



Southeast CMV Safety Research Summit

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Personal Conveyance Guidance

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Purpose

Purpose:

- Improve flexibility
- Clarify the language “intent of the movement”
 - Why is the vehicle being moved?
 - Laden or unladen
- Consistent application among industry and law enforcement
- Identify examples of proper use and improper use of personal conveyance



Revised Guidance

Other key points:

- Does not establish a mileage restriction on personal conveyance
- Does not alleviate the responsibility of the motor carrier and driver from operating the CMV safely



What is Personal Conveyance?

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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.



§ 395.8 Interpretation Question 26

Question 26: A driver may record time operating a CMV for personal conveyance (i.e., for personal use or reasons) as off-duty only when the driver is relieved from work and all responsibility for performing work by the motor carrier. **The CMV may be used for personal conveyance even if it is laden, since the load is not being transported for the commercial benefit of the carrier at that time.** Personal conveyance does not reduce a driver's or motor carrier's responsibility to operate a CMV safely. Motor carriers can establish personal conveyance limitations either within the scope of, or more restrictive than, this guidance, such as banning use of a CMV for personal conveyance purposes, imposing a distance limitation on personal conveyance, or prohibiting personal conveyance while the CMV is laden.

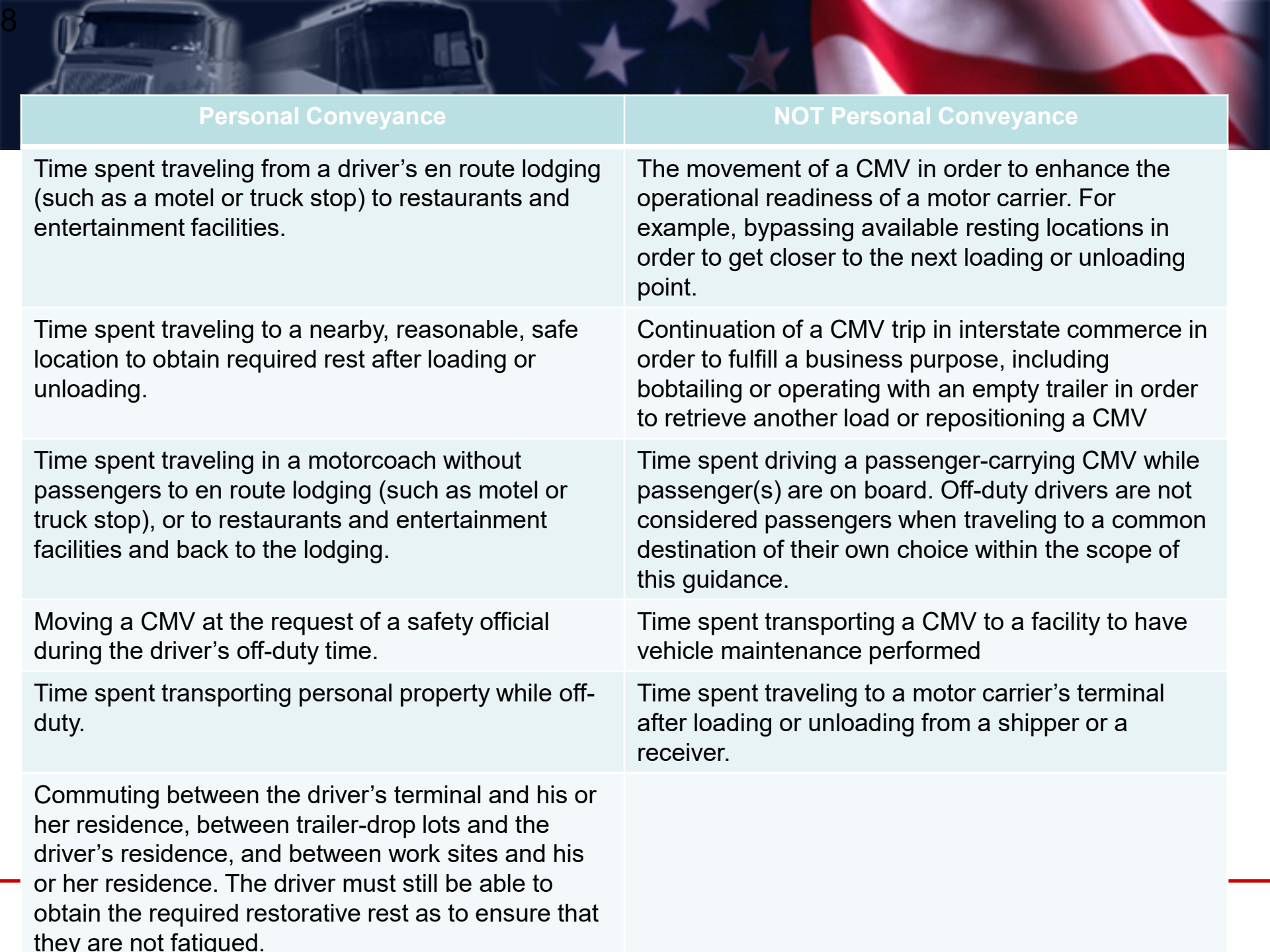


Restorative Rest

The driver and the motor carrier remain responsible for complying with the hours of service regulations and operating the CMV safely.

Section 392.3 prohibits a driver from operating a CMV while the driver's ability or alertness is so impaired, or so likely to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him/her to begin or continue to operate the CMV.

*It is important to note that PC is an off-duty status only, and that all elements of the regulations continue to apply (391, 393, etc)



Personal Conveyance	NOT Personal Conveyance
<p>Time spent traveling from a driver’s en route lodging (such as a motel or truck stop) to restaurants and entertainment facilities.</p>	<p>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.</p>
<p>Time spent traveling to a nearby, reasonable, safe location to obtain required rest after loading or unloading.</p>	<p>Continuation of a CMV trip in interstate commerce in order to fulfill a business purpose, including bobtailing or operating with an empty trailer in order to retrieve another load or repositioning a CMV</p>
<p>Time spent traveling in a motorcoach without passengers to en route lodging (such as motel or truck stop), or to restaurants and entertainment facilities and back to the lodging.</p>	<p>Time spent driving a passenger-carrying CMV while passenger(s) are on board. Off-duty drivers are not considered passengers when traveling to a common destination of their own choice within the scope of this guidance.</p>
<p>Moving a CMV at the request of a safety official during the driver’s off-duty time.</p>	<p>Time spent transporting a CMV to a facility to have vehicle maintenance performed</p>
<p>Time spent transporting personal property while off-duty.</p>	<p>Time spent traveling to a motor carrier’s terminal after loading or unloading from a shipper or a receiver.</p>
<p>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. The driver must still be able to obtain the required restorative rest as to ensure that they are not fatigued.</p>	



Personal Conveyance & Electronic Logging Devices

- ELD rule requires ELDs to have an Authorized personal use feature:
 - Driver annotation at the beginning and end

The motor carrier is not required to configure the ELD to use the personal conveyance feature to permit the use of the CMV for personal use.

Reporting accuracy under Authorized personal use diminished



THANK YOU!

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