

# National Safety Code Task Force

## Terms of Reference

March 2011

### **Mandate**

To identify solutions, develop recommendations and an implementation plan to make the National Safety Code program an effective rating, monitoring and sanctioning system for motor carriers based on safety risk.

### **Timeframe**

The NSC Task Force will complete its work by October 15, 2011.

### **Members**

The Task Force will be co-chaired by NAME of CVSE/MoTI and NAME of BCTA. Task Force members will consist of NAMES.

### **Resources & Support**

Professional administrative support will be provided by XXXX. Research and analysis will be conducted by XXXX.

### **Guiding Principles**

The project and its outcomes will be governed by the following principles:

1. NSC standards and processes are designed, implemented and managed to ensure that, from a safety perspective, only knowledgeable and responsible carriers are allowed to enter and remain in the trucking industry.
2. Government should be responsible for developing and maintaining fair and reasonable NSC standards and keep industry informed and up-to-date. It is industry's responsibility to develop and maintain a sound knowledge of, and to adhere to, these standards. Ignorance of the NSC should not be an acceptable justification for non-compliance.
3. Enforcement of the NSC standards should be based on a level playing field amongst carriers regardless of domicile, fleet size or industrial sector.
4. The cost (consequences) of non-compliance with the NSC should be greater than the cost of investing in safe practices, drivers and equipment.
5. Potential economic and financial consequences associated with NSC penalties and cancellations should not be mitigating factors in NSC disciplinary processes. Carriers and shippers who, by commission or omission, make poor choices regarding matters of public safety should live with these consequences.
6. Reasonable but firm expectations imposed on new NSC entrants at the application stage should relieve the burden on the downstream monitoring, enforcement and disciplinary stages.

### **Areas of Review**

The following areas will be considered by the Task Force

- National Safety Code Application

## Areas of Negotiation for July 2012

1. Vehicle Weights and Dimensions	
<ul style="list-style-type: none"> <li>• Vehicles used to haul very heavy equipment</li> <li>• Turnpike Doubles</li> <li>• Rocky Mountain Doubles</li> <li>• Tandem axle weight limits</li> </ul>	<ul style="list-style-type: none"> <li>• These specialized configurations will be reviewed to identify any inconsistencies in requirements and options for harmonization.</li> <li>• Industry has identified weight limits for very heavy haul moves as being particularly problematic.</li> <li>• Operating conditions for these specialized configurations will also be reviewed (e.g., driver medical requirements or number of pilot cars).</li> </ul>
2. Safety Programs	
National Safety Code (NSC)	<ul style="list-style-type: none"> <li>• Provinces may adopt NSC standards with variations. Review implementation of standards to determine opportunities reconciliation (e.g., threshold, application process, collision reporting threshold).</li> </ul>
NSC hours of service standard	<ul style="list-style-type: none"> <li>• AB and SK have not adopted the national hours of service standard (BC has adopted). Review adopting standard.</li> </ul>
NSC daily trip inspection standard	<ul style="list-style-type: none"> <li>• BC will adopt the national daily trip inspection standard (AB and SK have adopted). Review adopting standard.</li> </ul>
NSC vehicle inspection standard	<ul style="list-style-type: none"> <li>• The provinces have differences in how they have implemented the periodic vehicle inspection standard (e.g., threshold, frequency of required inspection). Review to enhance consistency.</li> </ul>
Threshold for reporting to inspection stations	<ul style="list-style-type: none"> <li>• The provinces have different thresholds for reporting to inspection stations. Review and determine if these can be harmonized.</li> </ul>
3. Operating Policies	
Operating restrictions	<ul style="list-style-type: none"> <li>• Provincial policies on when very large loads can be moved vary (e.g., day vs. night). Review to determine opportunities for reconciliation.</li> </ul>
Divisible oversize load permits	<ul style="list-style-type: none"> <li>• The provinces all have different approaches to oversize loads that can be broken down. Review policies and determine opportunities for reconciliation.</li> </ul>
Oversize / overweight corridors	<ul style="list-style-type: none"> <li>• Review current routes for oversize and overweight loads to determine if there can be more interprovincial connections.</li> </ul>
Access to road and construction information	<ul style="list-style-type: none"> <li>• Review how the provinces provide road and construction information, including highway geometry and clearances for planning oversize moves</li> </ul>
4. Vehicle and Driver Licensing	
Driver licensing issues	<ul style="list-style-type: none"> <li>• Review industry concerns, including access to driver history and impacts of sanctions from another province. Will involve ICBC and a review of national work underway.</li> </ul>
Vehicle registration	<ul style="list-style-type: none"> <li>• Review how the provinces register and licence certain 'towed conveyances', such as jeeps and dollies.</li> </ul>

- Applicant information, including acceptable prior industry history/experience
- Demonstrated knowledge requirements
- Completion of training prerequisite
- Application assessment process
- National Safety Code Certificate Renewals
  - Determine whether, how often and what information verification process should be implemented
- Audits
  - Define appropriate audit instrument
  - Identify appropriate targets for random audits to calibrate system
- Penalty Points
  - Group types of violations (e.g., safety violations, administrative violations)
  - Develop appropriate point structure
- Carrier Profiles
  - Develop appropriate thresholds, interventions and intervention levels, including schedule for re-calculating group statistics
  - Confirm chain of NSC compliance responsibility, including driver responsibility
  - Consider what and how information should be made public
- Carrier Risk Bands
  - Identify appropriate grouping of carriers for risk band purposes
  - Consider whether smaller vehicles (i.e., less than 11,794 kg) should be considered separately from freight-carrying vehicles
  - Consider whether government/municipal/passenger/non-freight-carrying vehicles should be included/excluded
- Non-BC-plated/domiciled carriers
  - Determine how non-BC-plated carriers based in BC will be monitored
- Enforcement
  - Identify system to ensure consistent and fair interpretation of rules and regulations
  - Identify how enforcement exposure will be captured and recorded

### **Meeting schedule**

- Monthly with written staff reports disseminated bi-weekly