ENERGY
SAFETY
CANADA

Journey Management Guide

How to Develop and Use a Journey Management Program

National Safety Association
for Canada's Energy Industry

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Disclaimer

This document is intended to be flexible in application and provide guidance to users rather than act as a prescriptive solution. Recognizing that one solution is not appropriate for all users and situations, it presents generally accepted guidelines that apply to industry situations, as well as recommended practices that may suit a company's needs. While we believe that the information contained herein is reliable under the conditions and subject to the limitations set out, Energy Safety Canada does not guarantee its accuracy. The use of this document or any information contained will be at the user's sole risk, regardless of any fault or negligence of Energy Safety Canada and the participating industry associations.

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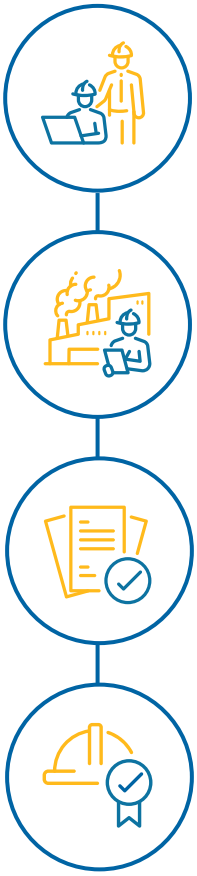
Safety Doesn't Clock In And It Doesn't Punch Out
It's 24/7

ENERGY SAFETY CANADA

About Energy Safety Canada

For over 75 years, Energy Safety Canada (ESC) has been at the forefront of safety in Canada's energy sector. Created by industry, for industry, and backed by the Workers Compensation Boards of British Columbia, Alberta, and Saskatchewan, we are the national safety association dedicated to keeping energy workers safe and driving safety improvement across the sector.

What We Offer



Training

Focusing on practical, fit-for-purpose safety training, ESC delivers programs at hundreds of locations nationwide, equipping energy workers with the skills and knowledge they need to stay safe on the job.

Industry Engagement

ESC brings industry together through committees and communities of practice, fostering collaboration and the exchange of insights to elevate safety standards.

Safety Data and Insights

We provide valuable safety data and analytics, enabling the industry to identify trends, address challenges, and discover opportunities for continuous improvement.

Certifying Partner

As the official Certifying Partner for Canada's energy sector, ESC helps maintain and advance safety standards to protect workers and strengthen industry practices.

At Energy Safety Canada, our commitment is clear: to advance safety for every worker and organization across the energy landscape.

Looking to enhance your safety performance, access top-tier training, or engage with like-minded safety professionals? Visit EnergySafetyCanada.com to explore our training programs and join our safety communities.
Let's work together to make safety a shared priority.

Preface

Purpose

This guideline aims to help organizations in the energy sector design and implement an effective journey management program (JMP). The goal is to assess journey risks and apply appropriate controls.

- *This guideline can assist with designing and implementing a JMP or parts of one.*

Project Scope and Limitations

This guideline includes information about journey management, elements of a JMP, and strategies for designing one. It does not go into detail about fitness for work or health and safety processes.

This guideline is meant to supplement, not replace, in-depth training. It provides a framework of components to consider in a JMP. Although designed for land travel, elements may be considered for other modes of transportation (air, rail, water).

Companies may also wish to reference more detailed information on fatigue risk management and driver training in their programs. This information is available from various sources, including Energy Safety Canada (ESC).

The guideline intends to provide a scalable JMP outline based on industry best practices. While representatives from various companies agreed that this advice is appropriate for their organizations, the guideline's specific approach and terminology may not be suitable for all.

Life Saving Rules

Many companies have health and safety rules designed to save lives. However, these rules are not consistent from company to company. Standardization is part of Energy Safety Canada's strategy to improve safety outcomes and reduce inefficiencies.

The Safety Standards Council, a key component of Energy Safety Canada's governance, has executive representatives from companies of varying sizes across industry sectors. The Safety Standards Council agreed to accept 10 standard Life Saving Rules.

The applicable Life Saving Rule will be identified with the corresponding icon through the document.

Additional information about Life Saving Rules is available at *EnergySafetyCanada.com*

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Introduction

Canada has a well-established occupational health and safety (OHS) regulatory framework. OHS legislation defines the responsibilities of work parties to follow safe work practices.

1.1 General Duty Clause

In Canada, federal, provincial and territorial occupational health and safety legislations have similar descriptions of employer and worker obligations. While the specific wording varies between jurisdictions, the intent is the same:
Every one who undertakes, or has the authority, to direct how another person does work or performs a task is under a legal duty to take reasonable steps to prevent bodily harm to that person, or any other person, arising from that work or task. (Canadian Criminal Code 217.1)

Drivers are legally required to ensure public safety on roadways and are subject to various penalties in provincial and federal legislation.

Essential elements to meet the general duty of care obligation include:

- Confirm worker competency
- Identify and control hazards
- Conform with industry standards
- Monitor to verify acceptable performance

1.2 Specifications And Certifications

Each province requires employers to ensure equipment is adequate for the job. The manufacturer's specifications should answer any questions about equipment use, maintenance, and operation.

There are also legislative requirements around commercial vehicle maintenance programs, inspection requirements and fitness safety requirements. Every organization has unique operating conditions and needs to ensure it meets the regulatory requirements it is subject to. See **Appendix B** for a listing of common regulatory requirements.

2.0 Overview

Every journey should be managed to optimize safety and reduce risk. Companies are encouraged to understand the need for and scope of journey management and develop a program that is scaled and fit-for-purpose to their specific organization.

2.1 Defining Journey Management

Journey management is a planned and systematic strategy to evaluate, reduce and control transportation-related hazards.

Implementation of risk controls should be tailored to the organization's unique needs.

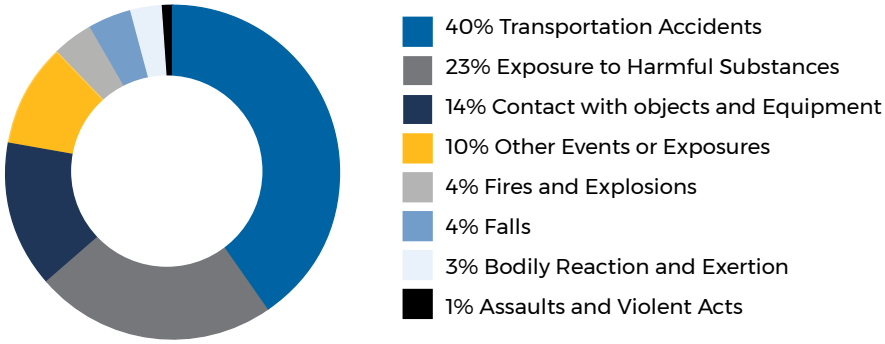
The risk reduction strategy for one organization may not be suitable for others. For example, a formal journey management plan may be determined to be optional for some journeys.

2.2 The Need For Journey Management

The objective of journey management is to eliminate driving-related incidents that harm people and property. Organizations can minimize injury and damage by identifying and managing hazards and eliminating unnecessary travel. Addressing these issues also reduces mechanical breakdowns and delays due to weather.

When comparing WCB data of fatalities in the Alberta and Saskatchewan energy industries between 2001 and 2022, transportation accidents are the leading cause of work-related death.

Between 2013 and 2022, WCB data from Alberta shows the breakdown of claim count, claim cost and fatalities for the transportation sector.



Vehicle	Claim Count	LTC Count	Fatalities	Total Costs	Total Days Lost
Truck	1,458	436	19	$40,320,443	38,969
Highway vehicle, UNS	541	130	14	$12,853,823	8,438
Automobile	126	33	-	$1,260,365	2,708
Bus	79	19	-	$994,078	834
Excavating Machinery	60	20	-	$1,309,444	1,138
Forklift	50	7	-	$256,849	284
Vehicle, UNS	50	14	-	$585,168	910
All terrain vehicle (ATV)	49	20	-	$1,616,854	1,895
Cart, dolly, Handtruck	41	-	-	$131,789	-
Highway vehicle, motorized, NEC	39	10	-	$1,115,881	1,459
Snowmobile	30	5	-	$234,464	432
Vehicles, NEC	24	9	-	$221,274	249
Loaders	22	9	-	$598,034	610
Van-passenger or light delivery	20	6	-	$49,913	19
Other	127	40	-	$3,694,722	3,980
Total	**2,716**	**762**	**40**	**$65,243,102**	**62,121**

The energy industry recognizes journey management as an effective risk management strategy for reducing vehicle incidents and developing plans to respond when incidents happen. When evaluating the business case for journey management, companies are encouraged to examine historical incidents, associated costs, regulatory requirements and client/contractor expectations.

The latest injury statistics and reports on injuries in the energy industry are available on the ESC website at EnergySafetyCanada.com.

3.0 Establishing a Journey Management Program

This guideline is not intended to be prescriptive. Instead, it can help organizations establish a journey management program (JMP) or, by selecting and incorporating elements to be integrated, further an existing JMP.

A JMP can apply to all levels of drivers within an organization. For commercial drivers, consideration of other transport regulations, inspections and hours of service rules is required. Additional consideration may be required for contractors to incorporate contractor and subcontractor journey management programs.

In some situations, applying journey management principles to commuting may be appropriate. Examples may include, but are not limited to:

- Business travel
- Driving to/from work and home
- Driving to/from work site and camp/ accommodation

Crews often commute to and from operations in remote areas. This can add significant time to both ends of a work shift and requires attention and understanding from all stakeholders to manage the travel and fatigue risks.

3.1 Safety Policies

Safety policies should integrate principles of journey management and risk assessment.

Elements that should be considered include:

- Hazard management
- Distracted driving
- Working alone
- Fit for duty

3.2 Roles And Responsibilities

The success of a JMP requires a commitment from organizational leadership. It is important to identify all roles within the organization that are responsible for developing, implementing and maintaining a JMP. Responsibilities may be assigned to multiple people or a single individual. The following tasks need to be assigned:

- Preparing the risk evaluation, proposed route(s), refuelling points, rest stops, timing.
- Reviewing the hazard assessment and journey management plan and signing off on the journey. The company risk management process may dictate the level of approval needed (e.g. a supervisor may only be able to approve low-risk journeys, and medium-risk and high-risk journeys may need higher authority review).
- Receiving periodic communication regarding the journey and following up on missed check-ins or escalations.
- Reviewing the program data for trends to monitor effectiveness and make modifications for continuous improvement.
- Understand their duty as workers to refuse unsafe work related to driving.

3.3 Training And Competence

Organizations should identify JMP training and competency programs for drivers and program administrators. The use of vehicles may require specialized training and competence evaluation, and employees entering certain geographical areas may require specialized skills or knowledge prior to access. The training for in-vehicle monitoring systems (IVMS) is specific to each provider.

Clear guidance should be provided on how to evaluate hazards objectively (e.g., when does an environmental condition, such as snow, change a journey from low-risk to medium-risk?). The dynamic nature of driving requires continuous evaluation by drivers, and at some point, the risk threshold will be crossed. The process for managing that change must be understood by drivers and approvers alike.

3.4 Program Review And Auditing

Any safety program requires regular and formal evaluations to determine its effectiveness. Program evaluations measure goals and specific performance objectives and ensure that processes and work practices align with the program. During program development, an evaluation plan should be created, which may include:

- Pre-determined review dates
- Scheduled reviews by senior management
- Feedback methods involving all affected stakeholders and incorporating management accountability and participation (may include feedback to clients)
- Reliable data collection method — empirical and anecdotal
- Meaningful analysis process with evaluation criteria based on overall program goals and specific performance objectives
- Efficient document revision process

Tracking metrics for the program's overall performance should be considered to measure effectiveness and identify areas for improvement. Commonly tracked metrics are:

- Number of journeys
- Time of journey
- Number of low-/medium-/high-risk journeys
- Distance travelled
- Number of incidents
- Date/time of incidents
- Cost of incidents
- Driving infractions
- Missed check-ins
- The number of risk escalations (e.g. low to medium or medium to high)

4.0 Establishing a Journey Management

Journey management requires proper planning and preparation. The plan should document the following details of the journey:

- Determine the necessity of the journey
- Assess hazards Develop controls
- Approvals
- Prepare for the journey
- Undertake the journey
- Complete the journey

4.1 Determine The Necessity Of The Journey

When assessing risk, the first question should be whether the journey is necessary. Can the journey be postponed until conditions improve? In some cases, this consideration reveals that the journey is not necessary and can be cancelled. Travel within organizations can often be minimized by combining journeys.

If the journey is necessary, consider a non-driving alternative. Meetings may be possible through teleconference or videoconference options. There may be a safer mode of transport (e.g., bus, crew transport, charters, etc.) If commuting is required, consider the driver's alertness and possible alternatives to driving, such as carpooling, public transportation or taxi services.

Alternatives to a company-managed journey, such as air transportation, freight forwarders, and combining loads with other businesses, could be considered. Transportation service providers could also be considered. Using companies dedicated to such activities (e.g., a rig moving company, hot shot services) may be safer to move equipment and/or people.

4.2 Assess Hazards

An assessment should be conducted to identify possible hazards that may harm workers, their equipment and cargo, the surrounding environment and the public. The hazard assessment should be structured to evaluate the probability of the hazard and the severity of the potential outcomes. Definitions of hazard levels should be developed to ensure a common understanding of risk.

Hazards should be assessed while completing the plan. It is important to record specific details, including:

- Assessment date
- Assessor
- Type of vehicle
- Start point
- Endpoint
- Communication methods, including contact details
- Number of vehicles
- Number of passengers
- Inspections

Historical hazard registers may be used to capture specific details of hazards from the past and used as a reference when planning journeys. A register may include details such as:

- Hazard location (mile marker, GPS coordinates)
- Risk level (ranking)
- Availability of phone service/correct two-way radio frequency, etc.
- Hazard detail (e.g. freeze-thaw conditions impacted by daylight or darkness, construction, weather/road/visibility conditions)
- Suggested controls
- Driver comments

4.2.1 Road Hazard Considerations

The route should be clearly defined and identified. It is important to consider the following road hazards for the selected route:

- **Road conditions:** unpaved, loosely-packed gravel, poor drainage, mud, over-graded shoulders, frost heaving, runoff
- **Traffic and other road users:** recreational (campers, cyclists, ATVs), work operations (over-dimension loads, logging trucks, farming operations), school areas (children)

- **Weather conditions:** near-freezing temperatures, rain pooling on roads, strong/gusting crosswinds, shadowed areas slow to thaw, known snow drifting locations
- **Visibility:** low light conditions, rain, fog, smoke, blowing snow
- **Animal activity**
  Communication limits: dead zones for communications coverage

- **Hazardous areas:** intersections, crossings, merging lanes, road work projects, speed changes, weight restrictions on roads/bridges, railroad crossings
- **Security risks:** special restrictions (e.g. transporting explosives and radioactive materials)

The IOGP has produced a recommended practice for land transportation safety, which provides an example of a road hazards assessment tool (see Appendix A).

4.2.2 Driver Hazard Considerations

Drivers can both contribute to and mitigate hazards associated with driving. Differences in experience and risk tolerance lead to variable decision-making and outcomes. Below are typical driver-related hazards to be aware of:

- **Fit for duty:** fatigue, mental state, drug or alcohol impairment, low alertness, illness
- **Duties not related to driving which may impact performance:** crew management, equipment operation, or client interaction
- **Distracted driving** (e.g. mobile phone, infotainment, internal cargo securement)
- **Driver inexperience with the vehicle:** brake response, traction controls, handling
- **Driver inexperience** with conditions
- **Degree of risk tolerance**
- **Complacency**

4.2.3 Vehicle Hazard Considerations

The type of vehicle must be suitable for the terrain, conditions and task. The risk assessment may consider:

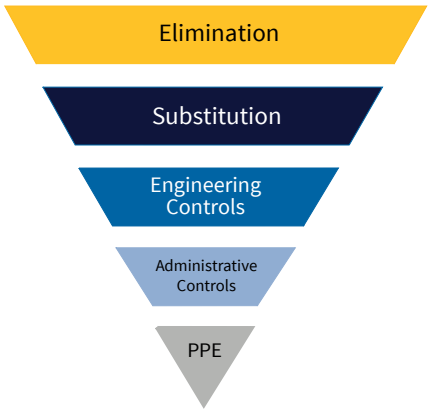
- Whether the vehicle has been serviced and inspected
- Physical dimensions and weight of the vehicle
- Dangerous good transportation requirements
- Cargo securement, both external and internal
- Towing hazards: weights, equipment readiness, extended dimensions, and visibility
- Whether the vehicle is carrying cargo or passengers
- Lack of communications ability
- Potential roadside emergency or breakdown

4.3 Develop Controls

Once potential hazards are identified, appropriate controls should be developed for each risk exposure. Risk controls can focus on:

- Eliminating the situation, condition or activity that generates the risk
- Reducing the probability of occurrence
- Mitigating the consequences

There are four basic types of controls, as illustrated in the hierarchy of controls below.



4.3.1 Road Hazard Controls

Due to the nature of roads and environmental conditions, the hierarchy of controls may appear challenging. However, controls use elimination, substitution or administrative practices in various ways:

- Alternative routes (e.g. avoiding known high-risk areas or interchanges)
- Planning around high-risk times (e.g. school zones at the start of the day)
- Delaying until conditions improve
- Speed limits (regulatory and company policy based on conditions)
- Adjusting speed for conditions (e.g. visibility, wildlife, weather)
- Identification of rest and fuel stops
- Road directions and details of concerns (location of the chain up areas, dangerous hills, blind corners, etc.)
- Radio-controlled roads

- Road use limits (weight or time of day restrictions) or permit restrictions
- Railroad crossings (more information available at www.operationlifesaver.ca).
- Travel in convoy

4.3.2 Driver Hazard Controls

Driver controls are varied and can be tailored to the scope of the company, however, many controls are considered standard in the oil and gas industry:

- Qualifications/training: Ensure drivers are qualified both for the vehicle and for the journey
- Competency: Do the driver's skills match the assigned task (e.g. towing a trailer, travelling off-highway) and are the competency assessments current?
- Team driving (multiple drivers)
- In-vehicle monitoring system (IVMS): Provide real-time feedback on driver and vehicle performance
- Driver check-in system (automatic or manual): where the driver and the communication person are in contact. The frequency of check-ins may be dictated by the risk level of the journey
- Escalation system for missed check-ins
- Physical demands assessment for the worker, which includes driving and other assigned duties
- Hours of service (HoS) compliance: For federally or provincially regulated drivers. Note that HoS compliance does not automatically equate to fit for duty
- Fatigue Management Program
  - » Fatigue Risk Management A Program Development Guide (see Appendix A)
  - » The North American Fatigue Management Program

4.3.3 Vehicle Hazard Controls

Vehicle controls include equipment, features and capabilities related to the vehicle which mitigate risks encountered in journey management, such as:

- Vehicle inspection and maintenance
- Vehicle selection for the task (e.g. rated and capable of hauling the weight and dimensions of the cargo, sized appropriately for towing)
- Communications equipment (e.g. satellite phone, two-way radio)
- Emergency response equipment (e.g. first aid kits, fire extinguishers, spill kits, booster cables, reflector devices, survival kit, recovery strap system. Refer to the ESC Vehicle Recovery: A Program Development Guideline
- The Canadian Association of Energy Contractors (CAOEC) and Enserva have produced a comprehensive Cargo Securement Best Practice, which is available for association members or may be purchased by non-members: caoec.ca and www.enserva.ca.

- Vehicle features and accessories which may enhance safety and performance (e.g. 4-wheel drive, tire chains, winter tires, roll-bar)
- In-vehicle monitoring systems (IVMS) are useful tools that provide immediate feedback to drivers regarding driving behaviours, monitor and report driving metrics (e.g. hard brake events, rapid turns or accelerations), and may function as automatic check-in systems or backup communication devices

Note: Consider the makeup of your organization's fleet. In some cases, temporary rental or contract vehicles are used to execute work and may not be suitably equipped.

4.4 Approvals

Once the journey plan has been completed and the controls applied, residual risk will always be present. Clearly define the criteria that align with your organization's evaluation and risk tolerance, along with an escalation protocol for approval.

Conditions and hazards are expected to be re-evaluated as they change during the journey. Journey management is dynamic, so it requires constant monitoring of hazards and may require changes to the controls. The formal risk evaluation is completed prior to departing, but en route, the driver must continuously re-evaluate and respond to changing hazards. It is essential that both the organization and driver understand when risk identification passes the threshold beyond which additional controls or approvals are needed.

4.5 Prepare For The Journey

Once the journey is approved, ensure the vehicle is well-maintained and is prepared for the planned journey. Relevant documentation such as maps, directions, permits, placards, certificates (e.g. Transport of Dangerous Goods, waybills and bills of lading) must be organized and readily available. Basic tools and vehicle equipment, as well as safety and emergency equipment (e.g. personal protective equipment and warning devices), must be checked and properly stored.

ESC's Oilfield Driver Awareness contains additional details that drivers should consider when preparing for a journey. It is recommended that a checklist be provided to drivers. During the preparation stage, it is important to check:

- Driver has the appropriate license, insurance and vehicle registration
- Driver's fitness for duty is assessed
- Loads are secure
- In-vehicle cargo is secure
- Weights and measures are compliant
- Required maintenance and inspections are completed
- Employer and client emergency response procedures are in place and understood
- Emergency contacts and phone numbers are provided
- Radio channel/frequency for any radio-controlled roads are provided

- Location and contact information for the nearest medical facility (hospital, camp medic)
- There is a fully stocked survival kit and appropriate emergency equipment
- The driver has identified alternate locations on the route for fuel, accommodations or assistance in case of mechanical problems

FIT FOR DUTY

4.6 Undertake The Journey

Drivers need to monitor and reevaluate risks throughout the journey and follow the management of change and approval processes according to their company-specific criteria. Check-ins should occur with the designated contact on a regular basis (e.g. every two hours).

Supervisors or journey managers may assist the driver by monitoring weather and road conditions and informing drivers of changing conditions. Dispatch or call centers can also assist with monitoring and managing aspects of the journey.

A frequently overlooked component of undertaking the journey is escalating missed check-ins. When the check-in system relies on procedural adherence and administrative control, compliance from both the driver and journey manager is required. Automated reminders may take several forms, such as simple timers, smartphone alerts, or even journey management software, which can partially or fully automate the process. A late check-in is not automatically an emergency — When a manual check-in is missed, it is most likely that the driver forgot or is unable to stop.

The critical step with any of these systems is handling a missed check-in. Typically, after the check-in window has passed, attempts should be made to contact the driver, however, the driver may not be able to take the call immediately. After this point, the escalation protocol should be initiated, considering the company's unique circumstances and the journey.

DRIVING

4.7 Complete The Journey

The driver should report any hazardous situations so that improvements can be made to the journey plan. Post-journey vehicle inspections can identify concerns and ensure the vehicle is safe for the next journey.

A debrief provides an opportunity to report and share information about the journey and continuously refine and improve the hazard identification and risk assessment process. New information about hazards or updates to conditions will enhance the safety of the next driver and/or subsequent journeys.

APPENDIX A: REFERENCES AND RESOURCES

The list of documents and information sources provided below includes materials and websites consulted in the research for or referred to within this guideline. Additional references for information on fatigue science and health and safety programs are also included. This list is not exhaustive, and any web addresses listed are current at the time of publication.

Document Name	Resource Location
CCMTA (2011) Addressing Human Factors in the Motor Carrier Industry in Canada – May 2011. Canadian Council of Motor Transport Administrators	https://tc.canada.ca/sites/default/files/migrated/human_factors_report_may_2011.pdf
Energy Safety Canada (2018) Oilfield Driver Awareness – Participant Manual	Contact ESC Customer Service: Customer Service@EnergySafetyCanada.com Or call 1-800-667-5557
Energy Safety Canada Injury Statistics and Reports	https://www.energysafetycanada.com/Resources/Statistics-Analytics/Injury-Statistics-and-Reports
ESC (2024) Fatigue Risk Management A Program Development Guide	https://www.energysafetycanada.com/Resource/Guidelines-Reports/FATIGUE-RISK-MANAGEMENT-A-PROGRAM-DEVELOPMENT-GUID
HSE: Workplace Transport	https://www.hse.gov.uk/workplacetransport/index.htm
IOGP Land transportation safety recommended practice, IOGP Report 365	https://www.iogp.org/bookstore/product/land-transportation-safety-recommended-practice/
IOGP Land transportation safety recommended road vehicle accident checklist	https://www.iogp.org/bookstore/product/land-transportation-safety-recommended-road-vehicle-accident-checklist/
IOGP Implementing an in-vehicle monitoring program – A guide for the oil and gas extraction industry	https://www.iogp.org/bookstore/product/implementing-an-in-vehicle-monitoring-program-a-guide-for-the-oil-and-gas-extraction-industry/

Document Name	Resource Location
IOGP Land transportation safety recommended practice – journey management	https://www.iogp.org/bookstore/product/iogp-report-365-19-land-transportation-safety-recommended-practice-journey-management/
Royal Society for the Prevention of Accidents (RoSPA) (2011) Driving for Work: Safer journey planner	https://www.rospa.com/rospaweb/docs/advice-services/road-safety/employers/work-safe-journey.pdf
Royal Society for the Prevention of Accidents (RoSPA) (2016) An Introduction to Managing Occupational Road Risk	https://www.rospa.com/rospaweb/docs/advice-services/road-safety/employers/introduction-to-morr.pdf
511: Alberta's Official Road Reports	http://511.alberta.ca/
Saskatchewan Ministry of Highways and Infrastructure: Highway Conditions	https://www.hse.gov.uk/workplacetransport/index.htm
British Columbia Ministry of Transportation and Infrastructure: Traveler Information System	http://www.drivebc.ca/
Coalition for Safer Alberta Roads	https://saferalbertaroads.ca/
BC Resource Road Radio Communications	https://www2.gov.bc.ca/gov/content/industry/natural-resource-use/resource-roads/radio-communications
Operation Lifesaver — Canadian railway property and education	www.operationlifesaver.ca
North American Fatigue Management Program (NAFMP)	http://www.nafmp.com/
Cargo Securement Best Practice	Available for association member through the CAOEC and Enserva member portals. Non-members may contact Enserva or the CAOeC directly. https://caoec.ca/contact https://enserva.ca/contact-us/

APPENDIX B: REGULATIONS

The following regulations are provided as a general resource and do not detail all the related driving regulations that may be applicable. This list is not exhaustive, and any web addresses listed are current at the time of publication.

Alberta

Document Name	Web Address
AB Traffic Safety Act (RSA2000)	http://www.qp.alberta.ca/documents/Acts/t06.pdf
AB Drivers' HoS Regulation (AR317/2002)	http://www.qp.alberta.ca/documents/Regs/2002_317.pdf
AB Vehicle Inspection Regulation (AR211/2006)	http://www.qp.alberta.ca/documents/Regs/2006_211.pdf
AB Commercial Vehicle Safety Regulation (AR121/2009)	http://www.qp.alberta.ca/documents/Regs/2009_121.pdf
AB Commercial Vehicle Dimension and Weight Regulation (AR 315/2002)	http://www.qp.alberta.ca/documents/Regs/2002_315.pdf
AB Vehicle Equipment Regulation (AR 122/2009)	http://www.qp.alberta.ca/documents/Regs/2009_122.pdf

British Columbia

Document Name	Web Address
BC Commercial Transport Act (RSBC 1996)	http://www.bclaws.ca/civix/document/id/complete/statreg/96058_01
BC Commercial Transport Regulations (Reg 205/2016)	http://www.bclaws.ca/civix/document/id/complete/statreg/30_78
BC Commercial Transport Procedures Manual	https://www2.gov.bc.ca/gov/content/transportation/vehicle-safety-enforcement/information-education/commercial-transport-procedures
BC Motor Vehicle Act	http://www.bclaws.ca/civix/document/id/complete/statreg/96318_00
BC Motor Vehicle Act Regulations	http://bclaws.ca/civix/document/id/complete/statreg/26_58_00

Saskatchewan

Document Name	Web Address
SK Highways and Transportation Act	http://www.publications.gov.sk.ca/freelaw/documents/English/Regulations/Regulations/H3-01R1.pdf
SK Highways and Transportation Regulations	http://www.publications.gov.sk.ca/freelaw/documents/English/Regulations/Regulations/H3-01R1.pdf
SK Security of Loads Regulations	http://www.publications.gov.sk.ca/freelaw/documents/English/Regulations/Regulations/H3-01R6.pdf
SK Vehicle Weight, Configurations and Dimensions Regulations	http://www.publications.gov.sk.ca/freelaw/documents/English/Regulations/Regulations/H3-01R8.pdf

Federal

Document Name	Web Address
NSC Standard 1 Single Drivers License Concept	https://www.ccmta.ca/web/default/files/PDF/Standard_1.pdf
National Safety Code	https://www.ccmta.ca/en/national-safety-code
NSC Standard 9 HoS	https://www.ccmta.ca/web/default/files/PDF/NSC-English/National%20Safety%20Code%20Standard%209%20-%20Commercial%20Vehicle%20Drivers%20Hours%20of%20Service%20-%20February%202022%20-%20Final.pdf
NSC Standard 10 Cargo Securement	https://www.ccmta.ca/web/default/files/PDF/NSC_Standard_10-_June_2013.pdf
NSC Standard 11 Commercial Vehicle Maintenance And Inspection	https://www.ccmta.ca/web/default/files/PDF/CCMTA-NSC-Standard-11---January-2020---English.pdf
NSC Standard 13 Trip Inspection	https://www.ccmta.ca/web/default/files/PDF/Standard_13_March_2009.pdf
NSC Standard 13, Schedule 1 – Inspection for Trucks, Tractors and Trailers	https://trucks-r-us.ca/wp-content/uploads/Schedule-1.pdf
TC Motor Vehicle Transport Act (RSC1985)	https://laws-lois.justice.gc.ca/PDF/M-12.01.pdf
TC Commercial Vehicle Drivers HOS Regulation (SOR2005-313)	https://laws-lois.justice.gc.ca/PDF/SOR-2005-313.pdf
TC Transportation of Dangerous Goods Regulation (SOR-2001-286	https://laws-lois.justice.gc.ca/eng/regulations/SOR-2001-286/

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