



# Rumblings



A Publication of Forestry TruckSafe ~ A BC Forest Safety Council Initiative  
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## Safety in Forestry Transportation

TruckSafe Rumblings is published biweekly to keep you informed on what is happening in forest hauling safety in BC. Call MaryAnne Arcand to provide input or get the news out on best practices and concerns in the industry.

### SPECIAL EDITION

## NEW HOURS OF SERVICE REGULATIONS NOW IN EFFECT!

**New Hours of Service Rules are coming into effective this Thursday, March 1, 2007. All carriers operating under a National Safety Code Certificate will be required to comply. The new rules were signed into law on Friday, February 23/07.**

A summary of the new rules can be viewed at:

[http://www.th.gov.bc.ca/cvse/national\\_safety\\_code.htm](http://www.th.gov.bc.ca/cvse/national_safety_code.htm) This issue of Rumblings is intended to get the basic information out to you before the rules take effect on Thursday.

CVSE staff will work with carriers to assist in the transition to the new rules. Further inquiries should be directed to Suzanne Watson, Manager, National Safety Code at: [Suzanne.Watson@gov.bc.ca](mailto:Suzanne.Watson@gov.bc.ca) or at 250-953-4045. CVSE tells us that there will be a period of “soft enforcement” and education before they start ticketing.

The changes will be in effect March 1st. The actual Order in Council amending the Provincial regulation is expected to be available within the next few days.

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**The main objective of the new Regulations is to reduce the risk of fatigue-related commercial vehicle collisions by providing drivers with the opportunity to obtain additional rest**

The following is a summary of the regulations, and some of the definitions. There will be more detailed information to follow over the coming weeks.

### PROVISIONS OF LOG HAULING EXEMPTION


- 65 hours of driving in 7 days – 13 hours per day, 5 days per week; must have 9 consecutive hours off per day
- 80 hours on duty in 7 days = 13 hours driving + 2 “on duty” per day ( loading, unloading,

- chaining, fueling, etc) per day
- 5 hours on the weekend to maintain/repair the truck
- **MUST HAVE 24 HOURS CONSECUTIVE OFF EVERY SEVEN DAYS**
- No reset – if you choose to go to 14 day cycle, (federal Cycle 2, see below) you fall under federal regs of 13 hours driving + 1 hour service

**What you need to remember:**

*If you use the Log Hauling Exemption, you must keep a log book . We will have an “integrated log book” for log hauling available by the end of this week, which will cover off the CVSE requirements, proposed WorkSafeBC logbook requirements and pre & post trip checks.*

**Log Hauling Exemption – this table, taken from the CVSE website, gives a “quick ‘n dirty” overview of the Log Hauling Exemption.**

<b>HOURS-OF-SERVICE RULES</b>	
<b>Loggers</b>	
<u>Day</u> <ul style="list-style-type: none"> <li>• a 24-hour period that begins at the hour designated by the carrier</li> <li>• maximum 13 hours driving</li> <li>• no driving after 15 hours on-duty</li> </ul>	<u>Work-shift</u> <ul style="list-style-type: none"> <li>• total elapsed time between 2 off-duty periods of at least 9 consecutive hours</li> <li>• maximum 13 hours of driving</li> <li>• no driving after 15 hours on-duty</li> <li>• no driving after 15 hours of total elapsed time</li> </ul>
<u>Cumulative Hours</u> <ul style="list-style-type: none"> <li>• no driving after 65 driving hours in 7 days</li> <li>• no driving after 80 on-duty hours in 7 days</li> </ul>	
<u>Off-Duty</u> <ul style="list-style-type: none"> <li>• driver must take at least 24 consecutive hours off at least once every 7 days</li> </ul>	<u>Other</u> <ul style="list-style-type: none"> <li>• must use a log book</li> <li>• no reset provision</li> <li>• no ability to defer off-duty time</li> </ul>
<b>- Provincial Regulations only -</b>	
Further information can be located at <a href="http://www.th.gov.bc.ca/cvse/national_safety_code.htm">www.th.gov.bc.ca/cvse/national_safety_code.htm</a>	
<b>Ministry of Transportation</b> <b>Commercial Vehicle Safety and Enforcement Branch</b>	
	

**What you need to remember:**

*If you use the Log Hauling Exemption, you must keep a log book, no matter what distance you’re hauling.*

**Otherwise, you fall under the federal regulations, Cycle 1 or Cycle 2**

**Cycle 1:**

**70 hours of on-duty time during a period of 7 days**

**Cycle 2:**

**120 hours of on-duty time during a period of 14 days, and 24 consecutive off-duty**

**hours needed before reaching any 70th hour of on-duty time in the cycle.**

**Must have minimum 8 hours consecutive off per day;**

**Must have 10 hours off duty total (8 hours consecutive, 2 hours in breaks)**

**Definitions: taken from the Commercial Vehicle Drivers Hours of Service Regulations Interpretation Guide**

**“commercial vehicle”** means a vehicle that is operated by a motor carrier and propelled otherwise than by muscular power, and; is a truck, tractor, trailer or any combination of them that has a gross vehicle weight in excess of 4,500 kg, or a bus that is designed and constructed to have a designated seating capacity of more than 10 persons including the driver.

**“daily log”** means a record in the form set out in Schedule 2 containing the information required by Section 82:

the date, the start time if different than midnight, the name of the driver, and, if the driver is a member of a team of drivers, the names of the co-drivers

the cycle the driver is following (*federal regs Cycle 1, Cycle 2, or Log Hauling Cycle*)

the commercial vehicle licence plates or unit number

the odometer reading of each of the commercial vehicles operated by the driver;

the names and address of the home terminal and the principal place of business of every motor carrier by whom the driver was employed or otherwise engaged that day (*so if you haul a load of logs for one outfit, and switch to a lowbed later in the day for another, you must record both companies*)

in the “remarks” section of the daily log, if the motor carrier or driver was not required to keep a daily log immediately before the beginning of the day (*like at the end of breakup, or after a weekend or holiday*) the numbers of off-duty time or on-duty time that were accumulated by the driver each day during the 14 days immediately before the beginning of the work day.

The motor carrier shall require that the driver records, and the driver shall record, in the daily log, the hours in each duty status (driving, on-duty and off-duty), and the location of the driver each time their duty status changes.

At the end of each day, the motor carrier shall require that the driver records, and the driver shall record, the total hours for each duty status and the total distance driven by the driver that day, excluding the distance driven while using the vehicle for personal use (*up to 75kms per day*), and the odometer reading at the end of the day; the log book must be signed as witness to the accuracy of the information recorded in it.

**“day”**, in respect of a driver, means a 24-hour period that begins at the hour designated by the motor carrier for the duration of the driver’s cycle.

**“driver”** means

a person who operates a commercial vehicle

in respect of a motor carrier, a person employed or otherwise engaged by the motor carrier to operate a commercial vehicle, including a self-employed driver

**“duty status”** means

off duty time, other than in a sleeper (*means any period other than on duty time*)

driving time

on-duty time, other than driving time (*the period that begins when a driver begins work or is required by the motor carrier to be available for work, except where the driver is waiting to be assigned work; and ends when the driver stops work or is relieved of responsibility by the motor carrier; and, includes driving time and time spent by the driver:*

*inspecting, servicing, repairing, conditioning or starting a commercial vehicle*

*participating in the loading or unloading of a commercial vehicle*

*inspecting or checking the load of a commercial vehicle*

*waiting for a commercial vehicle to be serviced, loaded, unloaded or dispatched*

*waiting for a commercial vehicle or its load to be dispatched*

*waiting en route because of an accident or other unplanned occurrence or situation*

*resting in or occupying a commercial vehicle for any purpose except time counted as “off-duty time”, time spent in a sleeper, or time spent in a stationary commercial vehicle to satisfy other off-duty time requirements)*

**“home terminal”** means the place of business of a motor carrier at which a driver ordinarily reports for work, and for the purposes of Sections 80-82 (re: log book content) includes a temporary work site designated by the motor carrier (*such as a camp*)

#### **Use of commercial vehicle for personal use:**

These regulations do not apply to commercial vehicles when a commercial vehicle is driven for personal use, **IF:**

the vehicle has been unloaded

any trailers have been unhitched (*we’ve been told by CVSE that if they’re empty and loaded on the truck that counts as unhitched*)

the distance traveled does not exceed 75kms in a day, **AND**

the driver has recorded the odometer reading at the beginning and end of the personal use, **AND**

the driver is not the subject of an “out-of-service” declaration:

*Note: a director or an inspector may declare a driver out-of-service if:*

*the driver’s are impaired to the point where it is unsafe for the driver to drive (Sect 4.a)*

*driving would jeopardize or be likely to jeopardize the safety or health of the public, the driver or the employees of the motor carrier (Sec 4.b)*

*the driver fails to comply with any of the driving time or off-duty time requirements*

*the driver is unable or refuses to produce their daily log book*

*there is evidence that shows that the driver has completed more than one daily log, has entered inaccurate information in the log, or falsified the daily log, or*

*the driver has mutilated or defaced a daily log or supporting document in such a way that the director or inspector can’t determine whether the driver has complied with the driving time and off-duty time requirements.*

**STAY TUNED!** More details and clarifications will be coming out over the next few weeks, along with log book samples and an integrated logbook template.

#### **TRUCKING SAFETY AND REGULATIONS WORKSHOPS COMING YOUR WAY**

(topics include Hours of Service, WorkSafeBC Reg changes, SAFE companies, Trucker Certification, Steep Slope Hauling)

March 14      Campbell River

March 15      Duncan

April 16      Adams Lake  
April 19      Vernon (at the ILA Conference)  
April 23      Castlegar

Contact MaryAnne Arcand (250)612-2267 for more details, or to book a workshop, and watch Rumbings for further information.

If you know someone who would be interested in receiving TruckSafe Rumbings, please forward this email along. Signing up is easy. Just click here and you will be taken to our new sign up page. If you know someone who'd be interested but doesn't have email, forward their fax number to us at

[arcand@bctrucksafe.org](mailto:arcand@bctrucksafe.org)

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