



CTA Ten Point Action Plan to Raise the Bar for Truck Safety

Most trucking companies and truck drivers embrace a culture of safety by far exceeding minimal safety requirements. However, recent events have reminded all of us we can raise the bar dealing with those operators who do not to make the proper investments and commitment towards truck and highway safety. Together, the Canadian Trucking Alliance and the provincial trucking associations will increase efforts to work with Transport Canada and provincial governments on implementing the following action plan:

- 1** Introduce regulations this summer to mandate the use of electronic logging devices (ELDs) for all carriers required to maintain a logbook by September-December 2019.
- 2** Consult with the Federal Government, commercial vehicle manufacturing and trucking industry to explore the feasibility of developing regulations requiring the installation of forward-facing cameras in all new and existing federally-regulated commercial vehicles.
- 3** Partner with governments, manufacturers and the trucking industry to assess the availability and feasibility of increasing the use of additional in-cab technologies that monitor distracted driving behaviour of commercial drivers.
- 4** Begin working with the governments, manufacturing and the trucking industry to assess the market readiness of advanced driver assist systems (ADAS), including speed limiters to mandate set speeds on heavy trucks, and determine the role governments can play in increasing the penetration rate of driver assist technology in the marketplace.
- 5** Encourage all provinces to introduce mandatory entry level training (MELT) for commercial truck drivers based on the national occupational standard (NOS).
- 6** Work with governments, trucking and the training industry to develop a distracted driving awareness module for commercial vehicle drivers to be incorporated into all provincial MELT programs and other training programs.
- 7** Explore with the provinces and the federal government ways to expand the use of on-road safety prescreening technology (pre-clearance/pre-screening) to assist provincial enforcement officials in identifying commercial vehicle operators that require further attention and intervention.
- 8** Work with federal and provincial governments to better focus on-road enforcement related to known human factors that contribute to collisions.
- 9** Work with federal and provincial governments to develop a better proactive system to identify trucking companies and drivers that pose a risk to public safety including such measures as mandatory drug and alcohol testing, new entrant education and evaluation programs and anti-avoidance mechanisms.
- 10** Work with federal and provincial governments to develop a 'best practices' guide to assist purchasers of transportation services in identifying unsafe operators.