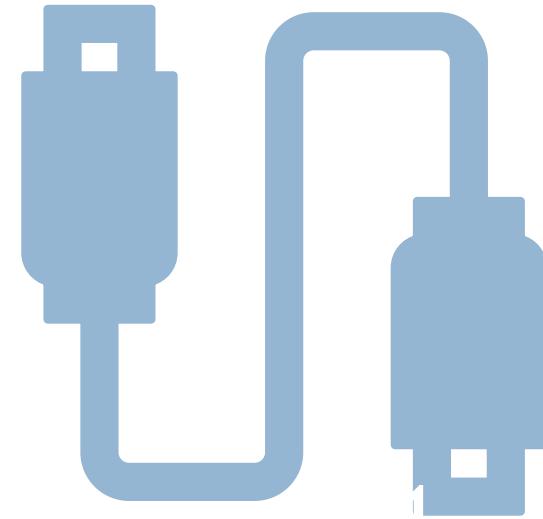


Electronic Logging Devices (ELD)

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	Alaska
11-Hour Driving Limit	15-Hour Driving Limit
May drive maximum of 11 hours after 10 consecutive hours off	May drive maximum of 15 hours after 10 consecutive hours off
14-Hour Limit	20-Hour Limit
May not drive 14 consecutive hours after 10 consecutive hours off	May not drive 20 consecutive hours after 10 consecutive hours off
60-Hour Limit per 7 days	70-Hour Limit per 7 days
60-hour limit for 7 consecutive days, if not operating every day in week	70-hour limit for 7 consecutive days, if not operating every day in week
70-Hour Limit per 8 days	80-Hour Limit per 8 days
70-hour limit for 8 consecutive days, if operating every day in week	80-hour limit for 8 consecutive days, if operating every day in week

Hours of Service (HOS)

Electronic Logging Devices (ELD)



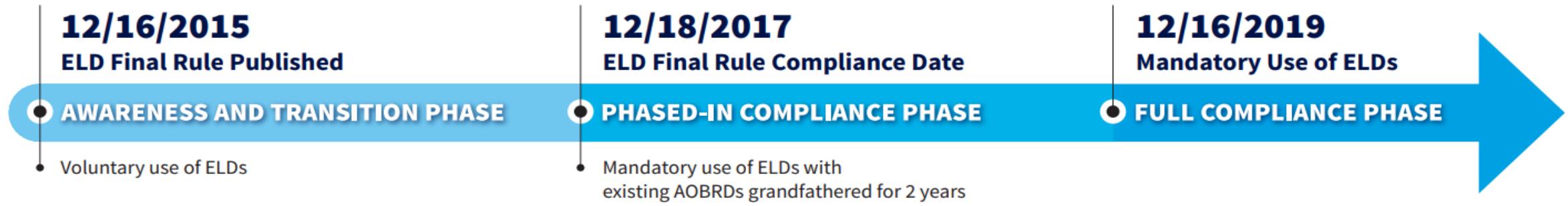
❖ **Electronic Logging Devices (ELD)**

- 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

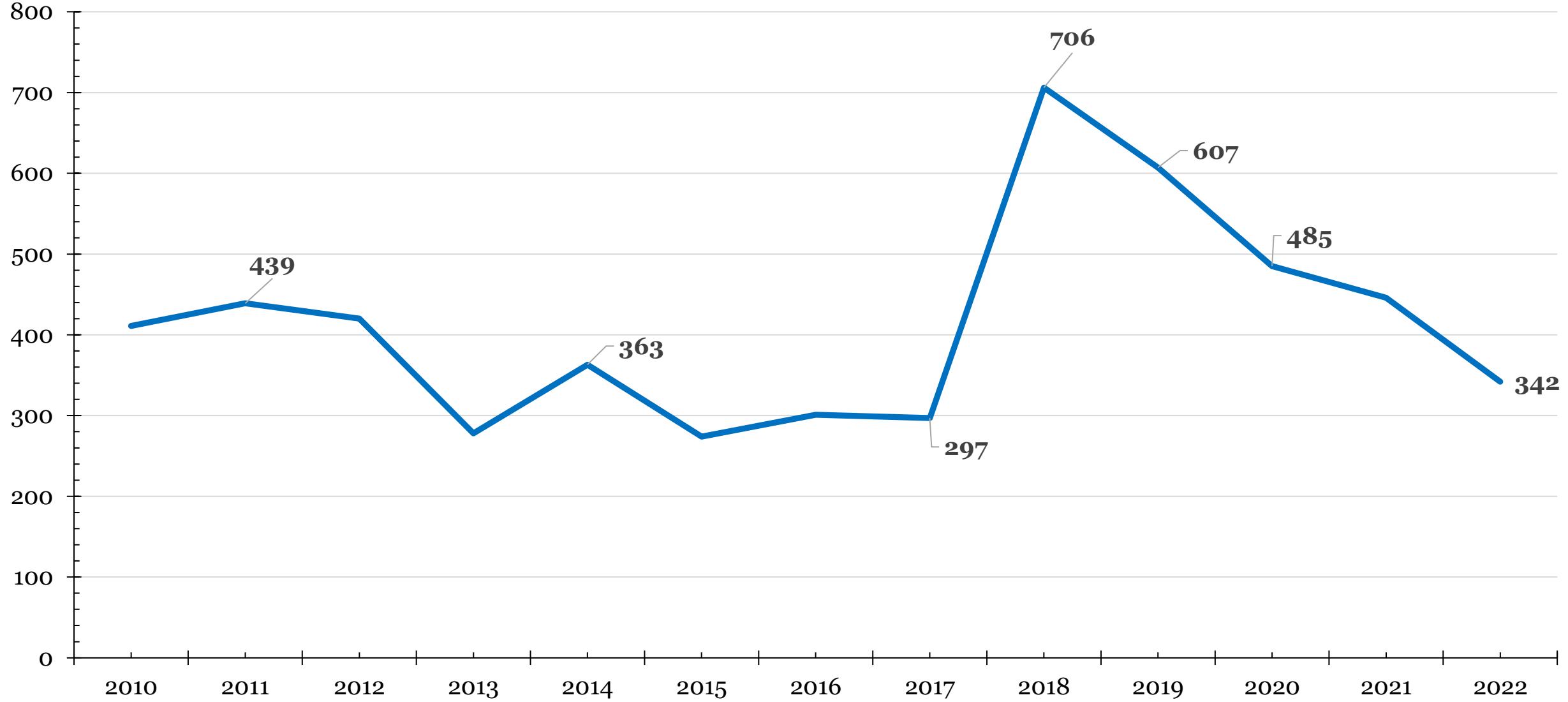


Alaska Commercial Motor Vehicle Crashes by Year and Severity

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

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