

SASKATCHEWAN

TRUCKERS' GUIDE



Saskatchewan
Ministry of
Highways and
Infrastructure

SG|||||

Forward

Several government organizations are responsible for various programs and certain responsibilities may overlap among them.

This guide is published to make it easier to understand which organizations are responsible for the information you need. Areas of interest are listed in the table of contents according to an organization's responsibility. In a case where an overlap of duties exists, this guide will suggest other areas that should also be read.

This guide is current up to and including its publication date, but procedures and policies are subject to change. For the most current information, please visit the following websites at **www.highways.gov.sk.ca** or **www.sgi.sk.ca**. You may also call the appropriate telephone numbers listed throughout this guide.

Please note that this guide contains interpretations and guidance that may not apply in all cases. If you have any doubt, please seek guidance specific to the vehicle concerned.

If there's any uncertainty about the information provided in this guide, please be advised that the Queen's Printer and Canada Publishing Centre are the official reference sources.

Provincial legislations and regulations can be found online at **www.qp.gov.sk.ca** or by contacting:

Queen's Printer for Saskatchewan
1817 Smith St.
Regina, Sask.
S4P 3V7
Toll free: 1-800-226-7302
Phone: 306-787-6894
Fax: 306-798-0835

Federal legislation and regulations can be found online at **www.canada.justice.gc.ca** or by contacting:

Canadian Publishing Centre
Hull, Que.
Toll free: 1-800-635-7943

A Safety Message:

It's now the law!

Slow to 60 kph when passing a tow truck stopped, rendering service and displaying flashing amber lights.

Fines start at \$140.

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1 National Safety Code (NSC)

The NSC is a code of minimum performance standards for the safe operation of commercial vehicles, agreed to by all jurisdictions in Canada.

The NSC applies to all people responsible for the operation of commercial vehicles on the road (these vehicles include th

3 Carrier Profile

The Carrier Profile system collects data on accidents, convictions, roadside inspections and facility audit results for Saskatchewan commercially licensed vehicles. This information is recorded in the Carrier Profile system under the NSC number of the appropriate carrier.

The Carrier Profile Program monitors the performance of each carrier. Each infraction is given a point rating based on the severity of the infraction. If the total number of points reaches or exceeds a threshold level, the carrier's file will be moved into the Compliance Review Program (CRP). The carrier may be subjected to a facility audit by Carrier Safety Programs.

Information on the Carrier Profile Program can be obtained from SGI, 751-1344.

Access to the Carrier Profile via the Internet can be obtained from SGI at 1-800-667-8015, extension 1344.

4 Compliance Review Program (CRP)

The CRP is designed to improve carrier performance by providing operators with advice, training and information on proper trucking safety practices, and by using gradually increasing sanctions. The CRP operates on the principles of:

- *fairness, in that the system applies to all commercial vehicles*
- *a graduated series of counselling sessions and increasingly severe warnings or sanctions*
- *an opportunity for carriers to discuss violations, detentions, accidents and audit results*
- *the opportunity for carriers to demonstrate they are willing to improve their safety/compliance levels after being advised of less than satisfactory performance*
- *more severe treatment for carriers unwilling or unable to demonstrate improvement.*

If a carrier progresses through the various discipline levels without a satisfactory resolution and the safety performance deteriorates to the point where the carrier may not be safe to continue to operate, the Highway Traffic Board will conduct a review to determine if a carrier should be given an "unsatisfactory" NSC rating.

An "unsatisfactory" rating will result in cancellation of the Certificate of Safety Fitness and the commercial certificates of registration, with the result being that the certificate holder can no longer operate commercial vehicles.

Information on the National Safety Code, the Certificate of Safety Fitness and Compliance Review Program can be obtained from Carrier Safety Programs, 775-6667.

5 Conditions of Carriage/Bills of Lading

Commercial operators providing a for-hire transportation service with Class A, C, D, LV or PB plated vehicles must comply with specific conditions of carriage.

These regulations protect both carriers and shippers and contain provisions such as proper packaging, marking of freight and provisions for transporting and storage of food products.

Class A carriers must also use bills of lading which must include:

- *name of the carrier*
- *shipper*
- *origin*
- *consignee*
- *destination*
- *contents.*

For information on the regulations contact Saskatchewan Ministry of Highways and Infrastructure, Transport Compliance Branch: In Saskatchewan toll free 1-866-933-5290; Outside Saskatchewan 306-933-5290.

6 Facility Audits

The Facility Audit Program is part of the National Safety Code. Compliance Review Officers examine the records of commercial carriers to ensure compliance with the law and to check if necessary safety programs are in place.

An audit may be performed randomly or as a result of a poor safety record (i.e. too many accidents, convictions or CVSA inspections placed out of service).

CVSA inspections may be conducted as part of the facility audit process if the carrier does not have the minimum required level 1, or five inspections within the current two-year period.

Facility Audit Program

In an effort to reduce confusion about safety requirements, Canadian jurisdictions have agreed to a uniform standard of safety regulations. These standards are known as the National Safety Code (NSC).

SGL's Carrier Safety Programs department is responsible for conducting NSC facility audits for Saskatchewan-based carriers.

The NSC applies to Class PB buses, Class PS, Class TS trailers, and Class A, C, D and LV vehicles being used for a commercial or business purpose that:

- *are registered with a gross vehicle weight (GVW) over 11 000 kg and travel within Saskatchewan*
- *are registered with a GVW over 5 000 kg when prorated and travel outside of Saskatchewan.*

Under the NSC, carriers with a poor safety record will be targeted for facility audits. The Saskatchewan Carrier Profile system will identify carriers for audits. Random audits will also be completed.

Note: If the officer needs to remove documents from the site, a receipt will be provided. Documents are returned at the end of the audit process.

7 Record-Keeping Requirements

Those commercial carriers to whom NSC standards apply must maintain specific records. All records are to be kept at the carrier's office in Saskatchewan for the current plus 4 additional years. The following records will be required for a facility audit:

1. Driver Profile

- *copy of a valid driver's licence and photo card*
- *driving record issued within last 12 months*
- *record of traffic and criminal driving convictions, while operating the employer's commercial vehicle (driving record)*
- *a driver must report and supply to the employer copies of any convictions, accidents, on-road or terminal inspections at least once every 14 days.*

2. Hours of Service (See Section 17)

3. Vehicle Maintenance Standards

- *written record of all on-road and terminal inspection reports*
- *written record of all periodic motor vehicle inspection programs*

- *written record of inspections performed in another jurisdiction*
- *written record of all trip inspections*
- *copy of monthly reports of regular and continuous inspections and maintenance for all of the carrier's commercial vehicles*
- *written record of defects received from any manufacturer of a commercial vehicle and records showing that the defect has been corrected.*

4. Accident Reports

- *written records of all accidents involving the carrier's commercial vehicle. These must contain the name of the driver and information identifying the commercial vehicle involved.*

5. Dangerous Goods

- *copies of all shipping documents and manifests prepared under the Dangerous Goods Regulations for a period of two years*
- *written record of any dangerous goods training provided to a driver*
- *for transportation of dangerous goods information phone: 787-5307 or see Section 21.*

Note: Dangerous goods training certificates expire every three years and are valid only when working for the employer listed on the training certificate. Copies of training certificates must be kept by the employer for five years from date of issue.

6. Insurance (See Section 14)

Every carrier must maintain a written record of their existing public liability coverage.

7. CVSA Inspections

- *inspections may be completed at a carrier's facility*

8. Trip Inspection Reports

(See Section 18) Keep reports on file for 6 months.

A commercial carrier shall have a system for maintaining, reviewing and updating all of these records.

For information or assistance with establishing a record-keeping system, contact Carrier Safety Programs, 1-800-667-8015, Ext. 3702, or visit our website at www.sgi.sk.ca.

8 Licensing

- *Full Saskatchewan Class A registrations are available at all local motor licence issuing offices.*
- *Certificates of Safety Fitness are also available at issuing offices (see page 2, Certificate of Safety Fitness for details). The cost for a new certificate (first-time registrant in Saskatchewan) is \$50. A replacement of an original certificate will cost \$10.*
- *Application for prorated under the International Registration Plan (IRP) must be made through Branch and IRP Issuing Services 751-1251. Certificates of Safety Fitness for prorated vehicles must be applied for through this department.*
- *The IRP Carrier Information Manual is available by contacting 751-1251.*

9 International Registration Plan (IRP)

The International Registration Plan (IRP) is an optional program for licensing commercial vehicles travelling in two or more IRP jurisdictions. A jurisdiction may be a province or state listed below. The following jurisdictions are IRP members.

Canadian

Alberta	AB
British Columbia	BC
Manitoba	MB
New Brunswick	NB
Newfoundland and Labrador	NL
Nova Scotia	NS
Ontario	ON
Prince Edward Island	PEI
Quebec	QC
Saskatchewan	SK

United States

Alabama	AL	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
Dist. of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Idaho	ID	Oregon	OR
Illinois	IL	Pennsylvania	PA
Indiana	IN	Rhode Island	RI
Iowa	IA	South Carolina	SC
Kansas	KS	South Dakota	SD
Kentucky	KY	Tennessee	TN
Louisiana	LA	Texas	TX
Maine	ME	Utah	UT
Maryland	MD	Vermont	VT
Massachusetts	MA	Virginia	VA
Michigan	MI	Washington	WA
Minnesota	MN	West Virginia	WV
Mississippi	MS	Wisconsin	WI
Missouri	MO	Wyoming	WY
Montana	MT		

Who Should Obtain Apportioned Registration?

You may proportionally register your vehicle(s) if you are based in Saskatchewan and travel in at least one other IRP jurisdiction and the vehicle is used, maintained or designed primarily for the transportation of merchandise or for the transportation of passengers for compensation.

Apportioned Registration

To obtain an Apportioned Registration in Saskatchewan, the registrant must:

1. *complete a National Safety Code Safety Fitness Certificate Application*
2. *have an established place of business in the Province of Saskatchewan*
3. *have a company incorporated in the Province of Saskatchewan*
4. *complete and submit an apportioned Saskatchewan application*
5. *submit a copy of the bill of sale, lease agreement, new vehicle information statement (NVIS) or K22 when required*
6. *pay statement of account in full. All payments over \$10,000.00 must be made by cash, "certified" cheque or money order.*

Payments must be:

*Fees payable in American Funds –
For American States*

*Fees payable in Canadian Funds –
For Canadian Provinces*

Plates and cab cards are forwarded after all registration requirements have been met and full payment has been received. Plate(s) and cab card(s) will be forwarded by SGI, Branch/IRP Issuing Dept. using the method specified by the carrier.

Note: It is the responsibility of the carrier to meet all the requirements for each IRP jurisdiction in which they will be operating, which could include taxes, operating authorities, and/or other requirements.

To obtain a Federal Motor Carrier Safety Administration Motor Carrier Operating Authority number (formerly called Interstate Commerce Commission) call (202) 358-7028 or (406) 449-5309.

The fees you pay to your base jurisdiction for the apportioned plate(s) and cab card(s) are the licence plate and registration fees required for the jurisdictions printed on your cab card.

IRP fees do not include the following:

- i) *motive fuel taxes or fuel permit fees*
- ii) *permits to exceed the maximum length, width, height or axle limitations*
- iii) *Operating Authorities issued by any state or province*
- iv) *registration or licence fees of states or provinces that are not IRP members*
- v) *adequate insurance coverage*
- vi) *single State registration fees/weight distance tax.*

International Registration Plan (IRP) Base Plating Requirements

The IRP agreement requires carriers to maintain an Established Place of Business or reside in the jurisdiction where they base plate. These requirements are itemized in the IRP agreement.

Definitions

Base Jurisdiction

Three specific requirements a carrier must adhere to:

- *maintain an Established Place of Business*
- *distance is accrued by the fleet*
- *availability and maintenance of operational records.*

Established Place of Business

This is a physical structure, owned, leased or rented by a fleet registrant. The place of business must be open during normal business hours and have within it:

- *a telephone publicly listed in the name of the fleet registrant*
 - *post office box numbers are not allowed. (Land location is required in rural areas.)*
- *a person or persons conducting the fleet registrant's trucking business*
 - *making essential business decisions such as booking loads, shipping/receiving, maintaining vehicles, etc. (Booking one or two loads a year is not satisfactory.)*

Dispatching

- *communicating with both customers and drivers to arrange for the pick-up and delivery of goods and or services and maintaining a record of the transactions.*
- *must dispatch all loads related to a significant portion of the carrier's fleet of vehicles to demonstrate that the company is maintaining meaningful presence in the province.*

Shipping/Receiving

- *must have a warehousing facility used for shipping and receiving of goods*
- *maintain records of goods received and shipped*
- *must ship/receive enough goods to demonstrate that the company is maintaining a meaningful place of business in the province.*

Saskatchewan Residents

Residents who do not meet all the Established Place of Business Requirements are to register in the jurisdiction in which they reside. The owner operator's home address, driver's licence, jurisdiction in which they pay taxes and hospitalization will be used to determine if they are a resident of Saskatchewan. The number of vehicles registered may be restricted to the vehicles owned and actually operated by the owner.

What Is CAVR?

The Canadian Agreement on Vehicle Registration (CAVR) is an agreement between all the Canadian provinces which provides for reciprocity benefits which are not included under IRP.

The following jurisdictions are members of CAVR:

Alberta	Nova Scotia
British Columbia	Ontario
Manitoba	Prince Edward Island
New Brunswick	Quebec
Newfoundland and Labrador	Saskatchewan

Full and free registration reciprocity is granted to all the following Category “B” vehicles for inter-jurisdictional operations within Canada. Inter-jurisdictional means vehicle movement between two or more jurisdictions.

A power unit or power unit trailer combination having a registered vehicle weight of less than 11 794 kg*, used or maintained for the transportation of property:

- a charter bus
- a farm or fishing industry vehicle
- any vehicle that is travelling unladen

- a private bus
- a recreational motor vehicle
- a power unit that is registered to the federal government or to a provincial, municipal or regional government
- a trailer, semi-trailer, converter dolly or container chassis or their equivalent.

Exceptions:

British Columbia – all vehicles, other than personal use vehicles, must register by prorating, registering in full or obtaining a single trip permit.

*Saskatchewan – all commercial vehicles, or combination of vehicles, registered for or weighing 5 500 kg or greater, that are being used to transport goods or permanently mounted equipment, are required to register by prorating, by registering in full or by obtaining a single trip permit.

Alberta – all vehicles with a registered GVW under 11 794 kg (26,000 lb.) are provided full and free reciprocity (intra and inter) when properly registered in their home jurisdiction. Vehicles with a registered GVW of 11 795 kg and greater must obtain a permit or prorate.

Note: Category B vehicle(s) in British Columbia are required to complete a category

B distance form, file a financial responsibility through an agent (cost \$30.00) and supply a copy of a bill(s) of sale. Vehicles that are classed as Category B exempt may still require permits when operating between two points in the same jurisdiction.

Restricted Vehicle:

Restricted vehicles are not allowed to be apportioned. A restricted vehicle is a vehicle which:

- is registered for a period of time that is limited to less than a registration year*
- has a specific geographic area or distance restriction as a condition to the issuance vehicle registration*
- has a commodity restriction as a condition to the issuance of vehicle registration or*
- is registered to the Government of Canada.*

Maximum Gross Weight By Jurisdiction

Note: Maximum GVW shown valid at time of printing of manual may be subject to change according to each jurisdiction regulations change.

Weights are shown in kilograms for Canadian jurisdictions and pounds for American jurisdictions.

*(*To convert pounds to kilograms, divide by 2.2046)*

Note: Before you decide to register for a weight exceeding 80,000 lbs, check the maximum weights allowed on the interstate highways. In a number of U.S. states, special permits are required for vehicles exceeding 80,000 lbs.

TABLE 1.0 Maximum GVW by Jurisdiction

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight	Exceptions/Conditions
Alabama	*80,000	88,000	*80,000 lbs (4 axle combination) *84,000 lbs (5 axle combination)
Alaska	Not IRP	Not IRP	Trip permit
Alberta	63,500	63,500	
Arizona	*80,000	*80,000	*Overweight permit over
Arkansas	80,000	80,000	
British Columbia	63,500	63,500	
California	80,000	80,000	
Colorado	*85,000	80,000	*Without overweight permit
Connecticut	80,000	*80,000	*90,000 with overweight permit
Delaware	80,000	80,000	
District of Columbia	80,000	80,000	
Florida	80,000	80,000	
Georgia	80,000	80,000	
Idaho	*105,000	106,000	*With permit
Illinois	80,000	80,000	
Indiana	80,000	80,000	
Iowa	*No Max.	Unlimited	*Special permit over 80,000 lbs
Kansas	*85,500	*85,500	*Max. 80,000 lbs on KS Interstate System
Kentucky	*80,000	80,000	*Special permit over 80,000 lbs
Louisiana	88,000	88,000	
Maine	*100,000	100,000	
Manitoba	62,500	62,500	
Maryland	80,000	80,000	
Massachusetts	None	None	
Michigan	160,001	160,001	
Minnesota	*80,000	Unlimited	*Overweight permit over 80,000 lbs
Mississippi	80,000	80,000	
Missouri	80,000	80,000	
Montana	*124,000	*124,000	*Permit over 80,000 lbs
Nebraska	94,000	94,000	
Nevada	129,000	80,000	

10 Operating Out Of Province

Anyone operating a commercial vehicle (i.e. A, C, D or LV) into another jurisdiction may require registration in that jurisdiction.

The vehicle can be registered either by prorating or obtaining registration permits.

- *Individuals should contact other jurisdictions for registrations and/or permit requirements before starting the trip.*
- *For United States destinations, individuals should also check with Canada and US Customs for further information.*
- *To obtain telephone numbers for permit offices in other Canadian or American jurisdictions, refer to page 63 of this guide.*
- *The vehicle can be registered either by prorating or obtaining registration permits.*

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight	Exceptions/Conditions
New Brunswick	62,500	62,500	
Newfoundland and Labrador	62,500	62,500	
New Hampshire	80,000	80,000	*Overweight permit over
New Jersey	80,000	80,000	
New Mexico	86,400	80,000	
New York	*None	None	*Overweight permit over
North Carolina	80,000	80,000	
North Dakota	105,500	105,500	
Nova Scotia	58,500	58,500	
Ohio	80,000	80,000	
Oklahoma	90,000	90,000	
Ontario	63,500	63,500	
*Oregon (see note below)	*105,500	105,500	*Special permit over 80,000 lbs
Pennsylvania	80,000	80,000	
PEI	62,500	62,500	
Quebec	8 axles	8 axles	*Overweight permit needed over 62,500 kg
Rhode Island	80,000	80,000	
Saskatchewan	62,500	62,500	
South Carolina	80,000	80,000	
South Dakota	*None	None	*Must meet SD bridge weight laws
Tennessee	80,000	80,000	
Texas	80,000	80,000	
Utah	*129,000	80,000	*On divisible loads w/overweight permit.
	*None		*On non-divisible loads w/overweight permit
Vermont	80,000	80,000	
Virginia	80,000	80,000	
Washington	105,500	105,500	
West Virginia	80,000	80,000	
Wisconsin	80,000	80,000	
Wyoming	117,000	117,000	

* In Oregon, trucks are allowed to enter without credentials only when the truck's route is directly to a Port of Entry during the Port's registration office hours (no pickups or deliveries).

11 Commercial Periodic Medical Reporting

To obtain a Class 1, 2, 3 or 4 licence or an Endorsement 1, 2, 3, 4, G (detail authority card) or S (school bus), drivers must submit a medical report that meets the requirements for a commercial licence before booking the written and road tests.

After obtaining a commercial licence, drivers are required to provide periodic medical reports to maintain commercial driving privileges and the medical authorization to operate vehicles across Canada and in the United States.

Medical reports are required:

- every five years for drivers 18 to 45 years of age
- every three years for drivers 46 to 65 years of age
- every year for drivers 66 years of age or older

Medical reports are requested prior to the expiry of the driver's licence. The commercial licence can be renewed if the medical meets the requirements.

If a medical report indicates a condition that could affect the safe operation of a commercial vehicle, more medical information may be requested and the driver's licence could be restricted, changed to a Class 5 or suspended.

If a medical report is not returned on time, the driver's licence will be renewed only as a Class 5 until a satisfactory medical report is received.

All medical information is considered confidential under *The Health Information Protection Act*.

For further information, or a copy of the medical report form, visit <http://www.sgi.sk.ca> (Drivers/Medical Conditions and Driving Privileges) or contact SGI's Medical Review Unit:

Telephone: 775-6176 in Regina, or toll free at 1-800-667-8015 ext. 6176

Fax: 347-2577 in Regina, or toll free at 1-866-274-4417

E-mail: mruinquiries@sgi.sk.ca

12 Drug and Alcohol Testing (Travelling to the U.S.)

All Canadian and Mexican motor carriers—truck and bus—who operate in the United States are subject to U.S. drug and alcohol testing rules. Large motor carriers, with 50 or more drivers, have been subject to these U.S. rules since July 1, 1996.

It is important to note that under the U.S. drug and alcohol testing regulations, a motor carrier including an owner-operator, is responsible to ensure that its drivers meet the requirements of the regulations. An owner-operator who is operating under a lease agreement to a motor carrier may seek an arrangement with the motor carrier to participate in the driver testing established by the motor carrier. Independent owner-operators are considered motor carriers under the regulations and therefore must assume the corresponding responsibilities.

It is strongly recommended that carriers thoroughly familiarize themselves with their obligations under these rules, as well as the Canadian legal implications of adopting testing programs, before substance use policies are adopted in the workplace. Carriers should also be aware that penalties for non-compliance range from \$500 to \$10,000 per violation.

For further information concerning the application of these rules, please contact your provincial or regional truck/bus association or the nearest office of the U.S. Federal Highway Administration.

ASSOCIATIONS

Canadian Trucking Association
613-236-9426

Atlantic Provinces Trucking Association
506-855-2782

L'Association du camionnage du Québec
514-932-0377

Manitoba Trucking Association
204-632-6600

Saskatchewan Trucking Association
306-569-9696

Alberta Trucking Association
403-253-8401/8402

British Columbia Trucking Association
604-942-3200

Private Motor Truck Council of Canada
905-827-0587

Canadian Bus Association
905-513-1728

L'Association des propriétaires d'autobus du Québec
418-522-713

Ontario Motor Coach Association
416-488-8855

Western Canada Motor Coach Association
403-244-4487

Com Car Owner Operators Association
905-648-2260

Association des propriétaires de
camion-remorques indépendants du Québec
514-633-1605

Owner-Operator Independent Drivers Association
816-229-5791

U.S. DOT OFFICE OF MOTOR CARRIERS

Anchorage, Alaska
907-271-4068

Olympia, Washington
360-753-9875

Boise, Idaho
208-334-1842

Helena, Montana
406-441-1222

Bismarck, North Dakota
701-250-4346

St. Paul, Minnesota
614-469-5657

Madison, Wisconsin
608-829-7530

Lansing, Michigan
517-377-1866

Albany, New York
518-431-4145

Montpelier, Vermont
802-828-4480

Augusta, Maine
207-622-8358

For testing/collection facilities, contact:

HEALTHSERV (Sask)
#3 - 2228 Ave. C North
Saskatoon, SK S7L 6C4
Phone 306-374-9079
Fax 306-374-7246

or
#30 - 390 Park Street
Regina, SK S4N 5B2
Phone 306-586-0537
Fax 306-586-6270
or
Phone toll free:
1-877-374-9079

13 Allowed Uses of Commercial Vehicles

Deregulation eliminates the prerequisite of obtaining an Operating Authority Certificate for a Class A plate and expands the uses of the Class A plate to allow the transportation of any commodity.

Deregulation does not change the allowed uses of the C and D commercial classes. The following lists the allowed uses for the A, C, D and LV classes:

Class A:

1. *as a personal conveyance*
2. *for the transportation of:*
 - i. *passengers without compensation*
 - ii. *any commodity*
 - iii. *the registered owner of the vehicle and other employees of the employer of the registered owner for the purposes of the business of the employer*
 - iv. *passengers pursuant to a private car pool arrangement under which the participants agree to use one or more of their vehicles for the purposes of travelling to and from their place of learning, employment or other common destination and to contribute to or share in the expense of providing the transportation*

3. *subject to the limitation prescribed by Section 20 of the Vehicle Classification and Registration Regulations, for any of the purposes described in sub clauses 13(1)(b)(i) to (iv) where the vehicle is operated by:*

- i. *an employee of a school board*
- ii. *the parent or guardian of a student who has been approved by the principal of the school or by any other responsible person approved by the Ministry of Education*

4. *for the purposes described in sub clause 10(1)(b)(xiv).*

Only power units and trucks greater than 1 ton can be registered in Class A. The insurance deductible for a Class A plate is \$2,500.

Class C:

1. as a personal conveyance
2. for the transportation of:
 - i. passengers without compensation
 - ii. goods owned by the registered owner of the vehicle within an area having a radius of 55 km from the corporate limits of the city, town, village or hamlet shown in certificate of registration for the vehicle as the address of the registered owner
 - iii. Group I Exempt Commodities
 - iv. Group II Exempt Commodities within an area having a radius of 55 km from the corporate limits of the city, town, village or hamlet shown in the certificate of registration for the vehicle as the address of the registered owner
 - v. goods owned by the registered owner of the vehicle, where that owner is a farmer and the goods are used in the operation of a farm that is owned or leased by the farmer or is being purchased by him or her under an agreement for sale
 - vi. road construction machinery and equipment and repair parts for that machinery and equipment where the

owner of the machinery or equipment is:

- a) the registered owner of the vehicle; and
- b) a road construction contractor
- vii. brush-breaking or land-clearing equipment owned by the registered owner of the vehicle where that owner is a brush-breaking or land-clearing contractor
- xiv. any commodity within the corporate limits of, and within an area having a radius of 10 km from the corporate limits of the city, town, village or hamlet shown in the certificate of registration for the vehicle as the address of the registered owner
- xxi. recreational equipment, where that transportation is not in connection with any business, employment or commercial enterprise
- xxviii. crude oil within an area having a radius of 55 km from the oil well at which the crude oil is loaded
- xxxv. goods owned by the employer of the registered owner of the vehicle or goods owned by a person using the services of the employer of the registered owner where:

- a) the vehicle is registered with a gross vehicle weight of 5 000 kg or less, or
- b) transportation of the goods is in the course of, or incidental to, the employment or business of the registered owner of the vehicle
- xii. household effects, without compensation, to and from a private residence where the transportation is undertaken with a motor vehicle registered with a gross vehicle weight of 5 000 kg or less and the transportation is not in the course of any employment or business undertaking

3. for the towing of damaged or disabled vehicles.

No person shall apply to register a vehicle in Class C and no vehicle shall be registered in Class C unless the vehicle is required and will be used primarily for the carrying out of:

- a commercial or business undertaking; or
- the responsibilities of the provincial or a municipal government

Class D:

1. as a personal conveyance
 2. for the transportation of:
 - i. Group I Exempt Commodities and Group II Exempt Commodities
 - ii. goods owned by the registered owner of the vehicle
 - iii. passengers without compensation
 - iv. crude oil from an oil well
 - v. any commodity within the corporate limits of, and within an area having a radius of 10 km from the corporate limits of the city, town, village or hamlet shown in the certificate of registration for the vehicle as the address of the registered owner
 - vi. recreational equipment, where that transportation is not in connection with any business, employment or commercial enterprise
 - vii. goods owned by a lessee of the vehicle where the vehicle:
 - a) is a two-axle truck
 - b) is leased from the registered owner of the vehicle pursuant to a written agreement for the exclusive use by the lessee of the vehicle
 - c) during the term of the lease [mentioned in paragraph b)] and pursuant to that lease the vehicle is not operated by the registered owner or any employee of that owner
 - viii. goods owned by the employer of the registered owner of the vehicle or goods owned by a person using the services of the employer of the registered owner where:
 - a) the vehicle is registered with a gross vehicle weight of 5 000 kg or less
 - b) transportation of the goods is in the course of or incidental to the employment or business of the registered owner of the vehicle
 - ix. the registered owner of the vehicle and other employees of the employer of the registered owner for the purposes of the business of the employer
 - xviii. household effects, without compensation, to and from a private residence where the transportation is undertaken with a motor vehicle registered with a gross vehicle weight of 5 000 kg or less and the transportation is not in the course of any employment or business undertaking
 3. for the towing of damaged or disabled vehicles
 4. for the towing of motor vehicles that may be registered pursuant to the Vehicle Administration Act
 5. for the hauling of one motor vehicle that may be registered pursuant to the Vehicle Administration Act
- No person shall apply to register a vehicle in Class D and no vehicle shall be registered in Class D unless the vehicle is required and will be used primarily for the carrying out of:
- a commercial or business undertaking or
 - the responsibilities of the provincial or a municipal government.

Class LV:

1. *hauling any commodities*
2. *a personal conveyance or for carrying passengers without compensation*
3. *for transporting the registered owner and other employees of the employer of the registered owner for the purposes of the employer's business*
4. *for transporting passengers involved in a private car pool arrangement under which the participants agree to use one or more of their vehicles for the purpose of travelling to and from their place of learning, employment, or other common destination and who also contribute to or share in the expense of providing the transportation*

5. *for transporting no more than eight students to or from the school or school related activities where the vehicle is operated by:*

- a) *an employee of a school board, or the parent or guardian of a student who has been approved by the principal of the school or by any other responsible person approved by the Ministry of Education*
- b) *to transport passengers, on a volunteer basis, for a purpose approved by a home care board, special care home, board or senior citizen activity centre board. Phone the Customer Service Centre for detailed information.*

A registered owner of a Class LV vehicle with a seating capacity of more than 15 passengers cannot rent or lease the vehicle out to another person.

Note: Class LV vehicles that are operating with a combined weight of 5 000 kg or more must declare the gross vehicle weight on the registration certificate and are subject to the NSC requirements listed on page 2.

Class TS:

When a truck is pulling a trailer for commercial use, the trailer must be registered with a Class TS trailer plate. TS trailer plates take on the allowed uses of the trucks' licence plates. This does not apply to trailers being used exclusively for living accommodations, which are registered in Class T.

Perpetual Trailer Plates:

Semi-trailer or trailers that are part of a train combination pulled by a power unit have the option of registering with a Class TS perpetual licence plate. Perpetual plates can be purchased for a one-time fee of \$100 and are valid as long as you own the trailer. Insurance coverage is not provided with a perpetual plate.

Exempt Commodities

Group I Exempt Commodities means:

Coal, earth, fodder, garbage, potatoes, grain, gravel, livestock, sand, septic tank sewage, wood, clay, sod, water, machinery and equipment permanently mounted on a vehicle, chemicals used for pest and weed control, manufactured livestock food when transported to a farm, manure, materials used in the construction and maintenance of a road or bridge and Impex rail containers (empty).

Group II Exempt Commodities means:

- *ashes, brick, briquettes, cement, cinder blocks, coke, concrete blocks, rags, rigid composition sheeting for buildings, scrap metal, slabs, stone or wooden fence posts*
- *blankets, chairs, clothing, drapes, rugs or furs when being transported for the purposes of dry cleaning*
- *buildings in transit*
- *Christmas trees*
- *currency, liability items or related banking items*
- *egg crates or eggs*
- *fox or mink feed*
- *fresh or frozen fish*
- *Her Majesty's mail*
- *ice*
- *lime, lumber, ore concentrate or peat moss*

- *machinery and equipment required to be repaired when transported by a garage owner, machine shop owner or implement dealer to and from the customer's residence or place of business*
- *milk being transported to a cheese factory for the purpose of manufacturing it into cheese*
- *newspapers*
- *power line poles, telephone poles or railway ties*
- *pregnant mare's urine*
- *primary products of the farm, forest, sea or lake in the initial movement from the farm, forest, sea or lake, excluding milk or cream*
- *raw honey.*

For more registration information contact SGI, Registration Policy and Permit Services, 306-775-6332.

14 Insurance Requirements

All individuals or companies holding a Certificate of Safety Fitness are required to maintain extension insurance. Third party liability insurance and cargo insurance is required before registering the following commercial vehicles in Saskatchewan.

1. Third Party:

- *Class A, C, D or LV (if commercial or business use) with registered GVW over 11 000 kg if travelling in Saskatchewan only (intra-provincial)*
- *Class A, C, D or LV (if commercial or business use) with a registered GVW over 5 000 kg if travelling to other jurisdictions (extra-provincial)*
- *all vehicles in Class PB.*

2. Cargo

- *Class A with a registered GVW over 5 000 kg*

The minimum insurance requirements are:

1. Third Party Liability

- *\$1 million - for transportation of freight except schedule 12 dangerous goods*
- *\$1 million - to transport 15 passengers or less*
- *\$2 million - for schedule 12 dangerous goods*
- *\$3 million - to transport 16 or more passengers.*

2. Cargo Liability

Cargo amounts for vehicles not exceeding the following gross weight categories:

12 700 kg	\$15,000
21 000 kg	\$20,000
37 000 kg	\$27,000
over 37 000 kg	\$32,000

Operators will be asked to supply a Certificate of Insurance to the Highway Traffic Board. If the insurance is cancelled or not renewed, the Highway Traffic Board may revoke the Certificate of Safety Fitness and the commercial vehicle registrations.

For information on insurance filings, contact the Highway Traffic Board, 775-6674.

Saskatchewan has a mandatory Periodic Motor Vehicle Inspection program. Certain classes of vehicles must be inspected periodically.

Vehicles in classes A, C or D registered over 21 999 kg gross vehicle weight (GVW) or vehicles that would be registered in Saskatchewan as A, C or D must be inspected. Power units and

must be inspected.

Vehicle Registered As:	Validation Form	Additional Information
Taxi (PT)	Municipal Bylaw	No inspection unless required by municipal law
Bus / Van (PC) and (PB) operating extra-provincially	6 Months	
Bus / Van (PC) and (PB) operating within Saskatchewan only	12 Months	
Bus / Van (D), (C), or (LV) with a seating capacity of 15 passengers or more including driver, and operating extra-provincially	6 Months	
Bus / Van (D), (C), or (LV) with a seating capacity of 15 passengers or more including driver, and operating within Saskatchewan only	12 Months	
School Bus (PS)	12 Months	
Power Units registered in a commercial class at or above 22 000 kg	6 Months	If operated under 25 000 km (15,500 miles), owner can apply for a yearly inspection through VS&I
Trucks registered in a commercial class at or above 22 000 kg	12 Months	
Vehicles registered in a commercial class at or above 4 500 kg and operating extra-provincially	12 Months	
Trailers and Dollies registered in a commercial class and equipped with air brakes	12 Months	
Trailers registered in a commercial class and operating extra-provincially	12 Months	
Total Loss Vehicles (TLV)	No expiry unless it becomes a Total Loss Vehicle again	
First Time Registered Vehicles (FTR)	No expiry unless returned to Sask. from another jurisdiction	
LPG and CNG	5 years	

16 Permits

All permits are valid in Saskatchewan only.

Permits are available for a number of purposes such as:

- *over dimensional loads (generally available for non-divisible loads and subject to certain conditions)*
- *overweight loads (restricted to non-divisible loads and subject to certain conditions)*
- *single trip unregistered vehicles*
- *single trip upgrade or change of registration class.*

The SGI Permit Office can be reached from 6:00 am to 10:00 pm, seven days a week, except for Christmas Day, Boxing Day and New Year's Day.

To obtain a permit contact the SGI Permit Office at 306-775-6969 or toll free (if in Saskatchewan) at 1-800-667-7575.

17 Hours of Service

What Are Hours Of Service Regulations?

Drivers of commercial vehicles are limited in the number of hours they can drive. Saskatchewan has provincial hours of service regulations. These regulations apply to carriers (and their drivers) whose business is totally within the province. There are also federal regulations. These regulations apply to carriers (and their drivers) whose business takes them across provincial or international boundaries.

What Is A Commercial Vehicle?

A commercial vehicle under the federal regulations is any truck, power unit, semi-trailer or trailer with a registered gross vehicle weight of more than 4 500 kg, or a bus with a designated seating capacity of more than 10 passengers, including the driver. Under provincial regulations a commercial vehicle is defined as a truck, power unit, semi-trailer or trailer or any combination of the above with a registered gross vehicle weight of more than 5 000 kg, or a bus with a designated seating capacity of more than 10 passengers, including the driver.

Note: The information below refers to the **federal** regulations only.

Exemptions

There are a number of vehicle types and classes of vehicles that are exempt from the hours of service regulations.

These are:

- *emergency vehicles*
- *city buses*
- *vehicle providing disaster relief*
- *two and three axle trucks transporting primary products of a forest, farm, sea or lake, and their return trip if empty, or loaded with goods to be used in the operation of the forest, farm, sea or lake.*

What Is The Difference Between A Day And A Shift?

A day is the 24-hour period which starts at a time determined by the carrier. It will usually be midnight to midnight, and will determine what hours are contained within the log sheet. A driver requires 10 hours of off-duty time each day (without deferral).

A shift (when you start work) commences at the end of 8 consecutive hours of off duty time and stops at the beginning of the next 8 hours of off-duty time.

How Many Hours Can I Drive?

The regulations limit the hours a driver can drive in a day to:

- 13 hours driving in a day
- no driving after 14 hours of on-duty time in a day.

They also limit the hours to be driven in any shift to:

- 13 hours after having eight consecutive hours off-duty, or
- in addition to the above, a driver cannot drive a commercial vehicle after they have been on duty for 14 hours or more (until he/she has taken 8 consecutive hours off duty). On-duty time includes driving time.
- no driving after the accumulation of the 16 hours in a shift (this includes all on-duty time less than 8 consecutive hours).

Cycles

The regulations further limit the number of hours that a driver can drive after having been on duty for two possible cycles (more commonly known as the weekly caps). These are:

- 70 hours in seven days
- 120 hours in 14 days.*

** If using the 120/14 cycle the driver must take 24 consecutive hours off before completing 70 hours of on-duty time under the cycle.*

The carrier/driver can select whichever cycle they wish their drivers to operate under, but the cycle must be declared on the driver's daily log. The cycle cannot be changed until the driver takes at least the equivalent of the reset provision:

- 36 hours consecutive if switching from cycle 1 to cycle 2
- 72 hours consecutive if switching from cycle 2 to cycle 1

Adverse Driving Conditions

A driver may exceed his/her on-duty time by not more than two hours when encountering unexpected or unplanned adverse weather. When a driver makes use of this provision, a note of this shall be made in the remarks portion of the daily log.

Emergencies

A driver may exceed driving and on-duty time to reach a destination that would provide safety for commercial vehicle occupants and for other users of the road or security for the commercial vehicle and its load. When a driver makes use of this provision, a note of this shall be made in the remarks portion of the daily log.

When Am I “On-Duty”?

On-duty time is time that begins when a driver starts work or is required by the carrier to be available to work and ends when the driver stops work or is relieved of responsibility by the carrier. Some typical examples of on-duty time are:

- *inspecting, servicing, repairing, or starting a commercial vehicle*
- *driving time*
- *loading and unloading commercial vehicles*
- *inspecting or checking a load*
- *vehicle or load inspection at a weigh scale or customs office*
- *waiting at an enroute point due to an accident or other occurrence*
- *performing any other work in the capacity of a carrier or driver who is employed or otherwise engaged by a carrier*

Do I Need A Daily Log?

The regulations require the use of daily logs by commercial vehicle drivers (other than those who are generally exempted from the regulations).

The daily log must contain the following information:

- *the date*
- *name of driver (printed)*
- *the odometer reading at the beginning of the day and the end of the day*
- *total distance driven during day*
- *co-driver name (printed), if any*
- *license plate or unit #*
- *starting time of the log sheet, if not 12:00 midnight*
- *home terminal name and address of the motor carrier*
- *name and address of the principal place of business of the motor carrier, if not the home terminal*
- *total hours spent in each duty status period, shown to the right of the graph grid*
- *driver's signature*
- *name of municipality or location on a highway and the name of the province or state where any change of duty status occurs*

- *the cycle that the driver is operating under*
- *an indication in the remarks section that the driver is using the deferral option and which day the driver is operating under of the deferral*

“Supporting Documents” include but is not limited to: bills of lading, shipping documents, fuel and accommodations receipts for expenses incurred en route.

Driver Possession of Daily Logs

Under the regulations the driver is required to have in his/her possession the daily log for the current day, and duplicate copies of their daily logs for the preceding 14 consecutive days. Within 20 days of completing the daily log, a driver must forward the original log sheet, along with supporting documents, to the home terminal of the motor carrier.

Log Book Exemption

A driver is exempt from maintaining a log while operating within a 160-km radius of his/her home terminal providing he/she returns to the home terminal and is released from work to begin 8 hours off duty. As well, the carrier must maintain and retain records of the driver's on-duty and driving times for six months.

Are There any Exceptions to the Eight Hours Consecutive Off-Duty Time Required by the Regulations?

There are two exceptions to the off-duty requirements:

1. Sleeper Berth Option (Useful option especially for team drivers)

You can accumulate the equivalent to the 10 hours of off-duty time required in a day and the 8 consecutive hours of off-duty time required to start and stop a shift by taking two periods of rest in the sleeper berth, where:

Team Driver

- *neither of the rest periods is less than 4 hours;*
- *the two rest periods equal or exceed 8 hours;*
- *the total of the two periods of driving time immediately before and after either of the rest periods does not exceed 13 hours and*
- *there is no driving after the 14th hour of on-duty time before and after either of rest periods;*
- *there is no driving after the 16th hour in the shift;*
- *off duty time is in sleeper berth.*

Single Driver

- *off duty is spent in sleeper berth;*
- *neither of the rest periods is less than two hours;*
- *the two rest periods equal or exceed 10 hours;*
- *the total of the two periods of driving time immediately before and after either of the rest periods does not exceed 13 hours and*
- *there is no driving after the 14th hour of on-duty time before and after either of the rest periods;*
- *there is no driving after the 16th hour in the shift.*

2. Reduction in Off-Duty Hours

A driver may defer the two extra hours in the 10 hours of off-duty time normally required, every second day by the two extra hours, provided:

- *the total driving time in the two days does not exceed 26 hours;*
- *the total off-duty time in the two days is at least 20 hours;*
- *the driver adds the deferred time to the next off-duty period of eight hours wholly within the second day;*
- *the driver is not using the split sleeper berth option;*

- *the deferral is recorded in the remarks section of the daily log stating that the driver is deferring off-duty time and indicates either day one or day two.*

For questions regarding Hours of Service, contact: In Saskatchewan toll free 1-866-933-5290; Outside Saskatchewan 306-933-5290. The Canadian Council of Transport Administrators (CCMTA) has produced an "Application Guide" for the Hours of Service Regulations. This document is available on their website at www.ccmta.ca.

18 Trip Inspection

All commercial vehicles registered over 5 000 kg must be inspected by the driver or a qualified person every 24 hours that they are used. The carrier must supply a list of inspection items to the person doing the inspection in the form of Schedule I of the Regulations. This Schedule must be carried by the driver and produced on demand.

Items that must be inspected are as follows:

- *air brake system*
- *cab*
- *load security*
- *coupling devices*
- *dangerous goods (if any)*
- *driver controls*
- *driver seat*
- *electric brake system (if applicable)*
- *emergency equipment & safety devices*
- *exhaust system*
- *frame and cargo body*
- *fuel system*
- *general defects*
- *glass and mirrors*
- *heater/defroster*

- *horn*
- *hydraulic brake system (if applicable)*
- *lamps and reflectors*
- *steering*
- *suspension system*
- *tires*
- *wheels, hubs & fasteners*
- *windshield wiper/washer*

The inspection shall be recorded on an inspection report that must be carried in the vehicle and produced for inspection on request of a peace officer. When defects are detected, they must be noted on the inspection report and reported to the motor carrier forthwith. Minor defects must be repaired before the next trip inspection. If major defects are encountered the commercial vehicle must not be driven until the defects are repaired.

Drivers are required to forward copies of their trip inspection reports to the carrier every 20 days and carriers are required to keep the reports on file for 6 months.

The report form is not prescribed in regulation; however, it must contain the following information:

- licence plate or unit number of the vehicle
- carrier's name
- date and time of inspection
- city, town, village, or highway location where the inspection was performed
- the person conducting the inspection must sign a declaration that the vehicle has been inspected in accordance with the applicable requirements
- the legibly printed name of the person conducting the inspection
- odometer reading (if equipped)

Note: There are exemptions to the regulations. Two and three axle farm trucks when used in farming operations, emergency vehicles, urban transit buses, recreational vehicles, and vehicles responding to natural disasters are exempt from these regulations.

SCHEDULE 1.0 - Truck, Tractor and Trailer

Application

This schedule applies to trucks, tractors and trailers or combinations thereof exceeding a registered gross vehicle weight of 5 000 kg.

Inspection	Defect(s)	Major Defect(s)
Air Brake System	<ul style="list-style-type: none">- Audible air leak- Slow air pressure build-up rate	<ul style="list-style-type: none">- Pushrod stroke of any brake exceeds the adjustment limit- Air loss rate exceeds prescribed limit- Inoperative towing vehicle (tractor) protection system- Low air warning system fails or system is activated- Inoperative service, parking or emergency brake
Cab	<ul style="list-style-type: none">- Occupant compartment door fails to open	<ul style="list-style-type: none">- Any door fails to close securely
Cargo Securement	<ul style="list-style-type: none">- Insecure or improper load covering	<ul style="list-style-type: none">- Insecure cargo- Absence, failure, malfunction or deterioration of required cargo securement device or load covering
Coupling Devices	<ul style="list-style-type: none">- Coupler or mounting has loose or missing fastener	<ul style="list-style-type: none">- Coupler is insecure or movement exceeds prescribed limit- Coupling or locking mechanism is damaged or fails to lock- Defective, incorrect or missing safety chain/cable
Dangerous Goods		<ul style="list-style-type: none">- Dangerous goods requirements not met
Driver Controls	<ul style="list-style-type: none">- Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly	
Driver Seat	<ul style="list-style-type: none">- Seat damaged or fails to remain in set position	<ul style="list-style-type: none">- Seatbelt or tether belt is insecure, missing or malfunctions
Electric Brake System	<ul style="list-style-type: none">- Loose or insecure wiring or electrical connection	<ul style="list-style-type: none">- Inoperative breakaway device- Inoperative brake
Emergency Equipment and Safety Devices	<ul style="list-style-type: none">- Emergency equipment is missing, damaged or defective	
Exhaust System	<ul style="list-style-type: none">- Exhaust leak	<ul style="list-style-type: none">- Leak that causes exhaust gas to enter the occupant compartment
Frame and Cargo Body	<ul style="list-style-type: none">- Damaged frame or cargo body	<ul style="list-style-type: none">- Visibly shifted, cracked, collapsing or sagging frame member(s)
Fuel System	<ul style="list-style-type: none">- Missing fuel tank cap	<ul style="list-style-type: none">- Insecure fuel tank- Dripping fuel leak

Inspection	Defect(s)	Major Defect(s)
General		- Serious damage or deterioration that is noticable and may affect the vehicle's safe operation
Glass and Mirrors	<ul style="list-style-type: none"> - Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted - Required mirror or glass has broken or damaged attachments onto vehicle body 	
Heater/Defroster	- Control or system failure	- Defroster fails to provide unobstructed view through the windshield
Horn	- Vehicle has no operative horn	
Hydraulic Brake System	<ul style="list-style-type: none"> - Brake fluid level is below indicated minimum level - Parking brake is inoperative 	<ul style="list-style-type: none"> - Brake boost or power assist is not operative - Brake fluid leak - Brake pedal fade or insufficient brake pedal reserve - Activated (other than ABS) warning device - Brake fluid reservoir is less than 1/4 full
Lamps and Reflectors	<ul style="list-style-type: none"> - Required lamp does not function as intended - Required reflector is missing or partially missing 	<p><i>When lamps are required:</i></p> <ul style="list-style-type: none"> - Failure of both low-beam headlamps - Failure of both rearmost tail lamps <p><i>At all times:</i></p> <ul style="list-style-type: none"> - Failure of a rearmost turn-indicator lamp - Failure of both rearmost brake lamps
Steering	- Steering wheel lash (free-play) is greater than normal	<ul style="list-style-type: none"> - Steering wheel is insecure, or does not respond normally - Steering wheel lash (free-play) exceeds required limit
Suspension System	<ul style="list-style-type: none"> - Air leak in air suspension system - Broken spring leaf - Suspension fastener is loose, missing or broken 	<ul style="list-style-type: none"> - Damaged, deflated air bag - Cracked or broken main spring leaf or more than one broken spring leaf - Part of spring leaf or suspension is missing, shifted out of place, or is in contact with another vehicle component - Loose U-bolt

Inspection	Defect(s)	Major Defect(s)
Tires	<ul style="list-style-type: none"> - Damaged tread or sidewall of tire - Tire leaking 	<ul style="list-style-type: none"> - Flat tire - Tire tread depth is less than wear limit - Tire is in contact with another tire or any vehicle component other than mud-flap - Tire is marked "Not for highway use" - Tire has exposed cords in the tread or outer side wall area
Wheels, Hubs and Fasteners	<ul style="list-style-type: none"> - Hub oil below minimum level (when fitted with sight glass) - Leaking wheel seal 	<ul style="list-style-type: none"> - Wheel has loose, missing or ineffective fastener - Damaged, cracked or broken wheel, rim or attaching part - Evidence of imminent wheel, hub or bearing failure
Windshield Wiper/Washer	<ul style="list-style-type: none"> - Control or system malfunction - Wiper blade damaged, missing or fails to adequately clear driver's field of vision 	<p><i>When necessary for prevailing weather conditions:</i></p> <ul style="list-style-type: none"> - Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper

SCHEDULE 2.0 - Bus

Application

This schedule applies to buses designed, constructed and used for the transportation of passengers with a designated seating capacity of more than 10, including the driver, but excluding the operation for personal use, and also applies to any trailer towed by a bus.

Inspection	Defect(s)	Major Defect(s)
Accessibility Devices	<p><i>Accessibility device may not be used if:</i></p> <ul style="list-style-type: none"> - Alarm fails to operate - Equipment malfunctions - Interlock system malfunctions 	<ul style="list-style-type: none"> - Vehicle fails to return to normal level after "kneeling" - Extendable lift, ramp or other passenger-loading device fails to retract
Air Brake System	<ul style="list-style-type: none"> - Audible air leak - Slow air pressure build-up rate 	<ul style="list-style-type: none"> - Pushrod stroke of any brake exceeds the adjustment limit - Air loss rate exceeds prescribed limit - Inoperative towing vehicle (tractor) protection system - Low air warning system fails or system is activated - Inoperative service, parking or emergency brake

Inspection	Defect(s)	Major Defect(s)
Cargo Securement	- Insecure or improper load covering	- Insecure cargo - Absence, failure, malfunction or deterioration of required cargo securement device or load covering
Coupling Devices	- Coupler or mounting has loose or missing fastener	- Coupler is insecure or movement exceeds prescribed limit - Coupling or locking mechanism is damaged or fails to lock - Defective, incorrect or missing safety chain/cable
Dangerous Goods	- Dangerous goods requirements not met	
Doors and Emergency Exits	- Door, window or hatch fails to open or close securely - Alarm inoperative	<i>Passengers may not be carried.</i> - Required emergency exit fails to function as intended
Driver Controls	- Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly	- Accelerator sticking and engine fails to return to idle
Driver Seat	- Seat damaged or fails to remain in set position	- Seatbelt or tether belt is insecure, missing or malfunctions
Electric Brake System	- Loose or insecure wiring or electrical connection	- Inoperative breakaway device - Inoperative brake
Emergency Equipment and Safety Devices	- Emergency equipment is missing, damaged or defective	
Exhaust System	- Exhaust leak	- Leak that causes exhaust gas to enter the occupant compartment
Exterior Body and Frame	- Insecure or missing body parts	- Insecure or missing compartment door - Damaged frame or body - Visibility shifted, cracked, collapsing or sagging frame member(s)
Fuel System		- Missing fuel tank cap - Insecure fuel tank - Dripping fuel leak
General		- Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation

Inspection	Defect(s)	Major Defect(s)
Glass and Mirrors	<ul style="list-style-type: none"> - Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted - Required mirror or glass has broken or damaged attachments onto vehicle body 	<i>Passengers may not be carried.</i> <ul style="list-style-type: none"> - Driver's view of the road is obstructed in the area swept by the windshield wipers
Heater/Defroster	<ul style="list-style-type: none"> - Control or system failure 	<ul style="list-style-type: none"> - Defroster fails to provide unobstructed view through the windshield
Horn	<ul style="list-style-type: none"> - Vehicle has no operative horn 	
Hydraulic Brake System	<ul style="list-style-type: none"> - Brake fluid level is below indicated minimum level - Parking brake is inoperative 	<ul style="list-style-type: none"> - Brake boost or power assist is not operative - Brake fluid leak - Brake pedal fade or insufficient brake pedal reserve - Activated (other than ABS) warning device - Brake fluid reservoir is less than 1/4 full
Lamps and Reflectors	<ul style="list-style-type: none"> - Required interior lamp does not function as intended - Required reflector is missing or partially missing - Passenger safety or access lamp does not function 	<i>When lamps are required:</i> <ul style="list-style-type: none"> - Failure of both low-beam headlamps - Failure of both rearmost tail lamps <i>At all times:</i> <ul style="list-style-type: none"> - Failure of a rearmost turn-indicator lamp - Failure of both rearmost brake lamps
Passenger Compartment	<ul style="list-style-type: none"> - Stanchion padding is damaged - Damaged steps or floor - Insecure or damaged overhead luggage rack or compartment - Malfunction or absence of required passenger or mobility device restraints - Passenger seat is insecure 	<i>When affected position is occupied:</i> <ul style="list-style-type: none"> - Malfunction or absence of required passenger or mobility device restraints - Passenger seat is insecure
Steering	<ul style="list-style-type: none"> - Steering wheel lash (free-play) is greater than normal 	<ul style="list-style-type: none"> - Steering wheel is insecure, or does not respond normally - Steering wheel lash (free-play) exceeds required limit

Inspection	Defect(s)	Major Defect(s)
Suspension System	<ul style="list-style-type: none"> - Air leak in air suspension system - Broken spring leaf - Suspension fastener is loose, missing or broken 	<ul style="list-style-type: none"> - Damaged, deflated air bag - Cracked or broken main spring leaf or more than one broken spring leaf - Part of spring leaf or suspension is missing, shifted out of place, or is in contact with another vehicle component - Loose U-bolt
Tires	<ul style="list-style-type: none"> - Damaged tread or sidewall of tire - Tire leaking 	<ul style="list-style-type: none"> - Flat tire - Tire tread depth is less than wear limit - Tire is in contact with another tire or any vehicle component other than mud-flap - Tire is marked "Not for highway use" - Tire has exposed cords in the tread or outer side wall area
Wheels, Hubs and Fasteners	<ul style="list-style-type: none"> - Hub oil below minimum level (when fitted with sight glass) - Leaking wheel seal 	<ul style="list-style-type: none"> - Wheel has loose, missing or ineffective fastener - Damaged, cracked or broken wheel, rim or attaching part - Evidence of imminent wheel, hub or bearing failure
Windshield Wiper/Washer	<ul style="list-style-type: none"> - Control or system malfunction - Wiper blade damaged, missing or fails to adequately clear driver's field of vision 	<p><i>When necessary for prevailing weather conditions:</i></p> <ul style="list-style-type: none"> - Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper

19 Commercial Vehicle Safety Alliance (CVSA) Inspections

The CVSA is a set of safety standards for North America for the on-road inspection of heavy vehicles by enforcement officers.

Inspections consist of five levels:

1. *North America standard, both the driver and vehicle are checked for safety fitness*
2. *walk-around inspection*
3. *driver only (licence, log book, etc.)*
4. *special survey*
5. *vehicle only.*

If a vehicle passes the level one or level five inspection, a decal is issued which is valid for three months and is recognized by other jurisdictions.

Mechanical defects could result in a requirement to repair and report minor deficiencies. Mechanical defects could also result in delays or an out-of-service order, which requires the vehicle to be repaired before it can be moved.

Further information on CVSA inspections can be obtained from Transport Compliance: In Saskatchewan toll free 1-866-933-5290; Outside Saskatchewan 306-933-5290.

20 Load Security

PART I: General Securement Requirements

What?

Cargo being transported on the highway must remain secured on or within the transporting vehicle.

When?

The cargo must remain secured on or in the transporting vehicle:

- *under all conditions that could reasonably be expected to occur in normal driving*
- *when a driver is responding in all emergency situations, EXCEPT when there is a crash.*

Why?

An improperly secured load can result in:

- *loss of life*
- *loss of load*
- *damage to the cargo*
- *damage to the vehicle*
- *a crash*
- *issuance of citations/fines to driver/carrier*
- *the vehicle being placed Out-of-Service.*

The cargo or any other object must not:

- *obscure the driver's view ahead or to the the right or left sides (except for drivers of self-steer dollies)*
- *interfere with the free movement of the driver's arms or legs*
- *prevent the driver's free and ready access to accessories required for emergencies, OR*
- *prevent the free and ready exit of any person from the commercial motor vehicle's cab or driver's compartment.*

The following conditions must exist before a driver can operate a commercial motor vehicle and a carrier can require or permit a driver to operate a commercial motor vehicle.

- *the commercial motor vehicle's cargo must be properly distributed and adequately secured*
- *the commercial motor vehicle's structure and equipment must be secured:*
 - *tailgate*
 - *doors*
 - *tarpsaulins*
 - *spare tire*
 - *other equipment used in the vehicle's operation*
 - *cargo securing equipment.*

Three ways to transport cargo

All types of cargo must meet one of three conditions:

Condition 1: Cargo is **fully contained** by structures of adequate strength.

- cargo cannot shift or tip
- cargo is restrained against horizontal movement by vehicle structure or by other cargo.

Horizontal movement includes forward, rearward, and side to side.

Condition 2: Cargo **immobilized by structures** of adequate strength – a combination of structure, blocking, and bracing to prevent shifting or tipping.

Condition 3: To prevent shifting or tipping, cargo is **immobilized or secured on or within** a vehicle by tie-downs along with:

- blocking
- bracing
- friction mats
- other cargo
- void fillers
- combination of these.

General requirements for tie-downs are as follows:

1. the Aggregate Working Load Limit of all tie-down assemblies being used must equal at least 50% of the weight of the article being secured.

2. for articles that are not blocked or immobilized by front end structures, bulkhead or other immobilized cargo:

- a) 1 tie-down where the article is 1.52 metres (5 ft) or shorter and weighs not more than 500 kg,
- b) 2 tie-downs where the article is
 - 1.52 metre (5 ft) or shorter but weighs more than 500 Kg, or
 - longer than 1.52 (5 ft) metres but not longer than 3.04 metres (10 ft) regardless of weight, or
- c) where the article is longer than 3.04 metres (10 ft)
 - 2 tie-downs for the first 3.04 metres (10 ft) of length, and
 - 1 extra tie-down for each additional 3.04 metres (10 ft) or fraction of 3.04 metres (10 ft).

3. for articles that are blocked or immobilized by front end structures, bulkhead or other immobilized cargo:

- a) 1 tiedown where article is not longer than 3.04 metres (10 ft) and weighs not more than 500 kg.

b) where the article is longer than 3.04 metres (10ft)

- 1 tie-down for the first 3.04 metres (10 ft) of length, and
- 1 extra tie-down for each additional 3.04 metres (10 ft) or fraction of 3.04 metres (10 ft).

4. for machinery or fabricated structural items that are secured by special methods, the special methods, shall:

- a) secure adequately any article of cargo
- b) be properly used in accordance with the manufacturer's instructions.

Note: There are a number of cargo types (logs, metal coils, dressed lumber, crushed cars, etc.) that have specific requirements for securement in the regulations. These specific requirements take precedent over the general requirements wherever there is a conflict between the two. They can be obtained in one of two ways:

1. review the Security of Loads Regulations, 2004 on the Queen's Printer site www.qp.gov.sk.ca, or
2. obtain a copy of the "Driver's Handbook on Cargo Securement" from the Saskatchewan Trucking Association, 306-569-9696.

Questions regarding load security, contact: 306-933-5290.

PART II:

Aggregate Working Load Limits

Tie-down assemblies used to secure loads shall have an aggregate working load limit equal to 50% of the weight of the article or articles being secured.

i.e. The working load limits of all the tie-down assemblies added together must equal at least 1/2 the weight of the object being secured.

Example: The object weighs 4 000 kg

Four tie-down assemblies with an individual working load limit of 500 kg each would be required. (500 kg X 4 = 2 000 kg)

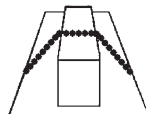
The working load limit of a tie-down assembly shall be rated at the working load limit of the weakest component of that assembly.

Tie-down assemblies, other than those that are permanently crimped, must be capable of being tightened in transit.

When determining aggregate working load limits, each tension portion of the tie-down assembly that is attached to the vehicle and then passes over, through, around, or is attached to the load, and is again attached to the vehicle shall be considered as a separate tie-down.

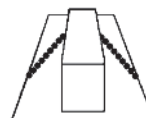
Aggregate Working Load Limit Tie-Down Methods A & B

1. *a chain with a working load limit of 2 500 kg that is attached to the side and over the load and attached to the other side, is counted as one separate tie-down when determining aggregate working load limits.*



The aggregate working load limit of this tie-down method is 2 500 kg.

2. *two chains with individual working load limits of 2 500 kg that are attached to the side and re-attached to the load are two separate tie-downs when determining aggregate working load limits.*



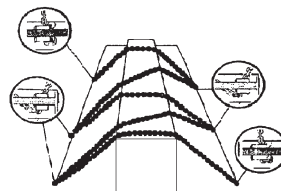
The aggregate working load limit of this tie-down method is 5 000 kg.

Note: A tie-down that passes over, through, or around a load more than once will only be counted as one tie-down.

If the example tie-down had a working load limit of 2 500 kg the aggregate working load limit of this tie-down method would be 2 500 kg.

Aggregate Working Load Limit Tie-Down Continuous Securement

This does not apply if the tie-down is attached to the vehicle at each contact point (pockets in this example) in such a way that if one tensioned portion of the tie-down becomes ineffective the remaining portions will continue to be tensioned and secure their portion of the load.



PART III:

Tie-Down Devices

Chain

Chain links are generally stamp marked with a grade identification. This identification consists of a letter(s) or a number(s) or a combination of both on the link's face or side.

Chain Grade Identification

Samples of typical chain markings:

PC, 3, or 30 for Proof coil (Grade 3 chain)

M, PH, HT; 4, 43, 430 for High test (Grade 4 chain)

7, 70, 700 for Transport 7 (Grade 7 chain)

A, T; 8, 80, 800 for Alloy (Grade 8 chain)

Chain is generally marked every 0.9 m (3 ft) or less.

Where a chain is not marked or a grade cannot be identified, the working load limit for proof coil (Grade 3) chain will be used.



Grade 4



Grade 7

TABLE 3.0
Chain Working Load Limits

Chain Size		Proof Coil Grade 3		High Test Grade 4		Transport 7		Alloy	
(in)	(mm)	(lbs)	(kg)	(lbs)	(kg)	(lbs)	(kg)	(lbs)	(kg)
1/4	7	1,300	590	2,600	1 180	3,150	1 430	3,500	1 590
5/16	8	1,900	860	3,900	1 770	4,700	2 130	4,400	2 000
3/8	10	2,650	1 200	5,400	2 450	6,600	2 990	7,100	3 200
7/16	11	3,500	1 590	7,200	3 270	8,750	3 970	-	-
1/2	13	4,500	2 040	9,200	4 170	11,300	5 130	12,000	5 400
5/8	16	6,900	3 130	13,000	5 910	15,800	7 170	18,100	8 200

Chain Hooks and Slip Hooks

Chain hooks are generally stamp marked with a grade identification.

Where a hook is not marked or a grade cannot be identified, the working load limit for the corresponding size of proof coil chain will be used.

Where a hook is marked with a: **C, H, HT, High Test, G4, G40 or G43** the working load limits in Table 4.0 will be used.

Where a hook is marked with an: **A, AA, AL, Alloy, Transport 7 or 70, T7, G7, G70, or S7** the working load limits in Table 5.0 will be used.



Clevis Grab Hook



Clevis Slip Hook



Eye Grab Hook



Eye Slip Hook

Size		Grab Hook		Slip Hook	
(in)	(mm)	(lbs)	(kg)	(lbs)	(kg)
1/4	7	2,600	1 180	1,950	800
5/16	8	3,900	1 770	2,870	1 310
3/8	10	5,400	2 450	4,000	1 810
7/16	12	5,800	2 630	5,000	2 270
1/2	13	9,200	4 170	6,500	2 950
5/8	16	11,500	5 220	9,250	4 200

Size		Grab Hook		Slip Hook	
(in)	(mm)	(lbs)	(kg)	(lbs)	(kg)
1/4	7	3,150	1 430	2,750	1 250
5/16	8	4,700	2 130	4,300	1 950
3/8	10	6,600	2 990	5,250	2 380
7/16	12	8,750	3 970	7,000	3 170
1/2	13	11,300	5 130	9,000	4 080
5/8	16	15,800	7 170	13,500	6 120

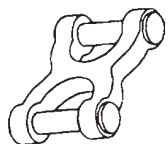
TABLE 4.0

C, H, HT, High Test, G4, G40 or G43 Working Load Limits

TABLE 5.0

A, AA, AL, Alloy, Transport 7 or 70, T7, G7, G70, or S7 Working Load Limits

Approved Type of Repair Links



Double Clevis Link



Alloy Connecting Link

Size		Double Clevis		Alloy	
(in)	(mm)	(lbs)	(kg)	(lbs)	(kg)
1/4	7	4,700	2 130	3,250	800
5/16	8	4,700	2 130	-	-
3/8	10	6,600	2 990	6,600	2 900
7/16	12	11,300	5 130	-	-
1/2	13	11,300	5 130	11,300	5 130
5/8	16	16,500	7 480	-	-

TABLE 6.0
Link Working Load Limits

Unapproved Types of Repair Links



Missing Link



Quick Link



Cold Shut



Lap Link

Load Binders

Where the working load limit of a load binder cannot be determined, the lowest value for the same size and type of binder shown in the following charts will apply.

TABLE 7.0
Recoilless Release Type Load Binder

Size		Working Load Weight	
(in)	(mm)	(lbs)	(kg)
3/8	10	2,650	1 200
1/2	13	4,500	2 040

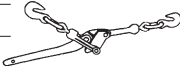


TABLE 8.0
Standard Load Binder

Size		Working Load Weight	
(in)	(mm)	(lbs)	(kg)
3/8	10	2,650	1 200
1/2	13	4,500	2 040
5/8	16	6,900	3 130



TABLE 9.0
Ratchet Load Binder

Size		Working Load Weight	
(in)	(mm)	(lbs)	(kg)
3/8	10	2,650	1 200
1/2	13	4,500	2 040
5/8	16	6,900	3 130

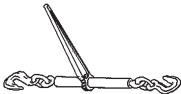
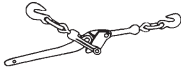


TABLE 10.0
Snubbing Load Binder

Size		Working Load Weight	
(in)	(mm)	(lbs)	(kg)
3/8	10	2,650	1 200
1/2	13	4,500	2 040



Defective Chain

Chains, fittings and attachments that are loose or have the following defects will not be counted as part of a tie-down system.

Examples of Defective Chains

1. *components that are:*
 - a. *broken or cracked,*
 - b. *significantly gouged, twisted, bent, or visibly stretched*
2. *chain that is knotted*
3. *obvious reduction in section through wear or corrosion*
4. *hooks that are opened in the throat beyond the original throat opening*
5. *repair welding or distortion from heat*
6. *load binders that are distorted or stretched.*

Note: Other types of defects may also apply.

Synthetic Webbing

Nylon or Polyester Webbing

Web tie-down assemblies are commonly labelled within 46 cm (18") from one end of the assembly. The labels generally contain the working load limits.

Where the webbing is not tagged or marked showing its working load limit, the lowest value for the same size material shown in the following chart shall apply.

TABLE 11.0 Working Load Limits for Unmarked Webbing

Size		Working Load Limit	
(in)	(mm)	(lbs)	(kg)
1 3/4	45	1,750	790
2	50	2,000	910
3	75	3,000	1 360
4	100	4,000	1 810

Defective Webbing

Webbing that is loose or contains the following defects will not be counted as part of a tie-down system

Separated Lap Portion Stitches

- 1. 25% or more of the lap portion stitches, used to secure a web to a fitting, are separated
- 2. webbing that is knotted, spliced, contains damaged loop ends, severely worn or has been repaired
- 3. damage such as cuts, burns, abrasions, holes or crushed areas through the webbing that total more than:

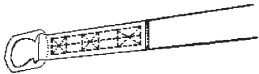


TABLE 12.0 Defect Classification Table (Total Defect Size)

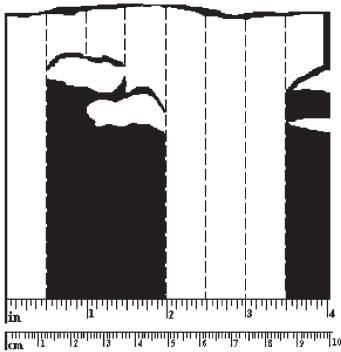
Web Size		Out-of-Service Range	
(in)	(mm)	(in)	(mm)
4	100	Larger than 3/4	19
3	75	5/8	16
2	50	3/8	10
1.75	45	3/8	10

Determining the Total Width of Damage

Total Width of Damage

It is important to remember the following when adding together the individual widths of damaged areas.

The width of a specific area of damage is only counted once for the entire length of the web.



The total width that is affected by damage is 50mm (2")

Web tie-down fittings, attachments, tensioning devices or hardware that are loose or have the following defects will not be counted as part of a tie-down system

1. broken, sprung, bent, twisted, visibly cracked, non-functioning or significantly gouged
2. obvious reduction of section through wear or corrosion
3. repair welded or distorted from heat.

Note: Other types of defects may also apply. Some web winches are designed to be welded to the vehicle.

Web Winches



Chain Anchor



Flat Hook



Web Winch



Chain Anchor



Web Tensioner

Cable

Wire Rope

Where the working load limit of a cable cannot be determined, the value for the same size material shown in the following chart will apply:

TABLE 13.0 Working Load Limits for Cable

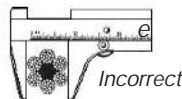
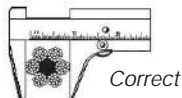
Cable Diameter	Working Load Weight	
	(in) (mm)	(lbs) (kg)
1/4	7	1400 640
5/16	8	2100 950
3/8	10	3000 1360
7/16	11	4100 1860
1/2	13	5300 2400
5/8	16	8300 3770
3/4	19	10900 4940
7/8	22	16100 7300
1	25	20900 9480

Cable Elements and Measurement



Strand
Wire
Core

Cable Elements



Measuring Cable

Where cable is used for tie-downs, it should be protected against damage. The following precautions and procedures should be observed:

1. The use of thimbles is advised where cable is attached to hooks, chains, clevises, eyes or similar devices.
2. When "U" bolts type clamps (clips) are used, the "U" bolt must bear against the unloaded end of the cable (the end not attached to the load).
3. All cable

Defective Cable

Cable that is loose or contains the following defects will not be counted as part of a tie-down system:

1. kinks, bird caging or popped cores, knots



Kinked

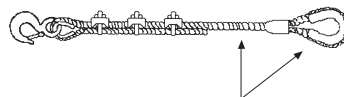


Popped Core



Bird Caging

5. more than three broken wires in any one strand
6. more than two broken wires at an end connection or fitting



Load Carrying End Connections

7. improperly joined cables; (i.e. tied in a knot)
8. any slippage is detectable at a cable clamp or clip.

Note: Other types of defects may also apply.

2. discoloration from excessive heat or electric arc
3. corrosion with pitting of the external or internal wires
4. more than 11 broken wires in 6 diameters of length; for example, with 1/2 (13 mm) wire rope, over 11 broken wires in (6 x 1/2) 3 inches of length of (6 x 13) 78 mm.

Cable fittings and attachments that are loose or have the following defects will not be counted as part of a tie-down system:

1. obvious reduction of section through wear or corrosion
2. hooks opened in the throat beyond the original throat opening
3. obvious twisting out of the plane of a fitting
4. repair welding or distortion from heat
5. any visible cracks.

Note: Other types of defects may also apply.

Steel Strapping

Where banding is not tagged or marked showing its working load limit, the value for the same width and thickness of material shown in the following chart shall apply.

If banding thickness cannot be determined, the working load limit shown for the thinnest material listed for that width shall apply.

TABLE 15.0
Steel Strapping Working Load Limits

*S: Seals; N: Notches; C: Crimps

Strapping Size		Number of			Working Load Limit	
(in)	(mm)	S*	N*	C*	(lbs)	(kg)
1/2 x 0.020	13 x 0.51	1	2		350	160
1/2 x 0.023	13 x 0.58	1	2		400	180
5/8 x 0.020	16 x 0.51	1	2		450	200
5/8 x 0.023	16 x 0.58	1	2		500	230
3/4 x 0.020	19 x 0.51	1	2		520	240
3/4 x 0.023	19 x 0.58	1	2		600	270
3/4 x 0.025	19 x 0.64	1	2		650	290
3/4 x 0.031	19 x 0.79	1	2		790	360
3/4 x 0.035	19 x 0.89	1	2		880	400
1-1/4 x 0.031	32 x 0.79	2	4		1,400	630
		2	4		1,570	710
1-1/4 x 0.035	32 x 0.89	2	4		1,440	650
		2	4		1,610	730
1-1/4 x 0.044	32 x 1.12	2	4		2,140	970
		2	4		2,400	1 090
1-1/4 x 0.050	32 x 1.27	2	4		2,450	1 110
		2	4		2,730	1 240
1-1/4 x 0.057	32 x 1.45	2	4		2,870	1 300
		2	4		3,210	1 460
1-1/4 x 0.065	32 x 1.65	2	4		3,100	1 410
		2	4		3,470	1 570
2 x 0.044	51 x 1.12	2	4		3,160	1 430
		2	4		3,530	1 600
2 x 0.050	51 x 1.27	2	4		3,570	1 620
		2	4		4,000	1 810

Seals

1. *this seal contains two notches*

one seal

2. *this seal contains two crimps*

one seal

Defective Strapping

Strapping that is loose or contains the following defects will not be counted as part of a tie-down system

1. *visibly cracked, or significantly gouged; and*
2. *has obvious reduction of section through wear.*

Strap fittings, attachments or hardware

Tie-Down Anchor Points

Load bearing anchor points and supports that are loose or have the following defects will not be counted as part of a tie-down system:

1. *broken, cracked, bent, distorted or loose components (pockets, rails, or supports)*
2. *rails, bent or distorted where hooks or fillings attach*
3. *floor rings that are nicked, gouged, twisted, bent, stretched, excessively worn or have broken welds.*

Note: Other types of defects may also apply.



Pocket



Frame



Bull Ring



Chain Anchor



Flat Hook



Web Winch



Delta Ring

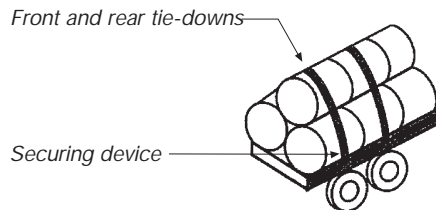
All hooks, bolts, welds and other connectors used to attach a tie-down assembly to a vehicle and the tie-down anchor point itself shall have a working load limit equal to the aggregate working load limit of all the tie-down assemblies attached to it, when loaded in any direction, or shall itself be the limit.

Part IV

Securement of Round Hay Bales

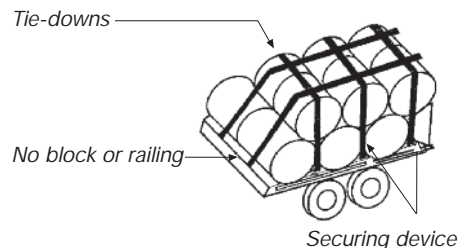
In the case of round bales loaded pipestone style:

1. *by loading one bale over two bales or two bales side by side loaded parallel to the length of the vehicle, with one tie-down assembly across each bale*
2. *where the round bales are securely made and the vehicle is equipped with an attached framework blocking that is 45.7 centimetres in width that runs the full length of the vehicle on both sides and each framework is raised at a 45 degree angle to prevent lateral movement, the load must be secured with a minimum of three tie-down assemblies, one across the top bales at the front of the load and two across the top bales at the rear of the load.*



In the case of round bales loaded perpendicular style;

1. by loading one bale over two bales, two bales over two bales or only two bales crossways on the vehicle, one tie-down assembly across each top bale and one tie-down assembly running the length of the load over each top bale
2. where the round bales are securely made and the vehicle is equipped with blocking that is 45.7 centimetres high running across the full width of the vehicle deck at the front and rear of the vehicle to prevent forward and rearward movement of the load, the load must be secured with a tie-down assembly across each top bale.

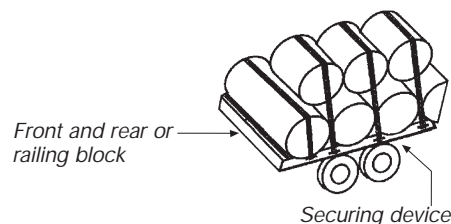


Other Provisions of Saskatchewan Security of Loads Regulations

The regulations require all operators of vehicles to provide warning to other drivers when transporting loads which overhang the rear of a vehicle by 1 m (39") or any side by 30 cm (12"), at the extreme end or ends of the overhanging load.

During the daytime and when visibility is good, operators must display a red or orange flag of at least 30 cm (12") by 30 cm (12").

During night time or when visibility is poor, a red lamp which can be seen from 200 m (660 ft) for loads overhanging the rear of the vehicle; and a amber lamp



which can be seen from 200 m (660 ft) for loads overhanging either side of the vehicle. Must be displayed.

The regulations also prohibit the carrying of a single load on more than one vehicle unless the vehicle combination includes a pony trailer with a compensating reach; or is supported at an articulation point by a fifth wheel coupler and kingpin, a pintle hook and lunette eye assembly, or a turntable; or by some other way which prevents the load from falling.

Regulations set provisions that commercial vehicles must meet in terms of equipment, load security devices, lashing procedures and over-hanging loads to ensure all loads are properly secured during transportation.

Copies of the Regulation are available from the Queen's Printer at www.qp.gov.sk.ca.

21 Dangerous Goods

Federal and provincial legislation exists to promote public safety when transporting dangerous goods.

Anyone who handles, offers for transport, or transports any dangerous goods has specific responsibilities, including training of employees.

For detailed information on classes of dangerous goods, placards, training, documentation and safe transportation of dangerous goods, contact 306-787-5307.

Transportation of Dangerous Goods by Road Vehicles

Saskatchewan adopts the Federal regulations for the Transportation of Dangerous Goods (TDG) in the spirit on national harmony.

The Federal TDG Regulations may be viewed on the Web site at <http://www.tc.gc.ca/tdg>.

Some commonly asked questions regarding the Transportation of Dangerous Goods are:

Q. Where does staff obtain training for the handling, offering and

transportation of dangerous goods as it relates to their assigned duties?

- A. *An employer must train all staff, who are required to handle, offer for transport or transport dangerous goods as part of their assigned duties. Training on the basic concepts of TDG requirements is available for a fee by organizations like the Saskatchewan Trucking Association, Saskatchewan Safety Council and community colleges. The employer may send their staff to a course of this nature and later provide training on the specific TDG products being dealt with on the job.*

Q. Who is responsible for issuing a Dangerous Goods Training Certificate to an employee?

- A. *The employer is responsible for providing their staff with TDG training related to their assigned duties and for issuing a training certificate required for the handling, offering for transport and transporting of Dangerous Goods. The training certificate is valid for 3 years but only while working with the same employer. The employer must retain a copy on file for 5 years.*

Q. What type of safety marks do I need for transporting Dangerous Goods?

- A. *The safety marks (placards and labels) must correspond to the class of Dangerous Goods being transported at the time (See pages 51 and 54 for the 9 classes of dangerous goods safety marks).*

Q. When transporting Dangerous goods in highway tank trailers, what TDG requirements must be met for the vehicle?

- A. *The tank trailer is a large means of containment and requires the appropriate safety marks to be displayed on the vehicle. The dangerous goods being transported must be in the appropriate standard means of containment for that product.*

The tank trailer must be a certified means of containment and display a specification plate to that effect. As well highway tanks require periodic testing which must be displayed on the tank.

Q. Who is responsible for classifying a product as being dangerous goods?

- A. The manufacturer or shipper of the product is responsible for determining products that are Dangerous Goods based on the criteria set out in the TDG regulations.

Q. When transporting waste dangerous goods what dangerous goods transportation requirements must be met?

- A. You may need TDG shipping documents, safety marks and training certificate. Certain waste requires a movement document from Environment Canada.

Q. Are there exemptions in the TDG regulations for "Limited Commodities"?

- A. When limited commodities are transported and meet the criteria for consumer commodities as set out in the TDG regulations they are partially exempt from regulation requirements.

Q. Where do I report a spill of dangerous good products?

- A. You must call the Saskatchewan Ministry of Environment Spill Control Centre at 1-800-667-7525 or cellular number *666 for your nearest Police.

Q. Where can information for the Transportation of Dangerous Goods be obtained?

- A. Information may be obtained by contacting Saskatchewan Ministry of Highways and Infrastructure at 306-787-5307 or Transport Canada at 306-975-5105.

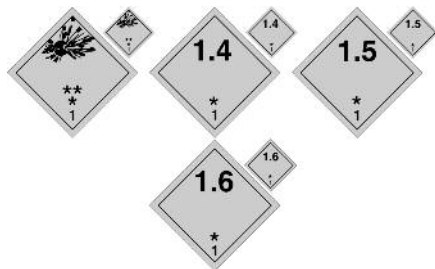
Q. Where do you report an accident involving a transport unit carrying dangerous goods?

- A. The local police.

Q. Where can information on TDG storage facilities be obtained?

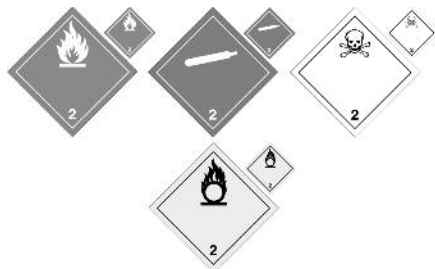
- A. Information may be obtained by contacting Saskatchewan Ministry of Environment, Environmental Protection Branch in Saskatoon at 933-7940 or Transport Canada at 306-975-5105.

Labels and Placards Effective August 15, 2002



CLASS 1 - Explosives

- 1.1 - A substance or article with a mass explosion hazard.
- 1.2 - A substance or article with a fragment projection hazard, but not a mass explosion hazard.
- 1.3 - A substance or article which has a fire hazard along with either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard.
- 1.4 - A substance or article which presents no significant hazard; explosion effects are largely confined to the package and no projection or fragments of appreciable size or range are to be expected.
- 1.5 - A very insensitive substance which nevertheless has a mass explosion hazard like those substances in 1.1.
- 1.6 - An extremely insensitive substance which does not have a mass explosion hazard.
Commonly used in mining and construction operations (example: blasting agents).



CLASS 2 - Gases

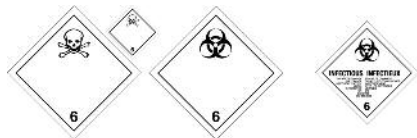
- 2.1 - Flammable Gas.
Commonly used as fuel (example: propane).
- 2.2 - Non-Flammable, Non-Toxic Gas.
Commonly used in food refrigeration (example: nitrogen).
- 2.3 - Toxic Gas.
Commonly used in pulp bleaching (example: sulphur dioxide).
- 2.2 (5.1) - Oxygen and oxidizing gases.

CLASS 3 - Flammable Liquids

A liquid which has a closed-cup flash point not greater than 60.5o C.
Commonly used as fuel (example: gasoline, ethanol, fuel oil (diesel)).

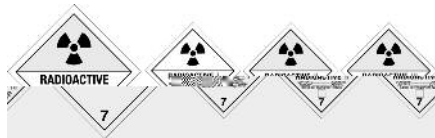


Labels and Placards Effective August 15, 2002



CLASS 6 - Toxic Substances and Infectious Substances

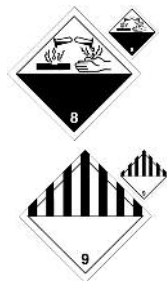
- 6.1 - A solid or liquid that is toxic through inhalation, by skin contact or by ingestion.
Commonly used as a germicide or general disinfectant (example: phenol).
- 6.2 - Micro-organisms that are infectious or that are reasonably believed to be infectious to humans or animals.
Commonly used in disease research (example: rabies).



CLASS 7 - Radioactive Materials

Radioactive materials within the meaning of the Nuclear Safety and Control Act with activity greater than 70 kBq/kg.
Commonly used in nuclear fuel rods (example: radioactive material - LSA (yellow cake)).

There are three categories which indicate the surface radiation level for a package with Category I being the lowest level and Category III the highest.



CLASS 8 - Corrosives

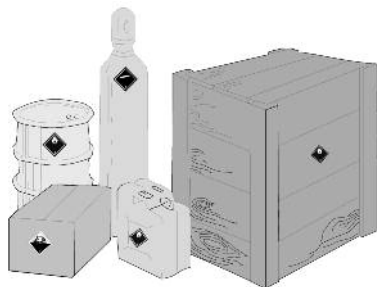
A substance that causes destruction of skin or corrodes steel or non-clad aluminum.
Commonly used in batteries and industrial cleaners (example: sulphuric acid and sodium hydroxide).

CLASS 9 - Miscellaneous Products, Substances or Organisms

A substance that does not meet the criteria for inclusion in Classes 1 to 8. This includes genetically modified micro-organisms, marine pollutants, elevated temperature materials and environmentally hazardous substances.
Commonly used in brake shoes (example: asbestos), in dry cell batteries (example: ammonium chloride).

Labels and Placards Effective August 15, 2002

In Case of Emergency
CANUTEC
(Call Collect 24 hours)
(613) 996-6666



DANGER	
UN1203	UN1203
Proper shipping name	Proper shipping name
Quantity	Quantity
Weight	Weight
Volume	Volume
Other	Other
Signature	Signature
Date	Date
Emergency contact	Emergency contact

Fumigation Sign



Orange Panel



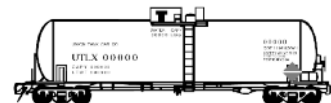
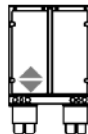
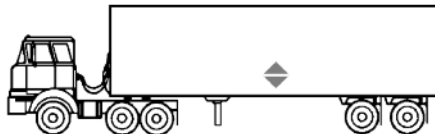
Mixed Load Shipment



Marine Pollutant Mark



Elevated Temperature Sign



22 TDG Guidelines for Training Criteria

The following guidelines are meant to help understand the training requirements in Part 6 of the Transportation of Dangerous Goods Regulations, and not replace them.

These guidelines recognize that it is the employer who must determine if training is required in order for an employee to be a trained person. The guidelines indicate what parts of the regulations should be included in a person's specific training.

Employers must give a Training Certificate to employees who are adequately trained. An example of a Training Certificate can be found at the end of this advisory notice.

Self-employed individuals must also determine if they are adequately trained and issue themselves a training certificate.

Things to Remember

Employees who are not trained can handle, offer for transport, and transport dangerous goods as long as they are doing so under the direct supervision of a trained person.

Some employees may only need training in the aspects of the regulations that are directly related to their work. A tank truck driver who only transports Class 3 products, for example, may only need specific training in relation to the transportation of Class 3 dangerous goods. In this situation, it is the employers' responsibility to determine what constitutes adequate training for their employees.

There may be some job functions that do not fall into any of the specific categories for which training has been identified as being required, yet some training may still be necessary. For example, the employee may not handle the classification of a company's goods and products, offer for transport, or transport dangerous goods, but merely works with hard data that has been gathered on dangerous goods. Training on classification would be required in this case.

How to train employees is not mentioned in the regulations. Training may be done through a combination of formal "in-class" training, on-the-job training, and extensive work experience. It is up to the employer to decide. A list of organizations offering Transportation of Dangerous Goods training is available on the TDG Web site at <http://www.wapps.tc.gc.ca/saf-sec-sur/3/train-form/search-eng.aspx>.

Using the Guidelines

The guidelines are identified as A, B, C and D. The training guidelines for all persons involved in the handling, offering for transport, and/or transporting of dangerous goods are described in Guideline "A". This basic training is needed before moving on to the other specific groups as described in Guidelines "B", "C", and "D".

GUIDELINE "A":

Training for all persons involved in the handling, offering for transport and/or transporting of dangerous goods

Training Required:

1. *definition of the nine classes of dangerous goods and their associated hazards*
2. *shipping names, classes, UN numbers and packing groups for the dangerous goods that are normally encountered on the job*
3. *safety marks such as labels and placards that are used to identify the different classes of dangerous goods that are normally encountered on the job*
4. *knowledge of the information that must be on a shipping document*
5. *the requirements regarding mixed loads and the need for segregation of incompatible dangerous goods*
6. *how to choose the proper means of containment for dangerous goods*
7. *what to do if the shipping documents, placards, labels, other safety marks or means of containment seem inadequate or incorrect*

8. *what constitutes an accidental release and the reporting requirements if an accident happens*

9. *proper use of all equipment that is used in the handling, offering for transport and/or transportation of dangerous goods*

10. *dangerous goods requiring Emergency Response Assistance Plans (ERAP).*

GUIDELINE "B":

Additional training for all persons involved in the handling of dangerous goods

Handling Means:

Loading, unloading, packing or unpacking dangerous goods in a means of containment or transport for the purposes of, in the course of or following transportation, and includes storing them in the course of transportation.

Examples of a Person Handling Dangerous Goods:

- *Cargo Handler*
- *Lift Truck Operator*
- *Shipper*
- *Dock Worker*
- *Loader/Unloader*
- *Warehouse Operator*
- *Receiver/Shipper*
- *Towmotor Operator*
- *Freight Handler*

Training Required:

1. *types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them*
2. *a thorough knowledge of the control and emergency features for all handling equipment used in the day-to-day activities of the job*
3. *safe practices on the loading and storage of dangerous goods*
4. *when to remove placards, UN numbers and other safety marks*
5. *the proper selection and use of means of containment for the dangerous goods.*

GUIDELINE “C”:

Additional training for all persons involved in the offering for transport of dangerous goods

Offering for Transport means:

For dangerous goods not in transport, to select or to allow the selection of a carrier to transport dangerous goods; to prepare or allow the preparation of dangerous goods so that a carrier can take possession of them for transport.

Examples of Those Who Offer For Transport:

- *Dispatcher*
- *Clerical personnel (i.e. preparation of documents)*
- *Shipper*
- *Freight Forwarder*
- *Billor*

Training Required:

1. *all of the requirements required for documentation except for the location and the rail consist*
2. *how to communicate the special instructions and precautions for the handling and/or transporting of specific dangerous goods while on the job*

3. *types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them*

4. *the proper selection and use of means of containment for the dangerous goods*

5. *the Emergency Response Assistance Plan requirements, if a plan is required.*

GUIDELINE “D”:

Additional training for all persons involved in the transporting of dangerous goods

A Person Who is Transporting Dangerous Goods means:

The person who has possession of the dangerous goods while they are in transport.

Training Required:

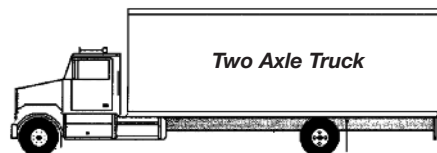
1. *types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them*
2. *the location of the shipping documents and the importance of keeping them accurate*
3. *all parking or load and vehicle inspection regulations which may apply.*

This advisory notice provides a general outline of the training requirements. For specific information, the Act and Regulations must be consulted.

Example of a Training Certificate:
Front:

Certificate of Training Transportation of Dangerous Goods		
Name of Employer	Employer's Business Address	
Name of EMPLOYEE	City, Province, Postal Code	
<p><i>This certificate certifies that the employee named above has completed the training described on the reverse, in accordance with the requirements of the Transportation of Dangerous Goods Act and Regulations.</i></p>		
<i>Certificate Expires on:</i>	<i>Employer's Signature</i>	<i>Employee's Signature</i>

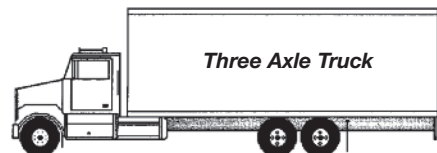
<p>Trained in the (Choose as applicable ✓) handling/offering for transport/transporting: Specific training in (Check the appropriate items):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Classification <input type="checkbox"/> Shipping Names <input type="checkbox"/> The Use of Schedules 1, 2, & 3 <input type="checkbox"/> Documentation <input type="checkbox"/> Dangerous Goods Safety Marks <input type="checkbox"/> Means of Containment <input type="checkbox"/> Emergency Response Assistance Plans <input type="checkbox"/> Accidental Release and Imminent Accidental Release Report Requirements <input type="checkbox"/> Safe Handling and Transportation Practices, and the Characteristics of the Dangerous Goods <input type="checkbox"/> The Proper Use of Equipment Used to Handle or Transport the Dangerous Goods <input type="checkbox"/> Emergency Measures to Take to Reduce or Eliminate Danger to the Public <input type="checkbox"/> Air Transportation of Dangerous Goods (ICAO) <input type="checkbox"/> Marine Transportation of Dangerous Goods (IMDG)



P 7 250*
S/M 5 500
W-S/M 5 500
W-P 7 250*

9 100
8 200
10 000
10 000

16 350 GVW
13 700 GVW
15 500 GVW
17 250 GVW

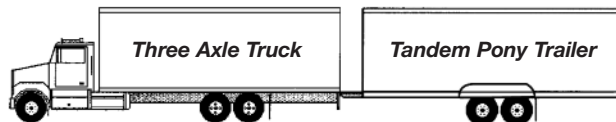


P 7 250*
S/M 5 500
W-S/M 5 500
W-P 7 250*

17 000
14 500
18 000
18 000

24 250 GVW
20 000 GVW
23 500 GVW
25 250 GVW

**Two and three axle straight trucks having appropriate axle ratings and tire sizes may operate on Primary Highways at 7 250 kg on the steer axle.*

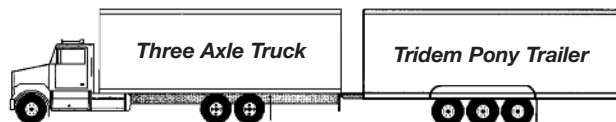


P 7 250*
S/M 5 500
W-S/M 5 500
W-P 7 250*

17 000
14 500
18 000
18 000

17 000
14 500
18 000
18 000

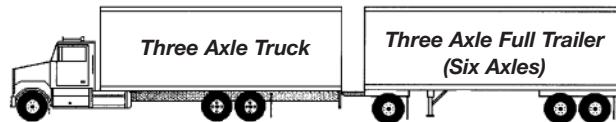
41 250 GVW
34 500 GVW
41 500 GVW
43 250 GVW



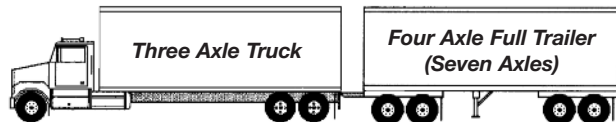
P	7 250*	17 000	21 000	45 250 GVW
S/M	5 500	14 500	20 000	40 000 GVW
W-S/M	5 500	18 000	21 000	44 500 GVW
W-P	7 250*	18 000	21 000	46 250 GVW



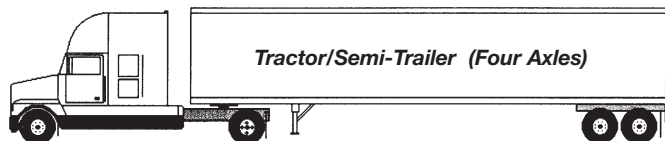
P	7 250*	17 000	9 100	9 100	42 450 GVW
S/M	5 500	14 500	8 200	8 200	36 400 GVW
W-S/M	5 500	18 000	10 000	10 000	43 500 GVW
W-P	7 250*	18 000	10 000	10 000	45 250 GVW



P	7 250*	17 000	9 100	17 000	50 350 GVW
S/M	5 500	14 500	8 200	14 500	42 700 GVW
W-S/M	5 500	18 000	10 000	18 000	51 500 GVW
W-P	7 250*	18 000	10 000	18 000	53 250 GVW

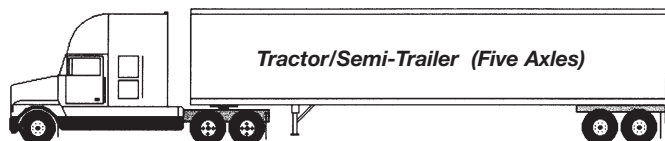


P	7 250*	17 000	17 000	17 000	53 500 GVW
S/M	5 500	14 500	14 500	14 500	49 000 GVW
W-S/M	5 500	18 000	18 000	18 000	53 500 GVW
W-P	7 250*	18 000	18 000	18 000	53 500 GVW



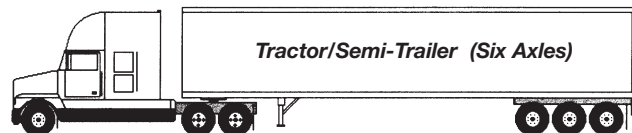
P	5 500	9 100	17 000
S/M	5 500	8 200	14 500
W	5 500	10 000	18 000

31 600	GVW
28 200	GVW
33 500	GVW



P	5 500	17 000	17 000
S/M	5 500	14 500	14 500
W	5 500	18 000	18 000

39 500	GVW
34 500	GVW
41 500	GVW



P	5 500	17 000	24 000**
S/M	5 500	14 500	20 000
W	5 500	18 000	24 000**

***Maximum tridem weights depend upon spread:*

3.6 m to 3.7 m	24 000 kg
3.0 m to 3.6 m	23 000 kg
2.4 m to 3.0 m	21 000 kg

46 500	GVW
40 000	GVW
46 500	GVW

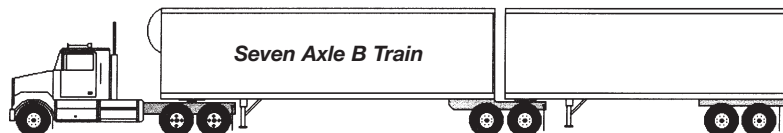


P	5 500	17 000	17 000	9 100	9 100
S/M	5 500	14 500	14 500	8 200	8 200
W	5 500	18 000	18 000	10 000	10 000

53 500	GVW
49 000	GVW
53 500	GVW



P	5 500	17 000	23 000	17 000	62 500 GVW
S/M	5 500	14 500	20 000	14 500	54 500 GVW
W/M	5 500	18 000	23 000	18 000	54 500 GVW
W-P/S	5 500	18 000	23 000	18 000	62 500 GVW



P	5 500	17 000	17 000	17 000	56 500 GVW
S/M	5 500	14 500	14 500	14 500	49 000 GVW
W-S/M	5 500	18 000	18 000	18 000	54 500 GVW
W-P	5 500	18 000	18 000	18 000	59 500 GVW



P	5 500	17 000	17 000	9 100	17 000	53 500 GVW
S/M	5 500	14 500	14 500	8 200	14 500	53 500 GVW
W	5 500	18 000	18 000	10 000	18 000	53 500 GVW



P	5 500	17 000	17 000	9 100	17 000	60 500 GVW
S/M	5 500	14 500	14 500	8 200	14 500	54 500 GVW
W-S/M	5 500	18 000	18 000	10 000	18 000	54 500 GVW
W-P	5 500	18 000	18 000	10 000	18 000	60 500 GVW

Overweight permits are restricted to non-divisible loads and are subject to certain conditions. Allowed maximum weights on public highways and bridges are subject to change. For complete information on allowed weights, specific highways, combined axle group weights, and non-divisible load permits contact:

Saskatchewan Government Insurance (SGI)
Permit Office: 775-6969 or 1-800-667-7575

Between November 16 and March 14, winter weights allow increased gross and axle weights. Road bans occur in spring. Both the winter weights and spring road bans may be restricted to certain highways and subject to specific vehicle configurations.

Information on allowed winter weights or road bans is available by contacting the Ministry of Highways and Infrastructure:

Regina: 787-7623
Saskatoon: 933-8333 or 933-5228
Outside Saskatoon or Regina:
1-888-335-7623
<http://www.highways.gov.sk.ca>

Pamphlets and posters with the primary and secondary highways, weights, dimensions and vehicle configurations are available from Saskatchewan Ministry of Highways and Infrastructure, Vehicle Weights and Dimensions: 306-787-5307.

25 Vehicle Dimensions

Over dimensional permits are generally available for non-divisible loads and are subject to certain conditions. A vehicle cannot be operated or moved without a permit if it exceeds the following dimensions:

Length

- 12.5 m (41 ft.) for a straight vehicle (other than a combination of vehicles or A, B or C trains)
- 23 m (75 ft. 5") for a combination of vehicles
- 25 m (82 ft.) for A, B or C train

Width

- 2.6 m (8 ft. 6")

Height

- 4.15 m (13 ft. 6")

In addition to the overall dimensions vehicles must comply with the following:

Maximum semi-trailer length - 16.2 m (53 ft.)
Maximum wheelbase on a semi-trailer - 12.5 m (41 ft.)
Maximum wheelbase on a tractor (manufactured after June 1988) - 6.2 m (20 ft. or 244")
Maximum box length on an A, B or C-train - 20 m (65 ft. 6")

Maximum tridem axle spread on a B-train - 3.1 m (10 ft.)

Maximum hitch offset - 1.8 m (6 ft.)

Maximum kingpin setback - 2.0 m (6 ft. 6")

Minimum trailer wheelbase - 6.25 m (20 ft. 6")

For complete information on allowed dimensions for specific vehicles, vehicle configurations, buildings, objects and contrivances, or specific exemptions for farm equipment, contact the Saskatchewan Government Insurance (SGI) Permit Office.

Information on bridge heights/widths and structural clearances can be obtained by:

Internet at <http://www.highways.gov.sk.ca/bridge-clearance/>

Unless otherwise specified on the Permit:

- 2. direct crossing of a Provincial Highway is allowed on Sundays and Public Holidays if a flagperson is in attendance during the crossing*

3. travel for overdimension loads is subject to structural clearance

For Width	Two Lane Highways	Multi Lane Highways
Exceeding 2.60 m (8'6")	Red flags/lights on the extremities of the load that overhang the side or rear of the vehicle.	Red flags on the extremities of the load that overhang the sides or rear of the vehicle.
Exceeding 3.05 m (10')	Dimensional signs required front and rear in addition to the above.	Signs required at the rear only in addition to the above.
Exceeding 3.3 m (10'10")	A least one amber flashing or rotating beacon mounted on the truck in addition to the above.	*A minimum of one amber flashing or rotating beacon visible for 200 m in addition to the above.
Width 2.60 m (8'6") to 5.0 m (16'4")	Escort vehicle required. If the load protrudes over centreline, load may be offset to avoid protrusion over centreline.	Trail vehicle is required if the load protrudes into inside driving lane in addition to the above.
Width 5.0 m (16'4") or greater	Two escort vehicles required in addition to the above.	Trail vehicle required rear only; sign required rear only.

For Length	Two Lane Highways	Multi Lane Highways
Exceeding 25 m (82')	Sign required at rear.	Sign at rear required.
Exceeding 27.5 m (90')	A minimum of one amber flashing or rotating beacon, sign required at rear only.	Amber beacon and rear sign.
Exceeding 31 m (98')	A minimum of one flashing/rotating beacon, signs required at front and rear; trail vehicle is required.	Amber beacons and signs front and rear.
Exceeding 36 m (118')	All of the above.	All of the above.
Self propelled vehicles (scrapers, dozers, loaders) do not require signs unless the width is 3.5 m (11'6") or greater.		

*If an amber flashing light is not visible to the rear, then a second amber flashing light shall be mounted on the rear of the load or vehicle and be visible for 200 m.

TABLE 18.0 Maximum Dimensions for Night Travel

Maximum Dimension	Requirements for Night Travel
Height 4.9 m	Length 31.0 m (100.75 ft) for specialized equipment.
For Width exceeding 2.60 m (8'6")	Marker lights on extremities of load that overhang the sides or rear of vehicle, visible for 200 m.
For Width exceeding 3.05 m (10'0")	Front requires "D" or "WIDE LOAD" sign. Rear requires lighted "D" or "WIDE LOAD" sign or amber flashing/rotating beacon if sign not lit.
For Width exceeding 3.3 m (10'10")	A minimum of one amber flashing or rotating beacon visible for 200 m, in addition to the above.
Width 3.7 m (12')	Length 25.0 m (82') for semi trailer unit that has an overhang to a maximum of 3.0 m (9'10").
For Width exceeding 3.7 m (12")	No night travel.
For Length exceeding 25.0 m (82') with overhang	No night travel.
For Length exceeding 3.0 m (9'10") overhang	No night travel.
Height up to 4.9 m (16'1")	Subject to clearance of all structures.
Height exceeding 4.9 m (16'1")	No night travel.
Lighting Requirements for Night Travel	<ul style="list-style-type: none"> • Amber lights – visible for 200 m marking load extremities, • Front Corner Amber Lights 30 cm (12") above headlights of power unit, Sides Amber lights spaced not more than 8.0 m (26'3") apart, Rear Corner Red lights visible from side and rear. • Overhang Red clearance lights Trailer Extendible clearance lights. • All lights must be visible for 200 m.

27 Provincial Sales Tax

Carriers registering inter-jurisdictional vehicles must pay sales tax at the time of registration based on the distance travelled. Sales tax is charged for all affected jurisdictions at the pro-rate vehicle registration office (Branch and IRP Issuing Services). The Saskatchewan sales tax collected in this manner is called the Prorated Vehicle Tax (PVT).

The PVT allows for the payment of tax, by all registrants of an inter-jurisdictional vehicle, based on their proportionate travel in Saskatchewan. Under the PVT, individuals who hold a valid apportioned cab card, issued by any jurisdiction in North America and displaying Saskatchewan (SK) as a registered jurisdiction, may purchase or lease their inter-jurisdictional vehicles, trailers and most repair parts and labour, exempt of tax.

The PVT is calculated according to the following formula:

$$\text{Tax Payable} = TV \times R \times SDR \times T$$

TV = the taxable value of the vehicle

R = the tax rate for the applicable calendar year

SDR = the ratio of Saskatchewan distance to total qualifying distance based on the preceding July 1 to June 30 distance year.

T = the number of whole months or partial calendar months left in the vehicle period at the time that the vehicle is licensed, divided by 12.

TV (Taxable Value)

If purchased, the value is the purchase price before any trade-in allowance.

If leased, the value is the greater of:

- *the purchase price as described in the lease agreement.*
- *the fair market value at the start of the lease.*

R (Rate of tax)

A tax rate that is based on the number of calendar years since the current owner of the vehicle acquired the vehicle. The truck rates vary from between 2.353 and 1.095 per cent. Lower rates have been established for buses. The rates have been adjusted to take into account, the average cost of trailers, parts, and repair labour.

The vehicle registration office will collect the PVT on the first registration and all subsequent renewals.

Early cancellation of a Saskatchewan registration will result in a PVT credit that may be applied against other PVT payable.

Motor vehicles and trailers that operate solely in Saskatchewan are not subject to the PVT. Therefore, these vehicles and their associated repair parts and repair services are subject to the Provincial Sales Tax on the purchase or lease price.

For additional information regarding the PVT please contact 1-800-667-6102 ext. 0837.

28 Fuel Tax

Fuel Tax reporting is required from all carriers who bring taxable fuel into Saskatchewan in the fuel tank of a commercial motor vehicle that has a gross vehicle weight of 11 797 kg or more. The current tax rates are 15¢ per litre for gasoline and diesel fuel and 9¢ per litre for propane.

Inter-jurisdictional carriers may satisfy their fuel tax obligations by either acquiring a single trip permit and pay a Fuel Tax fee or becoming an IFTA registrant and filing regular Fuel Tax returns.

In Saskatchewan, the Fuel Tax fee is included in the cost of a single trip permit. The amount of the Fuel Tax fee is the greater of \$10 or 6¢ per kilometre, travelled in Saskatchewan. Fuel Tax paid under a single trip permit is non-refundable and cannot be offset against fuel purchased in Saskatchewan during the course of the trip.

International Fuel Tax Agreement (IFTA)

The International Fuel Tax Agreement (IFTA) is an agreement among jurisdictions in Canada and the United States that simplifies the reporting of Fuel Taxes by commercial inter-jurisdictional carriers. Under IFTA, the carrier files one consolidated Fuel Tax report with their own jurisdiction and tax is re-distributed based on the consumption in every jurisdiction.

1. Eligibility

A carrier may register under IFTA in Saskatchewan providing:

- *the carrier has vehicles with a registered gross vehicle weight of 11 797 kg or more which are based in Saskatchewan for registration purposes*
- *the carrier keeps the operational control and records for the vehicles in Saskatchewan or will make the records available for audit in Saskatchewan (If our auditors must travel outside of Saskatchewan to conduct the audit you are required to pay a portion of the costs associated with conducting the audit)*
- *the carrier operates in Saskatchewan and in one or more other jurisdictions.*

2. Benefits

A single fuel tax license (and decals) that allows your vehicles to travel in all member jurisdictions

- *a single fuel tax report that details your operations in each of the member jurisdictions*
- *ability to credit the fuel tax overpayment of one jurisdiction against the liability of another jurisdiction*
- *ability to remit one cheque or receive one refund from all jurisdictions*
- *ability to receive one cheque from all jurisdictions*

29 Contacts

Highway Transport Patrol - Weight Scales

Estevan Weigh Scale	No. 39 Highway W	637-4522
Clavet Weigh Scale	No. 16 Highway E	964-1757
Kindersley Weigh Scale	No. 7 Highway W	463-5455
Langham Weigh Scale	No. 16 Highway S	933-6777
Lloydminster Weigh Scale	No. 16 Highway E	387-5670
Melfort Weigh Scale	No. 6 Highway S	752-6275
Moosomin Weigh Scale	No. 1 Highway E	435-4520
Regina Weigh Scale North	No. 11 Highway N	787-7480
Regina Weigh Scale South	No. 1 Highway W	787-7481
Swift Current Weigh Scale	No. 1 Highway W	778-8314
Yorkton Weigh Scale	No. 10 Highway S	786-1366

Highway Transport Patrol - Patrol Offices

Hudson Bay Patrol	865-4515
Meadow Lake Patrol	236-7595
Moose Jaw Patrol	694-3742
Prince Albert Patrol	953-3680
Wynyard Patrol	554-5459

Transport Patrol Regional Offices

Northwest Regional Office	933-5370
Northeast Regional Office	786-5777
Southeast Regional Office	787-4120
Southwest Regional Office	778-8326

Transport Investigations, Complaints and General Inquiries

Saskatoon (Monday to Friday 8:30 to 4:30)

In Saskatchewan toll free 1-866-933-5290

Outside Saskatchewan 306-933-5290

Province	Prorate Office	Fuel Tax	Authority	Permits	Sales Tax	Government Web Sites
Alberta	403-297-2920	780-427-3044	403-340-5444	800-662-7138	Not Required	www.gov.ab.ca
British Columbia	604-443-4450	250-387-0635	FR# 604-443-4624	800-559-9688	604-660-4524	www.icbc.com
Saskatchewan	306-751-1251	306-787-7749	306-775-6672	306-775-6969	306-787-0837	www.gov.sk.ca
Manitoba	204-985-7775	204-945-3194	204-945-8912	204-945-3961	204-945-6444	www.mpi.mb.ca
Ontario	416-235-3923	866-668-8297	416-246-7166	416-246-7166 Ext: 6306	866-668-8297	www.gov.on.ca
Quebec	800-837-6030	800-237-4382	888-461-2433	800-361-7620	418-528-9323	www.ctq.gouv.qc.ca/en/home.html
Newfoundland and Labrador	709-729-4921	709-729-6297	709-729-6432	709-729-0359	877-729-6376	www.gov.nl.ca
Nova Scotia	902-424-5851	902-424-2850	902-424-3588	800-898-7668	800-959-5525	www.gov.ns.ca
New Brunswick	506-453-2215	506-453-2404	Not Required	506-453-2982	506-453-2404	www.gnb.ca
Prince Edward Island	902-368-5202	902-569-7541	Not Required	902-437-8534	902-569-7542	www.gov.pe.ca
Territory	Registry Office	Fuel Tax	Authority	Permits	Sales Tax	Government Web Sites
Yukon	867-667-5315	867-667-5345	867-667-5782	867-667-5729	Not Required	www.gov.yk.ca
Northwest Territories	Hay River 867-984-3341 Inuvik 867-777-7283 Fort Liard 867-770-3028	Hay River 867-984-3341 Inuvik 867-777-7283 Fort Liard 867-770-3028	Not Required	Hay River 867-984-3341 Inuvik 867-777-7283 Fort Liard 867-770-3028	Not Required	www.gov.nt.ca
Nunavut	888-252-9869					www.gov.nu.ca

State	Prorate Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
Alabama	334-242-2999	334-242-2999	UCR# 334-242-5176	334-834-1092	www.dot.state.al.us
*Alaska	Not Participating	Not Participating	UCR# 907-365-1200	800-478-7636	www.dot.state.ak.us/mscve
Arizona	602-712-6775	602-712-8473	Not Required	602-712-8851	www.azdot.gov
Arkansas	501-682-4651	501-682-4800	UCR# 501-682-4653	501-569-6824	www.arkansas.gov/dfa/motor_vehicle/mv_index.html
California	916-657-7971	800-400-7115	UCR# 916-657-8153	800-344-1912	www.dot.ca.gov
Colorado	303-205-5602	303-205-8205	UCR# 303-894-2000 Select 4	303-757-9539	www.dot.state.co.us
Connecticut	860-263-5281	800-749-9104	UCR# 860-263-5281	800-749-6058	www.ct.gov/
Delaware	302-744-2701	302-744-2702	UCR# 302-744-2701	302-744-2700	www.deldot.gov/mfta/index.shtml
District of Columbia	202-729-7083	Not Required	202-358-7108	202-729-7083	www.dmv.dc.gov/main.shtm
Florida	850-488-6921	850-488-6921	Not Required	850-410-5777	www.dot.state.fl.us
Georgia	404-968-3800	404-968-3800	UCR# 404-362-6484	800-570-5428	www.dot.state.ga.us
Idaho	208-334-8611	208-334-7834	UCR# 208-334-8611	208-334-8420	www.trucking.idaho.gov
Illinois	217-782-4815	217-785-1397	UCR# 217-782-4654	217-785-1477	www.cyberdriveillinois.com/
Indiana	317-615-7340	317-615-7345	UCR# 317-615-7350	317-615-7320	www.in.gov/indot/
Iowa	515-237-3268	515-237-3224	UCR# 515-237-3224	515-237-3264	www.iamvd.com/omcs/index.htm
Kansas	785-271-3145	785-296-4458	UCR# 785-271-3145	785-271-3145	www.ksrevenue.org
Kentucky	502-564-4120	502-564-4540	UCR# 502-564-4540	502-564-7150	www.dmc.kytc.ky.gov/
Louisiana	225-325-6270	225-219-7656	UCR# 888-342-5717	225-343-2345	www.dotd.louisiana.gov
Maine	207-624-9000 (Ext: 52136) Enter 1	207-624-9000 (Ext: 52136)	UCR# 207-624-9000 (Ext: 52130)	207-624-9000 (Ext: 52134)	www.maine.gov/sos/bmv/commercial
Maryland	410-787-2971	410-260-7215	Not Required	410-582-5734	www.mdot.state.md.us/
Massachusetts	617-351-9320	617-887-5080	UCR# 617-305-3559	508-473-4755	www.mhd.state.ma.us
Michigan	517-322-1097	517-636-4580	UCR# 517-241-6030	517-373-2121	www.mdot.state.mi.us
Minnesota	651-205-4141	651-205-4141	UCR# 651-215-6330	651-296-6000	www.dot.state.mn.us/
Mississippi	601-923-7103	601-923-7104	UCR# 888-737-0061	601-359-1717	www.gomdot.com/home/home.aspx#

State	Prorate Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
Missouri	866-831-6277	866-831-6277	866-831-6277	866-831-6277	www.modot.org/mcs/index.htm
Montana	406-444-2998	406-444-6130	UCR# 406-444-2998	406-444-7262	www.mdt.mt.gov/business/mcs
Nebraska	888-622-1222	888-622-1222	UCR# 888-622-1222	402-471-0034	www.dmv.state.ne.us
Nevada	775-684-4711	775-684-4711	775-687-5335	775-888-7410	www.nevadadot.com
New Hampshire	603-271-2196	603-271-2311	UCR# 603-271-2447	603-271-2691	www.nh.gov/dot/index.htm
New Jersey	609-633-9399	609-633-9400	609-633-9399	609-633-9400	www.state.nj.us/transportation
New Mexico	505-827-0392	505-827-0392	UCR# 505-827-4519	505-827-0392	www.nmshtd.state.nm.us
New York	518-473-5834	800-980-5437	UCR# 518-457-1017	888-783-1685	www.nysdot.gov
North Carolina	919-861-3720	919-733-3409	UCR# 919-861-3720	919-733-7154	www.ncdot.org/dmv/
North Dakota	701-328-2725	701-328-2725	UCR# 701-328-2725 Select 2	701-328-2621	www.dot.nd.gov/
Ohio	614-777-8400	614-466-3921	UCR# 614-466-3392	614-351-2300	www.puco.ohio.gov/puco.cfm
Oklahoma	405-521-3036	405-521-3036	UCR# 405-521-2251	877-425-2390	www.okladot.state.ok.us
Oregon	503-378-6699	503-378-1634	Not Required	503-373-0000	www.oregontruckingonline.com
Pennsylvania	717-346-0608	717-783-9369	UCR# 717-772-2254	717-787-7445	www.dot.state.pa.us
Rhode Island	401-728-6692	401-574-8878	UCR# 401-780-2158	401-462-5745	www.dot.state.ri.us
South Carolina	803-896-3870	803-896-3870	UCR# 803-896-3870	877-349-7190	www.scdot.org/
South Dakota	605-773-4111	605-773-4111	UCR# 605-773-3314	605-698-3925	www.sddot.com
Tennessee	615-687-2274	615-687-2274	UCR# 615-399-4266	615-741-3821	www.tdot.state.tn.us
Texas	800-299-1700 Select 4	800-299-1700 Select 5	UCR# 800-299-1700 Select 8	800-299-1700 Select 1	www.dot.state.tx.us/
Utah	801-297-2200	801-297-2200	UCR# 801-965-3871	801-965-4508	www.udot.utah.gov/main
Vermont	802-828-2071	802-828-2070	Not Required	802-828-2064	www.aot.state.vt.us/
Virginia	866-878-2582	866-878-2582	UCR# 804-367-0269	866-898-2582	www.dmv.state.va.us/webdoc/commercial/mcs/programs/index.asp
Washington	360-664-1858	360-664-1868	UCR# 360-664-1222	360-704-6340	www.dol.wa.gov

State	Prorate Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
West Virginia	304-558-3629	304-558-3629	UCR# 304-340-0427	304-340-0384	www.wvdot.com
Wisconsin	608-266-9900	608-266-9900	UCR# 608-261-2574	608-266-7320	www.dot.state.wi.us/business/carriers/index.htm
Wyoming	307-777-4829	307-777-4826	307-777-4850	307-777-4376	www.dot.state.wy.us
Federal Highway Administration (FHWA) 202-366-0604					
Contact Surface Transportation Board (STB): 202-245-0245 or					
Federal Motor Carrier Safety Administration (FMCSA): 1-800-832-5660 for STB Requirements					
<i>Note: STB replaced what used to be Interstate Commerce Commission (ICC)</i>					

****UCR – Unified Carrier Registration**

HIGHWAY TRAFFIC BOARD

1550 Saskatchewan Drive, Regina SK S4P 0E4
Phone: 775-6674
Fax: 775-6618
<http://www.highwaytrafficboard.sk.ca>

LEGISLATION

Federal Legislation

Canadian Government Publishing (PWGSC)

Publishing and Depository Services
Public Works and Government Services Canada
Ottawa ON K1A 0S5
Canada

Hours of operation:
Monday to Friday – 8 a.m. to 5 p.m. ET
Phone/Toll free: 1-800-635-7943 (Canada & US)
Phone/Local: (613) 941-5995
Fax/Toll free: 1-800-565-7757 (Canada & US)
Fax/Local: (613) 954-5779
TTY: 1-800-465-7735
E-mail: publications@pwgsc.gc.ca

Provincial Legislation

Queen's Printer for Saskatchewan

Toll Free: 1-800-226-7302
Phone: 787-6894
Fax: 798-0835
<http://www.qp.gov.sk.ca>

SASKATCHEWAN MINISTRY OF ENVIRONMENT

Environmental Protection Branch

224 - 3211 Albert Street, Regina SK S4S 5W6
Phone: 787-6169
Fax: 787-0197
<http://www.environment.gov.sk.ca>
Saskatchewan Spill Control Centre
Toll Free: 1-800-667-7525

SASKATCHEWAN MINISTRY OF FINANCE

Revenue Division

5th Floor, 2350 Albert Street, Regina, SK S4P 4A6
Toll Free: 1-800-667-6102
Fuel Tax: 1-800-667-6102 (ext 7749)
PST: 1-800-667-6102
Fax: 787-9644
<http://www.gov.sk.ca/finance/revenue>
<http://www.iftach.org>

SASKATCHEWAN GOVERNMENT INSURANCE (SGI)

www.sgi.sk.ca

Branch & IRP Issuing Services

2260-11th Ave, Regina, SK S4P 2N7
Phone: 751-1251
Fax: 359-0867

Carrier Safety Programs

- **General Inquiry**

Phone: 775-6630
Fax: 352-3154

- **Facility Audit**

Phone: 775-6351
Fax: 352-3154

- **Carrier Profiles**

Phone: 751-1344
Fax: 352-3154

- **Compliance Review Program**

Phone: 775-6667
Fax: 352-3154

Permit Office

Phone: 775-6969
Toll Free: 1-800-667-7575
Fax: 775-6909

Vehicle Registration Policy

2260-11th Ave, Regina, SK S4P 0J9

Phone: 775-6332

Fax: 775-6909

Vehicle Standards & Inspection Inquiries

Phone: 775-6188

Fax: 775-6222

SASKATCHEWAN MINISTRY OF HIGHWAYS AND INFRASTRUCTURE

Transport Compliance Head Office

12th Floor, 1855 Victoria Ave., Regina, SK S4P 3V5

Phone: 306-787-4372

Fax: 306-787-6697

<http://www.highways.gov.sk.ca/tcb>

Transport Investigations & Inquiry Line

1st Floor, 2174 Airport Drive, Saskatoon, SK S7L 6M6

In Saskatchewan toll free: 1-866-933-5290

Outside Saskatchewan: 306-933-5290

Fax: 306-933-5276

e-mail: tcbinquiryline@gov.sk.ca

Transportation of Dangerous Goods

9th Floor, 1855 Victoria Ave, Regina, SK S4P 3V5

Phone: 787-5307

Fax: 798-0172

Vehicle Weights & Dimensions

9th Floor, 1855 Victoria Ave, Regina, SK S4P 3V5

Phone: 787-5307

Fax: 798-0172

<http://www.highways.gov.sk.ca>

Structural Clearance

www.highways.gov.sk.ca/bridge-clearance/

TRANSPORT CANADA

Canadian Transport Emergency Centre (CANUTEC)

Emergency (24 hours): 613-996-6666 (call collect)

Cell (Canada Only): *666

Non-Emergency (24 hours): 613-992-4624

<http://www.tc.gc.ca/canutec/en/menu.htm>

Transportation of Dangerous Goods Prairie & Northern Region

Transport Canada

344 Edmonton St, Winnipeg, MB R3C 0P6

Phone: 204-983-3152 or 1-888-463-0521

Fax: 204-983-7339

<http://www.tc.gc.ca/PrairieAndNorthern/menu.htm>

TRUCKING ASSOCIATIONS

ALBERTA MOTOR TRANSPORT ASSOCIATION (AMTA)

3660 Blackfoot Trail S.E., Calgary, AB T2G 4E6

Phone: 1-800-267-1003 or 403-243-4161

Fax: 403-243-4610

<http://www.amta.ca>

ATLANTIC PROVINCES TRUCKING ASSOCIATION (APTA)

725 Champlain St, Suite 400, Dieppe, NB E1A 1P6

Phone: 1-866-866-1679 or 506-855-2782

Fax: 506-853-7424

<http://www.apta.ca>

AMERICAN TRUCKING ASSOCIATION (ATA)

950 North Glebe Rd, Suite 210, Arlington, VA

22203-4181

Phone: 703-838-1700

<http://www.truckline.com>

BRITISH COLUMBIA TRUCKING ASSOCIATION (BCTA)

#100-20111 93A Ave, Langley, BC V1M 4A9

Phone: 604-888-5319 or 1-800-565-2282

Fax: 604-888-2941

<http://www.bctrucking.com>

CANADIAN TRUCKING HUMAN RESOURCES COUNCIL (CTHRC)

203 - 720, ch. Belfast Road, Ottawa, ON K1G 0Z5
Phone: 613-244-4800
Fax: 613-244-4535
<http://www.cthrc.com/en/index.php>

MANITOBA TRUCKING ASSOCIATION (MTA)

25 Bunting Street, Winnipeg, MB R2X 2P5
Phone: 204-632-6600
Fax: 204-694-7134
<http://www.trucking.mb.ca>

ONTARIO TRUCKING ASSOCIATION

555 Dixon Road, Toronto, ON M9W 1H8
Phone: 416-249-7401
Fax: 416-245-6152
<http://www.ontruck.org>

SASKATCHEWAN TRUCKING ASSOCIATION (STA)

1335 Wallace Street, Regina, SK S4N 3Z5
Phone: 569-9696
Fax: 569-1008
<http://www.sasktrucking.com>

THE CANADIAN TRUCKING ALLIANCE (CTA)

324 Somerset St. W, Ottawa, ON K2P 0J9
Phone: 613-236-9426
Fax: 613-563-2701
<http://www.cantruck.com>

TRUCKING ASSOCIATION OF QUEBEC, INC.

Suite 200, 6450 rue Notre-Dame West, Montreal, PQ H4C 1V4
Phone: 514-932-0377
Fax: 514-932-1358
<http://www.carrefour-acq.org>

INDUSTRY RELATED CONTACTS

CANADIAN AUTOMOBILE ASSOCIATION (CAA) - Saskatchewan

Toll Free: 1-800-564-6222
<http://www.caasask.sk.ca>

CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS (CCMTA)

2323 St. Laurent Blvd., Ottawa, ON K1G 4J8
Fax: 613-736-1395
Phone: 613-736-1003
<http://www.ccmta.ca>

COMMERCIAL VEHICLE SAFETY ALLIANCE (CVSA)

1101 17th St. NW, Suite 803
Washington, DC 20036
Phone: 202-775-1623
Fax: 202-775-1624
<http://www.cvsa.org>

HIGHWAY HOTLINE / ROAD CONDITIONS Saskatchewan

Regina and area: 787-7623
Saskatoon and area: 933-8333
Saskatchewan: 1-888-335-7623
SaskTel Cellular Network: *ROAD
<http://www.highways.gov.sk.ca>

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

(8:00AM to 10:00PM ET Monday-Friday)
Phone: 1-888-327-4236
<http://www.odi.nhtsa.dot.gov/ivoq>

ROAD BUILDERS AND HEAVY CONSTRUCTION ASSOCIATION OF SASKATCHEWAN

1939 Elphinstone St, Regina, SK S4T 3N3
Phone: 306-586-1805
Fax: 306-585-3750
<http://www.rbhca.sk.ca>

INDUSTRY RELATED WEBSITES

CANADIAN CUSTOMS CARRIER SELF ASSESSMENT

<http://www.cbsa-asfc.gc.ca/prog/csa-pad/menu-eng.html>

CANADIAN CUSTOMS COMMERCIAL DRIVER REGISTRATION

<http://www.cbsa-asfc.gc.ca/prog/cdrp-picsc/menu-eng.html>

CANADIAN ROAD CONDITIONS

<http://www.tc.gc.ca/road/provinces.htm#conditions>

CURRENT WEATHER CONDITIONS FOR CANADA

http://weather.noaa.gov/weather/CA_cc.html

FLEETSMART PROGRAM

<http://fleetsmart.nrcan.gc.ca>

MAP QUEST

<http://www.mapquest.com/directions/main.adp>

ROUTES INTERNATIONAL

<http://www.routesinternational.com>

THE WEATHER NETWORK

<http://www.theweathernetwork.com>

TRUCK NEWS

<http://www.trucknews.com>

TRUCK SAFETY COALITION

<http://www.trucksafety.org>

U.S. FEDERAL HIGHWAYS ADMINISTRATION (FHWA)

<http://www.fhwa.dot.gov>

U.S. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)

<http://www.fmcsa.dot.gov>

YAHOO MAPS

<http://maps.yahoo.com>

Driver fatigue

Don't put yourself and others at risk.

Driver fatigue is a very serious traffic safety concern.

If you're overtired, your driving ability may be impaired. Like alcohol, fatigue affects your ability to drive by slowing reaction time, decreasing awareness and impairing judgment.

The result is an increased risk of a collision.

If you experience any of these symptoms while driving, find a safe place to pull over and rest.

Recognize the symptoms of driver fatigue

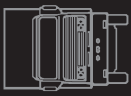
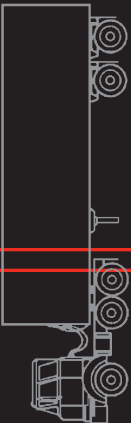
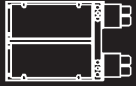
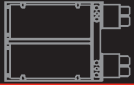
- Difficulty maintaining your speed
- Drifting out of your lane
- Missing road signs, such as speed zone changes
- Forgetting the last few kilometres you've driven
- Not noticing vehicles until they pass
- Wandering, disconnected thoughts

The Scania logo, consisting of the letters 'S' and 'G' followed by four vertical bars of increasing height.

Take care out there.







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