



Unplanned Stops and Special Detours: What You Should Know About Canadian Hours of Service Rules

For your safety...and that of other road users, your motor coach driver's hours of service are strictly regulated by Federal and Provincial laws. These laws limit the number of hours a driver can drive in a day, the length of a work shift, and the number of work hours a driver can accumulate over a multi-day period.

These are the rules for Canada (effective January 1, 2007)

- Your driver can drive up to 13 hours in a 24-hour day.
- Your driver must not exceed 14-hours on duty in a 24-hour day.
- Your driver must be off duty for a minimum of 10 hours in a 24-hour day.
- Your driver cannot drive after 16 hours has elapsed since the driver started his or her work shift (regardless of the number of on-duty hours).
Example: If your driver begins his/her work shift at 6:00 am, he/she cannot drive after 10:00 pm and must take at least 8 hours off-duty before driving again.
- Your driver cannot begin a new work shift without first taking at least 8 consecutive hours off-duty.
- Your driver may work up to 70 hours in any period of 7 days (which includes driving and non-driving duties). Also, the driver must have at least one 24-hour break in the preceding 14 days.

.If these limits are exceeded...

- Your driver and the bus company and you can be charged and fined, threatening the bus company's operating privileges and your pocketbook.
- Your driver can be placed "out of service" at a roadside inspection for up to 72 hours.

How will anyone find out?

- Your driver's log book can be examined at any time during a trip by police or government transportation enforcement officers.
- Audits of driver and company records at the bus company's premises will detect hours of service violations.

So, please don't ask your driver to break the law by exceeding these limits. After all, the safety of your group is our number one priority!

This message is brought to you by Motor Coach Canada,
a trade organization representing tour operators and bus
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Unplanned Stops and Special Detours: What You Should Know About US Hours of Service Rules

Your **motorcoach driver works hard** to accommodate customer requests...but in the case of making unplanned stops or detours, sometimes he or she is **simply unable to oblige**. Just like an **airline pilot**, the number of **hours** that any one motorcoach driver can be on duty **are strictly limited by Federal law**. *

What are the facts?

- Your driver can drive up to 10 hours, and then must have 8 hours off duty before driving again.
- Your driver may work for up to 15 hours, which includes both driving and non-driving duties. Once the 15 hour limit is reached, the driver must have 8 hours off duty.
- Your driver may work up to 70 hours in any 8-day period, which includes driving and non-driving duties. A driver may not drive after reaching this limit.

The consequences of exceeding these limits include:

- Your driver being put "out of service" on the spot, during a surprise state or federal roadside inspection of your driver's log book, severely delaying your group while another driver is located and transported to your motorcoach
- The safety of your entire group being put at extreme risk, due to driver fatigue
- Further penalties to your driver and bus company, including criminal penalties, that could threaten their livelihoods

So, **please don't pressure your driver to break the law** by changing your itinerary! Remember, **the lives of your entire group** are in your driver's hands.

This message is brought to you by the American Bus Association, an organization of the intercity bus industry with more than 1000 motorcoach owner and tour operator members in the United States and Canada. Call us at (800) 283-2877 or reach us via email at abainfo@buses.org. www.buses.org

