



June 2015

with Carrier Services

## Driving the point home: Roadcheck 2015

Roadcheck, the three-day commercial vehicle safety enforcement marathon, will take place once again this year on **June 2 to 4**. June is Alberta's commercial/passenger vehicle safety month, and Transport Officers make a special effort to share information with commercial vehicle drivers about the importance of vehicle maintenance and driver fitness. They also check for compliance with federal and provincial regulations and collect inspection data.

This year, emphasis will be placed on proper loading and cargo securement. Anything and everything carried on a truck must be properly secured to prevent loss of control or falling cargo from injuring drivers, passengers, or pedestrians.

This applies not only to every single item carried for delivery, but also to anything else on the truck, including dunnage, tools, and equipment you need to get your job done.

Here are some tips for commercial vehicle drivers:

**1. Know the regulations**—cargo securement standards represent the minimum safety requirements for general cargo and some specific commodities. You can get them from the [Canadian Council of Motor Transport Administrators](#) in Canada.

**2. Properly secure everything on board**—one of the most frequently cited violations is for improper

securement of dunnage or equipment; such as tarps, blocks, chains or other tie downs, spare tires, brooms, forklifts, pallet jacks, winches, ratchets, etc.

**3. Inspect tie downs for wear and damage**—[CVSA's North American Standard Out-of-Service Criteria](#) includes the tie down defect tables for chain, wire rope, cordage, synthetic webbing, steel strapping, fittings or attachments and anchor points. If worn out, tie downs should be discarded.

**4. Brace and block cargo properly within sided or van trailers**—loads that shift can cause collisions and damage to your equipment. These incidents will affect your company's safety rating.

**5. Use best practices or due diligence**—the transport community may have established best practices for hauling your cargo. If your shipment is less common, do your research to find the best way to get it to its destination safely. Ensure your load is contained, immobilized or secured so that it

cannot leak, spill, shift or become dislodged from the vehicle. If needed, hire a professional specializing in vehicle loading.

While there is a special focus on cargo loading and securement during Roadcheck, officers will still check the mechanical fitness of each vehicle, as well as driver and vehicle documents and hours of service compliance.

When a vehicle or driver fails an inspection, they are taken off the road until the problem is solved and the carrier may also be fined.

Roadcheck will take place at inspection stations near Ardrossan, Burmis and Whitecourt. Motor coach checks will also be conducted at the Columbia Icefield.

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.



# Compliance from day one

From the moment a truck or bus carrier starts to conduct business, they should be aware of and compliant with the regulations that are in place to prevent collisions and increase the overall level of safety on Alberta's roads.

Under the National Safety Code (NSC) Standards, this means that any NSC carrier operating in Alberta must have, at minimum:

- Acceptable on-road performance.
- The appropriate insurance coverage (e.g. cargo, PL/PD, passenger).
- A written and implemented safety program.
- A person designated as being the safety officer, responsible for maintaining and implementing the safety program and ensuring compliance with transportation safety laws.

- A written and implemented maintenance program.
- All required driver files and hours of service records.
- All required vehicle files and maintenance records.
- All required vehicle inspections conducted, as per regulations.
- Training programs for drivers (and other applicable employees) to assist them in better understanding the regulations and NSC requirements.

To assist carriers in better understanding these responsibilities, the Alberta Government has prepared a wide range of education material. This material is available online at: [transportation.alberta.ca](http://transportation.alberta.ca).

## What do I put in my safety program?

According to Section 40 of Alberta's *Commercial Vehicle Certificate and Insurance Regulation*, NSC carriers must, at minimum, cover the following subjects in their safety program:

- Speed limits, seatbelt use, drug and alcohol use, defensive driving, load security and fuelling.
- Policies that drivers are expected to comply with all relevant transportation legislation.
- Policies and procedures related to driver training, conduct and discipline.
- An ongoing program for evaluating driver skills.
- Proper records and recording of information, including bills of lading, manifests, dangerous goods documents, time records, drivers' daily logs and weigh slips.
- Instructions for the use of safety equipment, such as fire extinguishers, goggles, and hard hats.

- Training for employees about applicable transportation safety laws and their application.
- Policies for ensuring drivers are properly qualified for the type of vehicle(s) they operate (for example, having the correct Operator's licence).

In addition to the safety program, carriers must have a maintenance program. This program must, at minimum, provide policies for the continuous and regular inspection, maintenance and repair of the carrier's commercial vehicles.

Copies of the carrier's safety and maintenance programs must be provided at every location that has employees that need them. These programs cannot be effectively implemented if employees do not have access to them.

Information about safety and maintenance program requirements is available online at: [transportation.alberta.ca](http://transportation.alberta.ca).

## DID YOU KNOW?



In 2014, about 19% of all NSC carriers in Alberta were given speeding convictions.

Of those carriers, about 20% were given one or more convictions for each of the vehicles in their fleet.

Bus carriers got an average of 0.49 speeding convictions per bus. Truck carriers got an average of 0.45 convictions per truck in the year.



Canadian carriers that operate in the United States are required to undergo a New Entrant Safety Audit.

The U.S. may automatically fail carriers for identified:

- Drug/alcohol violations;
- Driver violations;
- Operations violations; and
- Repair/inspection violations.

For more information about the New Entrant Audit, visit [fmcsa.dot.gov](http://fmcsa.dot.gov).

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