

Review of 2014

Wow, almost another year in the books. Mine has been a busy one between running a business and a personal life. Some of my time this year was spent upgrading our website www.transportationsafetycs.ca, which is why I wasn't able to send out Summer and Fall editions of *Safety Lane*.

How was your 2014? If you set safety goals did you manage to achieve those goals? Are you going to set goals again this year and are you going to look at improving the goals of 2014 slightly. It is a slow process but this is where you will see your ROI safety measures you've taken.

Think about it for a minute - a vehicle collision is expensive and if you are having smaller incidents those costs are coming directly out of your bottom line. The bigger ones are likely going through your insurance but you still have to pay your deductible and have this incident on your insurance loss run. Come insurance renewal time these incidents are going to surface again in the form of an increase.

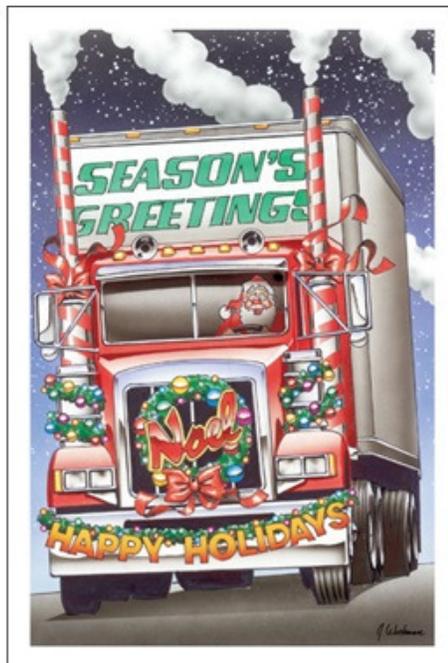
Out of service violations also tell a story about the fleet. What is the story? Do you have a poor maintenance program? Is your equipment getting old and too expensive to do full repairs? Is there a need for more driver training?

Are you keeping your drivers current with changing technology?

Please have a read through some of the articles I have included in this issue of *Safety Lanes*. There are some great ideas and reminders here that I think you will enjoy reading about.

Cheers to a happy and safe holiday season and new year!

Mike Kroetsch, Owner
**Transportation Safety &
Compliance Solutions**



Setting a goal is not the main thing. It is deciding how you will go about achieving it and staying with that plan."
--Tom Landry

There are still dates available to book your Drivers Winter Safety Talk

**TS&CS is your formula for safety
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Check out our website www.transportationsafetycs.ca for past issues on the *Safety Lane* as well as many other interesting articles.

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

The following article was in Truck News on October 17, 2014.

TORONTO, Ont. — Ontario is set to introduce mandatory training for entry-level drivers after a Toronto Star series of articles highlighted just how easy it is to obtain an A/Z licence in the province.

The articles impressed upon the public that shoddy training schools continue to operate and because they charge less than \$1,000, they fly unregulated below the radar. Kim Richardson, president of KRTS Transportation Specialists, was among the critics quotes in the series.

The Ontario Trucking Association (OTA), which has been lobbying for mandatory training for entry-level drivers for quite some time, lauded the announcement, referring to it as a “watershed moment for the trucking industry.”

David Bradley, president of the OTA, said: “The mere fact that someone holds a Class A licence does not ensure that person has the skills to be a safe and productive transport driver. Even an improved test will never fully determine a new driver’s skill level. Mandatory entry level training will at least assure trucking companies that when they hire a new driver, he or she has some basic level of skill that with additional training and experience can eventually lead to that person becoming a fully qualified professional driver.”

Transport Minister Steven Del Duca told the Star “We are going to go forward (with mandatory entry-level training). We’re going to move as quickly as we can but we want to make sure that we get it right.” He added he believes “it should take place as quickly as possible, but in a manner that actually produces the end result that we all want, which is the safest roads in North America, which is part of my responsibility.”

Bradley said OTA would like to see driver’s complete training to an industry-developed standard before they can take the licensing test.

Thoughts from Mike Kroetsch on Entry Level Driver Training.

I recall a few days prior to this when the Toronto Star article appeared and a few conversations I participated in with other safety professionals and professional drivers.

I agree that when an entry level driver does secure a position as a commercial driver there is a need for training. In my 20 plus years as a driver trainer I have walked away too many times asking how this person did obtain a commercial driver’s licence. I have not been keeping score but I would think it is safe to say that I have had more drivers in the last year fail my in cab evaluation than in the previous years.

I recall many years ago sitting in Ontario Truck Associations Safety Council Meetings listening to conversations on the driver shortage, the need for better training for entry level drivers and lastly the need for regulations for the schools that are training these drivers.

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Many of those conversations were the result of being told that the OTA has again had talks with MTO about the need for stricter policies on training. For a long time there have been excellent schools out there training drivers and unfortunately education was not cheap and people were opting for the cheaper way into the industry. The bottom line was the playing field was not level and many of these schools could not survive the economy.

I am going to take a shot at the media in regards to this subject. The message I got back from the Toronto Star article was that the low ball driving schools were to blame for the quality of professional drivers on the road. Some people are of the impression that a driving school can give a driver a license to operate a commercial vehicle and that is incorrect. Ministry of Transport runs that program through Service Ontario. The group responsible for permitting these drivers on the roads in Ontario is the Ontario Government. Currently in Ontario a driver does not have to take a course to obtain an Air Brake endorsement. There are people out there that can read the book and understand the system and pass the written and practical test.

In closing I think this action is long overdue and looking forward to working with some more qualified drivers out there. I have to remind each of you that own or are responsible for a fleet of trucks that with this coming into effect you are still going to have to offer training to these entry level drivers through a Mentoring Program or a Coaching Program.

"If you paint in your mind a picture of bright and happy expectations, you put yourself into a condition conducive to your goal." --Norman Vincent Peale

Some Special Reminders for This Holiday Season

If you are going to drink please be responsible and take a taxi or have a designated driver.

If you are entertaining and your guests are drinking please be responsible for them, ask that they stay overnight or call them a taxi and escort them to the taxi.

It is time to take an inventory of your prescription medication. Your local pharmacy is going to be closed over the holiday to allow staff to spend time with family and friends to celebrate. Make sure you do not run out of that medication you require. Remind elderly family, friends and neighbours about medication supplies.

What is in store for you in 2015?

At this point you will not have all your numbers for 2014, however you will have an idea on where you have been in 2014.

From there you want to look at where you want to go in 2015 as a company owner or a person responsible for the fleet or fleet safety.

- Can you do something to improve your fleet fuel economy?
- What can you do to reduce collisions in your fleet?
- Something to think about is a safe defensive driver and in most cases that will be a driver giving you the better fuel economy. Keeping in mind that load's, routes, and scheduling play an important part in all this.
- Are you considering new equipment? If so look at what is going to give you a long term payback with a focus on fuel economy.
- When considering new equipment include your drivers in the process. A happy driver will give you ROI for a long time.
- Workplace safety is important. Is there something you can do to reduce injuries at your workplace?
- It is not too early to schedule driver's safety meetings for the year.
- Change the format of your safety meeting using a guest speaker. Often times that speaker will re enforce your message with success.
- When looking for topics for safety meetings address issues and challenges your fleet has had in the last year.
- It is important not to forget about the accomplishments your organization and individuals in your organization have achieved in 2014.

This is a busy time of year for everyone. From time to time the weather will get in the way of or delay our plans slightly or totally.

All this only adds to the stress of the season.

Make sure that you take some time everyday to deal with the stress of the day and or season.

**A Safe & Happy Holiday to all.
The very best to everyone in the
New Year.**

Mike Kroetsch

**Transportation Safety &
Compliance Solutions**