Next Call: Monday May 16, 2016 – 11:00 a.m. EST

DIAL IN INFO: Toll-free: 1-866-234-0247; Local (Toronto): 416-443-4589

Conference ID: 612392

**Attendees:**

* Dan Renaud (Telecon)
* Peter Devries (TELUS)
* Jennifer Grant (Vista)
* Mark Dunham (Advantage)
* Roy Holland (Rogers)
* Brett Hrywkiw (WSP)
* Tim Dalpe (WesTower)
* Jason Wolfe (WesTower)
* Rob Canard (Vista)

**Documents handed out:** National Safety Code Requirements by Weight

**Meeting Notes:
NCS Standard 9 – Hours of Service:**

* Hours of service would apply if you’re working on a site
* This was put in place because workers were falling asleep at the wheel
* An individual working more than 14 hours cannot drive a commercial vehicle
	+ A vehicle under 4500kgs does not apply
* Everyone has to do a log book when operating a commercial vehicle
	+ Log everything. Enter destination, don’t tear out pages from the log (write VOID instead)
* This standard is not for the vehicle but for the person driving the vehicle – log past 14 days of history (even if you’re on holidays – indicate it’s a holiday/day off)

**NSC Standard 10 – Cargo Securement:**

* Have to have a proper securement – chain is fine but it has to be properly labelled with Working Load Limit
* If you have snow on top of your vehicle, they can pull you over for out of service – your carrier rating will take a hit.
* Carrier rating can be affected if the driver does not properly secure the load

**NSC Standard 11 – Commercial Vehicle Maintenance and Inspection (PMVI):**

* When getting a vehicle serviced, keep a file. Change of tires, oil changes, etc. include in a vehicle file. This information is crucial if you are audited.

**Standards within STAC of recommended practices:**

* Which regulations apply to STAC?
	+ NSC Standards 9, 10, and 11
* Trying to educate and reach employers/employees that don’t understand they need log books
* Need help from carriers to ensure people are aware – carriers have the right to ask for log books since it’s their site
* Site inspections – encouraged to ask for driver log books
* Vehicle inspections under 4500kg – consider what Labour Canada or what the provincial regulations are going to say
	+ Officer can ask if there’s a company policy and if you’re not following it, you can be charged – employees all need to be educated on the policies

**Other standards that we didn’t thoroughly look at, but haven’t been identified as a specific priority:**

* NSC Standard 3: Driver Examiner Training Program
* NSC Standard 4: Classified Driver Licensing System
* NSC Standard 6: Medical Standards for Drivers
* NSC Standard 7: Carrier and Driver Profiles
	+ Carrier is the company – you are the owner/operator of that vehicle so you are responsible
	+ Carrier rating can be affected if the driver does not properly secure the load
	+ Admin (or whoever reviews logs) should also be trained on NSC to make sure log book entries are filled out correctly
* NSC Standard 8: Short-Term Suspension
* NSC Standard 12: CVSA On-Road Inspections
	+ They can do on-road audit – not just on scales
* NSC Standard 14: Safety Rating
	+ Conditional pass or not, satisfactory/unsatisfactory
* NSC Standard 15: Facility Audits
* NSC Standard 16: First Aid:
	+ Voluntary standard
	+ Provincial standards, Canada labour – what are their requirements? Vastly different across the country
	+ Follow the standards that apply to you

**Volunteers/Team Leads for NSC Standards 9, 10, 11 (main standards):**

* Will eventually have separate calls for each standard
* Standard 9 volunteer?
	+ Brent & Tracey WSP
* Standard 10 volunteer?
	+ Brent & Tracey WSP
* Standard 11 volunteer?
	+ Jason Wolfe WesTower
	+ Idea for NCS Standard 11 is to create a template for maintenance (oil change schedule, tire change schedule) MTO wants to make sure you’re being proactive to safe driving

2 MTO officers who spoke at the event and had great information.

Clarification on the BC/AB/SK requirements (other provinces are pretty much set in stone): Maritime Provinces have all come in to match ON and QC with 4500kg

* AB weight issues – same hours of services as the other provinces
* Dan highly recommends getting a trainer in to help with NSC. (Recommends third party – a company who won’t give you a ticket).
* Pre-audit gives you the opportunity to fix holes.
* If you are in an accident, and falsely insured your vehicle to try and bypass the regulations, the cost/fine is on the individual.

**Q&A:**

**Q**: BC 🡪 AB – are temporary permits available?

**Dan Renaud**: Yes, but they want to see the vehicle and what equipment you’re carrying before they give the temporary permit. Also, go to a private scale to make sure axel weights and vehicle weights are safe before you go to the CVSE and potentially get fined.

**Q**: We’re running 1500s, trying to get around the 14 hour/day – can they work over the 14 hours?

**Dan Renaud**: Legally, yes – if the vehicle is registered for less than 4500kg – but you have to consider the implications if the driver gets into an accident.

**Q**: How do I know my vehicle weights before I go through the CVSE?

**Dan Renaud**: I would suggest you go to a private scale to make sure you’re not overloaded. If you don’t know your weight and go to a CVSE, you could get a ticket. Go to a private scale, get yourself weighed first.