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TIME TO DISCUSS SUMMER DRIVING HAZARDS

Summer is here, and a new set of driving hazards is sure to raise a driver's stress level as fast as the temperature gets warmer. Operations personnel are likely to be the only friendly voice a driver hears during the day. This makes dispatchers, driver managers, and safety personnel important advocates for drivers as well as champions of the company's safety message. Below is a short list of summer driving hazards. Share this information with drivers and complete the "Call to Action" tasks.

DISTRACTIONS

Distractions inside and outside the cab reduce a driver's ability to perceive hazards and react properly. Talking or texting on the phone while driving - including calls initiated by the company - is not unique to summer, but is a hazard that deserves to be reiterated to all drivers throughout the year. Sun glare can be a distraction, so encourage drivers to wear polarized sunglasses and avoid driving in peak periods when sun glare is at its worst. Likewise, high temperatures increase the risk of dehydration and other heat-related illnesses. Headaches, dizziness, and heat exhaustion can distract a driver and divert his or her attention away from the task of driving. Remind drivers to stay hydrated and wear clothing that provides UV protection and is lightweight to stay cool.

INCREASED TRAFFIC CONGESTION

Summer traffic will see an increase in vacationers, inexperienced teen drivers, motorcyclists, and farm equipment on the roads. Likewise, joggers, bicyclists, and walkers create street crossing dangers. Remind drivers to be attentive to their surroundings and scan the road ahead for potential hazards.

WORK ZONES

Warmer temperatures kick off the road construction season. There will be lane closures, shifting lanes, workers present, and construction equipment moving in and out of traffic. Explain to drivers the importance of anticipating hazards and moving into the proper lane as soon as possible. Remind them to slow down in work zones, yield the right of way, and obey work zone speed limits. Delays are inevitable, but crashes are intolerable. If a driver runs into unexpected delays, advocate for him or her by calling the receiver to report the situation so the driver does not have to worry about it.

CALL TO ACTION

- Establish a call-in schedule to prohibit non-driving employees from calling and distracting drivers while driving or resting.
- Remind drivers to be mindful of increased vehicle and pedestrian traffic and slow down.
- Instruct staff to inform shippers, receivers, and brokers when a driver will be late due to unexpected delays.

WEATHER

Summer weather can change on a dime and go from sunny and bright skies to menacing clouds threatening tornados, hail, and heavy rain. Remind drivers to bring emergency supplies on each trip. Operations staff can also help drivers by monitoring weather forecasts and alerting them of adverse weather ahead, or better yet, reroute them away from potentially hazardous conditions. If drivers get caught up in a storm, encourage them to get off the road and seek shelter if they feel the conditions are unsafe to drive in.

*Submitted by: Aysegul Tuncertan, Underwriting Manager
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PREVENTING TRUCK & TRAILER FIRES

Truck fires can be caused by a number of factors including a manufacturing defect, malfunctioning components, human involvement/error, improper installation of after-market products, lack of maintenance, improper braking and just plain carelessness with flammable or ignition sources.



Most of these types of fires can be eliminated by regular maintenance, thorough driver inspections and on-road monitoring. Make sure after-market parts are properly installed and do not allow smoking or open flame sources near your tractor or trailer. Parked trucks can remain hot until heat sources dissipate.

Significant amounts of fires are caused by brake and tire related issues.

Dragging Brakes: Hot brakes and wheel bearings can come about from dragging brakes that result in abnormal brake temperatures, as well as wheel grease fires that spread to the tires.

Poor Brake Balance: Sometimes, extremely poor brake balance leads to disc brakes overheating, which then causes the bearing

grease to ignite. Poor brake balance occurs in situations in which not all of the trailers of a tractor-trailer are braking properly for the situation.

Failing Wheel Bearings: Dragging brakes can be the result of failing wheel bearings. When there is excessive bearing wear or regular failure, the wheel axis can come a bit off the centerline of the axle, leading to dragging brakes.

Preventing truck fires is critical to avoiding a potentially deadly situation. Inspect your truck's brakes, monitor for the smell and sight of smoke, conduct wheel and tire inspections paying particular attention to blown wheel seals and tire inflation. Check for lubricant, oil or grease buildup around the engine and on wheels and axles. Get service for electrical problems or brake concerns immediately.

If a fire has started, use your fire extinguisher on the base of the flame, if & when it is safe to do so. Use your fifth wheel puller, release the fifth wheel coupler and quickly separate the truck and the trailer to minimize the damage, but only if it is safe to do so. Always remember, your safety and that of the public is of utmost importance.

All fires should be investigated for the cause to prevent them from reoccurring.

*Submitted by:
William (Bill) Kalbhenn
Team Lead, Senior Safety Services Representative*



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CANADIAN ELD MANDATE

Transport Canada announced last month that Electronic Logging Devices (ELD) will become mandatory in Canada by June 2021. This is great news for the Canadian Transportation Industry as it takes public safety through technology and compliance to the next level. Although, the new rules will only apply to federally regulated carriers to begin with, provincial and territorial operators will follow the current rules that apply to them.

The big difference between US and Canadian ELD regulations will be the certification of these devices. In the US, suppliers are responsible for certifying their device requirements per US standards, however, Canadian ELD devices will have to be certified through certified/independent third parties. This process will eliminate any concerns in regards to claims that drivers can manipulate driving time on few US ELD devices.

Another difference between the Canadian and US mandate will be, “No Grandfather clause for AOBRD’s”. Meaning the US ELD rollout allows fleets to use pre-existing Automatic On-Board Recording Devices (AOBRDs) until December 2019. There will be no such provision under Canadian ELD mandate. This makes it even more important for fleets to ensure that

the devices they are currently using and plan to use going into Canadian ELD mandate, must meet industry standards. Fleets must ensure to work with their ELD suppliers closely and make sure they are not left high and dry when Canadian ELD comes into effect. There is currently no update on how the third party certification process will work.

Opinions about ELDs differ, but overall, Canadian ELD mandate is a positive step towards ensuring public safety, and will hold everyone accountable including fleets and drivers.

*Submitted by:
Rajdeep Singh
Safety Services Representative*

DRUG & ALCOHOL CLEARINGHOUSE

Mark the date - January 06, 2020

Coming January 2020, all Carriers running into the United States must register with the Clearinghouse which will provide information about drivers with commercial driver’s licences who are covered by FMCSA’s drug and alcohol program. Registration starts in the fall of 2019.

The Clearinghouse is a secure online database that will give employers, FMCSA, State Driver Licensing Agencies, and State Law enforcement personnel real-time information about commercial driver’s drug and alcohol program violations, thereby enhancing safety on our roadways.

When must I use the Clearinghouse?

January 06, 2020: Authorized users will be required to complete the actions described in the Clearinghouse final rule. At this time, employers will be required to conduct both electronic queries and traditional manual inquiries with previous employers to meet the three-year timeframe, required by FMCSA’s drug and alcohol use testing program, for checking commercial driver violation histories. Drivers may also view their own records for information recorded on or after January 06, 2020.

How will the Clearinghouse improve highway safety?

- Make it easier for employers to meet their pre-employment investigation and reporting obligations.

- Make it more difficult for drivers to conceal their drug and alcohol program violations from current or prospective employers.
- Provide roadside inspectors and other enforcement personnel with the means to ensure that drivers receive required evaluation and treatment before performing safety-sensitive functions, such as driving a Commercial Motor Vehicle (CMV)
- Make it easier for FMCSA to determine employer compliance with testing, investigation, and reporting requirements.

For further information, please visit:
<https://clearinghouse.fmcsa.dot.gov>

*Submitted by:
Belinda Edison
Safety Services Representative*

BILL OF LADING (BOL)

There are many important documentation processes that get used every day in order to ensure that deliveries and pickups happen in good order. One of these integral documents is the Bill of Lading (BOL). Here are some key things to know about Bill of Lading. It is very important that carriers train their drivers on Bill of Lading as they are the company representatives dealing directly with the document.

What is a Bill of Lading?

A Bill of Lading is a legal document between the shipper of goods and the carrier, and details the type, quantity, and destination of the goods being carried.

The Bill of Lading also serves as a receipt of shipment when the goods are delivered at the predetermined destination. This document must accompany the shipped goods, no matter the form of transportation, and must be signed by an authorized representative from the carrier, shipper, and receiver.



Why is a Bill of Lading important?

The Bill of Lading is the evidence of the contract entered into between the carrier and the shipper, or freight owner, in order to carry out the transportation of the freight as per the contract between the buyer and the seller.

This document is also used as a receipt, signed by the carrier, to confirm that the goods match the description listed on the paperwork, and that they have been received by the carrier in good order. Lastly, the Bill of Lading is used to determine who pays for the freight charges and any custom fees, and to outline the liability and responsibility for the goods transferred from the seller to the buyer.

What information must be listed on the Bill of Lading?

There are many critical pieces of information that must be noted

on a Bill of Lading. These include:

- Shipper's and consignee's names and full address
- Piece count - meaning the total skids, cartons, etc.
- Description of the goods
- Any special instructions for the carrier to ensure prompt delivery
- The date of the shipment
- PO and/or special account numbers used between the shipper and consignee for order tracking
- The "Must Arrive By Date" or "Required By Date"
- All dangerous goods identifications and requirements
- The exact weight of the shipment
- The declared value of the shipment, if there is one. Ensure high valued cargo is reported to your carrier/dispatcher. Additional insurance may be required.
- Any special requirements for transportation and delivery - i.e. heat required, tailgate, etc.

Getting the Bill of Lading signed upon delivery

It is very important that drivers pay particular attention to ensure the Bill of Lading is signed upon delivery. A Bill of Lading needs to be signed free and clear without any exceptions. The receiver's signature should be clear to read to provide proof of delivery. If the signature is not readable, the driver should ask the receiver's name and also write it on the Bill of Lading.

Drivers must be vigilant that the Bill of Lading is not signed with exceptions i.e. damaged, missing and/or subject to inspection type comments. If there are any notes on the Bill of Lading, the driver should inquire about the problem and report the issue immediately to their Carrier/Dispatcher before departing from the customer. The driver must take photos of any damaged product(s).

Insured carriers/drivers who are aware of any issues that affect the delivery of the load that may result in a potential cargo claim, MUST report it immediately to Old Republic Insurance Claims Department.

Call Day or Night - (800) 228-8046

Submitted by:
William (Bill) Kalbhenn
Team Lead, Senior Safety Services Representative

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Old Republic Insurance Company of Canada

Box 557, 100 King Street West, Hamilton, Ontario L8N 3K9

Phone: (905) 523-5936 • Fax (905) 523-1471 • Toll Free: (800) 530-5446



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