



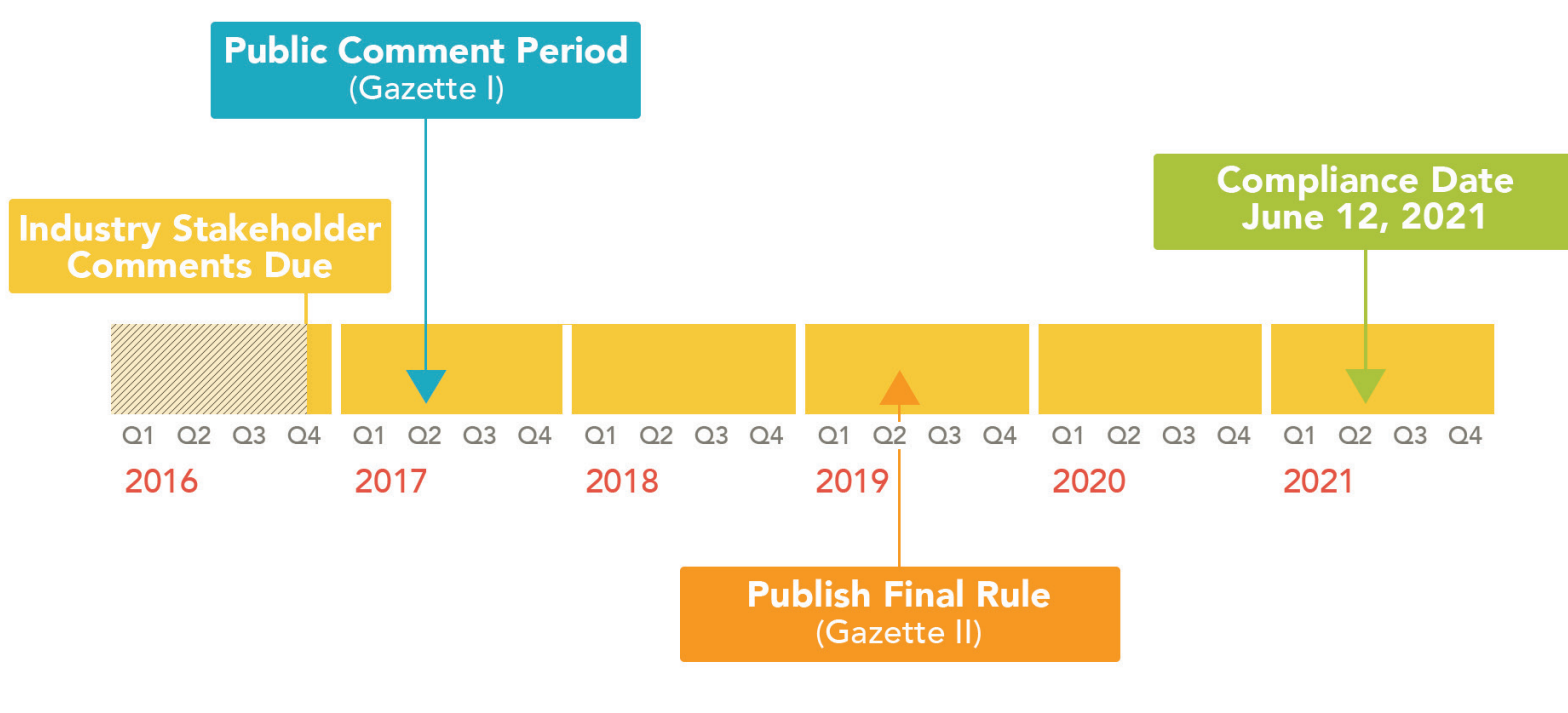
# Get the Facts About: The Canadian ELD Mandate

On June 13, 2019, Transport Canada released the final rule outlining the Canadian ELD requirements to Gazette II. While there remains the opportunity for industry and public comments, we expect the rule will remain substantially intact with a compliance date established for June 12, 2021.

## Canadian ELD Mandate: Quick Facts

- Similar to the underlying purpose of the ELD regulations adopted by the Federal Motor Carrier Safety Administration (FMCSA), the Canadian ELD rules standardize processes to prevent errors, logbook tampering and driver harassment
- Adopted most of the provisions in the U.S. ELD technical standards found in the regulations, which took effect in December of 2017 and has a full compliance date associated with the end of the AOB RD Grandfather Clause of 12/16/19.
- With the exception of the addition of the ELD and other amendments, the Canadian Commercial Vehicle Drivers Hours of Service Regulations remain largely intact.
- Will require replacing paper logs and (or upgrading) existing electronic recording devices with a regulation-compliant ELD device that connects directly to the engine ECM
- ELD devices in Canada will require compliance with the technical standards published in the ELD Mandate and must be certified by a 3rd party. This is unlike the U.S. ELD Mandate that allowed ELD providers to self-certify their devices. As a result, it is expected far fewer devices will be available to carriers who operate in Canada (this will impact carriers who operate internationally if their current ELD device does not meet the certification requirements in both the U.S. and Canada).
- The final Canadian ELD Mandate, as published on 6/13/19, does not contain a Grandfather Clause allowing for the continued use of an existing Electronic Recording Device beyond the compliance time of June 12, 2021.
- Do not expect to see Canada approve exemptions to the same extent the FMCSA has. As stated, the Canadian HOS regulations remain largely untouched. The exceptions from the requirement for a commercial motor vehicle to be equipped with a certified ELD device are:
  - When being operated under a permit;
  - Being operated by a carrier to which an exemption has been issued under the Motor Vehicle Transport Act;
  - Are subject to a rental agreement of no longer than 30 days that is not an extended or renewed rental of the same vehicle; or
  - Manufactured before model year 2000 (generally referring to the engine)

## Looking Ahead: Canadian ELD Mandate Timeline



## ELD Benefits Benefits of ELD Adoption

Adopting an ELD does more than keep you safe from regulatory fines. In the U.S., the mandate is projected to save fleets and drivers over \$1 billion annually and drastically reduce accidents caused by driver fatigue. Beyond that, there are much more tangible benefits that drivers and fleets can expect with the new technology.

Find out how much you can save by adopting an ELD now! Learn more.

### Fleet Benefits

- Simplified compliance for HOS and other industry regulations
- Seamless communication between driver, truck, and office
- Improve overall fleet safety and reduce accidents by up to 11%
- Cost savings through automation, and fleet and fuel efficiency
- Gain access to powerful, productivity-boosting applications

### Driver Benefits

- Save time and money by eliminating paperwork
- Maximize drive time with fewer and shorter inspections
- Seamless communication keeps you updated every step of the way
- Access to applications to increase productivity and earnings
- Prevents driver harassment by increasing fleet HOS accountability

## ELD Specs ELD Functionality

The majority of the Regulations Amending the Commercial Vehicle Drivers Hours of Service Regulations, as published in Canada Gazette, Part II, Volume 152, Number 12, is dedicated to the Technical Standards for Electronic Logging Devices.

**Logbook Edits** – Drivers will be able to edit their logs (with required annotations) and will be required to certify their RODS. Carriers will be able to suggest edits to a driver log; however, they will require the driver’s approval.

**Data Sharing** – Data will need to be easily—and securely—shared with law enforcement in a standardized format to save time and reduce confusion. There is a requirement for a certified device to have a single-step electronic record of duty status (ERODS) transfer process at roadside.

**Data Collection** – Devices will collect additional data including engine power status, vehicle motion status, vehicular location, engine hours, miles driven, driver CDL#, truck VIN#, and more.

**Driver Alerts** – Devices will be required to prompt the driver(s) logging in to a vehicle with a warning indicating the existence of new unassigned driving time and also alert the driver when a device malfunction is detected.

**Driver Duty Status** – In addition to the various duty statuses already provided for in the HOS regulations, the ELD will provide for the special driving conditions of On-Duty Yard Move and Off-Duty Personal Conveyance. Both of these special driving conditions allow for vehicle movement without counting against allotted drive time. (In Canada, Personal Conveyance will be subject to the current limitations of the Canadian Hours of Service rules).

Don't get stuck with an ELD that isn't compliant and doesn't stand the test of time. And, don't sign up with a rookie vendor that can't support you for the long haul! Omnitrac's has been an industry leader for 30 years.



Stay on the road with an Omnitrac's ELD solution, and remain competitive, compliant, and confident – starting at \$23 per month.

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