



The ELD Mandate

A History and what it means for you today

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Introductions



Keith O'Brien has served in the transportation technology industry for over 20 years, working for several companies serving the For Hire and Private fleet markets. He has held roles in operations, marketing, and sales. Joining CarrierWeb in 2008, he served as Strategic Product Manager and moved to the position of Vice President of Product Management and Professional Services in 2014. Keith has extensive current and historical experience with electronic logging systems that dates back to shortly after they were first recognized by the FMCSA in the late '80's.



About CarrierWeb®

- CarrierWeb® was founded in 2001 to implement innovative information and operations management solutions for industries using mobile assets. The key differentiating features associated with our solutions are:
- A system designed by industry-experienced experts to enhance workflow and reduce costs, while improving security and customer service;
- Our ALWAYS-ON patented technology, giving constant communication with moving assets (trucks, trailers, containers, etc.);
- Our web-based solution minimizing user investment in systems, training and maintenance; and
- Our easy integration into the user's business practices and legacy information systems.

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Agenda

- E-Logs History
 - First attempt at mandate
 - MAP21 and ELD
- What is an ELD?
- Who must comply with the ELD rule?
- ELD implementation timeline
 - Devices allowed in each phase
- What will an ELD mean for your operation?
- What you'll need to comply with the rule
- Types of devices
- Summary





E-Logs History

- Began appearing in the late 1980's.
- Early adopters were primarily in the 'Private Fleet'
- Original systems were 'batch process'.
- Systems began offering 'wireless' unload of trip and HOS data mid '90's
- Real-time communication of data greatly increased value of these systems
 - Satellite communications
 - Cellular data network.
- Some systems still in service that do not offer mobile communication of data.

CFR 395.15



First look at Mandate

- The idea of a Federal mandate on electronic logging devices has its roots going back to the early '90's with first ideas floated as 'incentive' based.
- The first real attempt at mandating Electronic Logs was made with CFR 395.16.
- Announced in the Federal Register on April 5th, 2010.
- Rule provided FMCSA authority to mandate electronic systems for carriers demonstrating 'serious non-compliance'
- Rule appeared more than 20 years after electronic logging was first authorized.



395.16 and EOBR

- 395.16 drew the distinction between “new” and previous systems.
- Devices meeting the original regulation were termed **Automatic Onboard Recording Devices** or ‘**AOBRD**’s
- Systems meeting the 395.16 regulation were termed Electronic Onboard Recording Devices – EOBR’s
- The 7th circuit court of appeals shot down 395.16 based on OOIDA harassment claim.

CFR 395.16



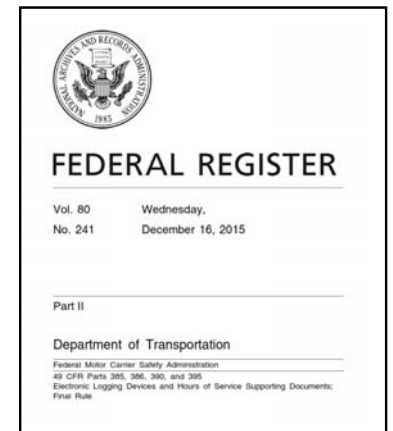
MAP21 and ELD

- Congress passes MAP21 Act on July 6th, 2012
- Required FMCSA to write a rule mandating “Electronic Logging Devices”
- FMCSA directed to conduct study and address harassment concern.
- The Term ‘ELD’ is ‘born’
 - Avoid confusion around the ELD term
- There are now 3 devices – **AOBRD**, EOBR (never existed) and **ELD**
- After several delays – the final ELD mandate was published on December 16th, 2015



What is an ELD?

- Meets minimum performance and design standards for HOS Electronic Logging Devices as prescribed in the Final Rule.
- Must be “Integrally Synchronized” with the CMV engine.
- Requires Graphical HOS grid display
- Transmission of HOS Logs to the roadside inspector.
- Codify items that were left ‘open to interpretation’ in 395.15/AOBRD
 - Driving is now at 5 MPH, period
 - On duty, not driving begins at 5 minutes with no motion
- The ELD rule standardizes information display and data output requirements across manufactures.
- **Includes anti – Harassment Provisions for ELD users**



Changes between Map 21 and Mandate

- In July 2014 FMCSA published a memorandum legitimizing e-signed e-logs not meeting 395.15
- In October 2015, FMCSA signed memorandum reversing the 25 year prohibition against driver editing onboard.



Who must use an ELD?

- Who must use?
 - If a driver is required to maintain a paper Record of Duty Status (RODS) now, then he/she is subject to the ELD mandate.
- The final rule allows limited exceptions to the ELD mandate, including:
 - Drivers who use paper logs for not more than 8 days during any 30 day period;
 - Drivers who conduct driveaway-towaway operations
 - Drivers of vehicles manufactured before model year 2000
 - Short-haul 100-air mile drivers who are not required to log.





ELD – Phased Implementation

Three phases:

- 2 year Awareness and Transition Phase
- 2 Year Phased in Compliance Phase
- Full Compliance Phase



ELD – Awareness and Transition Phase

- Currently in Awareness and Transition
- Driver's can use:
 - Paper
 - AOBRD
 - E-Log App
 - ELD
- The awareness and Transition phase ends on December 18th, 2017 – ushering in the Phased in Compliance phase.

ELD
AOBRD
Logging app/software
Paper Logs



ELD – Phased In Compliance

Phased in compliance phase (December 18th 2017 to December 16th 2019)

- Paper Logs and Logging applications not meeting 395.15 requirements fall off.
- Only AOBRD's meeting requirements of 395.15 or ELD's can be used during this phase.
- AOBRD's installed before December 18th 2017 may continue to run adhering to 395.15, up until the full compliance date.
- Phased in Compliance ends December 16th, 2019. After this date, all drivers/fleets must use devices that adhere to the new ELD regulations.

ELD
AOBRD
Logging app/software
Paper Logs

ELD – Full Compliance Phase

- Full compliance on December 16th, 2019



What will an ELD mean for your operation?



What will an ELD mean for Your Operation?

- Opportunity to increase productivity, reduce costs, operate more efficiently

Automated logs	Fuel management
Driver Productivity	Vehicle Productivity
Maintenance	Customer service data
Delay time	Streamline with TMS integration
Increase safety	Objective real Time Data



- **Supporting documents requirements**

- No supporting documents required to verify driving time
- The final rule requires fleets to retain up to eight supporting documents from 5 categories per driver for each 24-hour period.
- RODS and Supporting documents will continue to be required to be retained for 6 months.
- Qualifying document must contain driver identification, date, vehicle location, and time.

Lamenting the Change?

- Consider the positives
 - CSA scores
 - Efficiency
 - Accountability
 - Safety.....you manage what you measure
 - And you don't know what you don't know.
 - Roadside inspectors more efficiently process drivers at the roadside.
 - Key component is transfer data at roadside.
 - Cost of not implementing
 - Lawyers



What you'll need to comply with ELD

- Prepare to implement a system before December 18th 2017
 - Can be an AOBRD or ELD
 - If AOBRD, ensure is upgradeable 'over the air' with no additional cost or hardware.
- Understand if an objective computer calculating hours of service changes things for you.
 - Avoid surprises
- Designate personnel to manage ELD
 - There will be daily tasks



Types of Devices

- Must be integrally synchronized with engine, but there are choices.
 - Telematics
 - Fixed in Cab
 - Mobile Device
 - Transmits to roadside via web services/email
 - Is integration important to you?
 - Some can integrate with TMS – but can't be assumed.
 - Stand alone
 - Transmits to roadside via Bluetooth/USB
 - ELD device must be self certified by vendor
 - Listed on FMCSA website



Summary

- Must have AOBRD or ELD implemented by Dec 18 2017, can continue to run paper or non 395.15 app until that time.
- If running AOBRD past Dec 2017 – must update it to ELD spec by Dec 2019
- If not running an AOBRD now - Begin to understand the effects of moving to electronic logs NOW
- Don't wait till last minute
- Identify implementation personnel – understand their time commitment and get them trained
- This can be a positive change for your operation.





Thank you!

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