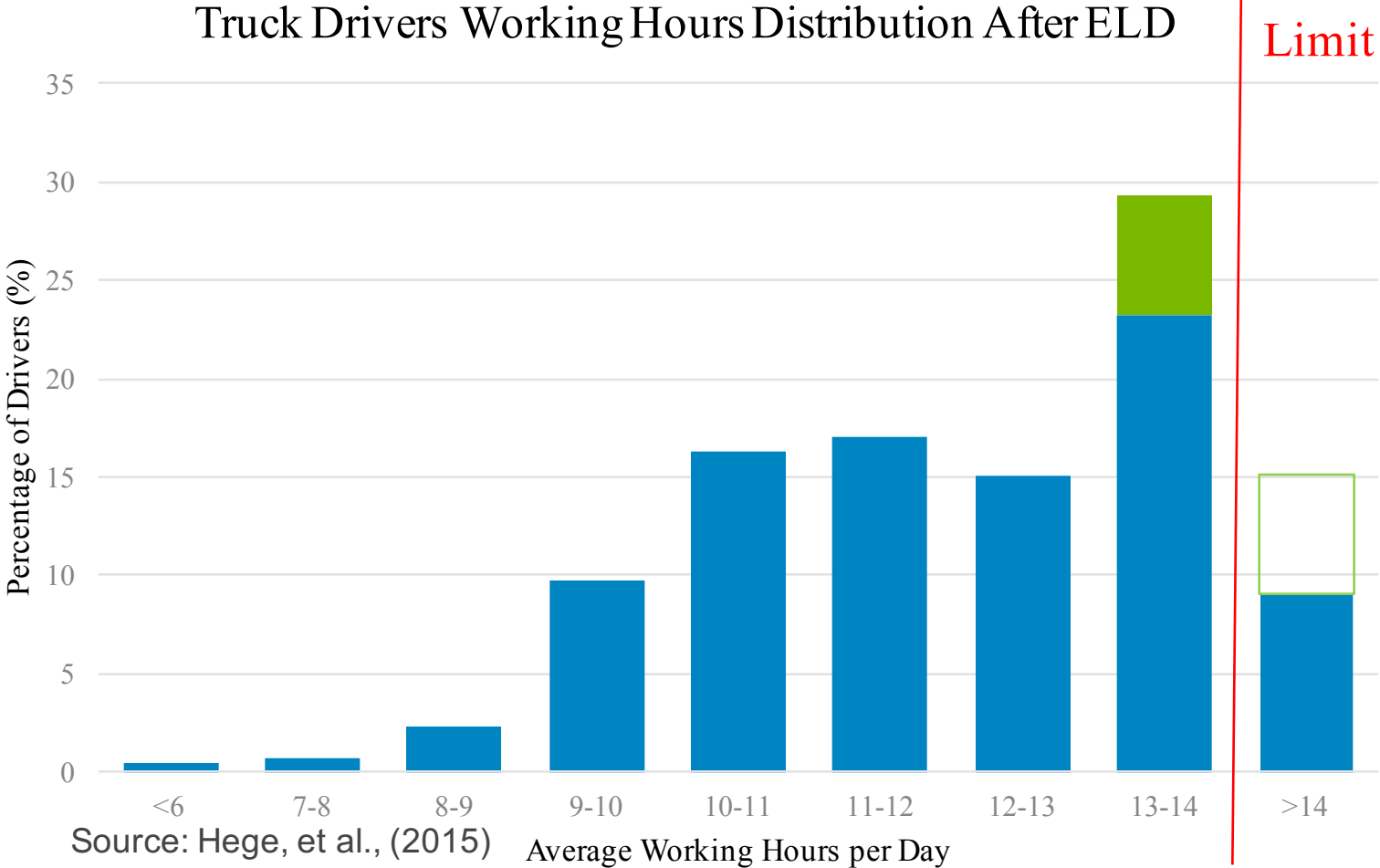
- Current Research Focuses on **Expected Safety Improvements**.
- **Lack of** research on **economic** impact of ELD mandate.
- This thesis is not to question the usefulness of mandate, but the economic impact of ELD mandate.

Shift in Average Working Hours



Average Working Hours : 11 Hours 55 Minutes

Shift in Average Working Hours



Average Working Hours : 11 Hours 47 Minutes
Drop of 1.1%

Identify ELD Cost Per-Mile



Table 8: Average Marginal Costs per Mile, 2008-2014

Motor Carrier Costs	2008	2009	2010	2011	2012	2013	2014
<i>Vehicle-based</i>							
Fuel Costs	\$0.633	\$0.405	\$0.486	\$0.590	\$0.641	\$0.645	\$0.583
Truck/Trailer Lease or Purchase Payments	\$0.213	\$0.257	\$0.184	\$0.189	\$0.174	\$0.163	\$0.215
Repair & Maintenance	\$0.103	\$0.123	\$0.124	\$0.152	\$0.138	\$0.148	\$0.158
Truck Insurance Premiums	\$0.055	\$0.054	\$0.059	\$0.067	\$0.063	\$0.064	\$0.071
Permits and Licenses	\$0.016	\$0.029	\$0.040	\$0.038	\$0.022	\$0.026	\$0.019
Tires	\$0.030	\$0.029	\$0.035	\$0.042	\$0.044	\$0.041	\$0.044
Tolls	\$0.024	\$0.024	\$0.012	\$0.017	\$0.019	\$0.019	\$0.023
<i>Driver-based</i>							
Driver Wages	\$0.435	\$0.403	\$0.446	\$0.460	\$0.417	\$0.440	\$0.462
Driver Benefits	\$0.144	\$0.128	\$0.162	\$0.151	\$0.116	\$0.129	\$0.129
TOTAL	\$1.653	\$1.451	\$1.548	\$1.706	\$1.633	\$1.676	\$1.703

More objective to compare cost impact.

Translating ELD Cost to Per-Mile



- ~ \$700-\$800.
- Last around 3 years.
- ~ 100,000 miles a year.

- Increase \$0.0026 per-mile.
- Increase 0.17%

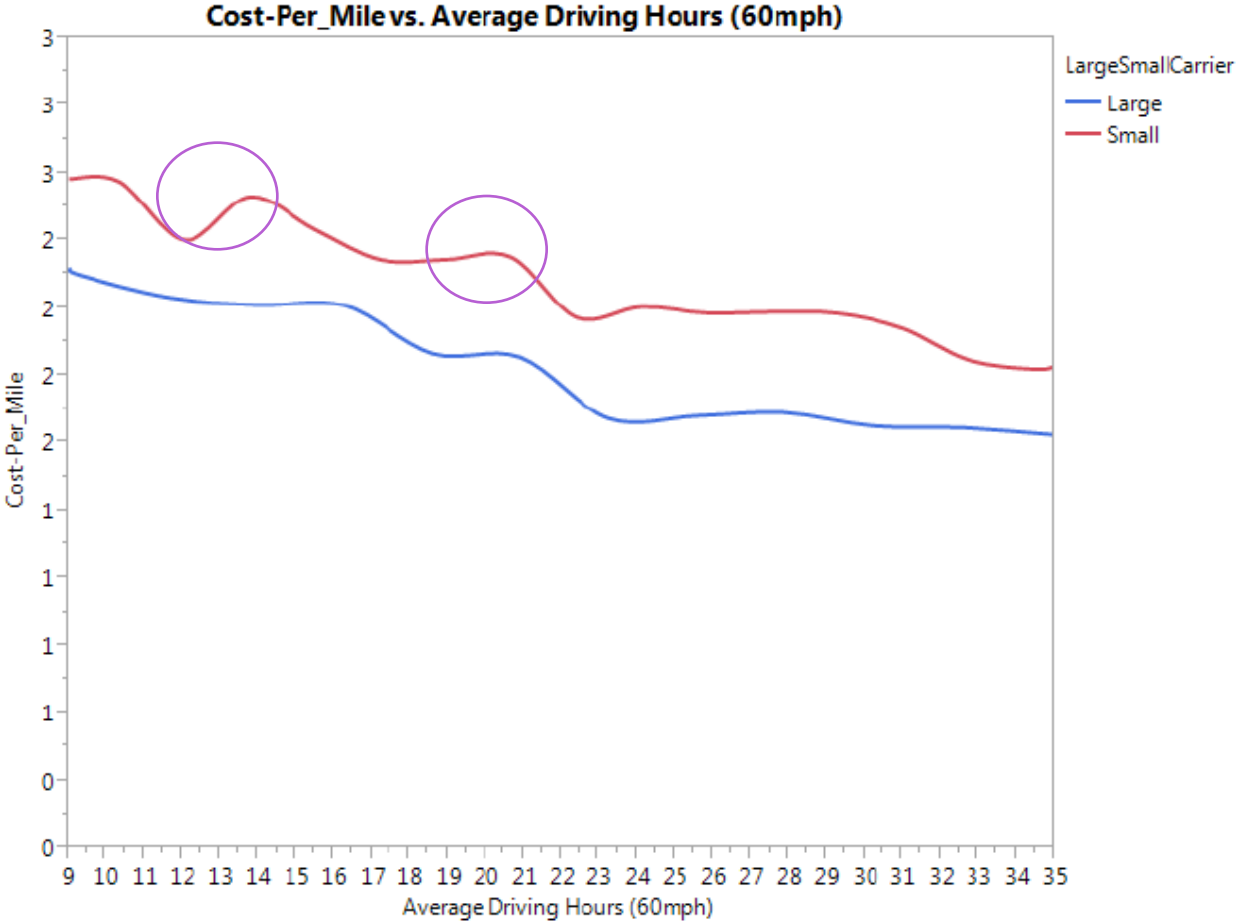
Journeys with Overnight Stay

- Opportunity Cost of a load



Working (Driving)
Working (Not Driving)
Off Duty

Price Bump More Apparent in Small Fleets



Journey that requires overnight stay costs more.

So, what will happen?

- Do not find evidence that ELD mandate will cause trucking prices to increase.
- Further Research Required:
 - Will truck drivers really quit?
 - Will truck drivers speed up?
 - Data from companies who adopted ELD.

Questions?