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Before We Get Started

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- Chrome and Edge are the preferred browsers
- Download the Note-Taking pages from the handouts box
- Audio is streamed through your computer speakers (no dial-in number)
- Presentation boxes (widgets) are resizable and moveable
- Audio issues? Refresh your browser (F5), or relaunch in a different browser type
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Regulatory & Encompass Product

WEBCAST

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Conversation Topics

- Hours of Service Update
 - 30-minute break
 - Short-haul exception
 - Split-sleeper provision
 - Adverse driving conditions
 - Next steps
- Encompass Product Updates
 - New disconnected alert
 - HOS timeline for Encompass and mobile app updates
 - Firmware updates & benefits
 - Vehicle Tracking Plus with IFTA and Geofencing




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HOS Overview

- Published June 1, 2020
- Effective September 29, 2020
- Use not allowed until effective date
- Amends 49 CFR 385 & 395
- No new restrictions
 - \$274 million savings per year



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Overview

- Applies to interstate commerce
 - "Commercial motor vehicles" as defined in §390.5
 - 10,001 pounds (GVW, GVWR, GCW, GCWR)
 - 9+ passengers
 - Placarded
- Truck and bus drivers
- States have 3 years to adopt equivalent rules



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30-Minute Breaks

CURRENT RULE	NEW RULE
Break needed before driving a CMV after 8th <i>consecutive</i> hour of the workday	Break needed before driving a CMV after already <i>driving</i> for 8 hours
Must be off duty or in a sleeper berth	May be <i>on duty (not driving)</i> , off duty, or sleeper berth



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30-Minute Breaks: Example



- **Current rules:** Off-duty break needed before driving after 1:00 p.m.
- **New rules:** Break needed before driving after 3:00 p.m., may be on duty (the driver is compliant in this example)



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30-Minute Breaks: Impact

- No need to stop work activities
 - Load/unload
 - Vehicle inspections
 - Paperwork
 - Other work activities
- Off-duty or sleeper-berth rest is still ideal
- Will only apply to those who drive a CMV for 8+ hours
 - More drivers will be exempt from breaks
- Violations are common today but should decrease



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Short-Haul Exception

CURRENT RULE	NEW RULE
All work done within 12 consecutive hours	All work done within 14 consecutive hours
Must remain within a 100 air-mile radius	Must remain within a 150 air-mile radius



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Current Short-Haul Exception: Recap

- Must remain within radius
- 10/11 hours of driving max
- Start/end at "normal work reporting location"
- Done (off duty) within 12 consecutive hours
- 8/10 hours off between shifts
- 60/70-hour limit



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Current Short-Haul Exception: Recap

- Keep time records instead of logs
 - Start, end, total hours
 - Kept for 6 months
- No need for 30-minute breaks
- No need to keep supporting documents

NOT EXEMPT FROM HOS —
EXEMPT FROM ELOG / GRAPH LOG



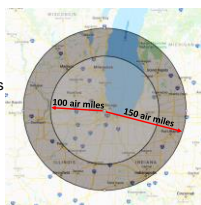
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Short-Haul Exception: Impact

- Adds 57.5 statute miles to the radius
 - 100 air miles = 115 statute miles
 - 150 air miles = 172.6 statute miles
 - More than doubles the geographic area



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Short-Haul Exception: Impact

- Adds 2 hours to duty day
- More flexibility to:
 - Spend time with customers
 - Respond to market changes
 - Drive full 10/11 hours
 - Reduce time spent tracking compliance
- May be tougher enforcement
- Additional drivers will be eligible for the exception
- Still a benefit to using ELDs



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The 'Other' Short-Haul Exception

- No change to 150-air-mile non-CDL exception (395.1(e)(2))
- Applies to non-CDL, property-carrying CMVs
 - Under 26,001 lbs., not placarded
 - Driver may *hold* a CDL
- Stay within 150 air miles, return to base each day
- No on-duty limit, but driving must be done within:
 - 14 hours on 5 out of 7 days
 - 16 hours on no more than 2 out of 7 days



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Still Restricted

- 100 air miles:
 - Driver-salespersons (§395.1(c) and §395.2)
 - Retail store deliveries (§395.1(f))
 - Transportation to/from a motion picture production site (§395.1(p))
- 75 air miles:
 - Construction materials & equipment (§395.1(m) and §395.2)



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Sleeper-Berth Rule

CURRENT RULE	NEW RULE
Must spend at least 8 consecutive hours in berth, plus another break of 2+ hours to get 10+ hours total	Must spend at least 7 consecutive hours in berth, plus another break of 2+ hours to get 10+ hours total
Shorter break counts against 14-hour limit	Neither break counts against 14-hour limit
May record 2 hours off duty riding in vehicle after 8 in sleeper	May record 3 hours off duty riding in vehicle after 7 in sleeper

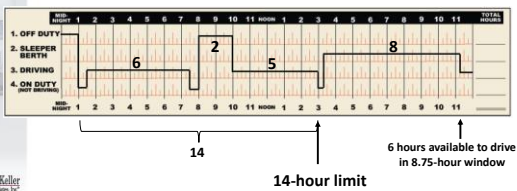


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Sleeper-Berth Rule: Current



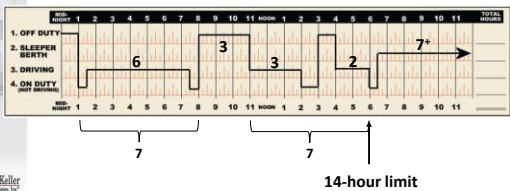
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Sleeper-Berth Rule: New



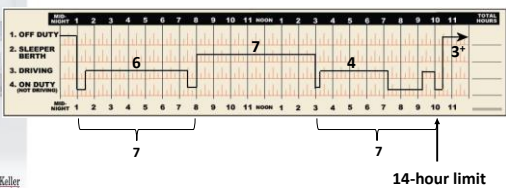
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Sleeper-Berth Rule: New



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Sleeper Berth Rule: Specifics

- Options: 10 off, 10 in berth, 10 using a combo, 'equivalent' of 10
- Two ("qualifying") rest breaks to reach 10:
 - Each at least 2 hours
 - One is at least 7 consecutive hours in berth
- Add up time before and after each qualifying break
 - No more than 11 hours driving
 - No driving after 14-hour limit
- Recalculate compliance from end of first qualifying break

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Sleeper-Berth Rule: Impact

- More flexibility to rest and "split" 10-hour break
- No loss of productive time due to 2+ hour rest breaks
- Drivers may be more willing to try the split-sleeper option
- A 3-hour break does NOT extend the 14-hour limit unless 'combined' with 7+ in the sleeper
- Less time required in sleeper for teams
- No change to rules for passenger-carrying vehicles

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Adverse Conditions Exception

CURRENT RULE	NEW RULE
May extend the driving limit, but <u>not</u> the on-duty limit, by 2 hours	May extend <u>both</u> the driving and on-duty limits by 2 hours
Truck drivers: 13 hours driving in 14-hour period	13 hours driving in 16-hour period
Bus drivers: 12 hours driving in 15-hour on-duty period	12 hours driving in 17-hour on-duty period

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Adverse Conditions: New Definition

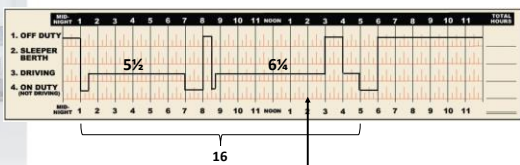
Adverse driving conditions means snow, ice, sleet, fog, or other adverse weather conditions or unusual road or traffic conditions that were not known, or could not reasonably be known, to a driver immediately prior to beginning the duty day or immediately before beginning driving after a qualifying rest break or sleeper berth period, or to a motor carrier immediately prior to dispatching the driver.



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Adverse Conditions Exception: Example



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Adverse Conditions Exception: Impact

- More drivers eligible to take advantage of the full 2-hour extension
- More drivers will be able to “wait out” unexpected weather or traffic conditions (whether on or off duty)
- Still restricted to *unforeseeable* events



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Other Changes

- Alaska drivers: 395.1(h)
 - Sleeper-berth provisions
- Definition of on-duty time
- Appendix B to Part 385, List of Acute and Critical Regulations
 - Updated 30-min. break violation
 - Renumbered Alaska violations



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Challenges

- Four "petitions for reconsideration"
- Legal challenges may follow



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Next Steps

- Training will be key for drivers, dispatchers, others
 - How the changes might impact them
 - The company's expectations
- Don't let drivers rely on the rumor mill
- Weigh operational benefits of keeping ELDs for short-haul
- Update policies and procedures
- Fatigue prevention remains a critical concern



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Leveraging Location Information From a Mobile Device

- When not connected to an ELD, allows a user to enter location details with a "quick click"
- Enters a manual location using the Mandate location format
- Available largely in Android™ devices
- Beginning entry on the iOS® platform

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Driving While Disconnected Alerts

- When logged into Encompass® ELD, the app will detect if the mobile device is moving for an extended period of time and prompt the user to connect to an ELD once the movement has stopped.
- Purpose is to proactively reduce the number of driver-initiated Unidentified Driving events coming into the Encompass® Platform

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Driving While Disconnected Alerts in Encompass® Platform

- Alert and Report in Encompass® Platform informs the user who is actively driving without being connected to an ELD
 - Alert on Encompass® Platform home screen
 - Real-time email alerts
 - Report will be available for historical records
- Available data to the Encompass® Platform user:
 - Who wasn't connected
 - When were they disconnected and when did they reconnect
 - Where the users were at both periods
 - Why they are not disconnected now



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Encompass® ELD Release for HOS Changes

- Phased release is set to begin 9/16
- General availability on 9/22
- Required app update will occur on 9/28 for any user not on latest version of Encompass® ELD app
- Users will be set to new HOS on 9/29
- All logs for 9/28 and earlier will be audited under current HOS rules



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Firmware Update

- Latest firmware version is 6.88.165 and offers:
 - Bluetooth communication improvements
 - Canadian mandate support
 - Liebherr crane support
 - Odometer reading improvements
 - GPS improvements
 - Fix incorrect AVM (Accumulated Vehicle Miles)



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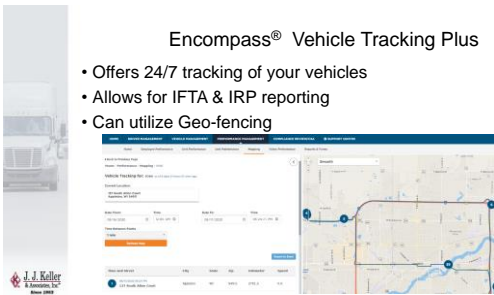
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Encompass® Vehicle Tracking Plus

- Offers 24/7 tracking of your vehicles
- Allows for IFTA & IRP reporting
- Can utilize Geo-fencing



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Ask the Experts



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Thank you for joining us!

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