

Aggregate Hauling Safety Best Practices October 2017

Introduction

The issue of trucker safety and adherence to haul routes is one that is of the utmost importance for municipalities and the aggregate industry. It is crucial that the people delivering our product do it in a safe manner that respects the agreements with our municipal partners. We have canvassed many members of OSSGA to determine what programs or techniques they use to ensure compliance with haul route agreements and to keep aggregate moving in a safe manner.

Issues

The major issue in enforcing driver safety and compliance programs is that the aggregate producer only has jurisdiction on driver behaviour in the licensed area of their property. Once the driver leaves the property there is little legal recourse for the aggregate producer.

This being said, aggregate producers are often in contact with local law enforcement if there is a serious issue, and have established signage off site to guide drivers to the correct route.

Identified Hazards/ Issues

There are a number of issues related to aggregate hauling, including:

- Loading and dumping
- Backing up
- Off site: fatigue, speeding, distraction, animals on roadway, general road safety
- Using correct haul routes

Best Practices

Here are a few examples of best practices that are used by various companies in the industry:

Pre-trip truck inspection

- All companies insist on a visual inspection of the vehicle prior to starting work for the day
- Safety check to ensure that vehicle is in safe, operable condition
- BC Construction Safety alliance has a guidance document used by some members

Producer Intervention

- Most producers are responsive to complaints from members of the public or the municipality – if there is a truck that is not operating safely or is not following the designated haul route. Members of the public are encouraged to call the aggregate producer and have them deal with the hauler internally.
- Other producers have watched vehicles leave the site to ensure they are following correct haul routes and speed limits

MASHA Guidelines

- These were created by the Mining and Aggregate Safety and Health Association (now IHSA)
- Documents on *Safe Haulage & Avoiding Collisions* are used in driver training

Hauler Orientation

- Many companies have a start of season orientation
- Some producers will also have an orientation for new drivers to a site
- These sessions will review H&S policy, local haul routes
 - o Highway safety – drugs and alcohol, cell phones, vehicle maintenance, seatbelts
 - o Load security – tarping, weight limits, securing loads
 - o Local haul routes will be reviewed on a site specific basis and this information will be passed on to drivers
 - o Spill training – drivers will be taught correct spill cleanup techniques
- Some companies also have pre-qualification programs - where prospective carriers need to register and meet specific pre-qualification requirements before working for a producer. Carriers who fail to pre-qualify don't work for them. Within the program, they check their CVOR status, and carrier's whose overall violation rate is beyond a certain threshold are not considered.

Safe Driver Program & Scorecards

- The purpose of this program is to:
 - Promote safe driving practices
 - Prevent accidents and injuries
 - Provide a process to hire, train and evaluate new drivers
 - Provide a system in which offenses are reviewed and corrective actions implemented if necessary
- Drivers have discipline system where a number of major and minor infractions will result in suspensions or bans from working for the company
- Scorecards are used to evaluate carrier performance and benchmark performance across all carriers, where safety is a critical metric. Basically, the carrier's scorecard determines their position on producers call list, and therefore their access to work. Better performance translates into more volume or possibly better rates. Poor performance can have the carrier (or driver) removed from the list.