

# The Extra Mile

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SPRING 2017 | WWW.ORICAN.COM

## Waiting To Implement ELDs?

**D**uring Old Republic Canada's Safety Services Visits, we are discovering that most small and mid-size trucking companies do not have electronic logging devices (ELD's) or any type of on-board computer, and most don't plan to purchase and install these devices until the December 2017 deadline draws much closer.

### Why Wait?

We can all agree that time is running out fast, the clock is ticking and paper logs will no longer be used in trucks going south of the border.

Purchasing, installing and using an electronic logging device won't be as simple as throwing a light switch. There's a process carriers have to go through, including training for everyone and the development of a compliance culture necessary to operate in the electronic logging universe. There's also a threat that late-hour rush could swamp ELD suppliers with order backlogs.

This industry wide shift to ELD's is good and that's why we are urging carriers, who have not already started the process of adopting ELD's, to get moving!

### Here are a few things you should be aware of as you prepare for the December 2017 ELD deadline:

- 1. It is highly unlikely that the rule will be set aside or postponed anymore**  
The rule has already survived a number of legal challenges, and it's unlikely that any new legal challenge or lawsuit will succeed. US Congress itself mandated ELD and we don't see them overturning a safety regulation they had in place.
- 2. The transition will probably take longer than you think**  
It usually takes longer to transition to electronic logs than you would anticipate. It's going to take some time to research and choose a provider. Then it may take several weeks to actually get the equipment in hand, and more time to install and configure it on all your trucks as well as provide training for drivers, dispatchers and back office

staff. We suggest that carriers have an ELD implementation plan by June of this year to be compliant by December.

- 3. Choosing the right ELD service provider is key**  
With the FMCSA taking a "buyer beware" approach to the self-certification of ELD compliance, making sure you have a compliant device is one of many reasons to choose your ELD provider carefully. Visit this link for tips to consider when choosing an ELD, and a checklist of key features and functions that every ELD must provide: <https://www.fmcsa.dot.gov/hours-service/elds/choosing-electronic-logging-device-checklist>. Most importantly, make sure that the specific ELD model you are considering is on FMCSA's list of registered ELD's by visiting <https://3pdp.fmcsa.dot.gov/ELD/ELDLList.aspx>. For any product not on the registry, ask the vendor about its plans for registering its device and whether it has a plan for success and support for its product.
- 4. Available Exemption**  
The only exemption is to trucks with model-years of 1999 and older based on the chassis Vehicle Identification Number, not the engine's model year. These vehicles do not require ELD's.
- 5. Bonus features with some systems**  
Some systems provides more value for your money, come with more than electronic logs and benefit your fleet; IFTA fuel reporting, electronic driver vehicle inspection reports, DVIR and GPS Satellite tracking are most common. A few service providers also offer functions like messaging, dispatching, workflow applications and more. Contact these types of service providers to obtain quotes.



**6. Use of Phone/Tablet based systems – Pros and Cons**

Many ELD providers offer lower-cost systems that work via a “BYOD”(bring your own device) Smartphone or tablet provided by the user. The mobile device shares information wirelessly with a separate “black box” device that gets information directly from the engine’s electronic control module (ECM). However, there are some things to keep in mind before deciding on such a system. Cell phones and consumer-grade tablets are not as durable as most purpose-built ELD’s. Some systems require a subscription to the ELD service on top of your regular data plan for the device. What happens to your ELD compliance if the battery dies, a driver loses the device or damages it or the leaves it on the table at a truck stop? Do you have measures in place to prevent the use of that device while the truck is moving? With portable devices, you increase the risk of non-compliance.

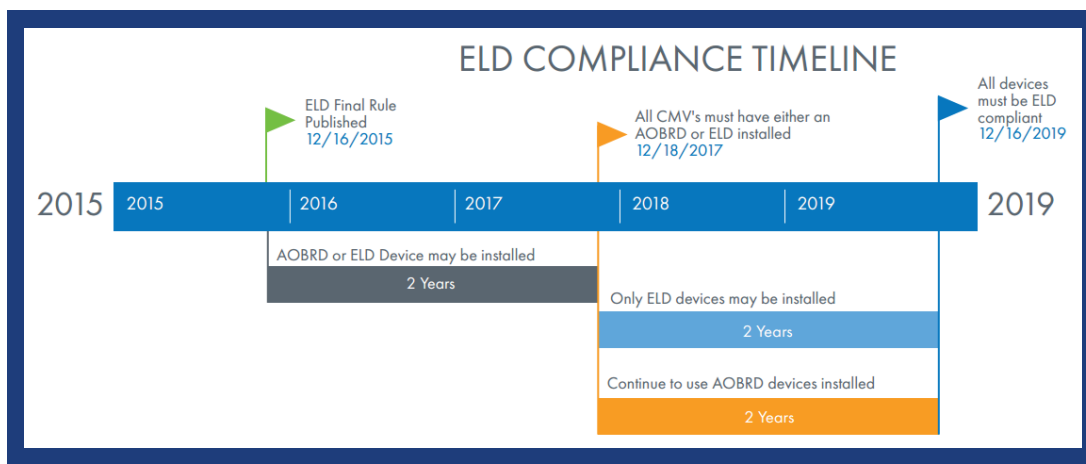
**7. The laws of supply and demand are real**

All carriers subject to the ELD mandate are required to be compliant and functioning as of December 18, 2017. That’s a lot of trucks rushing to meeting the deadline in a very short time, dependent on a fairly defined set of vendors. It will take significant time and due diligence to select, order, install, and train drivers, dispatch, and back-office operations. Not waiting until the last minute ensures you will be toward the front of the line and better able to dictate the timing that works best for your business.

**Here is the overview of the FMCSA’s ELD Compliance Timelines:**

Dec. 16, 2015	•The final ELD rule was published.
<b>Phase-1</b> Feb. 16, 2016- Dec. 17, 2017	•The two-year period following the publication of the ELD Mandate rule. • During this time, carriers and drivers subject to the rule should prepare to comply, and may voluntarily use ELDs. • Can use Paper Logs, Logging Software, AOBRD or ELD devices may be installed.
<b>Phase-2</b> Dec. 18, 2017- Dec. 15, 2019	•The two-year period from the compliance date to the full compliance phase. • All Commercial Motor Vehicles (CMV’s) must have an AOBRD (installed prior to December 18, 2017) or a certified registered ELD installed. Only ELD devices may be installed from this point on.
<b>Phase-3</b> Dec. 16, 2019	• All CMV’s must use certified, registered ELDs that comply with requirements of the ELD mandate. • All devices must be ELD compliant.

*Vibhor(Vic) Gupta  
Safety Services Representative  
Old Republic Canada*



**Note: The information provided here is for reference purposes only and to help promote understanding of and compliance with FMCSA ELD rule.**

**Sources:**

- Content used with permission from ‘14 Things You Need to Know Before ELDs Become Mandatory’ by Deborah Lockridge. Originally appeared in the March 2017 edition of Heavy Duty Trucking magazine
- <https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices>
- 49 CFR Part 395 – <https://www.fmcsa.dot.gov>

# Driver Application Forms for Small Fleets (less than 5 power)

**A**s a requirement with Old Republic Canada, smaller Non Fleet clients are asked to provide a form called “DRIVER’S DECLARATION FORM, 1 – 4 VEHICLES ONLY”.

This 3-page form is used to provide information to the underwriters at Old Republic Canada about a driver’s history, before an approval is given that the individual may be hired, and hence” insured”.

What often happens is that companies who travel into the United States think that this form can be used as a driver’s application form as outlined by the authorities. It should be noted that this

form is not meant to substitute for a US regulation application form. Its purpose is solely for insurance company use only and cannot be used as a formal driver application form.

Non fleet carriers are urged to contact any Safety Services representative for the correct documentation, as required by US FMCSA regulations.

*Rick Gladman, CIP, CRM, CDS  
Senior Safety Services Representative  
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## Ready For The Next Step In Your Journey Towards Operating A Safe, Profitable Fleet?

**A**s companies grow in fleet size, management skills need to continue to develop, particularly in the area of risk management and fleet safety. An organization called NATMI (North American Transportation Management Institute) together with the Ontario Trucking Association conduct a 4-day certification program entitled ‘Certified Director of Safety’ or CDS. This, the only University accredited program, is designed to provide transportation safety directors/owners/operations managers and prospective people for these roles, with the vision and skills that they need to manage an effective safety program.

Through case-based scenarios, participants will learn how to “sell” safety in the organization, foster a safety culture, and demonstrate safety’s Return On Investment (ROI), using quality management approaches.

The objectives of the program are:

- to demonstrate the effect of safe operations on profitability;
- to use the quality management approach in safety programs, including when identifying a root cause and establishing

systems for continuous improvement;

- to manage driver performance using quality tools to identify root causes of HOS violations and driver turnover;
- to develop loss and crash analysis tools to point out crash trends and litigation; and
- to learn how to implement a safety culture in your organization.

Registration is done through the Ontario Trucking Association web site (NOTE you do NOT have to be a member of OTA to participate) at <http://ontruck.org/ota-classroom-training/natmi-training/>.

The program runs from October 2nd – 5th, 2017, plus a half day on October 6th, and is sponsored by Old Republic Canada - *Insurance that’s with you... mile after mile!*

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# New Mandatory Entry-Level Training (MELT) for Ontario Commercial Class A Truck Drivers

**E**ffective July 1, 2017, the Ministry of Transportation (MTO) will be implementing mandatory entry-level training (MELT) for commercial Class A truck drivers in the Province of Ontario.

In Ontario, all new drivers attempting the Class A road test on or after July 1, 2017 will have to successfully complete the mandatory entry-level training course before attempting their Class A Road Test (without a recognized MELT certificate a road test will not be performed).

Although other Provinces and States are looking into implementing their own MELT programs, currently drivers transferring into Ontario who have obtained their Class A or Class 1 (Alberta) commercial drivers licence on or after July 1, 2017 will also have to comply. There may be some permissible time exemptions allowing a transfer after one year, but drivers must check with the Ontario Ministry of Transport before moving or transferring their licence. Drivers who maintain their Commercial Class A or Class 1 in another Province that would fall under the MELT requirements may still drive in Ontario as long as they do not reside in Ontario.

#### Mandatory entry-level training will be delivered by:

- Private Career Colleges (PCCs) registered with the Ministry of Advanced Education and Skills Development (formerly Ministry of Training, Colleges and Universities), Some Schools listed at: <https://ttsao.com>
- Ontario Colleges of Applied Arts and Technology (OCAATs); and
- Recognized authorities under the Ministry of Transportation's Driver Certification Program (DCP).



Approved training providers will deliver the program using the Commercial Truck Driver Training Standard (Class A) - dated September 30, 2016 (version 1.1), developed by the province.

#### Further information is available at:

- <http://www.mto.gov.on.ca/english/trucks/mandatory-entry-level-training.shtml>
- <http://www.mto.gov.on.ca/english/driver/pdfs/commercial-truck-driver-training-standard.pdf>

*William Kalbhenn  
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### Mandatory minimum training hours required to receive a MELT Certificate:

	Classroom Training	In-Yard Training (Around Vehicle)	In-Cab Training (Behind the Wheel)	TOTAL
<b>Class A</b>	<b>36.05 Hours</b>	<b>17 Hours</b>	<b>52 Hours</b>	<b>103.05 Hours</b>
<b>Air Brake</b>				<b>12 Hours</b>

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