

Federal Motor Carrier Safety Administration - Public Information Session –

April 10, 2024

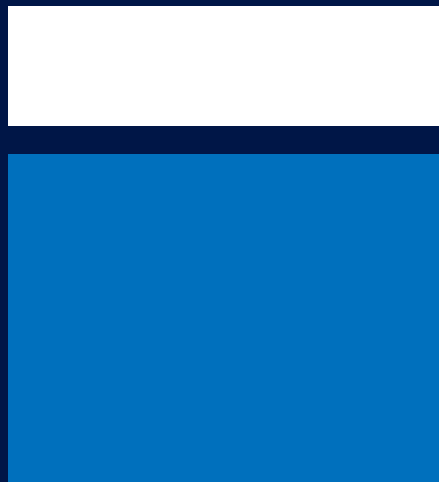


Extension of Emergency Declaration No. 2024-002 and Hour of Service Refresher Training



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

April 2024



**Extension of Emergency Declaration
No. 2024-002
State of Maryland**



Extension of Emergency Declaration- Overview

The Extension of Emergency Declaration provides regulatory relief for commercial motor vehicle operations while providing direct assistance supporting emergency relief efforts related to the emergency resulting from the collapse of the Francis Scott Key Bridge and partial closure of the Port of Baltimore in the State of Maryland. Direct assistance does not include transportation related to long-term rehabilitation of damaged physical infrastructure or routine commercial deliveries, after the initial threat to life and property has passed, or mixed loads with a nominal quantity of qualifying emergency relief added to obtain the benefits of this emergency declaration.

In this Extension, direct assistance includes:

1. Transportation related to the immediate restoration of essential services at the Port of Baltimore.
2. Transportation of commodities re-routed due to the disruptions to vessel traffic into the Port, subject to the restrictions and conditions set forth in this Extension.
3. Transportation of fuel (gasoline, ethanol, propane, natural gas, and heating oil) from Maryland's Curtis Bay terminal (within the Baltimore Marine Terminal area) for delivery to the following locations within Maryland: Anne Arundel, Baltimore City, Baltimore County, Carroll County, Cecil County, Frederick County, Harford County, Howard County, Queen Anne's County, and Washington County.

Extension of Emergency Declaration- Relief Granted

The Extension of Emergency Declaration grants the following relief:

Relief from 49 CFR § 395.3, maximum driving time for property-carrying vehicles

- Motor carriers and drivers providing direct assistance related to the immediate restoration of essential services and reopening of the navigable waters into the Port of Baltimore and including:
 - (1) transporting equipment and supplies related to immediate repairs to the roadways and navigable waterways adjacent to the Port of Baltimore, and
 - (2) transportation related to the removal of wreckage and debris from the navigable waterways providing access to the Port of Baltimore

Relief from 49 CFR § 395.3(a)(3)(i), maximum 11-hour driving time for property-carrying vehicles, up to a maximum of two additional hours

- Motor carriers and drivers transporting commodities rerouted from the Port of Baltimore to other East Coast ports because of the Key Bridge collapse including: fuel, intermodal freight, including shipping containers and their contents, automobiles, or other equipment transported in roll on roll of operations such as heavy-duty machinery and farm equipment
- Motor carriers and drivers transporting fuel (gasoline, ethanol, propane, natural gas, and heating oil) from Maryland's Curtis Bay terminal (within the Baltimore Marine Terminal area) for delivery to the following locations within Maryland: Anne Arundel, Baltimore City, Baltimore County, Carroll County, Cecil County, Frederick County, Harford County, Howard County, Queen Anne's County, and Washington County

Extension of Emergency Declaration- Relief Granted con't

Relief from 49 CFR § 395.8(a)(1)(i), use of electronic logging devices (ELDs)

- Motor carriers and drivers identified by this emergency declaration who are not currently required to use an electronic logging device (ELD) under 49 CFR § 395.8(a) and who do not have an ELD installed, including those currently operating under the short-haul operations exception in 49 CFR § 395.1(e). Such carriers and drivers are required to maintain paper logs and supporting documents.

This Extension does not waive any requirement for motor carriers or drivers not specifically identified. Motor carriers are required to comply with all other federal, state, and local laws and regulations while operating under this Extension.

This Extension of Emergency Declaration is effective April 4, 2024, and shall remain in effect until the end of the emergency or until 11:59 P.M. (ET), May 8, 2024, whichever is earlier.

To read the full Extension of Emergency Declaration, visit

<https://www.fmcsa.dot.gov/emergency-declarations>

Hours of Service (HOS) Refresher Training



Short-Haul Exception

The short-haul exception for drivers operating a CMV requiring a commercial driver's license (CDL) is found in § 395.1(e)(1). To qualify for the exception a driver must:

1. Be dispatched and return to the same work reporting location each day;
2. Be released from work within 14 consecutive hours;
3. Operate within a 150 air-mile radius (172.6 statute miles) of the work reporting location; and
4. Have at least 10 consecutive hours off duty separating each 14 hours on duty.

The short-haul exception allows a driver to use a time record in place of an electronic or paper RODS, provided the specific rule provisions are met.

If the driver cannot meet the terms of the short-haul exception (e.g., the driver goes beyond the distance limitation, works too many hours, or does not return to the original work reporting location), the driver must complete a RODS for that day as soon as the exception no longer applies.

Drivers granted relief by this Extension of Emergency Declaration, who are not currently required to use an ELD and do not have one installed in their vehicle may complete paper RODS for the duration of the emergency declaration.

HOS Duty Status Categories



Off Duty: The driver must be relieved of all duty and responsibility for the care and custody of the vehicle, its accessories, and any cargo or passengers it may be carrying.

Driving: The time a driver spends at the driving controls of a commercial motor vehicle (CMV) in operation.

On Duty, Not Driving: On-duty time begins when the driver starts work for the day or when he/she is required to be in readiness to work. It ends when the driver is relieved of all work responsibilities.

Sleeper Berth: Time actually spent in the sleeper berth of a vehicle, used to obtain off duty time by the driver

**Time spent in the driver's seat of the vehicle,
waiting to enter/exit or within a Port may be considered driving time**

Hours of Service Limits

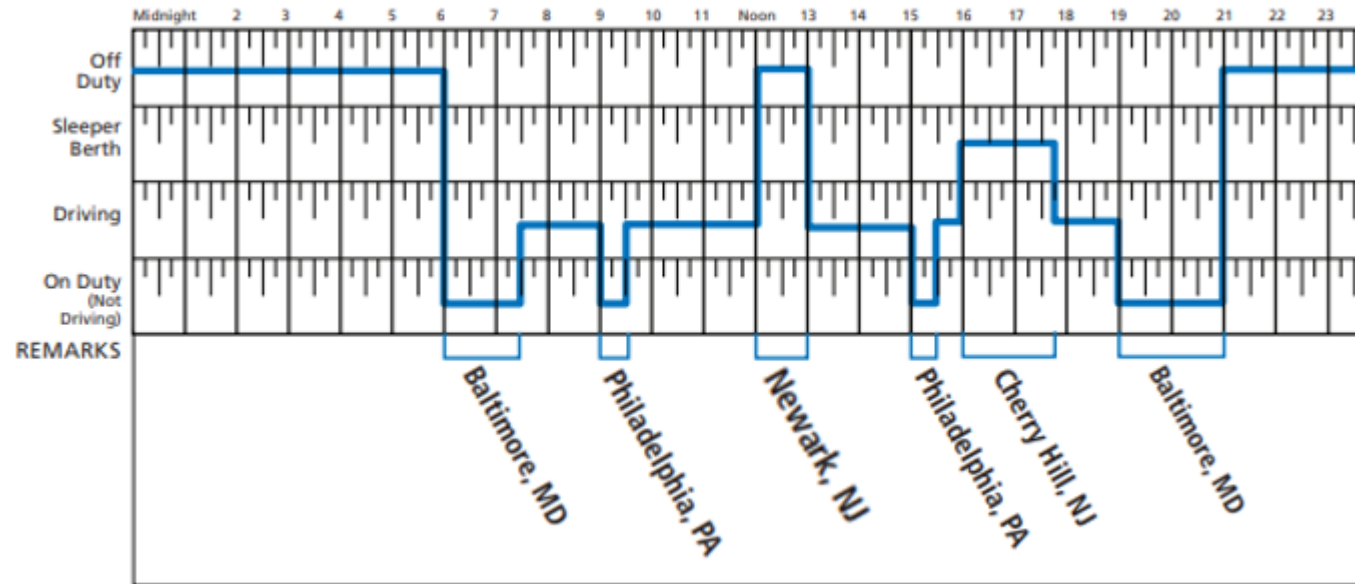
| PROPERTY-CARRYING DRIVERS: §395.3 | |
|---|--|
| 11-Hour Driving Limit May drive a maximum of 11 hours after 10 consecutive hours off duty. | <ul style="list-style-type: none">Maximum of 2 additional hours (up to 13) provided for transportation related to commodities rerouted from the Port of Baltimore and fuel transportation within the specified Baltimore Metropolitan AreasWaived for transportation related to the immediate restoration of essential services and reopening of the Port of Baltimore and adjacent navigable waterways |
| 14-Hour Limit May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period. | <ul style="list-style-type: none">Waived for transportation related to the immediate restoration of essential services and reopening of the Port of Baltimore and adjacent navigable waterways |
| 30-Minute Driving Break Drivers must take a 30-minute break when they have driven for a period of 8 cumulative hours without at least a 30-minute interruption. The break may be satisfied by any non-driving period of 30 consecutive minutes (i.e., on-duty not driving, off-duty, sleeper berth, or any combination of these taken consecutively). | <ul style="list-style-type: none">Waived for transportation related to the immediate restoration of essential services and reopening of the Port of Baltimore and adjacent navigable waterways |
| 60/70-Hour Limit May not drive 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. | <ul style="list-style-type: none">Waived for transportation related to the immediate restoration of essential services and reopening of the Port of Baltimore and adjacent navigable waterways |

Record of Duty Status (RODS)

- If utilizing this emergency declaration, a paper RODS, also known as a log book, may be completed instead of recording time worked on an ELD.
- RODS must be fully completed each day. The information recorded must be accurate, including duty status, times, and locations. All off duty time must be recorded as well.
- A driver must keep the completed log for the previous 7 consecutive days in the vehicle with him. If stopped for an inspection, the current day's RODS, plus the previous 7 days, must be available for inspection by law enforcement officers.

| U.S. DEPARTMENT OF TRANSPORTATION | | | | | | | | | | DRIVER'S DAILY LOG | | ORIGINAL — Submit to carrier within 13 days DUPLICATE — Driver retains possession for eight days | |
|--|--|--|--|--|--|--|--|--|--|------------------------------|--|---|--|
| 04 09 2021 | | | | | | | | | | 350 | | 123, 20544 | |
| (MONTH) (DAY) YEAR | | | | | | | | | | (TOTAL MILES DRIVING TODAY) | | VEHICLE NUMBERS—(SHOW EACH UNIT) | |
| John Doe's Transportation | | | | | | | | | | John E. Doe | | | |
| (NAME OF CARRIER OR CARRIERS) | | | | | | | | | | (DRIVER'S SIGNATURE IN FULL) | | | |
| Washington, D.C. | | | | | | | | | | | | | |
| (MAIN OFFICE ADDRESS) | | | | | | | | | | (NAME OF CO-DRIVER) | | | |
| | | | | | | | | | | TOTAL HOURS | | | |
| Midnight 2 3 4 5 6 7 8 9 10 11 Noon 13 14 15 16 17 18 19 20 21 22 23 | | | | | | | | | | | | | |
| Off Duty | | | | | | | | | | | | 10 | |
| Sleeper Berth | | | | | | | | | | | | 1.75 | |
| Driving | | | | | | | | | | | | 7.75 | |
| On Duty (Not Driving) | | | | | | | | | | | | 4.5 | |
| REMARKS | | | | | | | | | | | | =24 | |
| Pro or Shipping No. 101601 | | | | | | | | | | | | | |
| Baltimore, MD | | | | | | | | | | Philadelphia, PA | | Newark, NJ | |
| Philadelphia, PA | | | | | | | | | | Cherry Hill, NJ | | Baltimore, MD | |

RODS- Completing Graph Grid



- A driver must keep the grid on the log current to the last change of duty status by drawing a line through the appropriate duty status on the graph grid that matches with the 24-hour time of the day (military time). This must be updated throughout the day with each change in duty status (off duty, on duty, or driving).
- Each time a driver changes duty status, he must write down the name of the city, town, or village, and State abbreviation, in the Remarks section. A driver may write other things in the Remarks section, such as shipping information or a note about adverse driving conditions.

RODS- Form and Manner

Diagram illustrating the structure and components of the DRIVER'S DAILY LOG (RODS) form, showing fields for data entry and corresponding labels:

Form Sections and Fields:

- U.S. DEPARTMENT OF TRANSPORTATION**
- DRIVER'S DAILY LOG (ONE CALENDAR DAY — 24 HOURS)**
- ORIGINAL — Submit to carrier within 13 days**
- DUPLICATE — Driver retains possession for eight days**
- Total miles driving today** (Field)
- Truck or tractor and trailer number** (Field)
- Date** (Field: MONTH, DAY, YEAR)
- Name of carrier** (Field: NAME OF CARRIER OR CARRIERS)
- Main office address** (Field: MAIN OFFICE ADDRESS)
- 24-hour period starting time** (Field: Off Duty, Sleeper Berth, Driving, On Duty (Not Driving))
- Vehicle Numbers — (SHOW EACH UNIT)** (Field)
- I certify that these entries are true and correct** (Statement)
- (DRIVER'S SIGNATURE IN FULL)** (Field)
- (NAME OF CO-DRIVER)** (Field)
- Driver's signature/certification** (Label)
- Name of co-driver** (Label)
- TOTAL HOURS** (Field)
- REMARKS** (Field)
- Pro or Shipping No.** (Field)
- Remarks** (Field)
- Shipping documents number(s) or name of shipper and commodity** (Field)

The information on the RODS must be fully completed each day. This is also known as “form and manner” information.

- Date
- Total miles driving today
- Truck or tractor and trailer number
- Name of carrier
- Main office address
- Your signature
- Name of co-driver (if applicable)
- Total hours
- Shipping document number(s), or name of shipper and commodity

Supporting Documents and Record Retention

RODS and supporting documents must be submitted by the driver to the motor carrier within 13 days. Motor Carriers must retain RODS and supporting documents for 6 months.

Supporting documents can include:

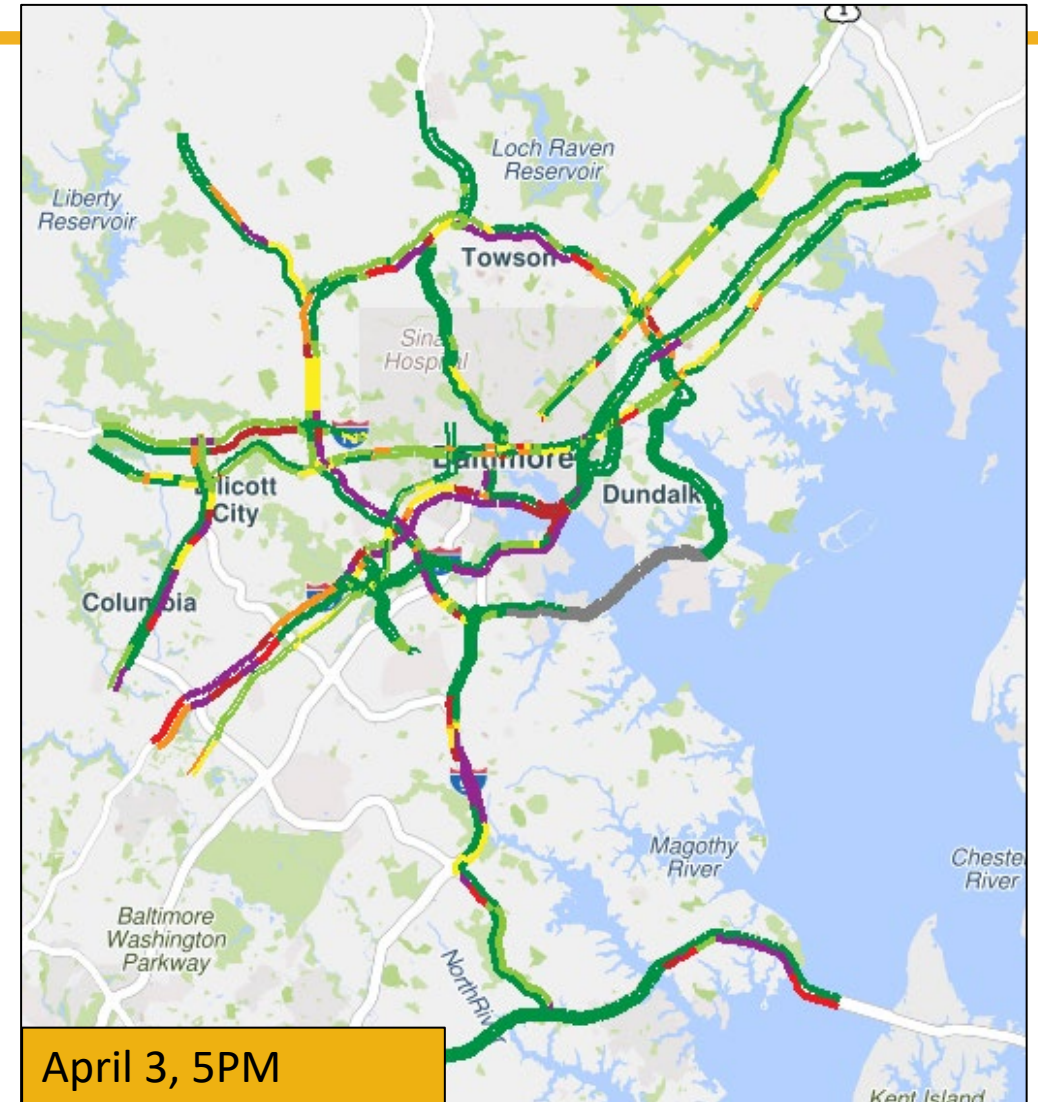
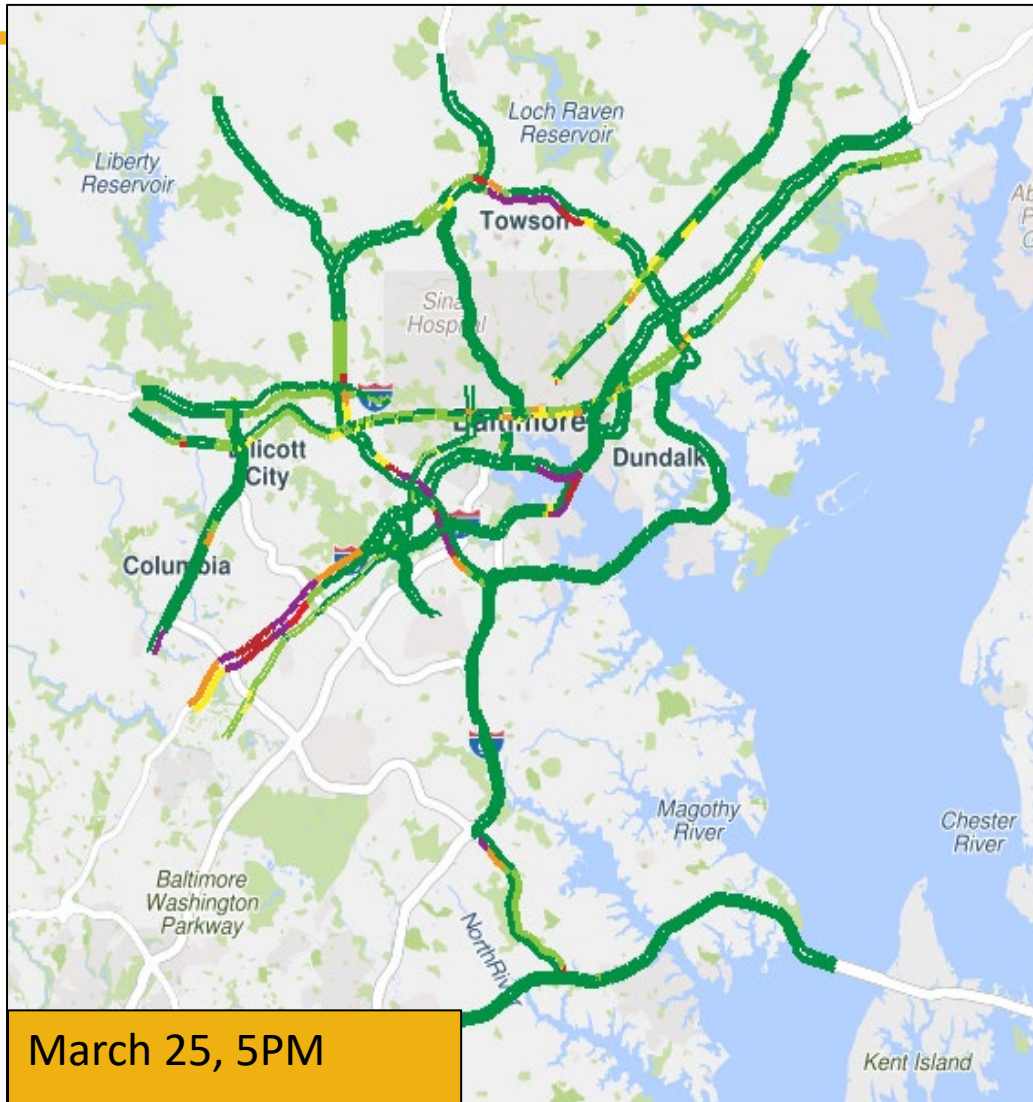
- Bill of Lading/ Manifest/ Shipping Paper
- Fuel receipts
- Toll receipts and/or EZ Pass statements
- Terminal Interchange Receipt (TIR)

Additional HOS resources: <https://www.fmcsa.dot.gov/regulations/hours-of-service>

Travel Impacts & Driver Resources



Impact to Truck Travel Times



These maps show where trips are taking two to three times longer for CMVs. Drivers must add two to three times more travel time to ensure an on-time delivery using roadways that are **red** and **purple**.

Resources for Commercial Motor Vehicle Drivers



Official Detours

<https://mdta.maryland.gov/keybridgenews>

Google: Baltimore City
Truck Routes



Maryland's Commercial Motor Vehicle Contacts and Resources (Permits, Rules and Regulations, Points of Contact)

<https://www.roads.maryland.gov/mdotsha/pages/index.aspx?PageId=58>

https://www.roads.maryland.gov/oppen/trucker_frontend.pdf

Google: MDOT SHA motor
carrier



Hazardous Materials Information

<https://mdta.maryland.gov/propane.html>

Google: MDTA propane



Information to Support Routing Decisions (shows traffic and other information in and around Baltimore)

<https://chart.maryland.gov/>

Google: MDOT CHART



Private Routing and Parking Resources (FMCSA does not endorse any of these applications)

Truck Parking Club
www.truckparkingclub.com

Hammer
www.hammerapp.com

TruckMap
www.truckmap.com

Mudflap
www.mudflapinc.com



Tools for Route Planners and Logisticians (for use by company planners and logisticians)

Google: Maryland
Roadway Performance
Tool
(<https://mrptui.z21.web.core.windows.net/>)

Google: Maryland Truck
Parking Tool
(<https://trkparkingmd.tti.tamu.edu/>)

Baltimore Bridge Collapse Updates:

<https://www.fmcsa.dot.gov/newsroom/baltimore-bridge-collapse-update-emergency-declaration-extension-issued-fmcsa>



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

For questions regarding the
Emergency Declaration,
email FMCSADeclaration@dot.gov
or call 877-831-2250

For questions regarding HOS,
email hoursofservice@dot.gov

