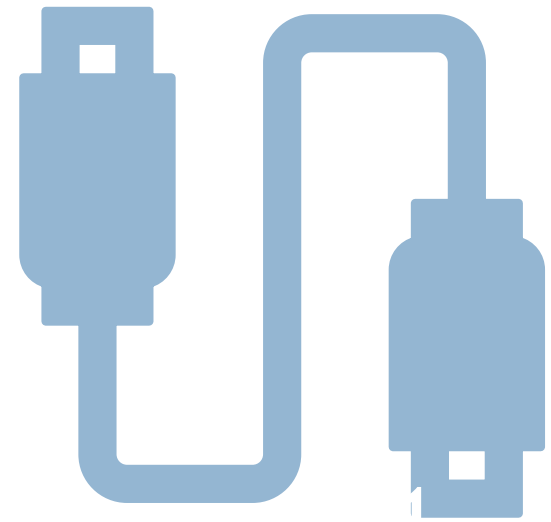


# Electronic Logging Devices (ELD)

The ELD mandate and potential  
transportation safety-related outcomes

Presented by Senator Myers



# Federal Motor Carrier Safety Administration



## ❖ Hours of Service (HOS)

- FMCSA governs the working hours of anyone operating a commercial motor vehicle (CMV) in the United States.
- Hours of Service (HOS) represent the daily maximum limits that a commercial driver may operate a CMV.
  - HOS rules also includes the number and length of rest periods between operation hours, to help ensure that drivers stay awake and alert.
- HOS applies to any operator of a commercial vehicle that is used as part of a business and is involved in interstate commerce .

# Property Carrying Drivers

## Standard US

### 11-Hour Driving Limit

May drive maximum of 11 hours after 10 consecutive hours off

### 14-Hour Limit

May not drive 14 consecutive hours after 10 consecutive hours off

### 60-Hour Limit per 7 days

60-hour limit for 7 consecutive days, if not operating every day in week

### 70-Hour Limit per 8 days

70-hour limit for 8 consecutive days, if operating every day in week

## Alaska

### 15-Hour Driving Limit

May drive maximum of 15 hours after 10 consecutive hours off

### 20-Hour Limit

May not drive 20 consecutive hours after 10 consecutive hours off

### 70-Hour Limit per 7 days

70-hour limit for 7 consecutive days, if not operating every day in week

### 80-Hour Limit per 8 days

80-hour limit for 8 consecutive days, if operating every day in week

# Hours of Service (HOS)



# Electronic Logging Devices (ELD)



## ❖ Electronic Logging Devices (ELD)

- Devices that synchronize with a CMV engine to automatically record driving data.
- Drivers can use ELDs to certify their records and transfer data
- Data file is sent to safety officials who review data and flag potential violations

## ❖ ELD Rule / Mandate

- FMCSA mandated the use of ELDs by 2018
- Purpose is to reduce overall paperwork burden, improve compliance with the applicable HOS rules, and improve CMV safety.

# ELD Rule Implementation Timeline

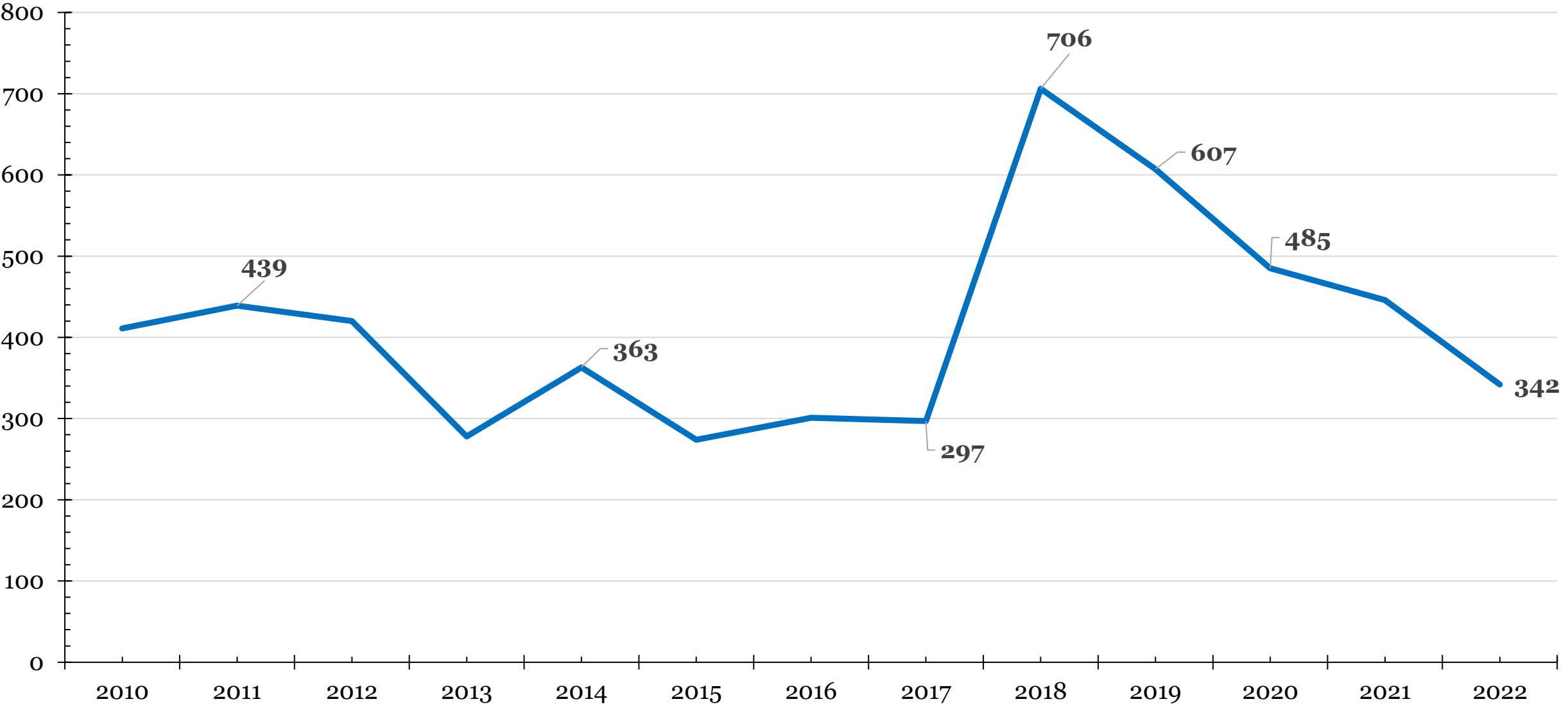


## Alaska Commercial Motor Vehicle Crashes by Year and Severity

	2014	2015	2016	2017	2018	2019	2020	2021	2022	Totals
<b>Null value</b>	6	10	14	26	151	97	86	66	0	<b>504</b>
<b>No Apparent Injury</b>	272	194	224	201	404	389	306	290	265	<b>3,672</b>
<b>Possible Injury</b>	31	14	23	26	58	56	39	34	33	<b>421</b>
<b>Suspected Minor Injury</b>	35	44	24	31	73	45	39	36	30	<b>550</b>
<b>Suspected Serious Injury</b>	12	9	12	9	15	12	11	15	9	<b>161</b>
<b>Fatal Injury (Killed)</b>	6	3	4	4	5	8	4	5	5	<b>60</b>
<b>Died Prior to Crash</b>	1	0	0	0	0	0	0	0	0	<b>1</b>
<b>Totals</b>	<b>363</b>	<b>274</b>	<b>301</b>	<b>297</b>	<b>706</b>	<b>607</b>	<b>485</b>	<b>446</b>	<b>342</b>	<b>5,369</b>

Alaska Crash Data includes 12-200 officer crash reports and 12-209 citizen reports. Dataset is comprised of reports of unique crashes involving a CMV.

# Alaska Total CMV Involved Crashes by Year and Severity



Alaska Crash Data includes 12-200 officer crash reports and 12-209 citizen reports. Dataset is comprised of reports of unique crashes involving a CMV