

7. A “**trip inspection report**” must be completed when a 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.
8. **Schedule 1 of NSC Standard 13, Part 2** identifies the list of minimum daily trip inspection items 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.
9. 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).
10. 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.
11. 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.
12. Carriers operating vehicles registered for 11,794 kilograms or more that are required to complete a “trip inspection report” (see Notes 7 and 13) must retain trip inspection **reports in chronological order for each vehicle for at least 6 months** after receipt.

13. Whether or not a trip inspection report must be completed before trip begins, if driver observes any safety defects in Schedule 1 of NSC Standard 13, Part 2, while driving the vehicle, 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.**
14. When operating point-to-point in Alberta, the vehicle registered as a farm-plated vehicle requires no **CVIP** (annual inspection).
15. When operating vehicles outside Alberta, maintenance program and vehicle files must include **trip inspections, repairs**, and/or **CVIP** forms only when the jurisdiction(s) in which they are operated require the inspections to be completed.
16. Federal regulations in this area do not apply to a driver or carrier operating a **2- or 3-axle vehicle** (full or empty) that is used to transport primary products of a **farm, forest, sea or lake** if the driver or the motor carrier is the producer of the products.
17. 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 #18 (next panel) still applies.

18. Section 17(4) for cargo securement under the *Commercial Vehicle Safety Regulation* (AR 121/2009) 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.

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&isbncln=9780779740727
- Obtain other Alberta legislation: www.qp.alberta.ca/Laws_Online.cfm
- Obtain Federal legislation: <http://laws.justice.gc.ca/en/index.html>



F E D E R A L

▪ **trucks**
 ▪ **tractors**
 ▪ **trailers**

Maintenance and Safety Program Requirements for:

Federally-Regulated Alberta-Based Commercial Trucks / Tractors / Trailers



Government of Alberta

Maintenance and Safety Program Requirements for: Federally-Regulated Alberta-Based Commercial Trucks / Tractors / Trailers

Alberta's new *Commercial Vehicle Safety Regulation* (CVSR) came into effect on July 1, 2009 as did changes to the *Vehicle Equipment Regulation* (VER). The regulations cover a broad range of vehicle safety and equipment needs, but one of the key changes is the requirement for **daily** trip inspection **written** reports to be completed and produced to a peace officer when requested.

This summary of the requirements of various critical regulations has been prepared to assist **carriers** with a "federal" operating status and drivers operating commercial **trucks and trailers** registered for more than 4,500 kilograms with understanding these changes. You are urged to consult the complete regulations for a full explanation of requirements.

For more information contact:

Carrier Services Section
Alberta Transportation
#401, 4920 51 Street
Red Deer, Alberta T4N 6K8

Phone: 403-755-6111
(toll free in Alberta by first dialing 310-0000)
Fax: 403-340-4811
Email: carrier.services@gov.ab.ca
Websites:

- Copies of the *Traffic Safety Act* and its regulations: www.transportation.alberta.ca/525.htm
- General commercial vehicle and driver compliance information: www.transportation.alberta.ca/499.htm

Maintenance and Safety Program Requirements for: Federally-Regulated Alberta-Based Commercial Trucks / Tractors / Trailers

Effective July 1, 2009

Refer to the "NOTES" in the following columns for an explanation of the numbered exceptions or explanations to the requirements. Consult the complete regulations for a full explanation of requirements.

Program Requirements	Federal Operating Status ¹			
	When Vehicle / Driver is Operating INSIDE Alberta ²		When Vehicle / Driver is Operating OUTSIDE Alberta ³	
	4,501 - 11,793 kg	11,794 kg or more	4,501 - 11,793 kg	11,794 kg or more
Written Maintenance Program	Yes	Yes	Yes	Yes
Complete Vehicle Files	Yes	Yes ¹²	Yes ¹⁵	Yes ^{12,15}
Daily Trip Inspection ⁴				
Driver Training ⁵	Yes	Yes	Yes	Yes
Within radius ⁶ (exemption expires December 31, 2009)				
Conduct inspection	Yes ¹⁰	Yes ¹⁰	Yes ¹⁰	Yes ¹⁰
Document and Produce trip inspection report	No ^{7,13}	No ^{7,13}	No ^{7,13,15}	No ^{7,13,15}
Produce a copy of Schedule 1 of NSC Standard 13, Part 2 ⁸	Yes	Yes	Yes	Yes
Outside radius ⁶				
Conduct inspection	Yes ¹⁰	Yes ¹⁰	Yes ¹⁰	Yes ¹⁰
Document and Produce trip inspection report	Yes ^{7,13}	Yes ^{7,11,13}	Yes ^{7,13,15}	Yes ^{7,11,13,15}
Produce a copy of Schedule 1 of NSC Standard 13, Part 2 ⁸	Yes	Yes	Yes	Yes
Continuous and Regular Vehicle Maintenance				
Staff Training ⁵	Yes ⁹	Yes ⁹	Yes ⁹	Yes ⁹
At facility/On-Road compliance	Yes ⁹	Yes ⁹	Yes ⁹	Yes ⁹
CVIP (annual inspection)	No	Yes ¹⁴	Yes ¹⁵	Yes ¹⁵
Written Safety Program	Yes	Yes	Yes	Yes
Employee Training ⁵ and Driver Evaluation	Yes	Yes	Yes	Yes
Complete Driver Files	Yes	Yes	Yes	Yes
Hours of Service				
Driver Training ⁵	Yes ^{11,16}	Yes ^{11,16}	Yes ¹⁶	Yes ¹⁶
On-Road Compliance	Yes ^{11,16}	Yes ^{11,16}	Yes ¹⁶	Yes ¹⁶
Cargo Securement				
Driver Training ⁵	Yes ¹¹	Yes ¹¹	Yes	Yes
On-Road compliance	Yes ^{17,18}	Yes ^{17,18}	Yes ^{17,18}	Yes ^{17,18}

Notes

1. "Federal" Operating Status authorizes operation outside of Alberta of commercial vehicles (including farm-plated vehicles) registered in Alberta for a weight of more than 4,500 kilograms.
2. These columns apply when the driver and the specified size of vehicle operate on a trip point-to-point solely within Alberta. All regulatory requirements of Alberta and of the federal government must be met.
3. These columns apply when any part of a trip involving the specified size of vehicle travels outside of Alberta. All applicable regulatory requirements of Alberta, the federal government and the jurisdiction(s) in which the vehicle/driver travels must be met.
4. "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.
5. **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.
6. 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).