

Summary of Maintenance and Safety Program Requirements for Provincially-Regulated Alberta-Based Commercial Trucks / Tractors / Trailers (Effective July 1, 2009)

Refer to the “NOTES” on the following page for an explanation of the
numbered exceptions or explanations to the requirements. Consult the complete
regulations for a full explanation of requirements.

Program Requirements	“Provincial” Operating Status ¹		NON-NSC Companies ²
	Operating only IN Alberta		Operating only IN Alberta
	4,501 – 11,793 kg	11,794 kg or more	4,501 – 11,793 kg
Written Maintenance Program	Yes ^{10,17}	Yes ^{10,17}	No
➤ Complete Vehicle Files	Yes ^{10,17}	Yes ^{10,17}	No
Daily Trip Inspection ³			
➤ Driver Training ⁴	Yes	Yes ¹⁰	No
➤ Within radius ⁵ (exemption expires December 31, 2009)			
• Conduct inspection	Yes ⁹	Yes ⁹	Yes ⁹
• Document and Produce “trip inspection report”	No ¹²	No ¹²	No ¹²
• Produce a copy of Schedule 1 of NSC Standard 13, Part 2 ⁷	Yes	Yes	Yes
➤ Outside radius ⁵			
• Conduct inspection	Yes ⁹	Yes ⁹	Yes ⁹
• Document and Produce “trip inspection report”	No ¹²	Yes ^{10,12}	No ¹²
• Produce a copy of Schedule 1 of NSC Standard 13, Part 2 ⁷	Yes ¹⁰	Yes ¹⁰	Yes ¹⁰
Continuous and Regular Vehicle Maintenance			
➤ Staff Training ⁴	Yes ¹⁷	Yes ^{8,10,17}	No
➤ At facility/On-Road compliance	Yes ¹⁷	Yes ^{8,10,17}	No
CVIP (annual inspection)	No	Yes ¹³	No
Written Safety Program	No	Yes ¹⁰	No
➤ Employee Training ⁴ and Driver Evaluation	No	Yes ¹⁰	No
➤ Complete Driver Files	No	Yes ¹⁰	No
Hours of Service			
➤ Driver Training ⁴	No	Yes ^{10,14}	No
➤ On-Road Compliance	No	Yes ^{10,14}	No
Cargo Securement			
➤ Driver Training ⁴	No	Yes ¹⁰	No
➤ On-Road compliance	Yes ^{15,16}	Yes ^{15,16}	Yes ^{15,16}

NOTES:

Internet access to various information sites:

- General information on Alberta's transportation requirements: www.transportation.alberta.ca/3.htm
- Change carrier's Operating Status: www.transportation.alberta.ca/661.htm
- Obtain Schedule 1 of the NSC Standard 13, Part 2: www.ccmta.ca/english/pdf/nsc_standard_13.pdf
- Obtain *Commercial Vehicle Safety Regulations* (AR 121/2009):
www.qp.alberta.ca/574.cfm?page=2009_121.cfm&leg_type=Regs&isbncIn=9780779740727
- Obtain other Alberta legislation: www.qp.alberta.ca/Laws_Online.cfm
- Obtain Federal legislation: <http://laws.justice.gc.ca/en/index.html>

1. **“Provincial”** Operating Status authorizes operation **solely within Alberta** of commercial vehicles registered in Alberta for a weight of **11,794 kilograms or more**. No **permit** is available authorizing a “Provincial” carrier to leave Alberta at any time. An Alberta carrier leaving the province with any vehicle registered over 4,500 kilograms for any reason requires a “Federal” Operating Status.
2. A non-NSC company (or individual) who has commercial vehicles registered between 4,501 and 11,793 kilograms and who does not leave Alberta does not require an Alberta Safety Fitness Certificate (SFC) but must meet the specified compliance requirements.
3. **“Daily Trip Inspection”** means a trip inspection of a commercial vehicle or combination of commercial vehicles conducted by following and inspecting the specified items identified in Schedule 1 of the NSC Standard 13, Part 2.
4. **Training** of all applicable carrier staff (e.g. drivers, managers, administration, mechanics, etc.) in all **“safety laws”** is required by Section 40(1)(e) of the *Commercial Vehicle Certificate and Insurance Regulation* (AR 314/2002). This includes: trip inspection, hours of service, cargo securement, carrier policies in safety and maintenance programs, etc.
5. Exempt from completing a “trip inspection report” if: (a) driver operates vehicle within a 160 kilometre radius of driver's home terminal; (b) driver returns to their home terminal each day to begin a minimum of 8 consecutive hours off-duty; (c) driver is not driving under a permit relating to the *Alberta Drivers' Hours of Service Regulation* (AR 317/2002).
6. A **“trip inspection report”** must be completed when trip inspection is conducted on a vehicle or combination of vehicles. Report must meet minimum requirements: legible; licence number/Unit number; odometer or hubometer; carrier name; location inspected; each defect or no defect; date/time of report; name of person inspecting; name and signature of driver or person inspecting.
7. **Schedule 1 of NSC Standard 13, Part 2** identifies the list of daily trip inspection items that need to be inspected. A copy of the complete Schedule needs to be located in each commercial vehicle and must be produced on the request of a peace officer.
8. Truck, truck-tractor or trailer shall not be operated if it fails to comply with standards in **Schedule 1** (i.e. general markings, lift axles, etc.) **and Schedule 2** (i.e. general equipment; mechanical fitness) of *Commercial Vehicle Safety Regulation* (AR 121/2009).
9. An owner shall not permit a driver to drive and a driver shall not drive a commercial vehicle if a **“major defect”** is detected in the vehicle during the daily trip inspection or at any other time using Schedule 1 of NSC Standard 13, Part 2.
10. When operating point-to-point in Alberta, the registered owner of a registered **farm-plated vehicle and its driver(s)** is not required to comply to this National Safety Code regulatory requirement on-road or in their written safety and/or maintenance program.
11. Carriers operating commercial vehicles registered for 11,794 kilograms or more that are required to complete a “trip inspection report” (see Notes 5 and 11) must retain the original trip inspection **reports in chronological order for each vehicle for at least 6 months** after receiving it.
12. Whether or not a trip inspection report must be completed before trip begins, if a driver observes **any** safety defects in Schedule 1 of NSC Standard 13, Part 2, on vehicle while driving, the driver shall record the defects in a trip inspection report or otherwise in a written document and report that defect to the carrier responsible for the vehicle. **If defect is “major”, then do not drive vehicle.**
13. When operating point-to-point in Alberta, the vehicle registered as a **farm-plated vehicle** requires no **CVIP** (annual inspection).
14. Legislation in this area does not apply to a driver or carrier transporting **agricultural products in any vehicle** or transporting products of a **forest, lake or river in a 2- or 3-axle vehicle** where the driver or the driver's employer produced the products.
15. Section 17(5) of the *Commercial Vehicle Safety Regulation* (AR 121/2009) states that Sections 10 and 22 (number and strength of securement ties) of the National Safety Code Standard 10 cargo securement do not apply to farm-plated vehicles hauling hay or straw within a 50-kilometre radius of the load's origin provided specified criteria are met. Note #16 below still applies.
16. Section 17(4) for cargo securement under the *Commercial Vehicle Safety Regulation* (AR121/2009) requires a driver, carrier or owner of a commercial vehicle to ensure cargo is contained, immobilized or secured so that it **cannot leak, spill, blow off, fall from, fall through or otherwise be dislodged** from the vehicle or shift upon or within the commercial vehicle to such an extent that the commercial vehicle's **stability or manoeuvrability is adversely affected**. Also, Section 65 of the *Alberta Vehicle Equipment Regulation* (AR 122/2009) requires any vehicle to be constructed to carry the goods and any cargo to be secured such that it does not shift, sway blow off, fall off, leak or otherwise escape.
17. When a “provincial” carrier is required to have a safety fitness certificate (i.e. has one or more commercial vehicles registered for 11,794 kilograms or more that does not leave Alberta), then their **maintenance program must address** the maintenance and inspection requirements for **all commercial vehicles registered to that company for more than 4,500 kilograms**.