

Safety Lane Summer 2019

Transportation Safety and Compliance Solutions

Driver Shortage

Those two words driver shortage are nothing new to most in the trucking industry. Well at least if you are talking about quality safe drivers.

After 25 years of doing driver in cab evaluations, unfortunately I never counted the number of driver in cab evaluations that I have done.

I can tell you that yes there have been a few occasions that I was a little scared. I recall one winter night coming out of Westland MI with a load and it was a great drive to Port Huron. About 10 minutes into Ontario a storm blew in with high winds and heavy snow that did not let up until we got past London on the 401.

That was a very quiet and tense ride for about an hour and a half.

While on in cab evaluation I have only experienced being involved in two collisions and both were waiting for the intersection to clear so the driver could continue. That should tell you something about intersection collisions.

In my first sentence I referred to ". Well at least if you are talking about quality safe drivers."

Let's start at the beginning of any driver's day which should be a pre trip inspection or also known as a vehicle inspection. I am finding that many drivers cannot demonstrate a proper vehicle inspection and I am not looking for perfect. I however want to know that the driver is familiar with the truck and trailer to a degree to be able to say if it is safe to operate and meets the requirements of Schedule I.

Here is a couple of driver actions that clearly indicated to me that the driver does not do a daily vehicle inspection. As the driver and myself approached the truck I told the driver that I am looking for a vehicle inspection that satisfies the requirements of MTO Schedule I as well as anything that the employer may want checked on the vehicle inspection.

I have had more than one driver get into the cab of the truck first off and start the engine. That's right no under the hood fluid checks. On this I am going to point the finger at the employer.

For new drivers the schools are not instructing the drivers between what is required at Drive Test, and what

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*Defer to
Expertise*

*It is important to
trust the opinions
and decisions of
those in the field
and closest to the
action.*

Author Unknown

**Brant County
Truck Convoy
September 13 & 14,
2019**

Location
Paris Fairgrounds
www.truckconvoy

Transportation Safety & Compliance Solutions

Is expected at a fleet as a pre trip inspection.

Pre-Trip Inspection is a good item to be done with the driver when they start as part of the orientation. To my surprise the first driver that I seen do this was an entry level driver who had just completed 5 weeks over the road with an in-cab trainer. The driver told me that he has never done a vehicle inspection since the day he passed his test at Drive Test. During his company in cab training the drivers coach was in before him and had the truck all ready to go as the start of the week long trip. I asked about a daily inspection and he told me that the trainer told him that all that is required is a pre trip inspection on the Sunday when they head out for the week and everything is good. I looked at the driver inspection report and informed him that everyday when he signed his inspection report he was falsifying a document and then had him read what he signed for. "Inspected within accordance with Schedule I"

Another interesting experience for me took place when after inspecting under the hood of a truck that this driver had been driving for about 6 months the driver could not close the hood of the truck after inspecting. Before they damaged something, I took them around the side of the truck and showed them the latch that prevents the hood from closing on them during an inspection. Maybe the driver was nervous and just forgot about this? I do not think so because next I asked about what the allowable push rod stroke was for this truck and trailer. The response was quick telling me the truck was equipped with Type 30 Brake Chambers and the allowable stroke was a maximum 2 inches. This was a good answer had the truck had Type 30 Brake Chambers! The truck was fully equipped with Disc Brakes.

In my opinion when a driver gets a new or different truck someone from the fleet should go over these items with the driver. It makes good sense from the perspective that the driver is going to avoid problems at a road side inspection as well there is a large financial investment that needs to be protected.

I was at a seminar a few months back and the vendor promoting their product stressed that drivers be made aware of the new advanced technology as there is more advancement coming and if they understand the technology they will be positive to the changes and a happy safer driver.

Continued on Page 3

Difficult things take a long time. Impossible things take longer

Andre Jackson

Do You have what is required in your driver qualification files?



These are all items that the MTO, DOT, and your fleet insurance provider will be looking for at some point.

Requirements of a CVOR holder

A CVOR operator (carrier) is the person responsible for the operation of a commercial motor vehicle. Operators are responsible for all the drivers and vehicles in their operation, including:

the conduct of the driver

- employing qualified and licensed drivers
- monitoring the safety performance of drivers, including hours of service
- resolving driver safety issues when they are identified

the mechanical safety condition of the vehicle

- keeping vehicles in good, safe condition at all times
- ensuring that daily and annual/semi-annual inspections are completed
- the shipping of goods or passengers in the vehicle
- ensuring load security
- keeping records on file (e.g. vehicle repairs, kilometres travelled per year, annual inspection reports, etc.)
- notifying the Ministry of Transportation of changes to names, addresses, telephone numbers, fleet data, kilometric travel, changes in corporate officers, etc.
- renewing your CVOR certificate and not allowing your CVOR to expire

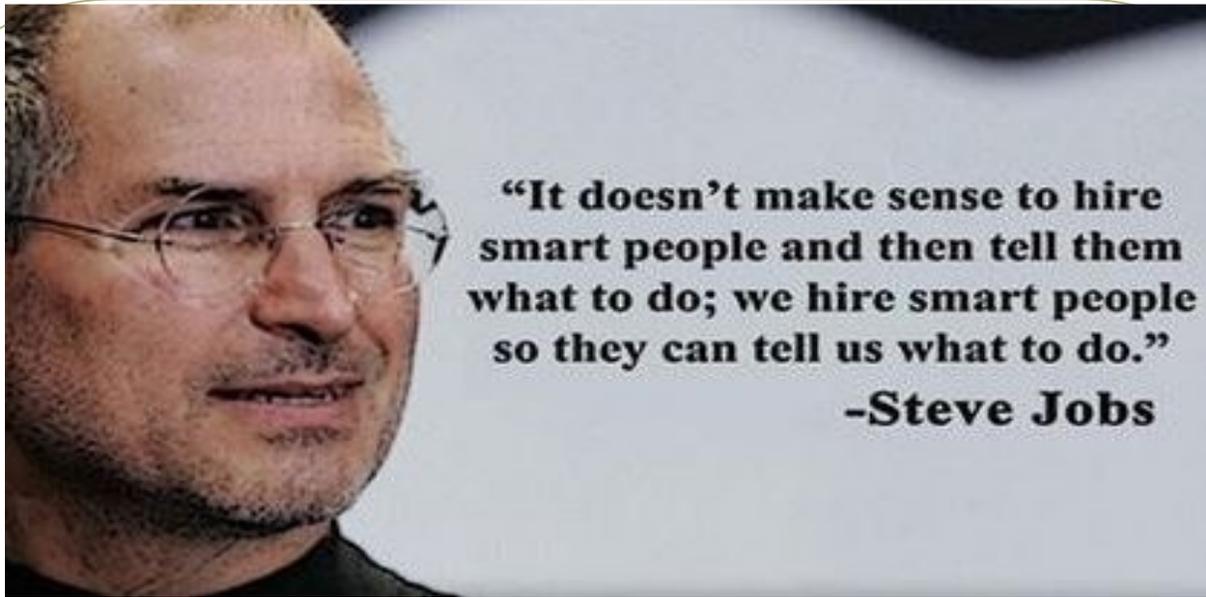
The operator does not need to be the vehicle owner but must hold a valid CVOR certificate when using vehicles that are leased or contracted.

This information is from the MTO website

Driver shortage Continued:

Intersections can be interesting and a little scary. Many drivers make a potentially fatal mistake of thinking if they have a green light or there is no stop sign they have the right of way. This is not 100% true. The HTA states on a green light to proceed with caution. That would take looking left, right and left again before entering the intersection. That to me is the reasonable thing to do to me but I have been told that I am different than most. As well drivers do not know who has the right of way at an intersection. Take for example 2 vehicles travelling in opposite directions waiting at an intersection one going straight and the other making the left turn. The vehicle going straight at a 2 way stop has the right of way even if the vehicle turning left was there first.

Intersections are high risk spots that require all drivers to be knowledgeable of regulations as well as alert. This article does not solve thee driver shortage issue but does tell you that you should be reviewing your hiring/training policy.



Brant County Truck Convoy for Special Olympics:

The trucking industry gives back to the community in so many different ways. One such way is the Special Olympic Truck Convoy.

2018 was the 50th year for Special Olympics and 2019 is the 15th anniversary for the Brant County Truck Convoy for Special Olympics.

If you or your company are looking for ways to give back to the community Special Olympic Truck Convoy is what you are looking for.

The obvious way is to get drivers involved and registered as convoy drivers. Drivers collect pledges to secure lead positions in the convoy, Companies have charity events/fund raisers to raise money toward driver pledges.

As an organization Truck Convoy is always looking for repeat and new corporate sponsors.

During the event funds are raised through raffles of donated prizes from fleets and fleet vendors.

Volunteers are always required. As a volunteer it is a good opportunity to get involved and first hand see what the efforts and purpose of this event is. Wearing a volunteer shirt shows others in the trucking industry your commitment to Truck Convoy and the community.

You noticed that this edition is focused on driver shortage. It is my opinion that community involvement is a tool for driver retention and recruiting. See you at Truck Convoy September 13, & 14 at the Paris Fairgrounds. Check it out at www.truckconvoy.com.