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Health and Safety Magazine

Vol. 20 Issue 1

Special Edition Focus on Transportation

Distracted driving

Learn causes and preventive measures

Prevent truck yard struck-bys

Performing assessments and implementing controls

Build your road safety program

10 essential components for your plan

PLUS

Top 10 hazards truckers face

Preventing slips and falls

Safety talk: Sharing the road with trucks

IHSA's Fleet Signing Authority—MTO Driver Certification Program



Safety talk

Sharing the road with trucks

Explain dangers

As drivers, we are all partners in road safety. Whether we're behind the wheel of a large truck or a small car, we all play an important role in the health and well-being of those around us.

Although the size and weight of large trucks can create certain hazards for smaller vehicles, statistics show that the majority of fatal collisions between cars and trucks are caused by the driver of the car. Often the problem is that drivers do not understand the limitations of large trucks.

Identify controls

1. Give trucks more stopping distance

Trucks need a much longer braking distance than cars. Signal your intention to turn, slow down, or stop well ahead of time to give any trucks that are behind you more time to brake. When changing lanes, don't cut into a truck's space cushion, which is the space in front of a truck that allows the driver to brake safely. If you do, it will limit what the truck driver can do to avoid a collision.

2. Give trucks more turning room

Trucks need a lot of room when they turn. At intersections, truck drivers that are turning right may move into the left lane to avoid hitting the curb as they turn. If you ignore the truck's turn signals and pull up on its right side, you may be squeezed between the truck and the curb as it makes the turn.

3. Pass quickly but safely

When passing a truck, don't drive alongside it for too long, and don't cut in too closely in front of the truck when you re-enter the lane. Wait until you see the entire front of the truck in your rear-view mirror before moving back into the lane. Always check your blind spot before pulling back in. Once you re-enter the lane, try to maintain your speed.

4. Slow down when a truck is passing you

Move to the right within your lane and slow down slightly to allow the truck to pass safely. Keep your eyes on the road ahead, but glance at your mirrors when necessary.

5. Keep the centre lane open

Don't block a truck's passing lane. On multi-lane highways, trucks longer than 6.5 m (21 ft) are not allowed to use the far-left lane. Instead, they must use the lane immediately to the right to pass slower vehicles. On a three-lane highway, trucks use the centre lane to pass. Also, remember that commercial vehicles in Ontario are limited to a maximum speed of 105 km per hour.

6. Watch out for wind pressure

Wind pressure created at high speeds by large trucks can make your vehicle harder to handle. Keep both hands on the steering wheel to maintain control.

7. Use headlights and wipers

In rainy or snowy weather, be sure you have your headlights and wipers on. The water or slush thrown off by a large truck can make it hard for you to see. If you can't see clearly enough to pass a truck, wait until you can.

8. Don't follow too closely

If a truck brakes suddenly and you're following too close, you can quickly find yourself in a serious rear-end collision. When following a truck, you should be able to see the driver in the mirror. Remember: If you can't see the driver, the driver can't see you.

9. Beware of blind spots

A truck's blind spots are beside the left door, directly behind the truck, and immediately in front of the truck. It's risky to drive in a truck's blind spot. Try to stay visible and never drive behind a truck when it is reversing. Mirrors don't show everything.

10. Remember the rollback

When stopping behind a truck on a hill or incline, leave at least one car length between your vehicle and the truck ahead. Trucks may roll backwards slightly because the driver has to take one foot off the brake and put it on the accelerator while operating the clutch with the other foot.

Demonstrate

Show your crew where the blind spots are located on a large truck.

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On the cover...

IHSA's special issue on transportation features resources and tips to help employers in trucking make health and safety their top priority.

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SAFETY IN GENERAL TRUCKING

We see trucks of all shapes and sizes on our roads every day, but what do we really know about safety in this critical Ontario industry? Although federal and provincial laws and the corporate rules that apply to trucking contain many safety requirements, there are gaps and omissions that can increase the risk of an incident or injury.

IHSA has been working with the Ministry of Labour, Training and Skills Development to better understand the dangers in the trucking industry. Our goal is to help policy makers and the industry itself to reduce those dangers. (See top 10 risks on next page.)

This issue of *IHSA.ca Magazine* looks at some of the risks identified in that process and describes how IHSA will work with governments and the industry to help create efficient, safe work methods for truck drivers and others in the trucking industry.

According to the Government of Canada, 70 per cent of domestic freight moves primarily by truck.* Virtually all industries with global supply chains rely on the country's transportation and logistics network. Although some firms have in-house transportation and logistics departments, many hire outside companies that can provide transportation, warehousing, and other connected services.

Those just-in-time demands can make for a challenging work system that relies on efficiency at every stage. That's why ensuring drivers, warehouse staff, and other workers are free from harm is not only the right thing to do but is also a powerful driver of good business.

According to the Workplace Safety and Insurance Board, in 2018 more than 67,000 days were lost from injury in the General Trucking rate group; the average claim was over \$8,600. It is even more sobering that 18 lives were lost.

Although the industry is well aware of obvious risks such as bad weather, other drivers, and various distractions, the numbers point to different areas of concern.

Almost 63 per cent of claims in 2018 were due to musculoskeletal disorders (MDSs), contact with machinery, or falls. Those issues and more were identified in the industry risk assessment workshop, and they will be examined in greater depth throughout this effort to reduce the threats to workers in the trucking industry.

* Government of Canada, Department of Business and Industry. "Canadian logistics industry;" online.



General Trucking—top five injuries (as of October 2019)		
Nature of injury	No. of claims	No. of employers
Sprains, strains, tears	770	437
Fractures	185	167
Bruises, contusions	153	125
Concussions	84	78
Nature of injury pending	68	65

General Trucking—top five causes of injury (as of October 2019)		
Nature of injury	No. of claims	No. of employers
Fall on same level	299	217
Bodily reaction	259	189
Overexertion	245	166
Struck by object	177	140
Fall to lower level	170	148



TOP 10 HEALTH AND SAFETY RISKS GENERAL TRUCKING

The Ministry of Labour, Training and Skills Development facilitated a risk-assessment workshop in partnership with IHSA. Workers, supervisors, and employers in the Ontario General Trucking industry identified these top risks.

Distracted driving 1



6 Slips, trips, and falls



Driver fatigue 2



7 Stress



Careless drivers on the road 3



8 Inadequate or insufficient training, skills, or qualifications



Driving conditions 4



9 Illness resulting from the lifestyle of a long-distance driver



Lack of truck awareness 5



10 Working at heights



TRANSPORTATION FIRMS NEED TO HAVE FALL PREVENTION PLANS

Many injuries in Ontario's transportation sector are caused by falling from a height or slipping and falling on a surface.

Slips and falls in the trucking industry occur too often. A driver may slip while climbing in or out of a truck, or a loading dock worker may slip while unloading the truck. In either case, the result is often a sprain, a broken bone, or worse. Fractures are one of the most common injuries, and they usually leave the worker unable to work, and the employer scrambling to fill a gap.

According to the Workplace Safety and Insurance Board (WSIB), the bulk of the fractures in IHSA's member industries are suffered by truck drivers, loading dock workers, home builders, and lumberyard workers.

Three-point contact

A simple rule that often gets forgotten is the *three points of contact* rule. When truck drivers slip, it is usually because they did not use three-point contact.



Three-point contact

One hand and two feet, or two hands and one foot, are always on the truck while you're climbing up or down.

Additional rules to remember

In addition to maintaining three-point contact, remind your workers of the following rules:

- Check the ground for obstacles such as materials or a spill before getting out.
- Never climb down with anything in your free hand.
- After a long journey, climb out of the cab slowly in case your muscles are stiff.
- Face the cab when getting in or out.
- Grip the rails and handles firmly.
- Never use the door frame or edge of the door as a handle when you climb down.
- Never use the tires or wheel hubs as steps.
- Wear adequate footwear with good support and good grips.
- Be extra cautious in wet weather, when surfaces may be slippery.

Removing materials from a flatbed

Taking material off a flatbed requires special attention and the following reminders:

- If the load is attached by straps, stand to one side of the flatbed when you undo the ratcheting system. This will prevent the bar from hitting you if it kicks back.
- If the load is attached by chains, stand to one side when you take the wire off the load binder.
- When you release the straps or chains, always stand

near the part of the load that is still secured to the truck. This reduces the risk of something falling off the truck and hitting you.

Also, when unloading flatbeds, remind your workers to:

- Check that their boots don't have mud, snow, ice, grease, or anything else on them.
- Be sure the running board, tread, step, foothold, and platform are clean and dry before stepping on them.
- Ensure their foot is securely on the step, and they have a firm grip before stepping up.
- They are always aware of their surroundings.

Metal can be slipperier than wood or concrete. When metal dock boards or ramps get wet or have mud or grease on them, they can be dangerous. Remind your workers to be careful on metal surfaces, and that they never jump to the ground since it could be slippery or uneven.

Safety around loading docks

Loading docks and ramps are dangerous places. They are frequently crowded, heavy-traffic areas, and often wet. Metal dock plates can wear smooth and become very slippery. The edge of a dock plate in particular invites trips and falls.

Stepping backward near the edge of a dock can result in a dangerous fall. Many such falls could be prevented by portable railings, which can easily be installed at the edge of the dock. They are removed when a truck or tractor is at the dock, and replaced as soon as the truck or tractor leaves.

Proper housekeeping, well-designed traffic patterns, and abrasive, skid-resistant surface coatings will reduce the risk of slips, trips, and falls.

Ramps and gangplanks present hazards similar to those of loading docks. The slopes should be as gradual as possible, as wide as possible, and as dry as possible. They should also have skid-resistant surfaces.



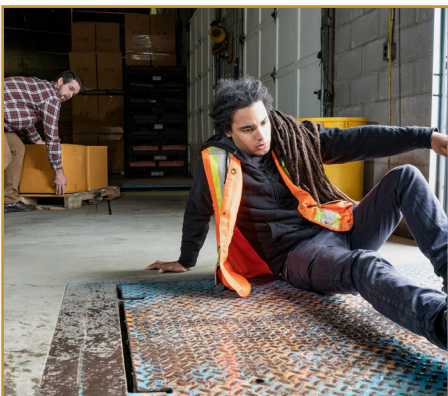
How IHSA can help

Visit IHSA.ca's **Safety Talk** page to download safety information that can be relayed to your drivers in just a few minutes.

Some of the many topics include:

- Tarping loads
- Slip and fall hazards for truck drivers
- Slips and falls—unloading structural steel
- Three-point contact—vehicles and equipment

ihsa.ca/resources/safetytalks



Rate Group 570 - General Trucking | Falls 2014-2018

Kind of Accident	2014	2015	2016	2017	2018	Grand Total
Fall on same level	394	235	316	285	335	1,565
Fall to lower level	269	243	235	216	249	1,212
Fall (not classified)	1		2	3	2	8
Fall (unspecified)	1	1		5		7
Grand total	665	479	553	509	586	2,792

Top 10 Kinds of Injury	2014	2015	2016	2017	2018	Grand Total
Nature or Category of Injury						
Sprains, strains, tears	233	145	200	210	269	1,057
Fractures	156	137	130	101	119	643
Bruises, contusions	62	51	59	68	93	333
Concussions	34	32	36	38	42	182
Nonspecific injuries and disorders	38	23	30	11		102
Traumatic injuries to muscles, joints, etc. (unspecified)	22	19	23	17	18	99
Sprains and bruises	30	14	21	15	13	93
Cuts, lacerations	16	12	11	10	6	55
Injuries to muscles, tendons, ligaments, joints, etc. (N.E.C.)	21	11	11	3	6	52
Dislocations	10	9	10	5	6	40
Grand total	622	453	531	478	572	2656

Data source: WSIB/EIOW current to September 2019, allowed lost time injuries, all fall accidents.

10 essential tips for building your ROAD SAFETY PROGRAM



01

Understand your obligations to your drivers

All employers are legally required to protect the health and safety of their workers. This includes taking every reasonable precaution to make sure the workplace is safe, training employees about hazards and the safe use of equipment, and immediately reporting all critical injuries. Road safety can be complicated because it involves both provincial and federal law. Know your responsibilities!



02

Establish your commitment

The success of your road safety program depends on your commitment to safety. You need to give your drivers the necessary resources and training, and be actively engaged in implementing road safety measures. Management must be seen as being 100 per cent in support of the safety plan, and always leading by example.



03

Engage and communicate with your employees

The active involvement of all employees is essential for a successful road safety program. You must rely on your employees to contribute to your program, as they will know the most about the hazards they encounter regularly. Be sure to engage them with regular safety meetings, listen to their suggestions, and respond to their comments. Communicate *with* your workers rather than *to* them.

04

Identify hazards, evaluate risks, and define safety measures

Ask your drivers what they regard as dangerous. Have them think about hazards posed by the driver (fatigue, distraction, or skill limitations); the vehicle (sub-standard equipment or maintenance); and the journey (road, weather, or traffic conditions). How well you recognize, evaluate, and understand these hazards will define how well you can build safety measures to prevent them.

05

Develop policies and safe work procedures

An effective road safety program needs policies that describe the plan for action. Clearly state that management is committed to carrying out the road safety program and describe the duties of all managers, supervisors, and employees. Safe work procedures should describe the steps employees need to take to minimize the risk caused by a hazard. For example, what drivers need to do before getting behind the wheel, and what is expected of them while they are driving.

06

Establish a driver selection and review process

How often does your organization require its drivers to submit a current driver's abstract? Who reviews them? How do supervisors evaluate skills and driving behaviour to confirm that the drivers are qualified to do the work you assign? All of these factors should be a part of your driver selection and review process.





07

Adopt vehicle selection, inspection, and maintenance processes

Decide what safety features and equipment are necessary for the vehicles your organization uses. Vehicles used for different purposes will require different features and specifications. When buying new vehicles, look for safety features that help drivers avoid collisions or reduce the severity of injuries (such as electronic stability control and forward collision warning systems). Obtain crash-test rating information from reputable insurance companies and vehicle manufacturers. Conduct regular vehicle inspections and maintenance.

08

Implement an incident-management process

As unwelcome as they are, motor vehicle incidents are an opportunity to learn about the gaps in your road safety program (such as something that might have prevented the incident). Take steps to make sure similar events don't happen in the future. Decide what events will be reported (for example, near misses and collisions), how they will be investigated, who will be involved in the investigation, and how the follow-up actions in the report will be taken and tracked.



09

Decide how you will put your safety program into effect

Who will manage and administer the program? Set up a document management system or, if possible, adapt existing processes to include road safety. Create tools to explain procedures and track results. For example, both online reporting and hard copy forms may be needed. Make sure drivers have the training, equipment, and resources necessary to follow the right procedures.

10

Evaluate your program and make improvements to it

Designate a group of individuals, such as Health and Safety Committee members with management and employee representatives, to review the organization's results every year. This includes evaluating the effectiveness of the existing measures and proposing ways to improve future performance. Road safety is a process of continual improvement.

Did you know?

IHSA has a Road Safety Plan template.

Go to ihsa.ca, scroll to Topics and Hazards, click on Road Safety Solutions, then on Tool Kit and Resources.

Or visit ihsa.ca/pdfs/rss/rsp-get-ready

IHSA.ca
Work Safe for Life

Drive Safe for Life

Road Safety Plan Template

Use this section to build your road safety plan document. It identifies the core elements of a road safety plan and provides instructions and links to the resources you'll need for each section. The template document is a framework that also includes the instructions and links, but the output is a polished plan document.

Get Ready
Before you set about drafting your road safety plan, it's important to understand what needs to go into the plan. The sections below identify key components and outline the steps to take in building your plan so it accomplishes the company's safety objectives.

Get Going
The primary output is the "plan" itself - a well-organized, comprehensive description of the processes and actions the company will implement to meet its road safety objectives. This guide describes an ordered framework, identifies helpful resources and provides examples you can use to accomplish that.

Get Started
Before you set about drafting your road safety plan, it's important to understand what needs to go into the plan. The sections below identify key components and outline the steps to take in building your plan so it accomplishes the company's safety objectives.

1. Understand Legal Requirements
At a minimum, your road safety plan should enable the company to meet its legal obligations. Those basic requirements should steer the policies, procedures and practices that the management team, supervisors and employees implement to ensure the safety of employees when they drive for work.

2. Learn the 10 Essentials
We consulted leading resources to learn what companies and road safety professionals see as the key characteristics of successful road safety programs. Scope the 10 Essentials, a guide summarizing the elements your safety plan needs to contain in order to be effective.

3. Get Management On-Board
To be successful, the road safety program needs dedicated support from the leadership team. Create a solid business case that fosters and secures their commitment. Learn more at Get.Management.Commitment.

If the management team is unclear about the cost advantages of preventing work-related crashes, or if they simply respond better to hard numbers, use the [IHSACost Calculator](http://IHSACostCalculator) to demonstrate the real costs of motor vehicle crashes.



Help prevent **distracted driving**

The OPP report that a distracted driving collision occurs every 30 minutes. It is also estimated that at any moment, seven per cent of Ontario drivers are using cellphones.

According to the Ministry of Transportation, 16,379 large-truck collisions have been the result of driver inattention.* And preliminary data for 2018 shows that 87 road deaths were attributed to inattentive driving—that's 15 per cent of all road deaths in Ontario for that year.**

Ontario employers are also dealing with their own distracted driving crisis. In March of 2019, IHSA partnered with the Ministry of Labour to conduct a General Trucking workplace risk-assessment workshop. The group of 20 industry experts and representatives identified distracted driving as the top risk for General Trucking (Rate Group 570).

“The General Trucking risk-assessment workshop provided direct feedback from industry experts about their perception of the workplace, and by using these indicators IHSA can be more proactive in providing health and safety services to the industry,” says Michelle Roberts, Director of Stakeholder and Client Engagement at IHSA. “Distracted or inattentive driving is the leading cause of motor vehicle incidents, and they can be prevented.”

Drivers need to be completely focused

The human brain is not good at multi-tasking. When drivers perform a non-driving task, their brain fails to process important information. As a result, their field of view shrinks. A distracted driver may not see 50 per cent of what is happening in their driving environment.

If a driver is not completely focused on the road, that driver is a distracted driver. Distractions can include being tired, programming a navigation system, looking for something in the vehicle, adjusting the radio, eating, drinking, or paying attention to other passengers.

*Ministry of Transportation, Ontario's Large Trucks Studies, Major Findings, 12/09/19.
**Ministry of Transportation, 2018 Ontario Road Safety Annual Report, Preliminary Findings. (Final numbers will vary.)

The most common distraction for a driver is texting or talking on a cellphone. And it is the deadliest distraction. Although the law permits hands-free devices while driving, recent studies show those are just as distracting as hand-held devices.

Commercial truck drivers face additional challenges. They not only need to manage all the same potential distractions as other motorists, but they also have extra responsibilities that take their focus off the road. These additional distractions might include receiving routing instructions, answering dispatch calls, or checking a mobile data terminal, to name just a few.

Employers need to inform, educate, and train their drivers

“Workplaces need to actively engage with their commercial vehicle drivers to minimize distracted driving and ensure it is a mandatory aspect of their health and safety routine,” says Roberts. “The most effective way to eliminate the root causes of distracted driving in the workplace is to inform, educate, and train workers.”

When employers and their drivers work together to create clear policies and procedures, supported by necessary training and resources, the improvements to health and safety in a workplace can be substantial.

How IHSA can help

IHSA has created a resource page to help employers and workers start a conversation and take action to prevent distracted driving incidents. You’ll find training solutions and products, including:

Distracted Driving Policy

Use our sample policy as a guide to create your own. Outline your company’s expectations and commitment to preventing distracted driving. Once you customize it to suit your company’s needs, ensure that all employees read, understand, and sign the policy.

Distracted Driving Course

This half-day course, also available as an eLearning program, answers such questions as what a distraction is, what kinds of distractions there are, and how distractions can be prevented. This course can also be offered at your workplace.

Distracted Driving Safety Talk

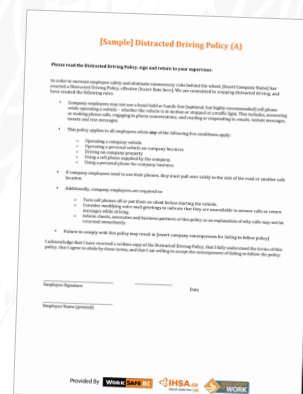
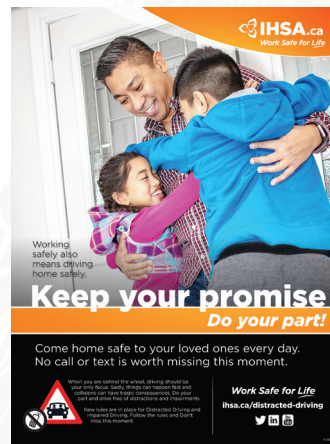
Show your commitment to preventing distracted driving events with IHSA’s Distracted Driving Safety Talk. A safety talk is a hands-on way to remind workers that health and safety are important on the job.

Poster: Keep your promise, Do your part

Display our poster around your workplace and remind your drivers of their commitment to health and safety.

Go to ihsa.ca, select Topics and Hazards, and click on the Distracted Driving link.

Or visit ihsa.ca/Topics-Hazards/Distracted-Driving



Preventing truck yard struck-bys with effective controls

A safe truck yard is well-designed and has effective safety controls in force at all times.

In July of 2019, a Mississauga man died after being hit by a truck at a transportation company's yard. Less than a month later, a driver was killed in a Cambridge truck yard when he was pinned between a trailer and a building. He had been helping another driver back up.

Truck yard deaths and injuries in Ontario are all too common—even when firms have excellent safety records. Unfortunately, no firm, no matter how complete their health and safety management system, is free from the risk of struck-by injuries in their yard.

Companies must examine the steps they take to minimize the risk of struck-bys and other dangers in their truck yards. By doing hazard assessments and implementing controls, an employer can make any truck yard safer.



How safe is your yard layout?

Make sure your hazard assessment considers yard layout. This should include studying the effectiveness of safety controls for traffic flow, speed limits, and designated spaces for trucks to load, unload, and safely manoeuvre and park.

It is vitally important to separate vehicle from pedestrian activity in the yard. For instance, do the designated pedestrian areas or physical barriers separate people safely from vehicles? Are yard workers and drivers following best practices and procedures when they work around loading docks?

Vehicles and blind spots

Blind spots while vehicles are backing up are often the cause of injuries and deaths in fleet yards.

One way to make your crew aware of the danger of blind spots is to show them where the view is restricted on a truck or heavy equipment. Let them sit in the driver's seat and see the blind spots for themselves.

Also consider using the following devices:

- Extra mirrors in your yard
- Cameras on the rear of trucks
- Backing-up alarms on all vehicles
- Radar systems monitoring rear blind spots
- ID tags that signal to a driver a worker is nearby

Cover best safety practices

Ensure your policies and procedures cover all the best yard safety practices that your yard workers and drivers are required to follow, including:

- High-visibility on-site clothing
- Speed limits
- Clear rules for signallers
- Detailed procedures for working around loading docks

Proper training is key

Training creates awareness of dangers and teaches drivers and yard workers the steps they need to take when communicating with each other on the yard. For instance, properly training signallers and drivers to check their surroundings before reversing can save lives. When both signallers and drivers understand what is expected of each of them, safety is doubled.

There are no exceptions

Everyone needs to obey safety policies and practices. No exceptions. Anyone knowingly or unknowingly disregarding a safety policy needs to be re-educated on safe practices as soon as possible—whether they are supervisors, employees, contractors, temporary workers, or visitors.

Communicate, communicate, and communicate

Employers and management must talk to drivers and yard workers themselves about any near misses. These opportunities should also be used to discover what helped to cause any dangerous incidents and to evaluate the existing controls.

A safe truck yard is well-designed and has effective safety controls in force at all times. It is also regularly assessed for ways of improving and building upon the existing health and safety practices.

IHSA offers a variety of transportation-related courses and resources that cover hazards of the trucking industry and ways to reduce them.

For more information, visit:

ihsa.ca/topics_hazards/struck_bys
ihsa.ca/topics_hazards/traffic_control
ihsa.ca/roadsafetysolutions



Fleet Signing Authority MTO Driver Certification Program

IHSA has launched a new program that will help transportation companies have the authority to train, test, and recommend employees for licence upgrades.

Approved by the Ministry of Transportation (MTO), the *Fleet Signing Authority—MTO Driver Certification Program* should be of interest to transportation companies that wish to obtain ongoing recognized signing authority with the MTO, and have training responsibilities specific to Ontario's Class A, B, C, D, E, and F driving licences.

IHSA's new course fulfills the third requirement for qualifying to become a signing authority. The other two qualifications required by the MTO relate to driving history and licence classification.

Benefits of taking this course

The *Fleet Signing Authority—MTO Driver Certification Program* has been designed with an emphasis on training the participants to become effective and impactful trainers.



Program participants will develop approaches and techniques to deliver lessons to drivers. These include:

- Achievable learning objectives for all training sessions.
- Lessons through guided questioning and hands-on methods.
- Effective notes, lesson plans, and approaches to teaching.
- Feedback to trainees in a constructive manner.
- Communication techniques in different situations.
- Appropriate routes and locations for road testing.
- Evaluation methods through practical, hands-on experience.
- Essential teaching skills by practising in actual presentations.

The program's curriculum has four modules:

1. Principles of learning and instruction

Day 1	Principles of adult education
Day 2	Designing instruction
Day 3	Lesson planning

2. Coaching others

Day 4	Coaching
Day 5	Coaching and evaluating

3. Facilitation, presentation, and instruction skills

Day 6	Facilitation
Day 7	Presentation and instruction
Day 8	Facilitating learning

4. Assessment and documentation for driver certification program

Day 9	Assessment and documentation
Day 10	Assessment and documentation

To achieve certification, candidates must attend all 10 scheduled days (60 hours in total) and successfully complete the course evaluation. Classes for this program are limited to 12 participants.

To learn more about the course, please visit IHSA's Fleet Signing Authority Program page. Go to ihsa.ca, select Training, then select Full Course List, and scroll down to *Fleet Signing Authority—MTO Driver Certification Program*.

Or visit ihsa.ca/Training/Courses/Fleet-Signing-Authority-MTO-Driver-Certification

Recertification is also available

IHSA is also offering transportation companies a two-day refresher course. The *Fleet Signing Authority Recertification Program* is required every three years. The program reinforces effective training techniques and ensures instructors continue high-quality driver and rider training in Ontario.

To learn more about the course, please visit IHSA's Fleet Signing Authority Program page. Go to ihsa.ca, select Training, then select Full Course List, and scroll down to *Fleet Signing Authority Recertification*.

Or visit ihsa.ca/Training/Courses/Fleet-Signing-Authority-Recertification





Sharing the road means sharing responsibility

All drivers have a role to play in not only their own safety but also the safety of those around them.

As a driver, you are responsible for yourself and any passengers. You also have a responsibility to understand the point of view of other drivers. Having the right attitude is one of the most important aspects of being a careful driver.

When you drive a commercial vehicle, you are responsible not only for operating the vehicle safely but also for protecting the reputation of your employer. Driving a commercial vehicle is something like driving a mobile billboard in that everyone can see who you work for. If you make a huge driving mistake, break a traffic law, or display a bad attitude, you could damage the company's reputation.

Know the rules and the penalties

There are many laws governing drivers and driving in Ontario, and there are penalties for breaking any of them. You may be fined, lose your driver's licence, or even be given a jail sentence. If you are caught driving while your licence is suspended, your vehicle may be impounded. And if you break any of those laws when you are driving a commercial vehicle, you may lose your job.

Sharing the road is an act of co-operation

Drivers of commercial trucks, cars, or delivery vans need to work together to keep the traffic flowing and everyone safe. That requires a certain amount of predictability.

You need to drive in a way that allows other drivers to predict what you are going to do. Use the correct signals and change lanes safely and only when it is necessary. If a driver makes a sudden and unexpected manoeuvre, those around them may be startled and react dangerously.

Be aware of the traffic all around you

You need to be aware of the traffic all around you—in all directions. It is also important to scan far enough ahead to be aware of possible hazards. Don't let your mind wander when you are driving on a familiar road and assume that every other driver will do what you expect.



Help traffic move smoothly

Managing the space around your vehicle lets you see and be seen. It gives you time and space to avoid a collision. Leave a cushion of space ahead, behind, and to both sides. The larger the space between you and other vehicles, the more time you will have to think in an emergency.

Adjust your speed or change lanes to allow a vehicle to merge safely into traffic near you. Don't block drivers. It can lead to road rage or even a collision. When your emotions get the better of you, you make bad decisions. Letting the other driver merge helps keep you and all the other traffic moving smoothly and safely. That's a smart practice for a professional driver.

Employers need to do their part

Careless driving should be on the mind of any employer who has people driving for their organization. When an employee has a traffic incident, their company is faced with liability risks and legal expenses, not to mention lost time, lower productivity, and higher insurance and workers' compensation rates.

Employers should constantly remind their drivers how the rules of the road, common safe practices, and rational decisions contribute to safe and responsible driving.

How IHSA can help

To prevent motor-vehicle incidents (MVIs), drivers must be able to recognize hazardous situations, anticipate problems before they happen, and react quickly to avoid them. IHSA offers defensive driving and distracted driving training courses targeted to specific audiences and available in different formats:

- Defensive driving—Commercial
- Defensive driving—Class G driver
- Distracted driving
- Distracted driving (eLearning)
- Preventing work-related motor vehicle incidents (eLearning)

IHSA also has over 130 **Safety Talks**, which are quick overviews of various hazards that supervisors or owners can give to workers who encounter those hazards during the course of their work. You can find the following driving-related safety talks on IHSA's website:

- Work-related driving
- Defensive driving—Highway traffic
- Mobile devices while driving

Go to ihsa.ca/resources/safetytalks

IHSA has recently launched a new web section called **Road Safety Solutions**, which is designed to help employers understand their obligations when it comes to road safety, and learn how to implement effective and practical strategies to prevent MVIs.

Visit ihsa.ca/roadsafetysolutions to learn more.

WSIB's new Health and Safety Excellence program



Health and Safety Excellence
Approved provider

Earn rebates and lower your WSIB premiums

The *Health and Safety Excellence* program is a new WSIB performance-based rewards program. It integrates the strengths of the previous WSIB Small Business, Safety Groups, and Workwell programs into a new, improved model.

This new *Health and Safety Excellence* program is designed to provide businesses with a clear road map to improving their health and safety processes and systems. Participants create safer workplaces and can earn both financial and non-financial rewards.

IHSA has been selected as an approved provider

As an approved provider, IHSA will deliver services to help members develop the skills, abilities, and resources toward the implementation and completion of the *Excellence* program's health and safety topics.

Whether you are just getting started or want to optimize systems and processes you already have in place, IHSA can help you reach your goals.



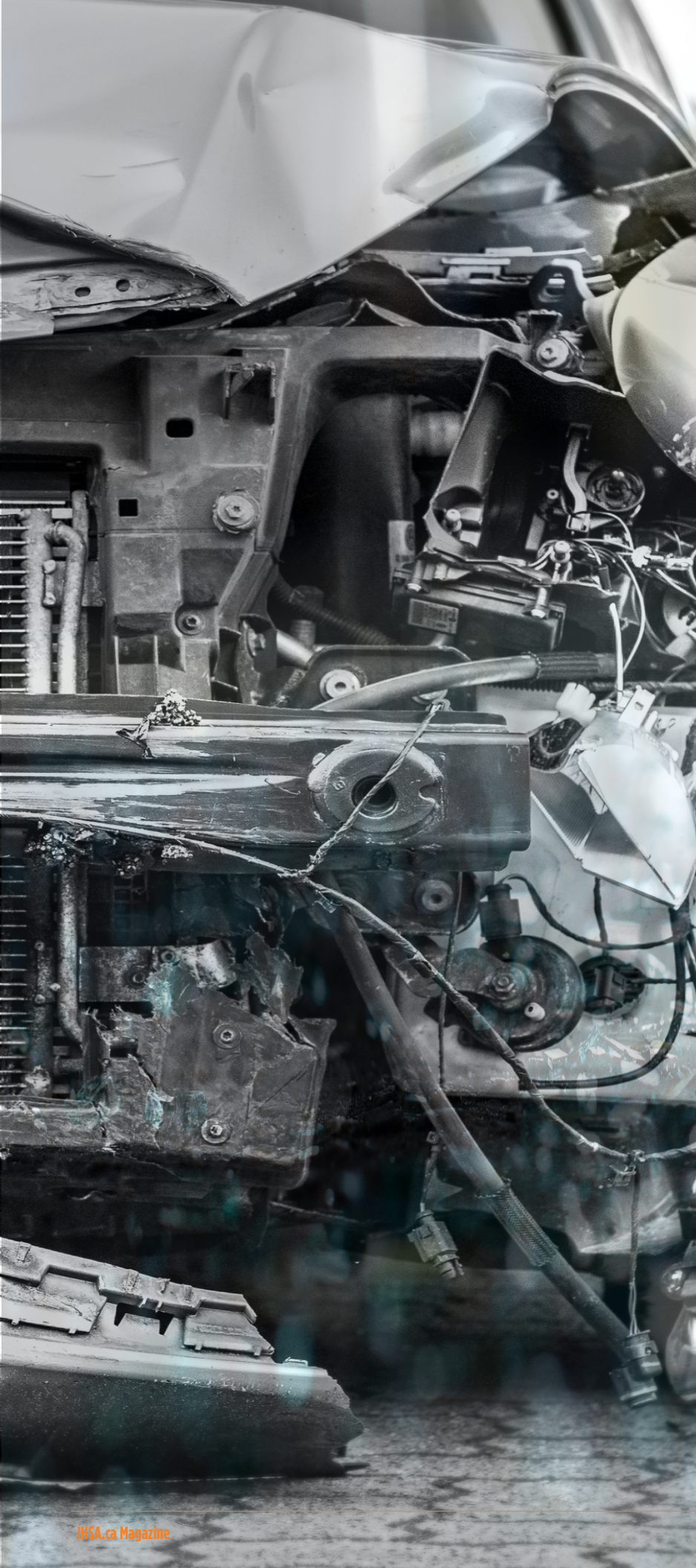
Benefits to your company

- Earn rebates and lower your premiums.
- Improve your health and safety experience.
- Gain access to a team of leading health and safety experts.
- Receive exclusive access to IHSA member resources.
- Build a well-crafted and functional health and safety program.

Program features

- Employers can choose to work on one to five health and safety topics in a 12-month period.
- Flexible timelines allow employers to work at their own pace.
- Financial and non-financial recognition is based on individual participant performance.
- Employers will submit program documentation online to IHSA prior to WSIB validation.
- Employers choose where they start in the program, not necessarily at level one.

Contact excellenceprogram@ihsa.ca to learn more.
ihsa.ca/healthandsafetyexcellenceprogram



Motor-vehicle incidents (MVIs) are the **leading** cause of traumatic workplace fatalities in Ontario.

If you have employees who drive for work, whether it is a commercial vehicle, company vehicle, or personal vehicle, you need to manage the risks associated with driving.

To help employers understand their obligations and implement effective and practical prevention strategies, IHSA has created a **Road Safety Solutions** web page.

Access free resources and find out how IHSA can help you help your employees be safer on Ontario roads.

ihsa.ca/roadsafetysolutions

FREE TOOLKIT

Email roadsafety@ihsa.ca

Looking for a network of support, information, and advice on fleet safety in Ontario?

The Ontario Fleet Safety Council brings together fleet safety professionals from the truck, bus, courier, ready-mix, and waste management industries as well as insurance companies and other related businesses to discuss the latest industry trends.

The Council encourages the improvement of carrier performance and driver behaviour through increased awareness and training. Working with government agencies and private organizations, the Council strives for a uniform system of safety requirements for all operators and drivers in Ontario.

Current members include:

- Driver trainers
- Directors of safety
- Labour safety personnel
- Individuals concerned with occupational health and safety
- Insurance companies
- Government agencies

Visit
www.fleetsafetycouncil.com
to learn about your local chapter.



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