



An Effective
Fleet Safety Management System
Presented by: C&C Safety & Compliance
Services Inc.

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Instructor Introduction

C&C Safety & Compliance

Paul J. Cormier, CRSP



Session Objectives

- Legal Considerations
- General System Overview
- Overview Fleet Specific Requirements – Hours of Service, Load Security & Trip Inspection Regulations
- Awareness Session/ Refer to Regulations



Legal Considerations

Legal Considerations

- Summary Offence Tickets
- NSC Points
- (Demerit Points to Carrier)

Canada *Province of Nova Scotia* **Summons to Defendant** CASE # **3350008**

THE INFORMATION SAYS THAT ON OR ABOUT: **3350008**
 M A/C or P/C

The _____ Day of _____

LAST NAME _____ First _____ Middle _____ TELEPHONE NO. _____

ADDRESS (Number & Street) _____

Municipality _____ Province _____ Postal Code _____

AT or NEAR (City # or Place of Offence) _____ County _____ N.S.

DID UNLAWFULLY COMMIT THE OFFENCE _____ RATE OF SPEED _____

Contrary to Section _____ Subsection _____ Name of Statute _____
 (Print)

IMPORTANT
 Please read the other side of this Summons concerning Out of Court Settlement and Conviction on Default.
 Police Officers are not allowed to accept payments.

THIS IS THEREFORE TO COMMAND YOU IN HER MAJESTY'S NAME TO APPEAR BEFORE THE PRESIDING JUDGE AT
 on the _____ Day of _____ 20____ at _____ M.
TO ANSWER THE ABOVE CHARGE AND BE FURTHER DEALT WITH ACCORDING TO THE LAW

THE FOLLOWING DOES NOT FORM PART OF THE CHARGE
 NOTICE RESPECTING VOLUNTARY PAYMENT WITHOUT COURT APPEARANCE. The total penalty payable for out of court settlement as set by the regulations is: \$ _____ FINE PAYABLE _____
 Municipal Fines: _____

OTHER DRIVER

BIRTH DATE: YEAR MONTH DAY SEX OCCUPATION

Driver's Lic. No. _____ PROV. CLASS _____

CARRIER'S MASTER /NSC No. _____ PROV. VEH. CLASS _____

VEHICLE

MAKE TYPE/COLOUR YEAR VEHICLE LIC. NO. PROVINCE YEAR

BUS Seating Capacity _____ TRUCK Gross Vehicle Weight _____ No. kg kg

Owner's Name (Print) _____
 Address (Print) _____

Please Officer Issuing Summons (Print) _____ Police Dept. or Agency _____

I Certify that I did personally deliver the Summons portion of this ticket to the Defendant.
 I Certify that I did serve the summons portion of this ticket to the Defendant by way of registered mail.

on the _____ Day of _____ 20____ Attached is the receipt issued showing delivery.

Signature of Issuing Officer _____ Police Department or Agency _____ Unit or Detachment _____

Legal Considerations

Criminal Negligence

- Mohammad Younus, is charged with dangerous driving causing death and dangerous driving causing bodily harm in the July 2013 crash that killed six-year-old Evan Servaes of Bedford.



Legal Considerations

Criminal Negligence

- Mohammad Younus was found guilty of dangerous driving causing death and dangerous driving causing bodily harm on Nov. 27, 2015.
- A truck driver has been sentenced to 28 months in prison and is barred from driving for seven years for an "**entirely preventable**" highway crash that killed a six-year-old boy from Bedford.



System Overview

System Overview

National Safety Code. (NSC)

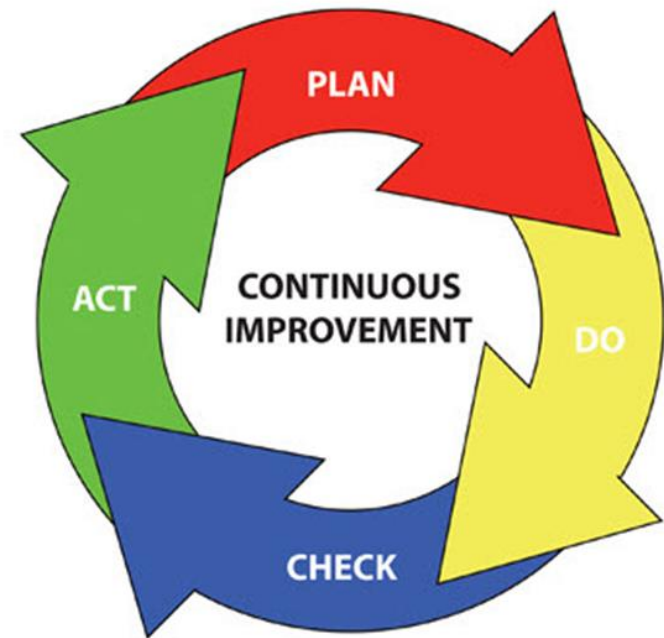
- This code is made up of 16 minimum standards that will support carriers and drivers to remain in compliance with local, national and international rules for owning and operating commercial vehicles
- Provides Framework for the Fleet Safety Management System



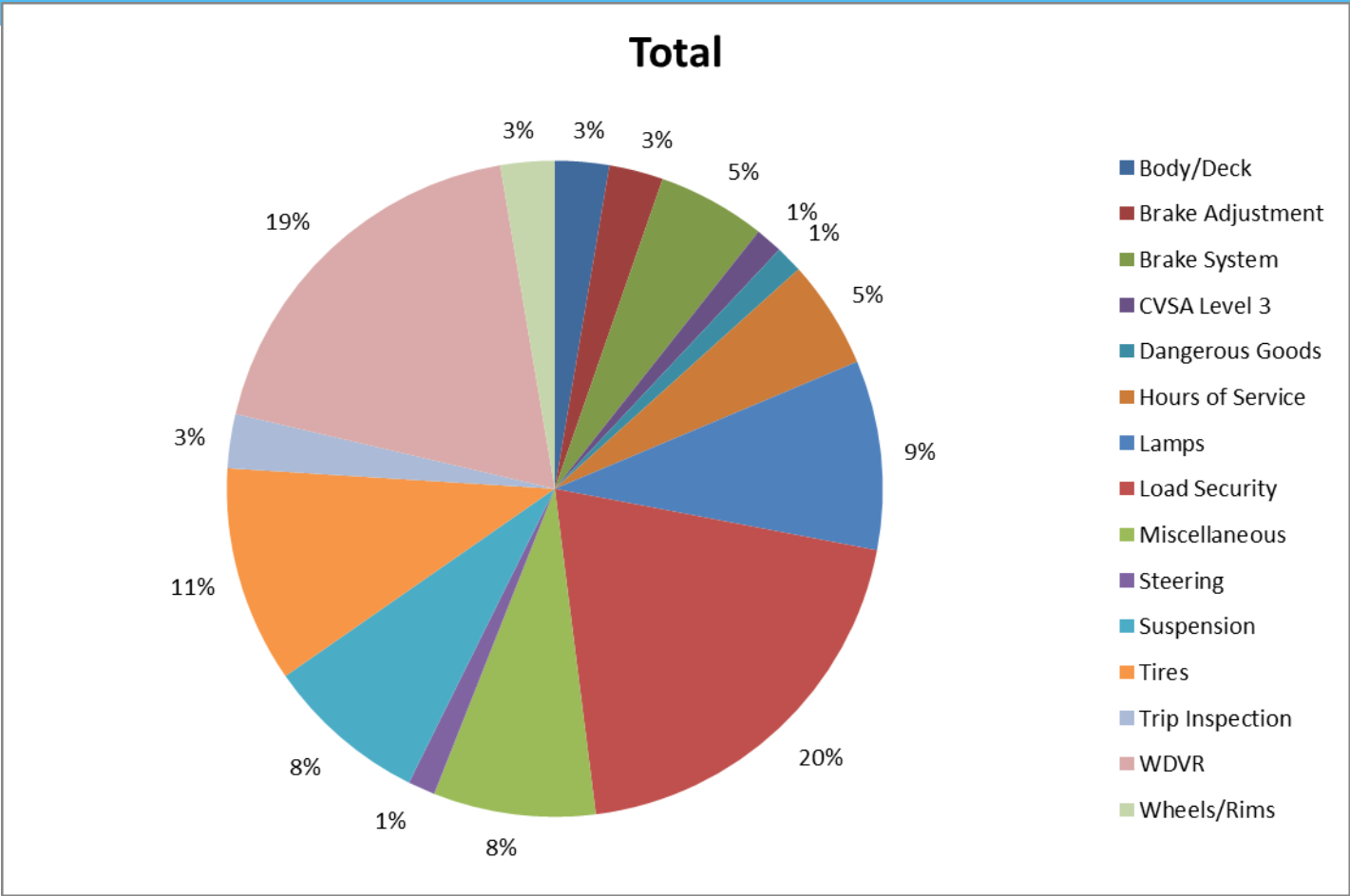
System Overview

Audit

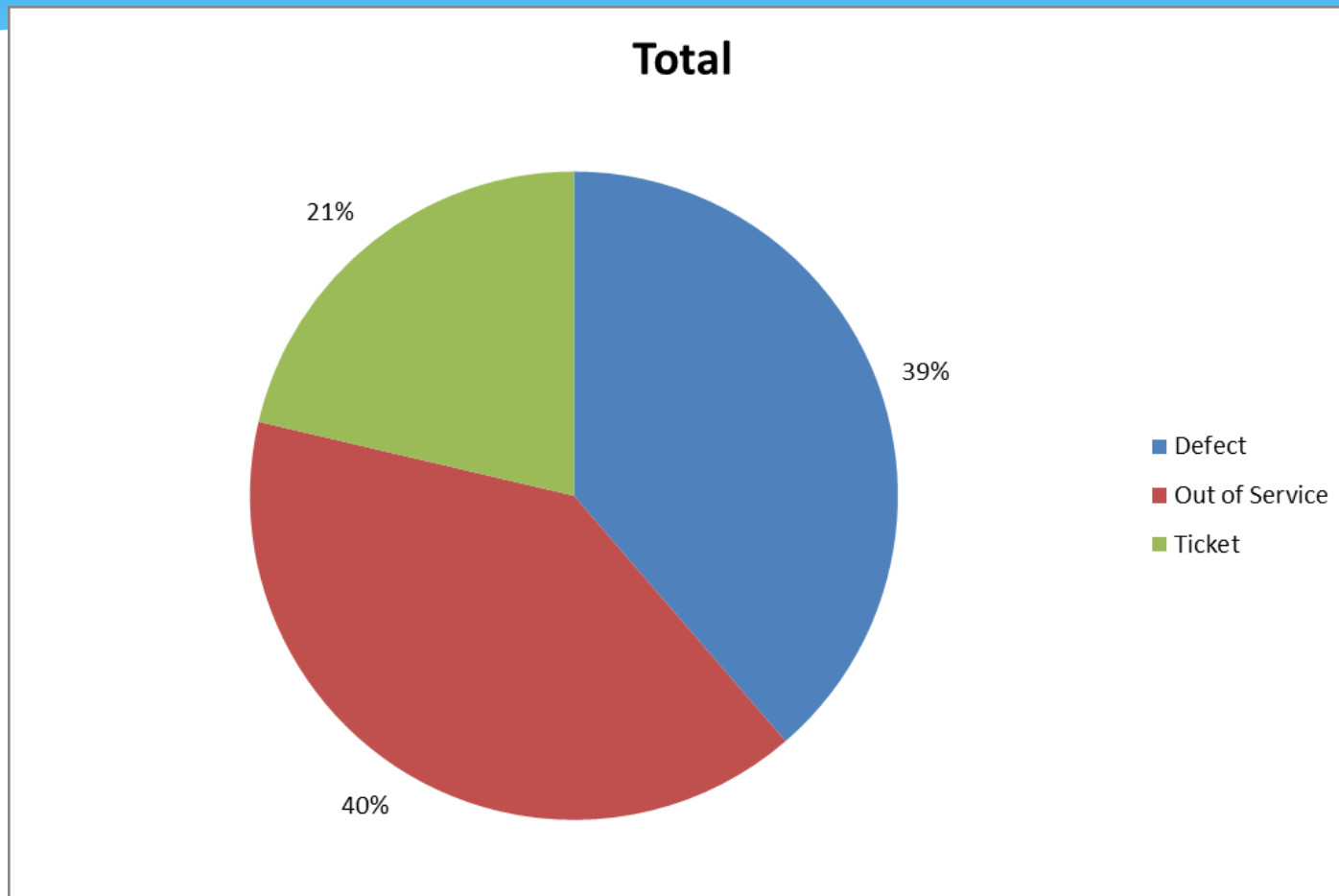
- Facility Audit to Determine Compliance with NSC Standards
- Indicators –Leading(Near Miss/Safety Talks, etc.) & Trailing(NSC Results/Accidents)
- Field Audits/ Awareness Session with Frontline Employees/Supervisors



System Overview



System Overview



System Overview

Fleet Procedure Elements

- Policy
- Scope
- Accountabilities
- Carrier Fitness Certificate
- Preventive Maintenance
- Operator Evaluations – New/Existing
- Training Requirements
- General Requirements
- Fleet Specific Requirements
- Incidents/Accidents – Reporting
- Record Retention
- Joint Fleet Safety Committee
- Procedure Review –Sign-Off



Fleet Specific Requirements - Hours of Service Training

What are Hours of Service Regulations?

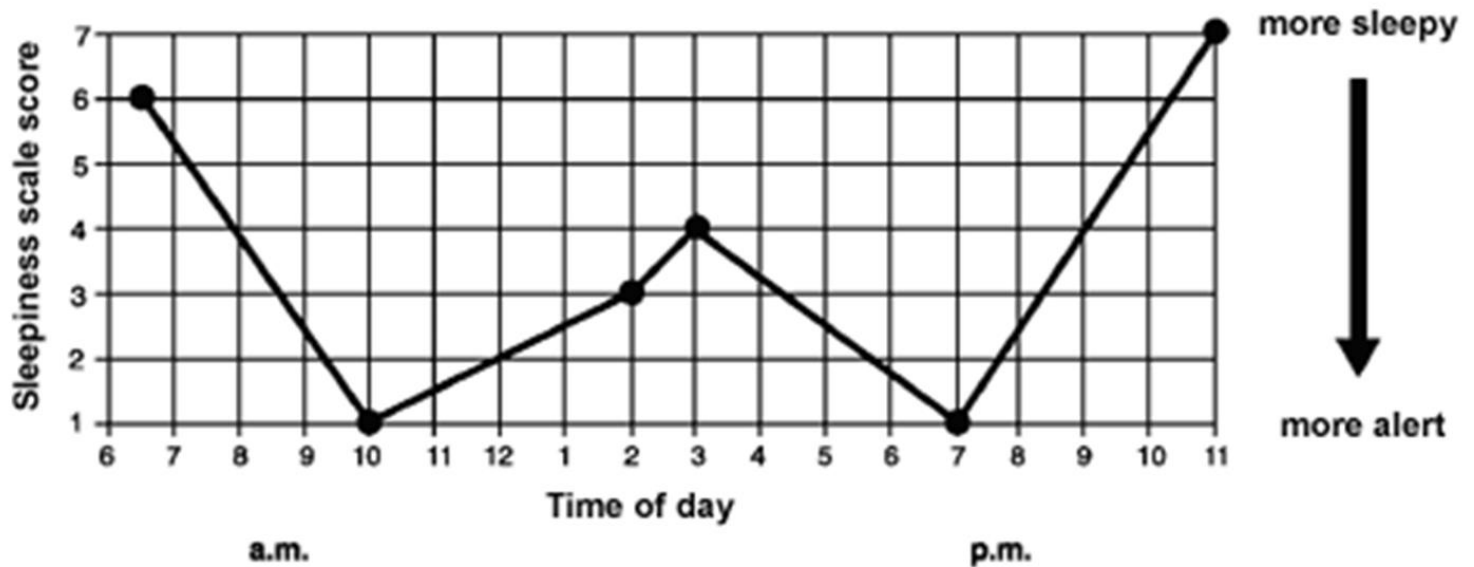
- Restrict drivers of commercial vehicles in the number of hours they can drive
- Federal and Provincial Regulations



Why Do These Regulations Exist?

- Current regulations were first introduced as a countermeasure to fatigue in the late 80's and were based on the American hours of service rules.
- Hours of Service refers to legal limitations on the hours a commercial vehicle driver **can drive/work** on a daily/weekly basis.
- These rules incorporate current sleep and fatigue research that takes into consideration the bodies circadian rhythm, driver's health (opportunity to obtain restorative sleep), irregular work shifts and sleep deprivation.

The Fatigue Scale



What is a Commercial Vehicle?

- Any truck, power-unit, semi-trailer, trailer, or any combination thereof, with a registered gross weight of more than 4,500 kg
- a bus with a designed seating capacity of more than 10 passengers



What is a Driver?

A “driver” means any of the following:

- (i) a person who operates a commercial vehicle,
- (ii) in relation to a carrier, a person who is employed or otherwise engaged by the carrier to operate a commercial vehicle, including a self-employed driver.

Fleet Specific Requirements - Trip Inspection

Trip Inspections



Trip Inspection

Industry stakeholders and government reviewed the effectiveness of current daily vehicle inspection requirements and found:

- Current inspection items are vague and susceptible to interpretation;
- All defects are treated equally;
- The response to defects is interpreted differently by drivers, carriers and enforcement officers.

Trip Inspections

Defects

- Drivers will have an ongoing responsibility to monitor the mechanical condition of the vehicle throughout its operation
- Defects have been divided into two categories to allow carriers and drivers to respond based on how serious a safety risk is posed by the defect
- Minor defects in many cases are linked to PMVI
- Major defects pose an imminent safety risk. Major defects are closely linked to the CVSA out-of-service criteria

Trip Inspections

Carrier Responsibilities

- Vehicle maintenance and timely repair
- Clear company policies that provide direction to the driver that support legislation and carrier maintenance practices
- Train drivers in vehicle inspection
- Train supervisors to respond appropriately when a driver reports a major defect that requires immediate repair
- Establish inspection practices that correspond to vehicle type and configuration

Trip Inspections

Driver Responsibilities

- Trip inspection is designed to act as a fail-safe with regard to the carrier's maintenance efforts
- Each inspection assesses the vehicle's roadworthiness
- Drivers are expected to perform inspections for visible evidence of defective or degraded vehicle components
- Expected to have major defects, which pose a safety risk, repaired immediately
- Expected to record minor defects and advise the carrier
- Shall have in their possession the applicable schedule(s)

Trip Inspections

Daily Requirements

- Conduct a full inspection every 24 hours
- Monitor the condition of the vehicle throughout the trip
- Identify & respond to defects
- Record & report defects to the carrier
- Complete and carry a daily report
- Carry an itemized defect list

Trip Inspections

Consequences



Fleet Specific Requirements – Load Security

Load Security Overview



Part 1 - General Provisions

Division 1 - Application



This Standard applies to a vehicle or combination of vehicles

- transporting cargo on a highway, and
- exceeding a registered gross vehicle weight of 4500 kilograms.

Part 1 - General Provisions

Division 1 - Inspection (continued)

The driver of a vehicle shall inspect the vehicle's cargo and the cargo securement system used and make necessary adjustments:

- (a) before driving the vehicle, and
- (b) not more than 80 kilometres from the point where the cargo was loaded

The driver of a vehicle shall re-inspect the vehicle's cargo and the cargo securement system used and make necessary adjustments to the cargo or cargo securement system as necessary, including adding more securing devices, at the earliest of the time

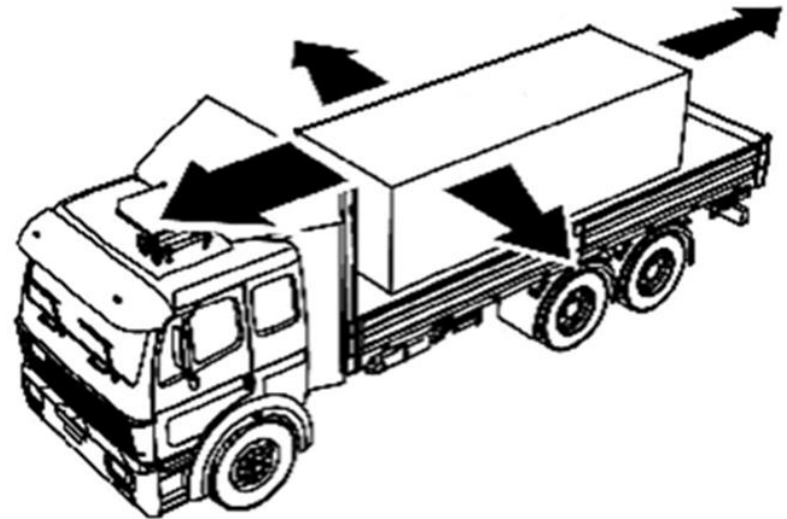
- (a) there is a change of duty status of the driver,
- (b) the vehicle has been driven for 3 hours; or
- (c) the vehicle has been driven for 240 kilometres.

Division 2 - General Performance Criteria

Performance criteria

5(1) The cargo securement system shall be capable of withstanding the forces that result if the vehicle is subjected to each of the following accelerations:

- (a) 0.8 g deceleration in a forward direction;
- (b) 0.5 g deceleration in a rearward direction;
- (c) 0.5 g acceleration in either sideways direction.



Part 2 - Securement Requirements by Cargo Type

Division 1 - Logs

Division 2 - Dressed Lumber

Division 3 - Metal Coils

Division 4 - Paper Rolls

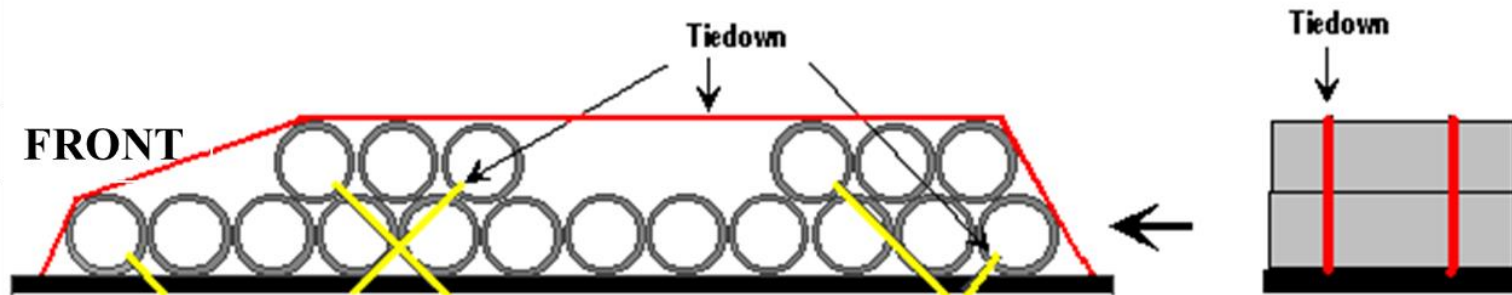
Division 5 - Concrete Pipe

Division 6 - Intermodal Containers

Division 7 - Vehicles as Cargo

Division 8 - Roll-on/roll-off and Hook Lift Containers

Division 9 - Boulders



Consequences



General Questions & Answers



Note: Specific Q&A shall be provided in writing.