



# TEAMSTERS SAFETY & HEALTH FACTS

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## Hours of Service Update - May 2020 Federal Motor Carrier Safety Administration

**Final Rule Effective: September 29, 2020**

### **FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION – PART 395**

The Federal Motor Carrier Safety Administration (FMCSA) announced on May 14<sup>th</sup>, 2020 four changes to the Hours of Service (HOS) regulations for truck and bus drivers. The regulatory changes as listed below will take effect September 29, 2020, 120 days after the revised rule was published in the Federal Register.

#### **Short Haul Exception**

As a result of the revisions to the Hours of Service Regulations, a property-carrying Commercial Driver's Licensed (CDL) qualified driver who uses the Short Haul Exception must comply with the following requirements:

- Operate with a 150 air-mile radius of their normal work reporting location
- Drive no more than 11 hours each day
- Be released from work within 14 consecutive hours
- Have at least 10 consecutive hours off duty separating each 14-hour workday

A passenger-carrying CDL qualified driver who uses the Short-Haul Exception must comply with the following requirements:

- Operate within a 150 air-mile radius of their normal work reporting location
- Drive no more than 10 hours each day
- Be released from work within 14 hours
- Have at least 8 consecutive hours off duty separating each 14-hour workday



## **Mandatory Rest Break**

The revised Hours of Service Regulations require commercial drivers to take a rest break after he/she operates a commercial motor vehicle for 8 consecutive hours. The break period may be satisfied by any non-driving period of 30 minutes, e.g., on-duty, not driving; off-duty, or sleeper berth time. If the driver elects to use on-duty, not driving time, he/she may perform non-driving tasks during the “rest period”.

## **Adverse Driving Conditions**

The Federal Motor Carrier Safety Administration defines “Adverse Driving Conditions” as weather conditions such as snow, fog, or ice or unusual traffic conditions, none of which were apparent to the dispatcher at the time the run was begun. The revised Hours of Service Regulations now extends the driving window during which a driver may operate a commercial motor vehicle during “Adverse Driving Conditions” from 14 hours to 16 hours. A driver may operate a commercial motor vehicle for no more than 13 hours during “Adverse Driving Conditions”.

## **Sleeper Berths**

The revised Hours of Service Regulations allow truck drivers to split the required 10 hours off duty period into two periods, one being at least seven hours in a sleeper berth and the other being at least two hours off duty time spent inside or outside of the berth, provided that the two periods total at least 10 consecutive hours. Also, neither rest period will count against the driver’s 14-hour driving window.