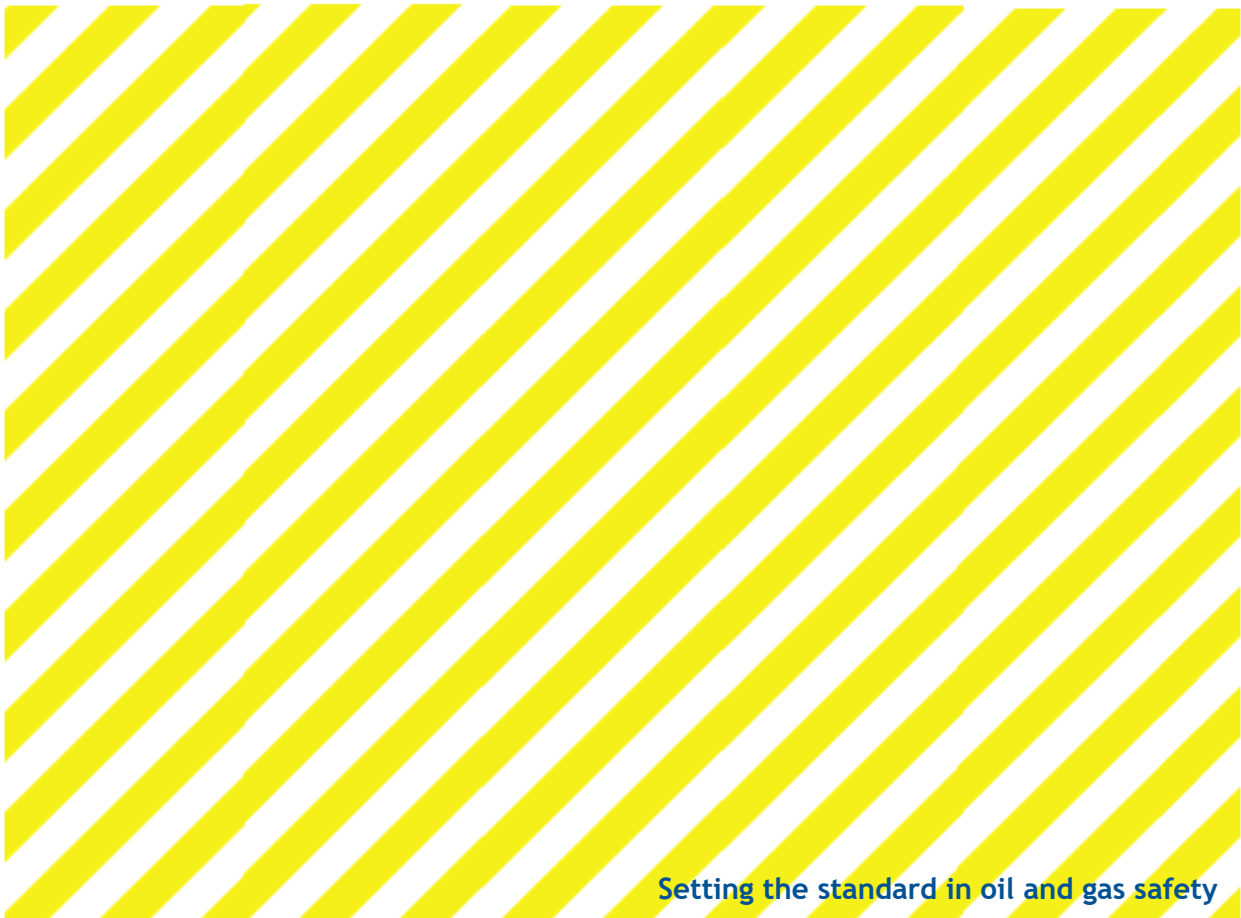




JOURNEY MANAGEMENT

A Program Development Guideline

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Setting the standard in oil and gas safety

ENDORSEMENT

Energy Safety Canada developed this document through a collaboration of industry professionals. We gratefully acknowledge the support of the endorsing organizations in the development of this document:

- Canadian Association of Geophysical Contractors (CAGC)
- Canadian Association of Oilwell Drilling Contractors (CAODC)
- Canadian Association of Petroleum Producers (CAPP)
- Canadian Energy Pipeline Association (CEPA)
- Explorers and Producers Association of Canada (EPAC)
- Petroleum Services Association of Canada (PSAC)

ABOUT ENERGY SAFETY CANADA

Energy Safety Canada is the oil and gas industry's advocate and leading resource for the continuous improvement of safety performance. Our mission is to help companies achieve their safety goals by providing practices, assessment, training, support, metrics and communication.

AVAILABILITY

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ACKNOWLEDGEMENT

Energy Safety Canada gratefully acknowledges the many individuals who volunteered their time and effort to complete this document.

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 particular 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 is 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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PREFACE

PURPOSE

The purpose of this guideline is to help organizations in the oil and gas sector design and implement an effective journey management program (JMP). The goal is to assess journey risks and apply appropriate controls.

HOW TO USE THIS GUIDELINE

This guideline can assist with the design and implementation of a JMP or parts of one.

PROJECT SCOPE AND LIMITATIONS

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

This guideline is not intended to 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 a variety of sources, including Energy Safety Canada.

The intent of the guideline is to provide a scalable JMP outline based on industry best practices. While representatives from a range of companies agreed this advice is appropriate for their organizations, the specific approach in the guideline and its 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.

Throughout the document the applicable Life Saving Rule will be identified with the corresponding icon. Additional information about Life Saving Rules is available at EnergySafetyCanada.com



CONFINED SPACE



WORKING AT HEIGHT



WORK AUTHORIZATION



ENERGY ISOLATION



LINE OF FIRE



BYPASSING SAFETY CONTROLS



DRIVING



HOT WORK



SAFE MECHANICAL LIFTING



FIT FOR DUTY

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1.0 Regulations

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



DRIVING

In Canada, federal, provincial and territorial occupational health and safety legislation 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 the 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 that employers 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 they meet the regulatory requirement they are subject to. See **Appendix B** for a listing of common regulatory requirements.

2.0 Overview

Every journey should be managed in a way that optimizes safety and reduces 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.

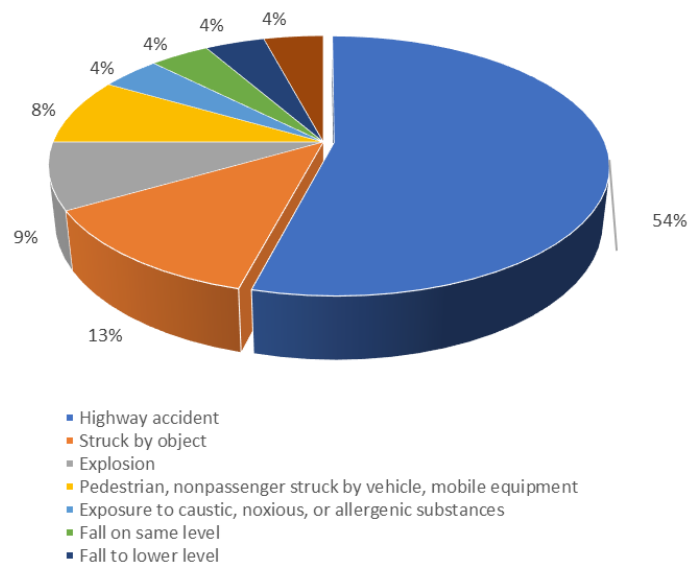
Implementation of risk controls should be tailored to the unique needs of the organization. The risk reduction strategy for one organization may not be suitable for others. For example, it may be determined that a formal journey management plan is not necessary for some journeys.

2.2 The Need for Journey Management

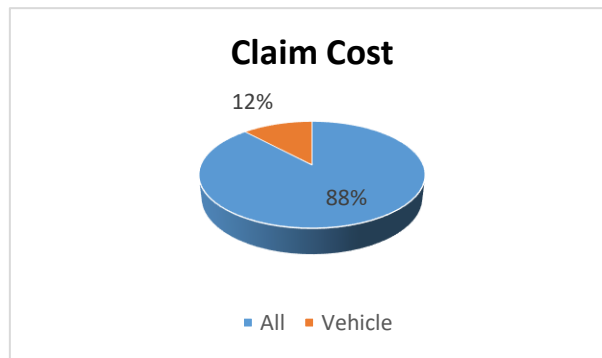
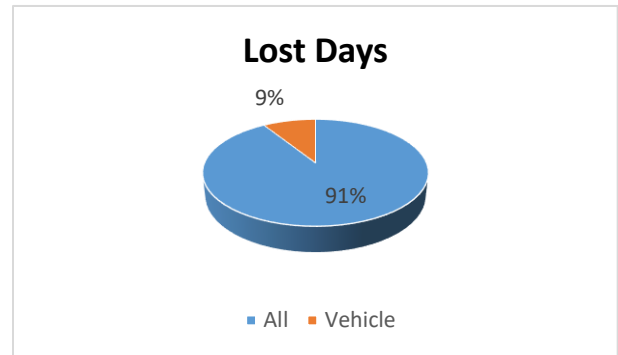
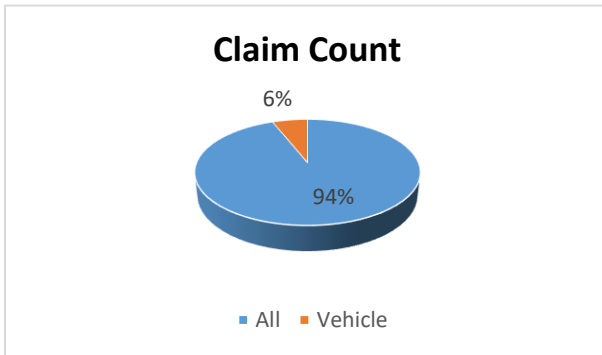
The objective of journey management is to eliminate driving-related incidents that harm people and property. Organizations can minimize injury and damage by identifying and managing hazards and eliminating unnecessary travel. Addressing these issues provides the added benefit of reducing mechanical breakdowns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

When comparing WCB data of fatalities in the Alberta oil and gas industry between 2014 and 2018, highway accidents are the leading cause of work-related death.

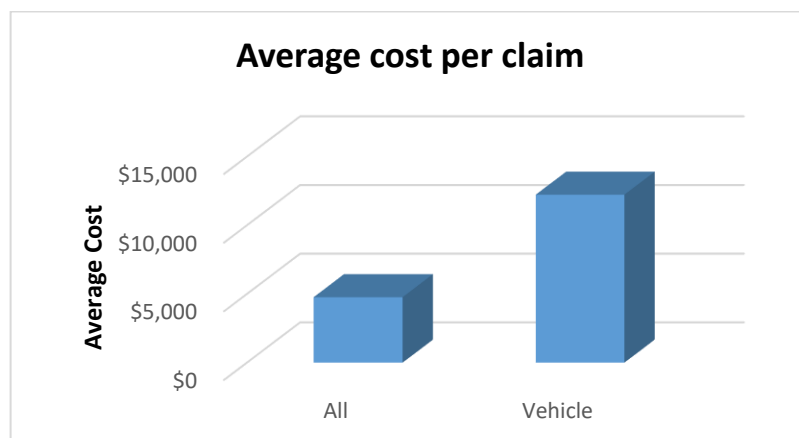
Fatality count (2014-2018, AB O&G)



Between 2014 and 2018, WCB data from the Alberta, British Columbia and Saskatchewan oil and gas industry shows that, as a proportion of all oil and gas workplace injuries, vehicle-related injuries comprise six per cent of all claims, 12 per cent of claim costs and nine per cent of days lost.



In addition, costs associated with vehicle-related injury claims over the same period are 2.5 times greater than the average injury claim.



The oil and gas 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 oil and gas industry are available on the Energy Safety Canada website at [EnergySafetyCanada.com](https://www.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 in order to incorporate contractor and sub-contractor journey management programs.

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

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

Often, crews 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 with responsibility 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 of the hazard assessment and journey management plan and signing off of 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
- Workers should also understand their duty to refuse unsafe work as it relates to driving

3.3 Training and Competence

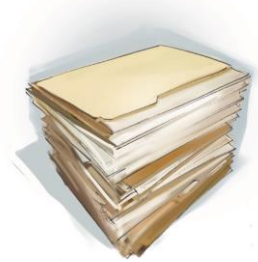
Organizations should identify JMP training and competency programs for drivers and program administrators. Use of vehicles may require specialized training and competence evaluation, and employees entering certain geographical areas may require specialized skills or knowledge prior to access. The training 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 a low-risk to medium-risk?). The dynamic nature of driving requires continuous evaluation by drivers and, at some point, the threshold of risk 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 overall 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



Consider tracking metrics for the overall performance of the program 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 Executing 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 to determine if the journey is necessary. Can the journey be postponed until necessary or conditions improve? In some cases, this consideration reveals the journey is not necessary and can be cancelled. Travel within organizations can often be minimized by combining journeys.



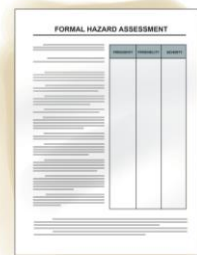
If the journey is necessary, consider if there is a non-driving alternative. Meetings may be possible through teleconference or video-conference options. There may be a safer mode of transport, e.g. bus, crew transport, charters, etc. If commuting is required, consider the alertness of the driver and possible alternatives to driving such as car-pooling, public transportation or taxi services.

Rather than a company-managed journey, air transportation, freight forwarders and combining loads with other businesses may be alternatives. Transportation service providers could also be considered. It may be safer to use companies that are dedicated to such activities (e.g. rig moving company, hot shot services) 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 as well as 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



IOGP has produced a recommended practice for land transportation safety, which provides an example of a road hazards assessment tool (*IOGP Guidance Note 1 - Road Hazard Assessment*).

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

- 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 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

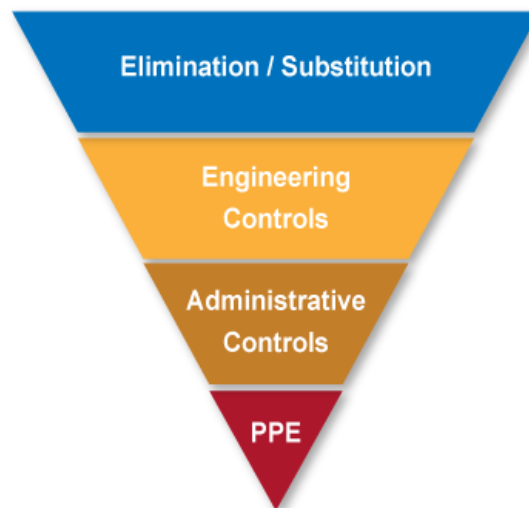


4.3 Develop Controls

Once potential hazards are identified, controls should be developed that are appropriate 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:



FIT FOR DUTY

- 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) to provide real-time feedback on driver and vehicle performance
- Driver check-in system, either 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
- An 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
- A Fatigue Management Program
 - Enform created a [Fatigue Risk Management A Program Development Guide](#)
 - [The North American Fatigue Management Program](#) has produced several tools and resources targeting this risk

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 Energy Safety Canada [Vehicle Recovery Guideline](#))
- The Canadian Association of Oilwell Drilling Contractors (CAODC) together with the Petroleum Services Association of Canada (PSAC) has produced a comprehensive *Cargo Securement Best Practice* which is available for association members or may be purchased by non-members: www.caodc.ca and www.psac.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 make-up of your organization's fleet. In some cases, temporary rental or contract vehicles are used in the execution of work and may not be suitably equipped.

4.4 Approvals

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

During the journey, it is expected that conditions and hazards will be re-evaluated as they change. 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.

Energy Safety Canada's *Oilfield Driver Awareness Journey Management* course manual (Chapter 4) 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:



FIT FOR DUTY

- Drivers have the appropriate license, insurance and vehicle registration
- Drivers 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

4.6 Undertake the Journey



DRIVING

A well-planned journey with all appropriate approvals helps the driver concentrate on the road with confidence. The driver should notify the appropriate person when the journey commences. While en route, actions are required to ensure the driver, vehicle and cargo are safe and secured.



Drivers need to monitor risks and re-evaluate 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 centres 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 are 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. When a manual check-in is missed, it is most likely that the driver forgot or has not had an opportunity to stop, so a late check-in is not automatically an emergency.

The critical step with any of these systems is how to handle a missed check-in. Typically after the check-in window has passed, attempts to contact the driver should be made but, again, the driver may not be able to take the call immediately. After this point, the escalation protocol should be initiated, which takes in to account the unique circumstances of the company and the journey.

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 in safe condition 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 the 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. Several 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) <i>Addressing Human Factors in the Motor Carrier Industry in Canada</i> - May 2011. Canadian Council of Motor Transport Administrators	http://ccmta.ca/en/publications/resources-home/item/addressing-human-factors-in-the-motor-carrier-industry-in-canada
Energy Safety Canada (2018) <i>Oilfield Driver Awareness - Participant Manual Version 18.1</i>	Contact Customer Service at Energy Safety Canada at: CustomerService@EnergySafetyCanada.com Or call 1-800-667-5557
Energy Safety Canada Injury Statistics and Reports	http://www.energysafetycanada.com/resources/performance-metrics.cfm
Enform (2014) <i>Fatigue Risk Management A Program Development Guide</i>	http://www.energysafetycanada.com/resources/detail/38/fatigue-management
HSE (2003, 2014) <i>Driving at work: Managing work related road safety</i> . Sudbury (UK): HSE Books	http://hse.gov.uk/pubns/indg382.pdf
IOGP <i>Land transportation safety recommended practice</i> , IOGP Report 365	http://www.iogp.org/pubs/365.pdf
IOGP <i>Land transportation safety recommended practice, Guidance note 1 - Road hazard assessment</i>	https://www.iogp.org/bookstore/product/land-transportation-safety-recommended-practice-road-hazard-assessment/
IOGP <i>Land transportation safety recommended practice, Guidance note 12 - Implementing an in-vehicle monitoring program – A guide for the oil and gas extraction industry</i>	https://www.iogp.org/bookstore/product/implementing-an-in-vehicle-monitoring-program-a-guide-for-the-oil-and-gas-extraction-industry/
IOGP <i>Land transportation safety recommended practice, Guidance note 10 - Journey management process</i>	https://www.iogp.org/bookstore/product/land-transportation-safety-recommended-practice-journey-management-process/

Document Name	Resource Location
Royal Society for the Prevention of Accidents (RoSPA) (2011) <i>Driving for Work: Safer journey planner</i>	https://www.rospace.com/rospaweb/docs/advic e-services/road-safety/employers/work-safe-journey.pdf
Royal Society for the Prevention of Accidents (RoSPA) (2016) <i>An Introduction to Managing Occupational Road Risk</i>	https://www.rospace.com/rospaweb/docs/advic e-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.saskatchewan.ca/residents/trans portation/highways/highway-hotline
British Columbia Ministry of Transportation and Infrastructure: Traveler Information System	http://www.drivebc.ca/
Coalition for Safer Alberta Roads	https://saferalbertaroads.ca/safety-information
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 CAODC and PSAC member portals. Non-members may contact PSAC or the CAODC directly. https://caodc.ca/contact https://www.pfac.ca/about-us/contact/

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.

District	Document Name	Web Address
Alberta	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	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

District	Document Name	Web Address / Resource Location
Saskatchewan	SK Highways and Transportation Act	http://www.publications.gov.sk.ca/redirect.cfm?p=1203&i=2043
	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	NSC Standard 1 Single Drivers Licence Concept	https://ccmta.ca/images/publications/pdf/NSC-Standard-1.pdf
	NSC Standard 9 HoS	https://ccmta.ca/images/publications/pdf/NSC_9_Hours_of_Service_August_2010.pdf
	NSC Standard 10 Cargo Securement	https://ccmta.ca/images/pdf-documents-english/cargo_securement/NSC_Standard_10_June_2013.pdf
	NSC Standard 11 Commercial Vehicle Maintenance And Inspection	https://ccmta.ca/images/pdf-documents-english/CCMTA-PMVI-Report-Feb.pdf
	NSC Standard 13 Trip Inspection	https://ccmta.ca/images/publications/pdf/NSC_2018/Standard_13_March_2009.pdf
	NSC Standard 13, Schedule 1	https://ccmta.ca/images/publications/pdf/nsc_standard_13_update.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/2019-101)	http://www.tc.gc.ca/documents/SOR_2019-101.pdf





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