



January 2018

with Carrier Services

Happy New Year from Safety and Compliance Services



I am very excited about the year ahead! If there is one word I had to choose to describe my vision for 2018, it would be **“transformative.”**

adjective

the definition of transformative is something, such as a lesson or experience, that inspires change or causes a shift in viewpoint.

It is no secret that citizens today expect more transparent, accessible and responsive services from government – and those expectations are rising. As the world around us changes, we must adapt. Our Safety and Compliance Services team is committed to transforming the way we do our work, improving service delivery, and integrating operational excellence principles into our day-to-day activities.

Our goal is to help Alberta Transportation achieve its mandate of ensuring the transportation system supports Alberta’s economic, social and environmental vitality.

Some of our priorities for the year include:

- An extensive review and update of our policies and procedures to help improve commercial vehicle safety and compliance in Alberta.
- Improved service delivery to our clients.
- Ensuring we are ready for new rules, such as the legalization of cannabis, the federal mandate of electronic logging devices, and rules around new technologies such as automated and connected vehicles.

As we look to transform, evolve and improve, we will continue to collaborate and look for opportunities to partner with you, our valued stakeholders and clients.

Please feel free to send your comments, suggestions, or concerns directly to me at trudy.nastiuk@gov.ab.ca

Wishing you good health, happiness, and prosperity in the coming year!

Warm regards from the **Safety and Compliance Services Leadership Team**

Retirement Announcement



It is with mixed feelings that the Carrier Services Section of Alberta Transportation announces the retirement of Lloyd Blower, Manager of Investigations. Lloyd's departure marks the end of an era for Carrier Services.

- Administered carrier safety permits, including those for hours of service and long combination vehicles;
- Worked with industry associations, other jurisdictions, and commercial bus and truck carriers on various projects and education initiatives; and
- Set the groundwork for improvements to programs aimed at improving commercial vehicle safety and compliance in Canada

Lloyd devoted over 30 years to improving commercial vehicle safety and compliance in Alberta. In that time, he:

- Played a lead role in developing the foundation for the Carrier Services monitoring and intervention program;
- Managed the Carrier Services compliance and investigations teams;
- Took action to address issues of non-compliance that posed a greater risk to the motoring public;

Lloyd's unwavering passion for transportation safety and his knowledge and expertise will be missed by both government and industry representatives.

On behalf of all who knew and worked with him, we wish Lloyd a happy and much deserved retirement!

Proposal for Mandatory ELDs

The [Canada Gazette](#) is the official newspaper of the Government of Canada. The public can learn about new statutes, new and proposed regulations, administrative board decisions and public notices.

On December 16, 2017 Gazette Part I included proposed amendments to the federal Commercial Vehicle Drivers Hours of Service Regulations. The proposed amendments would, in alignment with U.S. requirements, mandate the use of Electronic Logging Devices (ELDs) by motor carriers. The proposed amendments would also establish minimum performance and design specifications for ELDs.

All Canadians are given a chance to review proposed changes before they come into effect. Anyone can submit comments or concerns related to the change to the federal government during the comment period. The comment period for amendments to the federal Commercial Vehicle Drivers Hours of Service Regulations will remain open to the public until February 14, 2018.

For more information about proposed amendments to the regulations or to submit your comments, visit: <http://canadagazette.gc.ca/consult/consult-eng.html>

For more information about current federal hours of service requirements, visit: www.transportation.alberta.ca/675.htm



DID YOU KNOW?



The Transportation Safety Professionals (TSP) Workshop was designed by the Government of Alberta to provide practical guidance to commercial bus and truck carriers operating under the requirements of the National Safety Code program in Alberta.

For a schedule and more information about the TSP Workshop, visit: www.transportation.alberta.ca/5607.htm



On December 1, 2017 Alberta's Commercial Vehicle Enforcement Branch held a ribbon cutting ceremony at the new Atmore Vehicle Inspection station located on Highway 63.

About 500,000 commercial vehicles will pass through the Atmore station every year. In addition to inspecting vehicles, officers posted at this station will also patrol highways around Atmore, Lac la Biche, and Athabasca.

For more information, visit: <http://bit.ly/2BEG1yT>

Roadside Dumping Endangers Wildlife

Many species of wildlife will eat anything they can get their paws on. If that food is next to a highway, it can be disastrous for passing motorists as well as the animal.

Dumped grain products attract wildlife to roadsides. When large animals such as bears, deer and elk are attracted to the highway, the chances of a collision with a motor vehicle occurring are high. When a collision happens, the animal often does not survive, and anyone in the vehicle may be seriously injured or killed.

A large male grizzly bear was recently struck and killed by a vehicle on Highway 1 west of Calgary. A pile of grain dumped on the shoulder of the highway was found nearby. A necropsy confirmed that this healthy bear had recently fed on grain, and it died of injuries caused by the collision.

Even if no collision happens the first one or two times an animal feeds on dumped grain beside the road, it will learn that food is available there, and it will keep returning looking for more. When a bear learns this behaviour, it can be extremely difficult to get it to return to natural food sources.

These collisions are also costly to tax payers. A 2012 study of wildlife vehicle collisions along the Trans-Canada Highway in the Bow Valley – Highway Wildlife Mitigation Opportunities for the TransCanada Highway in the Bow Valley - identified a cost to society of \$640,000 annually. Highway maintenance contractors need to be called in to remove the grain and the dead animal from the highway, and police and paramedics are also required if human injuries occur.

Unauthorized dumping of any material on a highway carries a fine of \$776, but for more flagrant cases, a mandatory court appearance can be issued. Those responsible may also be ordered to clean up the grain or to pay the cost of cleanup. Lastly, if waste left on the highway poses a danger of contamination to the land or nearby water bodies, the maximum fine could be \$100,000 for an individual or \$1,000,000 for a corporation.

Anyone witnessing illegal dumping of grain hoppers onto the highway can report the activity by phoning the environmental hotline at 1-800-222-6514.

Let's all do our part to make sure we stay safe on our highways!

DID YOU KNOW?



The Commercial Vehicle Safety Compliance in Alberta manual assists commercial truck and bus carriers in a variety of situations. It covers everything from hours of service to cargo securement and serves as a great reference guide for transportation safety professionals.

The education manual is available online at: www.transportation.alberta.ca/671.htm



The Government of Alberta is currently working with the Alberta Motor Transport Association and Lethbridge College to develop a Certified Transportation Safety Professionals (CTSP) program.

It is anticipated that the first courses in this program will be available to the public this year.

For more information, contact Caitlin Berg at caitlin.berg@gov.ab.ca

Alberta's National Safety Code Carriers

As of November, 2017 over 25,000 National Safety Code (NSC) carriers were operating in the province of Alberta.

Of these NSC carriers,

- 1,796 operated buses;
- 23,496 operated trucks;
- 8,889 operated with a Federal Operating Status; and
- 16,402 operated with a Provincial Operating Status.

These carriers were responsible for the operation of over 140,000 commercial vehicles.

Of these commercial vehicles,

- 2,754 were federally regulated buses;
- 16,715 were provincially regulated buses;
- 74,031 were federally regulated trucks; and
- 51,097 were provincially regulated trucks.

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

For more information about the National Safety Code program, visit: transportation.alberta.ca.

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511 Alberta to launch a new state-of-the-art application in 2018

Subsequent to the Request for Proposal (RFP) for a 511 Alberta Solution posted in May 2017, Alberta Transportation has awarded the new 511 Alberta contract to IBI Group. The project completion timeframe is mid-summer 2018, with a public relaunch of the service in late autumn. IBI Group is a national leader in the design, development, implementation and operation of Advanced Traveller Information Systems within North America. The 511 Alberta Solution will be at the leading edge of innovation and will continue to investigate and implement new and more efficient ways of collecting and disseminating information to fulfill its role as Alberta's Official Road Reports.

The new 511 Alberta Solution will be able to adapt to rapidly evolving business vision and technology advancements that provide compelling business value to the 511 Alberta program. The 511 Alberta website will be the cornerstone of the Alberta Transportation 511 services, providing useful real-time and static information to the travelling public, businesses and commercial operators across the region and beyond.

The following lists just some of the key features that you can expect from the new 511 Public Website:

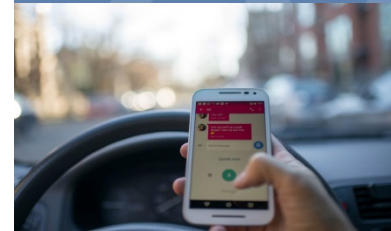
- Responsive Design – Provides an optimal viewing experience which across all device platforms.
- Uses Google Maps - provides familiarity for end users as it is the most widely used mapping platform.
- Dynamic Routing – Users can create origin destination routes to obtain travel time and alerts.
- Alternate Routes – Travel time provided for up to 3 alternate routes.
- Speed Data – Full coverage of all highways and arterials with HERE traffic data.

- Cameras – Capable of disseminating still images, video clips and live streaming video.
- Alerts – Configurable scrolling alerts along the top of every page.
- Multi-Lingual – Configurable to provide multiple languages.
- Social Media – linking to all 511 social media accounts.
- User Feedback – Detailed forms and email accounts allowing users to leave comments.
- Personalization – Users can create an unlimited number of personalized routes and subscribe to email and/or SMS alerts based on incidents and travel time.
- Personalized Cameras – Allows users to select cameras they are interested in for display on the home page.
- My511 (Personalization) – The 511 public can subscribe and personalize email or SMS alerts for their most travelled routes. Personalization features include:
 - Account activation via SMS and/or email.
 - Setup personal origin-destination routes, such as, home to work.
 - Receive traffic event notification occurring on My511 routes and/or selected areas.
 - Receive 511 floodgate alerts.
 - Setup notifications by SMS and email.
 - Setup personal favourite camera locations.

Visit 511 Alberta at <https://511.alberta.ca> or dial 5-1-1 (1-855-391-9743 if not in Alberta).



DID YOU KNOW?



Over 24,000 drivers were convicted of distracted driving in Alberta in 2017.

The penalty for distracted driving in Alberta is a \$287 fine and three demerit points.

Distracted driving convictions will appear on Commercial Driver Abstracts and Carrier Profile reports.

For more information, visit www.transportation.alberta.ca/DistractedDriving.htm



The Alberta Government is currently discussing the potential application of Level VIII CVSA inspections in the province.

A Level VIII inspection would be conducted electronically or wirelessly while a commercial vehicle is in motion.

For more information about Level VIII CVSA inspections, visit <http://cvsa.org/inspections/inspections/all-inspection-levels/>