

# TRANSPORTATION ISSUES COUNCIL MEETING MINUTES

**LOCATION:** Virtual  
**DATE:** April 12, 2024  
**TIME:** 09:00 am

**I. CALL TO ORDER** - The Chair called the meeting to order at 9:00 a.m.

**II. APPROVAL OF AGENDA**

**MOTION:** Moved and seconded to approve the agenda as presented.

*Carried*

**III. APPROVAL OF MINUTES**

**MOTION:** Moved and seconded to approve the minutes of the meeting held March 1, 2024.

*Carried*

**IV. GUEST PRESENTERS**

- a) **Postponed:** Brittney L. & Monique L. Remedial Measures Specialist, Transport of Dangerous Goods Canada - April 12, 2024
- b) Introduction of Craig Watt & Julie Tucker from Enserva
- c) Sarah J. Watson, Senior Manager Modernization & Adjudication - To discuss CVSE Speed Limiter Bulletin and expectations.

- Participants inquired about the rationale behind reducing the speed limit by 5km/h especially considering vehicles were already governed at 110 km/h. CVSE noted there has been a 70% reduction in speed-related crashes as a driving factor. The reduction of speed to 105 km/h would also align with Ontario and Quebec and would help lower fuel costs and environmental emissions. Sarah also noted the limiters will not factor in hill speeds.
- The cost should be approximately \$200 for a 20-minute service to install speed limiters.
- Currently there are no rebates, fuel taxes or other incentives available.
- When asked how trucks will be monitored, Sarah informed they are looking for compliance and not evidence of completion, however companies will need to justify why the limiter is not working; for example, carrying a manufacturer's line sheet for vehicles built after 1994 that

do not come with a manufacturer ECM. Exemptions are rare and under specific circumstances.

- Questions raised regarding the average speed limit for commercial vehicles in BC. Sarah explained the significant variations observed including instances of trucks clocking 140 km/h in the same stretch of road 3 times and their hopes to reduce fatalities with the speed reduction.
- Essentially, drivers will only be pulled over if they are speeding and the current ticket price is \$398 plus 3 points off your license.
- Sarah highlighted various communications used by CVSE to promote awareness, including participation in council meetings and media outreach. CVSE is also trying to partner up with the RCMP to ramp up speed enforcement as they cannot regulate the public.
- The risks of commercial vehicles travelling at a different speed on the Coquihalla is being discussed but currently CVSE are only monitoring and will assess. These studies and concerns have been communicated to FMCSA.
- Sarah also discussed the in-cab warning devices for lifting-pump trucks. Stating it is required for any truck that can lift over 4.15 meters. The in-cab warning device can be wired and must be on the dash at driver's eye level. It should have a louder than ambient alert. The device is not needed for cranes or trucks with arms that are cylindrical or hydraulic.
- These regulations are specifically made for dump box style trailers that raise 4.15 m and may include B-Trailers even if they cannot move. All logistic trailers with the manufacturer's weight threshold of 11,793kg are required to have these monitors installed by June 1, 2024.

**ACTION:** Jayme to contact CVSE about specific B-Trailers and Sandboxes and if they require in-cab warning devices.

**ACTION:** Katy to ask CVSE if enforcement officers being trained to look at the gross vehicle rating of a vehicle when issuing tickets or the registered vehicle rating?

#### **ENERGY SAFETY CANADA UPDATES**

- a) Alert: ESC presented a safety alert regarding an incident involving rigging and communication breakdowns. The incident highlighted the importance of clear communication and protocols, especially in situations with limited visibility. There is great significance in addressing pinch points and improving communication tools, such as radios, to ensure effective and proactive communication between operators and spotters/swampers and learning from historical safety alerts.

**ACTION:** Consider future safety initiatives and training programs to enhance workplace safety standards.

**V.**

- b) Commercial Driving Initiative Presentation (MELT) - Chris Davis

Discussion commenced about upcoming changes in the MELT program, focusing on a faster transition to an apprenticeship-style career progression. The progression involves five steps: Exploration, apprentice driver, interprovincial driver, advanced driver, and Red Seal certification, with a goal to complete steps 1 to 3 by March 31<sup>st</sup> and steps 4 & 5 by 2026 and 2027, respectively.

There was mention of participation in industry consultation with the government of Alberta, aiming to provide support and gather industry details. Concerns were also raised about the

alignment with AMTA and potential divergence in agendas. ESC provided insights in historical alignments and discord between various industry groups, emphasizing the need for active engagement and forming opinions to influence outcomes positively.

A proposal for a subcommittee for proactive engagement and to draft a concise one-page summary to be shared with senior management, highlighting the potential impact, challenges, and opportunities presented by the upcoming changes.

Discussion on the need to focus on the impact rather than administrative costs, acknowledging the potential benefits of engagement and advocacy in shaping favorable outcomes for the industry.

Lastly, plans were made to coordinate with Chris for further insights and to involve advocacy resources for effective representation and negotiation considering impending changes.

**ACTION:** Coordinate with Chris from ESC for further insights and involve advocacy resources.

**ACTION:** Katy to create a 1 page bulletin to share with members and to call for member support.

## VI. BUSINESS ARISING FROM THE MINUTES

- a) Hours of Service / ELDs / Audit HOS Violations for any Data Diagnostic Events & Disconnects Related to the ELDs - Response from ENSERVA letter:

*"I am responding to the letter you sent to the Honourable Pablo Rodriguez, MP dated March 15, 2024, whereby I, in my role as Chair of the Canadian Council of Motor Transport Administrators (CCMTA) was cc'd on the correspondence.*

*Although your letter is to the Federal Minister, some of your concerns may be addressed by the work of the CCMTA Electronic Logging Device (ELD) Technical Standard Working group as they progress on revising the standard.*

*The ELD Technical Standard working group will be in the position to consult with industry leaders and solicit direct input regarding recommended changes in the summer months. We will ensure you and your colleagues have the opportunity for input when the consultation begins."*

The CCMTA ELD Technical Standard Working Group will consult with industry leaders and solicit input for recommended changes in the summer months.

- b) Dashboard Cameras Consultation: There will be further updates expected in the summer after the industry input is summarized from the March 13 consultation with BC Ministry of Transportation.
- c) CVSE Bulletin Compliance:
- Operators from other provincial jurisdictions must have speed limiters activated/in-cab warning devices installed before coming to B.C. following the in-force dates to avoid fines and penalties.
  - FAQ document is available on their website, also shared by Enserva.

- It is not the GVW that the truck is registered with, but the actual GVW that it has at that time. For example a picker truck is registered at GVW of 21,000 kg. But if they aren't loaded or hauling a loaded trailer behind them, then it would not apply to them at that time because they are only around 6700 kg tooled up. Once they are loaded and exceed the 11,7954 kg, then the speed limiter rule would apply to them.

The types of vehicles that will be required to have an in-cab warning devices:

- A commercial vehicle equipped with a dump box capable of rising above 4.15 meters must be equipped with a visual or audio warning device that alerts the driver if the dump box is raised. This applies to a truck with a dump box, a truck combined with a trailer that has a dump box, and a combined truck and trailer, each with its own dump box (in which case both components require a warning device).

In-cab warning devices for trailers with dump boxes:

- In-cab warning devices are required for trailers with dump boxes that can be raised above 4.15 meters, as when they are combined with a truck, they are considered a commercial vehicle.
- A reminder for operators from other provinces to have speed limiters and in-cab warning devices installed before entering BC to avoid penalties. Clarification made on GVW requirements and in-cab warning devices for dump boxes capable of rising 4.15 meters, including trailers with dump boxes.
- Oil Well Services Vehicle Cycle Exemption Permit Policies & Conditions: AB Transportation is finalizing their updates and will be sharing a draft with Enserva for review in April.

**ACTION:** Jamie will follow up with CVSE on their Sandbox requirements.

- a) Annual provincial highway road ban summaries are now available on the open government portal at:

<https://open.alberta.ca/publications/road-ban-list>

- a) Seasonal Weights for Heavy Haul & Service Rigs:

Effective 12:01 am, Thursday, March 14, 2024, Spring season weights for heavy haul and Period 1 weights for service rigs will come into effect on roads south of and including Township 31. Winter season weights for heavy haul and Period 4 weights for service rigs remain in effect on roads north of the thaw line.

The frost/thaw contour map is available online at:

<http://www.transportation.alberta.ca/content/doctype260/production/tr-lhp-frost-thaw-contour-map.pdf>

Historical dates of seasonal weight changes from 1989 to the present are available online at:

<http://www.transportation.alberta.ca/content/doctype260/production/trans-historical-seasonal-weight-changes.pdf>

*Note: Web browsing history may need to be cleared from web browser first prior to viewing the updated files.*

- b) Spring road weight restrictions in Saskatchewan began on March 26, 2024 and will remain in place for at least 6 weeks.

To check for the latest available information about which highways have spring weight restrictions, please visit:

<https://www.saskatchewan.ca/business/transportation-and-road-construction/information-for-truckers-and-commercial-trucking-companies/regulations-and-road-restrictions/increased-weights-and-road-restrictions>

- c) MELT Program Changes. Moving towards an apprenticeship type career progression with the phases being:

1. Exploration
2. Apprentice driver: 50 hours of training + air brakes to receive a restricted license
3. Interprovincial driver: additional 53.5 hours of training to receive full Class 1 license
4. Advanced driver
5. Red Seal certified

Phases 1 to 3 in effect by March 31, 2025. Phases 4 and 5 estimated to be implemented in 2026 and 2027, respectively.

Enserva will be part of an industry consultation.

- d) Transport Canada Question Responses:

- Can they provide some guidance on the interpretation and application of the ELD data diagnostic code faults?

*Transport Canada has reviewed the letter Enserva sent to the Member of Parliament and were surprised and baffled by the number of errors that people are receiving. They were unaware of the issue until our letter. Unfortunately, the ELD requirements were created differently than how TC normally legislates things and so they are currently working backwards to fix issues/concerns. The technical standard belongs to the CCMTA and Enserva will be consulted moving forward on guidelines and ELD data diagnostic errors.*

If a certified ELD is found to not meet the technical standards and is deployed by carriers, what is the recourse?

*If your ELD is not behaving, please contact the certification body. Transport Canada is the final instance on certification. TC utilizes third parties to keep up with the workload because TC cannot. However the certifying body must follow ISO standards and the Standard Council of Canada will in turn monitor the certification body. If a certification body is not doing their job properly it is recommended to contact the SCC.*

How do we get Transport Canada's definition/interpretation of fatigue violations re-examined? Fatigue violations when the driver has not driven when over the daily / cycle hours can penalize the driver 5 months down the road. In cases where the driver is pulled off NSC driver list records due to work hours, such as pumpdown operations, they work 15 hours per

day. Then go back on the NSC driver list to drive the unit, they need 14 days of logs (24 if on Oil Well Permit) This could show multiple fatigue violations when they were not an NSC driver.

*Once an NSC driver, always an NSC driver. On the days that the driver is not driving is still considered time accumulation and will still require the reset time. Even if the driver is not driving that often. For example they are working as a mechanic or in a warehouse, that is still considered hours during that time. To restart a driver's time they will require a 36 hour break to restart if they are on cycle 1.*

- In some cases, a wireline unit could be stuck in the hole, and someone needs to be on pressure control of the well. Is well control considered an emergency under the regulations? *Transport Canada recommends that an explanation of the event is documented in the driver's logbook. However, even if it is deemed a well-site emergency the driver will not be able to drive if they have timed out as it is not considered a road emergency (the driver did not have to evacuate or drive to an evacuation point or route).*
- A provision or interpretation in the regulations stating that in cases where a driver has worked past the legal hours of service hours AND not driven after exceeding the legal hours of service hours, they would need a reset of XXX consecutive hours to prevent a fatigue violation. *The answer is 36 hours to reset.*

**NEXT MEETING**

**VII.**

Date	Time	Location
May 23, 2024	09:00	Red Deer
September 27, 2024	09:00	Hybrid
November 8, 2024	09:00	Virtual

**ADJOURNMENT**

**VIII.**

**MOTION:** Moved and seconded to adjourn the meeting at 11:03 a.m.

***Carried***

**ATTENDEES:**

Adam Karran  
Allan Carruthers, Vice Chair  
Brandy Demick  
Brett Schroh  
Brian Miske  
Byron Lloyd  
Clayton Beniuk  
Darren Griffin  
Darryl Addison  
Donnie Nielson  
Grant Monsour  
Jamie Rutledge  
Jason Winsor  
Jeremy Dunlop  
Jessica Miron  
Jodi Mounsef  
Justine Loshny  
Karl Thomas  
Katy Carley  
Julie Tucker  
Lissa Klimke  
Osmond Henry  
Russell Hayden  
Sara Cattanach, Chair  
Shane Todd  
Stacy Saunders  
Tracy Gordey

Stream-Flo Industries  
Halliburton Group Canada  
Bonnett's Energy Corp  
Sanjel Energy Services Inc.  
Tier 1 Energy Solutions Inc.  
Voltage Wireline Inc.  
Movac Mobile Vacuum Service  
RPM Specialty Service Ltd.  
SATO Canada Inc.  
Whitewater Management Ltd.  
Roska DBO Inc.  
ChampionX Canada ULC  
Snajel Energy Services Inc.  
Tier 1 Energy Solutions Inc.  
Baker Hughes Corporation  
Stream-Flo Industries  
STEP Energy Services Ltd.  
Sanjel Energy Services Inc.  
ENSERVA  
ENSERVA  
Stream-Flo Industries Ltd.  
SLB  
Versa-Line Services Inc.  
Liberty Energy Canada  
Baker Hughes Corporation  
Haliburton  
Roska DBO Inc.

**GUESTS:**

Abbey Adeogun  
Chris David  
Craig Watt  
Sarah J. Watson

Energy Safety Canada  
Energy Safety Canada  
ENSERVA  
CVSE