

New Canadian Hours of Service Summary

Hours of Service Criteria	US (Passenger Carriers)	Canada (1/1/07)
Maximum Driving Time permissible/day	10 hours	13 hours
Maximum "On-duty" time permissible/day	N/A	14 hours
Maximum shift (cannot drive after...)	N/A	...16 hours from the time work began that day, regardless of on-duty hours worked
Minimum daily off-duty time (24 hour period)	N/A	10 hours
Consecutive Off-duty hours required between shifts/work days	8 hours	8 hours
Mandatory 24 consecutive hours off-duty	N/A	Once every 15 days (can be satisfied by cycle reset)
Cycle limits - Maximum on-duty hours (cannot drive after threshold reached)	60 hours/7 days OR 70 hours/8 days	70 hours/7 days OR 120 hours/14 days
Required off-duty time to restore driving time under cycle limit criteria	Time must be taken off to come under cumulative cycle limit; once done, driver can operate for amount of available time under limit	Must take 36 consecutive hours off-duty once reach 70 th hour Must take 72 consecutive hours off-duty once reach 120 th hour
Additional time-off requirements	N/A	If using 120/14 cycle, must have 24 consecutive hours off-duty before reaching the 70 th hour during cycle

New Canadian Hours of Service Summary

Other Important Information:

1. Drivers must be compliant with rules **when they enter** Canada and thereafter.
2. Canada will require all drivers to carry 15 logs in the vehicle (today plus 14 days), whereas the United States requires only eight (today plus seven days).
3. Time increments less than 30 minutes will not count toward the required 10 hours of daily off-duty time.
4. Drivers may defer up to 2 hours of the daily required off-duty time to the following day if:
 - a. The off-duty time deferred is not part of the mandatory 8 consecutive hours required off-duty
 - b. The off-duty time deferred is added to the 8 consecutive hours of off-duty time in the second day
 - c. The total driving time over the two days does not exceed 26 hours
 - d. The driver indicates the deferral in the "Remarks" section of the daily log
5. A driver using a strictly U.S.-compliant log will have to add several items to the log in order to enter Canada and be compliant, namely:
 - a. The cycle he/she is following (7 or 14-day);
 - b. The starting odometer reading;
 - c. The ending odometer reading;
 - d. The total distance traveled, minus any personal use (personal use is allowed up to 75 kilometers per day);
 - e. Whether you are using the deferral option, and which day of the deferral you are operating under;
 - f. A 14-day recap if no log was required the previous day;
 - g. The reason for using the adverse conditions or emergency exceptions; and
 - h. The home terminal name and address.
6. Under the new rules, it will be an offense for any person or organization to request, require, or allow a driver to drive who is not in compliance with the hours of service regulations. This includes Tour Operators and Tour Directors who could be prosecuted and fined for driver hours of service violations.

Enforcement of the new hours of service regulations by Canadian officials will be largely 'educational' in nature for the first six months (until July 2007).