

**Comments on Gazette 1 on  
Regulations Amending the Commercial  
Vehicle Drivers Hours of Service  
Regulations (Electronic Logging  
Devices and Other Amendments)**

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# Introduction

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**Alberta Government welcomes Transport Canada's efforts towards regulatory harmonization through amendments and additions to the Commercial Vehicle Drivers Hours of Service Regulations and the adoption of Electronic Logging Devices (ELDs) for federally regulated carriers above 4,500 kilograms.**

- ELDs represent an opportunity to enhance oversight and enforcement of federal and provincial regulations that promote safe on-the-road practices among commercial carriers.**
- These amendments also exemplify a step forward towards regional harmonization, particularly with the United States.**

# Gazette 1 (Electronic Logging Devices and Other Amendments)

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As of 2018, the regulatory changes requiring some carriers that operate in the U.S. to be equipped with ELDs have impacted approximately 1,500 Alberta-based carriers that conduct business both in Canada and the U.S.

- The regulatory changes will further impact approximately 8,800 federally regulated carriers operating 76,500 regulated vehicles in Alberta.
- It is estimated that less than 15 percent (11,475 vehicles) of federally commercial vehicles are currently equipped with ELDs.

# Safety, Enforcement, Harmonization and Stakeholder Engagement

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The Alberta Government considers the adoption of ELDs for federally regulated carriers as a step forward in safety and regulatory compliance.

- From an enforcement perspective, ELDs may improve enforcement of hours of service regulations, which may enhance on-the-road safety for all road users.
- Mandating ELDs for federally regulated commercial carriers may reduce driver falsification of daily logs, making carriers and drivers more likely to follow regulatory requirements.



# Safety, Enforcement, Harmonization and Stakeholder Engagement

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Improvements in regulatory compliance reduce the risks associated with fatigued driving, which include reduced collisions and fatalities.

- It is estimated that about 20 percent of all fatal collisions in Canada involve driver fatigue (private and commercial).
- Collisions have high social and economic costs, which may be mitigated through Transport Canada's proposed regulatory framework.

# Safety, Enforcement, Harmonization and Stakeholder Engagement

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In order to support implementation of Transport Canada's regulatory framework and work towards further harmonization, Alberta Transportation may engage in formal consultations over the next year.

- The consultation and stakeholder engagement process may focus on addressing the impacts that Transport Canada's regulatory framework will have on both, federally regulated carriers and provincially regulated carriers that operate in Alberta.

# Safety, Enforcement, Harmonization and Stakeholder Engagement

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- Previous consultation with some regional stakeholders, including
  - the Alberta Motor Transportation Association (AMTA),
  - the BC Trucking Association (BCTA),
  - Saskatchewan Trucking Association (STA) and
  - the Manitoba Trucking Association (MTA),identified the following:
  - An ELD mandate will improve compliance with hours of service rules, have a positive impact on road safety and driver quality of life, and reduce administrative and compliance costs for both government and industry.

# Safety, Enforcement, Harmonization and Stakeholder Engagement

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- **Previous consultation with some regional stakeholders identified the following:**
  - With the Federal Government clearly intending to proceed with a Canadian Electronic Logging Device (ELD) mandate that aligns with the US mandate, it is critical that provincial governments implement complementary mandates for provincially regulated carriers.
  - The western provincial governments should formally support an ELD mandate, and under the New Western Partnership Trade Agreement (NWPTA), commit to its uniform implementation across the West in alignment with the requirements for federally regulated carriers.

# Safety, Enforcement, Harmonization and Stakeholder Engagement

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- In Alberta, current provincial regulations apply to commercial vehicles with a registered gross vehicle weight of 11,794 kilograms or greater and with a manufacturer's original seating capacity designed for 11 or more passengers, including the driver.
  - Hence, Alberta shall analyze the economic and social impacts associated with the ongoing costs of mandating ELDs, particularly in regards to carriers operating less than 5 vehicles, which account for 86 percent of Alberta's provincial carriers.
  - Currently, Alberta regulates 16,300 provincial carriers with approximately 67,800 regulated vehicles.

# Safety, Enforcement, Harmonization and Stakeholder Engagement

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- **The Alberta Government will continue to work with and engage stakeholders in regulatory discussions to work towards regional regulatory harmonization.**
  - **Ongoing stakeholder engagement will focus on improving safety for all road users in Alberta, promoting economic sustainability, and increasing mobility and connectivity across the province.**
  - **Moreover, Alberta Transportation will ensure ongoing collaboration with Transport Canada to support the seamless transition and implementation of the proposed regulatory amendments.**

# Summary of Feedback

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- **As such, Alberta Transportation has provided feedback on the overall additions and amendments to the Commercial Vehicle Drivers Hours of Service Regulations.**
- **Finally, Alberta Transportation recommends a post-implementation review and evaluation of the proposed regulatory framework.**

**Questions?**



**Summary of Feedback**  
**Alberta Transportation's feedback focuses**  
**on the following areas:**

# Timeline for Implementation

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Stakeholders like the Canadian Trucking Alliance (CTA) and, at the provincial level, the Alberta Motor Transport Association, are currently lobbying for an eighteen month implementation period.

- Alberta Transportation requires sufficient time for the regulation to be implemented properly, which not only entails readiness from a compliance perspective, but ongoing education, engagement and outreach with carriers operating in Alberta.
- As such, Alberta Transportation encourages Transport Canada to support a two year implementation period after the publication of Gazette II.

# Transport Canada's Lead on Certification, Outreach and Education

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Alberta Transportation recommends that Transport Canada develops a plan for certification, as well as outreach and education with allocated resources to these areas.

- this will guarantee that carriers have accessible information on compliant ELDs available in the market;
- it will facilitate enforcement of the regulation;
- and it will encourage manufacturers to follow Transport Canada's standard when developing ELDs for carriers operating in Canada.

# Safety, Certification and Data Management

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The proposed regulatory framework should emphasize safety considerations throughout the regulation.

- Transport Canada should clarify how the manufacturing and sale of ELDs will be managed;
- if ELDs from manufacturer will go through a certification process;
- if/how the certification process will be managed, evaluated and enforced; and
- if/how commercial carriers will be accountable for the purchase of ELDs that are in compliance and meet the standard.

# Clear Expectations for All Parties

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**The proposed regulatory framework should clearly state the roles and responsibilities of carriers, ELD manufacturing companies, provincial governments, and other stakeholders.**

- This will ensure that the regulatory framework can be successfully implemented and appropriately enforced.**
- From a commercial carrier perspective, it is also important that carriers have access to all the relevant information in a timely manner, in order to make business decisions that comply with the regulation, support economic growth and improve on-road performance.**

# Clear Expectations for All Parties

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The proposed regulatory framework should clearly stipulate what are Transport Canada's expectations for commercial carriers in regards to the implementation process.

- To support this approach, it would be beneficial to develop an education and outreach plan designed to facilitate commercial carriers' compliance with the regulation.
- This information should be clear and relevant to the industry to ensure that the messaging for commercial carriers is consistent.

# Economic considerations

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Transport Canada suggests that commercial carriers will benefit from the implementation of the proposed regulatory framework because despite the initial expenditure, administrative savings will provide economic benefits.

- **Some small commercial carriers may experience an economic challenge to their business operations, which are further essential to Alberta's economic vitality.**
- **In this regard, it may be worthwhile to engage in discussions on how federal and provincial governments will support small commercial carriers in meeting regulatory requirements, while remaining in business.**

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