



ELD & MELT Update

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CANADIAN ELD EXPECTED TIMELINES

Canada Gazette Part I:

- Transport Canada posted its regulatory proposal in Canada Gazette part 1 on December 16th of 2017.
- The posting had a comment period of 60 days and closed on February 14th of 2018.
- The posting is now closed, and comments are being reviewed by Transport Canada in preparation for posting in Gazette 2.
- The original posting did not require ELD's to be certified by a 3rd party. There was large push back by PMTC, and others in the industry, and this is now back in play, request for information was sent out in summer of 2018.



CANADIAN ELD EXPECTED TIMELINES

Issues in Proposed regulations:

- There were a few issues with the Technical standard that were raised by manufacturers. Secure transfer of data at the roadside & 3rd party certification were major ones.
- Other issues in the technical standard were reviewed by the CCMTA ELD WG, and a revised tech standard was drafted for the ELD WG to work through. Issues uncovered were ensuring accurate inputs, processing, recording, self monitoring, outputs, among others.
- At the same time the WG is addressing comments made regarding policy issues, such as grandfather provisions for ERD's, compliance period, roadside enforcement, intra provincial adoption, GVW thresholds, among others.



CANADIAN ELD EXPECTED TIMELINES

Issues in Proposed Regulations:

- Transport Canada & the CCMTA working group forwarded a draft tech standard working document to stakeholders on February 28th. We had until March 18th to forward comments for consideration.
- Changes included roadside data transfer methods. Only email is required, USB or Bluetooth will still be an option
- View on printout has changed, CSV file as well as PDF is required now.
- All data transfer methods proposed to be encrypted for security.



CANADIAN ELD EXPECTED TIMELINES

Issues in Proposed Regulations:

- White paper on policy issues will be circulated to Industry and stakeholders for review and comment. Meetings will be scheduled if needed.
- Drafting of final regs expected to begin soon.
- 3rd party certification will be addressed in final CG 2 posting



CANADIAN ELD EXPECTED TIMELINES

Canada Gazette Part II:

- The new revised target date for posting of the regs in Gazette 2 is June of 2019.
- CG 1 posting had a 2 year compliance date, followed by a 2 year grandfather period
- This is being reconsidered. PMTC, Teamsters and CTA penned a joint letter in 2018 asking for the Compliance date to be shortened to 18 months.
- Some in Industry have been pushing for a 12 and zero approach
- PMTC is pushing for an 18 and 18 month approach



PROPOSED EXEMPTIONS

- CMV's operated under an HOS permit or MVTA exemption
- Pre model year 2000 CMV's
- CMV's being operated under a rental agreement of no more than 30 days



MELT

Mandatory Entry Level Training

- Ontario was the first Jurisdiction to require MELT
- came into effect in July of 2017
- 103.5 hours of Mandatory Training required before attempting your AZ license. 32 of it must be on the road.



MELT

Mandatory Entry Level Training

- **Still some issues with MELT that need fixed in Ontario.**
- Not enough oversight, advanced standing has become a big issue as a result.
- Can train and test on an automatic, but be licensed to operate a standard transmission. Working on addressing this.
- MELT for DZ is on the radar, but likely a few years away.



Mandatory Entry Level Training

- MELT was implemented in Alberta & Saskatchewan in March 2019
- Both programs require 121.5 hours, 39 of them on the road.
- Both require mandatory air brake training, Ontario's does not.
- Alberta allows training on an auto shift or manual, however road-test must be conducted on a minimum 13 speed manual



MELT

Mandatory Entry Level Training

- Saskatchewan does not require testing in a manual, but places a restriction on your license if you obtain it in an Auto shift. If training or testing in a manual, it must be a 13 or 18 speed.
- Saskatchewan has an exemption from MELT for farm plated vehicles, controversial, many in industry not happy with this
- Manitoba recently announced MELT will come into effect on Sept 1st of 2019.



MELT

Mandatory Entry Level Training

- Saskatchewan has an exemption from MELT for farm plated vehicles, controversial, many in industry not happy with this
- Alberta is giving farmers a 1 year extension to comply with MELT.
- Manitoba recently announced MELT will be in effect on September 1st.
- Same length as Alberta and Saskatchewan, no details on breakdown of these hours yet, or how licensing may be addressed.
- Farmers also given a one year extension



Mandatory Entry Level Training

- Feds announced Entry Level Training will be Introduced in the National Safety Code by January 2020.
- Provinces will be encouraged to adopt the minimum standard, can expand on it.
- Reciprocal agreements will be expected for license exchange on Provinces.
- CCMTA will be looking after creating the ELDT standard, PMTC expected to be part of the stakeholder group.



QUESTIONS

Questions?



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