

■ DAHER TLI

■ CHALLENGES FOR TRANSPORTATION & COMPLIANCE RELATED TO ELECTRONIC LOGGING DEVICES (ELD'S)

WM SYMPOSIA 2017
PANEL SESSION 79
WEDNESDAY, MARCH 8, 2017

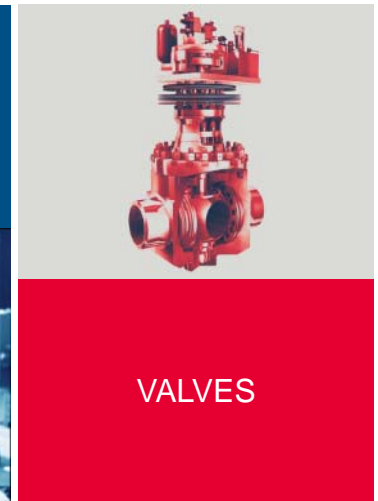
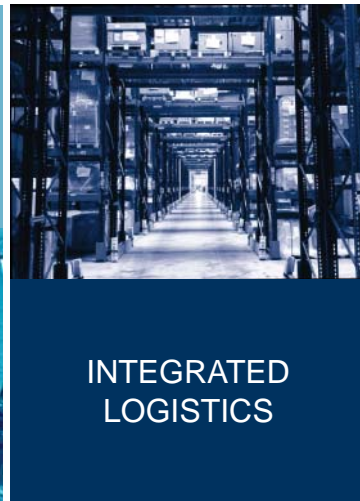




ABOUT DAHER GROUP

DAHER'S FIVE AREAS OF ACTIVITY

DAHER IS AN EQUIPMENT MANUFACTURER
THAT DEVELOPS INTEGRATED INDUSTRIAL SYSTEMS
FOR AEROSPACE AND ADVANCED TECHNOLOGIES



DAHER GROUP: GLOBAL NUCLEAR PLAYER



3 SITES FOR NUCLEAR LICENSED OPERATIONS

- STARC (FRA) – Waste Management
- Hanau (GER) – Storage and Maintenance
- Paducah (USA) – Washing and cylinder certification activity

6 MANUFACTURING SITES

- Saint-Vallier (FRA) - Valves
- Dieppe (FRA) – Valves
- Montrichard (FRA) - Nuclear packaging
- Saint-Petersburg (RUS) – Valves (Joint Venture)
- Harbin (CHI) - Valves (Joint Venture)

5 ENGINEERING CENTERS

- Marignane (FRA) - Central
- Hanau (GER) – Transport & packaging
- Fulton (USA) – Transport & packaging
- Saint Vallier (FRA) – Valves
- Pierrelatte (FRA) - Waste management

TIER ONE SUPPLIER ALONG NUCLEAR FUEL CYCLE

FRONT END SERVICES



- Front-end transportation and global logistics management
- Handling and storage services
- Washing and certification of cylinders
- Design, manufacturing and licensing of packaging

SPENT FUEL SERVICES



- Back End global transportation
- Handling and storage services
- Encapsulation and transport of damaged fuel
- Design, manufacturing and licensing of packaging

WASTE MANAGEMENT / D&D



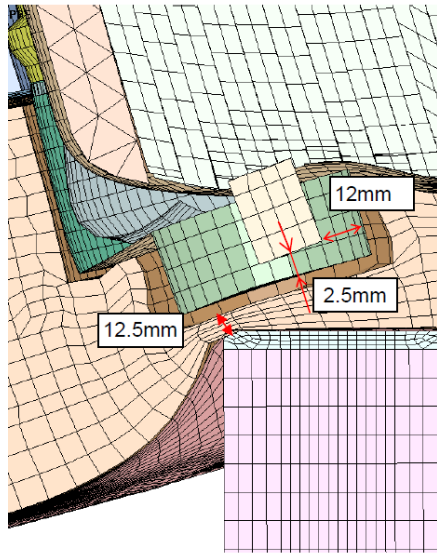
- Turnkey management waste solution
- Waste treatment (STARC)
- Radiochemical characterization – Laboratory – Measurements
- Design, management, licensing of packaging

SERVICES ON NUCLEAR PLANT



- On-site and off-site logistics
- Spare parts / Tools warehouse
- Valves design & manufacturing
- Outage Valve Maintenance

DAHER-TLI: NORTH AMERICA BUNDLES AND INTEGRATES EXPERTISES



ENGINEERING

Fulton MD – Columbia SC–
Denver CO

DEVELOPMENT, DESIGN
AND INTERNATIONAL
LICENSING OF NUCLEAR
PACKAGING

Front End – Back End - Waste



PACKAGING

FRONT END AND WASTE
PACKAGING
PRODUCTION AND
TESTING FOR NORTH
AMERICAN MARKET.

TLI Brand – OEM - Custom

TRANSPORTATION

Fulton, MD

TLI SHIPPING
TLI FREIGHT SERVICES

FOR DOOR TO DOOR
DOMESTIC AND
INTERNATIONAL

Air – Sea – Road



UF6 CYLINDER SERVICE CENTER

UCSC - Kevil, KY

FOR ONE STOP
SOLUTION THE
NUCLEAR INDUSTRY

Wash – Recertification – Storage
– Maintenance – Repair – Fleet
Management - Disposal



MAINTAINING INDEPENDENCE WITH LONG TERM CUSTOMER TRUST





ELECTRONIC LOGGING DEVICES (ELD'S)

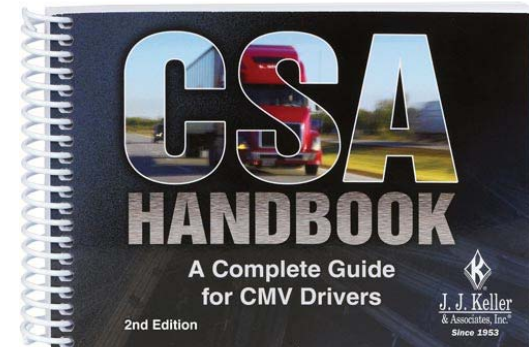
OVERVIEW – WHAT IS CSA?

“**Compliance, Safety, Accountability**” know simply as “**CSA**” is a major Federal Motor Carrier Safety Administration (FMCSA) initiative to improve highway safety by:

- More closely monitoring and evaluating the safety and compliance records of the motor carriers and their drivers, and
- Taking rapid action against those with apparent safety problems, to get them to improve.

CSA does not involve a new set of safety rules to comply with, but rather new ways of monitoring and evaluating motor carrier and driver compliance with existing rules, and new ways for the FMCSA to step in when a safety problem is identified.

The newest “Monitoring Device” which came into effect December 2016 is the use of “Electronic Logging Devices” (ELD’s)



BACKGROUND - RODS

In the past Record of Duty Status (RODS) were maintained using a manual entry into Driver's paper logs and was the commercial operators responsibility to maintain these logs usually within a 24 hour period. Below is a typical example of a commercial operators paper log.

DRIVER'S DAILY LOG (24 HOURS)

Starting Odometer: 278557 Ending Odometer: 280200 Total Distance Driven Today: 1645

28, 6, 12 (Day) (Month) (Year) Cycle: 7 Day 14 Day Original - File at home terminal Duplicate - Driver retains in truck for 15 days

Home Terminal Name and Address: TOTAL DELIVERY SYSTEMS 450 BANGA PLACE VICTORIA BC

Principal Place of Business Name and Address: SAME

Driver's Name: DAVID SARBON

Name of Co-Driver: [Redacted]

I certify these entries are true and correct: [Signature]

Start Time (If other than on-highway)	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL HOURS
1. On-duty time spent in a sleeper berth																										12 1/4
2. On-duty time spent in a driver berth																										0
3. Driving time																										9 1/4
4. On-duty time other than driving time																										2 1/2
																										24

REMARKS: CHILLIWACK BC, KILGUNA BC, PRETRIP/LOAD, HOOKUP, WASH TRUCK, BANGA PLACE, SLEEP BERTH, KILGUNA BC SLEEPING

SHIPPING DOCUMENTS: 1612063/1615886/1619174

DATE	PREVIOUS DAY	TOTAL HOURS ON DUTY	TOTAL HOURS OFF DUTY
1612063	1615886		
1612064	1615887		

764-LD Personal Use: Start ODO: [] End ODO: []

DRIVER'S VEHICLE INSPECTION REPORT

Company Name & Address: TOTAL DELIVERY SYSTEMS 450 BANGA PLACE VICTORIA BC

Pre-trip Date: 28/6/12 Time of Inspection: 4:15 AM

Tractor/Truck Lic. No.: 28587L Jurisdiction: BC Trailer(s) Lic. No. 1: 28587L Lic. No. 2: P34307 W

Inspector / Driver's Name Print: DAVID SARBON Inspector / Driver's Signature: [Signature]



BACKGROUND - RODS

Effective December 18, 2016 Record of Duty Status (RODS) are to be maintained using electronic logging devices (ELD) which allows for real time recording of the commercial operators activities.



WHAT CAN ELD'S DO?

- ✓ Capture all mileage and engine hours via integral synchronization with the vehicle's engine control module.
- ✓ Automatically record drive time at no greater than 5 miles per hour as well as automatically prompting the driver to select a duty status if the vehicle is stationary for 5 minutes.
- ✓ Capture the location when in motion at least once per 60 minutes, at power up and shut down, at duty status changes, and when "personal use" or "yard move" options are used.
- ✓ Does not allow deletion of driver time.
- ✓ Provides protection against harassment, coercion, and the invasion of privacy
- ✓ Allows back office personnel to assign or explain all unassigned drive time that the drivers do not claim.
- ✓ Supports one of two options for electronic data transfer to authorized safety official.
- ✓ Display or Print at the roadside on demand and allows the enforcement official to view the data without entering the cab of the truck.
- ✓ Displays unidentified drive time for the past 7 days and the current day.
- ✓ Backs up all ELD data for at least six months.



IMPACTS ON YOUR TRANSPORT PROVIDER

TIGHTER CONTROLS ON HOURS OF SERVICE (HOS)

11-Hour Driving Limit

May drive a maximum of 11 hours after 10 consecutive hours off duty.

14-Hour Limit

May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.

60/70-Hour On-Duty Limit

May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.

Sleeper Berth Provision

Drivers using the [sleeper berth provision](#) must take at least 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.



TEAM OPERATORS VS SINGLE OPERATORS = ADDITIONAL \$\$\$\$

Increases the importance for better coordination between shippers and carriers to minimize loading/unloading

- Delays in Loading/Unloading decrease allowable driving time for operators
- Longer timeframe may be required for shipments

IMPACTS ON YOUR TRANSPORT PROVIDER

CLASSIFIED SHIPMENTS

Is there an opportunity for relief from the authorities?

MOVING FORWARD

BETTER PLANNING
BETTER COMMUNICATION
BETTER AWARENESS
BETTER EXECUTION





DAHER TLI - THANK YOU



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