



NOT ALL HOURS OF SERVICE ARE ALIKE

According to the American Trucking Association, trucks are the lifeblood of the U.S. economy. Nearly 70% of the 9.2 billion tons of freight moved in the U.S. goes on trucks. It takes over 3 million truck drivers and over 37 billion gallons of diesel fuel to move all of that freight each year.

However, as the economy continues to grow globally we see more and more senior transportation managers inheriting responsibility far beyond those they have had in North America. They now have to work with the Lorrie drivers in the United Kingdom, India, Ireland and Pakistan. They must also come to grips with the 'truckie' in Australia and New Zealand. So we thought it would be interesting to see how other countries handle a hot topic like hours of service.



In Australia, hours of service are very straight forward. Truck drivers must rest for 15 minutes every 5.5 hours, 30 minutes every 8 hours and 60 minutes every 11 hours (includes driving and non-driving duties). In any 7 day period, a driver must spend 24 hours away from their vehicle. Truck drivers must complete a logbook documenting hours and kilometers spent driving.

In Canada, driver hours of service regulations are broken into two categories. One set of rules for drivers above the 60th parallel and one for drivers below. South of 60 degrees latitude drivers are limited to 14 hours on duty in any 24-hour period. This 14 hour period includes a maximum of 13 hours driving time. Rest periods are 8 consecutive hours in a 24-hour period,

as well as an additional 2-hour period of rest that must be taken in blocks of no less than 30 minutes. Drivers north of the 60th parallel have slightly longer driving and elapsed time limits.

In the European Union, working hours are regulated but they are more complex. The maximum time a driver can be on the road in a day is capped at nine hours. Weekly driving hours are capped at 56 and the maximum hours allowed in a 14 day period is 90 hours. On a given day as they call it, 'non-stop driving hours' may not exceed 4.5 hours. Drivers are then required to take a break of 45 minutes. However this break can be taken in two slices, one for 15 minutes and a second for 30 minutes. Daily driving time also has an exception. It can be extended to 10 hours but not more than twice a week.

Rest period rules are very complex. A daily rest period must be taken for at least 11 hours. However here too there is an exception. It can be reduced to a 9 hour maximum three times a week. The daily rest period can be split into 3 hours rest followed by 9 hours of rest to make a total of 12 hours daily rest. Weekly rest is to be taken after six consecutive days of working. Weekly rest is 45 continuous hours, which can be reduced every second week to 24 hours.

As you can see, doing business outside of the US can be very complicated. Data2Logistics has been providing service to our clients outside of North America since 2004. Let us work with you to integrate your global business into a single database source of business analytics to reduce costs and improve controls. Contact Harold B. Friedman, Senior Vice President Global Corporate Development at: harold.friedman@data2logistics.com or +1 609.577.3756.