

National Safety Code

BULLETIN - UPDATED

RE: Modernizing Safety Regulations for Commercial Motor Vehicles – Stakeholder Engagement

This bulletin is to announce that a six-week stakeholder engagement is now open to feedback on topics that will help to modernize safety regulations for commercial motor vehicles (CMVs). To support this process, a questionnaire has been developed that asks questions related to the implementation of electronic logging devices (ELDs), National Safety Code (NSC) Standard 13 – Trip Inspections and speed limiters.

Feedback submissions can be provided until **June 15th, 2020** at 4:00 p.m.

LINK TO ONLINE QUESTIONNAIRE: <https://feedback.engage.gov.bc.ca/821877?lang=en>

How we got here?

The Province is doing critical work to enhance CMV safety. Part of this work is modernizing Division 37 – Safety Code under the Motor Vehicle Act Regulations (MVAR). It is under Division 37 that you'll find regulations specific to hours of service and trip inspections, among others.

Electronic Logging Devices (ELDs)

An electronic logging device (ELD) is electronic hardware that is connected to the electronic control module of an engine of a vehicle. It monitors the engine to capture data on whether the engine is in operation, if it is moving, distances it has driven and duration of engine operation. It then interfaces with software that can be displayed on various devices so that the driver can view information in the vehicle, while a carrier or dispatcher can also view the same information remotely.

As of June 12, 2021, commercial vehicles that cross provincial borders will be required to be equipped with an ELD. In response to these changes to the [Commercial Vehicle Drivers Hours of Service Regulations](#), B.C. will need to decide what the requirements will be for CMVs operating within the province.

For detailed information on the regulatory impact and cost/benefit analysis of ELDs, check out [Canada Gazette Part II Amendments to the Commercial Vehicle Drivers Hours of Service Regulations](#).

NSC Standard 13 – Trip Inspections

At this time, B.C. is the only Canadian jurisdiction that has not yet adopted [NSC Standard 13](#). If adopted, the standard will provide several benefits to prevent the operation of vehicles with conditions that are likely to cause or contribute to a collision or vehicle breakdown. Some examples include detailed guidance to drivers and carriers with conducting trip inspections and completing trip inspection reports and specific direction of major and minor defects.

Adopting the standard would likely have minimal impact to B.C. drivers and carriers as those already required to complete trip inspection reports are using pre-printed or electronic reports that mirror the requirements of NSC Standard 13. An exception to this is the motor coach industry; the standard would increase intervals on inspections to the undercarriage, as per Schedule 4. To mitigate impacts, B.C. is considering modeling the adoption of the standard after Ontario which requires Schedule 4 of the standard to be conducted every 30 days or 12,000 kms, whichever comes later (instead of first, as currently prescribed).

Speed Limiters

A speed limiter is an electronic device that is installed in heavy trucks and can be set to cap the speed at a desired maximum speed. Since 2009, Ontario and Quebec have had laws requiring speed limiters be set at 105 km/h on commercial vehicles with a gross vehicle weight of 11,794 kilograms or more.

A [2008 Summary Report by Transport Canada \(TC\)](#) shows several positive benefits for B.C. if speed limiters were adopted including a possible 16% gain in safety (using traffic modelling); an estimated savings of 2 million liters in fuel savings and an annual reduction of 10,000 tonnes in green house gas emission. Quebec and Ontario have seen significant decreases in speed related collisions involving commercial vehicles after enacting speed limiter laws over a decade ago. Recent analysis done by traffic safety experts from the Ministry of Transportation and Infrastructure has shown that the impact to travel times by a lowered travel speed on highways posted over 110km/h is likely to be minimal, between 1 - 13 minutes per impacted corridor.

How will my contribution make a difference?

Feedback from this public engagement period will also be used to inform the drafting of regulatory amendments.

We want to hear from you. We want to know your thoughts on the implementation of ELDs, NSC Standard 13 – Trip Inspections and speed limiters.

You may submit your feedback by **June 15th, 2020 at 4:00 p.m.** in the following ways:

1. Complete the [online questionnaire](#)
2. Anyone from individuals to business, Indigenous Nations and local governments to associations and non-governmental organizations can make written submissions. For details on how to provide written stakeholder feedback please review the [Written Submission Guidelines](#).

Yours truly,



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Commercial Vehicle Safety and Enforcement