

New Years Safety Goals!

If you have not yet done it this is the time of year to set your safety goals for 2017.

Now bear in mind that the first rule to set your goals is to keep those goals reasonable or achievable.

We all wish to reduce personal injuries or vehicle collision, now it is time to add what percent you would like to reduce by.

How about working on your CVOR or CSA Score? If you do achieve reducing these numbers they will help to bring other goals into place.

Now how are you going to go about achieving these goals?

- How about safety messages on a bulletin board, old fashion pay inserts, satellite messages, or drivers room TV screen.
- Short Tailgate Talks for drivers, pick an applicable subject and share the message.
- Ask your dispatch staff to pass the message on when talking to the driver in the dispatch office or communicating on the phone or in e mails.

Happy New Year and All the Best to You & Yours

Trivia:

What year did the seat belt law come into place in Ontario? Read on for the answer.

Drivers still do not get it!

I am referring to wearing a seat belt. As I look over a carriers CVOR I will see in the history that a driver has been caught for failing to wear a seat belt. The law is older than some of the drivers.

As well I will see that there are drivers that are being charged under the hand held device law. Driver distractions are a huge problem that has to be corrected real soon!

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Due Diligence in your driver's files:

What is Due Diligence? My very basic definition is to do what is reasonable to comply with regulations.

One way you can prove your due diligence is to document. I remember back in the 90's sitting in a classroom taking my TDG instructors course and hearing Colin Venning say "Document, Document and Document Some More" These are very wise words. However has technology taken that away from us? When I look at a drivers qualification file I am seeing less and less documentation. Or seeing incomplete documentation.

If you have a driver that was stopped at an Truck Inspection Station and the officer gave the driver a ticket for an incomplete vehicle inspection what should be in the file relating to this ticket?

There should be a few documents and the first would be the ticket itself, the trip inspection report for that day. If you have training records for previous training on trip inspections for this driver that would be part of your due diligence. Has the driver had similar violations and if so that should be part of the file. Many driver qualification files do not go that far and they should. One of the most important items that should be part of this file is corrective action. Here is another big mistake made by carriers and safety people. There would be a nice letter issued to the driver saying that on such a date an MTO inspection found that you did not complete a proper vehicle inspection and refer to the regulation number. As a result you will receive a 3 day suspension and should this occur again within a 2 year period disciplinary action will result up to and including dismissal.

It is understood that a letter similar to that must be part of the process. However corrective action is all about training. So you have to go and train this driver on a vehicle inspection. Instruct the driver on how to record the inspection. Maybe you have sample inspection reports that you have used for previous training give those to the driver.

Now in saying all this be careful that you do not over document or state something that is only an opinion or information that you would not want to be said in court. This can back fire on you very quickly or open another door.

A suggestion for you from my experience is I am seeing more and more drivers that cannot demonstrate a proper vehicle inspection in accordance with the MTO Schedule I. That being the case maybe educate all your drivers on a vehicle inspection as part of your next safety meeting, or use this as the main topic of the next safety meeting.

Recognition

"We hold people responsible for their bad behaviours and don't give them credit for their good ones." Oscar Ybarra

Defensive Driving For The Other Driver:

Roundabouts this is a place where every driver must focus 110% on the other driver. No one knows this better than a professional driver. I think that most of us have witnessed a near miss in a roundabout or maybe came close ourselves of being involved in a roundabout collision.

On a driver in cab evaluation while negotiating a roundabout or in a classroom setting I will tell a driver the best example of multi tasking is taking a combination vehicle through a roundabout. You have to focus ahead to where you are going and watch for the aggressive driver that might just pull out in front of you. Or that driver that just has to pass a truck and today it is going to be in a roundabout.

I am going to add another hazard to the roundabout and I know it has been occurring for sometime but seems to becoming more common daily and that is drivers doing a lane change in a roundabout. This is an experience that cannot be explained with words. You do a mirror check and all is fine and when you focus ahead of your vehicle the car that is beside you is now in front of you.

- Enter a roundabout with caution. Be aware that you are sharing that roundabout with other motorists and pedestrian.
- In a commercial vehicle if required straddle the lanes or let the trailer off track onto the apron.
- Watch your mirrors for the impatient drivers that you as a professional driver share your workplace with.

Preventing Driver Injuries in Fall and Winter..... SLOW DOWN!

Slip/Trips and Fall injuries are the most common type of injury for drivers. Each year, thousands of professional drivers are seriously injured due to not paying attention in winter conditions. Working in the ice and snow requires your full attention and awareness.



- Always wear proper footwear. A full support leather shoe with a rugged non-slip sole.
- Always watch where you walk, take small steps. Snow can accumulate on top of ice in and around truck parking areas. SLOW DOWN, never be in a hurry.
- Take small steps and check your footing with each step. Look for ice on all handrails and hand grabs before using them.
- ALWAYS use gloves for better grip.
- ALWAYS use three points of contact when exiting/entering your tractor or trailer or getting on the cat walk behind the cab, ALWAYS.

When is it time to get your ducks in a row?

That is a good question and I would say it would depend on the reason you are getting the ducks in a row.

Now if it is because you are going through an audit or the MTO or MOL have shown up at your front door, you just might be a dead duck.

If you have ever gone to a course or heard someone speak on new regulation or changes to regulation they will focus on things like.

- Having a policy in place.
- Reviewing the policy yearly or as things in your organization change.
- Depending on the scenario a workplace safety analyze is in order.
- Have a committee in place (for the MOL it might be a Joint Health & Safety Committee and for MTO it might be a collision review committee)
- Are you training on the regulations and policy and is the training document?
- On completion of the training a knowledge verification might be in order.
- If a key player in your organization leaves go back and look at what they have been working on, and are things in order or compliance if they are holding such a position.

This is just a short and very general list of items to think about.

The second part of all this is safety reactive or proactive? I would say that it is 95% proactive and 5% reactive. There are still dangerous things or occurrences that we will have little or no control over.

For those that have been associated with safety as part of their workplace responsibilities you have all heard that all workplace accidents or vehicle collisions are preventable.

Facilitate Communication

"Communication is one of the most effective defenses against risk." John Wettstein



Trivia Answer:

What year did the seat belt law come into place in Ontario?

Answer: 1976, this year was the 40th anniversary of the seat belt law.