



January 2017

with Carrier Services

## Happy New Year from Safety & Compliance Services



**Trudy Iwanyshyn**  
Executive Director  
Safety and Compliance Services  
Alberta Transportation

### Happy New Year!

I have been in my role of Executive Director, Safety & Compliance Services Branch, for just over 4 months now. Our Branch is home to Carrier Services, Vehicle Safety, Dangerous Goods, Rail Safety and 511 Alberta. I am immensely proud to be working alongside a group of dedicated people who spend their days, nights and weekends working to keep Albertans safe and mobile; all while ensuring the transportation system enables our province's economic vitality.

One of our goals for 2017 will be finding ways to enhance our programs and improve the services we provide to our varied clients and stakeholders. Commercial vehicle safety is near and dear to my heart. I began my career with Alberta Transportation back in 2000 as a Transport Officer at the Whitecourt Vehicle Inspection Station. One of the first things I learned in my career was the importance of working with our partners in safety. There were many days when I was able to learn and develop my own skills through interactions with a professional truck driver on the side of the road.

There is so much knowledge to be shared collectively, specifically between regulators and industry.

A willingness to work together, effective communication and a genuine desire to understand each other's point of view will enable us to strengthen our relationships. This will result in effective legislation, improved compliance rates and a safer transportation system. We value our relationship with the commercial transportation industry and I encourage you to reach out to us at any time to provide suggestions or ideas for innovation, improvement or collaboration. Individually we are strong, but together we are stronger.

**Wishing you all a safe and prosperous 2017!**

## Year in Review: National Safety Code Carriers

As of November, 2016 a total of 25,816 National Safety Code (NSC) carriers were operating in the province of Alberta.

Of these NSC carriers,

- 1,789 operated buses;
- 24,027 operated trucks;
- 8,837 operated with a Federal Operating Status; and
- 16,979 operated with a Provincial Operating Status.

These carriers were responsible for the operation of over 148,000 commercial vehicles.

Of these commercial vehicles,

- 2,820 were federally regulated buses;
- 15,638 were provincially regulated buses;
- 76,595 were federally regulated trucks; and
- 53,005 were provincially regulated trucks.

23 per cent of all NSC regulated vehicles operating in Alberta were registered to a fleet with fewer than five vehicles.

Between January and December, 2016 Carrier Services issued:

- 2,286 new Safety Fitness Certificates;
- 299 new Operating Authority Certificates;
- 308 permits (e.g. those related to Hours of Service, Gas and Water Well Service Exemptions, and Divided Record Authorities); and
- 11,696 Carrier Profiles.

For more information about the National Safety Code program, visit: [transportation.alberta.ca](http://transportation.alberta.ca).

# Hours of Service Permit Changes

Since January 2007 Alberta Transportation has been issuing Oil Well Service Vehicle Cycle Exemption (OWSV) Permits under the federal *Commercial Vehicle Drivers Hours of Service Regulations* to eligible members of the oil and gas industry who operate commercial vehicles directly to or from a well head.

This permit contains conditions intended to help balance the risks associated with the cycle exemption. Every permit holder is required to take all steps necessary to meet any conditions on their permit.

In 2016 the permit conditions were updated. As of April, 2016 every driver of a motor vehicle operated under the authority of an OWSV Permit is required to produce proof of training in hours of service, fatigue management and industry-related requirements to an enforcement officer.

Permit holders are required to ensure a record is in each applicable employee file showing that they have satisfactorily completed training that meets the specified standards.

Starting January 2017, all holders of a Federal Oil Well Service Vehicle Cycle Exemption permit will also be required to submit their Fatigue Management Program(s) to support their permit application(s). The Fatigue Management Program(s) must include policies and procedures that measure and manage fatigue-related risks.

For more information about this permit and all recent updates, visit: [transportation.alberta.ca/4489.htm](http://transportation.alberta.ca/4489.htm)

## TRAVIS Modernization

The Transportation Routing and Vehicle Information System (TRAVIS) is a software system used for managing the business of issuing and maintaining over-dimensional permits and Operating Authority Certificates. TRAVIS supports the Central Permit Office and Carrier Services within Alberta Transportation.

Alberta Transportation is undertaking a project to modernize the TRAVIS system. The intent of the project is to update the technology base and make business improvements, providing the department and the system users with benefits in functionality and productivity. The project is in its early stages and Alberta Transportation has assigned a business analyst, to gather initial information about the TRAVIS system and its users. Many stakeholders have been identified in this modernization effort and each of them will be involved in the appropriate way as the project progresses.

The project will consist of a number of phases prior to the implementation of a new solution.

These phases include information gathering, market scan, planning, requirements development, procurement activities such as RFP, and vendor selection. These activities will take place over the next 12 months with project implementation beginning mid-year in 2017.

Information gathering is currently underway. As part of this, the market scan will look at other jurisdictions and also include a Request for Information (RFI) that is designed to help us learn what the vendor community has to offer in this space. This will allow the project team to effectively scope and plan the rest of the project.

The project is based on principles of good communications and consultation. We will endeavour to keep everyone informed and involve all of the appropriate stakeholders in key project activities.

For more information, contact Dawn Liska at 403-340-7145. To access TRAVIS, visit [www.travis.gov.ab.ca](http://www.travis.gov.ab.ca).

## DID YOU KNOW?

### CROTCHES KILL

Because every text you send from your lap takes your eyes off the road for 5 seconds.

Over 1,900 distracted driving violations were issued to National Safety Code carriers in 2016. 75% of these violations were related to cell phone use.

The penalty for distracted driving in Alberta is a \$287 fine and three demerit points. For more information, visit: [transportation.alberta.ca/distracteddriving.htm](http://transportation.alberta.ca/distracteddriving.htm)



422 National Safety Code carriers underwent an ARC audit in 2016. The average ARC audit score during this time was 34.8%.

The passing score of an ARC audit is less than 15%.

ARC audits are designed to evaluate a carrier's on-road compliance and safety management activities.

For more information, visit [transportation.alberta.ca/5783.htm](http://transportation.alberta.ca/5783.htm)

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# Transportation Network Companies

On July 1, 2016 the Government of Alberta implemented a regulatory framework that outlines clear rules and guidelines for Transportation Network Companies (TNCs) for the transportation of passengers. Some municipalities also have rules for TNCs using vehicle-for-hire bylaws.

TNCs are expected to comply with applicable transportation legislation, and any terms or conditions applied to their Certificate of Approval by Alberta Transportation.

Alberta Transportation may investigate or audit TNCs based on safety and compliance issues and the risk to public safety. Public complaints related to TNCs are handled in an

efficient and consistent manner to ensure a high standard of client service and to support continuous improvements in road safety and compliance.

Alberta Transportation's approach to intervention and/or corrective action ensures that TNCs demonstrating non-compliance are approached in a consistent, fair and objective manner. Intervention and/or corrective action may be taken due to the risk that TNC poses to the public. Any action taken is intended to promote positive changes in corporate behavior.

For more information, visit: [transportation.alberta.ca/rideforhire.htm](http://transportation.alberta.ca/rideforhire.htm)

## New West Partnership Agreement Stakeholder Consultations

In 2009 British Columbia, Alberta and Saskatchewan announced the creation of the New West Partnership (NWP) with the objective of advancing the provinces' shared economic interests. In 2014, NWP Premiers held a Transportation Summit with leaders from industry and government and decided on the vision of an integrated and collaborative system and supply chain that stays apace with demand growth, can pivot to stay ahead of shifts in demand, prioritizes safety and environmental protection and has the right options to move goods efficiently and cost-effectively.

To achieve this vision the Pacific Gateway Alliance (PGA) was tasked with a Ten-Point Action Plan, including one action item on common trucking regulations in the NWP provinces.

In 2010 consultation was held with transportation related organizations in NWP provinces to help identify barriers affecting the efficiency of transportation within the region. Responses to this invitation were used to develop the 2011 work plan for the harmonization of trucking regulations.

A similar consultation process in 2016 obtained industry feedback on any remaining interprovincial barriers faced by the transportation sector that should be considered for inclusion in a new work plan and to obtain comments on the progress which had been made on the 2011 work plan.

The consultation process undertaken in 2016 was productive and met the objective of obtaining input and perspectives on the harmonization of regulations and removal of barriers to commercial transportation within the region. Stakeholders were generally aware of the progress which has been made and pleased with the results.

The highest priority issue identified in 2010, Hours of Service regulations, continues to hold high priority for the trucking industry and oilfield sectors. The next step for this initiative will be to prepare a new work plan.

For more information about the New West Partnership Agreement, visit: [www.newwestpartnershiptrade.ca](http://www.newwestpartnershiptrade.ca)

## DID YOU KNOW?

**Canada's  
New West Partnership**



Manitoba joined the New West Partnership Trade Agreement in January, 2017. With the inclusion of Manitoba, the partnership creates an open, common market of more than 11 million people.

The agreement commits each jurisdiction to enhance trade and remove barriers to movement of goods, services, investment and people within and between the provinces.



In Alberta, Class 3 drivers are not required to provide legislated medical reports to carriers unless they have a known medical condition with a code "C" on their driver's licence.

Class 3 drivers from Alberta who operate in the United States, however, must obtain a medical fitness confirmation letter from Alberta Transportation.

For more information about Class 3 medical requirements, call 780-427-8230 or email [driver.fitness@gov.ab.ca](mailto:driver.fitness@gov.ab.ca)

**Carrier Services, Alberta Transportation**  
4920 - 51 Street Red Deer, AB T4N 6K8

Phone: 403-340-5444 (toll-free in Alberta by first calling 310-0000) Fax: 403-340-4806