



March 2015

On the Road

with Carrier Services

Vision for a new Carrier Profile Report

Alberta Transportation gathers enforcement information from across North America related to commercial carriers. This information includes:

- Convictions, in Canada only, against the carrier and its drivers;
- CVSA inspection results;
- Collision information; and
- Facility audit information.

The Carrier Profile Report is used to consolidate all of this information and to identify carriers who pose a potential safety risk to other highway users.

The Alberta government is currently reviewing the Carrier Profile Report to identify possible enhancements to improve compliance and safety.

As part of the review process, a limited number of truck and bus carriers will be invited to participate in discussions about the current profile system and to offer suggestions for improvements.

This review will not consider subjects related to regulatory or procedural changes.

Questions that will be considered in the review include:

- Who should have access to Carrier Profile information?
- What information should be provided to those who have access?

- How should that information be provided?
- What other enhancements could be made to the Carrier Profile system?

With the assistance of industry, the Alberta government hopes to develop an overall vision of how an enhanced Carrier Profile can benefit both Alberta Transportation and carriers in improving compliance and safety.

For more information about Alberta's Carrier Profile Report, visit transportation.alberta.ca.

Single trip overweight permit fee change

Effective April 1, 2015, Alberta Transportation will raise permit fees, by 10 per cent, for single trip overweight permits. This increase is intended to begin to align with the higher maintenance costs that result from the impacts overweight axles and vehicles have on our roads and bridges.

Apart from the per kilometer rate change in 2014, these fees have remained constant since 1998.

However, during this period, maintenance costs have increased significantly.

The fee increase will help to balance the revenue and costs of maintaining our important infrastructure and ensure ongoing safety of Alberta's roads.

For more information, please contact Transport Engineering at 403-340-5189 or visit transportation.alberta.ca.



Identifying fatigue-related violations

Carriers have a responsibility to monitor their drivers to ensure they're following the hours of service compliance. During this monitoring process, carriers must address all fatigue-related violations because of the potential to cause a collision.

Hours of service violations considered to be "fatigue-related" include:

- False records;
- More than one record for each day;
- Missing records (every calendar day must be accounted for);
- Records not current to the last change of duty status;
- Driving over hour limits specified in regulation (workshift/daily, cycle limits);

- Drivers not meeting off-duty requirements or taking time breaks as specified in regulation;
- Using the 160-kilometre radius exemption when the driver does not meet all specified criteria; and
- Failing to meet any condition of a permit related to hours of service.

Monitoring is a measure of how safe a carrier and drivers are. Every carrier and every driver must work towards achieving a Fatigue Violation Rate of 0 per cent (e.g. no fatigue-related violations).

For more information about hours of service, visit transportation.alberta.ca.



Changes to Dangerous Goods legislation

Various changes have been made to the *Transportation of Dangerous Goods (TDG) Regulations*.

Beginning on July 15, 2015, Documentation of Dangerous Goods shipments must include a "Consigners Certification" which is found in Section 3.6.1 of the TDG regulations. The certification must be made by an individual who is the consignor or by an individual acting on behalf of the consignor and must include that individual's name.

Another major change coming out of these amendments is the classification of Petroleum Crude Oil. A new UN number, UN 3494, has been introduced for Petroleum "Sour" Crude Oil. This is for Crude Oil that contains a Hydrogen Sulphide inhalation hazard. "Sweet" Petroleum Crude Oil, without a Hydrogen Sulphide inhalation hazard, will remain UN 1267.

Petroleum Crude Oil and Petroleum Distillates N.O.S. must be sampled and tested. Consignors need to be able to show the scope, apparatus, procedures, frequency and the system that is used to sample and test these products.

Changes have also been made regarding the use of the DANGER placard. This special placard can no longer be used for mixed loads of Intermediate Bulk Containers (IBC tote tanks). Other restrictions for the use of the danger placard can be found in section 4.16 of the TDG regulations.

The amendments have changed multiple aspects of transporting dangerous goods. Carriers are encouraged to research how these legislative changes will impact their operation.

For more information about updates to Dangerous Goods legislation, visit tc.gc.ca/eng/tdg/clear-download-372.htm.

DID YOU KNOW?

Train the workers you need



You can train new or current employees through the Canada-Alberta Job Grant and get 2/3 of the direct training cost reimbursed up to \$10,000 per person.

You decide on the type of training, who gets trained, and which eligible third-party trainer delivers the training.

For more information, visit albertacanada.com/jobgrant

What's holding you back?

Alberta Government

When used properly, seatbelts can improve chances of surviving a serious collision by 50 per cent.

Seatbelts save about 1,000 lives every year in Canada.

Buckle up!

For more information about occupant restraints, visit saferoads.alberta.ca

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