

Safety Tips

I ran across this while looking over the website of MacKinnon Transport. I thought to myself that sometimes we really do make everything too complicated.

The advice is so simple but yet so true and powerful in the message that it sends. I am sure that once you read it you will agree.

- Please remember Mr. MacKinnon's old adage, "no load is worth a life"
- Stay Aware and Alert, the unexpected happens!
- Distractions are everywhere, Focus on what matters is the key to Safety.
- Please remember the "three points of contact" when entering/exiting your vehicle.
- MacKinnon Transport has a zero-tolerance regarding the use of hand-held mobile electronics, when operating your vehicle. These devices are, probably, the greatest single distraction a driver faces today.
- Maintain the appropriate road speed, and vehicle distance, for the driving conditions.
- When in doubt, ASK!
- Make each trip a Safe one!

**My safety tip to you is to make common sense
a part of your day by sharing that common
sense in your life.**

**Have a safe day at work
and at play**

You can never underestimate the stupidity of
the general public.

~.Scott Adams

Mike Kroetsch

Transportation Safety & Compliance Solutions

*If you want your
dreams to come true
the first thing you
must do is wake up.*

Author unknown

***There are still
dates available
to book your
next drivers'
Safety Talk***

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Distractive impact at the traffic light

Jun. 10, 2013 by [Sean Kilcarr](#) in [Trucks at Work](#)

Red light cameras are highly controversial, for both the trucking community and the motoring public at large. But one interesting side effect of such technology is the ability to collect data pertinent not just to red light violation incidents themselves but WHY said violations occurred.

And wouldn't you know it: distractions while driving is the leading cause for some 12% of red light intersection infractions, according to data analyzed by the National Coalition for Safer Roads (NCSR) and FocusDriven.

The two groups recently joined forces on a recently released study that examined 118 intersections monitored by red light cameras scattered across 19 different communities for 3 months. Their research found that out of the 5,803 red light violations that occurred at those intersections over those 90 days, some 704 or 12% were directly caused by driver distraction.

Specifically, of that 12%: 39.3% were using cell phones while driving; 43.2% were 'looking away' when approaching the traffic signal; and 17.5% were eating, drinking, smoking, reading, putting on makeup, etc., when they ran the red light.

From those sample findings, the two groups estimate that over 7.3 million intersection violations that occurred across the U.S. in 2012 can be attributed to distracted driving.

As a result, NCSR President Melissa Wandall characterized distracted driving as a "pervasive threat" on U.S. roadways, particularly when it comes to cell phone use while driving.

She noted that according to the National Safety Council, cell phone use is a factor in 21% of crashes, and drivers talking on handheld or hands-free cell phones are four times more likely to be involved in a car crash.

Thus it is perhaps not surprising that NCSR's and FocusDriven's study determined that there is what they term a "close connection" between distracted driving and red-light running – a traffic light violation that's the leading cause of urban crashes, according to data crunched by the Insurance Institute for Highway Safety.

The analysis by NCSR and FocusDriven also looked at the effect of distracted driving legislation on intersection violations by comparing the communities in the sample with strict cell phone bans in place with communities that have either more lenient or no laws against cell phone use while driving.

The groups found that less than 10% of red-light violations involved distracted driving in communities that have strict laws against cell phone use, compared to more than 16% in communities that do not; a finding that suggests that strict cell phone bans reduce the risk of distracted driving by nearly 7%.



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Distractive impact at the traffic light (Continued)

Yet there is still debate over whether such anti "distraction while driving" laws really reduce such behavior by motor vehicle operators, as this study conducted several years ago discovered.

It also goes without saying that a huge chunk of red light violations – some 78% – don't involve distractive driving at all, according to what NCSR and FocusDriven uncovered.

Thus changing such willful driving behavior may prove a hard nut to crack, especially since eliminating distractive behaviors behind the wheel is proving none-too-easy as well.

Mikes thoughts on this:

I find this to be very interesting. First off that fact that the camera was installed to nab red light runners, and then determine the reasons behind red light runners.

I often tell drivers that the best safety meeting that we could have would be to head out to the corner and watch the traffic and comment back on our observation. This sure saves the expense of purchasing training video.

When you think of anything that is connected with distracted driving it is scary. First off we have all the internal distractions in our vehicle. For the most part these are things that a driver has control of. Radio, GPS, passengers, temperature control, truck drivers checking a Bill of Lading, coffee and the list goes on. Now this is where you should get a chill. What about the external distractions that as a driver we have little or no control over. The first and the biggest one is other drivers. Then there are weather conditions, road conditions, wildlife and the beautiful scenery of this great country.

There is also a type of distraction that this type of technology cannot detect and that is where are our minds at? Today we have so much going on in our lives that naturally we think about when we are driving. These could be our finances, family life, our health or the health of our family, should we retire, to again name a few.

As the owner or safety manager of a fleet of trucks what can you do about this? Is this just a fact of life or can you offer some direction to your drivers.

First off your policy book should address the electronic /hand held distractions in the vehicle. Point out the fines associated to this as well as points on the CVOR or your CSA record in the US. An Employee Assistance Program can also play an important role in your road safety by giving drivers the opportunity to talk about stresses in life and getting ideas on how to deal with those stresses. If you have made it to this part of the article you have just proven that distracted driving may very well be a topic for a drivers safety meeting.

"Missing a cell phone call won't kill you, taking it might"

Michele Joslin

5th Wheel Inspection

How much thought is given during checking the 5th wheel on a pre trip inspection?

May 31, 2013 in Truxton New York a trailer became separated from its power unit while going down the highway and as a result 4 young children and 3 adults died.

Most likely the first thing that comes to mind is either the driver missed checking the 5th wheel or doing a proper inspection during hook up. Or the second thing is that it was a mechanical failure.

Either way it is a tragedy and could have been prevented. I am going to throw a curve into this and very possibly been what happened.

VANDALISM. Think about it there are often times that the truck is parked out of the driver's point of vision and let's face it there are some sick people in the world. Some competitor are looking for opportunity to level the playing field, maybe a driver from your fleet cut off another driver and he was just looking for an opportunity to even things out.

What could a driver do to prevent this from happening? Is this a preventable collision? Depending on a few things yes this could very easily have been preventable. It does not take too much for a driver to periodically do a visual check of the 5th wheel. It is a long shot that a trailer comes uncoupled but it does happen and I strongly feel that it would be very REASONABLE for any driver to take a minute when returning to the truck to do a visual inspection of the 5th wheel.

In my opinion one of our greatest human weaknesses is that we tend to get complacent and take some short cuts. From time to time we are lucky but then again there is always the chance that things will go a little sideways and we have big problems.

What can you do about this so you are not the fleet in the news like this one?

- Add this training to you driver orientation program,
- Communicate a reminder to your drivers, you can use the message board in the drivers room, e mail, company newsletter, or a few minutes in the next drivers safety meeting,
- Watch a few of your drivers do a hookup and see if they followed all the steps.
 - Did they do a tug on the king pin?
 - Did they do a visual check on the jaws with a flashlight?
 - Did they check that the release handle is in the lock position?
 - Did they look for a gap between the trailer and the 5th wheel?