



The TruckSafe Strategy

Virtually everyone—consumers, manufacturers, businesses, and communities—depend on trucks to move goods within B.C. In 2002, B.C.'s trucking industry represented about 15.7 percent of Canada's commercial transportation industry and contributed 5.4 percent of B.C.'s Gross Domestic Product.

There are more than 60,000 professional drivers in the trucking industry in B.C.—that's about 3 percent of B.C.'s labour force. Clearly, the trucking industry is a major employer in the province. But while trucking provides a means for many to earn a living, too many workers are seriously injured or killed in trucking-related incidents in B.C. The following statistics show the extent of these injuries and deaths:

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

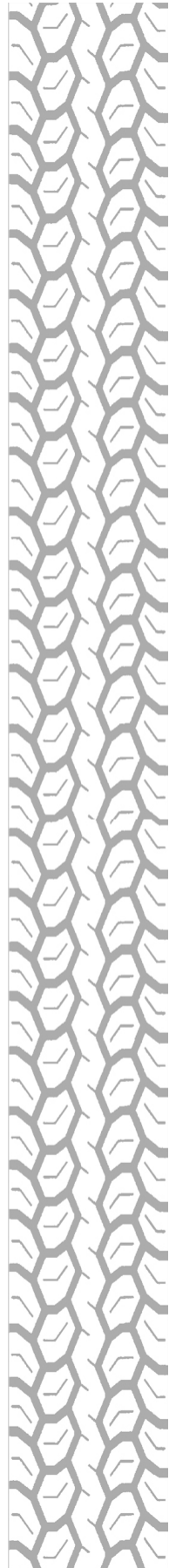
- 114 fatalities. Nine of these were young workers.
- 533 serious injuries.
- 21,700 time loss claims. These are claims that have had costs such as wage loss or a permanent disability award. Medical aid only claims are not included.
- 650,900 work days lost. When prior years' claims are included, the 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.

These WorkSafeBC statistics don't reflect all the losses involved—sometimes pedestrians, motorists, and other members of the public are injured or killed in trucking-related incidents. What these statistics do reflect is the need for a comprehensive strategy to prevent or reduce these losses. For everyone concerned—the injured worker, surviving family members of workers who died on the job, businesses, and communities—such injuries and fatalities are not an acceptable cost of doing business.

The TruckSafe Strategic Plan

WorkSafeBC developed the TruckSafe Strategic Plan to significantly reduce and prevent serious injuries, deaths, and other losses resulting from trucking incidents in **all types** of trucking—from log hauling and chip trucks to freight hauling, couriers, and tour buses.

Through TruckSafe, WorkSafeBC is working with stakeholders to set priorities for **improving the safety of the truck driver, the truck, its loads, and the roads.**



TruckSafe partners from industry, labour, government, and communities will collaborate to create and implement common sense, practical, cost-effective solutions to a wide range of safety issues related to trucking.

The TruckSafe Strategy reflects the commitment of WorkSafeBC and its partners to the BC Road Safety Plan and Canada's Road Safety Vision 2010. (See the TruckSafe FAQs for more information on these initiatives.)

Achieving Objectives

To achieve its goals and objectives, TruckSafe will:

- Create a sustainable safety network
- Coordinate TruckSafe projects and resources to maximize their value and effectiveness
- Develop a web site that will bring together a collection of truck safety projects, resources, tools, and tips
- Develop and implement a social marketing program that will provide province-wide recognition and support for the TruckSafe brand

Building Partnerships

Common sense, community involvement, and partnerships are the strength of TruckSafe. For any given initiative or project, key partners will be identified, formal agreements will be struck, and teams will collaborate to develop needs analyses and work plans, and to implement solutions. Current partners supporting the principles of 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.

Acknowledging Success

Traditional road safety programs use a three E plan in implementation: Engineering, Education, and Enforcement. TruckSafe adds a fourth E—Economic Incentives. Through initiatives such as Certificate of Recognition (COR) programs, TruckSafe will look for opportunities to recognize and acknowledge organizations with safety programs and practices that meet approved standards.

Sustaining Momentum

As industry, associations, truck drivers, or others raise issues and concerns, the TruckSafe partners will:

- Create project teams (with partner organizations) to ensure buy-in and the viability of project implementation
- Conduct systematic statistical reviews to understand the extent (as shown in severity and frequency statistics) and impact (loss in dollars) of the problem
- Use risk analysis, which looks at the amount of risk and frequency, and impact analysis, which looks at the impact of potential solutions, to set priorities
- Develop sound project work plans to ensure overall successful and sustainable implementation
- Analyze the effectiveness of completed projects (i.e., conduct cost-benefit analyses)

Funding the Plan

The partners will fund TruckSafe through financial and in-kind support. TruckSafe will look to the corporate sector or other third-party sponsors to ensure long-term strategy sustainability.

Goals and Objectives

Achieving the TruckSafe goals and objectives listed below will reduce or eliminate injury claims, injury and fatality rates, and other related loss.



Table 1 – TruckSafe Goals and Objectives

Goals	Objectives
<p>Partner with key agencies, organizations, and companies on TruckSafe initiatives</p>	<p>1. Collaborate with key partners to develop TruckSafe strategies and programs. <i>Partners may include trucking associations, unions, private sector partners, governmental agencies, municipalities, communities, and individuals.</i></p>
	<p>2. Share truck safety and collision data with key partners in support of TruckSafe strategic planning. <i>Since key regulatory organizations collect data and statistics for their respective business operations, sharing and comparing this information will better target TruckSafe projects and programs.</i></p>
<p>Improve the health and safety of the truck driver</p>	<p>3. Prevent driver impairment, which may include drugs, alcohol, or fatigue, using statistics in collaboration with the BC Coroners Service. <i>This may include the development of education and training programs.</i></p>
	<p>4. Improve driver safety practices, which covers being in or around the vehicle, based on WorkSafeBC statistics.</p>
	<p>5. Improve professional driver qualifications, which may include standard truck driver apprenticeship or training programs, based on recommendations from the Truck Safety Task Force Report (1997). <i>See "What was the Truck Safety Task Force? in the TruckSafe Backgrounder.</i></p>
	<p>6. Increase compliance with safety and health requirements, which includes improving safety and health programs and seatbelt use. <i>Health and safety compliance is based on WorkSafeBC statistics, and seatbelt compliance is based on RCMP traffic safety statistics.</i></p>
<p>Improve the level of safety in the trucking industry</p>	<p>7. Promote economic incentives for trucking firms committed to health and safety through a Certificate of Recognition (COR). <i>For example, firms may implement improved safety programs, take prescribed safety courses, or provide improved safety records (through safety audits), making them eligible to receive a rebate on their premiums.</i></p>
	<p>8. Implement a driver recognition system, which recognizes driver safety excellence and promotes economic incentives for drivers committed to health and safety.</p>
	<p>9. Implement a "coaching" supervisory training program for managers and supervisors to establish or maintain an improved safety "climate" within an organization or industry. <i>See "How is safety climate defined? in the TruckSafe Backgrounder.</i></p>

Goals	Objectives
<p>Improve the safety of roads and road users</p>	<p>10. Provide economic incentives, improvements in engineering and enforcement, and/or educational programs directed at users of highway safety corridors, which are designated stretches of roadways or highways deemed dangerous because of various factors that create unfavourable driving conditions when combined.</p>
	<p>11. Promote safe driving practices for sharing the road with trucks.</p>
	<p>12. Create a TruckSafe Community designation, which promotes awareness and provides education and possible economic incentives for communities that take responsibility for improving trucking safety. <i>Every community will have the opportunity to be designated a TruckSafe Community.</i></p>
<p>Improve the safety of trucks and loads</p>	<p>13. Develop safe work practices (or guidelines) covering the number of hours a truck driver may be on-duty in a 24 hour, one week, and two week period. <i>In early 2005, the federal government changed the limits to drivers' on-duty time for extra-provincial trucking when it changed the hours of service regulations under the Canada Motor Vehicle Transport Act. The provinces also agreed to change the equivalent provincial requirement. The provinces are responsible for enforcing the hours of service regulations for both intra- and extra-provincial trucking.</i></p>
	<p>14. Develop safe work practices for shippers and receivers that allow them to fulfill their roles and responsibilities, but also take into account the safety of drivers.</p>
	<p>15. Develop safe work practices addressing load securement, National Safety Code, Standard 10. <i>This standard outlines the specific requirements for securing loads to commercial vehicles to ensure they do not shift, move, or spill onto the roadway.</i></p>