


<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>	
	

<b>HOURS-OF-SERVICE RULES</b>	
<b>Oil and Gas Industry – Intra-provincial Carrier or Operating Under a Federal Hours of Service Permit</b>	
<u>Cycles</u> <ul style="list-style-type: none"> <li>• exempt from Cycle 1 and Cycle 2 if intra-provincial or operating under a Federal Hours of Service Permit and commercial vehicle meets the requirements as specified in the regulations</li> </ul>	<u>Off-Duty</u> <ul style="list-style-type: none"> <li>• 3 periods of 24 hours off that may be taken consecutively or separated by on-duty time</li> <li>• driver must take at least 72 consecutive hours off after ending driving under the provisions of the permit and returning to regular driving</li> <li>• standby and waiting time will be considered off-duty time, if: <ul style="list-style-type: none"> <li>– driver performs no work during the time</li> <li>– the time is fully and accurately recorded in the daily log as off-duty time and denoted as waiting or standby time in the “remarks” section</li> </ul> </li> <li>• time is not included in the mandatory 8 consecutive hours of off-duty time between work-shifts</li> </ul>
<u>Day/Work-shift</u> <ul style="list-style-type: none"> <li>• no exemptions from day/work-shift rules</li> </ul>	
<u>Other</u> <ul style="list-style-type: none"> <li>• cycle hours begin to accumulate once driver returns to regular driving</li> <li>• no ability to defer off-duty</li> </ul>	
<b>--This is for guidance only – any conflict between this document and the MVA Regulations or Federal Commercial Vehicle Hours of Service Regulations – the latter shall apply --</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>	
