



Canada's ELD Mandate

➤ Canada's electronic logging device (ELD) mandate has been in the making for at least six years, and it was finally adopted on June 12, 2019. The mandate is effective for all federally-regulated carriers starting on June 12, 2021.

How does Canada's ELD mandate stack up against the U.S. rule?

Canada's mandate closely follows the U.S. rules and operability requirements, which was a very intentional move by Transport Canada. Regulators and industry knew that Canada's mandate must closely follow the U.S. rules to avoid disrupting cross-border transportation and the movement of goods across the border.

While the ELD operability requirements are very similar, there are a few notable differences between each country's regulations as noted below:

Category	Canada	United States
Implementation	24-month implementation (June 2021), no grandfathering provisions	Mandate adopted Dec. 2015; mandate effective Dec. 2017; grandfathering for carriers using AOBRDs ends Dec. 2019
Certification	ELD 3rd party certification	ELD provider self-certification
Exemptions	Limited exemptions for: drivers operating under a permit or statutory exemption; drivers operating a rental CMV for 30 days or less; drivers operating CMVs manufactured before the year 2000	Drivers operating a rental CMV for 8 days or less; pre-2000 exemption is the same as Canada; also multiple industry/situational exemptions
Notifications	Compliance with the limits must be tracked and driver must be warned 30 minutes before reaching a limit	U.S. devices must only record, no warning required
Malfunctions	14 days to replace or, if the trip is longer than 14 days, upon return to the terminal; carrier must keep records of malfunctions	Up to 8 days allowed, no recordkeeping requirement
Roadside Enforcement	<ul style="list-style-type: none"> • Display or print the record of duty status; email records upon request by enforcement • Bluetooth/USB transfer is an option, not mandatory 	<ul style="list-style-type: none"> • Display or printout or Bluetooth/USB/web/email is required (must transfer using one of 4 methods) • Email direct to officer is not an option
North of 60N	Device must have the ability to change when crossing 60N (to Yukon and Northwest Territories)	Not applicable

[Read Canada ELD FAQs on next page ...](#)

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Q. What is the compliance date for Canada's ELD mandate?

- A. The mandate is effective on June 12, 2021. This means that federally-regulated carriers will need to equip their vehicles with ELDs by that date.

Q. Canada requires third-party certification of ELDs. What does this mean?

- A. A person or an entity can apply to Transport Canada for accreditation as an ELD certification entity. The person or entity must:
- Verify that they meet the International Organization for Standardization standard ISO/IEC 17065, "Conformity assessment — Requirements for bodies certifying products, processes and services;"
 - Verify that they are knowledgeable about the ELD Technical Standard; and
 - Confirm the validity of their certification methodology.

Q. With the adoption of the ELD mandate in Canada, were there any changes to the hours-of-service limits?

- A. No. The hours-of-service limits remain the same. Transport Canada made technical amendments to the regulation, which involved clarifying the on-duty time definition, loosening up the 160-km log exemption requirements, and updating the definition of a CMV. Transport Canada also more clearly defined what constitutes a supporting document under the regulation, but none of these updates affect hours-of-service limits.

Q. Will U.S. carriers that operate into Canada be required to comply with Canada's ELD mandate? Many already have ELDs.

- A. Yes. While many of Canada's technical specifications are nearly identical to the U.S. ELD specifications, Canada differs in a few areas. This means that U.S. carriers operating into Canada will need to comply with those differences. For example, U.S. carriers into Canada will need to ensure they are using third-party certified ELDs.

J. J. Keller's ELogging solution features existing Canadian Cycle 1 and Cycle 2 rule sets, as well as border crossing and National Safety Code Standard 13 Schedule 1 vehicle inspection capabilities. We are in the process of making necessary adjustments to meet the new Transport Canada ELD requirements and will earn third party accreditation.