

OOIDA ANNOUNCES NEW PUSH TO DELAY ELD MANDATE

With the mandate deadline looming on the horizon, a large coalition of trucking-related organizations have banded together to fight the required installation of electronic logging devices (ELDs) for on-highway trucks.

On September 27, the Owner-Operator Independent Drivers Association (OOIDA) announced the formation of the coalition fighting the mandate, which includes 30 trade organizations (representing trade groups from chemical, agriculture, petroleum and other industries) and one business (Lucas Oil Products). The delay would push the mandate back to December 2019.

Even though the Federal Motor Carrier Safety Administration (FMCSA) is moving forward the enforcement of the mandate, the coalition asks that it be delayed until FMCSA can address their concerns regarding self-certification, connectivity issues, cybersecurity and access by law enforcement.

Previous attempts to delay the December 18 mandate have failed, with the most recent effort rejected by the House of Representatives on September 6. The amendment received 173 votes for the delay but was opposed by 246 votes.

It was the fourth time Congress had voted on the mandate, which is supported by safety groups and previous administrations. Proponents believe it can guard against truck driver fatigue and potentially reduce highway accidents, while opponents are concerned it can be a financial burden on owner-operators who aren't affiliated with large companies.

A recent report released by C.J. Driscoll & Associates studied 529 U.S. fleet operators and found that 60 percent of commercial fleets are still using paper logs—and not a single owner-operator had implemented an ELD or planned to do so by the deadline.

Whether or not this new effort to delay the mandate will have any effect on Capitol Hill is yet to be seen. But it's clear that even with the December 18 deadline looming, there are still groups working against its implementation.

