

## Electronic Logging Devices

### Project Overview

In June 2019, Transport Canada made amendments to the federal *Commercial Vehicle Drivers Hours of Services Regulations*, which mandates all vehicles covered under this federal regulation, generally those that operate across provincial boundaries, to install an Electronic Logging Device (ELD) by June 2021.

Commercial vehicles that operate within a single province are regulated provincially. Manitoba adopts the majority of the federal Hours of Service regulations as part of the provincial *Drivers Hours of Service Regulation* (M.R. 72/2007). A decision on how the changes to the federal regulations – specifically those related to ELD adoption – will apply to provincially regulated carriers, is required in order to update the *Drivers Hours of Service Regulation* prior to the changes to the federal regulations come into effect in 2021.

*Electronic Logging Device (ELD): An ELD is a device integrated with a vehicle's electronic control module that tracks a driver's hours of service.*

### Engagement Overview

The intent of the stakeholder information gathering sessions was to provide information about ELDs and gather feedback to inform the decision as to which carriers under provincial regulation should be required to use an ELD.

During February and March 2020, departmental staff held stakeholder information sessions at seven different communities throughout Manitoba. These included: Dauphin, Brandon, The Pas, Thompson, Steinbach, Winkler and Winnipeg/West St. Paul.

The sessions outlined the options Manitoba was considering, as well as barriers and advantages of ELD use. Information was also provided about how the consultation results would be used to develop a recommended option for amendments to the *Drivers Hours of Service Regulation*.

The consultation sessions included a demonstration of three different devices and outlined the barriers and advantages of ELD use.

Feedback was gathered through a survey, which was completed either at the session, or online through EngageMB. The survey feedback is presented in Appendix A of this report. Two-hundred and three (203) stakeholders attended the in-person sessions and

158 completed surveys were received; the majority of survey respondents (87 of 158, or 55 per cent) indicated that they operate exclusively in Manitoba.

While survey respondents represented a wide swath of the trucking and transportation industry, a considerable portion of survey respondents indicated that they haul goods for the construction industry, with grain haulers also comprising a sizeable portion of survey respondents. Smaller carriers comprised the majority of survey respondents, with only 11 respondents (7 per cent) indicating that they have 100 or more drivers employed.

## What We Heard

Based on survey results (see Appendix A for a summary of responses), stakeholders identified the following perceived issues as the top barriers to ELD use:

- The cost of implementing ELDs.
- The cost of driver training, as well as the cost of training administrative staff, on the use of ELDs.
- The concern that ELDs will not take into account traffic or other delays that impact the driver's hours of service.
- Drivers may find the technology difficult to use.

Note: Carriers who are following the current hours of service regulations should not be negatively impacted by the implementation of ELDs, as the hours of service requirements for the seasonal and service sector carriers do not change with the use of an ELD. The concerns raised by carriers suggest that further education is required regarding current regulations.

In terms of potential benefits, stakeholders identified the following:

- Reduced liability: ELDs can help strengthen the case for the driver when an accident occurs that is not the driver's fault.
- Reduced time for drivers to fill out paper logbooks.
- ELDs can track driving behaviors, including higher risk driving behaviours such as excessive acceleration, hard braking, and hard cornering. The data collected from ELDs can assist in correcting these driving behaviours.
- Administrative efficiencies for clerical (office) staff, as the daily log information would be electronically transmitted and stored.
- Eliminating the time required for drivers to forward daily logs to the office staff.

Written responses indicated the following issues of most concern to stakeholders:

- The application of the 160 km radius exemption was identified as a concern for carriers. Many carriers indicated they work primarily within this radius but must occasionally leave for maintenance inspections and did not want to have to use an ELD only for this purpose. (It should be noted that in accordance with Section 10 of the *Drivers' Hours of Service Regulation (AR317/2002)*, a driver may be exempt from filling out daily logs if they are eligible for the 160-kilometre radius exemption.)
- Many seasonal and service sector carriers indicated they would lose working time as a result of having to use an ELD. Requests were made for consideration of the limitations imposed by seasonal work, and the economic burden it may add to service companies who may now be required to take on additional costs such as accommodations and meals.
- Carriers with smaller configurations (i.e. two and three axle straight trucks) indicated requirement to use an ELD might hinder their ability to complete daily deliveries. (it should be noted that under the current hours of service regulation, the hours of service requirements for the seasonal and service sector carriers do not change with the use of an ELD. Similar to seasonal carriers, the use of an ELD should have no impact on small configuration carriers who are currently abiding by the hours of service regulation.)

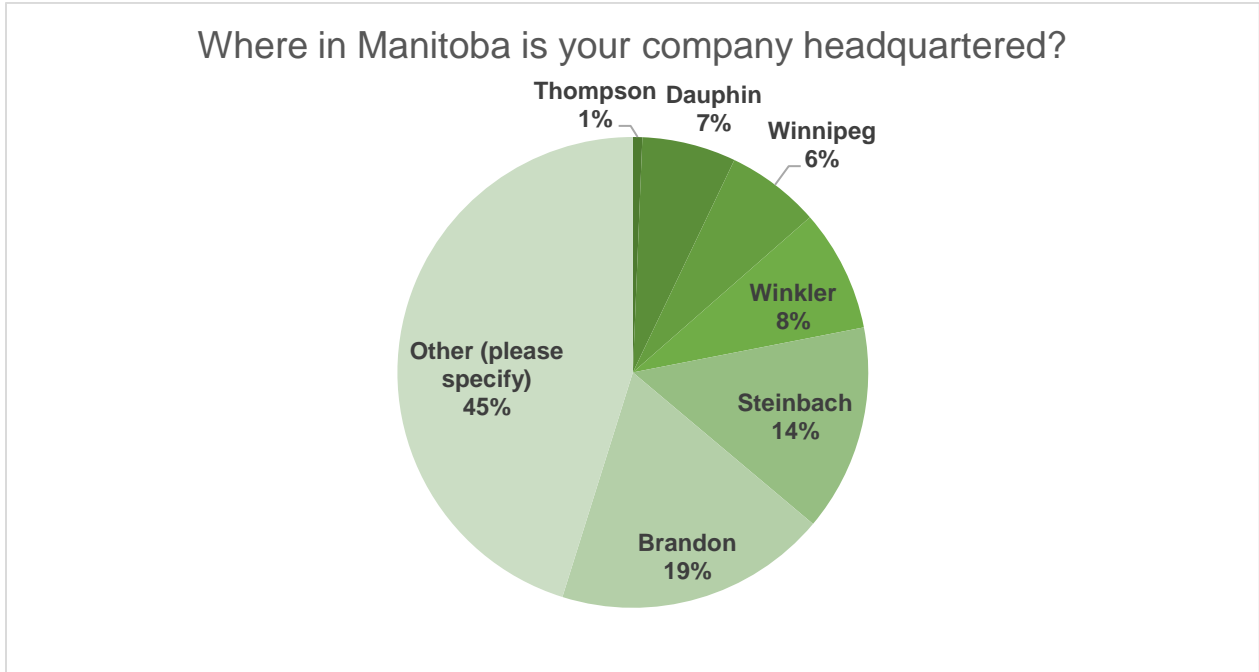
## Next Steps

Manitoba Infrastructure will draft a proposed solution that will seek to balance the needs of all roadway users, including industry stakeholders, and abide with the federal regulations. Provincial regulatory amendments will be drafted and put forward for public review and comment on the Manitoba Regulatory Consultation Portal. Following the public comment period, adjustments to the regulatory amendments may be made prior to final, approval, and subsequent implementation.

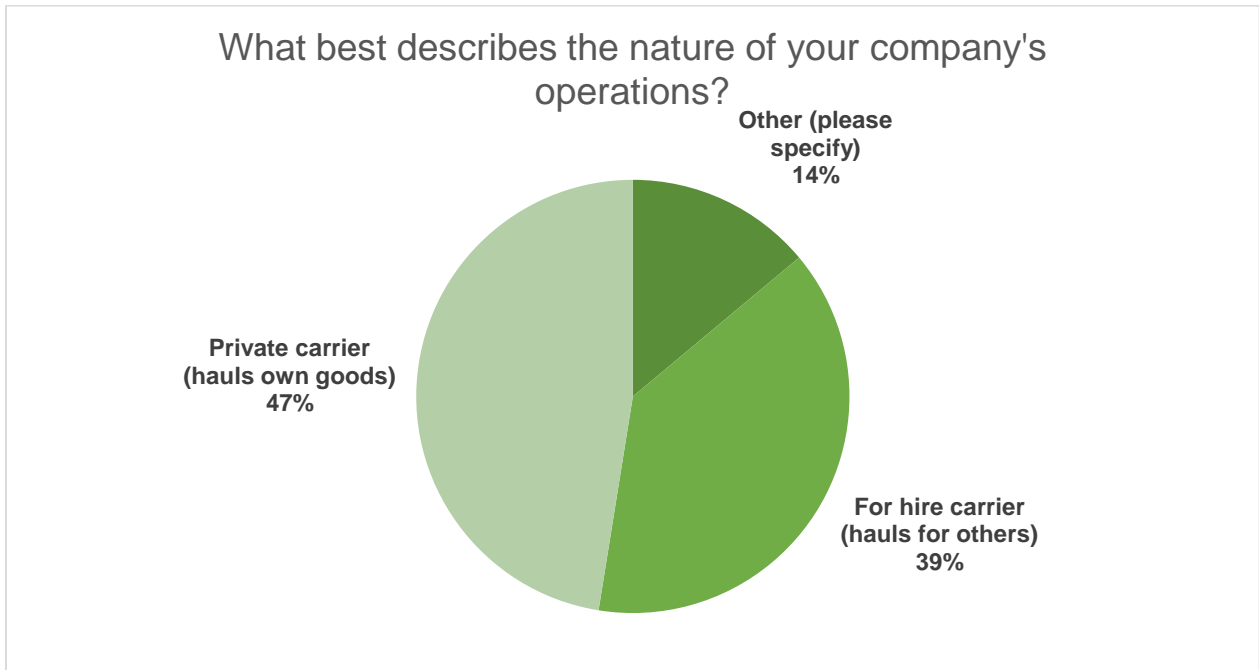
## Questions?

Please direct any questions or comments to: **AdminServDivADM@gov.mb.ca.**

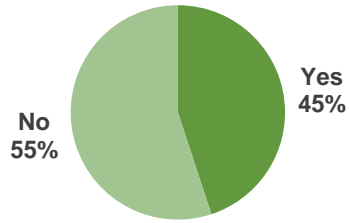
## Appendix A: Survey responses



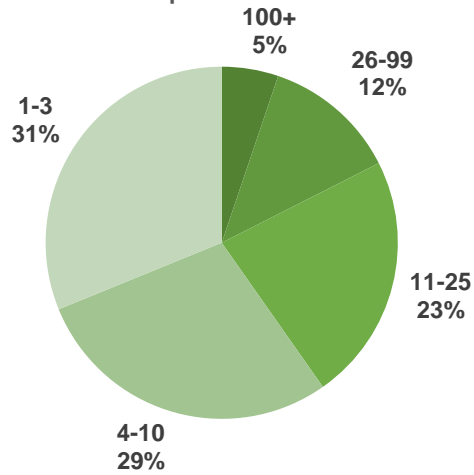
“Other” responses include: Ashville, Blumenort, Boissevain, Carberry, Cardale, Delean, Deleau, Dominion City, Emerson, Gilbert Plains, Grande Pointe, Grand Rapids, Killarney, McCreary, Morden, Morris, Neepawa, New Bothwell, Niverville, Notre Dame de Lourdes, Plum Coulee, Reston, Rivers, Rosenort, Russell, Sperling, RM of St. Andrews, St. Jean Baptiste, Ste. Adolphe, Ste. Anne, Swan River, Virden



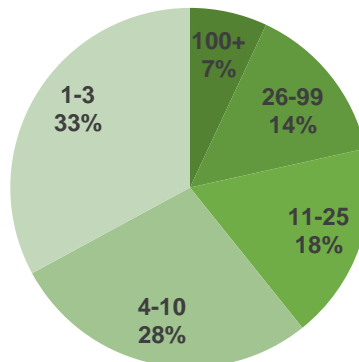
Do you operate exclusively within Manitoba?



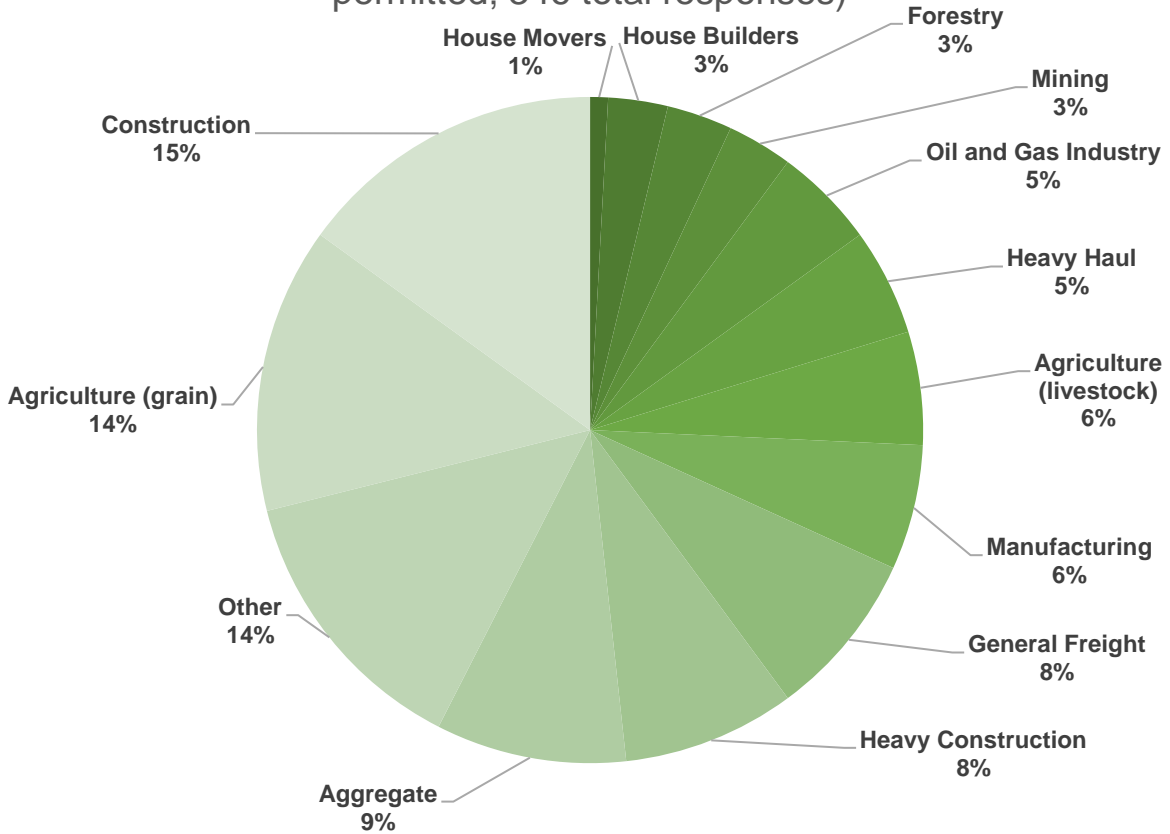
How many vehicles does your company/organization operate?



How many drivers are employed by your company/organization?

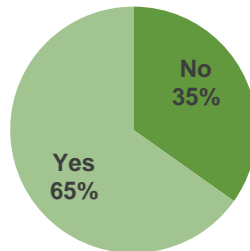


What sector(s) do you haul for? (Multiple selections permitted; 346 total responses)

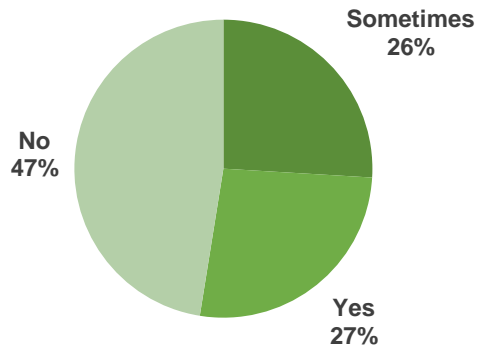


'Other' sectors include: Agricultural Equipment, Building Materials, Commodities, Dry and Liquid Fertilizer, Groceries, Hauling own Equipment, Landscaping, Motor Sports, Passenger Service, Student Transportation, Towing, Transportation, and Waste/Garbage

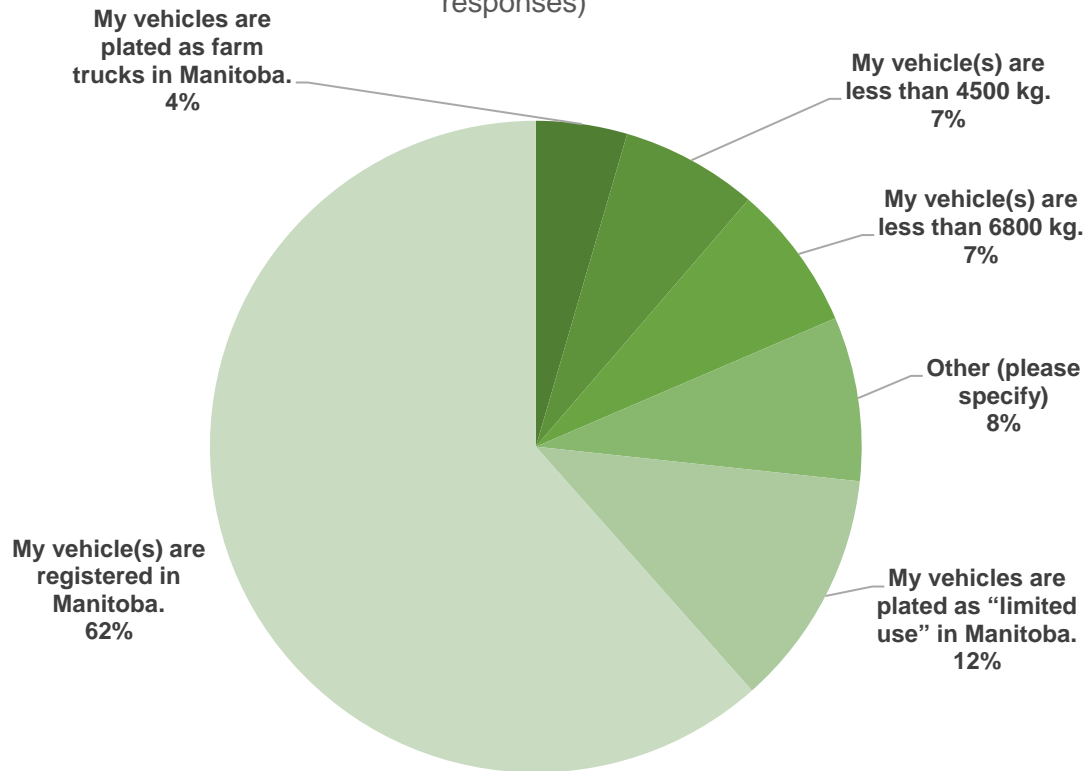
Are you a provincially regulated carrier?



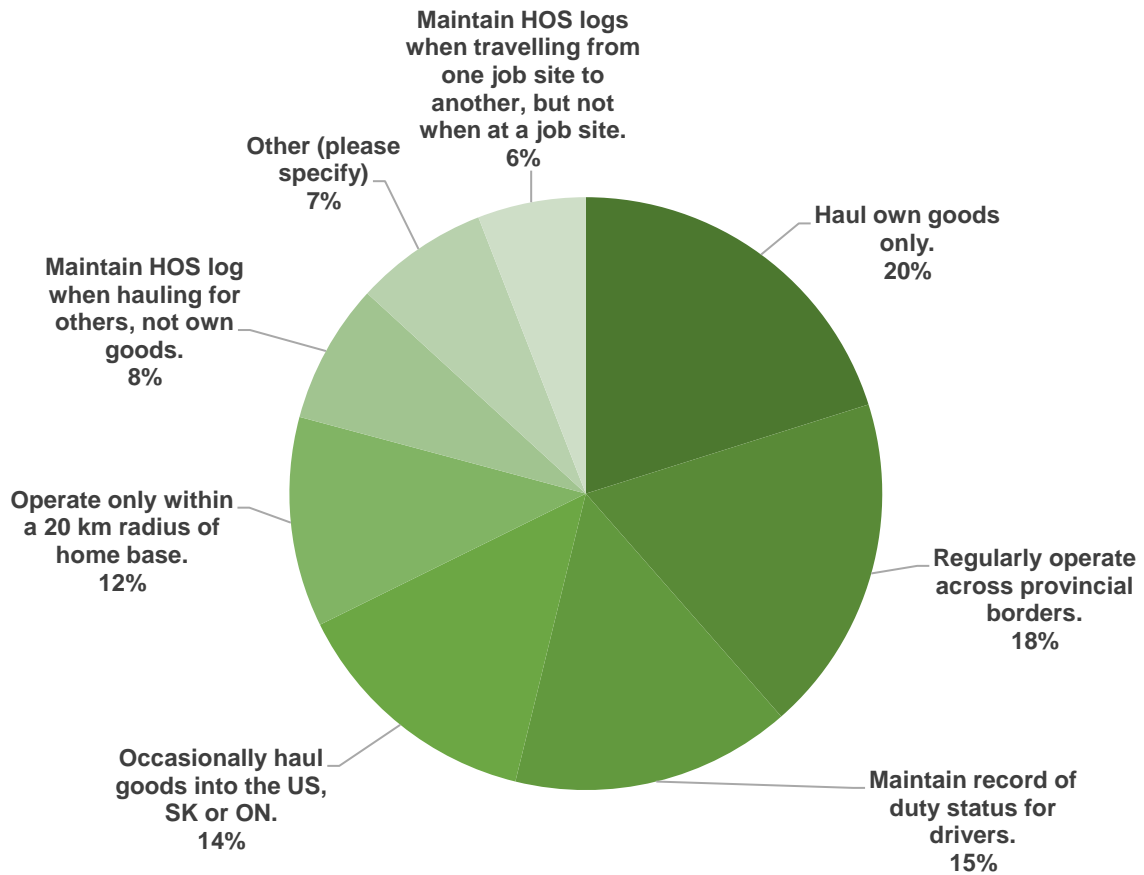
Do you currently utilize paper-based Drivers' Hours of Service (HOS) logbooks?



Describe the weight and registration type of vehicles your company/organization utilizes. (Multiple selections permitted; 221 total responses)

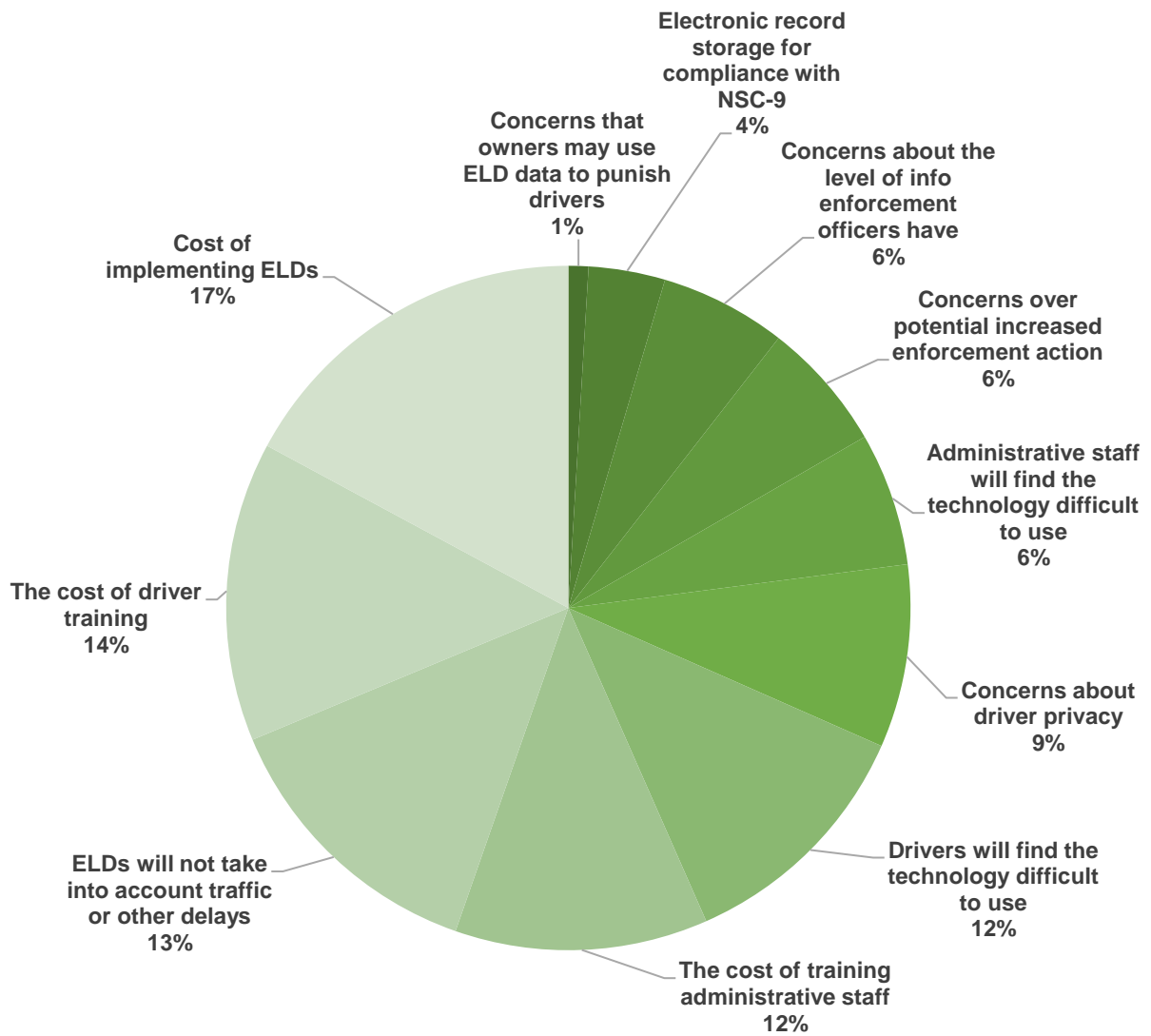


Describe your company/organization's operational patterns.  
(Multiple selections permitted; 288 total responses)





What are the potential barriers to ELD adoption?  
 (Multiple selections permitted; 636 total responses)



What are the potential benefits from adopting ELDs?  
(Multiple selections permitted; 444 total responses)

