**STAC National Safety Code Committee Notes**

Meeting: March 14, 2016; 3:00-3:30 p.m. (EDT)

Next call: Monday, April 4 – 3:00 p.m. EDT

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

Conference ID: 612392

Follow-up Activities:

* Volunteers needed to review NSC Standards 9, 10 & 11
	+ Nick to assign initial work by Mar. 22

Related Attachments:

* STAC - National Safety Code (NSC) Regulations
	+ sent prior to meeting

Attendees:

* Nick Kyonka (STAC)
* Dan Renaud (Telecon)
* Sam Fadlallah (Rogers)
* Clem Tang (TELUS)
* Jon D’Alessandro (WireIE)
* Denis Darveau (Videotron)
* Ryan Brown (WireIE)
* Mike Duchene (Tridon)
* Aimee Arsenault (Tridon)
* Tracey O’Krane (WSP)
* Brent Hrywkiw (WSP)
* Adam Gale (Vertical Specialties)
* Peter Rose (Eastlink)
* Dave Ramdeane (Bell)
* Nic Parker (WireIE)
* Walter Wannamaker (Vertical Specialties)

Meeting Notes:

1. NSC Project
* Identification of project objectives
	+ Identified on previous call that we want to collect and distribute to STAC Members information about the National Safety Code (NSC) for commercial vehicle regulations
	+ Specific objectives we want to achieve through this project include:
		- Identify which NSC regulations apply to telecom workers
		- Identify which relevant NSC regulations are applied evenly across the country, and where provincial differences exist
		- Identify thresholds and requirements relating to relevant NSC regulations in each province, as applicable; benchmark most robust requirements for each regulation
		- Identify universal application threshold document or best practices document that can be applied across all jurisdictions in Canada for each relevant NSC regulation
* Identification and prioritization of relevant NSC standards
	+ Must identify which of these NSC codes are relevant to industry participants and prioritize collecting information about the ones that are the most frequently misunderstood
	+ Tacit agreement that we should prioritize the following three standards:
		- NSC Standard 9: Hours of Service
			* Priority standard: drivers and project managers both have to worry about this one
			* In most provinces, you’re allowed 13 hours of driving, or 14 hours of driving and working
				+ Can affect customers, particularly in remote areas that require several hours of driving to access
		- NSC Standard 10: Cargo Securement
			* Priority standard: many violations here (eg: ladders hooked onto back of trucks with tie wraps)
		- NSC Standard 11: Commercial Vehicle Maintenance and Inspection (PMVI) - Updated October 2014
			* Priority standard: contractors often checked into scales to ensure pre-trip and post-trip inspections have been completed
	+ Tacit agreement that the following standards are of low priority:
		- NSC Standard 1: Single Driver License Concept
		- NSC Standard 2: Knowledge and Performance Tests (Drivers)
			* Just relates to standards for commercial driver tests
		- NSC Standard 3: Driver Examiner Training Program
		- NSC Standard 5: Self-Certification Standards and Procedures
			* Only large fleets typically do self-certification
	+ Other standards that we will look at, but which haven’t been identified as a specific priority:
		- NSC Standard 4: Classified Driver Licensing System - May 1998
			* Some vehicles used are over 4,500 kg; boom trucks need different classification
		- NSC Standard 6: Medical Standards for Drivers - September 2013
		- NSC Standard 7: Carrier and Driver Profiles - November 2002
		- NSC Standard 8: Short-Term Suspension
		- NSC Standard 12: CVSA On-Road Inspections
		- NSC Standard 14: Safety Rating - August 2009
		- NSC Standard 15: Facility Audits - December 2003
			* Ministry of Transport comes into your office to examine books
		- NSC Standard 16: First Aid Training
* Request for volunteers
	+ Sent out an initial call for volunteers but only minimal responses
	+ Looking for volunteers to commit to doing a couple of hours of work over the next few weeks
		- Brent volunteers to help out with Standards 9 & 10
		- Others who want to volunteer can email Nick to do sign up
	+ What we need volunteers to do for this project
		- Identify what information needs to be collected
			* Requires going through an NSC standard and identifying what info is pertinent to industry workers
				+ Will also require us to identify which points differ from province to province
		- Start collecting the information
			* CCMTA has provided us with a list of provincial contacts: once we have identified what information is needed from a province, we can turn to these contacts to help us find the answers
				+ Likely best to only have one person communicating with each CCMTA provincial coordinator

Tacit consensus

* + - * + May be available online as well in some cases
* Discussion of basic requirements under NSC and how regulations can change from province to province
	+ Dan notes that some provinces also change their regulations and requirements periodically, such as when NS changed its GVW thresholds a few years ago
		- Nothing currently available that compiles information from all provinces: that’s what we want to provide to our members
			* Dan suggests we start with GVW thresholds and Hours of Service regulations in each province
		- General agreement that it would also be useful to have an in-depth document for working in each individual province, at some point going forward
1. Conference session update
	* Since last call, we heard back from CCMTA who said that they would not be able to arrange for someone to attend and speak at our conference
	* However, we have since confirmed a speaker: Rob Weafer from NADM Inc., a former MTO employee and a former CCMTA participant
		+ Ministry of Transportation Ontario (MTO) also confirmed that they will likely send a speaker or two, though they have not yet confirmed who
2. Other business
* Discussion of basic requirements under NSC and how regulations can change from province to province
	+ Dan notes that some provinces also change their regulations and requirements periodically, such as when NS changed its GVW thresholds a few years ago
		1. Nothing currently available that compiles information from all provinces: that’s what we want to provide to our members
			1. Dan suggests we start with GVW thresholds and Hours of Service regulations in each province
		2. General agreement that it would also be useful to have an in-depth document for working in each individual province, at some point going forward
1. Scheduling of next call
* General agreement that next call should be held on Monday, April 4 at 3:00 p.m. (EDT)