

# TRUCK TALK

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## Regulatory Changes are on the Horizon

Keeping up to date on regulation changes and augmentations can be a difficult and time consuming process. Not all motor carriers have the time or resources to know all regulations and changes that might affect them and their drivers. There are several important changes that will be coming up and a couple that have just been implemented that everyone needs to be aware of – both drivers and owners.

### Hours of Service changes effective 7/1/13

These changes were covered in detail in the June, 2013 Truck Talk. There are the two areas that will affect the majority of drivers:

**Rest Break** – Drivers must have a 30 minute (minimum) off duty rest period before beginning the 8th hour of driving. This can occur at any time between the 1st and the 8th hour but a driver cannot begin the 8th hour without taking a 30 minute break.

**34 Hour Restart** – There can only be one 34 hour restart per week (168 hours) and it must include two off duty periods between 1:00am and 5:00am.

For the full list of changes, refer to: [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

### CDL/Medical Examination 1/30/14

All CDL holders must comply with the medical examination requirements by January 30, 2014. Regardless of when your CDL expires, a driver must have submitted his Medical Examination Certificate information to the licensing division of his/her home state. There is no relationship between the CDL expiration date and the medical certificate expiration date. Each state may vary on how they receive this information. The state motor vehicle department is the best source of information in this regard.

### Certified Medical Examiner 5/21/14

Beginning 05/21/14, Driver Medical Examinations must be completed by a Certified Medical Examiner. At the present time, medical examiners are being certified. Certified Medical Examiners can be found by accessing the web site: <http://nrcme.fmcsa.dot.gov>. Those who are located in rural areas that don't have a large number of medical providers can and should request that the provider in their area become certified. There are full explanations of the process and testing in the web site above.

## Other updates

There are two hot button topics that seem to be brought up a lot by carriers and drivers currently. At the present time there is a good possibility of some regulation but nothing clearly defined.

**Electronic Onboard Data Recorders** – At the time of this writing (June 2013) there is no time table for implementation of these systems. Some of the issues yet to be resolved are compatibility with existing data systems (both the regulatory and carrier systems) along with a uniform procedure and system for inspection in real time on the highway. Any firm date would be purely speculative and the earliest known projection would be around the end of 2015 or the beginning of 2016.

**Sleep Apnea** – Again, at the present time no final regulation is pending on sleep apnea. The extent of regulation is yet to be determined but the general consensus is that at some point there will be a revision to the Medical Examination Form to cover this condition and that the condition would need to be treated successfully before a full term Medical Certificate would be issued.

Changes in regulations have been augmented with outreach programs for educating motor carriers of all sizes and their drivers. These programs take several forms – written materials provided on the internet, seminars (dates and times can be accessed through most motor carrier association web sites) and online resources (webinars) which are available from the FMCSA and several commercial providers. The necessary information is so widely distributed that the old excuse of ‘no one told me’ would hardly be appropriate.

Summarizing, the best system of compliance is to know the regulations, keep current on changes to regulations and apply this to the day to day motor carrier operations.

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