

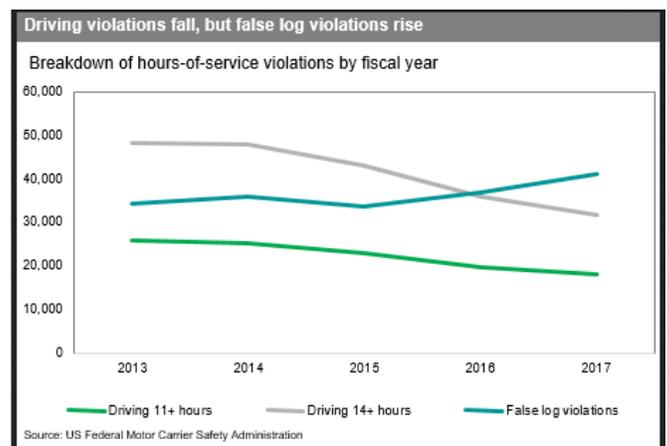


## ELDS ARE HERE TO STAY

It has been my experience that when cable television (CNBC) broadcasts a segment on transportation it's time to look up and listen. That is the case when it comes to Electronic Logging Devices (ELD). It is anticipated that approximately three million truck drivers will be impacted by the mandate that became effective December 18<sup>th</sup>, 2017.

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) now requires that ELDs automatically record driving time. ELDs will also monitor engine hours, vehicle movement, miles driven, and location information. Until the mandate was passed, logs were maintained manually by drivers and were virtually impossible to accurately verify driver hours.

The number of false log violations reported by the FMCSA rose 11.5 percent in fiscal year 2017, which ended Sept. 30. That compares with a 9.6 percent increase in fiscal 2016. The number of drivers placed out of service by state law enforcement officers in fiscal 2017 for falsifying their logs jumped 14.8 percent, or by about 3,900, to 30,274, the FMCSA roadside inspection data shows.



The result of the ELD mandate will be a reduction in daily driving time for those drivers that habitually stretch their hours by falsifying logs. Carriers and truck drivers that have not installed ELDs yet are most likely the biggest offenders in terms of false logs. We also know

that adoption by smaller carriers has been slow. As of last month, 60% of small carriers were not compliant. Some drivers were talking about parking their trucks and others were calling for a transportation strike.

Many were surprised that The Trump administration, has not shown any inclination to stop or delay the mandate, which was introduced by a Republican-led Congress. Since the effective date, drivers are reporting that there have been widespread technology disruptions due to the sudden increase in ELD usage. Drivers face a steep learning curve which may impact the turnover of drivers at complaint carriers. Drivers are now operating in the preliminary enforcement period that will last through April 1, 2018. During this period they will not receive out of service citations.

Shippers and receivers have to recognize that ELDs are here and are not going away. They need to collaborate with their carriers to minimize the time it takes for a driver to clear their dock. More than ever before, carriers have to keep their vehicles moving. Shippers should be sure the load is ready at appointment times.

They also have to realize that the ELD mandate will bring with it increased costs from a reduction in the number of hours that drivers can be behind the wheel. It is realistically estimated that capacity and productivity will decrease by 2% as a result of ELDs which will now create strict records of duty hours.

*To learn how you can better control your transportation costs in the ELD environment contact: Harold B. Friedman at 609 577 3756 or [harold.friedman@data2Logistics.com](mailto:harold.friedman@data2Logistics.com) .*