

Motion Picture Industry (MPI)

Proposed Hours of Service Rules - Pilot Project - DRAFT (as of 21Feb2019)

For the purposes of the proposed pilot, the carrier is assumed to be the production company or studio responsible for the production, regardless of what NSC certificate is displayed on a vehicle's registration documents. The carrier has overall responsibility for monitoring and ensuring compliance with the Hours of Service rules for all drivers operating as part of the production.

During the pilot, carriers and drivers operating under the pilot will be exempt from MVAR 37.13.01 through 37.14.04, and 37.16.02 through 37.16.06 as these requirements are replaced by the MPI Hours of Service rules defined below. All other requirements under MVAR Division 37, Part 3 are still in force.

	Proposed Pilot Hours	British Columbia (Current)	US/California (Current)
1 Applicability	These rules are applicable province-wide to a driver while operating a commercial motor vehicle solely for the transportation of property or persons to or from a theatrical, film, video, commercial or television motion picture production site.		
2 Responsibilities of Carriers (i.e. Production Company) and Drivers	Carrier must not request, require or allow a driver to drive and a driver must not drive if: a) the driver's faculties are impaired by fatigue, illness or a mental or physical infirmity to the point that is unsafe for the driver to drive, or b) driving would jeopardize or be likely to jeopardize the safety or health of the public, the driver or employees of the carrier.		
3 Definition of Day	Carrier must define "Day" as a calendar day (i.e. midnight to midnight) for daily logs.		
4 Minimum off-duty hours per day	Driver must have at least 8 hours off-duty time in addition to following the Break Requirements	10 hours each day. Up to 2 hours may be in blocks of at least 30 minutes	8 Consecutive hours between work shifts
5 Maximum on-duty hours per day	Driver must not drive after accumulating 15 hours (may be non-consecutive) of on-duty time since the driver's last period of at least 8 consecutive hours of off-duty time. The driver must take at least 8 consecutive hours of off-duty time before driving again.	14 hours	15 Hours (May be non-consecutive)
6 Work shift	Workshift requirements removed. Driver must follow daily on duty and off duty requirements, including break provisions.	No driving after 16 hours of elapsed time after coming on duty.	No driving after 15 on duty hours.
7 Break Requirement	Driver must not drive if more than 5 hours have passed since the end of the driver's last off duty period of at least 30 minutes. The driver must take at least 30 minutes of off-duty time before driving again.	None	No driving if more than 8 hours have passed since the end of the last off duty or sleeper-berth period of at least 30 minutes.
8 Maximum driving time after coming on duty	Driver must not drive after accumulating 11 hours of driving time since the driver's last period of at least 8 consecutive hours of off-duty time. The driver must take at least 8 consecutive hours of off-duty time before driving again.	13 hours	11 hours
9 Maximum On-Duty time in a cycle	Driver must not drive after accumulating 85 hours of on-duty time during any period of 7 days.	Cycle 1: 70 hours in 7 days Cycle 2: 120 hours in 14 days	60 hours/7 days 70 hours/8 days
10 Maximum Driving time in a cycle	Driver must not drive after accumulating 60 hours of driving time during any period of 7 days.	No requirement.	
11 Mandatory off-duty time to limit consecutive workdays	Driver must take either 24 consecutive hours of off-duty time in 8 days or 36 consecutive hours of off-duty time in 14 days.	At least 24 consecutive hours in previous 14 days.	No requirement

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12	Reset Requirement	A driver may end their current cycle and begin a new cycle if the driver takes at least 72 consecutive hours of off-duty time.	36 consecutive hours for Cycle 1 72 consecutive hours for Cycle 2	34 consecutive hours of off duty time.
13	Log Books	Drivers are required to record hours using a graph grid (paper or electronic) that is compliant with Schedule 2. A Carrier may choose to modify the graph grid to remove "Off-duty time when spent in a sleeper berth". Carriers and drivers are not eligible to use the local time records exemption under MVAR 37.18.01.		
14	Clarification of Off-Duty Definition	As defined in NSC Bulletin 01-18		
15	Deferrals	Drivers are not eligible to defer off duty time under MVAR 37.13.04		
16	Use of Sleeper Berth	Drivers are not eligible to split mandatory 8 consecutive off-duty hours under MVAR 37.16 or 37.16.01		