

October 11-14, 2011

REPORT ON MY ACTIVITIES DURING THE ANNUAL ITF CAMPAIGN

Hello Bill

I found the ITF event very interesting and enjoyed meeting all the drivers and some of their support persons that make them able to do their job. I'm forwarding to you the suggestion, comments and input given to me during the event. Although I may not agree or disagree with what was said by the people we talked to I feel it is important to bring it forward so people know it's out there.

1. There needs to be several locations that transport personnel can stop at where they can refresh themselves and lay over if they need to as most fuel stops do not allow more than a four hour stop and then the driver must move on. This directly affects drivers that are waiting for load(s) to be picked up or delivered. These sites could include fuel stops, restaurants, showers or rooms where they can get out of their trucks and get a proper rest.
2. Lower fuel costs – This is something that drives home the economic reality to just about every trucker.
3. Hours of service need to be looked at and made better for drivers to eliminate fatigue.
4. Graduated driving period for driver after they receive their class 1. Suggestion that when a person get a class 1 that they start out driving an smaller truck and in time work up to the larger trucks such as semi.
5. There is some definite discrimination between the professional Drivers "some comments made to get rid of some particular ethnic group of drivers which I don't know if this refers to their driving skill or the wage undercutting by some groups" but this was repeated by more than one or two that seemed to have hard feelings amongst the different ethnic drivers. Again some ignorant and uninformed and unjustified comments were made towards immigrant drivers by both taxi drivers and transport drivers for what reason I did not inquire.
6. The CVSE or DOT as they referred to by the drivers need to have staff that are made up of persons that have a class 1 and the practical experience to be all to know what the drivers need to do the job and not a blank enforcement protocol that they receive from taking a course at the police college.
7. There needs to be an elimination of recap tires on all parts of the truck including trailers.
8. There needs to be continuous openings of the scales to eliminate over wait trucks.
9. There needs to be better testing done by the driver services staff to eliminate bad class 1 drivers being put on the road just because of a shortage of qualified drivers.
10. There needs to be better enforcement done to eliminate distracted drivers that cause accident by their actions.
11. The comment was made that maybe all class 1 driver should go for a retest every five years like they do in Europe.
12. Electronic monitoring do not work because they are not programed to cover all aspects of the issues that drivers encounter, these devices need to be better thought out before being put into place.
13. That persons that are in the position of making the rules and regulations for transport drivers should have the proper licence and practical experience to make these rules.

14. The speed limits imposed on transport drivers should be looked into to see if there is a safer way of doing it.

15. The quality control of truck manufactures should be looked at to insure that the trucks are put together to handle the workload they are asked to do so they don't break down and put the drivers in danger and also putting them out of work sometimes which they could lose contracts because of the many truck failures due to poor quality.

16. More trucking companies need to get on the safety band wagon.

17. Safety inspections need to be more often and more efficiently done to make sure that unsafe trucks are not on the road to affect the safe ones.

18. On long trips there needs to be more co drivers on board to make sure they don't go over the time limits

19. There needs to be more drug testing on all long haul drivers not just for the border crossings but anywhere across the country.

20. The regulation rules and qualifications for class 1 drivers need to be the same all across the country as at this time they are all different.

I hope this will help in making the roads safer and it is all I can remember from the talks with the drivers, but if something comes to mind I will send it onto you.

In solidarity, Eric Phillips CAW Local 114



From left to right: Morteza Maleki, Eric Phillips, Greg Gates and Don McIver