

BMB Transportation Group



September 2005 Newsletter

Old Hours-of-Service Rules

All CMV drivers may not drive:

- More than 10 hours, following 8 hours off-duty.
- After 15 hours on-duty, following 8 hours off-duty
- After 60/70 hours on-duty in 7/8 consecutive days.

New Hours-of-Service Rules

Property-Carrying CMV drivers may not drive:

- More than 11 hours, following 10 hours off-duty.
- Beyond the 14th hour after coming on-duty, following 10 hours off-duty.
- After 60/70 hours on-duty in 7/8 consecutive days.

- A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty

Simply stated, this means:

Drivers may drive up to 11 hours instead of 10 hours, but are limited to 14 hours in a duty period.

The 14-hour duty period may not be extended with off-duty time for meal and fuel stops etc. Only the use of a sleeper berth can extend the 14-hour on-duty period. Each duty period must begin with at least ten hours off-duty, rather than eight. The 60 hours on-duty in 7 consecutive days, or 70 hours on-duty in 8 consecutive days, remains the same, but drivers can "restart" the 7/8-day period by taking at least 34 consecutive hours off-duty.

16 - Hour Exception for Property-Carrying Drivers

Drivers may extend the 14 - hour on duty period by 2 hours if they:

Are released from duty at the normal work reporting location for the previous 5 duty tours
AND,

Return to the normal work reporting location and are released from work within 16 hours
AND,,

Have not used this exception within the last 6 days, except following a 34 - hour restart of a 7/8 day period.

Sleeper Berth Exception: Drivers may split on-duty time by using sleeper berth periods, but

must comply with the new hours-of-service rules. These drivers may accumulate the equivalent of 10 consecutive hours off-duty by taking 2 periods of rest in the sleeper berth, provided:

1. Neither period is less than 2 hours;
2. Driving time in the period immediately before and after each rest period when added together does not exceed 11 hours; and
3. The driver does not drive after the 14th hour after coming on duty following 10 hours off-duty, where the 14th hour is calculated by:

A) Excluding any sleeper berth period of at least 2 hours which, when added to a subsequent sleeper berth period, totals at least 10 hours; and

B) Including all on-duty time, all off-duty time not spent in the sleeper berth, all sleeper berth periods of less than 2 hours, and any sleeper berth period not described in paragraph 3(A).

Industry Exceptions: Oil field operations, ground water well drilling operations, construction materials and equipment operations, and utility service vehicle operations must comply with the new 11-hour driving, 10 consecutive hours off-duty, and 14-hours on-duty requirements of the new rule. However, the 24-hour restart provisions applicable to these operations remains in effect.

Agricultural Exemption: Agricultural operations retain their current statutory exemption from driving time requirements for transportation occurring within a 100 air-mile radius of a farm or distribution point during planting or harvesting season within each State, as determined by the State.

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