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Safety Lane Winter 2011 **Transportation Safety and Compliance**

What's new at Transportation Safety & Compliance Solutions?

We are always looking at the needs of our current customers and coming up with solutions to those needs. As a result we came up with ideas for new safety talks for future customers.

At this time we have an excellent course for Load Securement in a Van Trailer. This is often a topic that many in the van industry think does not apply to them. From the legal perspective nothing is further from the truth. If you are not being checked by inspectors on the road for load securement, it is likely only a matter of time before it takes place. A side benefit to you, the carrier, is that this simple meeting can reduce costs on your freight claims resulting in a few happy people around the office (sales manager, accountant, freight claims clerk and the operations manager to name a few).

It is not too late to look at booking driver safety talks. There are some dates available for winter driving and it is never too soon to look into the spring safety talk.

We plan to have the open course schedule posted on our website www.transportationsafetycs.ca soon. This is a great opportunity for smaller organizations to send one or two people for training and not place a burden on those not attending.

Mike's Tips to make the winter driving a little safer:

- Watch out for the other driver.
- Adjust your speed to the weather and road conditions.
- Increase your following distance.
- The saying is, "more is better" - but when related to driver distractions obviously less is better. Your full attention is that much more important in the winter.
- Every year there are countless new drivers on the road that have not experienced the joy of winter driving. Look around and you will recognize them. Give them a little more room. Additionally, there are nervous senior drivers that may create additional hazards - give them a break.

Coming events:

Lift Truck Training for experienced operators

Saturday January 7 &
Saturday April 14

Defensive Driving for G Licensed Drivers

Monday January 9 &
Monday April 9

Defensive Driving for Professional Drivers

Saturday January 14 &
Saturday May 12

*****NEW IN 2011*****

Coaching the new driver in your fleet.

This course is full of information for the in cab coach of the new employee.

Saturday February 14 &
Saturday June 16

Check out website for details regarding this session and others offered by TS&CS

www.transportationsafetycs.ca



Time to get your 2012 Safety Plan in place

In the fall edition of Safety Lane I asked for some feedback on what you intend to do in your workplace as a safety resolution for the New Year.

The following are some suggestions.

Look at reducing your lost time workplace injuries:

- Do you have a modified work program in place?
- Do you know the hazards in your workplace?

Look at reducing you vehicle collisions:

- Is there a pattern to your vehicle collisions?
- What is your policy on driver collisions?
- Is there an investigation?
- Is follow up training or an in cab evaluation part of the process?
- Do you have a safe driver awards program?
- Do you have a collision corrective action policy?
- Are you doing routine driver in cab evaluations?

Reduce your freight claims:

- Are your people trained in load securement?
- Are your lift truck operators trained and is the training current?

Get back on track with training

- Over the years have you cut back on driver safety talks? If that is the case maybe it is time to think about getting them up and running again in 2012.
- Are your lift truck operators all current in training and practical evaluations?
- When was the last time you did your WHMIS training?
- Have you addressed violence in the workplace?
- What is happening with your Joint Health and Safety Committee?
- Are you doing your Workplace Inspections as often as you should?
- Do you have a Collision Review Committee for driver collisions?

"Safety involves everyone. It's easy to come up with an idea, but it's those that embrace it that make it successful."

Tom Boehler Erb Transport

The cost of bug deflectors

Did you know a hood-mounted bug deflector hinders fuel economy by 1-2%?

This is information according to Volvo Trucks product expert Frank Bio, who made the point during a recent presentation on aerodynamics at Volvo's New River Valley Truck Plant.

He mused that Volvo has spent millions of dollars to find and eliminate slight percentages of drag, only to have customers slap a bug deflector on the hood.

If you absolutely must have a bug deflector, Bio suggested removing it in the fall when bugs are no longer an issue. At the very least, that should offset some of the fuel economy degradation that winter brings.



Season's Greetings to all.
Have a Safe and Happy Holiday.

Profitability, Safety and Compliance & Tracking Maintenance

If you have your own shop that focuses on the preventative aspect of maintenance in-house and outsources major repairs, initially you are likely to see high costs for outsourcing of vendors. With time you will see that cost decrease.

Break down your costs with a record keeping system with either a cost-management software program or the old fashion spreadsheet for the small fleet.

Separate tractor and trailer costs, e.g. tires and suspension into different categories.

Study fleet maintenance trends. There are hundreds of dollars of difference between doing a repair in the shop and either calling a tow truck or making a road-side service call.

Track the labour hours (per technician). Why do some technicians take 3 hours to do a job and the next takes 4.5 hours to do the same job? Pick the right technician for the job. These costs add up at the end of the years and they only come out of one person's pocket.

Train your shop people. They have to be familiar with technology changes.

Tools are an expensive asset. Only purchase what you need and monitor costs of tools.

Transportation Safety and Compliance

Not done in safety

Often during a safety meeting I will get the question presented to me, "What do you see as one of the biggest problems on the road?" or, "What do you suggest to be a safer driver out there?"

With that in mind I came up with "NOT DONE IN SAFETY" information below.

The question for this newsletter is, "What I am seeing as new trends of NOT DONE IN SAFETY?"

There are a few trends that I am noticing and to be honest I am surprised that collision rates are not soaring.

These trends make it all that much more of a priority to be a defensive driver. As a refresher I will give you my version of the definitions. A defensive driver is one that drives to compensate for the lack of skill and ability of others on the road. Someone that will concede the right of way and someone that drives according to the weather conditions.

Knowing that you must drive to expect the unexpected, how many times have you said to yourself 'I never saw that one coming'. By the way, if you are in a collision NEVER tell that to a police officer. Just when you thought you seen it all someone comes up with another stupid bone headed move.

In the last 12-18 months I have noticed an increase of the number of people doing U-turns. I tell drivers at the best of times an intersection is a dangerous place and to be careful. If at all possible never do a lane change in or near an intersection. Now you have to watch for the people making U-turns in the intersection. Some of these are busy intersections where traffic is permitted to move at 70 to 80kph.

I have seen an increase in people playing with their electronic gadgets when they should be focusing on the responsibility of driving. Some of these drivers are professionals!

What about the rolling stop? That reminds me of a good story. There was an intersection that was famous for rolling stops so the police set up a blitz there. The first driver to the intersection did just what the officer expected so he pulled him over. He asked the driver, "Do you know why I pulled you over?" and of course the driver had no clue what he did wrong. So the officer said, "You did not stop at the stop sign" to which the driver replied, "Well I slowed down and no one was coming." Again, the officer pointed out the stop sign and said "You did not stop." After the same answer from the driver the officer asked him to get out of the car. At that time the officer removed his nightstick and said to the driver, "I am going to start beating you over the head with the nightstick and you tell me if you want me to stop or slow down." This is neat little story that I use for in-cab training as well as classroom training. It gets a laugh but it also sends a message.

A few weeks ago I was out with my camera getting pictures for a safety meeting about the proper way to use a roundabout. As a lady was exiting the roundabout she saw me standing there taking pictures. At that moment her hands went up in the air and she dropped her cell phone. She was suppose to stop for a pedestrian that was waiting to cross.

In summary you have to wonder when it is going to stop and drivers are going to obey the law. There does not seem to be any police action and that is not an excuse for anybody. I am noticing that the attitude is that actions are only against the law if they get caught.

I have to tell you that I am a believer of Murphy's Law and feel that everyone is going to get caught sooner or later. Let's just hope it is not as a result of an accident.

Spring 2012 edition of NOT DONE IN SAFETY: What are drivers doing on in-cab evaluations that they should not be doing?