
SASKATCHEWAN TRUCKERS' GUIDE



Saskatchewan
Highways and
Transportation



January 2005
Revised

REFERENCE

Various government departments or agencies are responsible for various programs; however, certain responsibilities may overlap between two or more of the agencies.

This brochure has been published to lessen the confusion as to which department/agency is responsible for the specific information you may require. The responsibilities are listed in the table of contents according to which department/agency handles that specific area. In some cases, there is an overlap of duties, in which case reference to another department is made suggesting that you also see that specific item of information.

This publication is current up to and including date of publication. Rules and policies are subject to change. For current information please refer to our website at www.highways.gov.sk.ca or phone the appropriate phone number(s) listed within this manual. The guide also contains some interpretation and guidance, but this may not apply in all cases. If there is any doubt, the reader should seek guidance specific to the vehicle concerned.

Provincial legislation and regulations can be accessed on-line at:

www.qp.gov.sk.ca or by contacting:

Queens Printer for Saskatchewan
1871 Smith Street
REGINA SK S4P 3V7
Toll Free: 1-800-226-7302
Phone: 306-787-6894
Fax: 7879779

Federal legislation and regulations can be accessed on-line at:

www.canada.justice.gc.ca or by contacting:

Canadian Publishing Centre
HULL PQ
Toll Free: 1-800-635-7943

TABLE OF CONTENTS

1. National Safety Code (NSC).....	1
2. Certificate of Safety Fitness.....	1
3. Carrier Profile.....	2
4. Compliance Review Program (CRP)	2
5. Conditions of Carriage/Bills of Lading.....	3
6. Facility Audits.....	3
7. Record-Keeping Requirements	4
8. Licensing.....	6
9. International Registration Plan (IRP)	6
10. Operating Out of Province	13
11. Commercial Periodic Medical Reporting.....	13
12. Drug and Alcohol Testing (Traveling to the U.S.).....	14
13. Allowed Uses of Commercial Vehicles	15
14. Insurance Requirements	20
15. Periodic Motor Vehicle Inspection (PMVI) Program	21
16. Permits.....	22
17. Hours of Service.....	23
18. Trip Inspection.....	23
19. Commercial Vehicle Safety Alliance (CVSA) Inspections	28
20. Load Security	28
21. Dangerous Goods	472
22. TDG Guidelines for Training Criteria.....	48
23. Weigh Scales and Enforcement	56
24. Vehicle Weights	34
25. Vehicle Dimensions.....	55
26. Permit Condition Guidelines for Provincial Highways	55
27. Provincial Sales Tax.....	59
28. Fuel Tax.....	60
29. Contacts.....	62

A Safety Message:

It is now the law!

Use of a radar detector in an NSC commercial vehicle is prohibited in Saskatchewan

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 trucks, buses, power units and trailers).

The NSC safety standards apply to:

- All vehicles registered in Class A, C or D with a registered gross vehicle weight over 5,000 kg.
- All commercial or business use vehicles registered in class LV with a registered gross vehicle weight over 5,000kg
- All vehicles registered in Class PS, or PB with a seating capacity of 10 passengers or more. **Note:** In Saskatchewan, some exemptions apply.

2. Certificate of Safety Fitness

A Certificate of Safety Fitness contains the NSC number, which is the unique identifier for each commercial operator. As well, each Certificate of Safety Fitness has one of the following safety ratings:

- Satisfactory-Audited; Satisfactory-Unaudited; Conditional; or Unsatisfactory.

The certificate is required to licence the following commercial vehicles in Saskatchewan:

- Class A, C, D or LV (if commercial or business use) with a registered GVW over 11,000 kg if traveling 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 prorated or permitted for travel to other jurisdictions (extra-provincial).
- Class PS and PB with a seating capacity of 10 passengers or more.

Application for a Certificate of Safety Fitness

If operating within Saskatchewan only (intra-provincial) or travel outside Saskatchewan on permit, first-time registrants in the above classes can obtain a Certificate of Safety Fitness from a motor licence issuer.

If prorating for travel outside Saskatchewan, first-time registrants in Class A can obtain a Certificate of Safety Fitness from Branch and IRP Issuing Services, 751-1251. All commercial operators prorating for travel outside Saskatchewan are required to fill out an application before a certificate is issued or vehicles are registered.

To obtain a Certificate of Safety Fitness the operator must:

1. have a principal place of business in Saskatchewan
2. register a commercial vehicle as described above
3. provide proof of the required liability and cargo insurance
4. provide all background information relating to the applicants previous commercial operations.

The NSC number contained on the Certificate of Safety Fitness must be provided to the motor license issuer or Branch and IRP Issuing Services any time a new or additional commercial vehicle is registered by the certificate holder.

For more information call 775-6667

3. Carrier Profile

The Carrier Profile system collects data on accidents, convictions, roadside inspections, and facility audits 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 Audit.

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 1-800-667-9868, extension 6042.

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; and
- 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 the Highway Traffic Board 775-6667.

5. Conditions of Carriage/Bills of Lading

Commercial operators providing a for-hire transportation service with Class A, C, D or 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 governing conditions of carriage contact the Highway Traffic Board 775-6667.

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, violations or vehicle inspection detentions).

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 Audit department is responsible for conducting NSC facility audits for Saskatchewan-based carriers.

The NSC applies to Class PB buses, Class TS trailers, and Class A, C, and D vehicles that:

- are registered with a Gross Vehicle Weight (GVW) over 11 000 kg and travel within Saskatchewan; and
- are registered with a GVW over 5 000 kg when prorated or permitted for 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 select carriers for audits. Random audits will also be completed.

What Records Are Reviewed During An Audit?

If an audit is required, the carrier will be contacted by phone for an appointment. A confirmation letter will be sent requesting the following information:

- A list of all drivers employed in the last six months, including their driver's licence number (PIC);
- Indications of drivers who are:
 - Dangerous goods haulers;
 - Owner/operators; and
 - Company drivers.
- Drivers who operate in Saskatchewan only; and
- A list of all valid plates and unit numbers including power units, trucks, trailers and buses.

The compliance review officer will require a work area including a desk or table, chair, and reachable power outlet.

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 four 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
- abstract 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 SEC.17)

- copies of the log sheets (federal and provincial) for each driver on file for the preceding six months;
- the carrier is required to retain any supporting documents such as accommodation, fuel, toll receipts and trip reports;
- driver/owner payroll records to verify hours worked; and
- a driver is exempt from keeping a log if:
 - the vehicle is operated within a radius of 160 km of the home terminal and;
 - the driver is on duty for no more than 15 hours and returns to the home terminal to begin off-duty time and;
 - the carrier retains, for a period of six months, **accurate records of the driver's on-duty hours**; and
- logs are required to be handed in every 20 days.

3. Vehicle Maintenance Standards

- written record of all on-road and terminal inspection reports;
- written record of all periodic vehicle inspection programs;
- written record of inspections performed in another jurisdiction;
- copy of monthly reports of regular and continuous inspections and maintenance for all of the current carriers 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; and
- for transportation of dangerous goods information phone: 787-5313 or see section nineteen.

Note: Dangerous goods training certificates expire every three years and valid only when working for the employer listed on the training certificate. Copies of training certificates must be kept by the employer for 5 years from date of issue.

6. Insurance (see sec. 14)

- every carrier must maintain a written record of their existing public liability coverage

7. Trip Inspection Reports (see sec. 18)

Commercial operators are required to keep trip inspection reports based on the NSC standard.

- Reports shall be completed by the driver every 24 hours (when the vehicle is being used);
- Copies of reports shall be retained for six months and should contain:
 - date and time; - vehicle identification;
 - origin and destination; - mileage or kilometres;
 - items to be inspected and any deficiencies; and
 - check of weights, dimensions, load security and compliance with dangerous goods requirements.

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

For information or assistance with establishing a record-keeping system, contact the Carrier Audit Department, 1-800-667-8015.

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.

5. International Registration Plan (IRP)

The International Registration Plan (IRP) is an optional program for licensing commercial vehicles traveling 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	Nova Scotia	NS
British Columbia	BC	Ontario	ON
Manitoba	MB	Prince Edward Island	PE
Newfoundland	NF	Quebec	QC
New Brunswick	NB	Saskatchewan	SK

Unites 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 base 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. A company must be 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 \$5,000.00 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 Sections 210, 218 and 906 of the IRP agreement.

Definitions

Base Jurisdiction (Section 210)

Section 210 has three specific requirements a carrier must adhere to:

1. Maintain an Established Place of Business (Section 218).
2. Distance is accrued by the fleet.
3. Availability and maintenance of operational records (Section 1602).

Established Place of Business (Section 218)

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:

1. 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.)
2. 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 a meaningful presence in the province.

Shipping/Receiving

- Must have a warehouse facility used for shipping and receiving of goods.
- Maintain record 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 (Section 906)

Section 906 allows owner operators who do not meet all the requirements of Sections 210 and 218 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	Saskatchewan

Full and free registration reciprocity is granted to the entire following Category “B” vehicles for inter-jurisdictional operations within Canada.

A power unit or power unit trailer combination having a registered 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 traveling 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; and
- 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 over 5 500 kg are required to register by prorating, registering in full or obtaining a single trip permit.

Alberta - all vehicles with a registered GVW under 11 797 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 11 798 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.

Restricted Vehicle:

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

- i) is registered for a period of time that is limited to less than a registration year;
- ii) has a specific geographic area or distance restriction as a condition to the issuance vehicle registration;
- iii) has a commodity restriction as a condition to the issuance of vehicle registration or;
- iv) 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 2.205)

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 80,000 lbs
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

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight	Exceptions/Conditions
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	
New Brunswick	62,500	62,500	
Newfoundland	62,500	62,500	
New Hampshire	80,000	80,000	*Overweight permit over 80,000 lbs
New Jersey	80,000	80,000	
New Mexico	86,400	80,000	
New York	*None	None	*Overweight permit over 80,000 lbs
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 *None	80,000	*On divisible loads w/overweight permit. *On non-divisible loads w/overweight permit
Vermont	80,000	80,000	

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight	Exceptions/Conditions
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).

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

11. Commercial Periodic Medical Reporting

Drivers with commercial licences are required to provide medical reports to maintain commercial driving privileges. The Commercial Periodic Medical (CPM) Program provides the medical authorization for Canadian drivers to operate commercial vehicles across Canada and the United States.

The program applies to all Class 1, 2, 3 or 4 licensed drivers or drivers holding endorsements 1, 2, 3 or 4.

Medical reports are required

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

Medical reports will be requested prior to the expiry of the driver's license.

Renewal of a commercial driver's licence may be delayed and the class of licence changed to a Class 5 if the medical is not returned on time.

If a medical report indicates a condition that could affect the safe operation of a commercial vehicle, more medical information may be requested or restrictions added to the licence.

All medical information requested by SGI's Medical Review Unit is considered confidential under *The Health Information Protection Act*.

For further information contact SGI's Medical Review Unit by:

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

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

E-mail: mruinquiries@sgi.sk.ca

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

As of July 1, 1997, all Canadian and Mexican motor carriers - truck and bus - who operate in the United States will be 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

U.S. DOT OFFICE OF MOTOR CARRIERS

Canadian Trucking Association
(613) 236-9426

Anchorage, Alaska
(907) 271-4068

Atlantic Provinces Trucking Association (506) 855-2782	Olympia, Washington (360) 753-9875
L'Association du camionnage du Quebec (514) 932-0377	Boise, Idaho (208) 334-1842
Manitoba Trucking Association (204) 632-6600	Helena, Montana (406) 441-1222
Saskatchewan Trucking Association (306) 569-9696	Bismarck, North Dakota (701) 250-4346
Alberta Trucking Association (403) 253-8401/8402	St. Paul, Minnesota (614) 469-5657
British Columbia Trucking Association (604) 942-3200	Madison, Wisconsin (608) 829-7530
Private Motor Truck Council of Canada (905) 827-0587	Lansing, Michigan (517) 377-1866
Canadian Bus Association (905) 513-1728	Albany, New York (518) 431-4145
L'Association des propriétaires d'autobus du Québec (418) 522-7131	Montpelier, Vermont (802) 828-4480
Ontario Motor Coach Association (416) 488-8855	Augusta, Maine (207) 622-8358
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	

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 as defined under the Vehicle Classification and Registration Regulations of *The Highway Traffic Act* 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:
 - iii. the principal of the school
 - iv. or by any other responsible person approved by the Department of Education
4. for the purposes described in sub clause 10(1)(b)(xiv)

Only power units, trucks, vans and sport utility vehicles 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
 - viii. 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
 - ix. recreational equipment, where that transportation is not in connection with any business, employment or commercial enterprise
 - x. crude oil within an area having a radius of 55 km from the oil well at which the crude oil is loaded
 - xi. 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 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
 - x. 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.

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, and materials used in the construction and maintenance of a road or bridge and Impex rail containers (empty).

Group II Exempt Commodities means:

1. ashes, brick, briquettes, cement, cinder blocks, coke, concrete blocks, rags, rigid composition sheeting for buildings, scrap metal, slabs, stone or wooden fence posts
2. blankets, chairs, clothing, drapes, rugs or furs when being transported for the purposes of dry cleaning
3. buildings in transit
4. Christmas trees
5. currency, liability items or related banking items
6. egg crates or eggs
7. fox or mink feed

8. fresh or frozen fish
9. Her Majesty's mail
10. ice
11. lime, lumber, ore concentrate or peat moss
12. 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
13. milk being transported to a cheese factory for the purpose of manufacturing it into cheese
14. newspapers
15. power line poles, telephone poles or railway ties
16. pregnant mare's urine
17. primary products of the farm, forest, sea or lake in the initial movement from the farm, forest, sea or lake, excluding milk or cream
18. raw honey

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 principle of the school or by any other responsible person approved by the Department 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 center board. Phone the customer Service Center 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

For more registration information contact Registration Policy, SGI at (306) 775-6332.

14. Insurance Requirements

All individuals or companies holding a Certificate of Safety Fitness are required to maintain extension insurance and cargo 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 for commercial or business use), with registered GVW over 11000 kg if traveling in Saskatchewan only (intra-provincial).
- Class A, C, D or LV(if for commercial or business use) with a registered GVW over 5,000 kg if traveling to other jurisdictions (extra-provincial)
- All vehicles in Class PB.

2. Cargo

- Class A with a registered GVW over 5000kg

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 Insurance

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

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

Operators will be asked to have their insurance company (head office) supply a Certificate of Insurance to the Saskatchewan 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 757-6674.

14. Periodic Motor Vehicle Inspection (PMVI) Program

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 must be inspected every six months; trucks and semi-trailers annually.

A truck or power unit, used for commercial purposes with a gross vehicle weight of 4 500 kg or more that operates in more than one jurisdiction must be inspected.

Staffs at vehicle safety inspection stations perform the inspections. Vehicles that pass are issued a certificate and decal.

No person or owner shall operate a registered vehicle or allow a vehicle to be operated that requires inspection, which is not inspected and issued a valid inspection certificate.

It is the operators' or owners' responsibility to keep track of inspection certificate expiry dates and ensure vehicles are inspected before expiry.

It is also the owner's responsibility to ensure the vehicle is maintained to these standards between inspections.

For more information on inspection requirements (including other vehicles), vehicle standards and equipment and inspection stations, contact Vehicle Standards and Inspection 775-6188 or toll free 1-800-667-8015, extension 6188.

Table 2.0 Vehicles Requiring Inspection & Validity Term

Vehicle Registered As:	Validation Term:	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; and
- single trip upgrade or change of registration class.

The SGI Permit Office can be reached from 6:00am to 10:00pm, seven days a week.

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 drivers of commercial vehicles whose trip is totally within province. There are also federal regulations. These regulations apply to drivers whose trip 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, trailer with a registered gross weight of more than 4 500 kg, or a bus with a designed seating capacity of more than 10 passengers.

Under provincial regulations a commercial vehicle is defined as a truck, power-unit or trailer with a registered gross weight of more than 5 000 kg, or a bus with a designed seating capacity of more than 10 passengers.

Exemptions

There are a number of vehicle types and classes of vehicles that are exempt from the hours of service regulations. There are some differences in exemptions between the provincial and federal regulations.

These are:

Provincial Regulations

- emergency vehicles
- city buses
- vehicle providing disaster relief
- recreational vehicles
- all two and three axle trucks
- all class "F" trucks

Federal Regulations

- emergency vehicles
- city buses
- vehicle providing disaster relief
- recreational vehicles
- 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.

How Many Hours Can I Drive?

Both the provincial and federal regulations limit the hours to be driven in any shift to:

- a) 13 hours after having eight consecutive hours off-duty; and
- b) in addition to the above, a driver can not drive a commercial vehicle after they have been on duty for 15 hours or more (until he/she has taken eight consecutive hours off duty). On duty time includes driving time.

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

- a) 60 hours in seven days;
- b) 70 hours in eight days; and
- c) 120 hours in 14 days*

* If using the 120/14 cycle the driver must take 24 consecutive hours off before completing 75 hours under the cycle.

A driver can select whichever cycle they wish to operate under.

Note: There are no weekly caps in the provincial regulations.

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 should be made in the remarks portion of the daily log.

Emergencies

A driver may exceed driving and on duty time to complete a trip or 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 should 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; or
- Performing any work for compensation for any non-carrier entity.

Do I Need A Daily Log?

Both the provincial and federal regulations require the use of daily logs (books) by commercial vehicle drivers (other than those who are generally exempted from the regulations.)

The daily log must contain the following information:

1. The date
2. Name of driver (printed)
3. The odometer reading at the beginning of the day
4. Total distance driven during day
5. Licence and Unit number
6. Co-driver name (printed), if any
7. Starting time of the log sheet, if not 12:00 midnight
8. Home terminal address of the motor carrier
9. Total hours spent in each period, shown to the right of the graph grid
10. Driver’s signature
11. Name of municipality of location on a highway and the name of the province or state where any change of duty status occurs

“Supporting Documents” includes, but are not limited to bills of lading, shipping documents, fuel and accommodations receipts for expenses incurred on route.

Driver Possession of Daily Logs

Under provincial regulation the driver is required to have the current daily log, current to the last change of duty status.

Under the federal regulations, in addition to the current daily log, a driver is required to have duplicate copies of their daily logs for the preceding seven consecutive days in your possession if you are on the seven or eight-day cycle. If a driver is on the 14-day schedule they are required to have the previous 14 consecutive daily logs plus the current one.

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 within 15 hours. As well, the carrier must maintain and retain accurate records of the driver’s on-duty 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 eight hours consecutive off-duty requirement:

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

You can accumulate the eight consecutive hours of off-duty by taking one period of rest in the sleeper berth immediately preceding on-duty time, and one period of rest in the berth immediately following that on-duty time. Providing neither of the rest period is less than two hours; and the total of the two period of driving time immediately before and after either of the rest periods do not exceed 13 hours.

2. Reduction in Off-Duty Hours

The eight consecutive hours of off-duty time normally required, may be reduced once in any period of seven consecutive days by up to four consecutive hours, provided:

- The driver’s immediately preceding on-duty time did not exceed 15 hours
- The driver’s next off-duty period is eight hours plus the additional hours by which the off-duty time was reduced.

18. Trip Inspection

All commercial vehicles must be inspected by the driver or a qualified person every 24 hours. The carrier must supply a list of inspection items to the person doing the inspection. 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 Systems
- 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 needs to 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 carrier are required to keep the reports on file for 6 months.

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; and
5. complete mechanical check.

If a vehicle passes the level one or level five inspections, 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 787-4133.

20. Load Security

Operating a vehicle with an insecure load may result in a fine. Load security violations are recorded on a carrier's record maintained by Saskatchewan Government Insurance for the Highway Traffic Board under the provisions of *The Highway's & Transportation Act, 1997*

Part 1 General Security 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 the driver/carrier
- ◇ The vehicle being placed out of service

The cargo or any other object must not:

- Obscure the driver's view ahead to 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
 - Tarpaulins
 - 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 is **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 tiedowns along with:

- Blocking.
- Bracing.
- Friction mats.
- Other cargo.
- Void fillers.
- Combination of these

General requirements for tiedowns are as follows:

1. The aggregate Working Load Limit of all tiedown 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 tiedown where the article is 1.52 meters (5 ft) or shorter and weighs not more than 500Kg,
- b. 2 tie downs where the article is
 - i) 1.52 meters(5ft) or shorter but weighs more than 500kg, or
 - ii) longer then 1.52 meters(5 ft) but not longer then 3.04 meters(10ft) regardless of weight, or

- i) 2 tie downs for the first 3.04 meters (10 ft) of length, and
- ii) 1 extra tiedown for each additional 3.04 meters (10 ft) or fraction of 3.04 meters (10 ft)

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

- a. 1 tiedown where the article is 1.52 meters (5ft) or shorter and weighs not more than 500 Kg,
- b. 1 extra tiedown for each additional 3.04 meters (10ft) or fraction of 3.04 meters (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 the two ways;

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

Part II

Aggregate Working Load Limits

Tie-down assemblies used to secure loads shall have an aggregate working load limit equal to 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 half of 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.

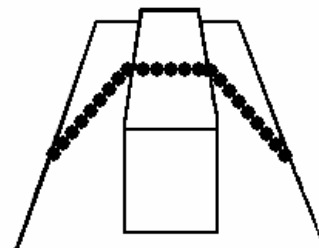
Tie-down assemblies, other than those that are permanently crimped, must be capable of being tightened in transit.

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

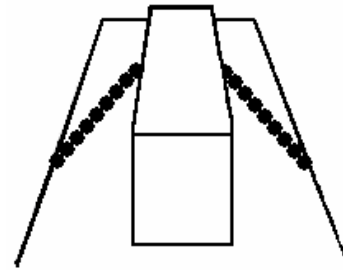
A) A chain with a working load limit of 2 500 kg that is attached to the side and over the load and attached to the other side, is counted as one separate tie-downs when determining aggregate working load limits.

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



B) 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.

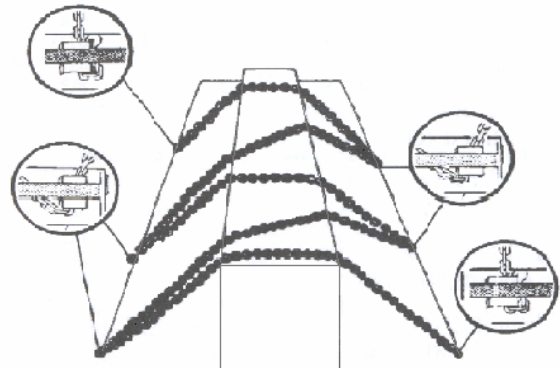


Note: A tie-down that passes over, through, or around a load *more than once* will only be counted as one tie-down.

i.e. 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 II: 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)



Grade 4



Grade 7

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.

TABLE 2.0 Chain Working Load Limits

Chain Size		Proof Coil - Grade 3		High Test - Grade 4	
(in)	(mm)	(lbs)	(kg)	(lbs)	(kg)
1/4	7	1,300	590	2,600	1 180
5/16	8	1,900	860	3,900	1 770
3/8	10	2,650	1,200	5,400	2 450
7/16	11	3,500	1,590	7,200	3 270
1/2	13	4,500	2,040	9,200	4 170
5/8	16	6,900	3,130	11,500	5 220

Chain Size		Transport 7		Alloy	
(in)	(mm)	(lbs)	(kg)	(lbs)	(kg)
1/4	7	3,150	1 430	3,500	1 590
5/16	8	4,700	2 130	4,500	2 000
3/8	10	6,600	2 990	7,100	3 200
7/16	11	8,750	3 970	-	-
1/2	13	11,300	5 130	12,000	5 400
5/8	16	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 3.0 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 4.0 will be used.



Eye Grab Hook



Eye Slip Hook



Clevis Grab Hook



Clevis Slip Hook

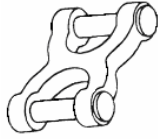
TABLE 3.0 C, H, HT, High Test, G4, G40 or G43 Working Load Limits

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

TABLE 4.0 A, AA, AL, Alloy, Transport 7 or 70, T7, G7, G70, or S7 Working Load Limits

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

Approved Type of Repair Links



Double Clevis Link

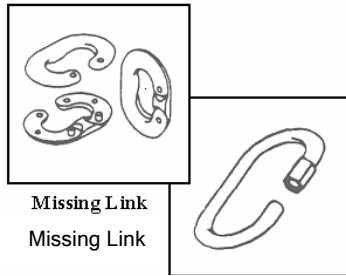


Alloy Connecting Link

TABLE 5.0 Link Working Load Limits

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	-	-

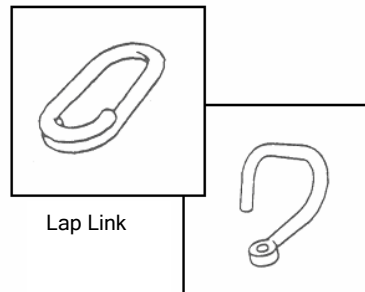
Unapproved Types of Repair Links



Missing Link
Missing Link

Quick Link

Note: Some Quick Links are rated for use as a repair link.



Lap Link

Cold Shut

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 6.0 Recoilless Release Type Load Binder

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

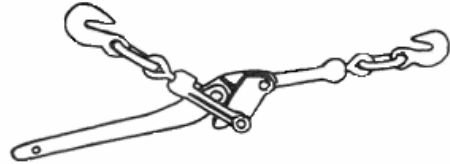


TABLE 7.0 Standard Load Binder

Size		Working Load Limit	
(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 8.0 Ratchet Load Binder

Size		Working Load Limit	
(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

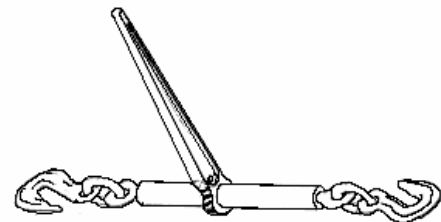
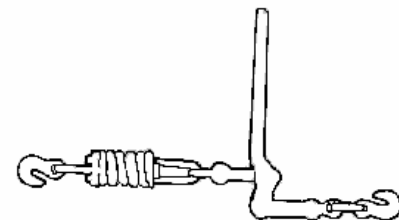


TABLE 9.0 Snubbing Load Binder

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

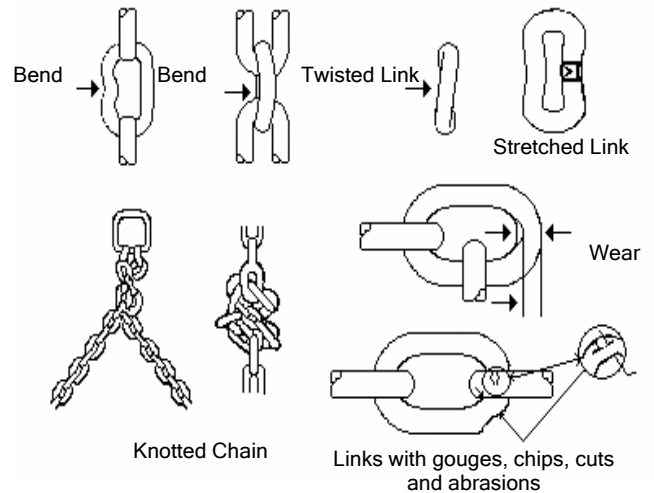


Defective Chain

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

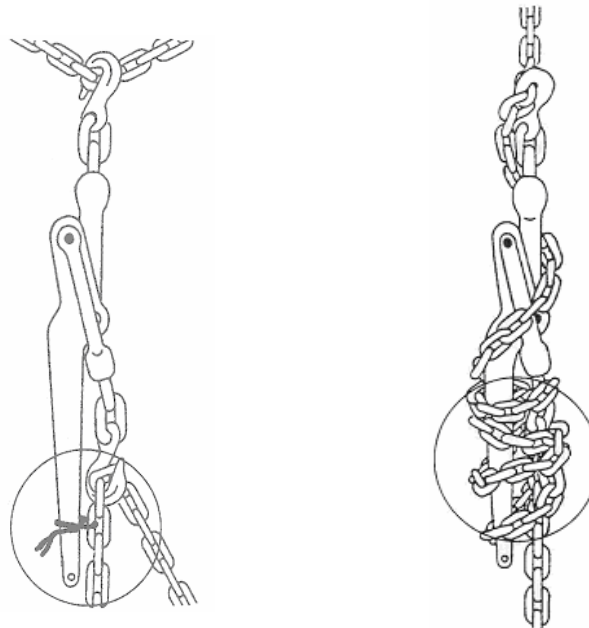
1. components that are:
 - a. broken or cracked,
 - b. significantly gouged, twisted, bent, or visibly stretched;
2. chain that is knotted;
3. obvious reduction in section through wear or corrosion;
4. hooks that are opened in the throat beyond the original throat opening;
5. repair welding or distortion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



Note: Other types of defects may also apply.

If an "over-the-centre" type of tie-down tensioner is used, the handle shall be locked in place and secured by some means to prevent its accidental release.

Over-the-Centre Tie-Down



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 10.0 Working Load Limits for Unmarked Webbing

Width		Working Load Limit	
(in)	(mm)	(lbs)	(kg)
1 3/4	45	1,750	795
2	50	2,000	910
3	75	3,000	1 360
4	100	4,000	1 815

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:

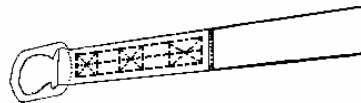


TABLE 11.0 Damage Through Webbing

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

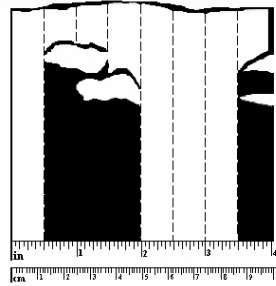
Note: Other types of defects may also apply.

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 50 mm (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



Delta Ring



Web Ratchet

Cable

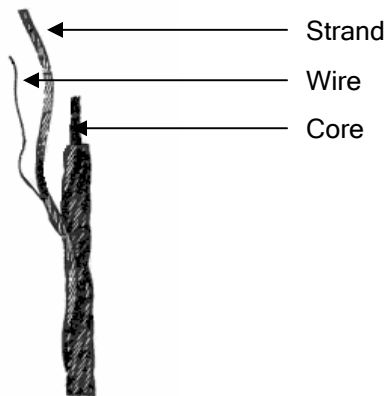
Wire Rope

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:

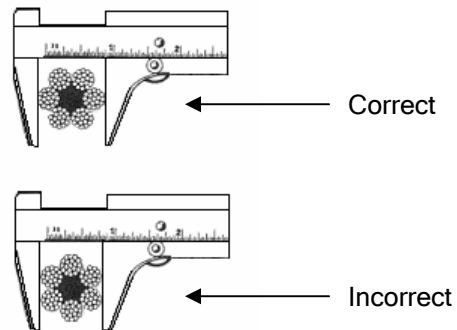
TABLE 12.0 Working Load Limits for Cable

Cable Diameter		Working Load Limit	
(in)	(mm)	(lbs)	(kg)
1/4	7	1,400	640
5/16	8	2,100	950
3/8	10	3,000	1 360
7/16	11	4,100	1 860
1/2	13	5,300	2 400
5/8	16	8,300	3 770
3/4	19	10,900	4 940
7/8	22	16,100	7 300
1	25	20,900	9 480

Cable Elements and Measurement



Cable Elements



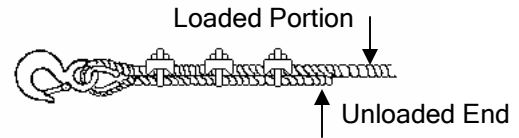
Measuring Cable

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

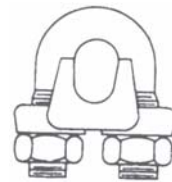
1. The use of thimbles is advised where cable is attached to hooks, chains, clevises, eyes or similar devices.



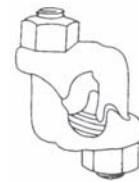
2. When "U" bolt type cable clamps (clips) are used, the "U" bolt must bear against the unloaded end of the cable.



3. All cable sizes up to and including 11 mm (7/16") diameter must use at least two clamps. Cables 13 mm (1/2") in diameter must have three clamps of the "U" bolt type or two clamps of the double base (fist grip) type.



Standard Clamp



Double Base Clamp

4. Where cable is used on a winch designed for webbing, the cable must be protected against cutting and be anchored securely to the drum.

5. Where cable is used on a winch designed for webbing, the cable must be protected against cutting and be anchored securely to the drum.



6. The cable must be protected where it contacts load edges that are sharp enough to cause damage to the tie-down.

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, popped cores, knots



Kinked



Bird Caging



Popped Core

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 diameter of cable length; for example, with ½ (13mm) wire rope over 11 broken wires in (6x1/2) 3 inches of length or (6x13) 78mm
5. more than three broken wires in anyone 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); and
8. any slippage is detectable at a cable clamp or clip

Note: Other types of defects may also apply.

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; and/or
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.

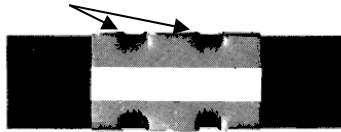
TABLE 13.0 Steel Strapping Working Load Limits

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

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

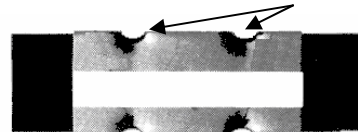
Seals

A) This seal contains *two* notches



one seal

B) 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 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, or significantly gouged;
2. has obvious reduction of section through wear; and
3. the strapping joint does not have the required number of seals, crimps or notches for the strap's width and thickness.

Rope

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

Table 16.0 Rope Working Load Limit

Diameter		Working Load Limit	
(in)	(mm)	(lbs)	(kg)
1 3/4	45	1750	795
3/8	10	205	90
7/16	11	265	120
1/2	13	315	150
5/8	16	465	210
3/4	20	640	290
1	25	1,050	480

Defective Rope

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

1. burned or melted fibres except on heat-sealed ends;
2. a 20% reduction in diameter;
3. repairs, other than proper splices; and
4. knots at other than fastening points.

Note: Other types of defects may also apply.

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, 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

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.



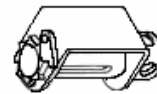
Chain Anchor



Flat Hook



Delta Ring



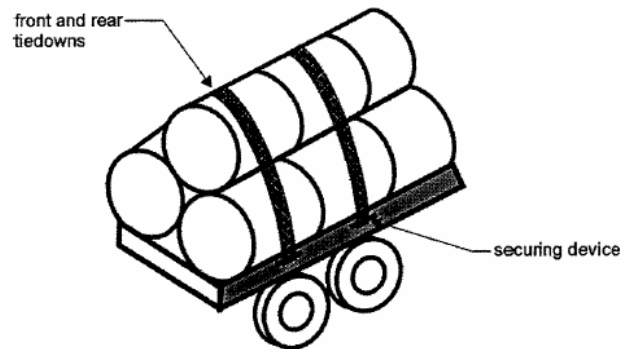
Web Winch

Part IV Securement of Round Hay Bales

In the case of round bales loaded pipestone style;

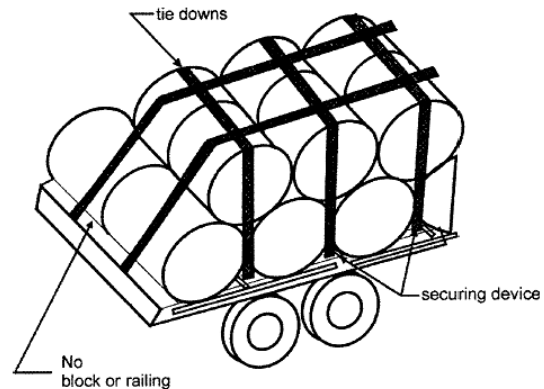
(i) by loading one bale over two bales or two bales side by side loaded parallel to the length of the vehicle, with one tie-down assembly across each bale; or

(ii) 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

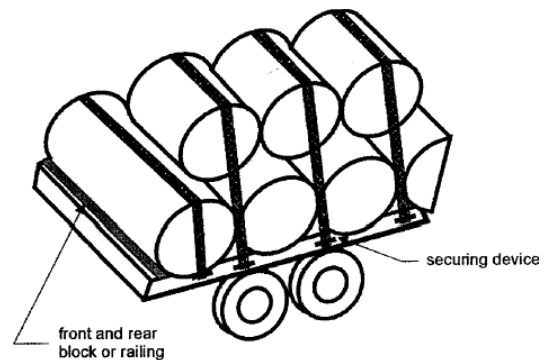


In the case of round bales loaded perpendicular style;

i) 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; or



ii) 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 1m (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 300 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 exist which 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) 787-5313.

Transportation of Dangerous Goods by Road Vehicles

Saskatchewan adopts the Federal regulations for the Transportation of Dangerous Goods (TDG) in the spirit of 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 their staff, that 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.
- 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 Figures 36 and 37 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.
- 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.
- Q. Are there exemptions in the TDG regulations for “Consumer Commodities”?*
- A. When consumer commodities are transported and meet the criteria for consumer commodities as set out in the TDG regulations they are exempt from regulation requirements.

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

A. You must call the S.E.R.M. Spill Control Centre at 1-800-667-7525 or cellular number *666 for your nearest Police or Fire department.

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

A. Information may be obtained by contacting Saskatchewan Highways and Transportation at 306-787-5313 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 Environment, Environmental Protection Branch in Saskatoon at 306-933-7940 or Transport Canada at 306-975-5105



The Marks of Safety



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 60.5° C.
Commonly used as fuel (example: gasoline, ethanol, fuel oil (diesel)).



CLASS 4 - Flammable Solids, Substances liable to spontaneous combustion; Substances that on contact with water emit flammable gases (water-reactive substances)

4.1 - A solid that under normal conditions of transport is readily combustible, or would cause or contribute to fire through friction or from heat retained from manufacturing or processing, or is a self-reactive substance that is liable to undergo a strongly exothermic reaction, or is a desensitized explosive that is liable to explode if they are not diluted sufficiently to suppress their explosive properties.
Commonly used in lacquers (example: nitrocellulose).

4.2 - A substance liable to spontaneous combustion, under normal conditions of transport, or when in contact with air, liable to spontaneous heating to the point where it ignites.
Commonly used in rocket fuel (example: diethylzinc).

4.3 - A substance that, on contact with water, emits dangerous quantities of flammable gases or becomes spontaneously combustible on contact with water or water vapour.
Commonly used in heat exchangers (valves) (example: sodium).



CLASS 5 - Oxidizing Substances and Organic Peroxides

5.1 - A substance which causes or contributes to the combustion of other material by yielding oxygen or other oxidizing substances whether or not the substance itself is combustible.
Commonly used in fertilizers (example: ammonium nitrate).

5.2 - An organic compound that contains the bivalent "-O-O-" structure which is a strong oxidizing agent and may be liable to explosive decomposition, be sensitive to heat, shock or friction, react dangerously with other dangerous goods or may cause damage to the eyes.
Commonly used in automobile body shops as body filler (example: dibenzoyl peroxide).

Labels and Placards *Effective August 15, 2002*

	<p>CLASS 6 - Toxic Substances and Infectious Substances 6.1 - A solid or liquid that is toxic through inhalation, by skin contact or by ingestion. <i>Commonly used as a germicide or general disinfectant (example: phenol).</i> 6.2 - Micro-organisms that are infectious or that are reasonably believed to be infectious to humans or animals. <i>Commonly used in disease research (example: rabies).</i></p>					
	<p>CLASS 7 - Radioactive Materials Radioactive materials within the meaning of the Nuclear Safety and Control Act with activity greater than 70 kBq/kg. <i>Commonly used in nuclear fuel rods (example: radioactive material - LSA (yellow cake)).</i> 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.</p>					
	<p>CLASS 8 - Corrosives A substance that causes destruction of skin or corrodes steel or non-clad aluminum. <i>Commonly used in batteries and industrial cleaners (example: sulphuric acid and sodium hydroxide).</i></p>					
	<p>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. <i>Commonly used in brake shoes (example: asbestos), in dry cell batteries (example: ammonium chloride).</i></p>					
<table border="0"> <tr> <td data-bbox="203 909 414 1108"> <p>Fumigation Sign</p> </td> <td data-bbox="422 909 633 1108"> <p>Orange Panel</p> </td> <td data-bbox="641 909 852 1108"> <p>Mixed Load Shipment</p> </td> <td data-bbox="860 909 1071 1108"> <p>Marine Pollutant Mark</p> </td> <td data-bbox="1079 909 1380 1108"> <p>Elevated Temperature Sign</p> </td> </tr> </table>		<p>Fumigation Sign</p>	<p>Orange Panel</p>	<p>Mixed Load Shipment</p>	<p>Marine Pollutant Mark</p>	<p>Elevated Temperature Sign</p>
<p>Fumigation Sign</p>	<p>Orange Panel</p>	<p>Mixed Load Shipment</p>	<p>Marine Pollutant Mark</p>	<p>Elevated Temperature Sign</p>		
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	<p>In Case of Emergency CANUTEC (Call Collect 24 hours) (613) 996-6666</p>					

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 classification of a company's goods and products may be a job function in which the employee does not handle, 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.tc.gc.ca/tdg/training.htm>

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 stowage 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
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.	
Certificate Expires on: _____	Employer's Signature _____
	Employee's Signature _____

Back:

Trained in the (<i>Choose as applicable</i> ✓) handling/offering for transport/transporting:
Specific training in (Check the appropriate items):
_____ Classification
_____ Shipping Names
_____ The Use of Schedules 1, 2, & 3
_____ Documentation
_____ Dangerous Goods Safety Marks
_____ Means of Containment
_____ Emergency Response Assistance Plans
_____ Accidental Release and Imminent Accidental Release Report Requirements
_____ Safe Handling and Transportation Practices, and the Characteristics of the Dangerous Goods
_____ The Proper Use of Equipment Used to Handle or Transport the Dangerous Goods
_____ Emergency Measures to Take to Reduce or Eliminate Danger to the Public
_____ Air Transportation of Dangerous Goods (ICAO)
_____ Marine Transportation of Dangerous Goods (IMDG)

23. Weigh Scales and Enforcement

Traffic officers are based at 11 weigh scales and five patrol detachments in the province.

It is an offence not to report to the weigh scale when requested by a traffic officer or directed by a sign erected within 1 km of the scale. Scales are available for weighing of vehicles, even if the scale is not staffed. Transport Patrol Offices/Regional Offices and Compliance and General enforcement contacts are located at the end of this guide.

For the appropriate area highway Transport Patrol Office please consult the contacts at the end of this brochure.

24. Vehicle Weights

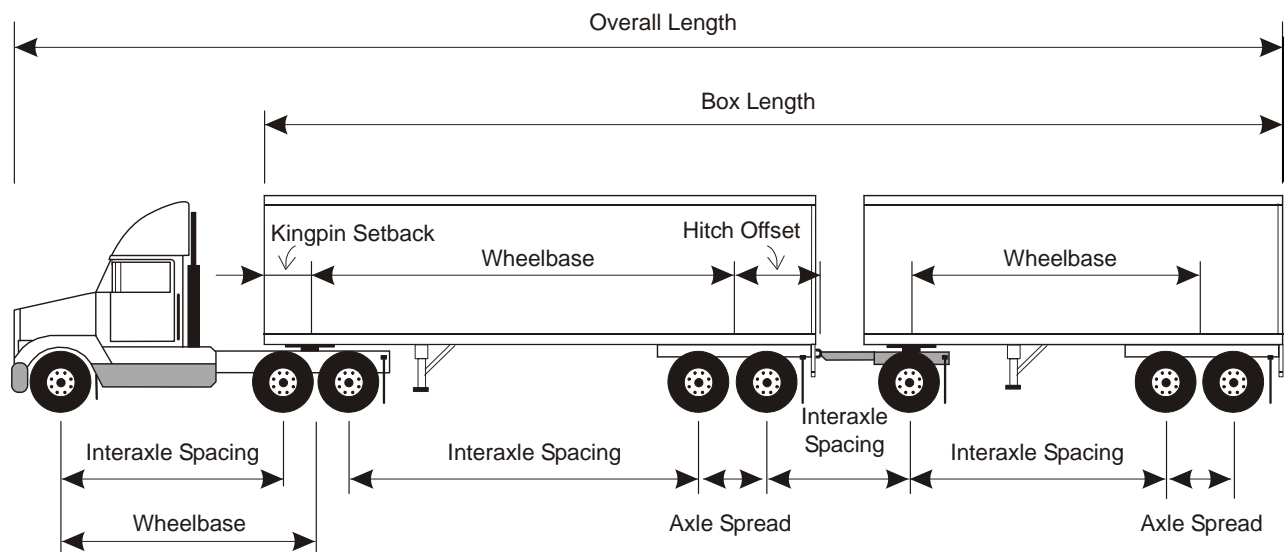
Vehicles are licensed according to gross vehicle weight (GVW) but weight limits are set for both axle weights and gross weights to protect highways and bridges.

Saskatchewan has established different weight systems for various classes of highways, which have been categorized as primary, secondary or municipal.

Some highways or roads may be classified as primary or secondary, but will be restricted due to specific bridge limitations and/or highway surface considerations.

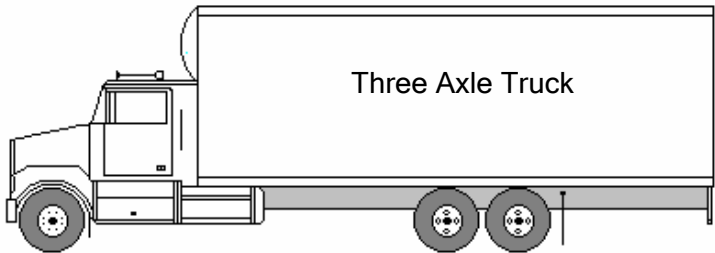
The following chart gives the weight limitations for the basic vehicle configurations.

Gross Weight Chart and Truck Dimension Guide



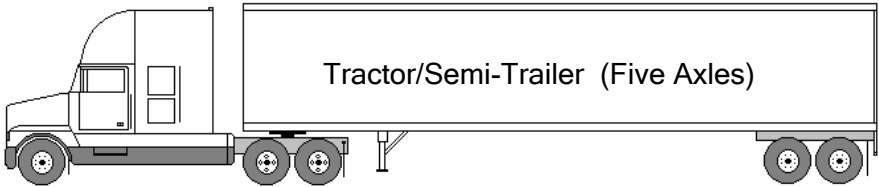
Legend: P = Primary
 S/M = Secondary/Municipal
 W = Winter (W applies for P/S/M unless otherwise noted)

NOTE - The tractor/truck should be registered for primary weights to take advantage of full winter weight limit allowances.

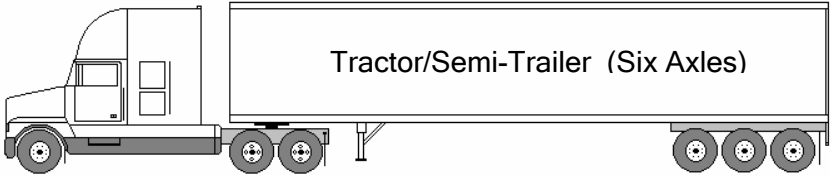


*Two and three axle straight trucks having appropriate axle ratings and tire sizes may operate on Primary Highways at 7 250 kg on the steer axle.

P	7 250*	17 000	24 250 GVW
S/M	5 500	14 500	20 000 GVW
W-S/M	5 500	18 000	23 500 GVW
W-P	7 250	18 000	25 250 GVW

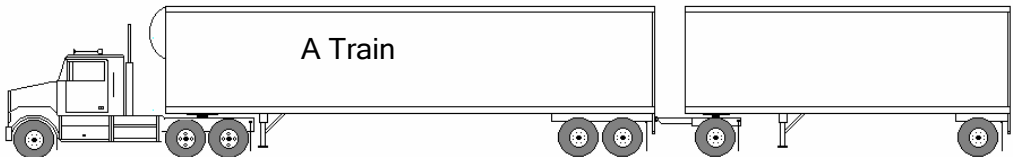


P	5 500	17 000	17 000	39 500 GVW
S/M	5 500	14 500	14 500	34 500 GVW
W	5 500	18 000	18 000	41 500 GVW

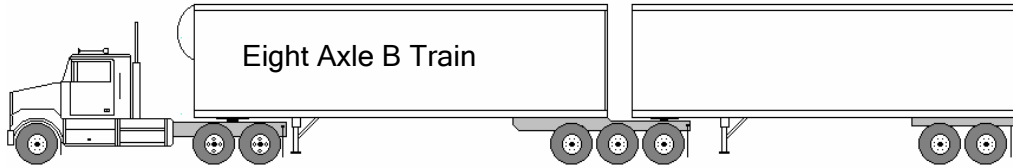


**Maximum tridem weights depend upon spread:
 3.6 m to 3.7 m 24 000 kg
 3.0 m to 3.6 m 23 000 kg
 2.4 m to 3.0 m 21 000 kg

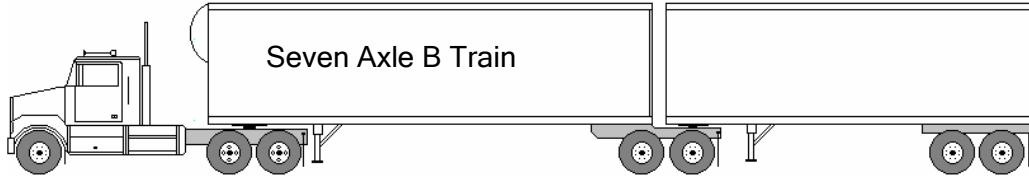
P	5 500	17 000	24 000**	46 500 GVW
S/M	5 500	14 500	20 000	40 000 GVW
W	5 500	18 000	24 000**	46 500 GVW



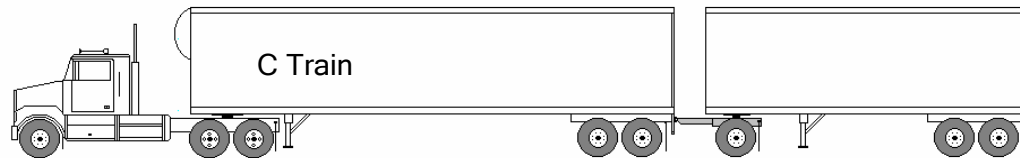
P	5 500	17 000	17 000	9 100	9 100	53 500 GVW
S/M	5 500	14 500	14 500	8 200	8 200	49 000 GVW
W	5 500	18 000	18 000	10 000	10 000	53 500 GVW



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:

- Highways and Transportation, Transport Regulation: 787-5313; or 787-4801 or
- 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 Highways and Transportation:

Regina 787-7623
Saskatoon 933-8333 or 933-5228
Outside Saskatoon or Regina 1-888-335-7623
Fax Polling (306) 933-5673
<http://www.highways.gov.sk.ca/docs/trucking>

Pamphlets and posters with the primary and secondary highways, weights, dimensions and vehicle configurations are available from Highways and Transportation, Vehicle Weights and Dimensions: (306) 787-4801.

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 for a straight vehicle (other than a combination of vehicles or A, B or C trains)
- 23 m for a combination of vehicles
- 25 m for A, B or C train

Width

- 2.6 m

Height

- 4.15 m

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

Maximum semi-trailer length - 16.2 m
Maximum wheelbase on a semi-trailer - 12.5 m
Maximum wheelbase on a tractor - 6.2 m
Maximum box length on an A, B or C-train - 20 m
Maximum tridem axle spread on a B-train - 3.1 m
Maximum hitch offset - 1.8 m
Maximum kingpin setback - 2.0 m
Minimum trailer wheelbase - 6.25 m

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:
Fax Poll at 933-527, or
Internet at www.highways.gov.sk.ca/docs/trucking/clearances/clearances.pdf

26. Permit Condition Guidelines for Provincial Highways

This is a basic guide for permits that are required for the movement of loads exceeding the legal limits. The information provided is subject to *The Highways and Transportation Act, 1997* and “The Vehicle Weight and Dimension Regulation”. Where conflicts may arise, this information will be superseded by the appropriate legislation.

The prime concerns when issuing permits are the safety, convenience of the public and protection of the province’s highways and structures. Special precautions are required when vehicles are allowed to travel while exceeding legal weights and dimensions. Permits are issued for non-divisible loads based upon bridge and highway capacities. Permits for overweight are issued at 10 kg per mm width of tire on the steering axle and at 9 kg per mm on all other axles. Operators requiring permits for extremely heavy loads should apply for these permits well in advance to avoid delay, as time is required to review structural capacities along the desire/requested routes.

Travel Restrictions

Unless otherwise specified on the Permit:

1. No Travel permitted for loads or vehicles exceeding 3.35 m (11 ft.) wide or 25.0 m (82 ft.) long:
 - a. After 3:00 p.m. until midnight on Fridays during the summer period commencing the Friday prior to Canada Day and ending on Labour Day, prior to 3:00pm on any day prior to a Public Holiday or any Friday after 3:00 pm when the following Monday is a Public Holiday or on December 23rd when Christmas falls on a Sunday subject to any of the following restrictions:
 - b. on Sundays or Public Holidays;
 - c. on December 23, 24, 26, 27, 31 and January 2 when Christmas or New Year’s Day fall on a Sunday.
 - d. No travel when exceeding 3.05 m (10’) wide when visibility is reduced to less than 1 000 m or when highways are slippery
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 on provincial highways.
4. Overdimensional loads restricted from travel on Fridays at 3:00 p.m. may resume travel at 12:00 midnight providing the load does not exceed the maximum dimension for Night Travel, as identified in Requirements for Night Travel section below.

TABLE 14.0 Standard Over-Dimension Permit Requirements

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 125 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 30 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 lift shall be mounted on the rear of the load or vehicle and be visible for 300 m.		

TABLE 15.0 Maximum Dimensions for Night Travel

Maximum Dimension	Requirements for Night Travel
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").

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 300m
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 beacons visible for 125 m, in addition to the above.
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 300m 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 300 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:

Tax Payable	= TV x R x SDR x 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 3.294 and 1.533 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 and all subsequent renewals.

Refunds of sales tax are available for duplicate payments by the same owner. Early cancellation of a registration will not qualify for a refund unless the subsequent registration involves payment of Saskatchewan Provincial Sales Tax.

Motor vehicles and trailers that operate solely in Saskatchewan are not eligible for the PVT registration. 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.

b) 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 your base jurisdiction
- Fewer audits, usually conducted by the auditors from your base jurisdiction

c) Requirements

Completion of licence application form, payment of annual registration fee, and purchase of truck decals

- Filing quarterly returns by the due date. Late returns are subject to penalty and interest
- Payment of your fuel tax liability in full on a quarterly basis
- Trip and distance reports which show a pattern of continuous movement must be maintained for audit purposes for each vehicle
- All trip reports must include:
 - Date of trip (starting and ending dates)
 - Trip origin and destination
 - Routes of travel (list the highway used when leaving and entering a jurisdiction)
 - Total trip distance (beginning and ending odometer readings)
 - Distance by jurisdiction (odometer readings at each jurisdiction line)
 - Power unit number or Vehicle Identification Number (VIN)
 - Fleet number
 - Registrant's name
- Original fuel purchase invoices or receipts must show the following details:
 - Date of fuel purchase
 - Seller's name and address
 - Number of litres purchased
 - Fuel tax paid on number of litres
 - Fuel type
 - Price per litre or total amount of fuel sale
 - Unit number
- If bulk fuel is used in your inter-jurisdictional units, detailed records must be maintained for all fuel disbursements to intra-jurisdictional units, inter-jurisdictional units, and construction equipment. Copies of delivery tickets or receipts and inventory reconciliations for fuel issued from bulk storage must be retained for audit purposes.

Carriers who submit incorrect or false reports and/or fail to maintain adequate records for four years from the date of filing, will be assessed tax, penalty and interest. This may also result in suspension of prorated licensing privileges and revocation of IFTA credentials.

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

Central Regional Office	933-5370
Compliance Office, Regina	787-4372
Eastern Regional Office	786-5777
Northern Regional Office	953-3542
Southern Regional Office	787-4120
Western Regional Office	778-8326

Transport Investigations, Complaints and General Inquires

Saskatoon (Monday to Friday 8:30 to 4:30)	933-5290
Transport Compliance Branch, Head Office - Regina	787-4372

Provincial Directory

Province	Prorate Office	Fuel Tax	Authority	Permits	Sales Tax	Government Web Sites
Alberta	403-297-2920	780-427-3244	403-340-5444	403-342-7138	Not Required	www.gov.ab.ca
British Columbia	604-443-4450	250-387-0635	604-453-4250	800-559-9688	604-660-4524	www.gov.bc.ca
Saskatchewan	306-751-1251	306-787-7749	306-775-6672	306-775-6969	306-787-6658	www.gov.sk.ca
Manitoba	204-945-7380	204-945-3194	204-945-8915	204-945-3961	204-945-6444	www.gov.mb.ca
Ontario	866-587-6770	905-433-6389	905-704-2520	416-235-3551	905-433-6342	www.gov.on.ca
Quebec	418-528-1407	418-659-4692	418-643-5694	418-643-6864	418-659-4692	www.ctq.gouv.qc.ca
Newfoundland	709-729-4921	709-729-6621	Not Required	709-729-4718	709-729-3831	www.gov.nf.ca
Nova Scotia	902-424-7700	902-424-6410	Not Required	902-424-5536	902-424-6705	www.gov.ns.ca
New Brunswick	506-453-2215	506-453-8568	506-658-2502	506-453-2982	506-453-2404	www.gnb.ca
Prince Edward Island	902-368-5201	902-368-5703	Not Required	902-368-5220	902-368-4070	www.gov.pe.ca

Territories Directory

Territory	Registry Office	Fuel Tax	Authority	Permits	Sales Tax	Government Web Sites
Yukon	Whitehorse 867-667-5315	Issued at point of entry Whitehorse 867-667-5345	867-667-5782	Issued at point of entry Whitehorse 867-667-5782	Not Required	www.gov.yk.ca
North West Territories	Yellowknife 867-920-8915 or 867-873-7406	Yellowknife 867-920-3470	Not Required	Hay River 867-874-6972	Not Required	www.gov.nt.ca
Nunavut	Iqaluit 867-975-5382					www.gov.nu.ca

United States Directory

State	Prorate Office	Fuel Tax	Authority	Permits	Government Web Sites
Alabama	334-242-2999	334-353-7839	334-242-5176	334-834-1092	www.dot.state.al.us
Alaska	907-269-5566	907-465-4661	Not Required	907-345-7636	www.dot.state.ak.us
Arizona	602-712-6775	602-255-6775	Not Required	602-932-2247	www.dot.state.az.us
Arkansas	501-682-4653	501-681-4800	501-569-2358	501-569-2381	www.ahtd.state.ar.us
California	916-657-7971	916-322-9669	916-657-8153	916-654-4961	www.dot.ca.gov/
Colorado	303-205-5968	303-205-5683	303-894-2000	303-757-9539	www.dot.state.co.us
Connecticut	860-263-5281	860-541-3222	860-566-5586	860-594-2880	www.dot.state.ct.us
Delaware	302-739-2278	302-739-4538	Not Required	302-739-4361	www.deldot.net/public.ejs
District of Columbia	202-727-2486	202-727-4450	202-727-5986	202-727-7050	www.dcrca.dc.gov/main.shtm
Florida	850-488-6921	850-488-6921	Not Required	850-488-4961	www.dot.state.fl.us
Georgia	404-657-4186	404-656-4055	404-559-6600	404-656-5267	www.state.ga.us

State	Prorate Office	Fuel Tax	Authority	Permits	Government Web Sites
Idaho	208-334-8611	208-334-7834	208-334-0329	208-334-8420	www.state.id.us/itd/dmv/index.htm
Illinois	217-785-1800	217-785-1397	217-782-4654	217-782-6271	www.dot.state.il.us
Indiana	317-486-5500	317-486-5500	317-232-2727	317-486-5500	www.state.in.us/dot
Iowa	515-237-3268	515-237-3224	515-237-3364	515-237-3264	www.dot.state.ia.us
Kansas	785-291-3384	785-296-4168	785-271-3148	785-296-7400	www.ink.org/public/kdot
Kentucky	502-564-5301	502-564-4540	502-564-4540	502-564-7150	www.kytc.state.ky.us
Louisiana	504-925-6270	504-925-7656	504-342-4414	504-343-2345	www.dotd.state.la.us
Maine	207-287-8606	207-287-8602	207-287-8633	207-287-8632	www.state.me.us/mdot
Maryland	410-787-2971	410-799-4009	410-333-6062	410-787-4093	www.mdot.state.md.us
Massachusetts	617-351-9395	617-887-5080	617-305-3559	508-624-0819	www.state.ma.us/mhd
Michigan	517-322-1097	517-373-3180	517-334-6389	517-373-2120	www.mdot.state.mi.us
Minnesota	612-405-6161	612-405-6161	612-405-6160	612-405-6000	www.dot.state.mn.us
Mississippi	601-359-1808	601-359-1261	601-961-5435	601-944-9200	www.mdot.state.ms.us
Missouri	573-751-6433	573-751-6433	573-751-7108	573-751-2871	www.modot.state.mo.us
Montana	406-444-6130	406-444-6130	406-444-6130	406-444-6130	www.mdt.state.mt.us/default.htm
Nebraska	402-471-4435	402-471-4435	402-471-4435	402-471-0034	www.nsp.state.ne.us
Nevada	775-684-4711	775-684-4711	775-684-4711	775-684-4711	www.nevada.dot.com
New Hampshire	603-271-2196	603-271-2311	603-271-2447	603-271-2691	webster.state.nh.us/dot/index.htm
New Jersey	609-633-9399	609-633-9400	609-633-9399	609-633-9402	www.state.nj.us/transportation
New Mexico	505-827-0392	505-827-0845	505-827-4519	505-827-0374	www.nmshtd.state.nm.us
New York	518-473-5834	518-457-3653	518-457-1017	518-457-1155	www.dot.state.ny.us
North Carolina	919-733-7458	919-733-3409	919-733-7631	919-733-7154	www.dot.state.nc.us
North Dakota	701-328-2725	701-328-2725	701-328-2725	701-328-2621	www.state.nd.us/dot
Ohio	614-777-8400	614-466-3921	614-466-2000	614-777-0224	www.dot.state.oh.us
Oklahoma	405-521-3036	405-521-3036	405-521-2253	405-425-2390	www.okladot.state.ok.us
Oregon	503-378-6699	503-378-6699	503-378-6699	503-378-2568	www.odot.state.or.us
Pennsylvania	717-783-6095	717-783-2158	717-783-5933	717-783-5367	www.dot.state.pa.us
Rhode Island	401-728-0810	401-277-6317	401-277-6317	401-277-2970	www.dot.state.ri.us
South Carolina	803-737-6620	803-737-6620	803-737-5181	803-737-1279	www.dot.state.sc.us
South Dakota	605-773-4111	605-773-5335	605-773-5280	605-698-3925	www.sddot.com
Tennessee	615-741-1786	615-741-3394	615-741-2974	615-741-3821	www.tdot.state.tn.us
Texas	512-465-7686	800-531-5441	800-299-1700	512-465-1784	www.dot.state.tx.us
Utah	801-297-6800	801-297-7688	801-530-6662	801-965-4508	www.sr.ex.state.ut.us
Vermont	802-828-2071	802-828-2070	Not Required	802-828-2064	www.aot.state.vt.us
Virginia	804-367-1836	804-371-9488	804-371-9216	804-786-2787	virginiadot.org
Washington	360-664-1858	360-664-1868	360-753-3111	360-644-9494	www.wsdot.wa.gov
West Virginia	304-558-3629	304-558-3629	304-340-0417	304-558-3545	www.wvdot.com
Wisconsin	608-266-9000	608-267-4382	608-266-1356	608-266-7320	www.dot.state.wi.us
Wyoming	307-777-4829	307-777-4827	307-777-4850	307-777-4376	wydotweb.state.wy.us
Contact Federal Highway Administration (FHWA) 202-358-7028 or 406-449-5305 for ICC requirements.					

HIGHWAY TRAFFIC BOARD

2260-11th Ave, Regina SK S4P 0J9

Phone: 775-6674

Fax: 775-6667

LEGISLATION

Federal Legislation

Canadian Publishing Centre

Hull PQ

Toll Free: 1-800-635-7943

<http://www.canada.justice.gc.ca>

Provincial Legislation

Queens Printer for Saskatchewan

Toll Free: 1-800-226-7302

Phone: 787-6894

Fax: 787-9779

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

SASKATCHEWAN ENVIRONMENT & RESOURCE MANAGEMENT

Environmental Protection Branch

224 - 3211 Albert Street, Regina SK S4S 5W6

Phone: 787-6180

Fax: 787-0197

<http://www.serm.gov.sk.ca/environment>

Saskatchewan Spill Control Centre

Toll Free: 1-800-667-7525

SASKATCHEWAN FINANCE

Revenue Division

3RD 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 (ext 0837)

Fax: 787-0241

<http://www.gov.sk.ca/finance/revenue>

<http://www.iftach.org>

SASKATCHEWAN GOVERNMENT INSURANCE (SGI)

Branch & IRP Issuing Services

2260-11th Ave, Regina SK S4P 2N7

Phone: 751-1251

Fax: 359-0867

Vehicle Registration Policy

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

Phone: 775-6332

Fax: 775-6909

Carrier Audit

2260-11th Ave, Regina SK S4P 2N7

Phone: 775-6790

Fax: 775-6618

Vehicle Standards & Inspection Inquires

2260-11th Ave, Regina, SK. S4P 2N7

Phone: 775-6332

Fax: 775-6222

Permit Office

Phone: 775-6969

Toll Free: 1-800-667-7575

Fax: 775-6909

Carrier Profiles

2260-11th Avenue, Regina, SK S4P 2N7

Phone: 751-1344

Fax: 775-6222

SASKATCHEWAN HIGHWAYS AND TRANSPORTATION

Transport Investigations

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

Phone: 933-5293

Fax: 933-5276

Transportation of Dangerous Goods

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

Phone: 787-5313

Fax: 787-3963

Transport Compliance

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

Phone: 787-4372

Fax: 787-6697

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

Vehicle Weights & Dimensions

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

Phone: 787-5313

Fax: 787-3963

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

Structural Clearance

Fax Polling: 787-3408

TRANSPORT CANADA

Canadian Transport Emergency Centre (CANUTEC)

Emergency (24 hours): 613-996-6666

Cell (Canada Only): *666

Non-Emergency (24 hours): 613-992-4642

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

Transportation of Dangerous Goods

Prairie & Northern Region

Room 305, Federal Building, 101 – 22nd Street East

Saskatoon, SK S7K 0E1

Phone: 975-5059

Fax: 975-4555

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

TRUCKING ASSOCIATIONS

ALBERTA MOTOR TRANSPORT ASSOCIATION (AMTA)

100, 907 - 34 Avenue S.E., Calgary AB T2H 1X9

Phone: 1-888-878-9835

<http://www.albertatrucking.com>

MANITOBA TRUCKING ASSOCIATION (MTA)

25 Bunting Street, Winnipeg MB R2X 2P5

Phone: 204-632-6600

Fax: 204-694-7134

<http://www.trucking.mb.ca>

ATLANTIC PROVINCES TRUCKING ASSOCIATION (APTA)

407 Dieppe Blvd. Dieppe NB E1A 6P8

Phone: 1-866-866-1679

Fax: (506) 853-7424

Cell: (506) 863-4500

<http://www.apta.ca>

ONTARIO TRUCKING ASSOCIATION

555 Dixon Road, Toronto ON M9W 1H8

Phone: (416) 249-7401

Fax: (416) 245-6152

<http://www.ontruck.org>

AMERICAN TRUCKING ASSOCIATION (ATA)

2200 Mill Road, Alexandria VA 22314-4677

Phone: (703) 838-1700

<http://www.truckline.com>

SASKATCHEWAN TRUCKING ASSOCIATION (STA)

1335 Wallace Street, Regina SK S4N 3Z5

Phone: 569-9696

Fax: 569-1008

<http://www.sasktrucking.com>

BRITISH COLUMBIA TRUCKING ASSOCIATION (BCTA)

#1 20111 98A Ave, Langley BC V1M 4A9

Phone: (604) 888-5319

Fax: (604) 888-2941

<http://www.bctrucking.com>

THE CANADIAN TRUCKING ALLIANCE (CTA)

130 Slater Street, Suite 1025, Ottawa ON K1P 6E2

Phone: 613-236-9426

Fax: 613-563-2701

<http://www.cantruck.com/index-e.html>

CANADIAN TRUCKING HUMAN RESOURCES COUNCIL (CTHRC)

Suite 203, 720 Belfast Road, Ottawa ON K1G 0Z5

Phone: (613) 244-4800

Fax: (613) 244-4535

<http://www.cthrc.com/website/index.html>

TRUCKING ASSOCIATION OF QUEBEC, INC.

Suite 200, 6450 rue Notredame 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
Cell: (613) 736-1003
<http://www.ccmta.ca/english/index.html>

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 – Saskatchewan

Southern Region: 787-4986
Central Region: 933-5655
Northern Region: 953-3576

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

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

ROAD BUILDERS AND HEAVY CONSTRUCTION ASSOCIATION OF SASKATCHEWAN

3026 Kings Road
Regina SK S4S 2H6
Phone: (306) 586-1805
Fax: (306) 585-3750
<http://www.enterpriseaspservices.com/bsc/construct/index.html>

SASKATCHEWAN PROFESSIONAL DRIVERS SAFETY COUNCIL INC.

14 – 395 Park Street
Regina, SK S4N 5B2
Phone: 924-2014
Fax: 543-2801

INDUSTRY RELATED WEBSITES

CANADIAN CUSTOMS CARRIER SELF ASSESSMENT

.....<http://www.ccra-adrc.gc.ca/customs/business/importing/csa/menu-e.html>

CANADIAN CUSTOMS COMMERCIAL DRIVER REGISTRATION

.....<http://www.ccra-adrc.gc.ca/customs/business/importing/programs-e.html>

CANADIAN ROAD CONDITIONS.....<http://www.beaverbear.com/canrdcon.html>

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 PAGE.....<http://www.e-z.net/%7Ets/ts.html>

U.S. FEDERAL HIGHWAYS ADMINISTRATION (FHWA).....<http://www.fhwa.dot.gov>

U.S. MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA).....<http://www.fmcsa.dot.gov>

VEHICLE RECALLS DATABASE.....http://apps.tc.gc.ca/roadsafety/recalls/recintro_e.htm

YAHOO MAPS.....<http://maps.yahoo.com>