

Safety Lane Summer 2017

Transportation Safety and Compliance Solutions

ROAD CHECK 2017

At this point I am looking for some fleet information on how road check turned out for you.

As an industry maybe we can share some best practises and improve fleet safety and some of the figures from road check.

1. Did your company do anything to prepare your drivers or your equipment for Road Check? If so please share with me what you did.
2. Did any equipment get written up for defects? What were the defects?
3. Did any drivers get written up and if so what were they written up for?
4. Will you do anything different when the next safety blitz comes along?
5. Did you participate in the blitz as an observer at a truck inspection station? If you did your feedback would be appreciated.

All information is confidential and for the purpose of safer roads and workplaces for our drivers.

SUMMER VACATION TIME

In the next few days school will be out for summer vacation. As drivers we will see huge changes over night in traffic flows and time patterns.

There will be an increase flow of pedestrian traffic and cyclists.

We are going to see families that are on the annual vacation and the family car is packed to roof and maybe a trailer in tow.

Those vacationers are not always going to be familiar with the area so give them a little extra room and consideration.

Be safe out there this summer and remember courtesy is contagious.



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“It is not the strongest of the species that survive, nor the most intelligent that survives. It is the one that is most adaptable to change”
Charles Darwin

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www.transportationsafetycs.ca
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Safety Lane, as well as
many other interesting
articles and services
provided.*

If you have an industry article to share please forward it to
mike@transportationsafetycs.ca

Change is Good

How is that for getting everyone's attention? I have got mixed feelings about change and maybe that is because I am from that generation that they say is resistant to change. Who are "they" anyways.

About 6 months ago I was giving an acceptance speech for my award from the Fleet Safety Council for "The Safety Professional of the Year" In that speech I went back in time (almost 45 years) when I started in the trucking industry as a driver. There was no such thing as an automatic transmission in a truck. If you had an AM radio installed from the factory that was rare. Power windows LOL. Most often you froze in the winter and in the summer the truck was a sweat box. It will take another old timer to figure this out but the AC was what we called model 2X60MPH

Today the trucks have changed in design. For starters they are much lighter than ever, super single tires, fibreglass, plastic and aluminum parts that cost a fortune to replace. Back in the 70's and 80's the trucks we see today were the trucks we seen in the magazine depicting the future.

Change did not stop there. The people (male & female) that fix the trucks are no longer called mechanics they are technicians. Today if we called them a mechanic we would be called to the HR office on a complaint for something to do with discrimination or Human Rights.

We got TDG training because a train went off the tracks in Mississauga in the 80's. We seen the introduction of WHMIS training. Now that was and still is good change.

At some point trucking went high tech. The cab of the truck was now a place where you would see on board computers, dash cams, cell phones and texting. All that spells is driver distraction. Somewhere in the mix the industry was introduced to drug and alcohol programs. Again the intention and the reasoning for the change was good. Not all will agree.

Some or all the above mentioned change created the driver shortage, and fleet mentoring programs. At this time we are only a few weeks away from the introduction of the MELT program from MTO. I think without a doubt this is a good change. In the same token it is not the answer that the trucking industry wants or needs to see to solve safety problems problem's of the industry or driver shortage carriers are facing in this economy.

My intent with this article was to have a little fun, give some people a free ride down memory lane. I wish I could tell you that I have the solution to the problem, but that is not the case. I do know that the driver shortage and safe drivers are part of the same problem and need immediate and continuing attention. This is a matter that must be taken seriously by management from the top on down in every organization in the trucking industry.

WHO'S FAULT IS IT?

Or is the question who's responsibility is it? This topic idea came as the result of sitting with 5 other safety professionals at a Fleet Safety Council meeting in April. The speaker's topic was the Mandatory Entry Level Training (M.E.L.T.) program for entry level drivers. By the way this table conversation was pretty high level with near 200 years experience in the industry.

Our conversation focused both on entry level drivers, as well as veteran drivers and the quality of their vehicle inspections. In my experience I have not had a driver in a long time demonstrate a good vehicle inspection and to be honest many would not be good enough to pass the test at the Drive Test Centre (DTC). The first excuse from the driver is I was going to do that or I was nervous and forgot. I do not buy that one because if you did a proper inspection everyday it should come natural to the quality driver.

Often the entry level driver will say at the DTC they do not want the driver checking under the hood of the truck. I will ask did your instructor at the school not go over with you the vehicle inspection for the DTC and the inspection for industry? Often times the driver will tell me that no the instructor did not share this important information with them. To me this is an important part of the program and emphasises the need for a quality training program from a school.

Now what is the excuse for the veteran driver not doing a proper vehicle inspection? The answer I often hear is I did not know that or no one told me that. I do not think so! Even us old guys that got grandfathered into the air brake program have renewed or license a few times and those topics have always been part of the vehicle inspection.

So this brings me to the second part of the question on responsibility of the vehicle inspection. Of course it is the drivers responsibility to do a **COMPLETE DAILY VEHICLE INSPECTION**. Does the responsibility stop there? Or is there a **LEGAL** responsibility to the company owner, or the managers at the company? The answer is yes.

I would suggest that you start with training. This is a good safety meeting topic. Then follow up with observations of a driver doing an inspection. As a company owner or manager you have a responsibility.

Summer Safety Tip when in your car

This is something that we have all seen in our travels. Some of my readers have done this and others have seen it done in a vehicle they were riding in.

This is something that could result in serious injuries to the passenger in the front seat of a vehicle.

Likely no one has ever made you aware of this!

Maybe there are very few people that are aware of this.

If you do this it's obvious that you do not know the seriousness of the injuries maybe, or you are a risk taker or have the attitude it will not happen to me.

Most often this is done on nice sunny spring or summer day.

I would guess that this would most often to take place on a long trip.

Are there any guesses to what I maybe talking about?

Okay most of us do not think too much about the airbags in the vehicles we are riding in. Airbags are designed to save lives and reduce the seriousness of injuries. Like most things there is a disclaimer referring to using it according to instructions.

Are you still puzzled? I am out of clues.

So often you will see a vehicle pass and the passenger is sitting with both their feet up on the dashboard. Now think of this, for whatever reason and maybe no fault of the driver of the vehicle they are riding in the airbags are deployed. That air bag would come out with such a force and so quick that they would not know what hit them.

Contact would most likely be made in the backside of their upper legs resulting in their feet being forced behind their head in seconds. You can only imagine the pain of this immediately and long term.

I urge the next time you or a passenger in your vehicle have the urge to rest their feet on the dashboard think again.

UPDATED Course MENTORING THE ENTRY LEVEL DRIVER

This is a 3 day course that gives one or more of your drivers the tools to mentor the new driver into your company. As a due diligence you must know and be able to prove that you have the right person doing this job for you.

Contact Mike Kroetsch for details 519 748 4420 or mike@transportationsafetycs.ca

"Employee attitudes are a 'reaction' to management 'actions'."
Author unknown