

Newsletter ~ Summer 2010

Transportation Safety and Compliance Solutions

Please help us pick a name!

TS&CS has been sending out newsletters to people in the Transportation industry over the past 2 years.

We have decided that "Newsletter" isn't the most inspiring publication name, so it is time to name this newsletter. We would like some input from you, our reader on what the new name should be.

A few choices are offered below. Please let me know what you think and if you can, I would be interested in hearing the rationale for your choice. If you have a better suggestion, we'd be happy to hear it.

The objective for this newsletter is to provide support to players in our industry regarding compliance and safety as well as to demonstrate the message that Transportation Safety and Compliance Solutions is a professional company that is reflected in our brand image. We look forward to hearing your feedback regarding our articles and let us know what you are hearing in the industry as well.

- Changing Lanes
- The Road Ahead
- Safety in Gear
- A Look Ahead
- Hooked Up
- The Safety Dispatch
- Safety lane

Please send your vote or suggestions to: mike@transportationsafetycs.ca

Six Months Left to Improve the 2010 Year

As we near the end of the first half of 2010; it's a good time to take stock of how your organization's safety programs are performing.

Are you meeting your goals? Are you on your way to putting up your best numbers ever? Or are you a little off the mark? As a results-driven company, you have six months left to improve!

As a realistic company, we also know that 2009 had been incredibly challenging for many in our industry. Due to the economic climate, workforces have been leaned down, budgets have been tightened and compliance pressures - internal and external - have increased to a degree not seen in years. We're neither economists nor political scientists, so we won't venture any predictions there. But as experts in developing and applying safety training, and risk management, we can tell you that you are going to have to work harder than ever to stay on top of your safety programs

Continuous improvement is the only mindset to have in regards to safety. Compliance is not simply doing the bare minimum required. Working together, we can do better than that. And we should - because, after all, we're talking about protecting the safety and health of your people, and your company's bottom line.

Together we can look at your safety strengths and weakness and come up with a manageable Action Plan for your Safety Programs.

TS&CS Added Value

After each training session, TS&CS will provide your company with a log of training history provided by us.

We will assist you in managing your records better and to remain in training compliance with the Ministry of Transport, Ministry of Labour, WSIB and the HRSDC.

Remember the HST comes into effect on July 1, 2010. By arranging your training or safety consulting prior to the deadline you will conserve part of your training budget, helping it to go further.

TS&CS is your formula for safety
519+748+4420

In this issue:

GPS trouble

Documenting policies

Outsourcing safety

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Information tidbits

Could your GPS get you into trouble?

I am sure that you have noticed that the GPS tells you the distance to the destination plus the Estimated Time of Arrival. Have you looked at that time and said that it cannot be right, and "I can be there in less time than that" and proceeded to apply a heavy foot and possibly taking shortcuts on safety issues?

I am certain that a few people can relate to this. It is funny how electronics have begun to control our lives and we should question whether they really are a benefit. Last summer I was riding with a driver up in the Stouffville area. To tell the truth, I was lost. The driver was also not familiar with the area but was very confident in his GPS.

The GPS directed us off the main highway and we headed up a county road. Just as we passed a gravel pit there was a sign indicating no heavy trucks beyond this point. The driver became a little stressed, and wondered if we should continue or turn around. I would also like to note that he was not being paid hourly. He made the decision to continue on. It was a very scenic drive and not one that was particularly favorable in a tractor trailer. Up the hill, down the hill, up the hill and around the bend and up the hill again. The top of the tractor and trailer were smacking away on low hanging tree branches the entire time.

Please remember that the GPS device should be used as a secondary resource. Ensure you know the best route before you start your journey.

Always remember "Safety First" The meaning of GPS is Go Posted Speed

Policies and Programs... Write them don't just say them!

When you put something in writing it then becomes official. Your health and safety practices are no exception. Write them down to make them real. This now becomes your best Due Diligence.

Shortly after making the above comment at a presentation, I got a call from one of my customers that had a consultant that specialized in WSIB compliance in to perform a Work Well Audit. He thought that his company did things top-notch. However, when it came to compliance it was not documented very well.

He did admit that he was maybe one of the worst offenders and is working hard to set an example to his managers.

Things you can do to promote documentation is give all people in a supervisory role a note pad to document as a diary. Things that need to be placed in a file can be photo copied and placed in the file and the original remain in the supervisor diary.

When is the best time to outsource safety and compliance?

Safety Meetings: It takes a lot of time and research to even prepare for a half hour tail gate meeting. Do you have time for this?

In Cab Training: You have a driver that has been with your organization for a number of years and for some reason he/she is getting into trouble and has been involved in too many collisions. If it was anyone else they would have been out the door by now. But deep down you are afraid that the next time the phone rings it will be to tell you this driver has just been in the biggest collision of your company's history. You just wish you could free yourself up even for a few hours to ride along with the driver. You have done everything else within your power, including discipline and sending him or her to a Defensive Drivers course.

In my experience, in cases like this it is good for all parties to have an impartial person who can conduct the training and an evaluation that is required for that driver. The driver is also more likely to become comfortable with someone that cannot fire him/her and open up their thought about what the issues are and ultimately they will be more open to suggestions about their driving skills.

Contact TS& CS to perform a Collision Review, Driver Hiring, Driver Orientation and Lift Truck training. Outsourcing saves you time to do your other important tasks.

Communicating with employees really works

I wanted share the following story with you. In February I was delivering a drivers safety talk. When I was finished the group discussed some company business. One of the topics was the recent theft of a trailer and a load 2 weeks earlier.

At this point the load had been recovered but the trailer was still at large. The day after the safety meeting one of the drivers was out on a Sunday drive when he spotted the trailer in the Brantford area. He immediately called his supervisor who in turn requested that he call the police.

As a result, the highway was blocked and the trailer was recovered. Within the next couple of days the trailer was returned to the carrier. Unfortunately the freight was food product and for quality reasons had to be destroyed. The trailer was returned in good condition. Had they not discussed the event as a group, it is less likely that the driver would have noticed the trailer. Communication has benefits!

Information Tidbits

From WSIB Solutions for small business

Small businesses face a number of challenges when it comes to creating safe work environments. In 2006, 38% of all workplace fatalities in Ontario were in the small business sector.

New Training From TS&CS

Now available Training Program for your Joint Health and Safety Committee. Get the most value from your JH&SC through training.

From MTO Enforcement

June 8-10 will be Road Check dates this year. For those unfamiliar this is when the enforcement people from across North America are out there blitzing truck and driver safety.

Local MTO enforcement tells us that they are seeing about one truck wheel off per month. This is something that is preventable and with a good maintenance program, driver awareness through driver training does not need to happen.

The much talked about speed limiters in Ontario is to date about 15% non compliance. No accurate statistics on who these violators are or where they are from but it was told that most are from out-of-province.

Seat Belt Usage on the increase for Commercial Drivers

FMCSA reported that overall safety belt use by commercial drivers climbed to 74% in 2009 from 65% in 2007.

For safety reasons this is a positive move. In the US it is going to help drivers and fleets fit into the new safety system CSA 2010. For those fleets operating commercial vehicles in Ontario it is going to keep the unnecessary points off the fleet CVOR abstract.

The seat belt law has been around for a long time and has ample data behind it to prove that seat belts save lives.



Do you Hire Young Workers?

Workers who are new to the job and employed for less than a month have a much higher injury rate than more experienced workers. Providing a safe working environment and ensuring safe starts from the get go is not only the right thing to do, it's the law.

"Make your life a mission - not an intermission." --Arnold Glasgow