

## Anniversary Year for TS&CS

The year 2008 was the first year of operation for Transportation Safety & Compliance Solutions (TS&CS). After many years as a fleet safety manager Mike Kroetsch has taken his skills and 36 years of experience to a new level.

In the past year Mike has shared many of his safety experiences with fleets looking to raise the bar on driver safety.

TS&CS has plans to serve the transportation industry in more effective ways in 2009. Mike is in the process of setting up open seminars and safety talks. Stay tuned!

This was from a 2009 newsletter sent out to many of you 4 times a year since that time. Thank You for your support.

## Anniversary Celebration

At this point any celebration will be quiet and private. It was June of 2008 that Transportation Safety and Compliance Solutions was register as a business. There were some struggling years and I had to fall back on my AZ drivers license and do some part time driving. This was really a blessing. As many of my customers drivers knew I had and used my AZ license so I was not driver trainer that was following the script from a book. It also gave me an opportunity to get back in the real world and see it just as the driver see's it every day in his/her world.

In March of 2018 I will have 46 years of experience in the truck transportation industry as a driver, dispatcher, safety co ordinator, driver trainer and a safety manager.

I still have a desire to share that experience with fleets and drivers of those fleets large or small.

Retirement has been on my mind but at this point I have no firm plans in place to retire.

*TS&CS is your  
formula for  
safety  
519+748+4420*

A basic rule is "there's always a better way" and organizations should learn from their errors, including close calls, to avoid repeating them. "Predictable is preventable", it is manageable.

*Check out our website  
[www.transportationsafetycs.com](http://www.transportationsafetycs.com)  
for past issues on the  
Safety Lane as well as  
many other interesting  
articles.*

## **SOMETHING IS MISSING**

We often hear people say what happened to the words Please & Thank You. I just read an interesting article from a person that was working his way to be a safety manager and he shared a very important simple thing that he learned from his mentor.

It was a few words “Be Safe Out There” or “Have a Safe Day” This is an excellent way to end a conversation or a safety meeting. With that matter those words should be the part of any fleets company culture.

One thing that is important and often over looked is a good trainer/safety person must have the respect of the people they are leading in safety. Saying and meaning these words is a good start to getting the respect required to do a job as a safety person and to achieve any safety goals you have set. Those words should be part of your company safety culture

Have a good day & be safe!

## **It's Simple but it isn't easy.** From Winter of 2009 Newsletter



You will have to take the time to investigate and research the companies who know how a tire should be repaired. It may take some time, but it will be well worth the effort.

Proper tire repairs are not a cost, but rather an investment that can save your expensive tire and can also save you from having unnecessary (and expensive) down-time caused by a tire repair that went bad because it had not been done properly the first time.

## **2017 Road Safety Stats**

In 2017 there was 341 fatalities on the road in Ontario. In comparison there was 307 people killed in crashes in 2016.

In the last ¼ of 2017 the truck transportation industry took a bath with the negative publicity as a result of highway crashes involving large commercial motor vehicles. The root cause of these collisions appeared to be pointing at distracted driving and driver fatigue.

My prediction is that in 2018 we will see more road enforcement activity on CMV.

## What does it take to give a good driver safety meeting?

From Winter 2009

It is hard to say what the exact order of priority is to deliver a good driver safety meeting. First of all, I think that the owner of the company should demonstrate that s/he believes in the importance of a safety meeting as opposed to giving the impression that the only reason for it is because the fleet insurance company suggested one.

Here are some other tips that I would like to offer:

- Have an agenda
- Tell the group what the objectives of the meeting are upfront.
- Ask the drivers what they expect to get out of the meeting.
- Involve the drivers, take some of your quality people and ask them to give you some feedback on the hot topics (with regard to safety).
- Keep safety and operation meetings separate. They can be on the same day but should be scheduled separately.
- Never tell the driver that asks a question that their subject is not on the agenda or that this is your safety meeting. If the question is off topic place the question in the parking lot (get to it later) or tell the driver you will be around at break or after the meeting if they would like address it then.
- A good speaker will permit time to ask questions and will acknowledge that the question is a good one.
- It is good to have management in attendance.
- Dispatchers and Route Supervisors should be in attendance. Many companies are afraid that this may result in conflict. If a dispatcher does not know and understand regulations, how can they do their jobs right? How can a dispatcher tell a customer that a delivery will be there on time if he does not know the Hours of Service Regulations? It is also important that they understand the Out of Service criteria for defects found on a daily vehicle inspection.
- In the presentation, give hands-on scenarios, do a pre-trip inspection, talk about some recent collision situations, and talk about the hot company topics with safety at a customer's location.
- A guest speaker is valuable. If you have a safety department the guest speaker will reinforce what they do on a daily basis. If you are going to run the meeting yourself, you may want to address company business and then have the guest speaker talk about safety.



**It is important that you incorporate the above items so that both you and the employees get value from the meeting.**

## Mandatory Entry Level Training MELT

July 1, 2017 the program was initiated stating that a driver upgrading to an "AZ" drivers license must complete a 105 hours approved course before going to Drive Test to book the road test.

In 2018 we will see steps that the DZ drivers license system will mirror the AZ system.

## Mentoring Entry Level Drivers MELD

After 105 a driver still requires more training to be a road ready professional driver. I have teamed up with another driver trainer and we are offering a course to get a current driver trained to be a mentor.

We have found that your most experienced or collision free driver is not always the best suited candidate to be a mentor.

Contact me at 519 748 4420 to discuss what we can do for you and your fleet.

## Driver Training Services Provided by TS&CS

- ✓ Lift Truck Operator
- ✓ In Cab Driver Evaluations
- ✓ HOS Training
- ✓ Pre Trip Inspection Training
- ✓ Driver Safety Meetings
- ✓ Collision Investigation
- ✓ Collision Review Committee's
- ✓ Road Observation
- ✓ Defensive Driving
- ✓ Load Securement
- ✓ TDG / HAZMAT

Training can be tailored to your fleet, equipments by giving a call.

TS&CS is a small company and you are dealing with one person only, that being the owner.

*Auditing and inspecting is not micro-management in high-risk organizations.  
It is absolutely necessary.*

Author unknown