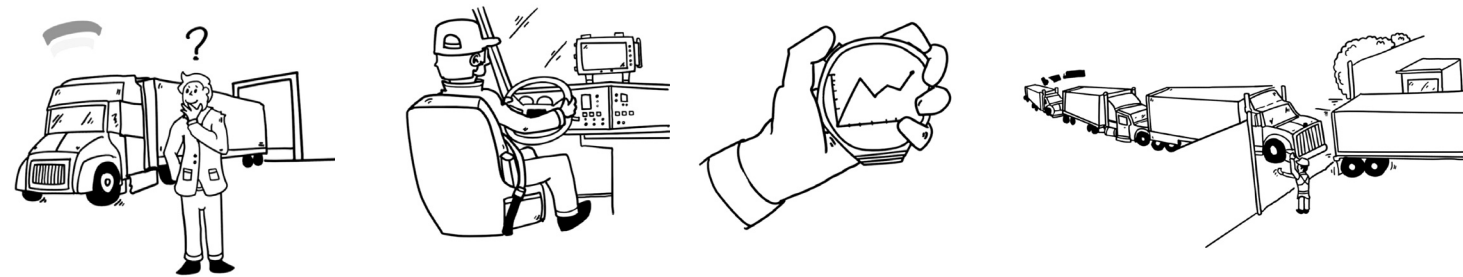
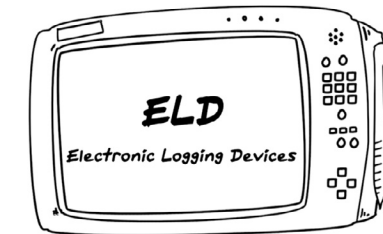


# Shipper-Carrier Relationships Under an ELD Mandate



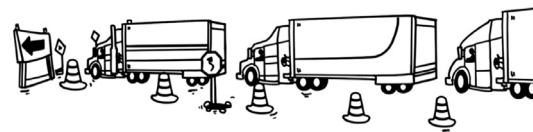
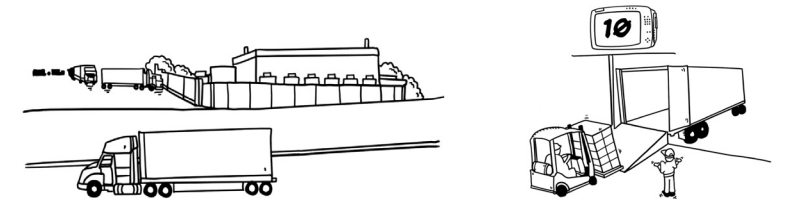
## ELD: ELECTRONIC LOGGING DEVICE

- Mandatory Electronic on-board Logging Devices: coming into effect in the U.S in December 2017 and shortly after in Canada.
- ELD's are fundamentally changing carrier-shipper relations.
- As carriers gear up to comply with the rule, shippers need to consider the implications to their own business.



- Hours of service rules are not a stop watch that can be halted and restarted.
- Every minute if a driver's allowable duty status is digitally recorded and accounted for under the ELD mandate.
- Shippers and receivers have an obligation to ensure truck drivers are driving and not waiting.

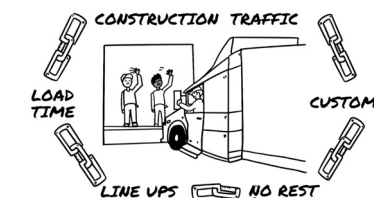
- Reducing waiting time at shipping yards is the key to keeping freight moving and costs under control for customers.
- Once a driver runs out of hours because he or she is stuck waiting to load or unload, that's it- that truck and driver are not going anywhere.



- Shippers and carriers need to work better in creating as many safe resting and downtime opportunities as possible.
- If the clock is about to run out while at a customer's property, drivers need to be able to go off-duty and park using the sleeper berth at the facility.
- It's common sense and ensures all parties fulfill their responsibility to create a safe supply chain.

## PLANNING IS KEY

- Planning for all these possibilities is a required two-way street.
- Shippers must be realistic and adapt to more flexible delivery schedules so that drivers aren't forced to waste valuable time during the most congested hours of the day or when there is a delay caused by things out of their control.



CTA encourages shippers and carriers to share this infographic to help promote partnership and a safe and healthy supply chain

[CLICK HERE TO DOWNLOAD VIDEO](#)