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Eassons Transportation Group Letter to the Customer: ELD Changes

October 31, 2019

Dear Valued Customer,

As a carrier that ships to and from the US, our fleet must be compliant with the electronic log book program as regulated by the US Government.

On December 16th, 2019 these regulations will become stricter as we move from AORBD's to ELD, which we feel will make a substantial difference in the way we service our customer base within Canada and the US. We would like to share our views with you to help prepare.

Eassons has identified a significant change with the ELD program outlined below, that relates to short movements of power units once already in a door for loading or unloading of your products.

Current Rule (AORBD):

Movements of less than 20 MPH or 2 miles would initially be flagged as drive time but after the truck was shut off or parked for 5 mins or more it would reset to On Duty Not Driving. Because these short movements could then be changed to Off Duty / Sleeper Berth, the drivers rest period shows being uninterrupted. These movements could be removed from the drivers log, permitting them to show uninterrupted breaks.

New Rule (ELD):

Movements of more than 5mph or .5 miles are recorded as drive time. Even staying below these limits will flag the driver as On Duty, interrupting their Off Duty / Sleeper Berth time. Any interruption of required breaks may require the driver to start the break over. Even the yard move provision within the ELD regulations will show as On Duty time and cannot be changed.

How will this affect you the customer / what can be done to help?

With the significantly reduced distance and speed a driver can travel before showing on duty, it will be extremely important for all parties to respect pick up and delivery times.

It is our position that truckload shipments should be loaded, or unloaded within 2 hours of a scheduled appointment time. For less than truckload shipments, we will be looking to be loaded, or unloaded within 1 hour of our scheduled appointment time.

Shipper or receivers who cannot maintain these in and out times will be charged additional detention fees (wait time) as per our standard rate sheets or existing contracts. If a shipper or receiver is identified as a location that consistently exceeds these loading or unloading times, then the rates for wait time will need to be reviewed.

Other customers may need to have trailer pools started, in conjunction with their own shunting to eliminate the possibility of detention charges. It is important to remember that trailer pools come at an increased operating cost to us as the carrier and will need to be part of any rate negotiations.

Eassons will continue to provide up to date information in an effort to build a greater understanding for you and your customer/vendor base of the ever changing regulations carriers have to work through. Eassons is willing to provide information work shops with you and anyone within your supply chain that may be impacted by these new regulations.

Should you have additional questions, please reach out to your sales representative to discuss further.

Thank you for your continued business and support.

Kind Regards,

The Eassons Transportation Group

