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| FMCSA Announces Hours-of-Service Final Rule |

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| Earlier this morning, FMCSA hosted an industry phone-call announcing the anticipated Hours-of-Service Final Rule. The final rule follows the Notice of Proposed Rulemaking (NPRM) that was published by the Agency last August and is expected to be published in the federal register in the coming week.The following four changes have been incorporated into this Final Rule:Short-Haul Operations  * Extends drivers’ maximum on-duty period from 12 to 14 hours;
* Extends the air-mile radius within which the driver may operate from 100 air miles to 150 air miles.

Adverse Driving Conditions* Modifies the adverse driving conditions exception by extending, by 2 hours, the maximum on-duty window during which driving is permitted; 30-Minute Break
* Requires a 30-minute break after 8 consecutive hours of driving time have elapsed;
* Allows a break to be taken in an on-duty, not-driving status.

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Sleeper Berth Exception* Allows drivers to split their required 10-hours off duty into two periods: an 8 and 2 split or a 7 and 3 split, either off duty or in the sleeper berth;
* Neither period counts against the driver’s 14-hour driving window.

The agency’s previously proposed split-duty day was not among the changes FMCSA announced today. The Final Rule will take effect 120 days from the publication in the Federal Register. ATA expects it to be posted sometime next week. |

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