



# BUS & TRUCK REGULATIONS

## NORTH AMERICA

As of December 18, 2017, the new rules will be enforced more stringently. All buses will be required to have electronic logging devices.

### BUSES

Wages: (Avg day wage is \$250-\$300)

Standard Day's wage covers the first 450 miles

Anything between 451-600 is allowed and paid an additional day wage.

601-750 is paid an additional day wage (please see below provisions)

Due to D.O.T. regulations, drivers cannot legally log over 10 hrs. Per day (estimated 650 miles per day). Drivers can drive 10 hours; then must have an 8-hour sleep break. They can break the drive up, but once they have driven a total of 10 hours; they must have an 8 hr. sleep break. There is no actual mileage regulation (650 is a good rule of thumb). If you are out west, speed limits are 75 or so, thus you can typically drive 650/700 max; however, in other areas, 650 would not be legal like the east coast due to speed limits.

For mileages over this amount, other arrangements (team drivers, sleep breaks, etc.) must be made.

Good rule of thumb:

East coast 650 miles

West coast 700 miles MAX

Please be aware of border crossings. This can throw a wrench into the plan and one should consider a more conservative mileage allowance. Borders always have delays thus causing an issue with the 10 hrs on duty limit.

Team/Double drivers will incur the cost of a flight on the front and back, hotels rooms while on the road and wages for team driving.

### TRUCKS

Current HOS (Hours Of Service) regulations:

→ Max 14 hrs. On duty (consecutive, cannot break this up)

→ Max 11 hrs. Driving of 14 hours "on duty"

→ 30-minute break is mandatory by the 8<sup>th</sup> hour.

→ Required 10 hrs. Off duty (8 sleeping).

→ 70 hrs. Max on duty hrs. in 8 days.

○ Pay attention to 5- 6 show days a week, could become an issue, especially if back to back

→ After 70 hrs. 34 continuous off hrs. To "reset the clock".

"On-duty" is any safety related function of the job. This includes a pre-trip inspection, driving, waiting to

load, loading, waiting to unload and unloading. It is not possible to break these hours up.

Currently the charges are as follows PRE 12/17:

(Middle of the road norm and can vary from company to company)

Going into a show day:

Anything over 450 miles is a \$200 "bonus", another bonus at 600 miles

Going into day off:

Bonus kicks in at 650 miles, 651-749 is another \$200 bonus, 750- 849 is another \$200, 851-859 is another \$200

Anything over 900 is .70/mile.

Team driver kicks in on anything over 1100

*All tours as of Oct 1, 2017 trucking companies will start to enforce the new laws.*

ELD's (Electronic Logging Devices) go into effect in December 2017 and paper logs will not longer be allowed.

Unless there are successful challenges to the proposed legislation, it will become effective in December of 2017. The theory is that all of the challenges have already "run their course" and that the ELD's will become law.

- The HOS would be the same as they are currently
- The ELD will create a substantiated report of driver's hours. The ELD reports the driver's position and status.
- Reporting driver must 'sign-on' and 'Certify' (sign federal document) via tamper proof ELD interface.
- Second driver (team) does the same on the trucks ELD (unlike paper log that travels with driver).
- Document retention (will still use paper documents)
  - a. Bills Of Lading, Itineraries, Schedules showing start and end of each trip
  - b. Trip Records
  - c. Expense receipts- meals, lodging, Fuel
  - d. Fleet management system communications
  - e. Payroll records, settlement sheets, showing pay to driver

*In a perfect world all overnight runs would be less than 500 miles and all day off runs would be less than 700-800 miles going into the ELD era. This is a playing it safe scenario.* There is still more thought going into when a team driver will kick in when the new system is put into place.

It will be interesting to see how trucking companies will navigate the inevitable challenges this will pose. Here are a few potential issues:

- Not enough parking at the venue so trucks will be asked to go away to offsite parking when they are already "out of hours".
- Necessary truck moves happening during the day to account for bus or support act movements. Drivers will likely be into their required 11 hours "off duty" and may not be able to move. Depending on the

tour this may require an additional driver to ride the truck and be appointed the “day driver” or on-site driver.

Please note the difference between truck and bus drivers is that the truck driver’s work begins at load out and then they have to drive and then they have to load in again. This has to be considered “on duty” hours. Whereas bus drivers predominantly just drive and drop and park.

Hours of service will become the issue.



## UK & EUROPE

### BUSES & TRUCKS

You can drive 9hrs a day

After 4.5hrs you need a 45 min break

You can drive for 10hrs rather than 9 twice a week.

You can't drive more than 56 hrs. in a week, or more than 90 hours in two weeks. ( see below)

There must be a proper rest period in every 24hrs of 11hrs. This can be split into 3hrs and 9hrs - thereby increasing the break time to 12hrs.

Every two weeks the driver needs a 45 hr. break.

There is a way for the drivers to drive a 'SPREAD' which allows them to do up to 21 hours over three days, but then they have to do very specific breaks around them. It is best to trust your bus or truck company to make these calculations if there is anything in question.

#### Weekly driving limit

The maximum weekly driving limit is **56 hours**, which applies to a fixed week (see below).

The following diagram shows an example of how this might be achieved:

Sun	Weekly rest
Mon	9 hours' driving
Tue	10 hours' driving
Wed	9 hours' driving
Thu	9 hours' driving
Fri	10 hours' driving
Sat	9 hours' driving
Sun	Weekly rest

Total weekly hours =  $(4 \times 9) + (2 \times 10) = 56$ .

A **fixed week** starts at 00.00 on Monday and ends at 24.00 on the following Sunday.

### Two-weekly driving limit

The maximum driving time over any two-weekly period is **90 hours**; for example:

Week	Total hours of driving	Two-weekly totals
9	56 hours	90 hours
10	34 hours	
11	45 hours	79 hours
12	45 hours	
13	43 hours	90 hours
		88 hours
		(etc.)

The following is an example of how a driver's duties might be organised in compliance with the rules on weekly and two-weekly driving limits:

			Weekly	Two weeks	Between weekly rests
Mon	9 hours' driving	Daily rest	Total 56 hours' driving during fixed week 1	Total 90 hours' driving during fixed weeks 1 and 2	Total 58 hours' driving between weekly rests
Tue	9 hours' driving	Daily rest			
Wed	9 hours' driving	Daily rest			
Thu	Weekly rest (reduced)				
Fri	10 hours' driving	Daily rest			
Sat	10 hours' driving	Daily rest			
Sun	9 hours' driving	Daily rest			
Mon	9 hours' driving	Daily rest	Total 34 hours' driving during fixed week 2		
Tue	10 hours' driving	Daily rest			
Wed	10 hours' driving	Daily rest			
Thu	Weekly rest				
Fri	Weekly rest				
Sat	Compensation				
Sun	5 hours' driving	Daily rest			