

# Agriculture Transportation Coalition

"The principal voice of agriculture in U.S. transportation policy"

## AgTC: Be Prepared for Electronic Logging Devices – Sept. 20, 2017

Electronic Logging Devices (ELDs) to monitor truck driver Hours of Service are coming, must be in use **December 18, 2017**. Earlier this month, an effort to delay implementation was voted down by the U.S. House of Representatives 246-173. Next week, a DelayELD Coalition will appeal to the White House for an extension, but the outcome is uncertain. **We believe it is important to prepare now for the December deadline.**

ELDs track Hours of Service by movement. Once a truck is started and begins moving, the ELD starts recording and alerts the driver to Hours of Service violations. They will replace traditional written logs and the data must be made available to law enforcement.

The Hours of Service rules can be found on the [AgTC Members-Only Portal](#) (email or call us if you need the password). Briefest summary: once the truck begins moving, even if stopping/resting (engine off, no movement) periodically, after 14 hours the driver must be off for 10 hours. In no case can there be more than 11 hours of movement recorded during the 14 hour period.

This month, a coalition of motor carrier law enforcement officials said they would delay putting drivers out of service for ELD noncompliance until April 1, but they will still begin inspections in December.

### **How will this regulation impact shippers?**

Trucking companies must account for additional costs - the cost of the ELD itself and the cost of ensuring that Hours of Service are met down to the minute, no wiggle room. This means that if a driver can't complete a turn at the port within his Hours due to traffic or congestion, he must park on the side of the road, or pay a second driver to take over when his Hours are reached.

Delays to shipments is a major concern. With shorter than ever delivery windows at the terminals, less free time, and congested terminals, there is little margin for error if the truck driver runs up against his hours and cannot complete the delivery. Shippers must make sure truck drivers have zero delays in accessing, loading products, and departing from your production/loading facilities.

While some trucking companies already use ELDs, we are hearing that many are not ready. These additional costs could get passed along to the shipper and delays could impact on-time delivery. Shortages of compliant drivers, devices in stock, and general lack of awareness about the rule are all real challenges. *It's important to talk with your trucker to make sure they are prepared.*

### **Uneven impact on trucking industry.**

The American Trucking Association fully supports ELDs and opposes any delay to implementation, saying the regulation saves time and modernizes the industry. The Owner-Operator Independent Drivers Association, who represents many port drayage drivers, strongly opposes the regulation due to the costs imposed on the driver. Truck fleet rental services, are also impacted as they will need to retrofit their rentals and train each driver to use the ELD.

### **Share your thoughts with us.**

Are your trucking partners aware and ready to comply with this new regulation? What would help ease the transition to compliance? Email [info@agtrans.org](mailto:info@agtrans.org).