

# *Alaska Trucking Association, Inc.*

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## **Log book location marking clarification**

**Sent:** Tuesday, November 17, 2009 11:07 AM

**To:** Fant, Blair (DOT)

Blair,

The Q&A generated another question. Thanks. Aves

While we are on the subject.....

Can we get clarification on logging Deadhorse, Prudhoe Bay and the "Oil Field" ie...Kuparuk, Milne Point...Etc...

I think one of the questions was similar but not fully answered.

Our drivers have had similar questions recently and are told that they must use Deadhorse and can not use Prudhoe Bay when in the area and that for local deliveries in the field they must state Kuparuk if going there. How can you be required to list Kuparuk which is not a city but not be allowed to list Prudhoe Bay. Is it considered "local deliveries"? We would like to have clarification so that we may train our drivers correctly and be consistent

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**From:** Fant, Blair (DOT) [mailto:blair.fant@alaska.gov]

**Sent:** Tuesday, November 17, 2009 3:08 PM

**To:** Aves Thompson

**Cc:** Young, Rex E (DOT); dan.breeden@alaska.gov

**Subject:** RE: Location Remarks

This is similar to the question about locations. Prudhoe Bay is an accepted location. It is splitting hairs to be too critical for differentiating between Deadhorse and Prudhoe Bay.

They do not need to list each location they go on the field. These are off the road system and on the oil field. The driver must account for their hours, regardless of where they go, but they do not have to list any location that is in a location not accessible to the public.

A good example of this would be if a driver takes a load of supplies to a location on a military base that is within a controlled access, and the public cannot normally access. The driver has to identify they are on XXX military location on their log, but not the exact location within that base/post they access. This will be addressed with our officers so there is no confusion.

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