

October 2010 – ISSUE 121

DIRECTOR'S NOTE

This October, the BC Ministry of Transportation and Highways has taken the very positive step of introducing the Premium Carrier Program. This program is a unique and innovative approach towards recognizing fleet operators who have taken the steps necessary to effectively manage their safety programs and have the results to prove it. By being recognized as the “best of the best” in their industry, carriers will receive;

- A Premium Carrier certificate and use of Premium Carrier “brand”
- Recognition by being put on a list of recommended Carriers on the CVSE web-site
- Free transponders that allow the Carrier to participate in the Weigh2goBC Program
- Automatic assignment to the lowest random reporting frequency (5%)

One of the eligibility requirement options for the program is to have a Certificate of Recognition (COR) recognized by WorkSafe BC. The SAFE Companies COR issued by the BC Forest Safety Council meets this requirement. Other eligibility requirements include having an above average safety record. Currently, only fleet operators with more than 20 BC plated commercial vehicles can apply for the Premium Carrier recognition. The Council will be advocating to lower the number of vehicles required to participate, as the majority of the provinces log haulers belong to companies with less than 20 trucks.

The other big news coming from the provincial government is the implementation of the new, tougher impaired driving laws. Everyone, including employers, must read and understand the new laws because commercial vehicles can be subject to impoundment for 30 days.

Chuck Carter,
Director, Transportation Safety

REGULATORY FOCUS

SPEED

As of September 20, 2010, the fines for speeding have also increased. If a driver is caught excessively speeding, they will automatically be impounded for seven days for a first offence, 30-days for a second offence and 60 days for any subsequent offences within two years. If a driver is fined for speeding, it will also be his/her financial responsibility to retrieve the vehicle. Towing and seven days of storage will cost the driver a minimum of \$210, as compared to a 30-day impoundment that will cost around \$700 and a 60-day impoundment will cost over \$1,200.





RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA
FORESTRY TRUCKSAFE



BC Forest Safety Council

PRINTABLE VERSION

Winter Tires



Transport Canada recommends the use of winter tires that have been rated for severe snow conditions. These tires have a pictograph of a mountain peak with snowflakes on the side. In section 208 (1) of B.C.'s Motor Vehicle Act there is a more specific definition of "winter tire." A true winter tire will have the symbol below on it.

IMPAIRMENT

On September 20, 2010, B.C. adopted the toughest impaired driving laws in the country. Most drivers have come to know that the legal drinking limit changed from .08 to .05. However, what some drivers may not be aware of, are the changes in severity to infractions of the new law. Under changes to the Motor Vehicle Act, motorists who drive alcohol-impaired now face penalties that may restrict their license, impound their vehicle and face penalties anywhere from \$600 to over \$4,060. Additionally, drivers may also be required to participate in the "Responsible Driver Program" and use an Ignition Interlock device. The most severe penalty would be to face criminal charges.

Words to live by:

"When you're safe at home you wish you were having an adventure; when you're having an adventure, you wish you were safe at home".

Thorton Wilder



Ministry of
Public Safety
and Solicitor General

Immediate Roadside Prohibitions (IRPs) for Impaired Driving Summary Table of Consequences and Costs Effective September 20, 2010

Administrative Consequences	"Warn Range" (0.05-0.08)			"Fail Range" (Over 0.08)
	1st Time	2nd Time (within 5 years)	3rd and Subsequent (within 5 years)	
Immediate Roadside Licence Suspension	3-day suspension	7-day suspension	30-day suspension	Immediate 90-day Administrative Driving Prohibition
Vehicle Impoundment	3-day ¹	7-day ¹	30-day	30-day
Estimated minimum towing, storage costs	\$150	\$210	\$700	\$700
Administrative Penalty	\$200	\$300	\$400	\$500
Driver's Licence Reinstatement Fee	\$250	\$250	\$250	\$250
RDP ² Requirement?	n/a	n/a	Yes	Yes
RDP cost	n/a	n/a	\$880	\$880
Ignition Interlock Requirement?	n/a	n/a	1-year	1-year ³
Ignition Interlock cost per year	n/a	n/a	\$1,730	\$1,730
Estimated Total Cost	\$600	\$760	\$3,960	\$4,060 ⁴
Criminal Charges	n/a	n/a	n/a	Possible

¹ Optional [Vehicle Impoundment](#), at police officer's discretion.

² RDP: [Responsible Driver Program](#).

³ 2- and 3-year [Ignition Interlock](#) requirements for subsequent offences.

⁴ Plus any legal costs, court-ordered fines, penalties, etc.

NOTE: Graduated Licensing Program drivers with any alcohol in their system continue to face GLP-specific consequences and reviews, **in addition** to the penalties outlined above.

For more information visit:

Office of the Superintendent of Motor Vehicles website at www.pssg.gov.bc.ca/osmv

If you have questions or comments regarding this or other Rumbblings, please email Kate Montague

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