



FAQs

What are the B.C. Road Safety Plan *and* Canada's Road Safety Vision 2010?

The goal of the B.C. Road Safety Plan and Canada's Road Safety Vision 2010 is for B.C. and Canada to have the safest roads in the world.

The key national strategic objectives are:

- Raising awareness of road safety issues
- Improving communication, cooperation, and collaboration among road safety agencies
- Enhancing enforcement measures
- Improving national road safety data collection and quality
- Targeting the increased use of seat belts and the proper use of child restraint
- Reducing the incidence of drinking and driving

The B.C. target calls for a 20% decrease in the average number of road users killed or seriously injured compared with 1996-2001 average figures. The B.C. program seeks to:

- Reduce fatigue-related commercial vehicle crashes
- Increase seat belt use by commercial drivers through education programs
- Improve and enhance the quality and timeliness of truck safety data for enforcement
- Focus enforcement resources on aggressive driving behaviour by and around heavy vehicles
- Provide information to car drivers on sharing the road with heavy trucks
- Develop a commercial driver profile through the Canadian Council of Motor Transport Administrators

Why is the trucking industry important to B.C. and Canada?

In 2002, B.C.'s trucking industry:

- Represented about 15.7% of Canada's commercial transportation industry
- Contributed 5.4% of B.C.'s GDP

In 1999, more than 90,000 people in B.C. worked in the transportation and storage industry, with trucking representing 28% of this industry sector's workforce. Most of the industries within this group are involved in the transporting of either freight or passengers.

What does TruckSafe mean by "truck"?

Any motor vehicle used by a business, if that vehicle is used to carry people or freight, *and* is one of the following:

- A truck or truck tractor that has a licenced GVW (gross vehicle weight) of more than 5,000 kilograms (including the weight of any attached trailer)
- A bus (which is any vehicle that carries 10 or more people)
- A motor vehicle, other than a bus, that is either permanently fitted with special equipment or is designed to and normally used to carry a load, and that may operate as a single unit or may pull a full trailer or pony trailer
- A motor vehicle having permanently attached to it a truck or delivery body—in addition it includes an ambulance, fire apparatus, tow truck, road building machine and a truck tractor

What are some of the factors that contribute to serious injuries and fatalities?

- Unrealistic scheduling demands on trucking firms, drivers, or shippers and receivers
- Driver fatigue
- Overexertion
- Falls from elevation
- Inadequate facilities for safe transfer
- Improperly secured truck loads
- Road design and maintenance
- Truck maintenance frequency
- Driving without due care
- Unsafe speed
- Failing to yield right of way

What are the general claims and fatality statistics for the trucking industry?

In the years 2000 and 2004, truck driver injuries in B.C. represented about:

- 114 fatalities. Nine of these were young workers.
- 533 serious injuries.
- 21,700 time loss claims. These are claims that have had costs such as wage loss or a permanent disability award. Medical aid only claims are not included.
- 650,900 work days lost. When prior years' claims are included, the total work days lost is 1,181,000.
- \$101 million in claim costs. These claim costs reflect the actual payments and awards from 2000 to 2004, not the full (e.g., does not include administrative) and future cost (liabilities) of claims. When prior year costs are included, this total is \$298 million in claims costs.

Who are the current partners supporting the TruckSafe Strategy?

Partners currently supporting the TruckSafe strategy include:

- BC Trucking Association
- WorkSafeBC
- ICBC
- Ministry of Transportation
- RCMP
- Human Resources and Skills Development Canada – Labour Programs
- National Safety Code
- BC Safety Council and
- BC Forest Safety Council



What are some of the other provinces doing about the issue?

- **Ontario** set up its Road Safety Think Tank in October 2004, which consists of the ministries of Transportation and Labour, the Insurance Bureau of Canada, the Transportation Health and Safety Association of Ontario, and the Ontario Workplace Safety and Insurance Board. This consortium is collaborating to focus on social marketing, education, legislation, enforcement, and infrastructure.
- **Nova Scotia's** Workers' Compensation Board is partnering with the Nova Scotia Trucking Safety Association to administer a Certificate of Recognition to good performers in the province's trucking industry. The Nova Scotia Trucking Safety Association facilitates the delivery of quality, effective training programs to ensure a safe working environment and a skilled workforce in the trucking industry, in compliance with industry and government regulations (2002). WCB Nova Scotia now jointly signs the Certificate of Recognition (2004).
- **Alberta** released the report "Saving Lives on Alberta's Roads" (June 2004), which details recommendations for a comprehensive approach to road safety, with links among education, awareness, enforcement, engineering, legislation and standards, and social policy areas. Alberta's Ministry of Transportation is now implementing a voluntary, one-year driver training program, which will certify participants as professional truck drivers. The program will provide skills in driving, cargo securement, fatigue management, dangerous goods management, vehicle maintenance, and safe operation in all types of terrain and weather.

What are other countries doing about the issue?

- The **United States** is focusing considerable enforcement efforts on increasing seat belt use and decreasing drinking and driving. Their target is a 20% reduction in total road user fatalities and injuries by 2008 compared with 2000 figures and a 50% reduction in commercial vehicle related deaths and injuries by 2010.
- **Great Britain** has set up a year-round, road safety, public awareness campaign called THINK, which focuses on child safety, vulnerable road users, drinking and driving, and related road use issues.
- **Sweden's** Vision Zero program (which is also the country's long-term goal) focuses on special safety measures for the most dangerous roads and safer traffic movement in built-up areas, emphasizing road user responsibility, safer cycling conditions, and compulsory use of studded winter tires.
- The **Netherlands** has focused on sharing of costs and responsibilities among the national, provincial, and municipal governments as well as the private sector. Some key activities include modifying all road user behaviour, improving road and motorway infrastructure, improving driver training, enhancing police enforcement, and reinforcing the safety culture.
- **Norway**, like Sweden, is implementing the Vision Zero concept. Norway is targeting measures to regulate driver behaviour such as reducing speed limits on the most dangerous roads, banning the use of hand-held cell phones while driving, and increasing the demerit points for driving offences.

How is safety climate defined?

The safety climate of a company is an assessment of employees' perceptions (or shared understanding) of the company's safety policies and procedures, compared to actual safety practices and behaviours. It indicates how workers perceive the priority given to safety over production in their workplace.

“Safety culture” and “safety climate” are sometimes used interchangeably. Safety culture can be defined as the shared values, beliefs, assumptions, and norms that govern how a company makes decisions about safety and the attitudes of individuals and groups toward safety. Some regard safety climate as a measure of the safety culture of an organization because it examines workers’ perceptions of the priority of safety in their workplace.

Research has found a link between a company’s safety climate and employees’ safety behaviour and injuries. Company leaders create safety climate and culture. Therefore, managers and supervisors are key to improving safety culture and reducing workplace injuries in an organization.

What was the Truck Safety Task Force?

In late 1996, the Minister of Transportation and Highways established a task force on commercial vehicle safety to recommend strategies to improve heavy commercial vehicle safety in British Columbia. The task force was the first time a group representing a cross-section of the commercial trucking industry had been brought together to work toward the common goal of improved safety. It included representatives from industry, labour, government, and governmental agencies. The task force developed a broad range of comprehensive recommendations on:

- Driver licencing standards
- The driver’s licence sanction process
- Enforcement of safety regulations
- A safe carrier incentive program
- Monitoring and evaluating carriers according to National Safety Code Standards
- Commercial vehicle inspection programs
- Shipper standards

The TruckSafe’s vision, goals, and objectives have benefited from the knowledge and insight gained from this previous initiative. The Task Force made 32 recommendations, most of which have been implemented. The TruckSafe partners will work together to find solutions to the issues identified in the outstanding Task Force recommendations.

What is an example of a TruckSafe project?

One example is the **Fraser Canyon Truck Safety Corridor** in B.C., which evolved in response to the high number of truck-related incidents on Highway 1 in the Fraser Canyon. As a result of the activities of the Fraser Canyon Traffic Safety Committee and the Fraser Canyon Crash Review Committee:

- ICBC provided funding for shoulder rumble strips and other road improvements, including roadside delineation, roadside barricades, and overhead rollover signs. ICBC also commissioned studies for engineering improvements at specific collision sites.
- The RCMP’s Fraser Valley Traffic Services Department and Southern Interior Traffic Services (Ashcroft) increased enforcement, focusing on speed and aggressive driving in critical areas with a proven collision history.
- The Commercial Vehicle Safety and Enforcement Branch of the Ministry of Public Safety and Solicitor General scheduled more vehicle safety checks.
- The Ministry of Transportation moved and changed speed advisory signs, and performed the roadwork funded through ICBC.
- WorkSafeBC coordinated development of a Canyon Hazards survey for truck drivers and an awareness and education plan.

Another example is the **INFORM Program**. Through a collaboration among the RCMP, WorkSafeBC and more recently, Human Resources and Skills Development Canada – Labour Program, the INFORM program originated in the Peace Region of B.C. INFORM stands for Infraction Notification Forwarded to Owners Registered to a Motor-Vehicle. When a driver is charged with a driving infraction in a work vehicle, the RCMP sends a letter to the registered owner, with a copy going to WorkSafeBC for administrative purposes only. The letter states that it is being forwarded “out of common courtesy” to make the owners aware of the infraction. It provides details about the vehicle, date, time, location, and type of alleged offence. The letter does not identify the driver due to privacy laws.

In 2004, the RCMP issued 1,200 letters in the Fort. St. John and Fort Nelson area. Employers have been following through with internal investigations and corrective action. Industry comments on the program have been very positive. For example, the Petroleum Services Association of Canada has endorsed the program.

A third example of a TruckSafe project is the BC Forest Safety Council’s log hauling initiative. The BC Forest Safety Council is an organization of organizations, with all relevant forestry groups represented on the board. The Council held a Forestry TruckSafe Summit in Prince George on June 7 th and 8 th, 2005 to develop an action plan to improve vehicle safety throughout the forest sector. The Council’s objective is to develop a comprehensive action plan to promote safe drivers, safe vehicles, safe resource roads, safe conduct on public highways and vehicle safety awareness generally in the Forest Sector

A final example of a TruckSafe project is the **Articulated Rock Truck (ART) Training Standard**. (Articulated rock trucks are a type of vehicle that is typically used in road building and earth moving.) In 2003, WorkSafeBC and industry representatives came together to develop the Articulated Rock Truck Operator’s Training Standard and Qualification Program. Successful operators who complete the course are endorsed as Qualified Articulated Rock Truck Operators.

Industry and WorkSafeBC decided that such a course was necessary because incidents involving this type of truck had shown there is a high risk of serious injury or death, especially on steep grades, if drivers have not been trained properly and do not fully understand the multiple braking systems on articulating vehicles. The program is in the last stages of development and is currently being implemented throughout Interfor operations. In the interest of safety in the forest industry, Interfor hopes that the BC Forest Safety Council will consider how to integrate the learning’s of this pilot into the forestry TruckSafe initiative.

Won’t this plan cost trucking companies more money at a time when costs are already high?

Although profit margins are narrow in the trucking industry, it has been proven that health and safety programs add to the profit margin. As employers and drivers adopt and implement Codes of Practice or safety performance agreements, economic incentives will reward well-performing trucking companies committed to health and safety, and encourage improvements in the performance of other trucking companies.

How do people get involved in TruckSafe?

For success, TruckSafe needs a coalition of leaders to:

- Communicate its message to all levels of companies, industry associations, and other stakeholders
- Collaborate with WorkSafeBC and other municipal, provincial, federal or private sector partners to investigate, develop, and implement safety solutions and programs to reduce or eliminate truck-related incidents and hazards

- Share already successful truck safety programs and solutions through the TruckSafe website

It's early days for TruckSafe; much of the strategy is still in the planning stages. WorkSafeBC is working hard to expand its network of partners and stakeholders who want to get involved.

Where can people find out more about TruckSafe?

Critical to the success of TruckSafe will be the development of a website, social marketing program, and the promotion of the TruckSafe Brand to ensure province-wide recognition and support. Later in 2005, TruckSafe will have a web site: www.trucksafebc.com. Check this site for regular TruckSafe updates or to send your question to the WorkSafeBC TruckSafe Team.

You can also contact the **Prevention Information Line** at 604 276-3100 or 1 888 621-7233 toll free within B.C., or visit **WorkSafebc.com**.

