

# Arkansas Trucking Association Safety Management Council Meeting 1/08/09

## Welcome

Don Holman, SMC Chairman. I'd like to call this meeting of the Arkansas Trucking Association's (ATA) Safety Management Council to order.

- Mr. Holman spoke briefly about the value of the Arkansas Trucking Association and encouraged those that have not paid their annual dues to do so.
- Mr. Holman reminded the attendees about the upcoming telephone conference on January 13<sup>th</sup> pertaining to planning for the 2009 Arkansas Truck Driving Championship scheduled for June 11 thru 13<sup>th</sup>.

## Reading of the minutes of the last meeting.

The minutes were published on the web-site after our last meeting. May we have a motion to approve these minutes? Is there a second? Approved.

## New Business/Old Business

Is there any other new business from the audience at this time? None.

## Break for Lunch

## Presentation - Topic: Electronic On Board Recorders (EOBRs)

### **Mr. Lane Kidd, President, Arkansas Trucking Association**

- Gave a summary of the associations support for EOBR's dating back to 1999.
- Arkansas was the first of the state associations to support EOBRs on all trucks.
- During President Clinton's administration, small carriers were to be given 5 years to comply.
- ATA's position on EOBRs is that a truck is a truck and that all carriers regardless of size would have to comply at the same time.

Mr. Kidd introduced the panel:

Mr. Don Holman	- Tyson
Mr. David Whiteside	- J. B. Hunt
Mr. Richard Turner	- Wal-Mart
Mr. Bill Sleeth	- Wal-Mart

### **Key Points Made During The Presentation:**

- Go to [www.cvsa.org](http://www.cvsa.org) for review of comments pertaining to EOBRs. This data is available for review up to January 21, 2009 for non-members of CVSA.
- Go to the Arkansas Trucking Association web site at [www.arkansastrucking.com](http://www.arkansastrucking.com) and review the 19 issues that the association is supporting.
- Reason why the Department of Transportation did not request a mandate that EOBRs be placed on every unit was because of the lack of statistics required by the Government Accounting Office (GAO) for approval.
- If Congress mandates the use of EOBRs, there may be a 2 to 3 year implementation period.
- EOBRs have proved to be efficient and should reduce or eliminate large dollar awards resulting from litigation.

Arkansas Trucking Association  
Safety Management Council Meeting 1/08/09

- DOT will ask for Qualcomm and/or satellite data during an audit inspection to match against driver logs.
- Some drivers reluctant about the use of EOBRs at first. Good feedback on the system after spending some time with it. Some drivers wanted to know why it took so long to make such a system available.

**Questions & Answers Session**

Q: What is the average training time required to get the drivers up-to-speed to use the EOBR?

A: The training phase is approximately 2 to 3 hours on the Qualcomm (MDV) unit.

Q: How did you incorporate training?

A: Used both classroom and manufacturer representative's training materials.

Q: How does the system work when slip seating drivers?

A: You can use either the driver's name or driver code. Wal-Mart assigns each driver his/her own specific number.

Q: Can EOBRs reduce operating cost?

A: Yes. J. B. Hunt has been able to better identify under utilized drivers which helps more evenly distribute the available miles.

Q: How many EOBR manufacturers are out there now?

A: 11 to 13

Q: What is the price range of an EOBR?

A: This is a tough one to answer. It is dependent upon the capability of the system itself, i.e., tethered or untethered. A hand held untethered unit may run from \$100.00 to \$150.00. A full range unit may run as high as \$3,000.00.

Q: When using an EOBR, what does the driver have to do? (Summary of answers by the panel)

- A: - The system is flexible to use either the driver or vehicle's movement to initiate when the driver comes on duty.
- There are still some technical requirements that need to be worked out with the DOT.
  - Law enforcement still wants a grid to look at or something that resembles a paper log.
  - Most carriers want to show an officer during a roadside inspection a screen that would either show no violations or violations as appropriate.
  - If there is not a compromise on a paper grid to review, then either a printer may be required on each unit, or the company would have to provide a paper copy upon request. If a printer is not required, the ability to fax a hard copy to law enforcement is a likely regulatory requirement.

Q: What happens when a driver uses his unit as a private vehicle?

A: Some work needs to be done when this happens. A driver can not turn the unit off. If an owner operator turned it off, the carrier in which he/she was running under their operating authority would know.

Q: What happens when a driver is in violation of the hours of service regulations?

- A: - The system sounds an alarm.
- Some systems have the capability to provide managers with a popup of when the driver is in violation.
  - Systems that have this capability can alert a manager so they do not have to go to a separate screen to show drivers in violations.
  - Some owner/operators may not want a system with a full capability.

## Arkansas Trucking Association Safety Management Council Meeting 1/08/09

Q: What is the difference between tethered vs. untethered units?

A: The tethered units have much more capability and flexibility than the untethered unit. The type of unit you choose will be dependent upon the capability that you desire and the risk you want to take when it comes to hours of service compliance. How much data do you want to see/review?

Q: When stopped for a roadside inspection what experiences have you encountered when the inspecting officer sees that the unit has an EOBR?

A: - Normally, when the officer sees the unit, he lets the driver go without giving an inspection.  
- No one reported a problem with any inspecting officer.

Q: How would you go about seeking out the best EOBR capability to purchase for your company?

A: - Reach out to your peers to review the pros/cons of the system that they purchased. For example: Wal-Mart, J.B. Hunt, Werner. Also, the Arkansas Trucking Association Councils are a good source.  
- You could have a benchmark meeting with a manufacturer to reach an agreement on test costs.

Q: Were there any productivity losses when using EOBRs?

A: - No known productivity losses.  
- Wal-Mart Sep 2007 thru Jan 2008 compliance and productivity much improved.  
- 1,000 times more compliant than manual logs.  
- There is potential to dispatch drivers up to 3 days in advance.  
- Able to offset the cost of fuel by improvement in efficiency of each unit based on 800 million miles run.  
- More efficient in the event of litigation. Must look at risks to your company.  
- Saved \$225M during physical year 2008.

Q: If driver off for 24 hours, does the system keep track of off duty time?

A: - The system can keep the driver off duty.  
- The system reads when the vehicle is moving or is stopped.

Q: How do you handle the Vehicle Inspection Report?

A: - The system does not have the capability to handle this requirement now.  
- Driver would be required to keep a separate record for this requirement and provide to the company.

Q: What happens if there is a system failure on EOBR data being retained by the carrier?

A: The company must have the capability to have a backup retrieval system in the event the system fails and data is lost.

Our next meeting is February 12 in Little Rock.

Number in attendance: 51

**Meeting Adjourned - travel safely.**