



Truck Transportation

Program 5791



Regulations

860-323

Student's name: _____

Competency 03

Table of Contents

3.1	Presentation of the competence	2
3.2	Choose information sources	8
3.3	Research method	12
3.4	Circle Check Guide	24
3.5	Law 430	33
3.6	Insurance and accidents	36
3.7	Rights and obligations of OHS workers	41
3.8	Driving and Off-Duty Time for Heavy Vehicle Drivers	52
3.9	Review 1	61
3.10	Road Vehicle Load and Size Limits	62
3.12	The bill of lading	73
3.13	Cargo Securement standards	80
3.14	Transport of dangerous goods	87
3.15	Regulatory differences between Quebec, other Canadian provinces and territories, the United States and Mexico	102
3.16	Review 2	111
3.17	Review 3	112
3.18	Evaluation	113
3.20	Review for exam retake	114



Competency 3

Objective of the competency

Lesson Objectives:

- Understanding Competency 3
- Recognize the different jurisdictions in which laws and regulations are applied.
- Define the differences between a law, a regulation and a standard.

1- Objective of Competency 3

To resolve problems stemming from the application of regulations.

Start Date: _____ End Date: _____

Element of the competency

You will learn how to resolve regulation application problems.

Element of the competency

You will learn about provincial, federal, and international regulations pertaining to transportation in general, the Highway Safety Code, dangerous goods and the measures provided by the various insurance systems.

Lesson Plans:

	Duration
3.1 - Introduction	30 min
3.2 - Select information sources.	60 min
3.3 - Research method	90 min
3.4 - Circle check guide	180 min
03.5 - Law 430	60 min
3.6 - Insurance and accidents	60 min
3.7 - Rights, health, and safety at work	60 min
3.8 - Driving and off-duty time for heavy vehicle drivers	180 min
3.9 - Preventive recovery 1	180 min
3.10 - Load standards and dimensions	180 min
3.12 - Bill of lading	90 min
3.13 - Cargo securement guide	180 min
3.14 - Transport of dangerous goods	90 min
3.15 - Regulatory differences Quebec, Canada, USA	60 min

Evaluation

Date: _____

Evaluation Strategy: Practical (theoretical) knowledge

Duration: 2 hours

Passing grade: 80%

Students are entitled to reference guides and their course notes. Yes No

Additional lesson plans:

Duration:

3.09 - Review 1 of 3	180 minutes
3.16 - Review 2 of 3	180 minutes
3.17 - Review 3 of 3	45 minutes
3.18 - Evaluation	120 min
3.20 - Review for exam retake	180 minutes

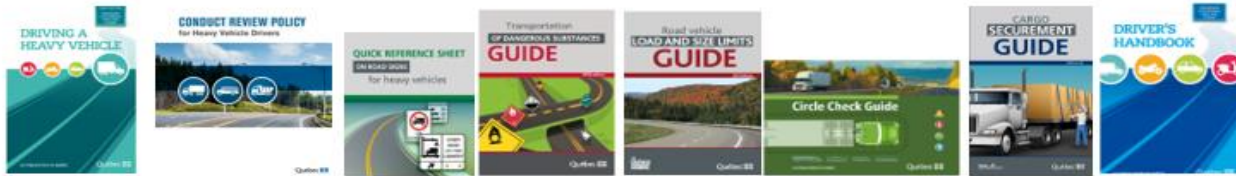
Total number of hours of the competency: 45 hours

You will be able to apply this knowledge during the different practical competencies.

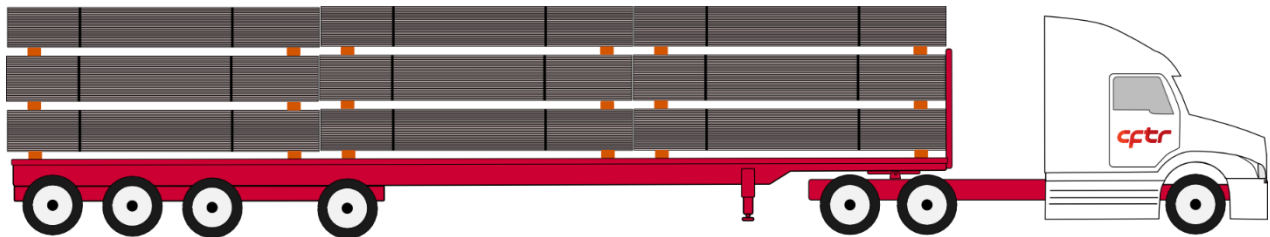
Upon completion of this competency, you should be able to solve regulatory problems that govern the trucking industry.

Example

Choose the right source of information.

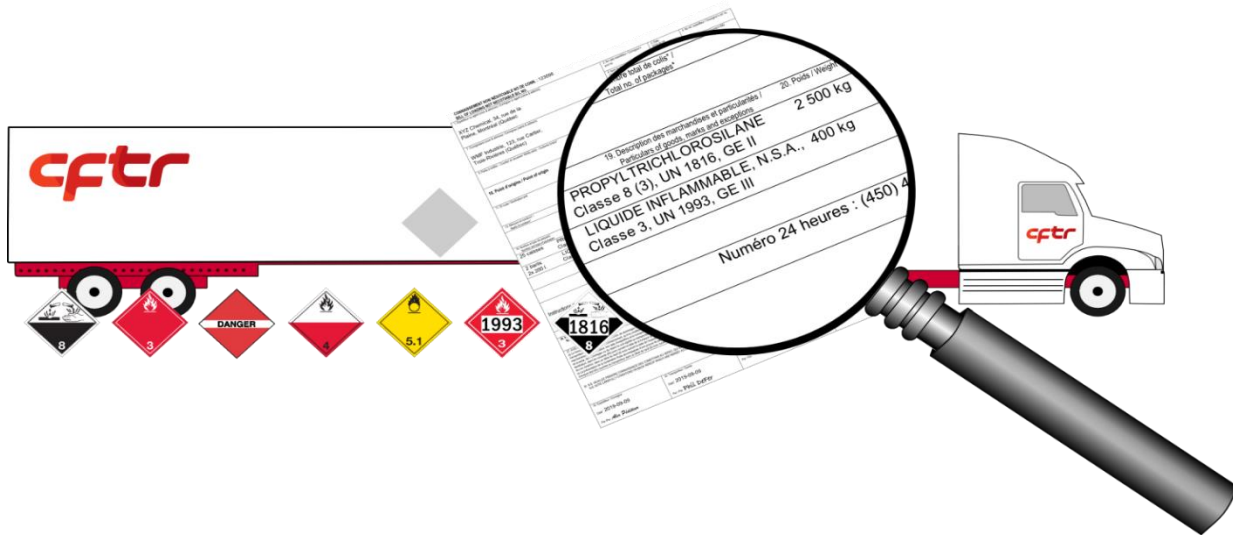


Find the necessary information.



Solve situations.

Would you know what placards to put on your vehicle if you took possession of this load?



2. Recognize the jurisdictions for the application of different laws and regulations.



Canada's road network consists of nearly 4,500,000 kilometres of paved roads. Quebec comprises nearly 14% of this area, or approximately 850,000 kilometres.

In Canada, the laws, and regulations applicable to the use of vehicles on public roads fall under provincial jurisdiction. This means that the laws and regulations may differ from province to province.

Canadian provinces have agreed to harmonize certain fundamental regulations [1], here they are:

- *Driving and rest hours (HCR)*
- *Circle Check Guide*
- *Cargo Securement*
- *Transportation of Dangerous Goods (TDG)*

Other regulations are not harmonized, including the following:

- *Road Vehicle Load and Size Limits*

The U.S. highway network system is harmonized. There are, however, minor distinctions from state to state.

Only one U.S. regulation is harmonized with ours: cargo securement.

[1] Small distinctions may still exist.

Throughout the competence, you will learn, first, about Quebec laws and regulations. Later, you will learn the distinctions in laws and regulations of other provincial and U.S. jurisdictions.

3. What is a law, regulation, standard and related guides?

Laws

In the broadest sense, a *law* is a normative and abstract provision establishing a legal rule of mandatory application.

Laws are rules that aim to oversee life in society. Everyone should normally know and respect the rights and obligations that are provided for in the laws.

Laws are created by the legislator. The word legislator is the name commonly given to the person who has the power to create laws.

In Quebec, this is done by National Assembly. At the federal level, it is the Parliament of Canada.

Can you identify two laws that directly affect us?

Regulations

The role of a regulation is to detail the application of the law. A law can include many regulations that can be revised over the years. For example, the Highway Safety Code has 89 regulations.

Can you identify the five regulations that affect us?



Competency 3

Information sources

Lesson Objectives:

- Associate laws and regulations with various road transport situations
- Distinguishing a heavy vehicle from other vehicles (reminder)

The following reference guides will be used for this competency.

It is important to understand that these are guides and that the information contained in them cannot be used for legal purposes.

For legal purposes, consult the official laws on the following website:

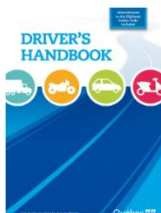
<http://legisquebec.gouv.qc.ca/>

DRIVING A HEAVY VEHICLE



This document gives you all the information you need to obtain a Class 1 Learner's Permit. It provides references for driver responsibilities, factors that influence driving, vehicle knowledge, air brake system, driving and safety on the road, driving in special situations, transporting people, trucking, methods coupling, uncoupling, and driving a double road train, driving a road train, driving and resting hours and vehicle safety rounds.

DRIVER'S HANDBOOK



This guide is a summary of the main requirements of the Highway Safety Code (HSC) and its regulations. It contains information related to the driver, the vehicle, road signs, traffic rules, accidents and violations and their consequences.

CIRCLE CHECK GUIDE



The purpose of this guide is to make you aware of the importance of doing the circle check (safety inspection). It explains the driver's obligations in relation to the circle check. What is a Circle Check, which vehicles are involved, who should do it and when should it be done, as well as several other points that are important for your safety and the safety of other road users. You will also have a suggested method, the list of defects that relate to your vehicle, a reminder on the prevention of accidents at work and many other information all as relevant as the others.

Ignorance of the law excuses no one

HOURS OF SERVICE AND REST:



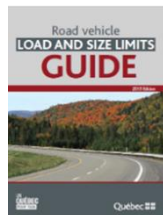
This guide explains the procedure to complete your daily log. It gives you the procedure to follow to respect the law and thus avoid tickets. You will find information on the objectives of the law on hours of service and rest, the vehicles and persons concerned, exemptions, specific situations, work cycles, how to properly fill out your daily log and many other subjects.

CARGO SECUREMENT GUIDE:



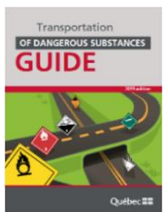
This guide will be very useful to you whenever you need to immobilize cargo on or in your vehicle. It is the driver's responsibility to ensure that the cargo he is transporting remains securely in place and properly secured. In this guide, you will find explanations of displacement forces during vehicle movements, specifications related to securing components and different securing methods for specific cargoes.

LOAD AND SIZE LIMITS:



In this guide, you will see different vehicle configurations that can be found on the roads of Quebec. You will be able to know the different groups of axles that heavy vehicles have and be able to know the load capacity of these. Finally, you will be able to determine the total mass of different vehicle configurations to be able to drive according to the rules and in complete safety.

TRANSPORTATION OF DANGEROUS SUBSTANCES GUIDE:



In the course of your duties, you may have to transport Dangerous Goods (DG). With this guide you will learn the basics of Transportation of Dangerous Goods (TDG). It is important to note that the training you will receive in TDG will serve to make you aware of the driver's obligations when transporting DG. Your future employer will have the duty to give you full training and thereby.

issue you a certificate (Transportation of Dangerous Goods Certificate).



Ignorance of the law excuses no one

CONDUCT REVIEW POLICY FOR HEAVY VEHICLE DRIVERS



This document will make you aware of the extent of the obligations of heavy vehicle drivers. It defines the rules relating to the structure of the files of the latter as well as the methods of evaluation and monitoring of their behavior. It also discusses the scoring system set up, for this purpose. It is like the demerit point system we have for driving.



HEAVY VEHICLE SIGNAGE CHECKLIST

This document allows you to find all the information quickly and easily on road signs for the use of heavy vehicle drivers.



(3.2)

Ignorance of the law excuses no one

When breaking a law, ignoring it is no excuse, in fact everyone must know the laws. And the one who breaks a law without knowing is guilty in two ways, guilty of his gesture and of his ignorance.

EXERCISES

In which document(s) can you find the information for the following scenarios?

1. You have no turn signal at the rear of your vehicle combination.

2. You see a traffic sign and want to know its meaning.

3. You are transporting dressed lumber and you want to know how to secure the cargo properly.

4. You have committed an offense in connection with the hours of service and rest regulation and you are wondering what the impact on your driving record will be.

5. The shipper asks to load cargo and it seems to be too heavy.

6. You must transport dangerous goods and you want to know if your "transportation of dangerous goods" training certificate is still valid.

7. Your dispatcher asks you to make a special, urgent delivery, but you don't know if you'll have enough hours available to get to the customer.

8. You want to know what the requirements are for obtaining your "Mention T" for large road trains on your driver's license.





Competency 3

Research method

Lesson Objective:

- Specify a research and problem method in relation to the various documents in the regulations.

Documentary research is research that involves finding sources of information to learn about a subject, answer a question or do a job. Often this step is done too quickly. Documentary research is essential to the production of quality, efficient and accurate work.

We sometimes forget that the result is directly related to the quality of information found in our research. This is the reason why documentary research is a crucial step in carrying out any work related to regulations.

In other words, when we start thinking about a subject, even if we have a few ideas, we research the document to acquire its knowledge to be able to apply it with accuracy. Our reading provides concepts and information.



Step by step procedure for a thorough information research.

1. Define your objectives.

The first step is to determine the type of work to be done and the research to be conducted.

2. Prepare your research.

The subject must be identified with precision (Circle Check, load securing, load and size limits, hours of service, etc.).

You must define the purpose of the work to be done (answers, references, sources, etc.).

You must search by “Keywords”. It is an efficient way to find relevant documents on a specific topic.

3. Choose the types of documents.

It is necessary to know how to choose the documents corresponding to the research needs (guides, books, manufacturer’s manuals, official regulations, official laws, fact sheets, etc..).

4. Locate the documents.

Student materials, guides, etc.

Digital documents (Google Docs, Word, PDF, etc.).

On the Internet (SAAQ, MTQ, CTQ, etc.).

5. Evaluate the documentation and information collected.

It’s necessary to assess the quality of the documentation and ensure its relevance in relation to the work requested.



Example of a research method applicable to paper and digital documents

Scenario:



You have completed loading and securing your cargo of manufactured lumber at the shipper. Before hitting the road, to make your delivery, you ask yourself. When should I perform the next regulatory inspection of the cargo.

What will be your answer and what is the reference to comply with cargo securement standards?

Elements of the competency.

Define the situation requiring a regulatory search.

Choose information sources.

Collect information.



1. Define your objectives.

The first step is to determine the type of work to be done and the research to be carried out.

You have completed loading and securing your cargo of manufactured lumber at the shipper. Before hitting the road, to make your delivery, you ask yourself. **When should I perform the next regulatory inspection of the cargo.**

What will be your answer and what is the reference to comply with cargo securement standards?

2. Prepare your research.

The subject must be identified with precision (circle checks, load securement, load and size limits, hours of service, etc.).

You must define the purpose of the work to be done (answers, references, sources).

You must search by **“keyword”** It’s an efficient way to find relevant documents on a specific topic.

You have completed loading and securing your cargo of manufactured lumber at the shipper. Before hitting the road, to make your delivery, you ask yourself. **When should I perform the next regulatory inspection of the cargo.**

What will be your answer and what is the reference to comply with cargo securement standards?



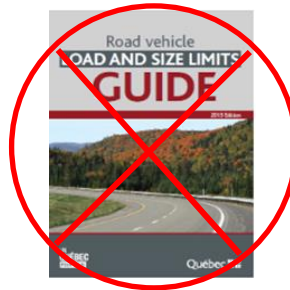
3. Select the types of documents.

It is necessary to know how to **choose the documents corresponding to the research** needs (guides, books, manufacturer's manuals, official regulations, official laws, fact sheets, etc..).

You have completed loading and securing your cargo of manufactured lumber at the shipper. Before hitting the road, to make your delivery, you ask yourself. **When should I perform the next regulatory inspection of the cargo.**

What will be your answer and what is the reference to comply with cargo securement standards?

Remember the question: When should I perform the next regulatory cargo inspection?





4. Choose the documents format (paper or digital versions)

Student Materials, guides, etc.

Digital documents (Google Docs, Word, PDF, etc.).

Internet sites (SAAQ, MTQ, CTQ, etc.).

You have completed loading and securing your cargo of manufactured lumber at the shipper. Before hitting the road, to make your delivery, you ask yourself. **When should I perform the next regulatory inspection of the cargo.**

What will be your answer and what is the reference to comply with cargo securement standards?

Remember the question: When should I perform the next regulatory cargo inspection?





5. Confirm your documents selection by validating the usefulness of the information.

It is necessary to assess the quality of the documentation and ensure its relevance in relation to the work requested.

You have completed loading and securing your cargo of manufactured lumber at the shipper. Before hitting the road, to make your delivery, you ask yourself. **When should I perform the next regulatory inspection of the cargo.**

What will be your answer and what is the reference to comply with cargo securement standards?

Remember the question: When should I perform the next regulatory cargo inspection?

Example 1

1) Choice of document



2) Research information

CHAPTER 8	
TRUCKING	191
Load restrictions	193
▶ Protecting the road network	193
▶ Vehicle load and size limits	193
Special travel permits	197
Safeguarding bridges and overpasses	198
Rules for securing cargo	200
General rules	201
Special rules for the securement of certain types of cargo	205
Securement inspection	212
▶ Inspection of cargo and the cargo securement system	212

3) Solution

Inspection of cargo and the cargo securement system

You must also inspect the vehicle's cargo and the cargo securement system used to restrain the load. You must make any necessary adjustments:

- ▶ before driving the vehicle

and

- ▶ not more than 80 km from the point where the cargo was loaded onto the truck.

You must re-inspect the vehicle's cargo and the cargo securement system regularly. If necessary, you must also make any necessary adjustments, including adding more tiedowns. The cargo must be re-inspected when any of the following situations occurs:

- ▶ Your activities or duty status changes.
- ▶ The vehicle has been driven for 3 hours.
- ▶ The vehicle has travelled 240 km.



Example 2

1) Choice of document



2) Research information

TABLE OF CONTENTS	
INTRODUCTION.....	1
SECTION 1	
GENERAL PRINCIPLES AND DEFINITIONS.....	3
1.1 SCOPE.....	3
1.2 DEFINITIONS.....	4
1.3 GENERAL REQUIREMENTS.....	13
General performance criteria.....	13
Cargo inspection.....	13
Securing devices.....	13
Performance criteria.....	14
Appropriate system.....	14
1.4 EQUIVALENT CARGO SECUREMENT SYSTEMS.....	15

3) Solution

Cargo inspection (Standard 10, section 3)

The driver of a vehicle shall inspect the vehicle's cargo and the cargo securement system used and make necessary adjustments:

- before driving the vehicle; and
- not more than 80 km from the point where the cargo was loaded.

The same requirements apply periodically, including adding more securing devices, whichever comes first:

- there is a change of duty status of the driver;
- the vehicle has been driven for 3 hours; or
- the vehicle has been driven for 240 kilometres.

These inspection requirements do not apply if:

- the cargo is sealed in a vehicle and the driver has been ordered not to open it to inspect the cargo
- OR
- the vehicle is loaded in a manner that makes the cargo, or portions of the cargo, inaccessible.



(3.3)

Search method for a digital document

N.B. In example 1 below, it should be noted that the “Driving a Heavy Vehicle” guide is not available free of charge in its digital version, fees are payable for consultation.

Example 1

1) Choice of document



2) Research information

The screenshot shows a PDF viewer interface with a search bar on the right containing the text "inspection of cargo". A green line highlights the search bar and points to the corresponding entry in the table of contents: "Inspection of cargo and the cargo securement system..... 212".

CHAPTER 7	
TRANSPORTATION OF PASSENGERS 179	
Laws and regulations.....	181
Number of passengers.....	182
Rules for the road.....	183
▶ Picking up and dropping off passengers.....	183
▶ While driving.....	184
▶ Driving on the shoulder.....	185
School buses.....	186
▶ Driver training.....	186
▶ Picking up and dropping off school children.....	187
▶ While driving.....	188
▶ Mandatory equipment.....	188
Securing baggage.....	189
Self-Evaluation Exercises.....	190
CHAPTER 8	
TRUCKING 191	
Load restrictions.....	193
▶ Protecting the road network.....	193
▶ Vehicle load and size limits.....	193
Special travel permits.....	197
Safeguarding bridges and overpasses.....	198
Rules for securing cargo.....	200
General rules.....	201
Special rules for the securement of certain types of cargo.....	205
Securement inspection.....	212
▶ Inspection of cargo and the cargo securement system.....	212



3) Solution

Accueil Outils Driving a heavy ve... x

212 / 493 150%

Rechercher
 Inspection of cargo
 Précédent Suivant
 Remplacer par

▶ does not interfere with your ability to drive the vehicle safely;
 ▶ does not hinder a person from freely exiting your cab or driver's compartment.

Inspection of cargo and the cargo securement system

You must also inspect the vehicle's cargo and the cargo securement system used to restrain the load. You must make any necessary adjustments:

- ▶ before driving the vehicle

and

- ▶ not more than 80 km from the point where the cargo was loaded onto the truck.

You must re-inspect the vehicle's cargo and the cargo securement system regularly. If necessary, you must also make any necessary adjustments, including adding more tiedowns. The cargo must be re-inspected when any of the following situations occurs:

- ▶ Your activities or duty status changes.
- ▶ The vehicle has been driven for 3 hours.
- ▶ The vehicle has travelled 240 km.

212 | Driving a Heavy Vehicle



Competency 3



The Circle Check

Lesson Objective:

- Resolve the problems of application of the regulations referring to the security round.

The Circle Check comes under the *Regulation respecting safety standards for road vehicles* and is harmonized with National Safety Code, Canadian Standard # 13.

The SAAQ provides heavy vehicle drivers with documents (sources of information) that guide them in their actions and decision-making regarding Circle Checks.



Driving a Heavy Vehicle (CVL) chapter 12



Circle Check guide

By now, are now familiar with chapter 12 of the DHV, as you have appropriated it to obtain your Class 1 Learners Permit.

For this reason, we are now going to learn how the Circle Check Guide works to become familiar with it. The advantage of this guide is that it is more detailed.

Note that we will **only** stick to what concerns a truck and not what is considered specialized (example: emergency vehicles). The guide also contains elements relating to buses and coaches that will not be discussed.

First, to make this easier to understand, you just need to remember that the guide is divided into three parts which can be found in the table of contents.

1. **The administrative component.**
2. **The mechanical component.**
3. **Prevention of work-related accidents.**

THE USE OF THE TABLE OF CONTENTS IS THE WORKING METHOD TO APPLY. THEREFORE, YOU MUST ALWAYS DO YOUR RESEARCH FROM THIS SECTION.

**Let's start your work.
Don't forget to use the table of contents!**

**To use the guide properly, you need to know the meaning
of each icon used in the guide.**

What does each icon mean?









**Here are some scenarios related to the administrative section
of the guide.**

Include the guide reference in your answer.

1. You are going alone for a two-day trip. you do your Circle Check of your vehicle, at the start of your shift (10 AM). When, at the latest, will you have to do another Circle Check?



(3.4)

2. You take possession of a heavy vehicle from the company terminal, which have designated persons to do Circle Checks. You see that the last Circle Check was done 8 hours ago. Do you have the obligation to do another Circle Check before leaving?

3. During your work shift, on your break, you notice that there is a faulty parking light in the back of your vehicle. You countersigned the Circle Check report before you left, as it was already signed by the designated person.

Are you responsible for reporting defects that occur along the way? Explain your answer.

4. You must leave with a tractor semi-trailer.
Before leaving, as a driver, what do you need to be sure of regarding defect list 1?

5. At the beginning of your shift, you take a straight truck and make your circle check. You make a few local deliveries and return to the terminal. Another driver takes the same vehicle to make a few deliveries while you do some work on the loading dock. When this driver returns, your boss asks you to make one last delivery with the same vehicle.

Do you have to do a new circle check report for this vehicle?



6. You are leaving from Quebec for the state of Utah in the United States. During the trip, you notice the presence of a defect. The license plate light no longer works on the semi-trailer. In addition to recording this defect in your Circle Check Report, what should you do?

7. While driving, you detect a minor defect on your vehicle. You record this defect in your report and notify the operator. What happens if the defect is not repaired within 48 hours?

8. You're travelling within 160 kilometers from your home terminal. You do your Circle Check, and no defect is found. Can you then leave without completing a report, as there were no defects found?

9. You work as a local driver.

Before leaving your home terminal, after having completed your Circle Check, you detected a minor defect and entered it in the report. Your employer asks you to leave your report with him for the day so as not to forget to repair it.

Can you leave without your report for the day?



10. Before leaving your home terminal, after completing your Circle Check, you start filling out your report. When you get to the section “Semi-Trailer Odometer” you cannot enter anything, since there is your trailer is not equipped with an hubometer.

In this situation, if you leave without entering a mileage, will you be in violation?

11. You’re a long-haul driver.

It has been 20 days since you left your home terminal. You have the original Circle Check reports with you. You will only get back to your terminal in two days.

Could you wait until your return to submit your original reports to your company?



Here are some scenarios related to the mechanical section and list 1 of the guide.

Include the guide reference in your answer.

12. You approach your tractor semi-trailer to do a Circle Check and you observe your fifth wheel (Image A). Image B represents what the locking pins should look like.

Image A



Image B



Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

13. You're doing the Circle Check on your tractor you see this section of the frame.



Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

14. The blower controls are turned to these positions and no air is coming out to the windshield.

[Video available here](#)



Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

15. Along your trip you notice that all the horns on your vehicle have stopped working.

Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

16. As you're doing the circle checks of your tractor you observe the fluid level in the power steering tank.



Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

17. You only have two triangular reflectors in your truck.



Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

18. During your circle check, you notice that all the headlights (low beams) are not working.

Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

19. As your doing the Circle Check of the tractor you observe this tire on the steer axle.



Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

20. You are doing the circle check of your vehicle and you observe this wheel.



Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

21. You do the circle check for your truck and observe this master leaf.



Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

22. During your Brake Test, you notice that the low-pressure warning lights and buzzers activate when the air pressure in the system drops below 50 psi.

Determine if this constitutes a minor or major defect. If applicable, refer to the guide and enter the code.

OCCUPATIONAL SAFETY AND HEALTH PREVENTION.

On pages 139 to 143, you will find more information related to the risk of injury in the workplace.

Examples:

- Opening the hood.
- Getting in and out of the truck.
- The external verification of the vehicle.
- The coupling and uncoupling of the semi-trailer.

You will also find a summary of the most common risks of accidents as well as preventive measures to avoid injury.

At all times in the day, always think about Occupational **Safety** and **Health**

“Danger never sleeps.”

For more information

Companies under provincial jurisdiction

Contact the Commission des normes, de l'équité, de la santé et de la sécurité du travail.

1 866 302-2778

www.cnesst.gouv.qc.ca

Companies under federal Jurisdiction

Contact Employment and Social Development Canada

Labour Program.

1 800 641-4049

www.edsc.gc.ca



(3.4)



Competency 3

Law 430

Lesson Objectives:

- To provide information regarding the obligations of heavy vehicle drivers
- To raise awareness about the impacts and consequences of their conduct record

1. In what year did the Conduct Review Policy for Heavy Vehicle Drivers come into effect?

2. The Conduct Review Policy For Heavy Vehicle Owners And Operators applies specifically to which heavy vehicle drivers?

3. To monitor and assess heavy vehicle driver's behavior, "Monitoring the Conduct of Heavy Vehicle Owners And Operators", the SAAQ maintains records. What happens when a driver works for more than one company at a time?



4. What events are recorded in the driver's file (record) and considered in the driver's behavioral assessment?

5. The driver behavior assessment is based on events observed during a roadside intervention. How long are these events recorded in the driver's file (record)?

6. Alcohol impaired driving events remain on the record much longer. How long do they stay there?

7. For behavioral assessment, events are grouped into different behavior categories. What are these categories?

(3.5)



8. What action would the SAAQ take, if you reached the threshold of 12 points out of 16 (75%) on your driving record following violations related to road safety (operational safety)?

9. What action would the SAAQ take, if you reached the threshold of 5 points out of 9 (+50%) on your driving record following your involvement in accidents that you have been responsible for?

10. What action would the SAAQ take if you drove in a tunnel with dangerous goods?

11. What action would the SAAQ take, if you did 35 km/h over the legal speed limit?

(3.5)





Competency 3

Insurance and accidents

Lesson Objectives:

- Know the procedures in case of an accident.
- Fill out the documentation.

Four types of accidents can occur to you:

- Collision with property damage to an unoccupied vehicle, a pole, a traffic sign and/or a structure such as a bridge.
- Collision with property damage to one or more vehicles without bodily harm.
- Collision with bodily harm with or without property damage.
- Collision with an unowned domestic animal, a wild animal over 25 kilograms that is on the list of notifiable animals.

What to do in one of these situations



All companies must have an **accident policy** that the driver must follow. Basically, the procedures are the same knowing that insurance companies all ask for the same information. They also must comply and respect the **Highway Safety Code**. The difference between **Quebec**, is that it covers bodily injuries versus **other provinces or states that don't**. This opens the door to lawyers in other districts to try to claim in upwards of **2, 3 or even \$ 5 000 000**. This is why it is **extremely important** to call the **Emergency Number** of your company to be **properly guided**.

Here are the CFTR procedures to follow according to the four types of accidents.

- **Collision with property damage to an unoccupied vehicle, a pole, sign or structure such as a bridge.**

You should:

- **Stop** your vehicle.
- Verify if **anyone is hurt**.
- Call the **Emergency Number** of your company.
- Call **911** to reach the nearest police station, which will come and fill out a **Police Report**.
- Take **photos of the damage** and of the **area in which it occurred**.
- Complete the accident form (**CFTR**)* (annex 3).



** Taking pictures is a good way to collect evidence (registration, insurance, driver's licence).*

-Collision with property damage to one or more vehicles without bodily harm.

You should:

- **Stop** your vehicle.
- Verify if **anyone is hurt**.
- Call the **Emergency Number** of your company.
- Fill out an **Accident Report (Amicable Report) ***
- Take **photos of the damage** and of the **area in which it**
- Complete the accident form **(CFTR)*** (annex 3)



- Collision with bodily harm with or without property damage:

You should:

- **Stop** your vehicle.
- **Assist the injured**, even if it's minor, by calling **911**.
- Call the **Emergency Number** of your company.
- The **police** will fill out an **Accident Report**.
- Take **photos of the damage** and of the **area in which it occurred**.
- Complete the accident form **(CFTR)*** (annex 3)



- ** The amicable report is not mandatory; however, you must take the information according to the requirements of the road safety code.*

- Collision with a domestic animal or a wild animal weighing more than 25 kilograms.

You must:

- **Stop** the vehicle.
- **Assist the owner** of the animal if he is injured.
- Call the **Emergency Number** of your company.
- Contact a **wildlife officer** if the animal weighs more than **25 kilograms** or if the animal is on the **Mandatory Declaration List***.
- Complete the accident form **(CFTR)*** (annex 3)
- *Take photos of the damage and of the area in which it occurred.*



Appendix 1

(See the scenario of the teacher's presentation and complete this report).

CFTR ACCIDENT REPORT

You must complete this form in the event of an accident involving property damage, requiring a tow truck, or causing injury. This document must be attached to the amicable accident report completed in due form.

This report will be attached to your file. Once completed, you will need to hand it over to your group leader.

Date:	
Student' name	
Driver's licence number	
Group number:	
Name of the instructor	
Name of the witness	
Truck and trailer number	
Accident location	

1. Explain the circumstances of the accident.



2. Why did this accident happen?

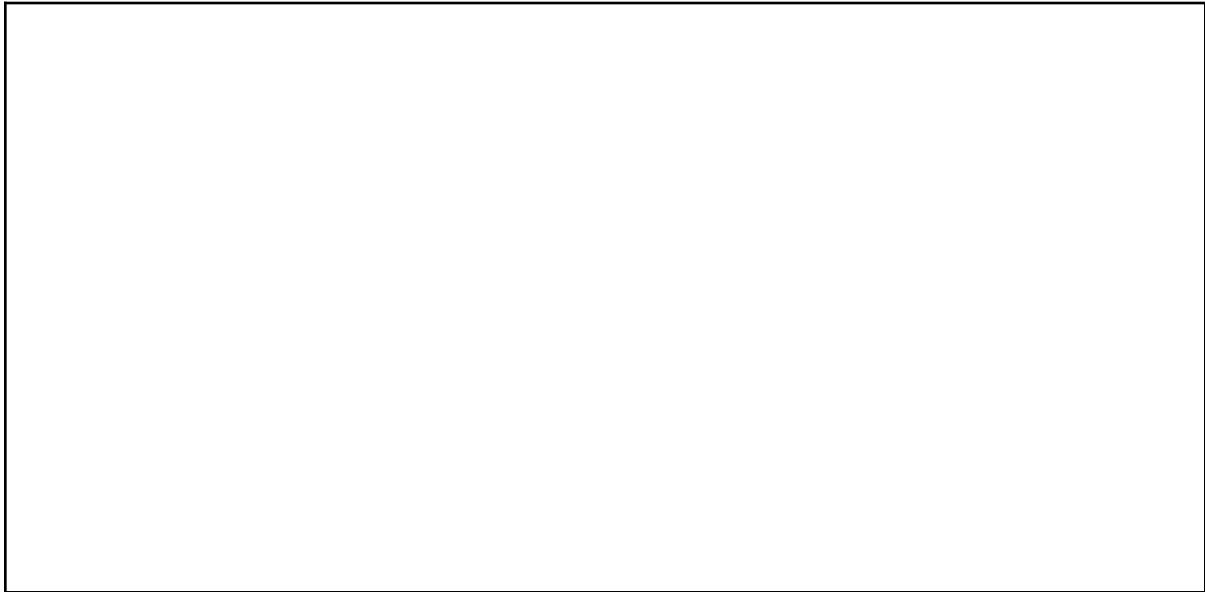
3. Can you justify that your speed was reasonable at the time of the accident?

4. What could you have done to avoid this accident?



5. What do you take away from this accident?

Draw a sketch representing the accident:



Signature of student present: _____





Rights and Obligations of Occupational Health and Safety at Work (OHS)

Training contents

- Introduction to OHS
- Work accidents
- Rights and obligations
- Conclusion in three words



Prepared by:
Samuel Laverdière, CRIA Prevention
Advisor
Via Prevention



Introduction to OHS

Worker's protection:

<p>Prevention</p> <p>It's the elimination, at the source, danger to health, safety and physical well-being of workers.</p> <p><u>Examples</u></p> <ul style="list-style-type: none">• Procedures• Training• Inspection• Maintenance• Safety equipment	<p>Compensation</p> <p>It's the repair of occupational injuries and the consequences they entail.</p> <p><u>Examples</u></p> <ul style="list-style-type: none">• physical, social and vocational rehabilitation• payment of income replacement benefits, compensation for personal injury• death benefits
---	---

Provincial and Federal jurisdiction

Depending on the normal and usual activities of the company:

	Provincial	Federal
<ul style="list-style-type: none"> Local transport 	CNESST	Labour program
Provincial jurisdiction	CNESST	CNESST
<ul style="list-style-type: none"> Domestic and international transport 	AROHS RROHS, ARIAOD, BBRI	CLC, COHSR ARIAOD
Federal Jurisdiction		

Some numbers...

In Quebec, all sectors combined:

- 1 accident every 6 minutes.
- Over 200 deaths per year.
 - Approximately 60 caused by accident.
 - About 160 caused by occupational diseases.



[Click on this link](#)



Transportation and warehousing

- Approximately 25% of accidental deaths each year.
- More than 2,000 work-related accidents per year.
- In 80% of accidents, the driver is doing something other than driving the vehicle.

Transportation

- 30% of injuries = back.
- 40% = sprains / strains / tears.
- 50% = falls.



Accidents at work.

Perception of performance

For many, prevention is related to the following equation:

$$\begin{array}{ccccc} \text{Risk habit} & & \text{No accidents} & & \text{No accident} \\ \text{Past} & + & \text{Present} & = & \text{Future} \end{array}$$

In fact, the greater the exposure to risk, the greater the probability of an accident.

Definition

In a context of prevention

An unforeseen and sudden event that results or could have resulted in:

- personal injury.
- property damage.

The concept of an accident is therefore independent of the consequence that follows.

Causes of accidents

The principle of multiple causes.

Rarely the result of one single cause.



Causes of accidents

Organization

- Corporate culture.
- Organization of work.
- Prevention program.
- Staff selection and training.
- Supervision.
- Etc.



The individual

- Training.
- Experience.
- Habits.
- Health status.
- Safe attitudes.
- Etc.



Task

- Training.
- Work methods.
- The postures adopted as well as the actions taken.
- The pace of the task.
- Etc.



Equipments

- Tie-downs:
- Forklifts.
- Protective equipment.
- Tractors and semi-trailers.
- Etc.



Materials and substances

- Their nature.
- Dangerous goods.
- The Quantity.
- Containers.



The moment

- Early morning/night.
- Start/end of work shift.
- Start/end of cycle.
- Peak hour/traffic.
- Late.



Environment

- Noise.
- Lighting.
- State and condition of the road.
- Clutter and cleanliness of the site.
- Temperature and weather conditions.
- Etc.



Hierarchy of prevention means.

1. **Elimination:** Eliminating the danger from the work environment or substitute less hazardous materials or machines with other, less hazardous ones.
2. **Engineering measures:** Design or modification of plants, equipment, ventilation system and processes, so to reduce the source of exposure.
3. **Administrative Actions:** Modify work execution; work schedule; policies, standards and procedures; training; equipment maintenance and housekeeping.
4. **Personal protective equipment:** Helmets, boots, safety glasses, gloves, bibs, masks, etc., all in order to reduce exposure and increase visibility.



Rights and obligations

Employer's rights

Management rights

The right to manage employees and make decisions for the company's profitability:

- control mechanisms
- behaviour and performance supervision

Concerning prevention, the employer has the right to:

- Training and information services
- Advice on occupational health and safety advice



Employer's obligations

- Identify, control, and eliminate potential hazards.
- Equip establishments with equipment, proper tools, and safe working methods.
- Train and inform workers of the risks and means of prevention.



Employer's obligations

- Supervise the work and ensure safety standards are met.
- Provide protective equipment.
- Provide on-site first-aid kits.
- Establish a prevention program.
- Etc.



Worker's rights

- Safe working conditions
- Training, coaching, supervision
- Refusal to perform a task.
- Preventive withdrawal of pregnant and breast-feeding workers
- Compensation for work-related injuries



Worker's obligations

Prevention

- Protect their health, safety, and physical integrity.
- Do not endanger that of others.
- Participate in identifying and eliminating risks.



Worker's obligations

Prevention

- Learn about the prevention program.
- Collaborate with the health and safety committee.
- Report accidents and other dangerous occurrences



Worker's obligations

Compensation and rehabilitation

- Submit medical certificate and other medical reports.
- Submit yourself to medical experts required by the employer.
- Follow treatments recommended by your doctor.
- Avoid actions that could delay healing.

The image shows a form titled "RÉCLAMATION DU TRAVAILLEUR" from CNESST (Commission des normes, de l'équité, de la santé et de la sécurité du travail). The form is divided into several sections:

- 1. Renseignements sur le travailleur:** Includes fields for name, address, phone, and date of birth.
- 2. Renseignements sur l'employeur:** Includes fields for employer name, address, and phone.
- 3. Date de l'accident:** A date selection field.
- 4. Description de l'accident:** A text area for describing the incident.
- 5. Arrêt de travail:** A section for providing medical certificates and dates of absence.
- 6. Renseignements nécessaires au calcul et au versement de l'indemnité de remplacement de revenu:** Includes information about the worker's income and employment status.
- 7. Réclamation pour arêt de travail ou maladie professionnelle par le fait de l'accident:** A section for claiming compensation for work-related illness or injury.
- 8. Déclaration et autorisation:** A section for the worker to declare and authorize the use of their information.
- 9. Autorisation de recueillir des renseignements relatifs à son état de santé:** A section for authorizing the collection of health-related information.



In conclusion

To prevent accident at work, the worker must:

- Know:
 - Risks,
 - Working methods.
- Participate:
 - Risk Identification,
 - OHS Committee.
- Report:
 - Dangerous situations,
 - Accident: with or without injury, with or without property damage.

Conditions for success

- Employer commitment.
- Respect and trust.
- Involvement of people in the field.
- Problem-solving approach.
- Recognition of the work accomplished.



Competency 3

Hours of Service and Rest

Lesson Objectives:

- Know the general and specific regulations.
- Resolve enforcement issues related to the hours of operation and rest regulations.

For your information:

The hours of driving and rest are covered by the Hours of Service and Rest Regulation (Heavy Vehicle Drivers) and are harmonized with Standard 9 of the National Safety Code for Motor Carriers.

In context

The SAAQ provides heavy vehicle drivers with a document that guides them in their actions and decision-making regarding the **Hours of Service and Rest**.

Rules on driving, working and resting hours help limit fatigue among heavy vehicle drivers. A tired driver poses a risk to his own safety and that of other road users. These standards are contained in the regulation on Hours of Service and Rest.

The guiding principles are as follows:

- to allow drivers of heavy vehicles to have a **minimum of hours of rest** before setting off;
- to establish a maximum number of **driving and working hours** after which the driver must stop driving.

All this to minimize the effects of fatigue.

USE OF THE TABLE OF CONTENTS

Like all other regulatory guides, you should always research this section to find a solution to a problem regarding driving and resting hours.

INSTRUCTIONS FOR PERFORMING THE FOLLOWING TASKS

For the following scenarios, you must associate key words from the problem raised in the scenario with the table of contents and select the right section to search in the guide (Hours of Service and Rest), to find the solution.

You must include as reference to your answer to the problem the section and page number of the guide.



1. You must leave with this vehicle's combination today.



GVWR: 5,000 kg GVWR: 2,000 kg

As the driver of this vehicle, are you covered by the hours of service and rest regulations?

2.

Your new employer allows you to drive home with your truck at the end of your work shift. Your home is **60 kilometers** from your home terminal.

How do you record this distance in your log or are you exempt from recording this distance?

3. Based on the 14-day rule, how many hours of work are available on day 14?

Days	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
hours of service	11	9	10	9	8	11	8	9	10	11	8	9	10	?	



4. You are using Cycle 1.
How many hours are available on day 8?

Days	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
hours of service	12	12	9	10	9	10	8	?							

5. You regularly do trips in **Western Canada and use Cycle 2**. Your employer is asking you to switch to Cycle 1 since you will be travelling in the Maritimes.

What condition must you meet to switch to Cycle 1?

6. You start your shift regularly at 3:00 p.m. and your shift usually ends at 3:00 a.m.

To avoid having to stop on the way at midnight to start another log sheet, it is preferable for you to change your **24-hour work shift starting time**.

To be able to make this change, referring to the Hours of Service and Rest Regulation, what must you do before you can take advantage of this benefit?



7. You are carrying explosives and have been parked for a few minutes at a **truck stop to take your 8 consecutive hours of rest**, since you have reached your **13 hours of driving**. Suddenly a **forest fire** breaks out nearby!

According to the description of an **emergency** in your guide on Hours of Service and Rest, do you have the right to leave to truck stop?

8. A During your work shift, after a few hours from your departure, an **accident** occurs in front of you and makes you fall an hour behind from your planning.

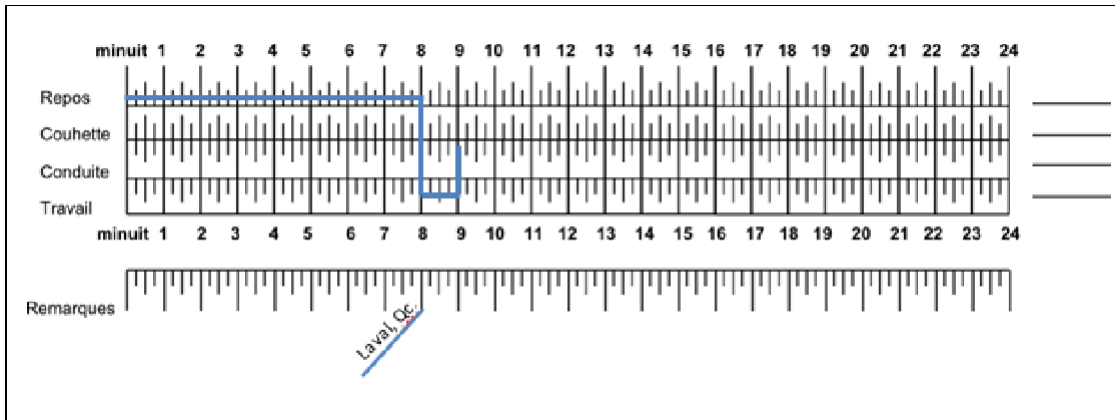
Given this **unforeseen situation**, can you do 14 hours of driving this day to make up for lost time?

9. You arrive at the boarding dock to take the **ferry** to Newfoundland with your truck. You must wait in your **sleeper berth 3 hours** before boarding. The duration on the **ferry was 5 hours**.

Can you combine the **5 hours** spent on the ferry to your **3 hours** spent in the sleeper berth, to have your **8 consecutive hours** of rest which, would allow you to start a new work shift as you get off the boat?



10. You are driving your truck and it is 11:00 AM when a **truck inspector** stops you. The inspector asks you to show your daily log. **See log sheet below.**



Regarding the obligations of keeping your **log sheet up to date**, could the inspector blame you for not having kept it up to date?

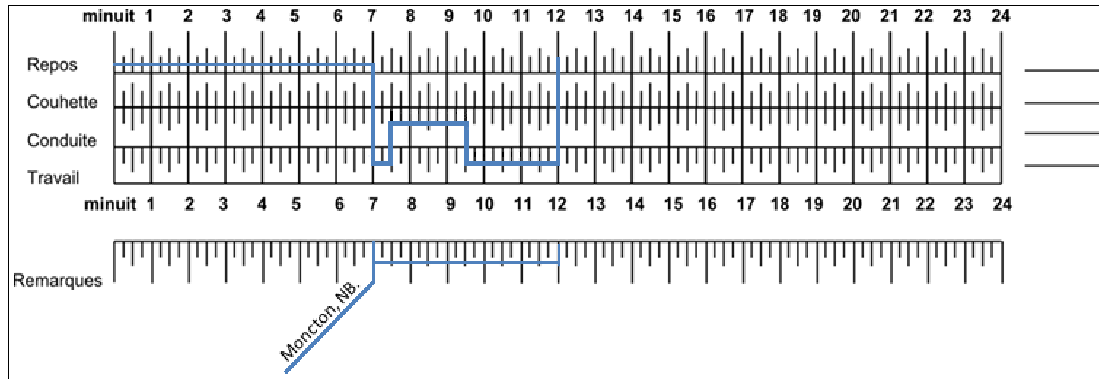
11. You meet all the requirements to be exempted from completing a daily log.

If so, are you required to meet the hours of service and rest regulations?



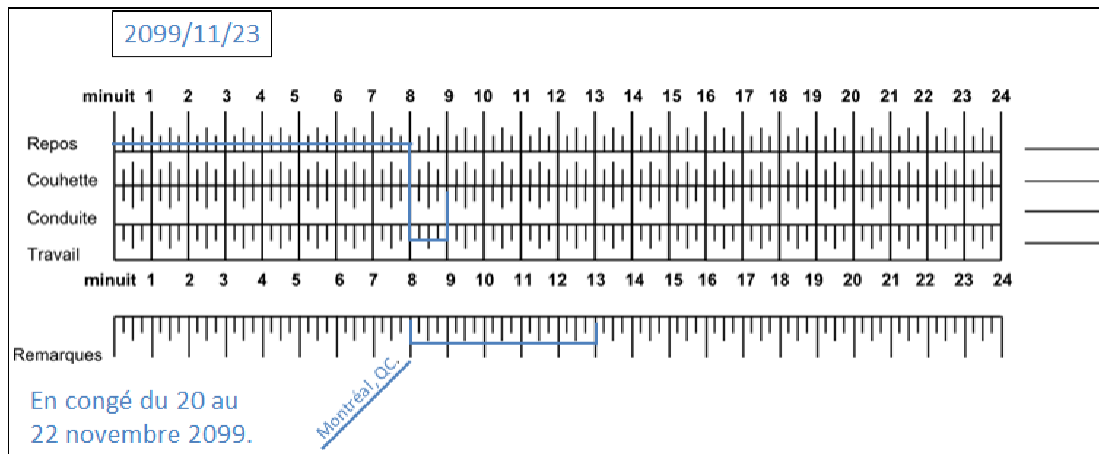
12. You left **Quebec City** (home terminal) to go to **Moncton, NB**. You make your delivery, and you take your **8 consecutive hours of rest**.

When you start your new work shift, your dispatch asks you to make **several pickups and deliveries in this city** for part of the day. To make it easier for you to indicate your time on the log sheet you use the **multiple stops** rule in the log sheet below.



Looking at the log sheet above, are you in compliance with the rule?

13. Monday morning, November 23, 2009, you start your daily log after being off duty for 3 days.



Is this the correct way to record you 3 days off-duty time?



14. You **work locally every week**, but today your dispatch is asking you to make an urgent delivery that requires you to go **outside the 160 km radius**.

Date : / /				N° d'imm./Licence plate N°	
<input type="checkbox"/> Cycle 1 (7 jours - 7 days) <input type="checkbox"/> Cycle 2 (14 jours - 14 days)				N° d'imm./Licence plate N°	
Heure de début, autre que minuit Day start time, other than midnight		Repos différé Off duty deferral Jour 1 <input type="checkbox"/> Jour 2 <input type="checkbox"/> Day 1 Day 2		Odomètre fin/Ending odometer	
				Km (milles) parcourus Km (miles) driven	
		Odomètre début/Starting odometer		Utilisation à des fins personnelles Personal use Od. début Starting od. _____ Od fin Ending od. _____	
Adresse de l'établissement principal/Principal place of business CFTR 17000, rue Aubin, Mirabel (Québec) J7J 1B1			Adresse du terminal d'attache/Home Terminal address		
Heures totales Total hours					
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24					
1. Repos/Off duty					
2. Couchette/S.B					
3. Conduite/Driving					
4. Travail autre que conduite/On duty (not driving)					
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24					
Remarques Remarks					
Document d'apprentissage					
Transporteur(s) Carrier(s)		Jours précédents/Days ago			
Nom du conducteur Driver's name		14 13 12 11 10 9 8 7 6 5 4 3 2 1			
Signature du conducteur Driver's signature		Travail/On Duty			
		Repos/Off Duty			
		Nom du conducteur de relève Co-driver's name			
No. doc. d'expédition Shipping doc. no.		Expéditeur Shipper		Marchandises Commodities	

Complete the daily log section above for that day.

15. You fill out a daily log every day since you do long-distance transport regularly.

Are you required to fill out the Monthly summary sheet (recap) to ensure that you respect the number of driving hours available each day?

16. It is **December 10th**, and you are leaving for **Newfoundland**. Should you have a copy of the daily log sheets for the **entire month of November** with you during this trip?



17. At the end of your work shift, a truck inspector intercepts you and you have **14 hours and 30 minutes of on duty time accumulated.**

The inspector is likely to put you out of service immediately.

How many hours are you at risk of being taken out of service?

18. If you are the operator of a transport company, how long do you have to keep your driver's daily logs?

19. You're doing **local deliveries in Montreal with a day cab.** Today your boss asked you to deliver a load to **Quebec City** and then come back the following day. Your boss provides you with a **plank of wood** that you will have to install on **both seats of your truck** so that you can sleep before returning the next day.

Can you use the **sleeper berth section** of your daily log sheet to record your hours of rest?



ADDITIONAL INFORMATION

*THE AMERICAN REGULATIONS REQUIRE ANY COMPANY THAT PERFORMS LONG-DISTANCE TRANSPORT IN ITS TERRITORY TO USE AN ELECTRONIC DEVICE FOR THE DRIVER'S DAILY LOG AND FOR THE ACCUMULATION OF THEIR HOURS OF DRIVING AND REST.

FOR FURTHER INFORMATION VISIT THIS SITE:

www.fmcsa.dot.gov.

* A similar regulation should take effect shortly in Canada as well as in Quebec. the year 2019 had been targeted for the establishment of the "Electronic Register". To be continued...

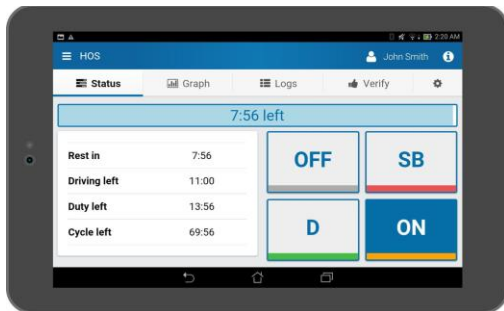
* Regardless of the service provider that the carrier chooses, the device supplied must be tested and comply with the regulations on driving and rest hours, both on the Canadian side "HOS" Hours of Service and Rest than on the American side "FMCSR" (Federal Motor Carrier Safety Regulation)

*

THE ELECTRONIC DEVICES USED FOR THE DAILY LOG AND THE ACCUMULATION OF THE HOURS OF SERVICE AND REST OF THE DRIVER.

Here are some models of electronic devices that can be used as a daily log and to accumulate Hours of Service and Rest.

GEOTAB



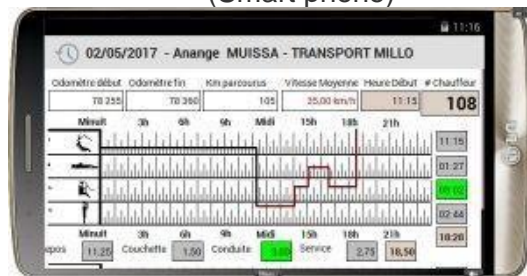
MCP 200



ISAAC



CELL PHONE
(Smart phone)





Competency 3

Review 1

Lesson Objective:

- Review specific, deficient competency elements of previous lessons for students in difficulty.

This 180-minute (3-hour) period is designed to review the content of lessons 3.1 through 3.8 to prevent learning problems.

3.1 Introduction

3.2 Information sources

3.3 Research methodology

3.4 Circle check

3.5 Law 430

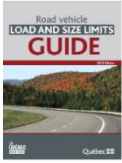
3.6 Insurance and accidents

3.7 Occupational rights, health and safety

3.8 Driving and Off-Duty Time for Heavy Vehicle Drivers

Depending on the difficulties and/or needs related to lessons 3.1 to 3.8, the instructor will provide you with the necessary materials (quizzes, exercises, etc.) to review elements of these lessons.





Competency 3

Vehicle Load and Size Limits

Lesson Objective:

- Apply rules related to the load and size regulation.

DEFINITIONS

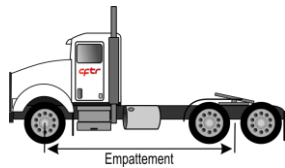
See section 2 of the guide.

Dolly:

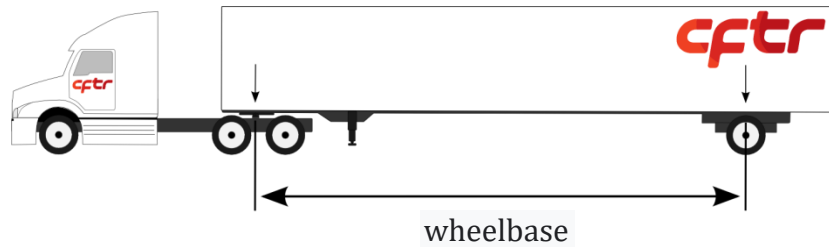


Wheelbase

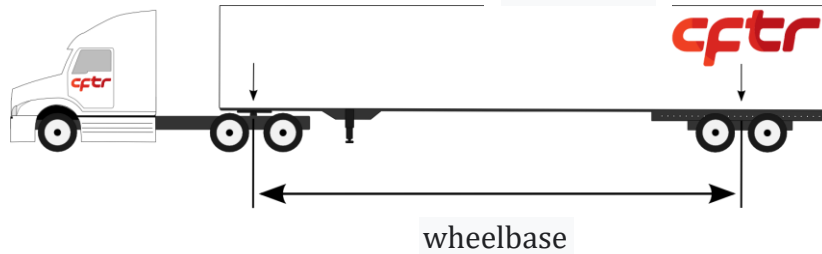
Tractor:



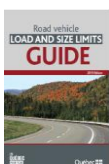
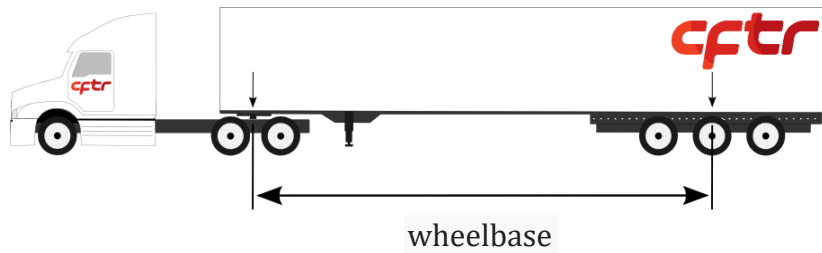
Single axle semi-trailer:



Tandem semi-trailer:



Tridem semi-trailer:



GVWR versus GAWR

GVWR

The Maximum safe capacity of a vehicle according to Motor Vehicle Safety Regulations.

(Vehicle, passengers, and cargo)

- GVWR: Gross Vehicle Weight Rating

GAWR

The Maximum capacity of an axle according to Motor Vehicle Safety Regulations.

- GAWR: Gross Axle Weight Rating

[info-camionnage](#)

[P MTQ information PNBV](#)

DATE OF MFG.	10/2018
DATE DE FAB.	
GVWR	
PNBV	
GAWR FRONT	
PNBE AVANT	
WITH TIRE SIZE	
AVEC DIMENSION DE PNEU	
RIM SIZE	
DIMENSION DE JANTE	
AT KPA COLD	
KPA A FROID	
NEXT GAWR	
PNBE SUIVANT	
WITH TIRE SIZE	
AVEC DIMENSION DE PNEU	
AT KPA COLD	
KPA A FROID	

Examples of labels

MANUFACTURED BY		KILOGRAMS / POUNDS		SUITABLE TIRE - RIM C	
		GVWR		TIRE SIZE	R
MOTORS CO.		24132.0	53200	295/75R22.5H	22
PACCAR INC.	FR. GAWR	5987.5	13200	295/75R22.5F	22
	2ND. GAWR	9072.0	20000	295/75R22.5F	22
	3RD. GAWR	9072.0	20000	295/75R22.5F	22
	4TH. GAWR				
11/2017					LABEL 22-01467

MANUFACTURED BY:	DAIMLER VEH. COMERC. MEXICO	GAWR/PNBE	GAWR/PNBE	TIRES	RIMS	KPA COLD	PSI COLD	"S"
DATE OF MFR:	02/18	KGS	LBS	11R22.5(H)	22.5X8.25	827	120	S
GVWR/PNBV KG:	14,968	FRONT AXLE:	4,536					
GVWR/PNBV LBS:	33,000	1ST INT AXLE:						
		2ND INT AXLE:						
		3RD INT AXLE:						
		4TH INT AXLE:						
		5TH INT AXLE:						
		6TH INT AXLE:						
VEHICLE ID NO.:	3ALACFE2KQKF2611	REAR AXLE:	10,432	23,000	11R22.5(H)	22.5X8.25	827	120
TYPE:	INCOMPLETE VEHICLE-TRU/CAM							D
COUNTRY OF ORIGIN:	MEXICO							

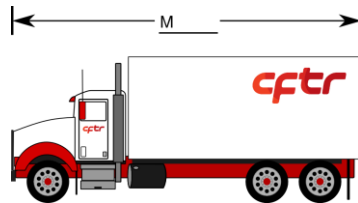
MANUFACTURED BY	FABRIQUE PAR
KENWORTH	KENWORTH TRUCK CO.
A DIVISION OF PACCAR	
DATE OF MFG.	1/05
DATE DE FAB.	
GVWR	32,931.4 KG
PNBV	
GAWR FRONT	6,622.6 KG
PNBE AVANT	
WITH TIRE SIZE	315/80R225
AVEC DIMENSION DE PNEU	
RIM SIZE	22.5 X 9
DIMENSION DE JANTE	
AT kPa COLD	690 SGL
kPa A FROID	
NEXT GAWR	8,769.4 KG
PNBE SUIVANT	
WITH TIRE SIZE	11R22.5

MAXIMUM AUTHORIZED DIMENSIONS

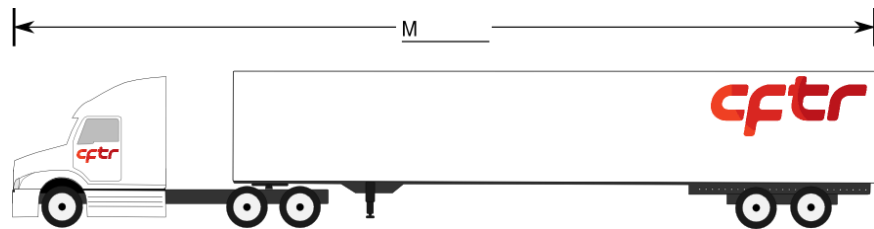
See section 3 of the guide.

3.1 MAXIMUM AUTHORIZED LENGTHS

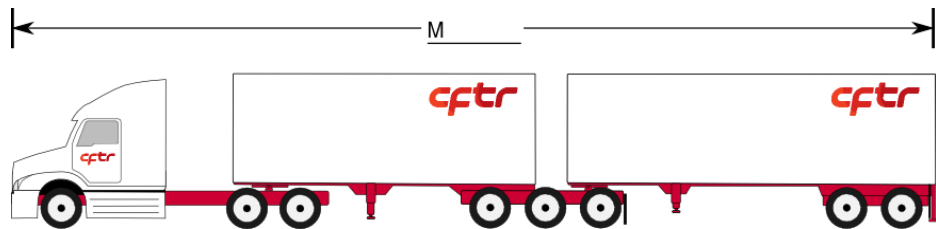
A) Truck



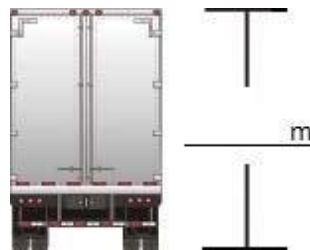
B) Tractor with semi-trailer



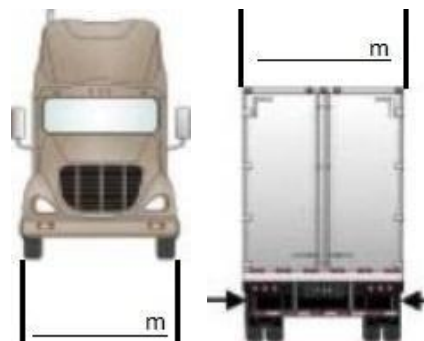
C) B train double



3.2 MAXIMUM AUTHORIZED HEIGHT



3.3 MAXIMUM AUTHORIZED WIDTH



The symbols

$x < y$ = means that x is smaller than y.

$x > y$ = means that x is greater than y.

$x < y < z$ = means that y is greater than x and smaller than z $x \leq$

y = means that x is smaller than or equal to y.

$x \geq y$ = means that x is greater than or equal to y.

MAXIMUM AUTHORIZED LOAD BY AXLE CATEGORY

See section 4 of the guide.

A) Front axle: Class B.1



Class B.1

Normal period

Thaw period

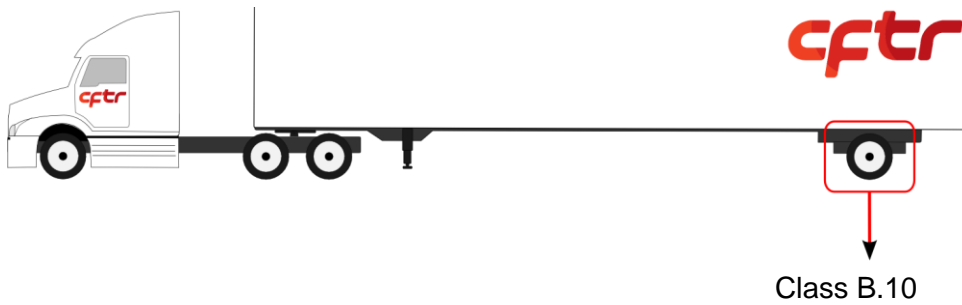
_____KG

_____KG

The load capacity of a front axle or the sum of the load capacities of the front axle (GAWR) is: _____ for a class B.1 axle.

The axle capacity may be higher when indicated by _____ and the sum of the capacities of all _____ the axle allows it.

B) Single axle: Class B.10



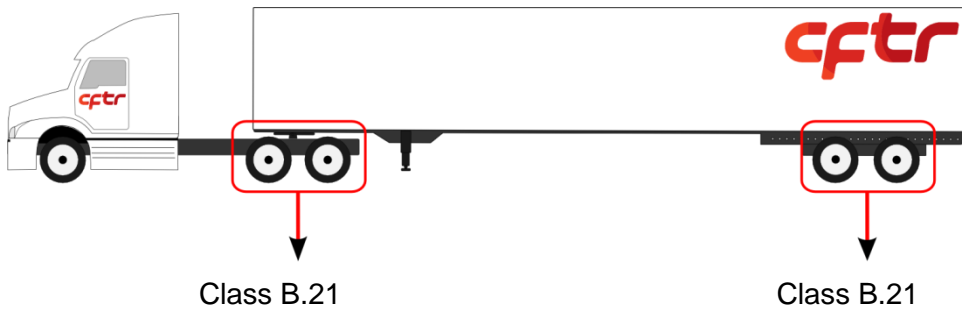
Normal period

Thaw period

_____ KG

_____ KG

C) Tandem axle: Class B.21



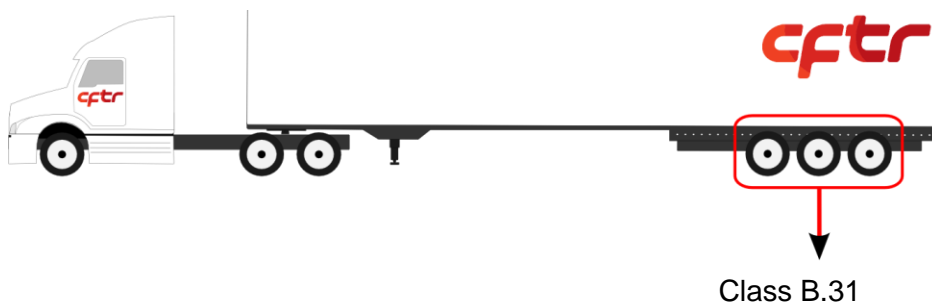
Normal period

Thaw period

_____ KG

_____ KG

D) Tridem axle: Class B.31



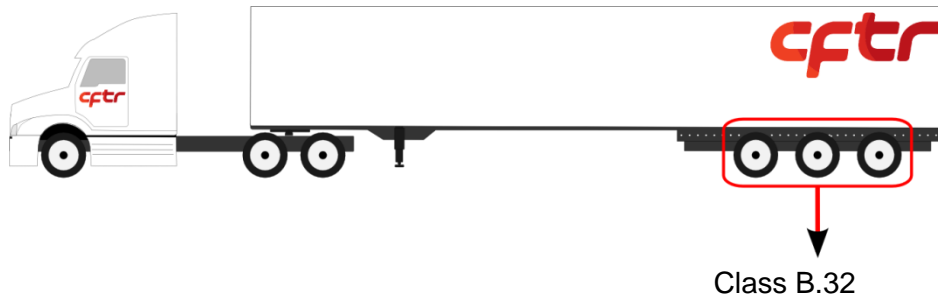
Normal period

Thaw period

_____ KG

_____ KG

E) Tridem axle: Class B.32



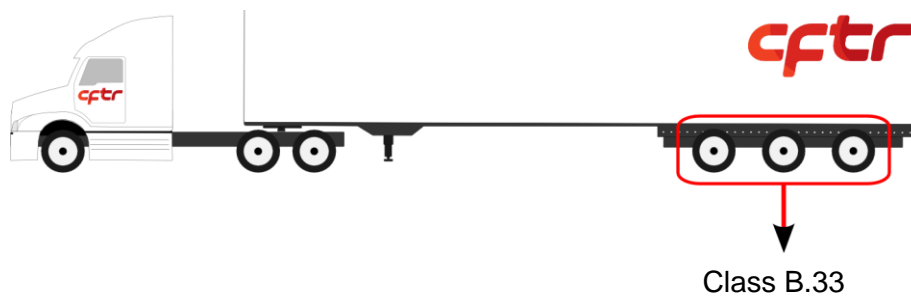
Normal period

Thaw period

_____KG

_____KG

F) Tridem axle: Class B.33



Normal period

Thaw period

_____KG

_____KG

Equivalent tridem axles: Class B.31 - B.32 - B.33

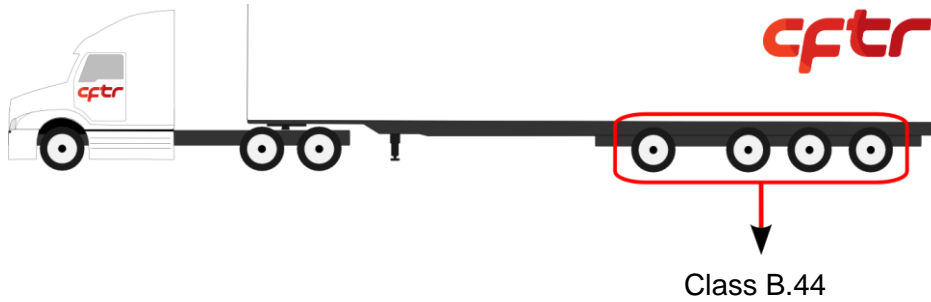
Definition

An axle group is equivalent to a tridem axle when it is made up of 3 equally spaced axles, comprising _____.

These are attached to the vehicle by suspensions designed to equalize, without possible adjustment, to within 1,000 kg when the lift axle is lowered; the mass can be measured under the wheels of each axle.

The maximum load limit set out in the regulation during normal and thaw periods is reduced by _____kg in the case of an equivalent tridem axle.

G) Self-steering axle in front of a tridem: Category B.44



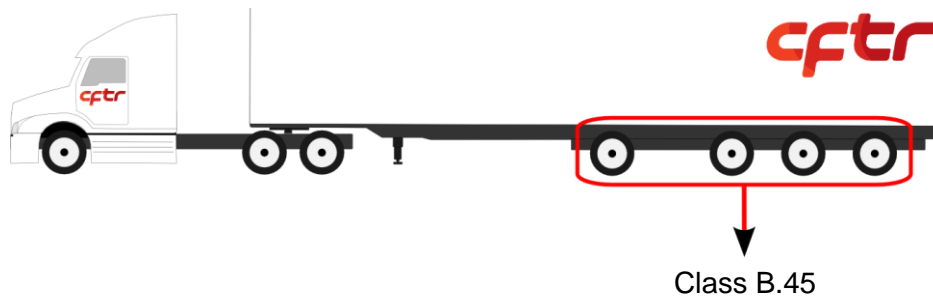
Normal period

Thaw period

_____ KG

_____ KG

H) Self-steering axle in front of a tridem: Class B.45



Normal period

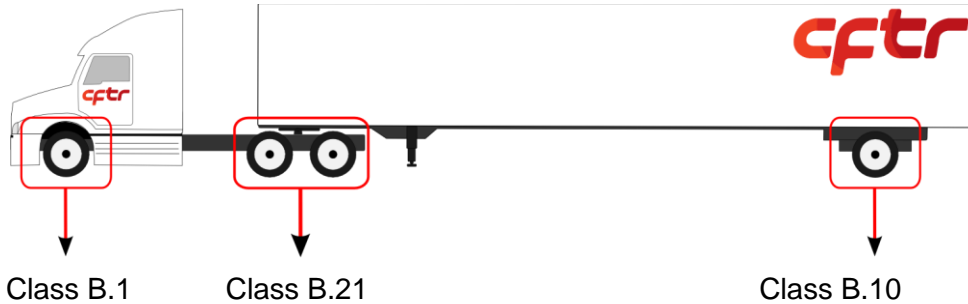
Thaw period

_____ KG

_____ KG

MAXIMUM AUTHORIZED GROSS WEIGHT

See section 5 of the guide.



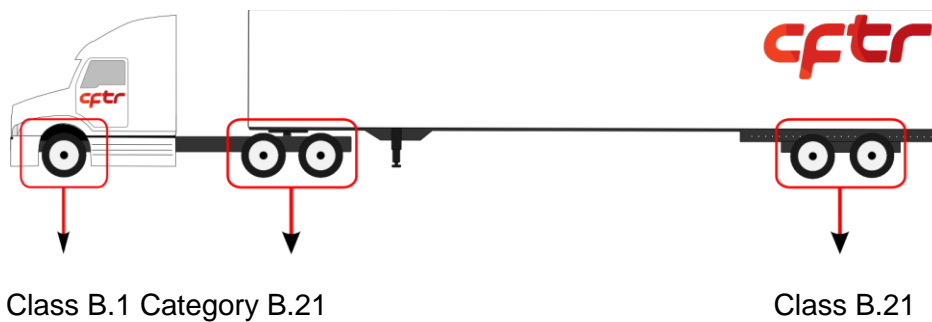
Maximum Total Loaded Mass (Table 1):

Normal period _____ KG Thaw period _____ KG

Compared to (Table 2):



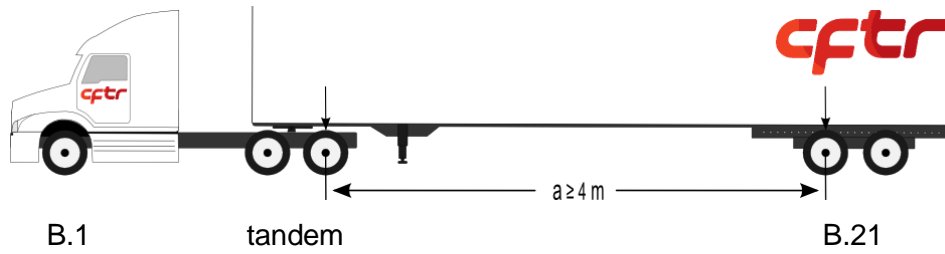
Maximum Total Loaded Mass as per regulation (Table 2): _____ KG



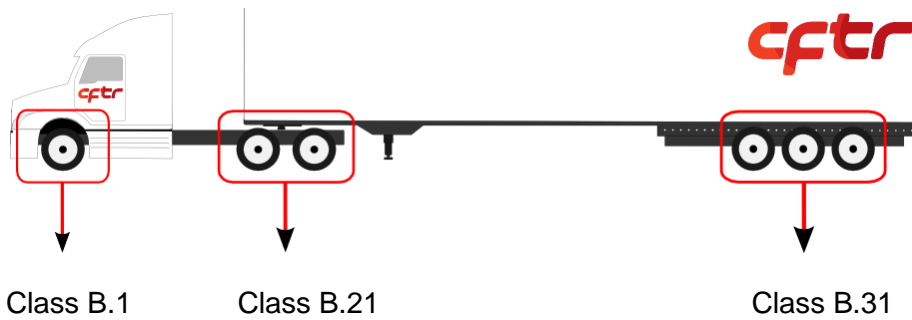
Maximum Total Loaded Mass (Table 1):

Normal period _____ KG Thaw period _____ KG

Compared to (Table 2):



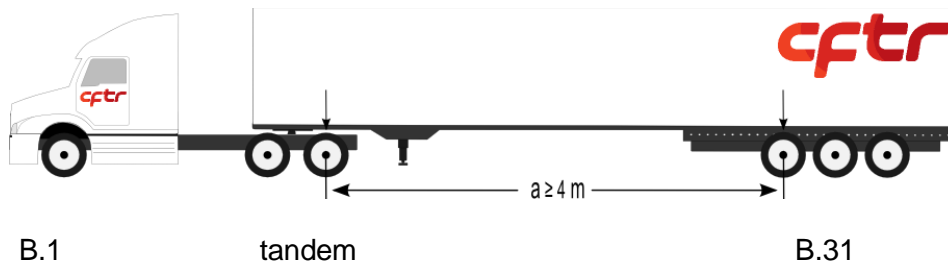
Maximum Total Loaded Mass as per regulation (Table 2): _____ KG



Maximum Total Loaded Mass (Table 1):

Normal period _____ KG Thaw period _____ KG

Compared to (Table 2):



Maximum Total Loaded Mass as per regulation (Table 2): _____ KG



Class B.1

Class B.21

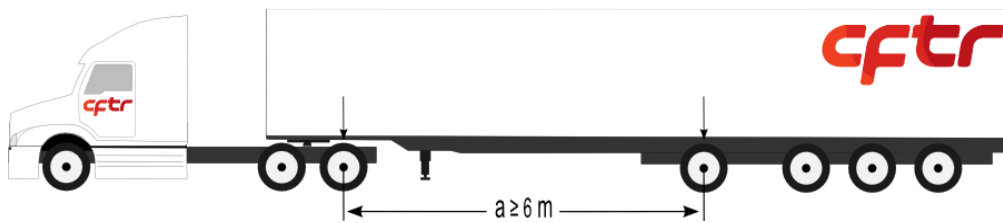
Class B.44

Maximum Total Loaded Mass (Table 1):

Normal period _____ KG

Thaw period _____ KG

Compared to (Table 2):



B.1

tandem

B.44

Maximum Total Loaded Mass as per regulation (Table 2): _____ KG

THAW PERIOD AND ZONES

See section 6 of the guide.

The dates of the thaw period are published on _____
_____, which normally begin at
_____ (zone 1) to end towards the end of the
month of _____ (zone 3).

In which areas are the following cities located?

VAL-D'OR: _____

GATINEAU: _____

RIMOUSKI: _____

SHERBROOKE: _____

MONT-TREMBLANT: _____

ÎLES-DE-LA-MADELEINE: _____



Competency 3

The bill of lading

Lesson Objective:

- Recognize the essential information contained in the bill of lading.

What is a bill of lading?

A Bill of Lading is a contract for the transport of goods, a legal document between the **Shipper of the goods, the Carrier and the Consignee**, for remuneration. This document is an integral part of the Transport Act in the regulations on the requirements applicable to Bills of Lading (T-12, r.6)

This document is commonly referred to as a “Bill of lading” and the abbreviation is B/L.

For your personal information and for legal purposes, please consult the official texts of the law:

[**Bills of Lading Requirements Regulation**](#)

(This document has official value).

It is **mandatory** for the truck driver to have this document duly completed in his possession when travelling on public roads, except for certain exemptions. Failing to comply, the Carrier will be **in violation** and the Carrier must keep the Bills of Lading for a period of 2 years.

Exemptions from having a Bill of Lading:

Certain types of transport or in some cases the Carrier does not need a Bill of Lading to operate on the road.

Here are some examples.

- A vehicle used exclusively for the use of a shipper.
- Used household goods.
- Courier and parcels weighing less than 45 kg.
- Empty containers and trailers.
- Bulk materials.
- Milk.
- Metered petroleum products with a maximum total of 18,200 litres.
- Scrap automobiles.
- Waste and recycling materials.
- Vehicles towed by a tow truck.
- Fertilizers.
- Vehicles hitched to “Piggy-Back”.



Some definitions

Shipper: The company that ships the goods. The point of origin of the property.

Carrier: The operator of heavy vehicles who agrees to take possession of the goods to transport them by the road network to a company that will receive them

Consignee: The company that receives the goods. The commodity is dedicated to this address, and to which must be delivered. The driver will use this address to do his route planning.

Carrier's liability

By affixing his signature, the Carrier becomes responsible for loss or damage to the goods on board the vehicle. Following loading, the shipper will hand over the Bill of Lading and the Carrier's driver, (or his representative) is responsible for checking the count of the items listed and their condition. The driver will have to make the necessary corrections if needed.

Once the Carrier is satisfied with the shipment, the driver will give a signed copy to the shipper as proof of the transport agreement between the two parties and then he can leave with the shipment.

Contents of a bill of lading

Several elements are mandatory, and a multitude of information can be found on a Bill of Lading. It is the driver's responsibility to check these items and enter the information relating to the Carrier.

The front of the Bill of Lading includes all the information relevant to the transport, which is to be conducted:

- Sender.
- Consignee.
- Customs broker (if applicable).
- Date: (YYYY-MM-DD) _____.
- Numeric code (required).
- Information about the carrier (name, RIN, vehicle number, etc.).
- Description of the goods (value, quantity, nature, weight, dangerous goods? etc.).
- Special instructions.
- Signatures of shipper, carrier, and consignee.



(3.12)

CONNAISSANCE NON NÉGOCIABLE NO DE CONN. :
BILL OF LADING NOT NEGOTIABLE B/L NO.

1. Expéditeur ou agent (nom & adresse) / Consignor or agent (name & address)		2. No. cpte expéditeur / Consignor's acct. no.	3. Date 2014-12-04	4. No. ref. expéditeur / Consignor's ref. no.
		5. Nom du transporteur / Name of carrier 17 500, rue Aubin Mirabel (Québec) J7J 1B1 Téléphone : (453) 435-0167 Télécopieur : (453) 435-2923		6. NR. transporteur / Carrier's RIN R-543051-8
7. Consignataire (nom & adresse) / Consignee (name & address)		8. Reçu au point d'origine, à la date et de l'expéditeur mentionné aux présentes les marchandises ci-après décrites en bon état apparent (le contenu des colis et sa condition étant inconnue) marquées, consignées et destinées tel que ci-après mentionné, que le transporteur consent à transporter et à délivrer à leur consignataire au point de destination si ce point se trouve sur la route qu'il est autorisé à desservir, sinon à faire transporter et délivrer par un autre transporteur autorisé à ce faire et ce, aux taux et à la classification en vigueur à la date de l'expédition. Il est mutuellement convenu que chaque transporteur transportant lesdites marchandises en tout et en partie sur le parcours entier ou une portion quelconque de celui-ci jusqu'à destination et que tout intéressé à ladite expédition pour tout service à effectuer en vertu des présentes est sujet à toutes les conditions imprimées ou écrites non prohibées par la loi, incluant les conditions contenues au verso des présentes qui sont acceptées par l'expéditeur pour lui-même et ses ayants droit. Received at the point of origin on the date specified, from the consignor mentioned herein, the property herein described, in apparent good order, (except as noted) contents and conditions of contents of package unknown) marked, consigned and destined as indicated below, which the carrier agrees to carry and to deliver to the consignee at the said destination, if on its own authorized route or otherwise to cause to be carried by another carrier on the route to said destination, subject to the rates and classification in effect on the date of shipment. It is mutually agreed, as to each carrier of all or any of the goods, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, including conditions on back here of, which are hereby agreed by the consignor and accept for himself and his assigns.		
9. Partie à notifier – Courtier en douanes* Notify party – Customs broker*		12. Valeur déclarée / Declared valuation Responsabilité maximum de 4,41 \$ par kilogramme selon le poids total de l'expédition à moins qu'une valeur supérieure n'ait été déclarée au recto par l'expéditeur (Conditions 9 et 10 au verso). Maximum liability of 4.41 \$ per kilogram, depending on the total weight of the shipment, unless the shipper has declared a higher value on the front of the bill of lading (Conditions 9 and 10 on back)		
16. Point d'origine / Point of origin		11. Et route / Destination and		
13. Marques et numéros* / Marks & numbers*	14. Nombre total de colis* / Total no. of packages*	15. Description générale de l'expédition* / General description of shipment*	16. No. du véhicule* / Vehicle no.*	17. Poids brut et cubage* / Total weight & cubage*
18. Nombre et type de paquets / Number and type of packages	19. Description des marchandises et particularités / Particulars of goods, marks and exceptions	20. Poids / Weight	21. Taux / Rate	22. Montant / Amount
				23. FRAIS DE TRANSPORT / FREIGHT CHARGES À percevoir / <input type="checkbox"/> Collect Payé d'avance / <input type="checkbox"/> Prepaid Les frais seront à percevoir à moins d'avis contraire. / Freight charges will be collected unless marked prepaid
Instructions spéciales :				24. Si au risque de l'expéditeur, indiquez-le ici / If at consignor's risk, write or stamp here 25. Envoi contre remboursement / C.O.D. SHIPMENT Frais de recouvrement / Collection charges À percevoir / <input type="checkbox"/> Collect Payé d'avance / <input type="checkbox"/> Prepaid Montant / Amount C. \$
26. Entente spéciale entre l'expéditeur et le transporteur, y faire référence / Special agreement between consignor & carrier, advise here				28. À l'arrivée / Inbound* \$ 29. Au-delà* / Beyond* \$
27. AVIS DE RÉCLAMATION a) Le transporteur n'est responsable de pertes, de dommages ou de retards aux marchandises transportées qui sont décrites au connaissement, qu'à la condition qu'un avis écrit précisant l'origine des marchandises, leur destination, leur date d'expédition et le montant approximatif réclamé en réparation de la perte, des dommages ou du retard ne soit signifié au transporteur initial ou au transporteur de destination, dans les soixante (60) jours suivant la date de la livraison des marchandises ou dans les cas de non-livraison, dans un délai de neuf (9) mois suivant la date de l'expédition. b) La présentation de la réclamation finale accompagnée d'une preuve de paiement des frais de transport doit être soumise au transporteur dans un délai de neuf (9) mois suivant la date de l'expédition.		NOTICE OF CLAIM a) No carrier is liable for loss, damage or delay to any goods carried under the Bill of Lading unless notice thereof setting out particulars of the origin, destination and date of shipment of the goods and the estimated amount claimed in respect of such loss, damage or delay is given in writing to the originating carrier or the delivering carrier, within sixty (60) days after the delivery of the goods or, in the case of failure to make delivery, within nine (9) months from the date of shipment. b) The final statement of the claim must be filed within nine (9) months from the date of shipment together with a copy of the paid freight bill.		31. Autres (précisez)* / Others (specify)* \$ \$ \$
30. N.B. VEUILLEZ PRENDRE CONNAISSANCE DES CONDITIONS AU VERSO, QUI SONT ACCEPTÉES PAR LES PRÉSENTES / N.B. NOTE CAREFULLY CONDITIONS ON BACK HEREOF WHICH ARE HEREBY ACCEPTED				
32. Expéditeur / Consignor Date* Par / Par	33. Transporteur / Carrier Date* Par / Par	34. Consignataire / Consignee Date* Par / Par	35. Total des frais* / Total charges* \$	

The reverse side includes all the legal terms relating to the conditions of transport. The infamous fine print of a contract.

Details that the law requires, such as liability, claims, remedies, delays, freight charges, return of goods, weights of goods and many others. There is no information to fill in on this side of the document.

CONDITIONS DE TRANSPORT

1. Responsabilité du transporteur: Le transporteur des marchandises décrites au connaissement est responsable de la perte ou du dommage des marchandises acceptées par lui ou son représentant, sous réserve des dispositions ci-après.
2. Responsabilité du transporteur initial et du transporteur de destination: Lorsque des transporteurs successifs transportent un même chargement, le transporteur qui émet le connaissement (dénommé ci-après le transporteur initial) et celui qui assume la responsabilité de livrer les marchandises au consignataire (dénommé ci-après le transporteur de destination) sont, en plus des autres responsabilités dont ils peuvent être tenus en vertu du présent contrat, responsables de la perte ou du dommage des marchandises en possession d'un autre transporteur auquel elles sont ou ont été remises et qui n'est pas déchargé de ses responsabilités.
3. Réclamation auprès des transporteurs successifs: Le transporteur initial ou le transporteur de destination, suivant le cas, a le droit de se faire rembourser par tout autre transporteur auquel les biens ont été ou sont remis, la valeur de la perte ou du dommage qu'il peut être appelé à payer parce que les marchandises ont été perdues ou endommagées alors qu'elles étaient en possession de l'autre transporteur. Dans les cas d'interchange entre transporteurs, le règlement des réclamations pour dommages cachés sera fait au prorata des revenus reçus.
4. Requis de l'expéditeur et du consignataire: Les articles 2 ou 3 ne peuvent avoir pour effet d'empêcher un expéditeur ou un consignataire d'obtenir des dommages-intérêts de quelque transporteur.
5. Exceptions: Pour les marchandises décrites au connaissement, le transporteur n'est pas responsable de la perte, du dommage ou du retard résultant d'une force majeure ou attribuable à des événements de la Couronne, à des événements publics, à des émeutes, à des grèves, à un défaut ou une imperfection inhérents aux marchandises, à un acte ou un manquement de l'expéditeur, du propriétaire ou du consignataire, aux effets d'une loi, à une mise en quarantaine ou à des pertes dans le poids de grains, de semailles, ou de toute autre denrée dues à un phénomène naturel.
6. Retards: Aucun transporteur n'est tenu de transporter au moyen d'un véhicule particulier ou de livrer des marchandises à temps sur un marché particulier ou à d'autres conditions que selon les modalités d'expéditions régulières, à moins qu'un accord figurant sur le connaissement n'ait été conclu par les parties contractantes.
7. Achèvement par le transporteur: Lorsque par nécessité physique, le transporteur fait achever les marchandises par un moyen de transport autre qu'un véhicule immatriculé pour le transport contre rémunération, sa responsabilité est la même que si la totalité du transport avait été assurée par un tel véhicule.
8. Arrêt en cours de route: Lorsque des marchandises sont arrêtées et retenues en transit à la demande de la personne habilitée à le faire, ces marchandises seront retenues aux risques de cette personne.
9. Détermination de la valeur: Sous réserve de l'article 10, le montant maximal dont peut être redébité le transporteur pour toute perte ou dommage aux marchandises, qu'il y ait eu négligence ou pas, doit être calculé sur la base suivante:
 - a) la valeur des marchandises à l'endroit et au moment de l'expédition incluant les frais de transport et autres frais payés, si y a lieu, ou
 - b) la valeur inférieure à celle visée au paragraphe a) est inscrite par l'expéditeur sur le connaissement ou a été mutuellement convenue, cette valeur inférieure représentera la responsabilité maximale du transporteur.
10. Responsabilité maximale: Le montant de toute perte ou dommage calculé selon les dispositions des paragraphes a) ou b) de l'article 9, ne doit pas excéder 4-11 \$/kg selon le poids total de l'expédition à moins qu'une valeur supérieure n'ait été déclarée sur le recto du formulaire par l'expéditeur.
11. Risques supportés par l'expéditeur: Si est convenu que les marchandises sont transportées aux risques de l'expéditeur, cette entente ne couvre que les risques qui sont liés directement au transport. Le transporteur demeure néanmoins responsable des pertes, dommages ou retards susceptibles de résulter d'une négligence ou d'un manquement de sa part, de celle de ses agents ou de ses employés. Le transporteur doit alors prouver qu'il n'y a pas eu négligence.
12. Avis de réclamation:
 - 1° Le transporteur n'est responsable de pertes, de dommages ou de retards aux marchandises transportées qui sont décrites au connaissement, qu'à la condition qu'un avis soit présenté l'origine des marchandises, leur destination, leur date d'expédition et le montant approximatif réclamés en réparation de la perte, des dommages ou du retard, ne soit signé par le transporteur initial ou le transporteur de destination, dans les 60 jours suivant la date de la livraison des marchandises, ou dans le cas de non-livraison, dans un délai de 9 mois suivant la date de l'expédition.
 - 2° La présentation de la réclamation finale accompagnée d'une preuve de paiement des frais de transport doit être soumise au transporteur dans un délai de 9 mois suivant la date de l'expédition.
13. Articles de très grande valeur: Né transporteur n'est tenu de transporter des documents, des espèces ou tout autre article de très grande valeur à moins que n'ait été conclue une entente à cet effet. Si de telles marchandises sont transportées sans entente spéciale et que la nature des marchandises n'est pas révélée sur le connaissement, la responsabilité du transporteur pour perte ou dommage ne peut être engagée au-delà de la limite maximale établie à l'article 10.
14. Frais de transport:
 - 1° Si le transporteur l'expède, les frais de transport et tous les autres frais légitimement faits à l'égard des marchandises doivent être versés avant la livraison et, le cas de l'inspection, il s'entend que les marchandises expédiées ne sont pas celles mentionnées au connaissement, les frais de transport doivent être payés pour les marchandises effectivement expédiées incluant tous les autres frais supplémentaires légitimement exigibles.
 - 2° Les frais de transport seront à percevoir, à moins que l'expéditeur ne donne un avis contraire sur le connaissement.
15. Marchandises dangereuses: Quiconque, directement ou indirectement, expédie des explosifs ou d'autres produits dangereux, sans avoir préalablement fait connaître au transporteur la nature exacte du chargement de la façon prescrite par une loi ou un règlement, doit indemniser le transporteur pour toute perte, dommage ou retard qui en résulte, et ces biens peuvent être entreposés aux frais et aux risques de l'expéditeur.
16. Biens non livrés:
 - 1° Si, sans qu'il y ait faute du transporteur, les biens ne peuvent être livrés, le transporteur doit immédiatement aviser l'expéditeur et le consignataire que la livraison n'a pas été faite et il doit demander des instructions sur la façon de disposer des biens.
 - 2° En attendant de recevoir les instructions sur la façon de disposer des biens, le transporteur peut:
 - (a) les conserver dans son entrepôt, moyennant des frais d'entreposage raisonnables; ou
 - (b) pourvu qu'il ait donné un avis de ses intentions à l'expéditeur, déballer et entreposer les biens dans un entrepôt public ou commercial aux frais de l'expéditeur, auquel cas il n'est pas responsable du chargement, tout en conservant un droit de rétention en échange du paiement de tous les frais légitimes de transport et autres, y compris des frais raisonnables d'entreposage.
17. Retard de biens: Si le transporteur a donné l'avis de non-livraison des biens conformément au paragraphe 1 de l'article 16, et s'il n'a reçu aucune instruction sur la façon d'en disposer dans les 10 jours qui suivent la date de l'avis, il peut retourner à l'expéditeur, et aux frais de ce dernier, tous les biens non livrés pour lesquels il a remis un tel avis.
18. Modifications: Sous réserve de l'article 19, toute limitation de la responsabilité du transporteur ainsi que toute modification, addition ou rature qui figurent au connaissement doivent être signées ou initiales par l'expéditeur ou son représentant, et par le transporteur initial ou son représentant, sous peine de nullité.
19. Poids de paiement: L'expéditeur est responsable de l'exactitude des poids déclarés et il doit les inscrire au connaissement. Dans les cas où le poids réel de l'expéditeur ne coïnciderait pas avec le poids déclaré sur le connaissement, le transporteur fera les corrections qu'il jugera.
20. Biens payables à la livraison: Le transporteur ne doit, avec un chargement payable à la livraison qu'une fois ce dernier intégralement payé.
 - 1° À moins que l'expéditeur ne donne des instructions contraires sur le connaissement, les frais de recouvrement et de virement des sommes payées à la livraison seront à percevoir du consignataire.
 - 2° Le transporteur doit verser à l'expéditeur ou son représentant les sommes payées à la livraison, dans les 15 jours suivant la date de leur recouvrement.
 - 3° Le transporteur doit séparer les sommes payées à la livraison des autres recettes et fonds de son entreprise en les conservant dans un compte en fidéjussé distinct.
 - 4° Le transporteur doit inclure dans son barème de taux les frais de recouvrement et de virement des sommes payées par les consignataires.

CONDITIONS OF CARRIAGE

- (1) Liability of carrier: The carrier of the goods herein described is liable for any loss of or damage to goods accepted by him or his agent except as hereinafter provided.
- (2) Liability of originating and delivering carriers: Where a shipment is accepted for carriage by connecting carriers, the carrier issuing the bill of lading, hereinafter called the originating carrier, and the carrier who assumes responsibility for delivery to the consignee, hereinafter called the delivering carrier, in addition to any other liability hereunder, are liable for any loss of or damage to the goods while they are in the custody of any other carrier to whom the goods are or have been transferred and from which liability the other carrier is not relieved.
- (3) Recovery from connecting carrier: The originating carrier or the delivering carrier, as the case may be, is entitled to recover from any other carrier to whom the goods are or have been transferred, the amount of the loss or damage that the originating carrier or delivering carrier, as the case may be, may be required to pay hereunder, resulting from loss or damage to the goods while they were in the custody of such other carrier. When shipments are interlined between carriers, settlement of concealed damage claims shall be treated on the basis of revenues received.
- (4) Remedy by shipper or consignee: Nothing in section 2 or 3 deprives a shipper or a consignee of any rights he may have against any carrier.
- (5) Exemptions from liability: The carrier shall not be liable for loss, damage or delay to any of the goods described in the bill of lading caused by superior force, the Queen's or public enemies, riots, strikes, a defect or inherent vice in the goods, the act or default of the shipper, owner or consignee, authority of law, quarantines or differences in weights of grain, seed, or other commodities caused by natural causes.
- (6) Time: No carrier is bound to transport goods by any particular vehicle or in time for any particular market or otherwise than with due dispatch, unless by agreement specifically endorsed on the bill of lading and signed by the parties thereto.
- (7) Rating by carrier: In case of physical encumbrance where the carrier forwards the goods by a conveyance that is not a licensed rental vehicle, the liability of the carrier is the same as though the entire carriage were by licensed rental vehicle.
- (8) Stoppage in transit: Where goods are stopped and held in transit at the request of the party entitled to do so, the goods are held at the risk of that party.
- (9) Valuation: Subject to section 10, the amount of any loss or damage for which the carrier is liable, whether or not the loss or damage results from negligence, shall be computed on the basis of:
 - (a) the value of the goods at the time of shipment including the freight and other costs if paid; or
 - (b) where a value lower than that referred to in paragraph a) has been represented in writing by the shipper or has been agreed upon, such lower value shall be the maximum liability.
- (10) Maximum liability: The amount of any loss or damage computed in accordance with the provisions of paragraph a) or b) of section 9 must not exceed \$4-11/kg, depending on the total weight of the shipment, unless the shipper has declared a higher value on the front of the bill of lading.
- (11) Shipper's risk: Where it is agreed that the goods are carried at the risk of the shipper of the goods, such agreement covers only such risks as are necessarily incidental to transportation and the agreement shall not relieve the carrier from liability for any loss or damage or delay which may result from any negligence to act or omission of the carrier, his agents or employees and the burden of proving absence of negligence shall be on the carrier.
- (12) Notice of Claim:
 - (1) No carrier is liable for loss, damage or delay to any goods carried under the bill of lading unless notice thereof setting out particulars of the origin, destination and date of shipment of the goods and the estimated amount claimed in respect of such loss, damage or delay is given in writing to the originating carrier or the delivering carrier within 60 days after the delivery of the goods, or, in the case of failure to make delivery, within 9 months from the date of shipment.
 - (2) The final statement of the claim must be filed within 9 months from the date of shipment together with a copy of the paid freight bill.
 - (3) Articles of extraordinary value: No carrier is bound to carry any documents, specie or any other article of extraordinary value unless by a special agreement to do so. If such goods are carried without a special agreement and the nature of the goods is not disclosed herein, the carrier shall not be liable for any loss or damage in excess of the maximum liability stipulated in section 10 above.
- (14) Freight charges:
 - (1) If required by the carrier, the freight and all other lawful charges accruing on the goods shall be paid before delivery and, if upon inspection, it is ascertained that the goods shipped are not those described in the bill of lading, the freight charges must be paid upon the goods actually shipped with any additional charges lawfully payable thereon.
 - (2) Freight charges are payable on delivery, unless otherwise specified by the shipper on the bill of lading.
 - (3) Dangerous goods: Every person, whether as principal or agent, shipping explosives or dangerous goods without previous full disclosure to the carrier as required by law, shall indemnify the carrier against all loss, damage or delay caused thereby, and such goods may be warehoused at the shipper's risk and expense.
 - (4) Undelivered goods:
 - (1) Where, through no fault of the carrier, the goods cannot be delivered, the carrier shall immediately give notice to the shipper and consignee that delivery has not been made, and shall request disposal instructions.
 - (2) pending receipt of such disposal instructions:
 - (a) the goods may be stored in the warehouse of the carrier, subject to a reasonable charge for storage; or
 - (b) provided that the carrier has notified the shipper of his intention, the goods may be removed to, and stored in public or licensed warehouse at the expense of the shipper without liability on the part of the carrier and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.
 - (3) Return of goods: Where notice has been given by the carrier in accordance with paragraph 1 of section 16, and no disposal instructions have been received within 10 days from the date of such notice, the carrier may return to the shipper, at the shipper's expense all undelivered shipments for which such notice has been given.
 - (4) Alterations: Subject to section 19, any limitation on the carrier's liability on the bill of lading, and any alteration, or addition or erasure in the bill of lading shall be signed or initialed by the shipper or his agent and the originating carrier or his agent and unless so acknowledged shall be without effect.
 - (13) Weight: It shall be the responsibility of the shipper to show correct shipping weights of the shipment on the bill of lading. Where the actual weight of the shipment does not agree with the weight shown on the bill of lading, the weight shown thereon is subject to correction by the carrier.
 - (20) C.O.D. shipments:
 - (1) A carrier shall not deliver a C.O.D. shipment unless payment is received in full.
 - (2) The charge for collecting and remitting the amount of C.O.D. bills for C.O.D. shipments must be collected from the consignee unless the shipper has otherwise so indicated and instructed on the bill of lading.
 - (3) A carrier shall remit all C.O.D. monies to the shipper or his agent within 15 days after collection.
 - (4) A carrier shall keep all C.O.D. monies separate from the other revenues and funds of his business in a separate trust fund or account.
 - (5) A carrier shall include as a separate item in his tariff of rates the charges for collecting and remitting money paid by consignees.
- ii. OTHER SPECIFICATIONS
 - (21) All other specifications agreed to by the parties shall be indicated on the bill of lading.

Abbreviations and expressions

Several abbreviations are used by the sender. The driver can add them to the bill of lading to indicate observations or remarks useful for the load.

Pro Bill

The goods can be taken directly to the Consignee or directed to the company's (Carrier's) terminal for redistribution in loads that go to different destinations. When the shipment leaves the home terminal of the company (the carrier), the Pro Bill substitutes the Bill of Lading as the official transport document.

The Pro Bill is an abbreviated version of the Bill of Lading, but it contains several similar information. It is a provisional transport invoice to certify that the goods have arrived at their destination. The reference number (numeric code) of the Bill of Lading is written on the Pro Bill.

All information is entered by the Carrier. All that remains is to validate the information, have the Consignee sign and give him a copy of the document (Pro Bill).



(3.12)

ABBREVIATIONS AND EXPRESSIONS

Abbreviations	English expressions	French expressions
AS A FULL LOAD	Considered a full load for special deliveries	Expédition considérée comme une charge entière même si elle ne remplit pas la semi-remorque
BDL	Bundle	Paquet, ballot
B/L (BOL)	Bill of lading	Connaissance
B/T	Bobtail	Solo, haut le pied (tracteur seulement)
COD	Cash on delivery	PSL (payable sur livraison)
COLL	Collect	Frais à percevoir (transport et/ou marchandise)
DELY	Delivery	Livraison
LOAD AND GO	Directly from a shipper to a consignee without going through a terminal	Chargé chez l'expéditeur et livré directement chez le consignataire sans passer par un intermédiaire
LTL	Less than truckload	Lots brisés, charge partielle
MIN	Minimum	Minimum
N/C	No charge	Sans frais de transport et/ou de marchandise
PACKING SLIP	Document detailing the content of a package or bundle	Document qui décrit le contenu de l'expédition
PCS	Pieces (number of)	Pièces (nombre de)
PKG	Package	Colis
PPD	Prepaid	Payé à l'avance
PRO No.	Freight bill number	Billet de livraison
P/U	Pick-up	Ramassage, cueillette
RO	Routing order	Acheminement, route désirée
RUSH, ASAP	Urgent, as soon as possible	Urgent
SLC	Shipper load & count	Chargé et compté par l'expéditeur
TL	Truckload	Charge complète
W/B	Waybill	Feuille de route

Here is an example of a delivery note.



(3.12)

	17 000, rue Aubin Mirabel (Québec) J7J 1B1 Téléphone : (450) 435-0167 Télécopieur : (450) 435-0933 Nir : R-543051-8	ORIG. DEST	DATE A.Y. MO. J.D.	N° FACTURE FRET FREIGHT BILL NO.	PAGE
EXPÉDITEUR - SHIPPER		CONSIGNATAIRE - CONSIGNEE		CONNAISSEMENT - B/L	
CFTR Mirabel 17000 Aubin Mirabel Québec		Canadian Tire (Crémazie) (303) 2225, boul. Crémazie est, Montréal, Québec			
REÇU DE - RECEIVED FROM				UNIT #	
				CARGO #	
				CUEIL. #	
QUANT.	DESCRIPTION	POIDS - WEIGHT	TAUX - RATE	FRAIS - CHARGES	
2	concrete block	1000	0.00	0.00	
INFORMATION SUPPLÉMENTAIRE				TAXE	
Quitter à l'arrivée de d'autre transporteur. (Luc Williams).d					
				VEUILLEZ PAYER CE MONTANT PLEASE PAY THIS AMOUNT	

formation





Competency 3

Cargo Securement Guide.

Lesson Objective:

- Solve problems in the application of the regulation referring to Tie-downs:

Research from the Cargo Securement Guide

For each question, indicate the page where you found the answer.

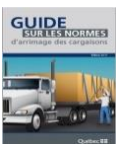
1. Give an example of a tie-down device.

2. Give an example of a tie-down.

3. What do the letters WLL stand for?

4. According to the regulation, what's the difference between a light and heavy vehicle?

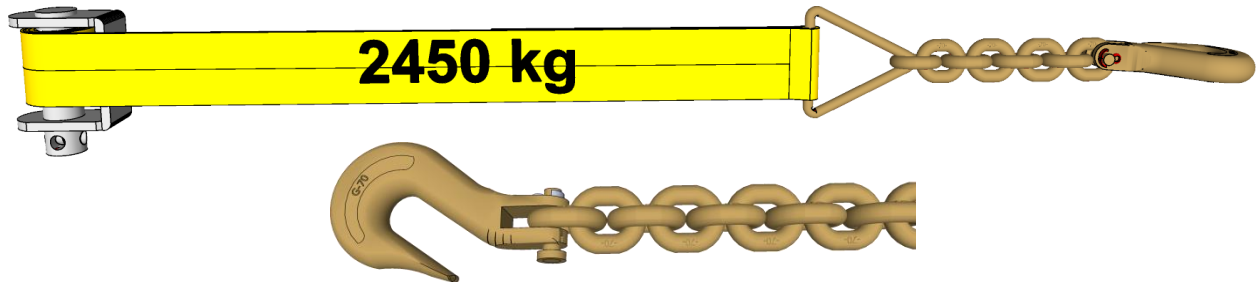
5. After loading my load, I drove 50 km to stop for lunch. Do I have to inspect my Cargo Securement?



Minimum requirements of tie-downs.

For the following exercises, refer to the following chart for tie-down and anchor point capacities.

APPLIANCES	CAPACITY IN POUNDS	CAPACITY IN KILOGRAMS
STRAP	5,400 LBS	2450 kg
CHAIN	6,600 LBS	2990 kg
TENSIONER	5,400 LBS	2450 kg
ANCHORAGE	5,500 LBS	2500 kg



From the following illustrations, how many tie-downs are required?

Cargo securement by weight (art.10)

* Total Working Load Limit (WLL) = Sum of capacities of all tie-downs

* 50% of load weight = Addition of weight of all items in the load ÷ 2

Procedure: Item weight ÷ 2 ÷ (WLL) of tie-downs or
 Total weight of article group ÷ 2 ÷ (WLL) of tie-downs

6.



Answer: _____

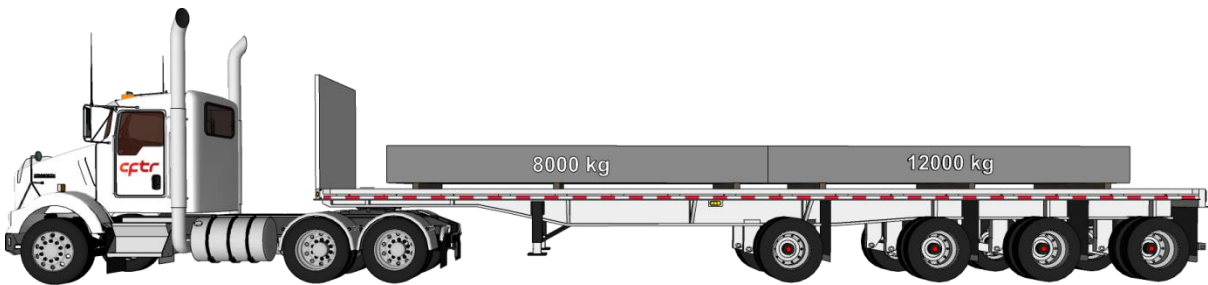
Page: _____



Answer: _____

Page: _____

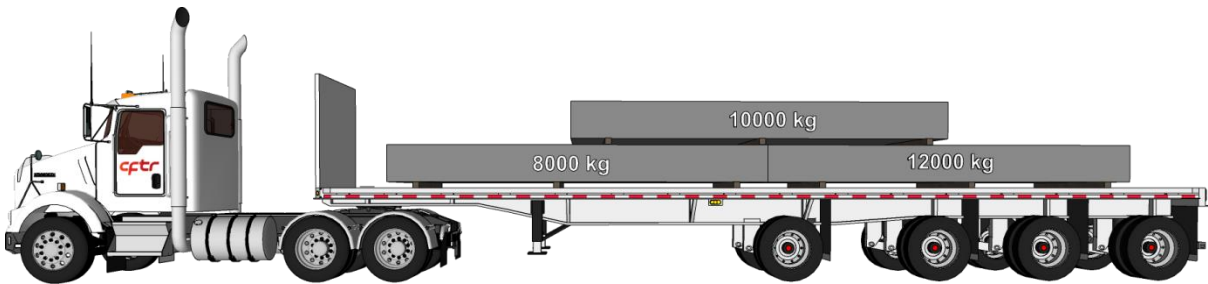
8.



Answer: _____

Page: _____

9.



Answer: _____

Page: _____

Cargo Securement by length (art.22)

Procedure:

If the cargo **is blocked**:

Item length ÷ 3.04 metres = Total number of tie-downs

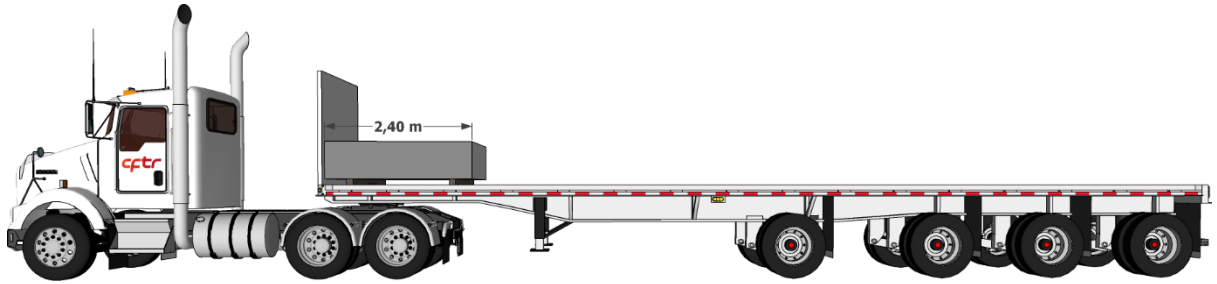
If the cargo **is not blocked**:

Item length ÷ 3.04 metres = Total number of tie-downs and add one



(3.13)

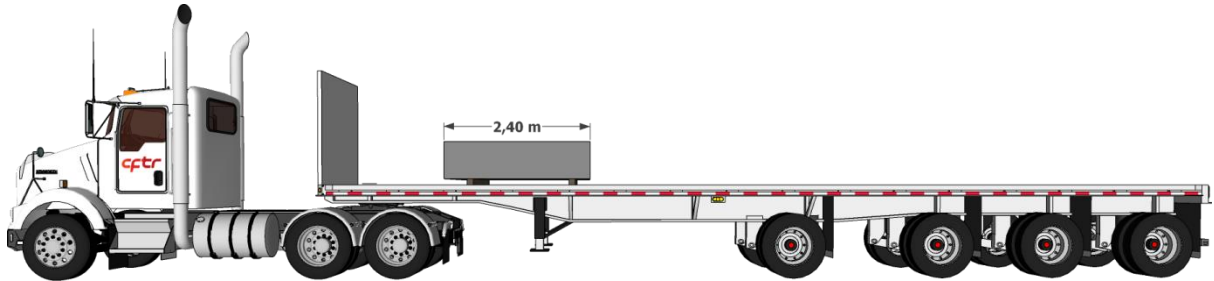
10.



Answer: _____

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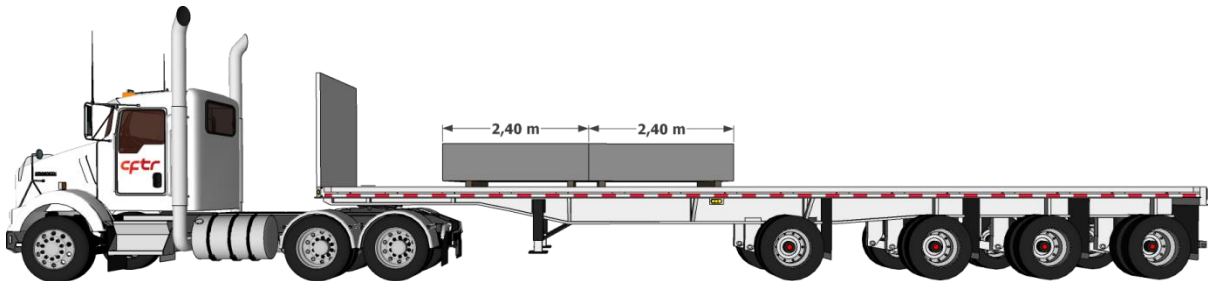
11.



Answer: _____

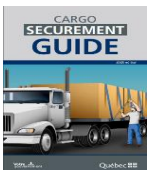
Page: _____

12.



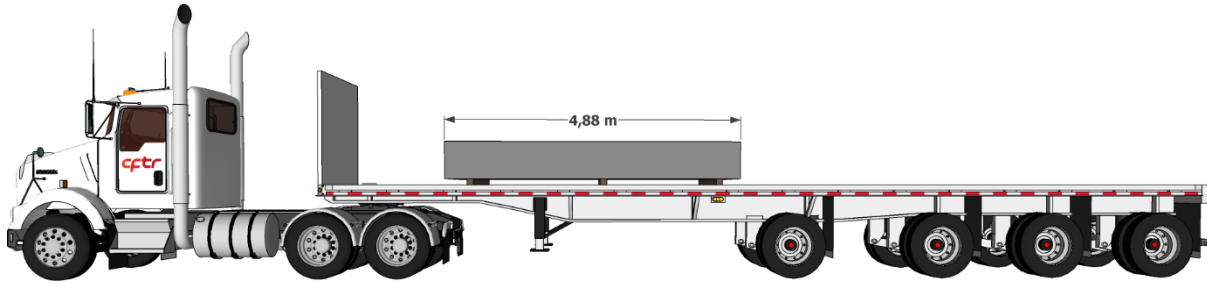
Answer: _____

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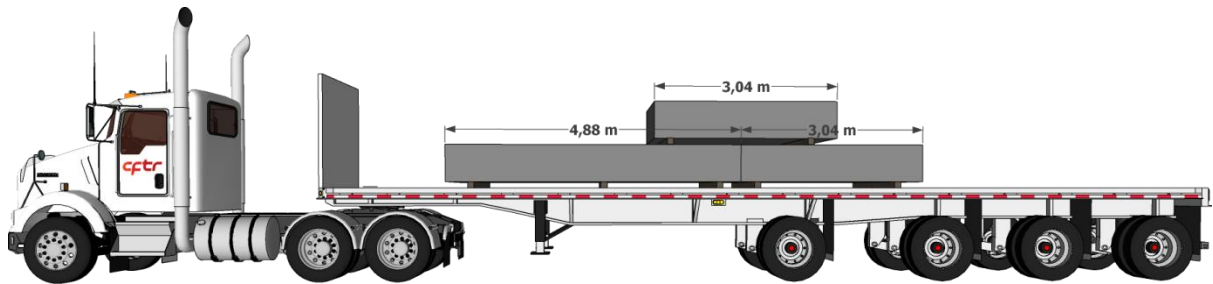
13.



Answer: _____

Page: _____

14.



Answer: _____

Page: _____

Cargo Securement according to weight (Art.10) and length (Art.22)

Procedure: Determine the minimum number of tiedowns required depending on the weight and length of the cargo article to be secured and select the one that requires the most tie-downs.

15.



Answer: _____

Page: _____



(3.13)

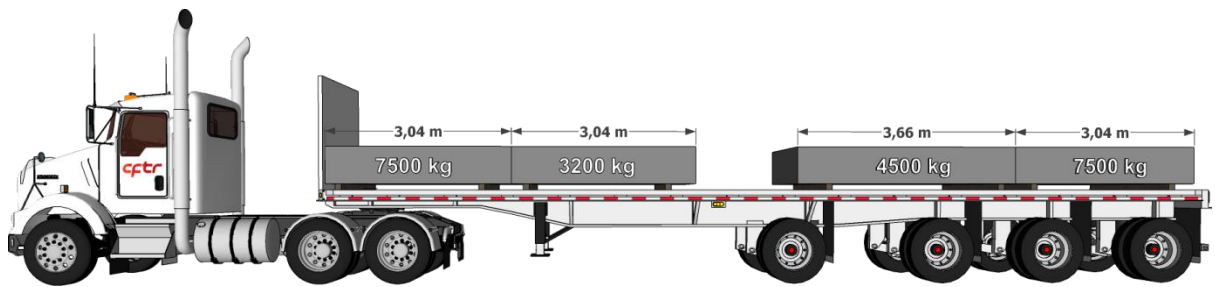
16.



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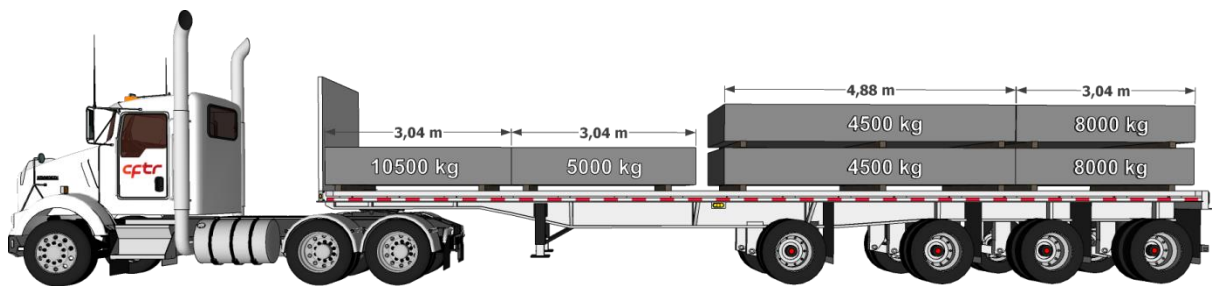
17.



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Page: _____

18.



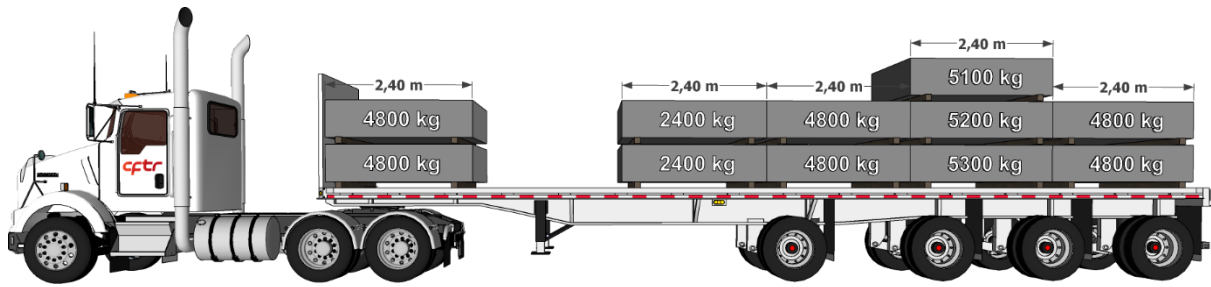
Answer: _____

Page: _____



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19.



Answer: _____

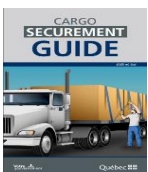
Page: _____

20.

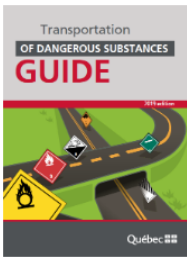


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(3.13)



Competency 3

Transport of dangerous goods

Lesson Objective:

- Resolve enforcement issues related to the Transportation of Dangerous Goods Regulations

Transportation of Dangerous Substances falls under the Transportation of Dangerous Goods Act 1992. This is a federal law that leads us to the *TRANSPORTATION OF DANGEROUS GOODS REGULATIONS*.

The SAAQ provides heavy vehicle drivers with a document that guides them in their actions and decision-making regarding the Transportation of Dangerous Substances.

Here is a series of exercises and scenarios to familiarize yourself using the guide.

USE OF THE TABLE OF CONTENTS

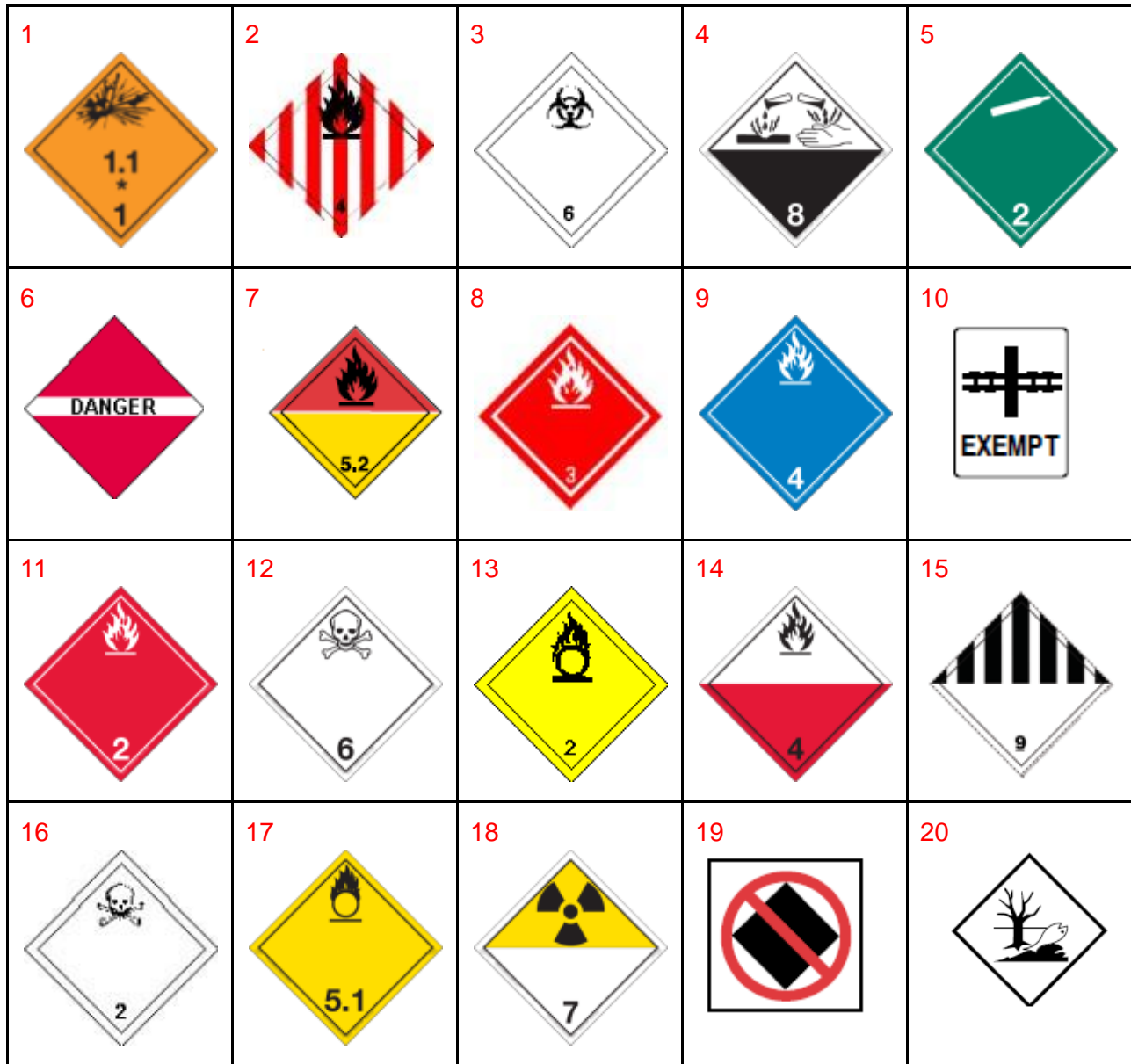
As with all other regulatory guides, you should always do your research by starting with the **Table of Contents**. It is the quickest way to find a solution to a problem regarding the Transportation of Dangerous Substances.

INSTRUCTIONS FOR COMPLETING THE FOLLOWING EXERCICES

For the following scenarios, you must associate key words from the problem raised in the scenario with the table of contents and select the right section to search in the guide (Transportation of dangerous substance guide), to find the solution.

You must include as reference to your answer to the problem the section and page number of the guide.





Give the class name of each of these pictograms or their meaning and the page of the guide connected to it.

- | | | | |
|-----------|-----------|-----------|-----------|
| 1- _____ | 2- _____ | 3- _____ | 4- _____ |
| 5- _____ | 6- _____ | 7- _____ | 8- _____ |
| 9- _____ | 10- _____ | 11- _____ | 12- _____ |
| 13- _____ | 14- _____ | 15- _____ | 16- _____ |
| 17- _____ | 18- _____ | 19- _____ | 20- _____ |

1. You are picking up a load of dangerous goods. After loading, your customer gives you a handwritten shipping document regarding the dangerous goods that you just picked up in your semi-trailer.

Can you accept this document?

Justify your answer by giving the reference.

2. Referring to the situation at question 1, you notice that the shipping name of the dangerous goods is placed before the UN number on the shipping document.

Is it an important detail that should be corrected or can you still leave with the load?

3. On your way to the consignee with a shipment of dangerous goods. You stop at a truck stop to go to the bathroom.



Where do you have to place the shipping documents before leaving your truck?

4. You pick up a load of liquid dangerous goods in a 500-litre container.

In the process of affixing **placards or labels**, you must determine whether the containers in which the goods are located are in a **small or large container**..



According to the regulation, are your 500-litre containers consider a small or large container?

5. Your dispatch asks you to leave with a tractor and a tanker-trailer. The tanker is loaded with dangerous goods, and you will have to go make the delivery to the consignee. Your tractor is not equipped with a device to track driver behavior, which records large changes in speed and relevant data regarding date, time and speed. It is also not equipped with an electronic vehicle dynamic stabilization system that assists the driver in critical maneuvers. Are you allowed to leave with this equipment?

6. You're doing the circle check on your tractor, and you know you'll have to hitch a tanker of petroleum products. In your circle check, what are the two items you must ensure are in or on your tractor before you leave?

7. You are a driver of a tanker with petroleum products. You have arrived at your consignee. Are you allowed to leave the parking brakes removed on the tanker while unloading?

8. Referring to the situation on question 7, but this time you are hauling liquefied petroleum gas.

In this case, are you allowed to leave the parking brakes removed on the tanker while unloading?

9. You pick up a load of 4 small boxes (small means of containment)

When loading the boxes in your semi-trailer what indication of danger (placard or label) should you make sure that shows on the boxes and on how many sides must this indication be affixed?

10. You are picking up this tote tank.



The shipper gives you the shipping documents that show there are 275 gallons of dangerous goods inside.

As a driver, it is your responsibility to ensure that there are danger signs affixed on this tote.

What indication of danger (placard or label) must be affixed to this tote and on how many sides of the tote must they appear?

11. You unload 500 small containers of dangerous goods.



These placards are affixed on all 4 sides of your trailer.



After unloading, what should you do?

12. You are driving towards your consignee with a load of **large means of containment** of dangerous goods requiring the affixing of placards on them as well as on the semi-trailer. You stop at a truck stop to go to the bathroom.



You realize that a placard is missing from the rear of your semi-trailer.

Can you still leave with this shipment and head to your customer.?


For the next few questions, you will need the table, “Display of safety marks on a large means of containment (or on a vehicle)” on page 25 of the guide.

13. Based on the shipping document below, determine (if applicable) whether if it’s to affix the primary and subsidiary class placards (if applicable) to your semi-trailer.

CFTR Centre de formation du transport routier Saint-Jérôme 17 000, rue Aubin Mirabel, Quebec J7J 1B1 Telephone: (450) 435-0167 Fax: (450) 435-0933		ORIG. DEST	DATE A.Y MO. J.D.	N° FACTURE FRET FREIGHT BILL NO.	PAGE
		Châteauguay	2019/04/17	435126	1
SENDER - SHIPPER		CONSIGNEE - CONSIGNEE		BILL OF LADING - B/L	
Safe Chemicals 1355, 1st Avenue Châteauguay, Quebec J6J 1B9		Plaspak Warehouses 550 de Normandie Blvd. Saint-Jean-sur-Richelieu, Quebec J3B 4W9			
REÇU DE - RECEIVED FROM				UNIT # CARGO # COLLEC TION #	
QUANT.	DESCRIPTION	TOTAL WEIGHT	RATE - RATE	CHARGES	
5 BOXES	UN 2841 DI-n-AMYLAMINE, class 3 (6.1), GE III 24-hour number: 450 435-0167	375 kg			
ADDITIONAL INFORMATION Call for an appointment 24 hours in advance at 450 348-0157. Thank You!				TAX	
				Veuillez payer ce montant Please pay this amount	


Answer: _____

14. Based on the shipping document below, determine (if applicable) whether it's necessary to affix the primary and secondary class placards on your trailer.

CFTR Centre de formation du transport routier Saint-Jérôme 17 000, rue Aubin Mirabel, Québec J7J 1B1 Telephone: (450) 435-0167 Fax: (450) 435-0933		ORIG. DEST	DATE A.Y MO. J.D.	N° FACTURE FRET FREIGHT BILL NO.	PAGE
		Mirabel	2019/04/18	453671	1
SENDER - SHIPPER		CONSIGNEE - CONSIGNEE		BILL OF LADING - B/L	
Entrepôts du Grand-Nord 17 000 Aubin Street Mirabel, Québec J7J 1B1		Les Produits de Plastique du Futur 2323, rue de L'Environnement Vaudreuil, Québec J7T 2H8			
REÇU DE - RECEIVED FROM				UNIT # CARGO # COLLEC TION #	
QUANT.	DESCRIPTION	WEIGH T	RATE - RATE	EXPEN SES	
2 barrels 205 litres	ONE 1866, RESIN IN SOLUTION, class 3, GE I 24-hour number: 450 435-0167	525 kg			
ADDITIONAL INFORMATION Avoid freezing. Keep the temperature above 4 °c.				TAX Veuillez payer ce montant Please pay this amount	
					

Answer: _____

15. Based on the shipping document below, determine if it is necessary to affix the primary and secondary class placards (if applicable) on your trailer.

CFTR Centre de formation du transport routier Saint-Jérôme 17 000, rue Aubin Mirabel, Québec J7J 1B1 Telephone: (450) 435-0167 Fax: (450) 435-0933		ORIG. DEST	DATE A.Y MO. J.D.	N° FACTURE FRET FREIGHT BILL NO.	PAGE
		Montreal	2019/04/19	456212	1
SENDER - SHIPPER		CONSIGNEE - CONSIGNEE		BILL OF LADING - B/L	
Associés Transporteurs du Québec 8577, rue Pascal-Gagnon Montreal, Quebec H1P 1Y6		Les Acides Aminées 2350, rue de la Province Boucherville, Québec J4B 0A6			
REÇU DE - RECEIVED FROM				UNIT # CARGO # COLLECTION #	
QUANT.	DESCRIPTION	WEIGHT	RATE - RATE	EXPENSES	
5 tote tanks (1000 litres)	UN 1807 PHOSPHORIC ANHYDRIDE, class 8, GE II 24-hour number: 450 435-0167 Emergency response plan: PIU: 1234567 EIP phone number: Canutec: 613 996-6666	5575 kg			
ADDITIONAL INFORMATION delivery without appointment from Monday to Thursday 24 h / day				TAX Veuillez payer ce montant Please pay this amount	
					

Answer: _____

16. Based on the shipping document below, determine if it is necessary to affix the primary and secondary class placards (if applicable) on your trailer.

CFTR Centre de formation du transport routier Saint-Jérôme 17 000, rue Aubin Mirabel, Québec J7J 1B1 Telephone: (450) 435-0167 Fax: (450) 435-0933		ORIG. DEST	DATE A.Y MO. J.D.	N° FACTURE FRET FREIGHT BILL NO.	PAGE
		Boucherville	2019/04/19	468777	1
SENDER - SHIPPER		CONSIGNEE - CONSIGNEE		BILL OF LADING - B/L	
La Peinture des Déménageurs inc. 2505 de la Métropole Street Boucherville, Québec J4G 1E5		Les Déménageurs du Coin 17 001, de la Côte-St-Pierre Mirabel, Québec J7J 2B2			
REÇU DE - RECEIVED FROM				UNIT # CARGO # COLLEC TION #	
QUANT.	DESCRIPTION	WEIGH T	RATE - RATE	EXPEN SES	
1200 buckets	UN 1263 PAINT, class 3, GE III 24-hour number: 450 435-0167	21,875 kg			
ADDITIONAL INFORMATION			TAX		
			Veuillez payer ce montant Please pay this amount		

Answer: _____

17. Based on the shipping document below, determine (if applicable) whether if you need to affix the primary and subsidiary class placards to your semi-trailer.

17,000 Aubin Street
 Mirabel, Quebec J7J 1B1
 Telephone: (450) 435-0167
 Fax: (450) 435-0933

**BILL OF LADING NOT
 NEGOTIABLE CONN. NO.
 BILL OF LADING
 NOT NEGOCIABLE B/LNo.**

1. Expéditeur ou agent (nom & adresse)/Consignor or agent (name & address) AKZO-NOBEL		2. No cpts expéditeur/Consignor's acct no 254-6987-001-4		3. Date: (YYYY-MM-DD) _____ 2019/04 22		4. No ref. expéditeur/Consignor's ref. no. rz-36720-9			
7. Consignee (name & address) Les Ateliers Mécaniques Beaulieu inc. LAMBI 555 Dollard Street Lasalle, Quebec H8N 3P2				5. Name of carrier CFTR f		6. No ref. transporteur/Carrier's ref. no 536227-3			
9. Party to be notified - Customs broker*/Notify party - Customs broker*				<p>8. Received at the point of origin, on the date and from the shipper named herein the goods hereinafter described in apparent good condition (the contents of the packages and their condition being unknown) marked, countersigned and intended for such as hereinafter referred to, which the carrier agrees to carry and deliver to their consignee at the point of destination if such point is on the route which the carrier is authorized to serve, otherwise to have carried and delivered by another carrier authorized to do so and at the rates and classification in effect on the date of shipment. It is mutually agreed that each carrier carrying said goods in whole and in part over the entire route or any portion thereof to destination and that any interested party to said shipment for any service to be effected hereunder shall be subject to all printed or written conditions not prohibited by law, including the conditions contained on the reverse side hereof which are accepted by the shipper for himself and his assigns.</p> <p>Received at the point of origin on the date specified, from the consignor mentioned herein, the property herein described, in apparent good order, except as noted (contents and conditions of contents of package unknown) marked, consigned and destined as indicated below, which the carrier agrees to carry and to deliver to the consignees at the said destinations, if on its own authorized route or otherwise to cause to be carried by another carrier on the route to said destination, subject to the rates and classification in effect on the date of shipment. It is mutually agreed, as to each carrier of all or any of the goods over all or any portion of the route to destination, and as to each party of any time interested in all or any of the goods, that every service to be performed hereunder shall be subject to all conditions not prohibited by law, whether printed or written, including conditions on back here of, which are hereby agreed by the consignor and accept for himself and his assigns.</p>					
10. Point of origin / Point of origin AKZO-NOBEL 274 St-Louis Street, Suite 6 Warwick, Quebec JOA 1M0 819 555 2121									
11. Et route / Destination and				12. DECLARED VALUATION / VALEUR DÉCLARÉE Maximum liability of \$4.41 per kilogram based on the total weight of the shipment unless a higher value has been declared on the face of the shipment by the shipper (Conditions 9 and 10 on reverse). Maximum liability of \$4.41 per kilogram, depending on the total weight of the shipment, unless the shipper has declared a higher value on the front of the bill of lading (Conditions 9 and 10 on back)					
13. Marks and numbers* / Total no. of packages *		14. Total number of packages* / Marks & numbers		15. General description of the shipment* / General description of shipment		16. No. du véhicule* / Vehicle no.*		17. Gross weight and cubage* / Total weight & cubage* / Poids brut et cubage	
18. Number and type of packages/ Number and type of packages		19. Description of goods and special features / 20. Poids / Weight Particulars of goods, marks and exceptions		21. Rate / Taux		22. Montant / Amount		23. FREIGHT CHARGES EXPENSES To be collected / <input type="checkbox"/> Collect Prepaid / <input type="checkbox"/> Prepaid Fees will be collected unless contrary opinion / Freight charges will be collected unless marked prepaid	
5 jerry cans		UN 3101 ORGANIC PEROXIDE TYPE B, LIQUID class 5.2, GE II 24-hour number: 450 435-0167 Emergency Response Plan: EIP: 1234567 EIP phone number: 613-996-6666				375 kg			
24. If at the risk of the sender, indicate it here / If at consignors risk, write or stamp here									



(3.14)

2 barrels
205 litres

UN 1866
RESIN IN SOLUTION,
class -3, GE I
24-hour number: 450 435-0167

525 kg

25. Cash on delivery / cash on delivery
C.O.D. SHIPMENT
Collection fees /
Collection charges
To be collected /
Collect
Prepaid /
Prepaid

<p>5 tanks tote tank (1000 Lts.)</p>	<p>ONE 1807, PHOSPHORIC ANHYDRIDE, class 8, GE II 24-hour number: 450 435-0167 Emergency Response Plan (ERP): 7863229 ERP phone number: 450 435-0933</p>	<p>5,575 kg</p> 	
<p>26. Entente spéciale entre l'expéditeur et le transporteur, y faire référence / Special agreement between consignor & carrier, note here</p>		<p>Montant / Amount C. \$ Collection fees / Collection charges O. \$ TOTAL D. \$</p>	
<p>27. NOTICE OF CLAIM a) The carrier shall not be liable for loss, damage or delay to the goods carried as described in the bill of lading unless written notice specifying the origin of the goods, their destination, date of shipment and the approximate amount claimed for loss, damage or delay is given to the originating or destination carrier within sixty (60) days after the date of delivery of the goods or in cases of non-delivery, within nine (9) months after the date of shipment. b) Submission of the final claim along with proof of payment of freight charges must be submitted to the carrier within nine (9) months of the date of shipment.</p>		<p>NOTICE OF CLAIM a) No carrier is liable for loss, damage or delay to any goods carried under the Bill of Lading unless notice thereof setting out particulars of the origin, destination and date of shipment of the goods and the estimated amount claimed in comply with of such loss, damage or delay is given in writing to the originating carrier or the delivering carrier, within sixty (60) days after the delivery of the goods or, in the case of failure to make delivery, within nine (9) months from the date of shipment. b) The final statement of the claim must be filed within nine (9) months from the date of shipment together with a copy of the paid</p>	<p>28. On arrival* / Inbound \$</p>
<p>30. N.B. PLEASE NOTE THE CONDITIONS ON THE REVERSE SIDE, WHICH ARE HEREBY ACCEPTED / N.B. NOTE CAREFULLY CONDITIONS ON BACK HEREOF WHICH ARE HEREBY ACCEPTED</p>		<p>29. Beyond* / Beyond* \$</p>	
<p>32. sender / Consignor Date* By /Per</p>		<p>33. carrier / Carrier Date* Par / Per</p>	<p>31. other (specify)* /Others (specify)*</p>
		<p>34. consignee / consignee date* Par / Per</p>	<p>35. Total expenses* / Total charges* (%) \$</p>

Answer: _____

18. You are newly hired by a Carrier.

Your first load assignment is to deliver a shipment of dangerous goods.

Your employer has not yet made you do the compulsory training to obtain your **Training Certificate**. He tells you that it is okay and that he will schedule you in the following weeks.

In this situation, do you have the right to leave to make the delivery that is requested of you?



19. You have been working for the same Carrier for 4 years now. 4 years ago, you completed the training and received your **Training Certificate** concerning the Transport of Dangerous Goods.

Is your Certificate still valid?

20. You are driving a tractor-trailer (tanker) loaded with fuel and someone hits the side of the tractor-trailer. A valve breaks, the fuel begins to leak quickly, and you estimate that more than 200 litres will most likely be lost.

Who should you notify immediately?

21. You are driving towards your consignee with a load of large containers of dangerous goods requiring the affixing of placards on them as well as on the semi-trailer. You approach a tunnel and see this sign.



What do you do?

22. You are driving with a load of dangerous goods that requires placards to be affix. You see this sign.



What do you do?

23. You are camping and have 4 bottles of propane in your RV. You know you won't have to go through a tunnel.

Are you subject to the Transport of Dangerous Goods regulations?

24. You must leave with a tractor semi-trailer hitched to a double train tanker. Both tanks are loaded with dangerous goods that are corrosive.

According to the specific safety standards and rules related to the Transport of Dangerous Goods, do you have the right to use this equipment for this transport?

25. You must leave for the United States with a load of dangerous goods.



You want to know if there is a special requirement for the truck driver in order to be able to do this trip.

Is there a specific requirement?

26. Before you leave for the first time with a load of dangerous goods, you wonder if there might be some information that you should be aware of concerning **safety and security measures during transport**.

On which page of the guide do you find this information?

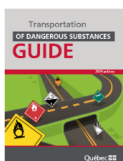
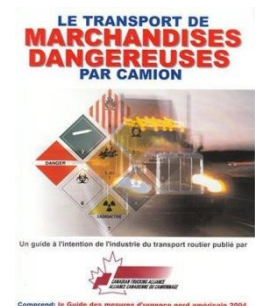
27. Among the **suggestions aimed at enhancing security**, there are means of communication to be put in place.

How many suggestions are there in this section of your guide?

Constant vigilance remains the best way to counter any deliberate act or potential terrorist attack.

This training on the Transport of Dangerous Substances is intended to provide an overview of the regulations.

Remember that you must follow a **comprehensive training** which will be given by **your employer** and that he will be the issuer of your **Training Certificate** for the Transport of Dangerous Substances.



(3.14)



Competency 3

Regulatory differences between Quebec, other Canadian provinces and territories, the United States and Mexico

Lesson Objective:

- Resolve enforcement issues related to regulations in other provinces and the United States

Thousands of trucks criss-cross North America, and the territory of a single transport company can be several thousand kilometres long. This vast world requires several regulations to govern all these heavy vehicle movements carrying all the foodstuffs, raw materials and manufactured products necessary for the proper functioning of our economy.

Carriers are required to comply with the various laws of the jurisdictions they pass through, no matter which regulation. The company is required to check for differences between each province or territory in Canada and for differences in the United States and Mexico to comply.

In the previous lessons of competency 3, various transportation regulations applicable in Quebec were explored: including the requirements on circle checks, cargo securing, driving hours and rest periods, load and dimension standards and the transportation of dangerous goods. When a company transports to other jurisdictions in Canada, the United States or Mexico, it must ensure that it complies with the equivalent versions of these regulations in each of these jurisdictions.

Who are the governmental authorities in transportation in North America? Contrôle routier Québec (CRQ) is a law enforcement agency attached to the SAAQ. Its mandate is to monitor and control the road transportation of persons and goods by road in Quebec.

Its mission is to enforce the laws and regulations governing the transportation industry and any other law enacted by the government, to improve the safety of road users and to ensure the protection of the road network. It is responsible for enforcing transportation regulations in Quebec. Of course, similar or equivalent organizations exist in every province and territory across Canada.



In the United States, the Federal Motor Carrier Safety Administration (FMCSA) is the primary federal government agency responsible for regulating and overseeing commercial vehicle safety. FMCSA's mission is to reduce accidents, injuries and fatalities involving trucks and buses.

FMCSA was created as a separate administration within the U.S. Department of Transportation (US DOT). FMCSA partners with industry and state governments to keep roads safe and to improve commercial vehicle safety through regulation, education, enforcement, research and technology. The FMCSA and the DOT are, respectively, the equivalent of Contrôle routier Québec and the SAAQ in Quebec.

In Mexico, the federal government's transportation authorities, under the Dirección General de Autotransporte Federal (DGAF), work to implement regulations to manage the transportation industry, improve the safety of road users and ensure the protection of the road network.

The Mexican limits for weight and dimensions of commercial vehicles are defined in the NOM-012-SCT-2 standard, which applies to vehicles on federal highways in Mexico. The latest revisions to this standard in 2014 became effective in January 2015. In August 2018, Mexican authorities instituted the first-ever regulation on hours of service and rest.

According to the OECD, Mexico has one of the worst road safety records among OECD member countries in terms of the numbers of people killed and seriously injured per capita and per vehicle. A lack of resources to enforce regulations and inadequate coordination among agencies are common features in Mexico.

The Organisation for Economic Co-operation and Development (OECD) is an international organization whose objective is to promote public policies that foster prosperity, equal opportunities and well-being for all. Nearly 40 countries are members of the OECD, including Canada, the United States and Mexico.



Other organizations or agencies are important players in road transportation standards and regulations.

The Canadian Council of Motor Transport Administrators (CCMTA) is an organization responsible for the coordination of all aspects of the administration, regulation and control of motor vehicle transportation and highway safety in Canada. Its members include representatives of the federal, provincial and territorial governments.

CCMTA values reciprocity and harmonization of standards and regulations for the benefit of drivers and vehicles and, as such, maintains and supports enforcement of Canada's safety code. **The National Safety Code (NSC)** consists of several standards to promote road safety and the safe and efficient movement of passengers and goods in Canada. The code establishes minimum safety standards for road transport of passengers and goods. It provides a legislative, regulatory and administrative framework with three components: drivers, vehicles and carriers.

The National Safety Code (NSC) includes, among others, the following standards.

- ❖ Standard 9 Commercial Vehicle Drivers Hours of Service
- ❖ Standard 10 Cargo Securement
- ❖ Standard 13 Trip Inspections
- Standard 16 Entry Level Training (Class 1)

These standards are the result of reciprocal agreements between Canadian provinces and territories and are applied nationally across the country.

The Commercial Vehicle Safety Alliance (CVSA) is a non-profit association of local, state, provincial, territorial and federal commercial vehicle safety officers and industry representatives. The Alliance aims to ensure consistency, compatibility and reciprocity in commercial vehicle inspections. Its mission is to improve commercial vehicle safety and consistency across Canada, Mexico and the United States by providing guidance and education to law enforcement, industry and policy makers.



What organizations or agencies are responsible for enforcing the regulations?

As previously mentioned, carriers are required to comply with the various laws of the Canadian, U.S. and Mexican jurisdictions. Reciprocal agreements have been developed to facilitate the work of Canadian and U.S. carriers operating on both sides of the Canada-U.S. border.

The same types of agreements also exist to simplify the transfer of goods between the United States and Mexico. Although so-called “North American” agreements exist, Canadian carriers do not travel to Mexico to make deliveries, and Mexican carriers do not come to Canada to transport. Some “North American” agreements exist to standardize certain standards for commercial vehicle transportation. For example, the CVSA aims for uniformity, compatibility and reciprocity of vehicle mechanical inspections across Canada, Mexico and the United States. The goal is to improve the safety and consistency of heavy commercial vehicles across North America.

Below is a chart representing some of the national and international reciprocal arrangements.

	National or international reciprocal agreements			
	National	International	International	Organizations affected by standards, regulations or reciprocal agreements
	Canada	Can/USA	Can/USA/Mex	
Circle Check	Yes	Yes	Yes	CRQ, CCATM, CVSA, FMCSA, DGAF
Cargo Securement	Yes	Yes	Yes	CRQ, CCATM, FMCSA, DGAF
Hours of service and Rest Time	Yes	No	No	CRQ, CCATM, FMCSA, DGAF
Vehicle Load and Size Limits	Yes	No	No	CRQ, CCATM, FMCSA, DGAF
Transportation of Dangerous Goods	Yes	Yes	Yes	CRQ, FMCSA, DGAF

- (CRQ) Quebec Road Control
- (FMCSA) Federal Motor Carrier Safety Administration
- (DGAF) Dirección General de Autotransporte Federal
- (CCMTA) Canadian Council of Motor Transport Administrators
- (CVSA) Commercial Vehicle Safety Alliance



With all this information, how do you find your way around?

Here are the sources of information to consult and the regulations that you must apply depending on where you wish to drive your commercial vehicle (semi-trailer truck) in Quebec, elsewhere in Canada or in the United States.

Regulations	In Quebec	Elsewhere in Canada	In the United States
Circle Check	Circle check guide CVL Guide Source SAAQ or MTQ	Standard 13 Source CCMTA	FMCSR Part 396 Source: FMCSA
Cargo Securement	Cargo Stowage Guide CVL Guide Source SAAQ or MTQ	Standard 10 Source CCMTA	FMCSR Article 393 Source: FMCSA
Hours of service and Rest Time	Driving and Off-Duty Time for Heavy Vehicle Drivers and Driving a Heavy Vehicle Source SAAQ or MTQ	Standard 9 Source CCMTA	FMCSR Article 395 Source: FMCSA
Vehicle Load and Size Limits	Road Vehicle Load and Size Limits Guide Source SAAQ or MTQ	Memorandum of Understanding (MOU) Source Council of Ministers Responsible for Transportation	Source: Each state's website ¹
Transportation of Dangerous Goods	Hazardous Materials Guide Source Canadian Trucking Alliance	Hazardous Materials Guide Source Canadian Trucking Alliance	FMCSR section 397 49 CFR 105 to 199 Source: FMCSA

The sources of information are official sources to obtain details of regulations or laws to be enforced or complied with.

1- Loads and dimensions standards may differ from state to state, please refer to each state's website (e.g.: weights and dimensions Wyoming)



Regulation of Loads and Dimensions of Heavy Vehicles Used in Interprovincial or Territorial Transportation - Memorandum of Understanding (MOU)

The regulations with which a professional trucker must comply when crossing Canadian provinces or passing through customs to enter the United States include the regulation of loads and dimensions of commercial vehicles. Even today, this is probably the regulation with the most differences. The complexity of this regulation is caused by the particularities and needs of each territory.

Carriers have two distinct realities:

- ❖ Designing equipment for their reality.
- ❖ Allow this equipment to be used in interprovincial transport.

In February 1988, the (then) Council of Ministers Responsible for Transportation and Highway Safety endorsed a **Memorandum of Understanding (MOU)** to improve the consistency of provincial and territorial regulations governing the weights and dimensions of commercial vehicles used in interprovincial and territorial transportation on the national highway system.

Since then, the MOU has been amended several times. The objective was to adapt to the different transportation needs of the provinces and to include the new equipment configurations being modernized over the years.

Although reciprocity agreements have been developed to standardize load and dimension regulations among provinces and territories in Canada, it is important to note that there are differences in the application of these regulations between the provinces in which carriers may operate.

For example, the maximum allowable tandem axle load (B.21) in Quebec in normal times is 18,000 kg, compared to a maximum limit of 17,000 kg in some western Canadian provinces, such as British Columbia and Alberta. As another example, this type of axle is limited in Saskatchewan to 17,000 kg over the course of the year and increased to 18,000 kg in the winter period only.

In the same example, to standardize this regulation, the MOU sets a 17,000 kg limit for this type of axle so that carriers from Quebec, Ontario or the Atlantic Provinces can proceed to Western Canada in full compliance. In addition, it should be remembered that load limits are reduced during thaw periods, so there are several factors to consider when planning a transport.



In the United States, the regulations for loads and dimensions of commercial vehicles are completely different from the standards that apply in Canada. On the one hand, there is no thaw period in the United States: the limits are the same throughout the year.

On the other hand, there is a certain standard regarding the configuration and load limits of semi-trailer trucks in the United States. Although there are states where multiple configurations and various loads are allowed, the standard configuration is a 5-axle tractor-trailer with a gross vehicle weight of 80,000 lbs. for most of the United States. This mass is approximately equivalent to the limit allowed in Quebec during the thaw period for the same equipment configuration.

To comply with U.S. size and load limits, carriers must consult U.S. regulations, especially since the allowable limits may vary from state to state. The U.S. Rand McNally Company publishes the Motor Carriers' Road Atlas each year. This Road Atlas contains all the necessary and up-to-date information regarding loads and dimensions allowed for each U.S. state. It is the reference book for the transportation industry. All standards listed in the Road Atlas are taken from individual state regulations as well as the Federal Motor Carrier Safety Association (FMCSA).

Regulation of Hours of Drive and Rest: Differences between Canadian and American Standards

Like the commercial vehicle size and load limit regulations, the Canadian hours of driving and rest regulations (Standard 9) have several important differences from the rules that apply in the United States.

As previously mentioned, the **Canadian Council of Motor Transport Administrators (CCMTA)** values reciprocity and harmonization of standards and regulations that are applied in each province and territory in Canada. Canada's **National Safety Code (NSC)** is made up of several standards, including Standard 9, which refers to hours of service regulations for commercial vehicle drivers.

In the United States, the **Federal Motor Carrier Safety Administration (FMCSA)** is the primary federal government agency responsible for regulating driving and rest hours. **FMCSA** in addition to the **U.S. Department of Transportation (DOT)** and the **Code of Federal Regulations (CFR 49)** are the U.S. government entities mandated to enforce several regulations applicable to commercial vehicles, including driving and rest hours regulations.



The following table represents the major differences in applicable limits between the Canadian federal standard and the U.S. regulations regarding driving and resting hours.

Hours of service in Canada	Hours of service in the United States
Consecutive hours of rest: 8 hours	Consecutive hours of rest: 10 hours
Daily rest hours: 10 hours	
Driving hours: 13 hours	Driving hours: 11 hours
Hours of service: 14 hours	Hours of service: 14 hours
Elapsed time: 16 hours accumulated	Elapsed time: 14 hours accumulated
	Driving break: 30 minutes before 8 a.m.
Cycle 1: 70 hours / 7 consecutive days	60 hours / 7 consecutive days
Cycle 2: 120 hours / 14 consecutive days	70 hours / 8 consecutive days
Reset: 36 consecutive hours cycle 1	Reset: 34 consecutive hours
Reset: 72 consecutive hours cycle 2	

Note that there may be some differences between provincial or territorial regulations. For example, in Alberta and Saskatchewan, the hours-of-service limit is 15 hours for these two provinces, compared to 14 hours for Quebec. The 16-hour elapsed time in Quebec (amplitude) is not applicable in these two provinces and there is no cycle to comply with. The mandatory 10-hour rest period (daily) in Quebec is also non-existent in these provinces. A trucker who transports extra-provincially must comply with federal regulations (Standard 9).

Some Canadian provinces have chosen to maintain the same regulation on hours of service and rest that was applied in Quebec before 2007. For these reasons, the National Safety Code sets out the minimum standards for federal hours of service and hours of rest regulations so that carriers can operate across the country in full compliance.

In Mexico, in 2018, Mexican authorities instituted the first-ever regulation on hours of service and rest. This seems to be largely modelled on the U.S. regulations. Several similarities can be observed between the two regulations, including the mandatory break period before reaching 8 consecutive hours of driving from the start of the work shift.



Requirements for driving a heavy vehicle.

Requirements	In Quebec	Elsewhere in Canada	In the United States
Organizations	Société de l'assurance automobile du Québec (SAAQ)		FMCSR Article 391 Source: FMCSA
e.g., Physical conditions	<p>The W condition written on a Class 1, 2, 3 or 4B driver's licence, does not prevent its holder from driving a vehicle across Canada.</p> <p>Any disease or functional deficit must be declared in within 30 days of the change in health status.</p>		<p>The W condition is included on a driver's license if its holder suffers or has previously suffered from epilepsy, has a moderate or total hearing loss that cannot be corrected by a device, obtained one of the licence classes 1, 2, 3 or 4B by virtue of our discretionary power. He refused to submit to examinations medical frequency provided for in U.S. regulations. He did not undergo a required medical examination.</p>



Competency 3

Review 2

Lesson Objective:

- Recover specific and deficient skill elements from the struggling student(s) encompassing the previous lessons.

This 180-minute (3-hour) period is designed to review the content of lessons 3.10 and 3.13 to prevent learning difficulties + other lesson plans (as needed).

3.10 Road Vehicle Load and Size Limits

3.13 Cargo Securement Guide

+ the whole competency seen before.

3.1 Introduction

3.2 Information sources

3.3 Research method

3.4 Circle Check

3.5 Law 430

3.6 Insurance and accidents

3.7 Rights, health, and safety in the workplace

3.8 Driving and Off-Duty Time for Heavy Vehicle Drivers

Depending on the difficulties and/or needs associated with lessons 3.12 to 3.15, the instructor will provide you with the materials (quizzes, exercises, etc.) necessary to review the concepts of these lessons.





Competency 3

Review 3

Lesson Objective:

- Retrieve specific and deficient skill elements from the struggling student(s) encompassing the previous lessons.

The purpose of this 45-minute period is to complete the review of the contents of Lesson 3.12 to prevent learning difficulties + other lesson plans (if needed).

3.12 The bill of lading

+ the whole competency seen before, as needed.

3.13 Stowage standards

3.10 Road Vehicle Load and Size Limits

3.1 Introduction

3.2 Information sources

3.3 Research method

3.4 Circle Check

3.5 Law 430

3.6 Insurance and accidents

3.7 Rights, health and safety in the workplace

3.8 Driving and Off-Duty Time for Heavy Vehicle



Competency 3

Lesson Objective:

- Determine your level of competence in solving enforcement problems.

Evaluation

Evaluation time: 2 hours

Notes allowed: Yes.

Regulatory guides (on paper)

- Driver's Handbook
- Driving a Heavy Vehicle
- Road Vehicle Load and Size Limits
- Cargo Securement Guide
- Transportation of Dangerous Substances Guide
- Circle check guide (SRG)
- Driving and Off-Duty Time for Heavy Vehicle Drivers (SAAQ)

Calculator: Yes

Cell phone: No

Passing grade: 80 points out of 100

Competency 3



Review for exam retake.

Lesson Objective:

- Determine your level of competence in solving enforcement problems.

Evaluation time: 2 hours Course

notes allowed: Yes.

Paper regulatory guides

- Driver's Handbook
- Driving a Heavy Vehicle
- Road Vehicle Load and Size Limits
- Stowage standards Guide.
- Transportation of Dangerous Substances Guide
- Circle Check guide (SRG)
- Driving and Off-Duty Time for Heavy Vehicle Drivers (SAAQ)

Calculator: Yes

Cell phone: No

Passing grade: 80 points out of 100