

MOTOR CARRIER SAFETY STANDARDS

OPERATIONS

Hours Of Service

The new Hours of Service Regulations went into effect March 1, 2007, for drivers of trucks and truck tractors licensed in excess of 5,000 kilograms gross vehicle weight, and attached trailers; buses, taxis and other motor vehicles licensed pursuant to the Motor Carrier Act.

Effective November 28, 2007, British Columbia exempted trucks or truck-tractors with a gross vehicle weight of 11,794 kilograms or less from compliance with the hours of service regulation. The regulations still apply to vehicles with a gross vehicle weight of more than 11,794 kilograms, school buses, vehicles under the Passenger Transportation Act, and commercial vehicles with a seating capacity of 10 or more passengers including the driver.

Application — The Hours of Service Regulations do not apply to a driver that is driving:

- Two- or three-axle commercial motor vehicles used to transport primary farm, forest, sea or lake products (provided the driver or his/her employer is the producer of such product(s));
- Two- or three-axle commercial motor vehicles being used for a return trip after transporting the primary products of a farm, forest, sea or lake, if the vehicle is empty or is transporting products used in the principal operation of a farm, forest, sea or lake;
- Emergency vehicles;
- Commercial motor vehicles transporting passengers or goods for disaster relief;
- A road building machine, farm tractor, or an implement of husbandry;
- A commercial motor vehicle equipped with a mobile service rig or equipment that is directly used in the operation or transportation of a mobile service rig;
- A commercial motor vehicle driven for personal use if the vehicle is unloaded, trailers have been unhitched, the driver does not travel more than 75 kilometres in a day, the driver notes the starting and ending odometer readings in the daily log, and the driver is not subject to an out-of-service declaration; or
- Vehicles and other equipment while engaged in highway or public utility construction or maintenance work, under or over the surface of a highway while at the work site (the regulations apply to the driver when traveling to and from the site).

British Columbia's hours of service regulations do not address drivers north of the 60th parallel.

Driver Cycles — Because the intent of the regulation is to limit the driving and on-duty time in a day, and to ensure drivers obtain enough rest, the regulations establish two cycles that drivers must follow. If a driver is following Cycle 1, then he/she cannot drive after accumulating 70 hours of on-duty time over any period of 7 days. If a driver is following Cycle 2, then he/she cannot drive after accumulating 120 hours of on-duty time over 14 days, or 70 hours of on-duty time without having taken at least 24 consecutive hours of off-duty time. If a driver reaches the 70-hour or 120-hour limits, then he/she can reset the cycles by taking 36 hours or 72 hours of off-duty time, respectively. Drivers may also switch from Cycle 1 to Cycle 2 by taking 36 hours of off-duty time, or switch from Cycle 2 to Cycle 1 by taking 72 hours of off-duty time.