

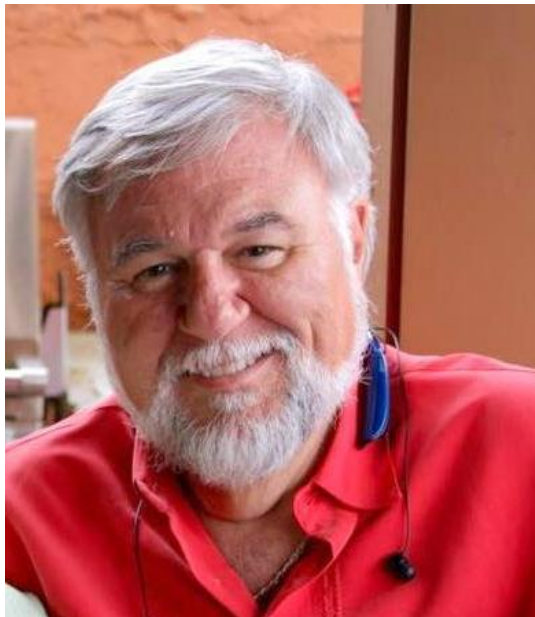
Electronic Logging Devices



Who is IMG? A private network of 56 motorcoach companies located around North America. Safety, Training, Customer Service Excellence are core values of IMG. As a network we work together to provide premium delivery of motorcoach transportation.

www.imgcoach.com

Panelists



Nic Xenophontos,
Safety Director
All Aboard America!



James River
Transportation



Stephen Story,
President
James River Transportation



Brian Parker,
Director of Development
Southeastern Stages

Hours of Service (USA)

Hours of Service (HOS) regulations have not changed:

- May drive a maximum of 10 hours after 8 consecutive hours off duty.
- May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.
- May not drive after 60/70 hours on duty in 7/8 consecutive days.

HOS WHAT IT MEANS

- In a 24 hour day, a driver can drive a maximum of 10 hours within duty period of up to 15 hours. They **MUST** then have 8 consecutive hours off duty (resting) to be legal and drive following day.
- On Duty time is considered time behind the wheel and any time the driver has a responsibility for passengers and/or the motorcoach.
- When off duty a Driver has no responsibilities to the motorcoach or passengers.

Electronic Logging Devices



The deadline to introduce ELD (Electronic Logging Devices) for motorcoach companies was December 17, 2017, how long have you been using ELDs?

Electronic Logging Devices



Is the introduction of ELD's a good thing?

Electronic Logging Devices

- How do ELD's impact Hours of Service? Are there any changes that I, as a tour operator, need to understand?
 - Connectivity to the engine/paper files more latitude
 - ELD's measure in smaller increments of time
 - DOT inspection of motorcoach records now easier
 - Tour operators will need to work more closely with their motorcoach provider

Planning of Itineraries

- Working together – plan & evaluate itineraries
- What considerations do we now need to take into account:
 - Congestion (a known factor in major cities)
 - Accidents (and unexpected incidents)
 - Weather (what is forecast vs. unexpected)
 - Parking (available near drop location?)

To really understand....

Q: What would happen if a coach is delayed for road closure due to accident in an area where a relief driver is not available?

Q: Does a driver really need 8 consecutive hours off duty? What is your policy?

Q: What training is undertaken for the drivers regarding the completion of electronic logs, specifically the difference between on-duty and off-duty hours of service?

To really understand....

Q: When do Hours of Service begin and end, do they include vehicle preparation time at beginning and end of day?

Q: What is the impact to the motorcoach operator if a driver exceeds his/her Hours of Service? Are there fines for violations?

Q: How much warning is given, by the ELD, that a driver is approaching his/her limit for Hours of Service?

To really understand....

Q: What map system do you use to calculate drive time. Does total miles divided by 60mph work?

Q: How does the ELD mandate affect long haul trips which include overnight travel?

Q: Does the ELD convert to Canadian rules when you cross the border?

Situations – What happens:

Q: The vehicle is parked in a lot on a hot day, the group is off the coach for two hours. The driver is running the A/C to stay cool while he rests, is that considered on duty?

Q: Same example, however the driver returned to the coach for the sole purpose of running the A/C in advance of the group's arrival so the coach is cool when the passengers board the coach, is that considered to be on duty?

Situations – What happens:



Q: The driver reaches his maximum number of driving hours but still has 2 hours to go before the group arrives at the scheduled destination?

Q: The tour director/guide, asks driver to take some students back to the hotel earlier than remainder of group, and act as a shuttle. This was not part of the original itinerary does that impact Hours of Service

In conclusion



Safety and working within the boundaries set by the State and Federal regulators is paramount to IMG motorcoach operators.

To assist our partners in SYTA we recommend submitting itineraries for review and comment as far in advance as possible.

Road conditions and timing are what your motorcoach supplier, knows best.

We want to ensure that we work together to provide safe travel.

Q&A

Questions and Comments from attendees

Contact information



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SYTA RESOURCES

SYTA Website – www.my.syta.org

Members Only Section -my.syta.org

Member Directory

SYTA Logo

SYTA Research Digest

Safety Resource Guide

Recorded Webinars and PowerPoints

UPCOMING WEBINARS

New Member Orientation Webinar

Wednesday, April 11, 2018, 12:00 PM EDT

SYTA Annual Conference Preview Webinar for New Attendees

Wednesday, May 9, 12:00 PM EDT

Wednesday, June 6, 3:00 PM EDT

Tuesday, July 10, 3:00 PM EDT

2018 SYTA Annual Conference



BALTIMORE, MARYLAND
AUGUST 24-28, 2018

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