

# ELD'S

-How did we get here,  
and how data can be  
used??

A small trucking co.  
perspective...





# 2 SEPARATE FLEETS

## **LIBERTY LINEHAUL, INC (CANADA)**

- Began in 1987 to service cross border Canada-US-Canada clientele
- Approximately 50 trucks
- Both team and solo drivers
- Covers approximately 5,000,000 miles annually.

## **LIBERTY LINEHAUL WEST, INC (U.S.)**

- Began in 1997 as a sales office in LA for Canadian service. In 2000 decided to broaden to asset based trucking within the US.
- Approximately 35 trucks
- Both team and solo drivers
- Covers approximately 3,500,000 miles annually.

# Our Accolade's...



# Our equipment and Timeline....

- Liberty has always monitored drivers HOS. Matching tolls, fuel receipts and trip planning starting with drivers dispatched departure time.
- Implementation date by law was December 2017.
- Liberty began using ELD's 2 years prior.
- Allowed drivers to run paper logs and ELD's side by side to compare and get familiar with trip planning and using the technology.
- Omnitrac is our chosen ELD provider.
- Integrated prior with Transplus (our TMS software) along with the truck engine's ECM.





# What Are We Doing Different Nowadays....

- Customers are now committing to carriers further in advance. This is for proper pre-planning but also to insure they lock up truck capacity.
- In turn, we pre-plan each trucks workload a week or greater in advance.
- Drivers hours available are transparent to dispatch. Enables us to predict better ETA's and plan drivers workload.
- Drivers are given specific trip plans such as departure times.
- Detention time at clients is captured, and drivers time is beginning to be valued.
- Guaranteed pay for drivers.



# Unintended Consequences

- Downward pressure from shippers to accept shipments and commit capacity in advance with greater possibility of service failures when any unforeseen circumstance affects drivers time.
- Shippers demand empty trailer pools. Truck to trailer ratio climbing.
- More local trucks and drivers needed to save highway drivers hours, at carriers expense in hopes of gaining efficiency.
- The human element. Just because a driver has hours available, doesn't mean they will go to work.



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