



June 2016

with Carrier Services

## Pumping up Road Safety - Roadcheck 2016

The time is again upon us for one of the year's biggest commercial vehicle safety events. This year, Roadcheck is taking place from **June 7 to 9**.

Roadcheck 2016 will focus on tire safety. Of course, everything rides on a vehicle's tires. Well maintained tires can run safely for hundreds of miles, but under-inflation, overloading and poor maintenance can reduce tire performance, shorten service life and cause tire failures.

Drivers of commercial vehicles should keep the following tips in mind this June:

1. Know the regulations that set minimum requirements for safe tire

operation, including provisions for proper inflation and loading, minimum tread depth, and safe tire condition.

2. Keep your vehicle suspension in alignment. Improper alignment will rapidly wear tires down. All maintenance plans should include tire/wheel/suspension alignment.
3. Follow industry best practices for tire management. Tire inflation should be checked at regular intervals over the course of a trip.
4. Understand tire specifications. Tires are rated not only for size, but for maximum load, type of service and speed of operation. Tire specifications on the information label should be followed.

While there is a special emphasis on tire

safety during Roadcheck this year, officers will still check everything from exhaust systems to headlights and turn signals. When a vehicle or driver fails an inspection, they will be taken off the road until the problem is solved and the carrier may also be fined.

This year, Roadcheck will take place at inspection stations near Dunmore, Ardrossan and Leduc. Motorcoach checks will also be conducted at the Calgary airport. Ultimately, these inspections help save lives by reducing collisions and other accidents, and in turn, they help ensure the supplies, resources and goods transported on our highways make it to their destinations.

## Managing Driver Fatigue

The hours of service regulations are in place to help reduce the impact of driver fatigue on highway safety. Recently, drivers directly involved in providing emergency relief in the Fort McMurray area were exempted from these regulations. This gave drivers additional time to quickly provide vital services to all in need.

Even in cases where a carrier is considered exempt from the regulations, it is vital that they continue to work actively to reduce driver fatigue levels. Driver fatigue poses a serious risk to public safety on Alberta's highways and should be prevented in every way possible.

Some examples for how driver fatigue can be prevented include:

- Having a system for driver rotations and relief;
- Ensuring drivers have adequate accommodations when off-duty;
- Communicating with drivers regularly during their work shift to help identify whether they need a rest or break sooner than planned;
- Encouraging drivers to make frequent stops to rest or do some exercise where possible;
- Encouraging drivers to eat light meals or fruit and drink water throughout the journey.

Some warning signs of fatigue that carriers should watch for in drivers include:

- Blinking or yawning frequently;
- Head nodding;
- Braking too late;
- Not being able to remember the last few kilometers;
- Drifting over the centre line;
- Having wandering or disconnected thoughts.

For the safety of all road users, carriers must prevent fatigued driving at all times. For more information about fatigue management, visit [transportation.alberta.ca](http://transportation.alberta.ca)

# The Role of Dangerous Goods in the 2016 Wood Buffalo Wildfire

The wildfire in the community of Wood Buffalo is a devastating event of extraordinary magnitude, one demanding extensive emergency response and recovery efforts from public service. Alberta Public Service has been working around-the-clock to provide disaster relief and support during this difficult time.

Within days of the fire, support efforts from Alberta Transportation's Dangerous Goods, Rail Safety and 511 Alberta (DGRS511) Section were coordinated with Regional Municipality of Wood Buffalo's Regional Emergency Operations Centre to meet the challenges of the natural disaster. A team consisting of the Dangerous Goods Chief Inspector and the Edmonton Dangerous Goods Inspector were deployed to the affected area to address the Dangerous Goods recovery issues that were identified as a result of the fires and risk to public and road safety. The team went above and beyond the normal call of duty. For one week, they worked seamlessly to assess the dangerous goods means of containments (MOC) exposed to the fire, and to ensure companies removed the MOCs damaged in the wildfire safely to a secure area and in compliance with the Transportation of Dangerous Goods Regulations (TDGR).

Dangerous goods are regulated because when in transport, they can pose a risk to health, safety, and property. A means of containment carrying dangerous goods must be designed, engineered and constructed according to Canadian Standards Association's Standards. This is to ensure chemical compatibility with the dangerous goods so that under normal conditions of transport, dangerous goods are securely retained in the MOC. A MOC damaged in the wildfire is *not* in standard.

Industry must report transport of a dangerous goods MOC that is not in standard to the Co-ordination and Information Centre (CIC) to get an Inspector Direction to safely move the MOC. An Inspector Direction grants a company authorization to move a damaged MOC to a secure place where public safety is no longer a concern.

The CIC is manned by 10 Compliance Officers and 1 operational Manager, all who are technical experts in TDGR. The CIC operates 24 hours a day, 7 days a week for all transportation of dangerous goods incidents in Alberta. The CIC provides immediate information and assistance to industry, enforcement agency personnel and the public on dangerous goods compliance. The CIC is also responsible for all incoming reports of environmental incidents for Alberta Environment and Parks and the Alberta Energy Regulator.

Since the MOC non-compliances that were identified as a direct result of the 2016 Wood Buffalo wildfire would have generated extra calls into the CIC, the onsite team issued verbal Inspector Directions and onsite Dangerous Goods assistance to companies to safely remove the fire damaged MOCs without incident to a secure area. This allowed the CIC to operate as appropriate and to process additional wildfire-related emergency calls and incidents that resulted from the disaster situation. This is DGRS511 Section's commitment to public safety.

For more information on the Transportation of Dangerous Goods or to report a dangerous goods incident, please contact the Co-ordination and Information Centre (CIC) 24/7 at 1-800-272-9600.



Figure 1:

A Liquefied Petroleum Gas (LPG) large means of containment (LMOC), with power unit attached, fire damaged in the 2016 Wood Buffalo wildfire.

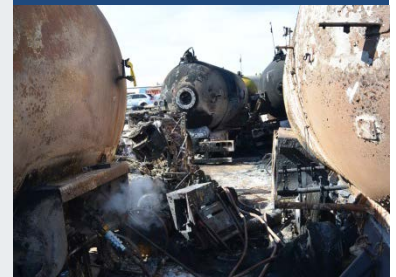


Figure 2:

Three LPG LMOCs severely fire damaged in the 2016 Wood Buffalo wildfire, all which required an Inspector Direction and onsite Dangerous Goods assistance for safe removal to secure area.



**Transporting Dangerous Goods? Stay up to date with safety bulletins and notices from the Coordination and Information Centre. Subscribe online at: [www.transportation.alberta.ca/519.htm](http://www.transportation.alberta.ca/519.htm)**

# Conducting Driver Evaluations

All carriers should monitor their drivers to ensure that laws, policies and procedures are being followed at all times. Checking things like driver records and trip inspection reports for accuracy may save a carrier a lot of time, energy and money. By including monitoring policies in their safety program, carriers may find the cause of problems related to non-compliance within their company that have to do with driving habits. Getting ahead of any potential issues will help them to improve areas that do not meet safety standards.

One policy that is important to have in every safety program is related to conducting driver evaluations. It is important that carriers be aware of the technical skills of their drivers. Written driver evaluations need to be conducted on an ongoing basis to ensure drivers have the necessary skills to safely operate company vehicles.

Steps should be taken to measure driving skill level in different areas, such as: driving in traffic, backing up, connecting a trailer, fuelling, driving in the mountains (as applicable), driving defensively, conducting trip inspections, reporting defects to the carrier, and filling out daily logs.

An ongoing program for evaluating employee driving skills should be done through regular scheduled road tests.

A sample driver evaluation form is available online at [transportation.alberta.ca](http://transportation.alberta.ca) for this purpose. This form may assist carriers in better understanding the items that should be evaluated.

Carriers can also do internal audits of records (logbooks, time records, trip inspections, etc.) and test the knowledge of drivers by having them complete written exams on subjects like:

- Hours of service;
- Weights and dimensions;
- Cargo securement;
- Dangerous goods;
- Daily trip inspections.

Carriers should compile a summary report of all information that they review. This is so they may effectively evaluate the level of compliance that is shown by their company. If employees are not following policies in the company safety program, a carrier may take measures to ensure they are re-trained or corrected to improve the company's overall operations.

All evaluation results should be retained on each driver file as required by the safety and maintenance programs. For more information, visit [transportation.alberta.ca](http://transportation.alberta.ca).

## Tire Safety Facts

June is Alberta's commercial vehicle safety month, so Commercial Vehicle Enforcement Officers are making a special effort to share information with commercial vehicle drivers. This month, officers are reminding carriers and drivers of tire safety with the following facts:

- 15 per cent under inflation in a tire equals an approximate eight per cent decrease in expected service life.
- 10 pounds per square inch (PSI) under inflation can cause a tire to wear out 20 per cent faster than normal.
- Tires can run up to five degrees hotter for every PSI the tire is under-inflated.

- Tires can lose three PSI per month due to air migration alone.
- A mismatch of five PSI can change tire circumference in dual assemblies and lead to undue wear.
- For every size that a tread width is undersized from the recommended width, mileage is reduced by 10 per cent.
- Across axles and between tandem axles, tread depths need to be within 4/32 inch.
- Wheel position/matching duals should be less than ¼ inch difference in diameter.
- The left front steer tire in a dual assembly tends to wear faster than the right tire.

## DID YOU KNOW?



The Regional Municipality of Wood Buffalo and the Government of Alberta have released a Re-entry Information Booklet to help plan a safe return to the community after the Fort McMurray fires.

Phased re-entry begins June 1. For more information, visit [www.rmwb.ca](http://www.rmwb.ca)



In March, 2016 Volvo Trucks North America announced the recall of certain model year 2016-17 trucks manufactured from May 11, 2015 through March 8, 2016.

If a federal or state inspector in the United States identifies one of these vehicles being operated, a carrier may be cited for a violation and the vehicle will be placed out of service.

For more information, visit [fmcsa.dot.gov](http://fmcsa.dot.gov)

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