



September 2016

with Carrier Services

Getting Students to School Safely

September is back to school month and the Government of Alberta is reminding all road users of the importance of school bus safety. While all drivers have a responsibility to safely share Alberta's roads with school buses, school bus operators are held to higher standards for the safe transportation of students.

The students who ride school buses every day in Alberta are precious cargo and both parents and children deserve the safest school transportation system possible. Parents put their trust in bus drivers to get their children to and from school safely.

This month, school bus carriers are reminded to ensure all school bus operators are trained and qualified to safely operate commercial buses.

Specifically, carriers must ensure all school bus drivers have:

- A Class 2 or 4 licence;
- A satisfactory criminal record check;
- No medical conditions that may affect their ability to safely operate a school bus;
- Fewer than six demerit points on their driver abstract;
- An understanding of company safety and maintenance programs;
- Training in National Safety Code requirements (e.g. hours of service, trip inspections, etc.);
- Additional training as required (e.g. S Endorsement within 12 months of hire, Q Endorsement, passenger management, etc.).

More information about school bus operators and refresher training material is available online at:

transportation.alberta.ca/4193.htm

More information about National Safety Code requirements is available online at:

transportation.alberta.ca/671.htm



Regulating Transportation Network Companies

On July 1, 2016 the Government of Alberta implemented a policy and regulatory framework to allow Transportation Network Companies to operate in a fair manner and ensure the safety of all road users.

A Transportation Network Company (TNC) connects passengers with TNC drivers to provide pre-arranged transportation services for compensation, exclusively through a transportation network, which can be an online enabled application (or app), digital platform, software, a website, or any other system offered that is used and operated by the TNC.

Vehicles that provide an on-demand service or taxi service, and are operated as a taxi at any time, cannot be used to provide TNC services.

All TNCs must register with Alberta Transportation prior to operating. TNCs are expected to comply with all applicable transportation legislation, municipal bylaws, and any terms or conditions applied to the Certificate of Approval by Alberta Transportation.

Drivers must be authorized by a TNC to operate a transportation network automobile. TNCs are responsible for

ensuring each transportation network driver accessing its network has:

1. A class 1, 2 or 4 licence;
2. A police information check, including a vulnerable sector check on the initial application;
3. Proof of insurance coverage that specifically covers driving a transportation network automobile for a TNC.

For more information about TNC requirements, visit:

transportation.alberta.ca/RideforHire.htm.

Know the Difference: NSC and OH&S

Safety and maintenance programs are written documents that provide safety and maintenance expectations for all employees within a commercial truck or bus company. All National Safety Code (NSC) carriers are required by law to have these programs in place.

A common mistake is thinking NSC safety programs are the same as Occupational Health and Safety (OH&S) programs. It is very important to understand these programs have different objectives and requirements. Some of the basic differences between NSC and OH&S objectives are shown in the chart below.

A safety program that only includes information about NSC and transportation safety may not be enough to meet other workplace requirements. A safety program that only includes information about OH&S may not be enough to meet NSC requirements.

More information about meeting NSC requirements is available online at: transportation.alberta.ca/3188.htm

More information about meeting OH&S requirements is available online at: work.alberta.ca/occupational-health-safety.html

Occupational Health and Safety Employee Safety	National Safety Code Public Safety
<ul style="list-style-type: none"> Occupational Health and Safety Act Standards for a safe and healthy work environment Protecting the health and safety of workers Assessing workplace hazards (e.g. Workplace Hazardous Materials Information System, WHMIS) Certificate of Recognition (COR) program Workers' Compensation Board (WCB) Partners in Injury Reduction (PIR) 	<ul style="list-style-type: none"> Traffic Safety Act Standards for the safe operation of commercial vehicles Improving highway safety for all road users Reducing traffic-related deaths and injuries Assessing driver behaviour and compliance Improving commercial vehicle maintenance Assessment of Regulatory Compliance (ARC), Dangerous Goods, and Vehicle Safety audits

Transportation Safety Consultants

Every National Safety Code carrier has a responsibility to operate safely and in compliance with transportation safety laws.

In some situations, a carrier may benefit from asking for help in meeting regulatory requirements. Carriers may find it useful to invest in a consultant for:

- Better understanding transportation safety laws;
- Developing and implementing effective safety and maintenance programs;
- Addressing significant safety concerns (e.g. rating changes, conditions issued by the Registrar);
- Assistance in monitoring drivers for transportation safety compliance;

- Assistance in completing, preparing for, or taking action after a transportation safety audit;
- Assistance in establishing a company culture of safety; and
- Training services (e.g. cargo securement, hours of service, trip inspections, etc.).

A list of transportation safety consultants is available online at: transportation.alberta.ca/5100.htm. Other consultants may also help to improve company safety and compliance.

For more information about how to select a consultant that meets your needs, visit: transportation.alberta.ca/5608.htm

DID YOU KNOW?



Alberta Transportation has developed new sample safety and maintenance programs that contain the minimum National Safety Code policies required by law.

These samples can be used as a guideline for developing programs with more detailed policies. For more information, visit: transportation.alberta.ca



Starting September 1, all commercial and professional drivers with a Class 3 Alberta driver's licence will be required to have a medical confirmation letter from the Government of Alberta to enter the United States.

Drivers will have to keep the letter within their vehicle while driving south of the border. Class 3 drivers without a medical exam on record could be subject to a fine, vehicle seizure or denial of entry into the US.

For more information, visit alberta.ca/announcements.cfm

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Amendments to Dangerous Goods Reporting Requirements

Transport Canada has amended the reporting requirements found in Part 8 of the Transportation of Dangerous Goods Regulations, SOR/2016-95, for incidents involving Dangerous Goods shipments, as reported in Canada Gazette II, June 1, 2016.

The amendments change the focus of Transport Canada's reporting requirements for releases or anticipated releases of dangerous goods from a simple volume-based approach to a circumstantial, outcome-based reporting system that will provide Transport Canada better information on related incidents. They also bring into regulation security requirements for reporting specified lost, stolen or unlawfully interfered with dangerous goods being, handled, transported or offered for transport by Road, Rail, Air or Marine. Most notable amendments include the following:

- New definition of **Release**;
- Amendments to reporting requirements to introduce circumstances under which a "verbal" report is required;
- Exceptions where the reporting obligation does not apply;
- Introduction of an "verbal" **Emergency Report** – Road, Rail or Marine;
- New reporting requirements for a **Release or Anticipated Release Report** – Road, Rail or Marine (previously called an Immediate Report);
- Introduction of a **Release or Anticipated Release Report** – Road, Rail or Marine;
- New reporting requirements for a Dangerous Goods Accident or Incident Report – Air to harmonize with International Civil Aviation Organization (ICAO) reporting requirements;
- Introduction of an Undeclared or Misdeclared Dangerous Goods Report by air to harmonize with ICAO reporting requirements;

- Introduction of reporting of the loss or theft of dangerous goods;
- Introduction of reporting of unlawful interference with dangerous goods;
- A ban on the transport of lithium ion batteries as cargo on passenger aircraft and the introduction of additional requirements for the transport of lithium ion and lithium metal batteries for transport on cargo aircraft. These particular amendments will bring the requirements of Protective Direction 35 into the regulations and once the regulations come into force the Protective Direction will be repealed; and,
- Minor corrections to the Transportation of Dangerous Goods Regulations.

The amended Transportation of Dangerous Goods Regulations (including Reporting Requirements and International Restrictions on Lithium Batteries) is available online at:

www.tc.gc.ca/eng/tdg/clear-menu-497.htm

There will be a six-month transition period to the new requirements. During this time, a person who has the charge, management or control of a means of containment can comply with either the new reporting requirements or the requirements in Part 8 prior to the June 1, 2016, amendments. By December 1, 2016, a person required to report incidents involved Dangerous Goods must follow the new reporting structure.

For more information or to report a dangerous goods transport related incident, please contact Alberta Transportation, Co-ordination and Information Centre, Dangerous Goods 24-Hour Information Centre at 1-800-272-9600.

DID YOU KNOW?



There are no permits that allow a provincially regulated carrier to operate outside of Alberta. If a carrier operates any regulated vehicles outside of Alberta, the carrier will be required to obtain a "Federal" Operating Status.

The only exemption that applies is for carriers operating within the city limits of Lloydminster or on Highway 17 provided the trip starts and ends in Alberta and no services are received or provided in Saskatchewan.

For more information, visit transportation.alberta.ca

APPORTIONED CAB CARD
THIS CARD MUST BE CARRIED IN VEHICLE AT ALL TIMES



The International Registration Plan (IRP) is an agreement between the United States and Canada that allows for the sharing of commercial vehicle registration fees.

Federal carriers operating Alberta-plated vehicles can apply through Prorate Services for vehicle registration in other provinces or states.

For more information, visit transportation.alberta.ca

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