Personal Conveyance
2018
Topics Discussed

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What is Personal Conveyance?

Personal conveyance is the movement of a commercial motor vehicle (CMV) for personal use while off duty. A driver may record time operating a CMV for personal conveyance as off-duty only when the driver is relieved from work and all responsibility for performing work by the motor carrier.
Why the Change?

• 20 year old guidance
• Improve flexibility
• Focus on intent of the movement
  • Why is the vehicle being moved?
  • Laden or unladen
• Consistent application among industry and law enforcement
• List proper use and improper use of personal conveyance
Focus of the Revision

• Intent of the movement
  • Contributing to the motor carrier’s operational readiness
  • Is the movement personal in nature?
Motor Carrier’s Responsibility

- Ensure drive is in compliance with the hours of service regulations, and not operating a vehicle while ill or fatigued, regardless of the amount of driving and working time.
- A company may have a policy on Personal Conveyance that is more restrictive than the regulation and guidance
  - Time and/or distance
  - Prohibit laden vehicles from operating under personal conveyance
Driver’s Responsibility

- Record start and end time of personal conveyance
- Comply with hours of service rules
  - Don’t drive while fatigued
Personal Conveyance & Electronic Logging Devices

- ELD rule requires ELDs to have a personal conveyance feature
  - Personal Conveyance feature; or
  - Driver annotation at the beginning and end
1. Time spent traveling to a nearby, reasonably, safe location to obtain required rest after loading or unloading.

2. Time spent traveling from a driver’s en route lodging (such as a motel or truck stop) to restaurants and entertainment facilities.

3. Commuting between the driver’s terminal and his or her residence, between trailer-drop lots and the driver’s residence, and between work sites and his or her residence.
Improper Use of Personal Conveyance

1. The movement of a CMV in order to enhance the operational readiness of a motor carrier. For example, bypassing available resting locations in order to get closer to the next loading or unloading point or other scheduled motor carrier destination.

2. After delivering a towed unit, and the towing unit no longer meets the definition of a CMV, the driver returns to the point of origin under the direction of the motor carrier to pick up another towed unit.

3. Time spent transporting a CMV to a facility for vehicle maintenance.
Click here for more information on Personal Conveyance

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