

## Summary of Maintenance and Safety Program Requirements for Provincially-Regulated Alberta-Based Commercial Trucks / Tractors / Trailers

Refer to the “NOTES” on the following page for an explanation of the numbered exceptions or explanations to the requirements. Consult the complete regulations for a full explanation of requirements

Program Requirements	Safety Fitness Certificate with a “Provincial” Operating Status <sup>1</sup>		NON-NSC Companies <sup>2</sup>
	Operating only IN Alberta		Operating only IN Alberta
	4,501 – 11,793 kg	11,794 kg or more	4,501 – 11,793 kg
<b>Written Maintenance Program</b>	Yes	Yes	No
➤ Complete Vehicle Files	Yes	Yes <sup>10,16</sup>	No
<b>Daily Trip Inspection <sup>3</sup></b>			
➤ Driver Training <sup>4</sup>	Yes	Yes	No
• Conduct inspection	Yes <sup>6,7,8</sup>	Yes <sup>6,7,8</sup>	Yes <sup>6,7,8</sup>
• Document and Produce “trip inspection report” <sup>5</sup>	No <sup>17</sup>	Yes <sup>6,10,11</sup>	No <sup>16,17</sup>
• Produce a copy of Schedule 1 of NSC Standard 13, Part 2 <sup>6</sup>	No	Yes <sup>6,11</sup>	No
<b>Continuous and Regular Vehicle Maintenance</b>			
➤ Staff Training <sup>4</sup>	Yes <sup>7</sup>	Yes <sup>7</sup>	No <sup>7</sup>
➤ Compliance at Facility and On-Road	Yes <sup>7</sup>	Yes <sup>7</sup>	No <sup>7</sup>
<b>CVIP (annual inspection)</b>	No	Yes <sup>12</sup>	No
<b>Written Safety Program</b>	No	Yes	No
➤ Employee Training <sup>4</sup> and Driver Evaluation	No	Yes	No
➤ Complete Driver Files	No	Yes	No
<b>Hours of Service</b>			
➤ Driver Training <sup>4</sup>	No	Yes <sup>9</sup>	No
➤ On-Road Compliance	No	Yes <sup>9</sup>	No
<b>Cargo Securement (standards regulation only)</b>			
➤ Driver Training <sup>4</sup>	Yes	Yes <sup>9</sup>	No
➤ Compliance On-Road	Yes <sup>14,15</sup>	Yes <sup>14,15</sup>	Yes <sup>14,15</sup>

### NOTES:

#### Internet access to various information sites:

- General information on Alberta’s transportation requirements: [www.transportation.alberta.ca/3.htm](http://www.transportation.alberta.ca/3.htm)
- Obtain all summary charts on the Carrier Services website: [www.transportation.alberta.ca/499.htm](http://www.transportation.alberta.ca/499.htm)

- Change carrier's Operating Status: [www.transportation.alberta.ca/661.htm](http://www.transportation.alberta.ca/661.htm)
- Obtain Schedule 1 of the NSC Standard 13, Part 2: <http://ccmta.ca/en/publications/national-safety-code/standards/item/nsc-standard-13>
- Obtain *Commercial Vehicle Safety Regulations*, AR 121/2009: [www.qp.alberta.ca/574.cfm?page=2009\\_121.cfm&leg\\_type=Regs&isbncln=9780779740727](http://www.qp.alberta.ca/574.cfm?page=2009_121.cfm&leg_type=Regs&isbncln=9780779740727)
- Obtain other Alberta legislation: [www.qp.alberta.ca/Laws\\_Online.cfm](http://www.qp.alberta.ca/Laws_Online.cfm)
- Obtain Federal legislation: <http://laws-lois.justice.gc.ca/>

**1. "Provincial"** Operating Status authorizes operation solely within Alberta of commercial vehicles registered in Alberta for a weight of 11,794 kilograms or more. No permit is available authorizing a "Provincial" carrier to leave Alberta at any time. An Alberta carrier leaving the province with any vehicle registered over 4,500 kilograms for any reason requires a "Federal" Operating Status.

**2.** A non-NSC company (or individual) who has commercial vehicles registered between 4,501 and 11,793 kilograms and who does not leave Alberta does not require an Alberta Safety Fitness Certificate (SFC) but must meet the specified compliance requirements.

**3. "Daily Trip Inspection"** means a trip inspection of a commercial vehicle or combination of commercial vehicles conducted by following and inspecting the specified items identified in Schedule 1 of the NSC Standard 13, Part 2.

**4. Training** of all applicable carrier staff (such as drivers, managers, administration, mechanics, etc.) in all "**safety laws**" is required by Section 40(1) (e) of the *Commercial Vehicle Certificate and Insurance Regulation*, AR 314/2002. This includes: trip inspection, hours of service, cargo securement, carrier policies in safety and maintenance programs, etc.

**5. A "trip inspection report"** must be completed when a trip inspection is conducted on a vehicle or combination of vehicles. Report must meet minimum requirements: legible; licence number/unit number; odometer or hubometer; carrier name; location inspected; each defect or no defect; date/time of report; name of person inspecting; name and signature of driver or person inspecting.

**6. Schedule 1 of NSC Standard 13, Part 2** identifies the list of daily trip inspection items that need to be inspected. A copy of the complete Schedule needs to be located in each commercial vehicle and must be produced on the request of a peace officer.

**7.** Truck, truck-tractor or trailer shall not be operated if it fails to comply with standards in **Schedule 1** (i.e. general markings, lift axles, etc.) **and Schedule 2** (i.e. general equipment; mechanical fitness) of *Commercial Vehicle Safety Regulation*, AR 121/2009.

**8.** An owner shall not permit a driver to drive and a driver shall not drive a commercial vehicle if a "**major defect**" is detected in the vehicle during the daily trip inspection or at any other time using Schedule 1 of NSC Standard 13, Part 2.

**9.** When operating point-to-point in Alberta, the registered owner of a registered **farm-plated vehicle and its driver(s)** is not required to comply to this National Safety Code regulatory requirement on-road or in their written safety and/or maintenance program.

**10.** Carriers operating commercial vehicles registered for 11,794 kilograms or more that are required to complete a “trip inspection report” (see Notes 5 and 11) must retain the original trip inspection **reports in chronological order for each vehicle for at least 6 months** after receiving it.

**11.** If a driver observes **any** safety defects in Schedule 1 of NSC Standard 13, Part 2, on vehicle while driving, the driver shall record the defects in a trip inspection report or otherwise in a written document and report that defect to the carrier responsible for the vehicle. **If defect is “major”, then do not drive vehicle.**

**12.** When operating point-to-point in Alberta, the vehicle registered as a farm-plated vehicle requires no **CVIP** (annual inspection).

**13.** Legislation in this area does not apply to a driver or carrier transporting **agricultural products in any vehicle** or transporting products of a **forest, lake or river in a 2- or 3-axle vehicle** where the driver or the driver’s employer produced the products.

**14.** Section 17(5) of the *Commercial Vehicle Safety Regulation*, AR 121/2009 states that Sections 10 and 22 (number and strength of securement ties) of the National Safety Code Standard 10 cargo securement do not apply to farm-plated vehicles hauling hay or straw within a 50-kilometre radius of the load’s origin provided specified criteria are met. Note #15 below still applies.

**15.** Section 17(4) for cargo securement under the *Commercial Vehicle Safety Regulation*, AR 121/2009 requires a driver, carrier or owner of a commercial vehicle to ensure cargo is contained, immobilized or secured so that it **cannot leak, spill, blow off, fall from, fall through or otherwise be dislodged** from the vehicle or shift upon or within the commercial vehicle to such an extent that the commercial vehicle’s **stability or maneuverability is adversely affected**. Also, Section 65 of the *Alberta Vehicle Equipment Regulation*, AR 122/2009 requires any vehicle to be constructed to carry the goods and any cargo to be secured such that it does not shift, sway blow off, fall off, leak or otherwise escape.

**16.** When a “provincial” carrier is required to have a safety fitness certificate (i.e. has one or more commercial vehicles registered for 11,794 kilograms or more that does not leave Alberta), then their **maintenance program must address** the maintenance and inspection requirements for **all commercial vehicles registered to that company for more than 4,500 kilograms**.

**17.** Whether or not a trip inspection report must be completed before trip begins, if driver observes **any** safety defects in Schedule 1 of NSC Standard 13, Part 2, while driving the vehicle, the driver shall record the defects in a trip inspection report or otherwise in a written document and report that defect to the carrier responsible for the vehicle. **If defect is "major", then do not drive the vehicle.**

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

Refer to the “NOTES” on the following page for an explanation of the numbered exceptions or explanations to the requirements. Consult the complete regulations for a full explanation of requirements.

Program Requirements	Safety Fitness Certificate with a “Federal” Operating Status <sup>1</sup>			
	When Vehicle / Driver is Operating INSIDE Alberta <sup>2</sup>		When Vehicle / Driver is Operating OUTSIDE Alberta <sup>3</sup>	
	4,501 – 11,793 kg	11,794 kg or more	4,501 – 11,793 kg	11,794 kg or more
<b>Written Maintenance Program</b>	Yes	Yes	Yes	Yes
➤ Complete Vehicle Files	Yes	Yes <sup>11</sup>	Yes <sup>14</sup>	Yes <sup>11,14</sup>
<b>Daily Trip Inspection <sup>4</sup></b>				
➤ Driver Training <sup>5</sup>	Yes	Yes	Yes	Yes
• Conduct inspection	Yes <sup>7,8,9</sup>	Yes <sup>7,8,9</sup>	Yes <sup>7,8,9</sup>	Yes <sup>7,8,9</sup>
• Document and Produce “trip inspection report”	No <sup>6,10,12</sup>	Yes <sup>6,10,12</sup>	No <sup>6,12,14</sup>	Yes <sup>6,12,14</sup>
• Produce a copy of Schedule 1 of NSC Standard 13, Part 2 <sup>7</sup>	No	Yes	Yes	Yes
<b>Continuous and Regular Vehicle Maintenance</b>				
➤ Staff Training <sup>5</sup>	Yes <sup>8</sup>	Yes <sup>8</sup>	Yes <sup>8</sup>	Yes <sup>8</sup>
➤ At facility/On-Road compliance	Yes <sup>8</sup>	Yes <sup>8</sup>	Yes <sup>8</sup>	Yes <sup>8</sup>
<b>CVIP (annual inspection)</b>	No	Yes <sup>13</sup>	No <sup>14</sup>	Yes <sup>14</sup>
<b>Written Safety Program</b>	Yes	Yes	Yes	Yes
➤ Employee Training <sup>5</sup> and Driver Evaluation	Yes	Yes	Yes	Yes
➤ Complete Driver Files	Yes	Yes	Yes	Yes
<b>Hours of Service</b>				
➤ Driver Training <sup>5</sup>	Yes <sup>10</sup>	Yes <sup>10</sup>	Yes <sup>15</sup>	Yes <sup>15</sup>
➤ Compliance On-Road	Yes <sup>10</sup>	Yes <sup>10</sup>	Yes <sup>15</sup>	Yes <sup>15</sup>
<b>Cargo Securement (standards regulation only)</b>				
➤ Driver Training <sup>5</sup>	Yes <sup>10</sup>	Yes <sup>10</sup>	Yes	Yes
➤ Compliance On-Road	Yes <sup>16,17</sup>	Yes <sup>16,17</sup>	Yes <sup>16,17</sup>	Yes <sup>16,17</sup>

## NOTES

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  - Change carrier's Operating Status: [www.transportation.alberta.ca/661.htm](http://www.transportation.alberta.ca/661.htm)
  - Obtain Schedule 1 of the NSC Standard 13, Part 2: <http://ccmta.ca/en/publications/national-safety-code/standards/item/nsc-standard-13>
  - Obtain *Commercial Vehicle Safety Regulations* (AR121/2009): [www.qp.alberta.ca/574.cfm?page=2009\\_121.cfm&leg\\_type=Regs&isbncln=9780779740727](http://www.qp.alberta.ca/574.cfm?page=2009_121.cfm&leg_type=Regs&isbncln=9780779740727)
  - Obtain other Alberta legislation: [www.qp.alberta.ca/Laws\\_Online.cfm](http://www.qp.alberta.ca/Laws_Online.cfm)
  - Obtain Federal legislation: <http://laws-lois.justice.gc.ca>
1. **"Federal"** Operating Status authorizes operation outside of Alberta of commercial vehicles (including farm-plated vehicles) registered in Alberta for a weight of more than 4,500 kilograms.
  2. These columns apply when the driver and the specified size of vehicle operate on a trip point-to-point solely within Alberta. All regulatory requirements of Alberta and of the federal government must be met.
  3. These columns apply when any part of a trip involving the specified size of vehicle travels outside of Alberta. All applicable regulatory requirements of Alberta, the federal government and the jurisdiction(s) in which the vehicle/driver travels must be met.
  4. **"Daily Trip Inspection"** means a trip inspection of a commercial vehicle or combination of commercial vehicles conducted by following and inspecting the specified items identified in Schedule 1 of the NSC Standard 13, Part 2.
  5. **Training** of all applicable carrier staff (such as drivers, managers, administration, mechanics, etc.) in all **"safety laws"** is required by Section 40(1) (e) of the *Commercial Vehicle Certificate and Insurance Regulation*, AR 314/2002. This includes: trip inspection, hours of service, cargo securement, carrier policies in safety and maintenance programs, etc.
  6. A **"daily trip inspection report"** must be completed when a trip inspection is conducted on a vehicle or combination of vehicles. Report must meet minimum requirements: legible; licence number/Unit number; odometer or hubometer; carrier name; location inspected; each defect or no defect; date/time of report; name of person inspecting; name and signature of driver or person inspecting.
  7. **Schedule 1 of NSC Standard 13, Part 2** identifies the list of minimum daily trip inspection items to be inspected. A copy of the complete Schedule needs to be located in each commercial vehicle and must be produced on the request of a peace officer.
  8. Truck, truck-tractor or trailer shall not be operated if it fails to comply with standards in **Schedule 1** (i.e. general markings, lift axles, etc.) **and Schedule 2** (i.e. general equipment, mechanical fitness) of *Commercial Vehicle Safety Regulation*, AR 121/2009.
  9. An owner shall not permit a driver to drive and a driver shall not drive a commercial vehicle if a **"major defect"** is detected in the vehicle during the daily trip inspection or at any other time using Schedule 1 of NSC Standard 13, Part 2.

10. When operating point-to-point in Alberta, the registered owner of a registered **farm-plated vehicle and its driver(s)** is not required to comply to this National Safety Code regulatory requirement on-road or in their written safety and/or maintenance program.
11. Carriers operating vehicles registered for 11,794 kilograms or more that are required to complete a “trip inspection report” (see Notes 7 and 13) must retain trip inspection **reports in chronological order for each vehicle for at least 6 months** after receipt.
12. Whether or not a trip inspection report must be completed before trip begins, if driver observes **any** safety defects in Schedule 1 of NSC Standard 13, Part 2, while driving the vehicle, the driver shall record the defects in a trip inspection report or otherwise in a written document and report that defect to the carrier responsible for the vehicle. **If defect is “major”, then do not drive vehicle.**
13. When operating point-to-point in Alberta, the vehicle registered as a farm-plated vehicle requires no **CVIP** (annual inspection).
14. When operating vehicles outside Alberta, maintenance program and vehicle files must include **trip inspections, repairs, and/or CVIP** forms only when the jurisdiction(s) in which they are operated require the inspections to be completed.
15. Federal regulations in this area do not apply to a driver or carrier operating a **2- or 3-axle vehicle** (full or empty) that is used to transport primary products of a **farm, forest, sea or lake** if the driver or the motor carrier is the producer of the products.
16. Section 17(5) of the *Commercial Vehicle Safety Regulation*, AR 121/2009 states that Sections 10 and 22 (number and strength of securement ties) of the National Safety Code Standard 10 cargo securement do not apply to farm-plated vehicles hauling hay or straw within a 50-kilometre radius of the load’s origin provided specified criteria are met. Note #17 below still applies.
17. Section 17(4) for cargo securement under the *Commercial Vehicle Safety Regulation*, AR 121/2009 requires a driver, carrier or owner of a commercial vehicle to ensure cargo is contained, immobilized or secured so that it **cannot leak, spill, blow off, fall from, fall through or otherwise be dislodged** from the vehicle or shift upon or within the commercial vehicle to such an extent that the commercial vehicle’s **stability or maneuverability is adversely affected**. Also, Section 65 of the *Alberta Vehicle Equipment Regulation*, AR 122/2009 requires any vehicle to be constructed to carry the goods and any cargo to be secured such that it does not shift, sway, blow off, fall off, leak or otherwise escape.

## Summary of Maintenance and Safety Program Requirements for Provincially-Regulated Alberta-Based Commercial Buses

Refer to the “NOTES” on the following page for an explanation of the numbered exceptions or explanations of the requirements. Consult the complete regulations for a full explanation of requirements.

Program Requirements	Safety Fitness Certificate with a “Provincial” Operating Status <sup>5</sup>		
	Operating ONLY INSIDE Alberta		
	Motor Coach <sup>1,2</sup>	School Bus <sup>1,3</sup>	Other Bus <sup>1,4</sup>
<b>Written Maintenance Program</b>	Yes	Yes	Yes
➤ Complete Vehicle Files	Yes	Yes	Yes
<b>Daily Trip Inspection <sup>6</sup></b>			
➤ Driver Training <sup>16</sup>	Yes	Yes	Yes
• Conduct inspection	Yes <sup>10,11</sup>	Yes <sup>8,9</sup>	Yes <sup>8,9</sup>
• Document and Produce “trip inspection report”	Yes <sup>7,11,12</sup>	Yes <sup>7,11,12</sup>	Yes <sup>7,11,12</sup>
• Produce a copy of Schedules 2 and/or 3 of NSC Standard 13, Part 2	Yes <sup>15</sup>	Yes <sup>15</sup>	Yes <sup>15</sup>
<b>Under-vehicle trip inspection</b>	Yes <sup>11,14</sup>	No	No
<b>CVIP (semi-annual inspection)</b>	Yes	Yes	Yes
<b>Written Safety Program</b>	Yes	Yes	Yes
➤ Employee Training <sup>16</sup> and Driver Evaluation	Yes	Yes	Yes
➤ Complete Driver Files	Yes	Yes	Yes
<b>Hours of Service</b>			
➤ Driver Training <sup>16</sup>	Yes <sup>13</sup>	Yes <sup>13</sup>	Yes <sup>13</sup>
➤ Compliance On-Road	Yes	Yes	Yes
<b>Cargo Securement (standards regulation only)</b>			
➤ Driver Training <sup>16</sup>	Yes	Yes	Yes
➤ Compliance On-Road	Yes	Yes	Yes

**NOTES:**

**Internet access to various information sites:**

- General information on Alberta’s commercial transportation requirements: [www.transportation.alberta.ca/3.htm](http://www.transportation.alberta.ca/3.htm)
- Obtain all summary charts on the Carrier Services website: [www.transportation.alberta.ca/499.htm](http://www.transportation.alberta.ca/499.htm)
- Change carrier’s Operating Status: [www.transportation.alberta.ca/661.htm](http://www.transportation.alberta.ca/661.htm)



- Obtain Schedules 2, 3, 4 of the NSC Standard 13, Part 2: <http://ccmta.ca/en/publications/national-safety-code/standards/item/nsc-standard-13>
- Obtain CSA Standard D250-2007: <http://shop.csa.ca/?gclid=CJ254vjNkrwCFeg-MgodFI8Aow>
- Obtain CSA Standard D409: <http://shop.csa.ca/?gclid=CJ254vjNkrwCFeg-MgodFI8Aow>
- Obtain the *Commercial Vehicle Safety Regulations*, AR 121/2009: [www.qp.alberta.ca/574.cfm?page=2009\\_121.cfm&leg\\_type=Regs&isbncln=9780779740727](http://www.qp.alberta.ca/574.cfm?page=2009_121.cfm&leg_type=Regs&isbncln=9780779740727)
- Obtain other Alberta legislation: [www.qp.alberta.ca/Laws\\_Online.cfm](http://www.qp.alberta.ca/Laws_Online.cfm)
- Obtain Federal legislation: <http://laws-lois.justice.gc.ca>

**Summary of various schedules in the *Commercial Vehicle Safety Regulation*, AR 121/2009 and the NSC Standard # 13, Part 2:**

**CVSR Regulation (use ALL applicable Schedules):**

- **Schedule 1:** general safety standards (such as markings, ext.)
- **Schedule 2:** maintenance standards for all vehicle types
- **Schedule 3:** maintenance standards for buses transporting persons with physical disabilities
- **Schedule 4:** maintenance standards for handi-buses
- **Schedule 5:** maintenance standards for school buses

**NSC Standard # 13:**

- **Schedule 1:** trip inspection requirements for truck / tractor / trailer
- **Schedule 2:** trip inspection requirements for all buses
- **Schedule 3:** trip inspection requirement for a motor coach (*if Schedule 2 not used*)
- **Schedule 4:** 30 day or 12,000 kilometre visual inspection of a motor coach

1. **“Bus”** is a commercial vehicle originally designed to carry 11 or more persons including the driver and used to transport persons.
2. **“Motor Coach”** means a bus of monocoque design (i.e. no frame) manufactured with underfloor storage, and not a transit bus.
3. **“School Bus”** is a bus that meets the requirements of a Type A1, A2, B, C, or D school bus described in CSA Standard D250-2012 and used primarily to transport students to and from school.
4. A **“Handi-bus”** is a bus that meets the CSA Standard D409 and used primarily to transport persons with physical disabilities.
5. **“Provincial”** Operating Status authorizes the operation of a bus solely within Alberta. No permit is available authorizing a “Provincial” carrier to leave Alberta for any reason/frequency. An Alberta carrier leaving Alberta requires “Federal” Operating Status.
6. **“Daily Trip Inspection”** means a trip inspection of vehicle conducted by inspecting the specified items identified in Standard 13.
7. A **“trip inspection report”** must be completed when a daily trip inspection is conducted and it must meet the minimum legislative requirements: legible; licence number/unit number; odometer or hubometer; carrier name; location inspected; each defect or no defect; date/time of report; name of person inspecting; name and signature of driver or person inspecting.



8. A “**Bus**” shall not be operated if it fails to comply with applicable maintenance standards in Schedules 2, 3, 4, and 5 of CVSR.
9. An owner shall not permit a driver to drive and a driver shall not drive any bus unless the vehicle was inspected in accordance to Schedules 2 or 3 of Standard 13 AND no “**major defects**” were detected in the vehicle during the daily trip inspection.
10. A Motor Coach cannot be operated if it fails to comply with the maintenance standards under Schedule 2 of CVSR.
11. Carriers that are required to complete a Daily and/or Under-vehicle “Trip Inspection Report” must retain the original reports in chronological order for each vehicle for at least the current month and preceding 6 months from the date of the inspection.
12. Whether or not a “daily trip inspection report” is required before trip begins, if driver observes any safety defects specified in the applicable Schedule 2, 3 or 4 of Standard 13 while driving, then the driver shall record the defects in a daily trip inspection report or in a written document and report that defect to the carrier. If the defect is “**major**”, then do not drive the vehicle until it is repaired.
13. Written safety program and driver files need to include Hours of Service training, orientation and compliance evaluation.
14. An “**under-vehicle trip inspection**” must meet the requirements of Schedule 4 of Standard 13 and must be conducted by a person authorized by the carrier and that has a subsisting **Heavy Equipment Technician trade certificate** through the *Apprenticeship and Industry Training Act*. A Schedule 4 inspection is required when a Schedule 3 Daily Trip Inspection is done. The “under-vehicle trip inspection” is valid up to 30 days or 12,000 kilometres, whichever comes first. Under-vehicle inspection report must contain same information as a daily trip inspection report plus: brake adjustment measurements; nature of all repairs to fix defects found; trade certificate number of Heavy Equipment Technician who did the inspection.
15. Schedule 2 of Standard 13 identifies the list of minimum daily trip inspection items for a **bus, handi-bus, motor coach** and **other commercial buses**. Schedule 3 identifies an alternate list of daily trip inspection items that can be inspected for a **motor coach provided a Schedule 4 is conducted as well**. The applicable Schedule, for every vehicle a driver is operating, needs to be located in each commercial vehicle and must be produced on request of a peace officer.
16. **Training** of all applicable carrier staff (such as drivers, managers, administration, mechanics, etc.) in all “**safety laws**” is required by Section 40(1) (e) of the *Commercial Vehicle Certificate and Insurance Regulation*, AR 314/2002.

## Summary of Maintenance and Safety Program Requirements for Federally-Regulated Alberta-Based Commercial Buses

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Program Requirements	Safety Fitness Certificate with a “Federal” Operating Status <sup>5</sup>		
	Operating INSIDE and OUTSIDE Alberta <sup>6</sup>		
	Motor Coach <sup>1,2</sup>	School Bus <sup>1,3</sup>	Other Bus <sup>1,4</sup>
<b>Written Maintenance Program</b>	Yes	Yes	Yes
➤ Complete Vehicle Files	Yes	Yes	Yes
<b>Daily Trip Inspection <sup>7</sup></b>			
➤ Driver Training <sup>17</sup>	Yes	Yes	Yes
• Conduct inspection	Yes <sup>11,10</sup>	Yes <sup>9,10</sup>	Yes <sup>9,10</sup>
• Document and Produce “trip inspection report”	Yes <sup>8,12,13</sup>	Yes <sup>8,12,13</sup>	Yes <sup>8,12,13</sup>
• Produce a copy of Schedules 2 and/or 3 of NSC Standard 13, Part 2	Yes <sup>16</sup>	Yes <sup>16</sup>	Yes <sup>16</sup>
<b>Under-vehicle trip inspection</b>	Yes <sup>12,15</sup>	No	No
<b>CVIP (semi-annual inspection)</b>	Yes	Yes	Yes
<b>Written Safety Program</b>	Yes	Yes	Yes
➤ Employee Training <sup>17</sup> and Driver Evaluation	Yes	Yes	Yes
➤ Complete Driver Files	Yes	Yes	Yes
<b>Hours of Service</b>			
➤ Driver Training <sup>17</sup>	Yes <sup>14</sup>	Yes <sup>14</sup>	Yes <sup>14</sup>
➤ On-Road Compliance	Yes	Yes	Yes
<b>Cargo Securement (standards regulation only)</b>			
➤ Driver Training <sup>17</sup>	Yes	Yes	Yes
➤ On-road compliance	Yes	Yes	Yes

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- **Schedule 1:** general safety standards (such as markings, ext.)
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**NSC Standard # 13:**

- **Schedule 1:** trip inspection requirements for truck / tractor / trailer
- **Schedule 2:** trip inspection requirements for all buses
- **Schedule 3:** trip inspection requirement for a motor coach (*if Schedule 2 not used*)
- **Schedule 4:** 30 day or 12,000 kilometre visual inspection of a motor coach

1. **“Bus”** is a commercial vehicle originally designed to carry 11 or more persons including the driver and used to transport persons.

2. **“Motor Coach”** is a bus of monocoque design (i.e. no frame) manufactured with underfloor storage, and not a transit bus.

3. **“School Bus”** is a bus that meets the requirements of a Type A1, A2, B, C, D school bus described in CSA Standard D250-2012 and used primarily to transport students to and from school.

4. A **“Handi-bus”** is a bus that meets the CSA Standard D409 and used primarily to transport persons with physical disabilities.

5. **“Federal”** Operating Status authorizes operation of a bus outside Alberta.

6. Maintenance program and vehicle files need to include trip inspections, repairs and CVIP forms, when the jurisdiction(s), including Alberta, in which the carrier’s vehicles are operating, require the inspections to be completed. Written safety program and driver files must address compliance issues only when the registered jurisdiction requires those records to be completed.

7. **“Daily Trip Inspection”** means a trip inspection of vehicle conducted by inspecting the specified items identified in Standard 13.

8. A **“trip inspection report”** must be completed when a daily trip inspection is conducted and it must meet the minimum legislative requirements: legible; licence number/unit number; odometer or hubometer; carrier name; location inspected; each defect or no defect; date/time of report; name of person inspecting; name and signature of driver or person inspecting.

9. A “**Bus**” shall not be operated if it fails to comply with applicable maintenance standards in Schedules 2, 3, 4, and 5 of CVSR.
10. An owner shall not permit a driver to drive and a driver shall not drive any bus unless the vehicle was inspected in accordance to Schedules 2 or 3 of Standard 13 AND no “**major defects**” were detected in the vehicle during the daily trip inspection.
11. A Motor Coach cannot be operated if it fails to comply with the maintenance standards under Schedule 2 of CVSR.
12. Carriers that are required to complete a Daily and/or Under-vehicle “Trip Inspection Report” must retain the original reports in chronological order for each vehicle for at least the current month and preceding 6 months from the date of the inspection.
13. Whether or not a “trip inspection report” is required before trip begins, if driver observes any safety defects specified in applicable Schedule 2, 3 or 4 of Standard 13 while driving, then the driver shall record the defects in a trip inspection report or in a written document and report that defect to the carrier. If the defect is “major”, then do not drive the vehicle until it is repaired.
14. Written safety program and driver files need to include Hours of Service training, orientation and compliance evaluation.
15. An “**under-vehicle trip inspection**” must meet the requirements of Schedule 4 of Standard 13 and must be conducted by a person authorized by the carrier and that has a subsisting **Heavy Equipment Technician trade certificate** through the *Apprenticeship and Industry Training Act*. A Schedule 4 inspection is required when a Schedule 3 Daily Trip Inspection is done. The “under-vehicle trip inspection” is valid up to 30 days or 12,000 kilometres, whichever comes first. Under-vehicle inspection report must contain same information as a trip inspection report plus: brake adjustment measurements; nature of all repairs to fix defects found; trade certificate number of Heavy Equipment Technician who did the inspection.
16. Schedule 2 of Standard 13 identifies the list of daily trip inspection items for a **bus, handi-bus, motor coach** and **other commercial buses** and Schedule 3 identifies an alternative list of trip inspection items that can be inspected for a **motor coach provided Schedule 4 is used as well**. The applicable Schedule, for every vehicle a driver is operating, needs to be located in each commercial vehicle and must be produced on request of a peace officer.
17. **Training** of all applicable carrier staff (such as drivers, managers, administration, mechanics, etc.) in all “**safety laws**” is required by Section 40(1) (e) of the *Commercial Vehicle Certificate and Insurance Regulation*, AR 314/2002