

An aerial, high-angle photograph of a cable-stayed bridge at dusk or dawn. The bridge's structure, including its tall piers and numerous stay cables, is silhouetted against a dark sky. A single white truck is visible on the bridge deck, moving from left to right. The bridge spans a body of water, which reflects the ambient light. The overall mood is quiet and industrial.

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How To Prepare Your Fleet for the Canadian ELD Mandate

Meet the Speakers



Travis Baskin, Head of Regulatory Affairs, KeepTruckin

Since joining KeepTruckin in 2017, Baskin has devoted himself to working with motor carriers, professional drivers, enforcement personnel, and regulators across North America on development, interpretation, implementation, and compliance monitoring of commercial vehicle laws and regulations with the singular objective of improving the safety and efficiency of trucking and the North American economy, broadly.

KeepTruckin is the leader in fleet management technology. KeepTruckin's cutting-edge hardware and cloud-based software help companies improve the safety and efficiency of their operations. With one platform spanning video-based driver safety, Electronic Logging Device (ELD) compliance, GPS tracking, dispatch, and fuel and maintenance, KeepTruckin provides an integrated fleet management system that scales to meet the needs of over one million drivers and 90,000 customers, from small trucking companies to Fortune 500 enterprises.

AGENDA

How To Prepare Your Fleet for the Canadian ELD Mandate

1. Know the differences between CAN and US HOS rules
2. CAN ELD Basics
3. Understand the differences between CAN and US ELD Rules & Specs
4. The CAN ELD third -party certification process
5. The anticipated CAN ELD enforcement approach
6. The best ways to prepare
7. Summary & Key Takeaways
8. Q&A

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Important HOS Differences – CAN vs US



Important HOS Differences – CAN vs US

Rule	Canada	US
Shift window	16 hours consecutive hours	14 consecutive hours
On-duty limit	14 hours	14 hours
Driving limit	13 hours	11 hours
Off-duty minimum between shifts	8 consecutive hours	10 consecutive hours
Minimum daily off-duty	10 hours	N/A
Off-duty deferral	2 hours	N/A

Important HOS Differences – CAN vs US

Rule	Canada	US
30 -minute rest break during shift	N/A	30 minutes before accumulating 8 driving hours; on or off - duty
Cycle 1	70 hours in 7 days; 36 consecutive off -duty hours to reset	60 hours in 7 days; 34 consecutive off -duty hours to reset
Cycle 2	120 hours in 14 days; 72 consecutive off -duty hours to reset	70 hours in 8 days; 34 consecutive off - duty hours to reset
Adverse driving conditions	Driver may extend driving time and work shift time by two hours. Driver may not extend the shift window	11 hour driving limit increased to 13 hours; 14 hour on -duty window increased to 16 hours

Important HOS Differences – CAN vs US

Rule	Canada	US
Sleeper berth split – solo drivers	Can split off -duty time into 2 periods provided: Neither period is less than 2 hours; total off -duty time is 10 hours; time is spent in sleeper	Can split off -duty time into 2 periods provided: One period is at least 2 hours; the other is at least 7 hours and is spent in the sleeper berth; they add to 10 hours
Sleeper berth split – team drivers	Can split off -duty time into 2 periods provided: Neither period is less than 4 hours; total off -duty time is 8 hours; time is spent in sleeper	Same as above
Personal Conveyance	Allowed but only for distances of less than 75 km	Allowed with no limit provided the purpose of the move is not to advance operational readiness

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CAN ELD Rule – The Basics



CAN ELD Basics

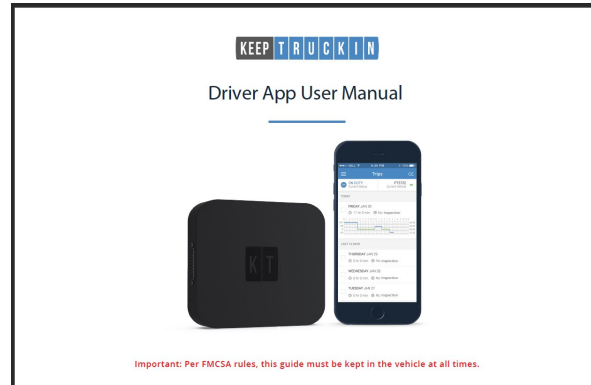
- Beginning *June 12, 2021*, drivers are required to use an ELD in Canada
 - Exceptions:
 - Vehicles older than MY2000
 - Short term rental equipment (30 days or less)
 - Short haul drivers (160 km)
- Devices is designed to automatically record specified data elements like drive time, odometer readings and power up events, among others)
 - Driving Starts at 8 kmph (32kmph for YM)
 - Drive time cannot be edited

CAN ELD Basics

- Must be mounted in a fixed position that can be easily viewed by the driver
- Motor carriers are required to monitor usage
- Drivers have final editing rights to ELD record, must certify at end of day
- Drivers must manually input or verify the following information:
 1. Date and start time (if different from midnight)
 2. Driver ID
 3. The cycle being followed
 4. License plate, unit number or trailer number
 5. Carrier name and address of the home terminal
 6. Any deferral time
 7. Accumulated off-duty and on-duty time each day for the previous 14 days (if the driver was not required to use an ELD for the day immediately preceding)

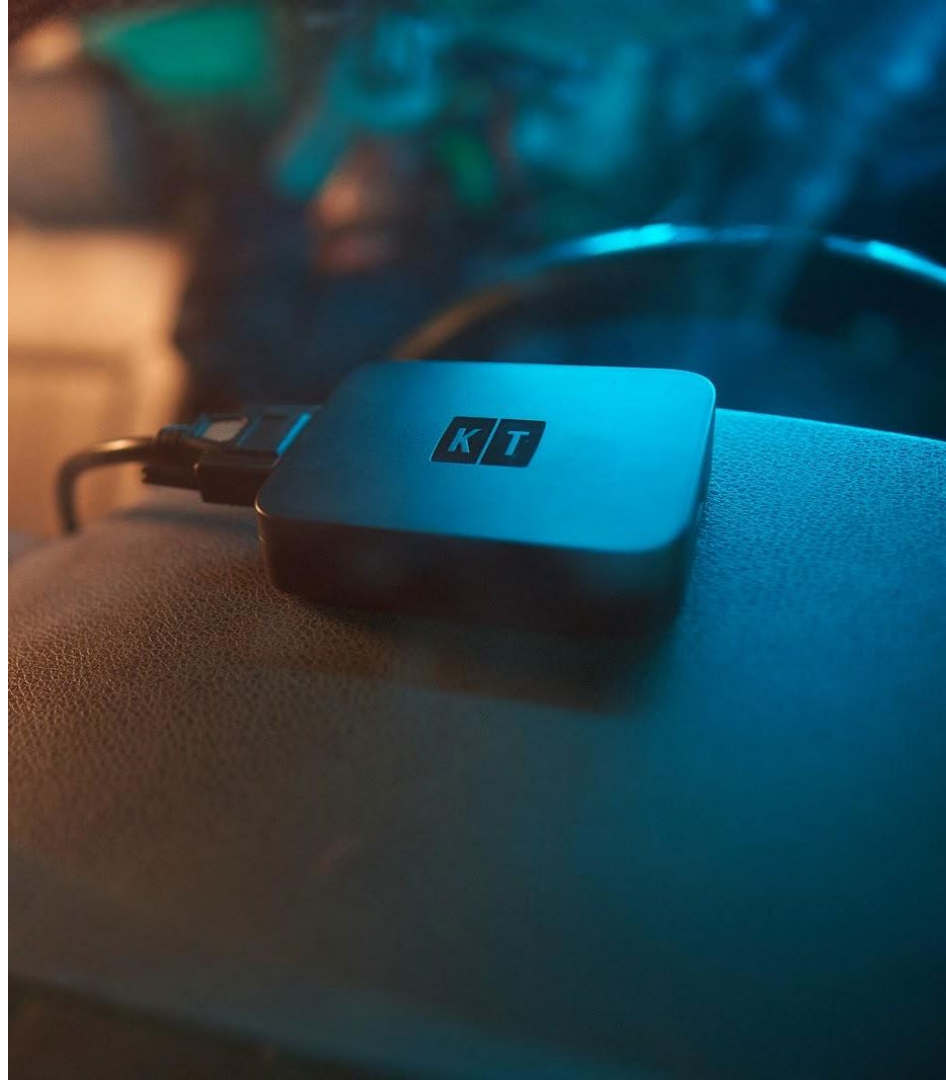
CAN ELD Basics

- Don't forget that information packet
 - User manual;
 - ELD record transfer instructions;
 - Malfunction instructions; and
 - 15 days worth of blank logs
- Carriers have auditing responsibility, which includes monitoring and accounting for Unidentified Trips
- Supporting documents are required to be kept for 6 months



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Key Differences – CAN vs US ELD Rules and Specs



Key Differences – CAN ELD vs US ELD

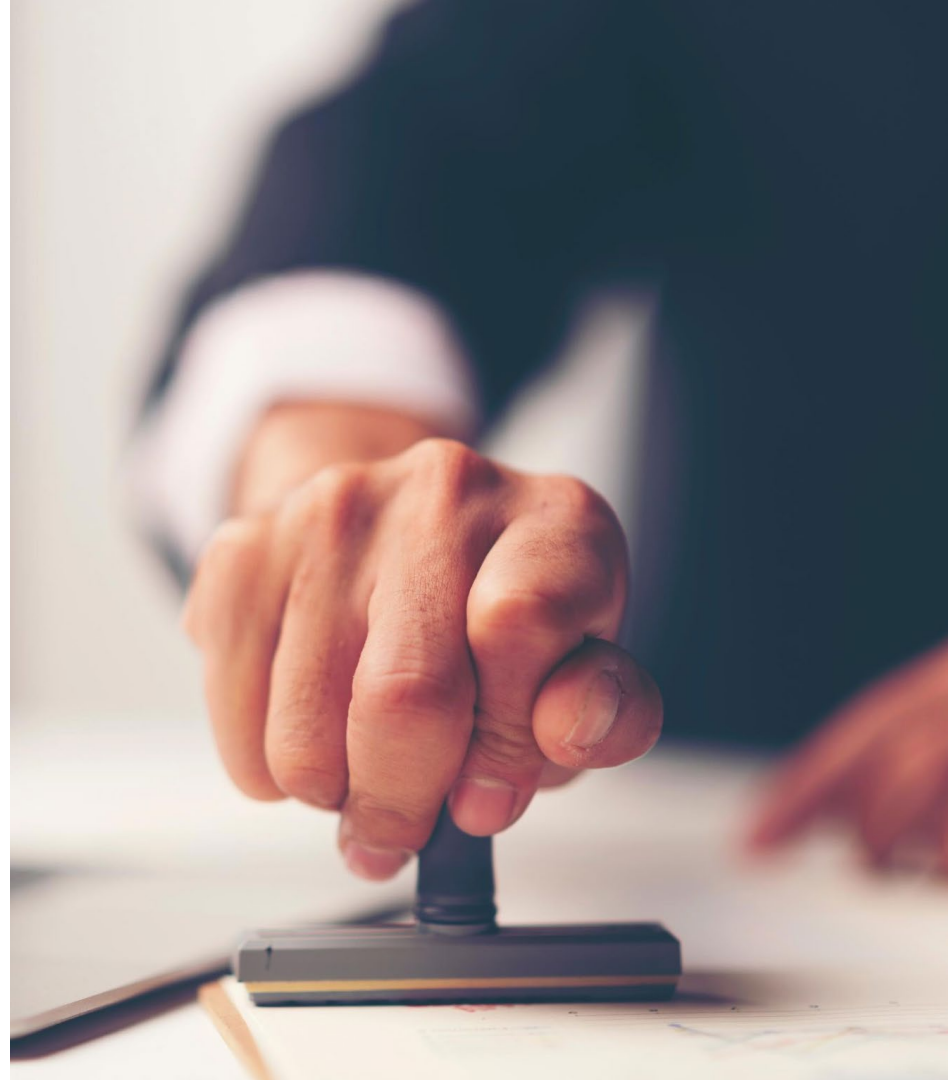
- One goal of Canadian ELD is to reduce competitive advantage. Limited exceptions will apply
- No 8 days in any 30 days rule
- Canadian ELDs must be 3rd party certified
- No grandfather period
- Provincially enforced
- Short term rental exception is 30 days (not 8)
- Supporting documents must be submitted to carrier within 20 days (not 13)
- PC will be strictly limited (to 75km per day)

Key Differences – CAN ELD vs US ELD

- **In the case of a malfunction**
 - Drivers can switch to paper for up to 14 days (not 8)
 - Driver must notify carrier of diagnostic or malfunction including:
 - Malfunction or diagnostic code
 - Date and time it was noticed
 - Time the carrier was notified
 - Malfunction code must be listed on paper RODS until it is repaired
 - Carrier must maintain a register with malfunctions and diagnostics
 - No limit on supporting documents. Gov't documents added.
- **Roadside transfer options**
 - Device display and email to enforcement official (for now)

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CAN ELD 3rd Party Certification Process



The Process

- Three Currently Accredited Certification Bodies
 - FPInnovations, CSA Group, and Commercial Driver Technologies
- Rigorous testing takes six weeks or more per device
- Suppliers can submit up to 3 devices at a time
- Began taking submissions in early 2020
- Four devices certified as of 9.10.2021
- Certification is expensive



Where is KeepTruckin?

- We are engaging all certification bodies and are at various stages in the testing process
- Extremely deliberate; selecting the right certification partner is paramount
 - After certification, ELD Providers are required to work closely with the certifier to maintain certification
- KeepTruckin will maintain certification with the entity that delivers the best experience
- KeepTruckin will be listed on Transport Canada's list of certified ELDs well before the Canadian ELD Mandate is enforced in June, 2022.

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Anticipated CAN ELD Enforcement Approach



Canadian Enforcement Approach

- Evolving...
 - Gov't (CCMTA) working with industry to discern best path
- ELD enforcement is handled by provincial authority
- Provinces need to update rules to require ELDs
- Soft enforcement period initially
 - Education and awareness until June 12, 2022
 - Verbal and written warnings in Manitoba (12.12.2021) and Alberta (01.01.2022)
- Quebec
 - Announced no enforcement until June 12, 2022
- Stay Tuned:
 - Changes in policy will be widely reported

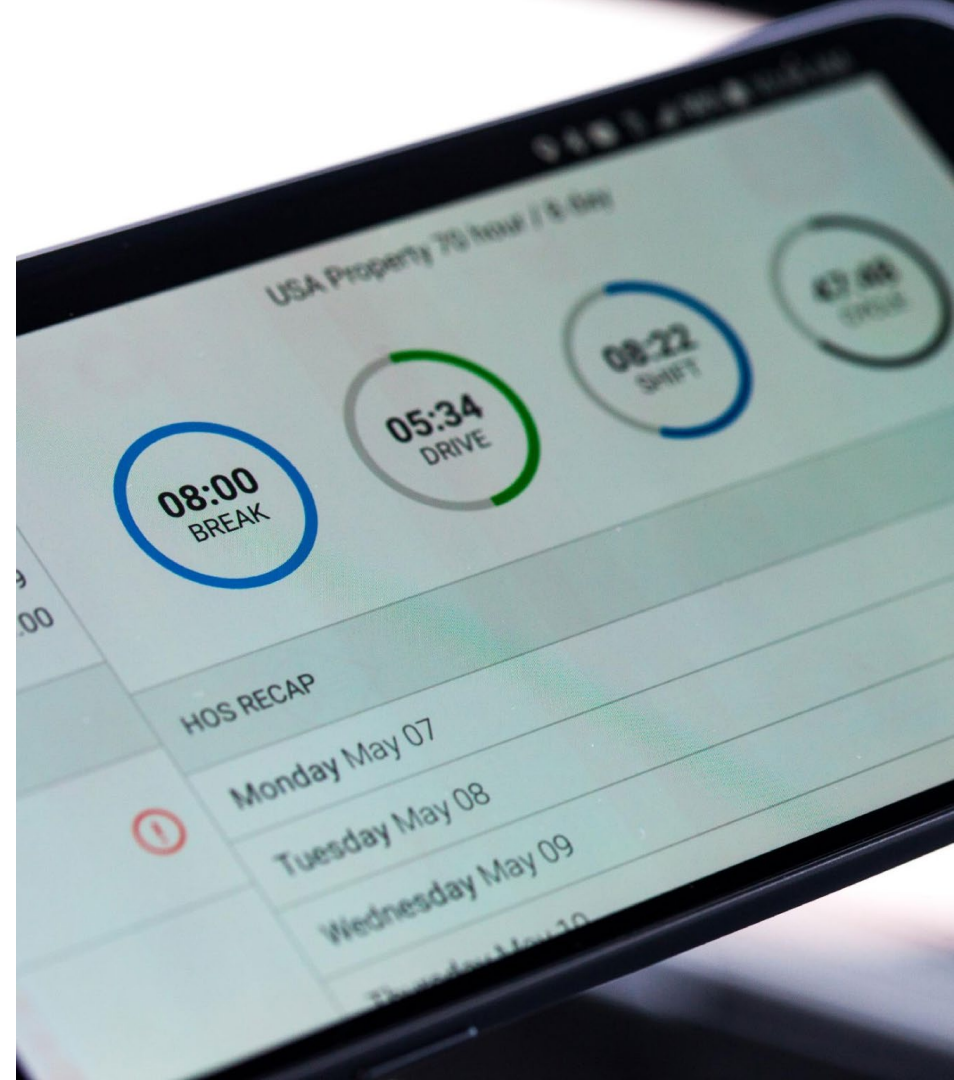
Who's Doing What?

Province/Territory	Extra-provincial carriers	Intra-provincial carriers	Enforcement
Alberta	No penalties until at least June 12, 2022.	ELDs not required at this time.	Verbal and written warnings beginning January 1, 2021.
British Columbia	No penalties until at least June 12, 2022.	ELDs not currently required. Provincial regulations are expected to be finalized by the Summer of 2022.	Education and awareness only until June 22, 2022.
Manitoba	No penalties until at least June 12, 2022.	ELDs required beginning December 12, 2021.	Verbal and written warnings beginning December 12, 2021 for all carriers.
Newfoundland & Labrador	No penalties until at least June 12, 2022.	Currently assessing intra-provincial ELD mandate requirements. Not required at this time.	Early enforcement will be education and awareness
Nova Scotia	No penalties until at least June 12, 2022.	Currently assessing intra-provincial ELD mandate requirements. Not required at this time.	Early enforcement will be education and awareness
Nunavut	No ELDs required.	No ELDs Required.	N/A
Ontario	No Penalties until at least June 12, 2022.	Ontario has developed, but has not finalized, ELD regulations that will apply to federal and provincial carriers equally.	Education and awareness only until June 22, 2022.
Prince Edward Island	No penalties until at least June 12, 2022.	ELDs not required intra-provincially due to 160 km exemption area.	Education and awareness only until June 22, 2022.
Quebec	No Penalties until at least June 12, 2022.	ELDs are not required at this time. Provincial ELD regulations being finalized Target is June 2022.	No enforcement until at least June 12, 2022.
Saskatchewan	Phased approach based on ELD availability/market saturation.	ELDs will not be required. Assessment is ongoing.	Once ELDs are commercially available, education and awareness could last up to six months with no penalty.
Yukon	No penalties until at least June 12, 2022.	No penalties until June 12, 2022.	Education and awareness only until June 22, 2022.
New Brunswick	Adopts Federal regulation by reference. No penalties until at least June 12, 2022.	No penalties until June 12, 2022.	Education and awareness only until June 22, 2022.
Northwest Territories	No Penalties until at least at least June 12, 2022.	ELDs not currently required. Provincial regulations are expected to be finalized by the Summer of 2022.	Education and awareness only until at least June 22, 2022.

*As of August, 2021

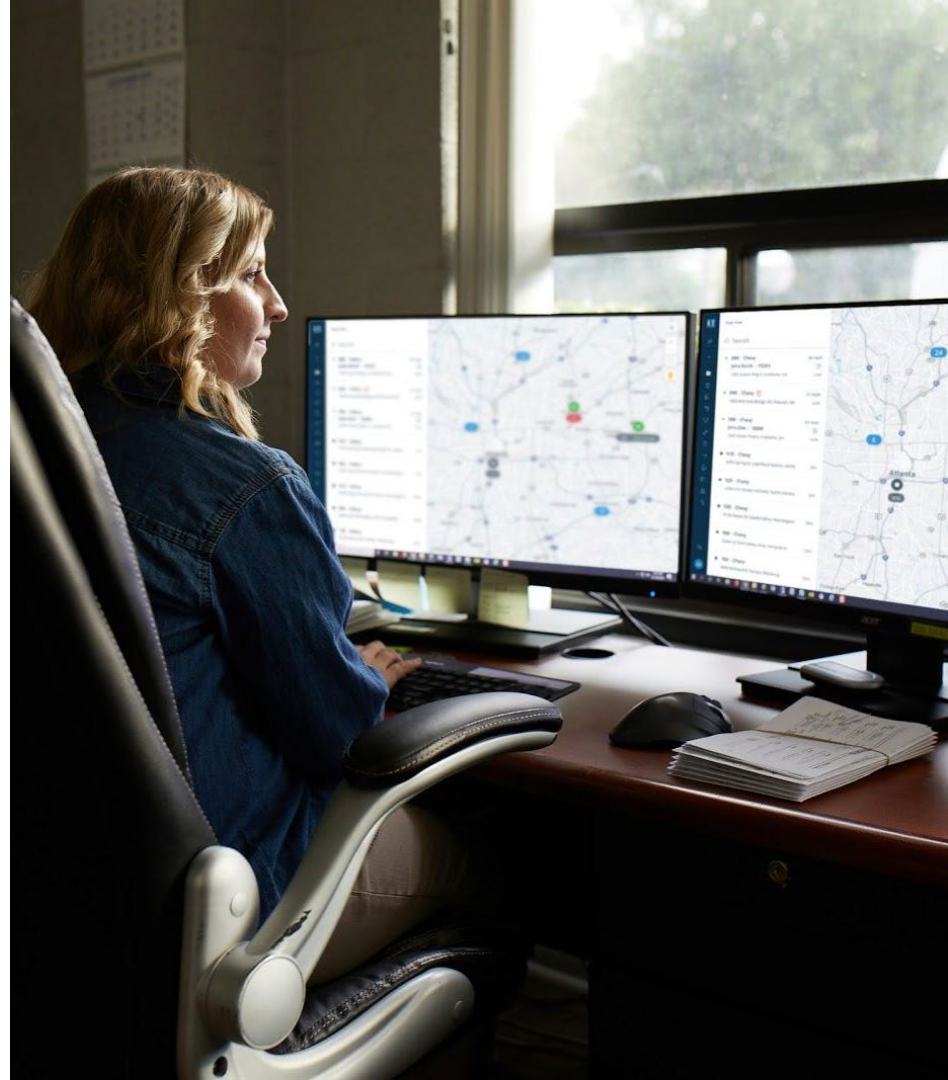
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The Best Ways to Prepare



Communicate with Your ELD Provider

- Is your current ELD certified in CAN? If not, what's the timeline for certification?
- Is your current ELD provider fully up to speed on the CAN HOS rule differences? Is the CAN HOS rule set properly programmed?
- Does your current ELD provider have a relationship with CAN enforcement officials should an issue arise?



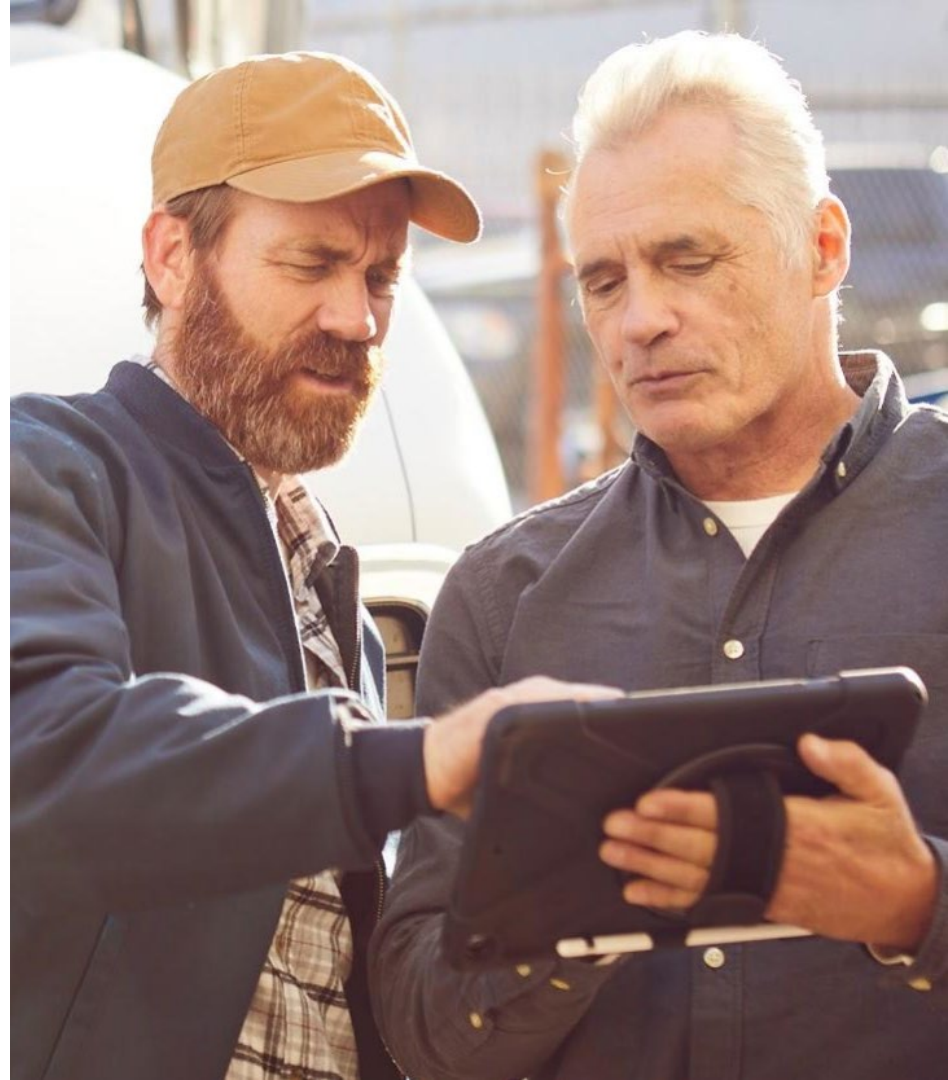
Review & Update Policies/Procedures

- Do your policies address longer allowable drive time, or differences in the restart rule? If not, should they?
- CAN Personal Conveyance rules are different. Do you need or want a different policy for CAN operations?
- Do you have a procedure to address a driver or truck being placed out -of-service in CAN?
- Review your cross -border procedures



Train, Train, Train

- Train your driver workforce
 - Refresher on HOS rule differences
 - Differences in CAN and US ELD rules
 - Likely CAN 2021 enforcement approach
 - Presenting ELD records at roadside
- Train your office personnel
 - Editing records
 - Limit on PC use
 - Managing UDE/UDT



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Summary & Key Takeaways



10 Key Takeaways

1. CAN ELD rules are very similar to US rules
2. All devices must be certified
3. Exceptions are limited, prepare today
4. CAN ELD rule will require new processes and training
5. Pay close attention to provincial enforcement announcements
6. Soft enforcement initially (no penalties)
7. Phased-in enforcement expected
8. Talk to your vendor soon and often
9. Review your policies
10. Train, train, train



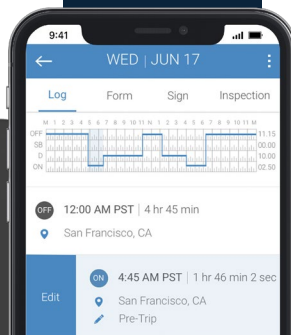
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*Limited time only. Terms and conditions apply.



Trips • PT3732 Assign

<input type="checkbox"/>	Start time 08:43 PM	Date Apr 24	Duration 2 min 24 sec
	Type Driving	Status Complete	Driver Unidentified <i>AI: Bob Smith</i>
<input type="checkbox"/>	Start time 01:49 PM	Date Apr 21	Duration 11 min 15 sec
	Type Driving	Status Complete	Driver Unidentified <i>AI: Bob Smith</i>
<input type="checkbox"/>	Start time 12:11 PM	Date Apr 21	Duration 11 min 52 sec
	Type	Status	Driver

Questions and Answers

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Reach out to me any time

Thanks to the MMTA and I'll see you all tonight!

