

**Trucking Industry Driver Supply
and
Training Issues**

**Prepared for the
Northern Labour Market Information Clearinghouse**

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TRUCKING INDUSTRY DRIVER SUPPLY AND TRAINING ISSUES

The Northern Labour Market Information Clearinghouse has identified the training and supply of truck drivers in Northern Alberta as a high priority research topic. The following report is a discussion of the findings from electronic searches, personal and telephone interviews that focused on relevant issues in the trucking industry.

A. Background and Overview of the Trucking Industry in Alberta

The transportation industry, which includes trucking, is very important to the Alberta economy. The Gross Domestic Product (GDP) for the Transportation, Storage and Transportation Equipment industries represent 6% of the total Alberta GDP. Transportation factors have been shown to rank above all other considerations when industries look for new locations for development.

A recent Fortune magazine article polled 1000 major companies about the factors that attract them to new locations. The top factor was access to trucking, followed by access to markets and access to skilled labour.

The growth in the trucking industry noted above was reinforced by the 39% growth in agriculture and manufacturing related trucking. Further growth is occurring because of:

- the trend to just-in-time delivery of goods in manufacturing and retailing;
- the advent of e-commerce which demands that goods are shipped quickly and in smaller loads; and,
- the increase in value-added production in Alberta more of which goes out by truck than do raw materials.

The trucking industry in the province pays over \$350 million in different levels of taxes, permits and licensing fees. The industry creates support business in warehousing, dispatchers, mechanics, truck and truck parts supply and other occupations. It is estimated that for every dollar of revenue earned by the for-hire trucking industry, \$0.71 in GDP is generated in other industries. In Alberta this equates to \$1.6 billion annually.

According to a 1996 study, the trucking industry has experienced growth three times greater than the rate of growth in the provincial economy.

An article in the Edmonton Journal (Spring of 2000), reported there are about 12,000 companies in Alberta with a total of 100,000 big trucks (over 18,000 kilograms), including freight carriers and oil companies. According to the Alberta Trucking Association, 70% of Alberta trucking companies have fewer than 10 trucks.

A study conducted by Price Waterhouse Coopers identified a number of issues in the trucking industry. In the 1998/99 fiscal year, the Province experienced an increased accident rate attributed to an increase in registered vehicles, an increase in population and a 7% increase in traffic on primary highways. Deaths in collisions involving truck tractors almost doubled compared to 1996. Alberta provincial traffic fatality rates are second highest in the country next to Saskatchewan.

There is an increasing cost of on-the-job injuries for truck drivers. Workers' Compensation Board (WCB) claims over the past 3 years show dramatic increases. The above-mentioned study indicates that the higher accident rates and WCB claims support the need for a standardized, in-depth training program for the truck transportation industry.

B. Report Methodology

The consultants used the following questions prepared by the Clearinghouse partners to guide the interviews with government departments, truck driver training schools, industry associations and employers:

- What are the training needs of the owner operator and small contractor?
- What does the industry require (training, licensing, experience)?
- What do the companies that the hire drivers require (training, licensing, experience)?
- What are the demands for driver training in Northern Alberta?
- What are the effects of the current and projected economy on trucking demands?
- What effects do/will the changes in the rail system have on trucking demands?

The consultants conducted telephone interviews with representatives from the following organizations:

- Alberta Economic Development and Tourism
- Alberta Infrastructure
- Alberta Learning
- Alberta Pacific Forest Industries Ltd. (Al Pac)
- Alberta Trucking Association
- Canadian Freightways

- Forest Products Association of Alberta
- Formula Trucking
- Petroleum Services Association of Canada
- Rainbow Trucking
- The Teamsters Union – Local 362
- Transportation Training and Development Association

The consultants also reviewed a number of trucking industry-related documents.

A complete list of documents reviewed, individuals interviewed and contact information for each interviewee is found in Appendix A.

C. Alberta Trucking Industry Needs and Requirements: Training and Licensing, and Experience

Currently, only 10 percent of Alberta’s 26,000 registered truckers have formal training. Under provincial law, a person is only required to pass a basic driver’s test for a Class One License to be able to get a job in trucking.

New training standards have been developed by the Transportation Training and Development Association (TT&DA). TT&DA was formed by members of the motor transport/bus industry in cooperation with Alberta Infrastructure. Its mandate is “to coordinate the development and delivery of a program aimed at increasing safety standards in the truck and bus transportation industries and to develop enhanced career opportunities for all occupation categories in these industries.”

The Association’s membership appointed a Driver Skills Committee to identify core competencies for driver training. An industry survey provided the committee with input to develop the following core competencies:

- Introduction to the business
- Lifestyle management
- Computer technologies
- Vehicle operations
- Road management
- Load management

These core competencies and a proposed training program for a uniform, Alberta-wide curriculum will be presented to the Alberta government in December 2000. The Alberta government will then determine whether the program will be required by law. In September 2000, the Association met with representatives of the Apprenticeship and Industry Training Division of Alberta Learning to explore means to realize an industry-

approved standardized certification and training program for truck drivers. Discussions are ongoing.

The Canadian Trucking Human Resources Council (CTHRC) has identified the following recruiting and training issues affecting trucking nationally:

- Shortages of qualified drivers in certain parts of the country
- Image of the industry – enhancements required to attract new workers and retain existing employees
- Lack of national training standard for entry level drivers
- Need for a certification system to recognize the skills of existing drivers
- Need for a comprehensive accreditation system to ensure training programs graduate drivers who meet industry requirements
- Need to upgrade the skills of existing professional drivers
- Business management training is required by for owners/operators (Al Pac has indicated that it would immediately adopt any available business management for trucking contractors program)

D. Trucking Owner Operator and Small Contractors' Needs and Requirements: Training, Licensing, and Experience

As previously indicated a Class One License is the minimum entry requirement to get a job as a truck driver in Alberta. According to one trucking industry spokesman, trucking companies are “desperate” for people who can be productive immediately. As a result, they are “lowering the bar” for qualifications and shortening up the truckers’ orientation. This results in a larger number of unprepared drivers, resulting in an increase of on-the-job injuries and WCB claims. This view is supported by a trucking company representative who stated that paying the costs of new driver damages costs him approximately \$10,000 a year per new driver. According to one trucking company representative, “Newly-trained drivers completely lack the basic fundamentals of truck driving. They don’t know how to haul a load or how to drive with different loads. They lack experience in driving in a variety of road conditions and don’t know how to load or unload a truck. They need much more practical training and less classroom time.”

The most critical issue identified by all trucking industry representatives interviewed was the shortage of experienced truck drivers. There is an existing shortage of approximately 700 skilled drivers in Alberta. However, there are approximately 8,500 truckers in the 46

years of age and older group who will need to be replaced in the next several years. In lieu of experience, one trucking company manager said he hires drivers who demonstrate a good attitude, have good thinking skills, listen, and ask questions.

The Teamsters Union Local 362 provides upgrading for experienced members. They participate in the apprenticeship training for boom truck operators, and provide short courses for driving heavy haul dump trucks, freight and pipe hauling and 9 axle vehicles. Many of these training programs are jointly sponsored with employers who provide equipment for the program.

The Petroleum Services Association of Canada (PSAC) together with Human Resources Development Canada (HRDC), recognized the need to develop occupational analyses and competency standards for a number of occupations in the petroleum services industry. The Transportation section on the Employment link on the PSAC web site details training outcomes for swamper, picker truck driver, winch tractor driver, trucking supervisor, bed truck driver, multi-wheel driver and bulk carrier driver. Each of the driver occupations listed has a built-in link to training deliverers who wish to post their training programs. The goal is to have the training standards operational and training to the standards to occur between April and October 2001. PSAC intends to market their competency models to the public institutions soon. (PSAC Competency Standards for driver occupations are presented in Appendix B).

The Petroleum Industry Training Service (PITS) provides driver training for PSAC members. PITS has training facilities in Edmonton and Calgary. However, their web site states that the organization is prepared to contract with accredited driver training schools outside of the two major centres. It should be noted that the industry accepts only PITS certified instructors and PITS certified training materials. PITS has standing course offerings in general oilfield driver improvement, oilfield haulers, light duty vehicles – driver improvement, oilfield swampers and wellhead boom truck operator.

Alberta Forest Products Association organizes upgrading refresher courses, usually one day in length, for experienced drivers. The focus of the courses is driver safety for log hauling. Drivers are given a certificate that is valid for three years at which time they are required to complete another refresher course. A private driver training school has been contracted in the past to provide the course at locations where log hauling occurs.

The goal of the Alberta Forest Products Association is to create an Internet accessible and CD ROM refresher program to facilitate distribution of the required training in the remote areas that forestry truckers operate. The Association used the expertise of a public college to create a previous lumber grading CD ROM.

Another issue frequently identified by trucking industry representatives interviewed was the critical need for the owner operator and small contractor to have business management skills. Specific business management skills identified included:

- business computer literacy
- customer relations
- financial management
- business costing (for fuel, etc.)
- contracting
- communication skills
- interpersonal relationships
- lifestyle management (includes diet, exercise, fatigue control, etc.)
- administrative skills

E. Demands for Driver Training

The spokesman for the Teamsters Union reported that they are not experiencing a shortage of applicants with Class One Licenses. However, there is a shortage of highly qualified, experienced drivers for the jobs that pay up to \$25.00 an hour. Currently, Teamsters Local 362 has 1000 resumes on file for construction and tar sands related driving. Again, the issue is lack of experience and demonstrated skill.

Trucking, according to one trucking industry association representative, is not an attractive career option for young people. In fact, he says young people see trucking as a “career of last resort”. The reasons for this are odd hours, weekend work, and being away from home for long periods of time.

F. Effects of the Current and Projected Economy on Trucking Demands

Alberta Infrastructure is planning the twinning of the north/south highway from Alaska to Coutts/Sweetgrass. Once this is underway, more trucking activity is inevitable. Eighty-three percent of the province’s exports currently goes to the United States.

Alberta is becoming the distribution centre for larger companies. Shoppers Drugmart and Canada Safeway were cited as examples.

The Price Waterhouse Coopers study identified recruiting and retention issues that the industry must address as it grows and becomes more technologically sophisticated.

These are:

- Technology, new safety standards, larger rigs and larger loads require a more highly skilled and professional employee. This means that training for new employees must be developed and upgrading for existing drivers must be offered.
- The lifestyle of a driver may not be attractive to potential employees. Long periods of time away from home, varying weather conditions and constant schedule pressures are seen as creating high levels of stress. Measures such as bonuses and more time at home may help address these concerns.
- Recruiting for the trucking industry relies on the same pool of potential workers as the skilled trades. With the high demand for trades people forecast over the next five years, measures to attract nontraditional workers including women need consideration.

Pressures on the demand for truckers are influenced by the above growth factors. Perceptions of the hard life of truck drivers, long absences from home, health concerns and stresses of poor weather conditions also deter individuals from entering the occupation. The industry is experiencing a shift towards requiring higher qualifications and performance in response to the growth in application of advances in technologies, including on-board computers and global positioning systems. Alberta Pacific Forest Industries Ltd., which contracts with trucking companies that transport logs to the company's site, has recently installed a technologically sophisticated system that monitors trucks location, speed, tire pressure and load.

G. Effects of Rail System Changes on Trucking Demands

According to an analyst at Alberta Infrastructure, rail systems and trucking are not competitors. Rail systems are more likely to carry raw materials while trucking more often hauls processed materials.

H. Observations and Conclusions

1. According to trucking industry representatives interviewed, the more than 25 truck training schools in Alberta are adequately meeting the demand for truck drivers across Alberta. Trucking industry representatives also suggest that the quality of such training being delivered varies by provider.
2. Trucking industry associations, unions, and larger truck companies commonly offer advanced truck driver training for experienced drivers. This is done with a view of increasing the skills of the industry's most valuable (and increasingly rare) resource: the experienced truck driver.
3. Trucking industry representatives interviewed suggest that the business and technology changes occurring in the trucking industry are not being addressed in basic truck driver training programs. These include a wide variety of skill needs, including: communication skills, business skills, organizational skills, and customer relation's skills.
4. The Petroleum Services Association of Canada (PSAC) has developed learning outcomes and competencies for various drivers. It has started to make these available to public colleges. If colleges wish to utilize these materials for training, they must ensure that their instructors delivering this training are certified by the Petroleum Industry Training Service (PITS). PSAC requires that only PITS-certified instructors can deliver its truck driver training.
5. The shortage of experienced truckers commonly cited by trucking industry representatives interviewed is not a formal training issue. Instead, it is an issue regarding the need for increased on-the-job experience gained after the minimum standard (a Class One License) is obtained. This need is one that is being addressed by the trucking industry.
6. Common truck driver training standards are currently the subject of discussion between the Transportation Training and Development Association and Alberta Learning. Also under discussion is the question of whether or not trucking should become an apprenticeable trade.
7. The shortage of truckers is an issue across Alberta and, in fact, a Canada-wide problem. All trucking industry representatives contacted indicated the provincial shortage of truckers in no better or worse in Northern Alberta than it is across the remainder of the province.

8. Truck driving is not an industry that encourages labour mobility among drivers. Oil patch driving, forestry truck driving, and freight hauling truck driving are seen as distinct specializations that do not encourage transferable skills.
9. Recruiting for the trucking industry relies on the same pool of potential workers as the skilled trades. With the high demand for trades people forecast over the next five years, measures to attract nontraditional workers including women need consideration. The labour pool that typically fills truck-driving positions (young, male, with Grade 12 or less) is the same one that apprenticeable trades attract. Many of the trades, particularly those in the construction industry, typically offer higher wages, better working conditions, and a more stable lifestyle. All of this contributes to an attitude among young people that truck driving is a job of “last resort”.
10. Many trucking industry representatives commented that truck driving schools appear to create an impression among trainees that earning a Class One License gives them all they ever need to know about truck driving. Industry representatives commonly said that a Class One License is a minimum level of skills that must be greatly expanded through practical on-the-job training and experience.

Sources

Personal and Telephone Interviews

Rob Bosscha, Alberta Pacific Forest Industries Inc. (780) 525 - 8139

Pete Crawley, Manager, Emerging Trades and Occupations - Alberta Apprenticeship and Industry Training. (780) 427 - 5753

Patrick Delaney, Manager Transportation Safety, Petroleum Services Association of Canada. (403) 781 - 7384

Bob deMulder, Alberta Forest Products Association. (780) 452 - 2841

Dave Kemp, Teamsters Union, Local 362. (780) 466 - 0616

Murray Lambkin, ABCD Learning (Petroleum Services Association of Canada). (403) 274 - 8020

Dennis Pettit, Canadian Freightways. (403) 287 - 4388

Al Smythe, General Manager, Alberta Trucking Association 1-888-878-9835

Keith Spry, Rainbow Trucking. (780) 831 - 4000

Ken Stubbs, Rainbow Trucking. (780) 624 - 1377

Rod Thompson, Alberta Infrastructure. (780) 415 - 0685

Keith Walker. Executive Director, Transportation Training and Development Association. (403) 347 - 8806

Documents

Petroleum Services Association of Canada Website:
www.psac.ca/competency/directory.html

Price Waterhouse Coopers. Alberta Trucking and Bus Review. April, 1999. (for Alberta Economic Development)

Transportation Training and Development Association. Update on Activities. September, 2000

PSAC Competency Standards Directory

Oilfield Transportation & Specialized Trucking: Swamper

Unit 1. Pre-Job Preparation

- Outcome 1.1: Arrive ready to go to work
- Outcome 1.2: Report to appropriate job station and receive assignment
- Outcome 1.3: Review duties with immediate supervisor/equipment operator

Unit 2. Prepare Yard Equipment

- Outcome 2.1: Don personal protective equipment and store personal items
- Outcome 2.2: Assist in Pre-Trip Inspection of truck
- Outcome 2.3: Assist in conducting inventory of rigging equipment
- Outcome 2.4: Assist in assembly of equipment
- Outcome 2.5: Assist in Pre-Trip Inspection of assembled equipment

Unit 3. Prepare Field Equipment

- Outcome 3.1: Assist in installing tire chains if required
- Outcome 3.2: Assist in observation of hazards when getting on lease
- Outcome 3.3: Attend pre-job meetings
- Outcome 3.4: Assist with set up of applicable equipment

Unit 4. Loading/Dismantling/Unloading/Erecting

- Outcome 4.1: Follow chain of command
- Outcome 4.2: Look for and identify potential lease hazards
- Outcome 4.3: Assist in positioning equipment and guide driver in movement of vehicle around lease
- Outcome 4.4: Attach and inspect rigging equipment
- Outcome 4.5: Guide in loading and unloading equipment
- Outcome 4.6: Assist in securing load, removing securing devices

Unit 5. Transport/Travel

- Outcome 5.1: Assist in preparation for transport
- Outcome 5.2: Assist in inspection en route

Unit 6. Post-Job Operations

- Outcome 6.1: Assist in Post-Trip Inspection
- Outcome 6.2: Remove personal items from truck
- Outcome 6.3: Check in with immediate supervisor

Unit 7. Control of Critical Situations and Response to Emergencies

- Outcome 7.1: Contribute to control of critical situations
- Outcome 7.2: Respond to emergencies

Unit 8. Contribute to the Health and Safety of the Working Environment

- Outcome 8.1: Conform to statutory and company health and safety requirements
- Outcome 8.2: Assist in monitoring and maintaining the health and safety of self, other workers, visitors
- Outcome 8.3: Conform to environmental requirements

Unit 9. Establish and Maintain Effective Working Relationships

- Outcome 9.1: Establish and maintain effective working relationships with colleagues
- Outcome 9.2: Maintain effective working relationships with clients and visitors to the workplace
- Outcome 9.3: Carry out work hand-overs

Oilfield Transportation and Specialized Trucking: Picker (mounted crane)

Unit 1. Driving Truck

- Outcome 1.1: Drive with professional attitude
- Outcome 1.2: Drive defensively
- Outcome 1.3: Control vehicle in critical situations
- Outcome 1.4: Operation of vehicle is adjusted to off-highway conditions
- Outcome 1.5: Driving is adjusted to hazardous road and weather conditions

Unit 2. Pre-Job Preparation

- Outcome 2.1: Arrive ready to go to work
- Outcome 2.2: Report in and receive assignment
- Outcome 2.3: Review swamper duties with swamper

Unit 3. Prepare Yard Equipment

- Outcome 3.1: Don personal protective equipment (PPE) and store personal items
- Outcome 3.2: Perform Pre-Trip Inspection of truck
- Outcome 3.3: Conduct inventory of rigging equipment
- Outcome 3.4: Perform Pre-Trip Inspection of assembled equipment

Unit 4. Prepare Field Equipment

- Outcome 4.1: Install tire chains as required
- Outcome 4.2: Observe and respond to hazards when getting on lease
- Outcome 4.3: Attend pre-job meetings

Unit 5 Loading/Dismantling/Unloading/Erecting

- Outcome 5.1: Adhere to chain of command
- Outcome 5.2: Look for and identify lease hazards
- Outcome 5.3: Position equipment for loading, unloading
- Outcome 5.4: Attach and inspect rigging equipment
- Outcome 5.5: Operate picker to load, unload equipment
- Outcome 5.6: Secure load

Unit 6. Transport/Travel

- Outcome 6.1: Prepare for transport
- Outcome 6.2: Inspect en route

Unit 7. Post-Job Operations

- Outcome 7.1: Return rigging equipment to designated areas
- Outcome 7.2: Perform Post-Trip Inspection
- Outcome 7.3: Check in with dispatch

Unit 8. Control of Critical Situations and Response to Emergencies

- Outcome 8.1: Contribute to control of critical situations
- Outcome 8.2: Respond to emergencies

Unit 9. Contribute to the Health and Safety of the Working Environment

- Outcome 9.1: Conform to statutory and company health and safety requirements
- Outcome 9.2: Assist in monitoring and maintaining the health and safety of self, other personnel, visitors
- Outcome 9.3: Conform to statutory and general environmental requirements

Unit 10. Establish and Maintain Effective Working Relationships

- Outcome 10.1: Establish and maintain effective working relationships with colleagues
- Outcome 10.2: Maintain effective working relationships with clients and visitors to the workplace
- Outcome 10.3: Carry out work handovers

Oilfield Transportation and Specialized Trucking: Winch Tractor Driver

Unit 1. Driving Truck

- Outcome 1.1: Drive with professional attitude
- Outcome 1.2: Drive defensively
- Outcome 1.3: Control vehicle in critical situations
- Outcome 1.4: Operation of vehicle is adjusted to off-highway conditions
- Outcome 1.5: Driving is adjusted to hazardous road and weather conditions

Unit 2. Pre-Job Preparation

- Outcome 2.1: Arrive ready to go to work
- Outcome 2.2: Report in and receive assignment
- Outcome 2.3: Review swamper duties with swamper when swamper required

Unit 3. Prepare Yard Equipment

- Outcome 3.1: Don personal protective equipment (PPE) and store personal items
- Outcome 3.2: Perform Pre-Trip Inspection of truck
- Outcome 3.3: Conduct inventory of rigging equipment
- Outcome 3.4: Perform Pre-Trip Inspection of assembled equipment

Unit 4. Prepare Field Equipment

- Outcome 4.1: Install tire chains as required
- Outcome 4.2: Observe and respond to hazards when getting on lease
- Outcome 4.3: Attend pre-job meetings
- Outcome 4.4: Set up applicable equipment for truck and job

Unit 5. Loading/Dismantling/Unloading/Erecting

- Outcome 5.1: Adhere to chain of command
- Outcome 5.2: Look for and identify lease hazards
- Outcome 5.3: Position equipment for loading, unloading
- Outcome 5.4: Attach and inspect rigging equipment
- Outcome 5.5: Operate winch to load, unload equipment
- Outcome 5.6: Secure load

Unit 6. Transport/Travel

- Outcome 6.1: Prepare for transport
- Outcome 6.2: Inspect en route

Unit 7. Post-Job Operations

- Outcome 7.1: Return equipment to designated areas
- Outcome 7.2: Perform Post-Trip Inspection
- Outcome 7.3: Check in with dispatch

Unit 8. Control of Critical Situations and Response to Emergencies

- Outcome 8.1: Contribute to control of critical situations
- Outcome 8.2: Respond to emergencies

Unit 9. Contribute to the Health and Safety of the Working Environment

- Outcome 9.1: Conform to statutory and company health and safety requirements
- Outcome 9.2: Assist in monitoring and maintaining the health and safety of self, other personnel, visitors
- Outcome 9.3: Conform to statutory and general environmental requirements

Unit 10. Establish and Maintain Effective Working Relationships

- Outcome 10.1: Establish and maintain effective working relationships with colleagues
- Outcome 10.2: Maintain effective working relationships with clients and visitors to the workplace
- Outcome 10.3: Carry out work handovers

Oilfield Transportation and Specialized Trucking: Trucking Supervisor

Unit 1. Health and Safety/Environment

- Outcome 1.1: Ensure adherence to health and safety regulations
- Outcome 1.2: Ensure adherence to environmental regulations
- Outcome 1.3: Ensure adherence to client's requirements
- Outcome 1.4: Ensure adherence to company policies
- Outcome 1.5: Ensure adherence to motor transport statutory regulations
- Outcome 1.6: Contribute to the control of critical situations

Unit 2. Operations Management

- Outcome 2.1: Arrive ready to go to work
- Outcome 2.2: Establish operational requirements
- Outcome 2.3: Ensure resource deployment
- Outcome 2.4: Monitor work practices

Unit 3. Performance Management

- Outcome 3.1: Provide leadership
- Outcome 3.2: Facilitate effective teamwork
- Outcome 3.3: Motivate personnel
- Outcome 3.4: Intervene to ensure desired performance

Unit 4. Problem Solving and Decision Making

- Outcome 4.1: Identify problems
- Outcome 4.2: Consider alternative solutions

Unit 5. Communications

- Outcome 5.1: Communicate with relevant personnel
- Outcome 5.2: Provide required information to personnel

Unit 6. Training and Development

- Outcome 6.1: Identify training and development requirements
- Outcome 6.2: Mentor personnel

Oilfield Transportation and Specialized Trucking: Bed Truck Driver

Unit 1. Driving Truck

- Outcome 1.1: Drive with professional attitude
- Outcome 1.2: Drive defensively
- Outcome 1.3: Control vehicle in critical situations
- Outcome 1.4: Operation of vehicle is adjusted to off-highway conditions
- Outcome 1.5: Driving is adjusted to hazardous road and weather conditions

Unit 2. Pre-Job Preparation

- Outcome 2.1: Arrive ready to go to work
- Outcome 2.2: Report in and receive assignment
- Outcome 2.3: Review swamper duties with swamper

Unit 3. Prepare Yard Equipment

- Outcome 3.1: Don personal protective equipment (PPE) and store personal items
- Outcome 3.2: Perform Pre-Trip Inspection of truck
- Outcome 3.3: Conduct inventory of rigging equipment
- Outcome 3.4: Perform Pre-Trip Inspection of assembled equipment

Unit 4. Prepare Field Equipment

- Outcome 4.1: Install tire chains as required
- Outcome 4.2: Observe and respond to hazards when getting on lease
- Outcome 4.3: Attend pre-job meetings
- Outcome 4.4: Set up applicable equipment for truck and job

Unit 5. Loading/Dismantling/Unloading/Erecting

- Outcome 5.1: Adhere to chain of command
- Outcome 5.2: Look for and identify lease hazards
- Outcome 5.3: Position equipment for loading, unloading
- Outcome 5.4: Attach and inspect rigging equipment
- Outcome 5.5: Operate winch to load, unload equipment
- Outcome 5.6: Operate gin poles to load, unload equipment
- Outcome 5.7: Secure load

Unit 6. Transport/Travel

- Outcome 6.1: Prepare for transport
- Outcome 6.2: Inspect en route

Unit 7. Post-Job Operations

- Outcome 7.1: Return equipment to designated areas
- Outcome 7.2: Perform Post-Trip Inspection
- Outcome 7.3: Check in with dispatch

Unit 8. Control of Critical Situations and Response to Emergencies

- Outcome 8.1: Contribute to control of critical situations
- Outcome 8.2: Respond to emergencies

Unit 9. Contribute to the Health and Safety of the Working Environment

- Outcome 9.1: Conform to statutory and company health and safety requirements
- Outcome 9.2: Assist in monitoring and maintaining the health and safety of self, other personnel, visitors
- Outcome 9.3: Conform to statutory and general environmental requirements

Unit 10. Establish and Maintain Effective Working Relationships

- Outcome 10.1: Establish and maintain effective working relationships with colleagues
- Outcome 10.2: Maintain effective working relationships with clients and visitors to the workplace
- Outcome 10.3: Carry out work handovers

Oilfield Transportation and Specialized Trucking: Multi Wheel Driver

Unit 1. Driving Truck

- Outcome 1.1: Drive with professional attitude
- Outcome 1.2: Drive defensively
- Outcome 1.3: Control vehicle in critical situations
- Outcome 1.4: Operation of vehicle is adjusted to off-highway conditions
- Outcome 1.5: Driving is adjusted to hazardous road and weather conditions

Unit 2. Pre-Job Preparation

- Outcome 2.1: Arrive ready to go to work
- Outcome 2.2: Report in and receive assignment
- Outcome 2.3: Review swamper duties with swamper

Unit 3. Prepare Yard Equipment

- Outcome 3.1: Don personal protective equipment (PPE) and store personal items
- Outcome 3.2: Perform Pre-Trip Inspection of truck
- Outcome 3.3: Conduct inventory of rigging equipment
- Outcome 3.4: Perform Pre-Trip Inspection of assembled equipment

Unit 4. Prepare Field Equipment

- Outcome 4.1: Install tire chains as required
- Outcome 4.2: Observe and respond to hazards when getting on lease
- Outcome 4.3: Attend pre-job meetings
- Outcome 4.4: Set up applicable equipment for truck and job

Unit 5. Loading/Dismantling/Unloading/Erecting

- Outcome 5.1: Adhere to chain of command
- Outcome 5.2: Look for and identify lease hazards
- Outcome 5.3: Position equipment for loading, unloading
- Outcome 5.4: Attach and inspect rigging equipment
- Outcome 5.5: Operate winch to load, unload equipment
- Outcome 5.6: Secure load

Unit 6. Transport/Travel

- Outcome 6.1: Prepare for transport
- Outcome 6.2: Inspect en route

Unit 7. Post-Job Operations

- Outcome 7.1: Return equipment to designated areas
- Outcome 7.2: Perform Post-Trip Inspection
- Outcome 7.3: Check in with dispatch

Unit 8. Control of Critical Situations and Response to Emergencies

- Outcome 8.1: Contribute to control of critical situations
- Outcome 8.2: Respond to emergencies

Unit 9. Contribute to the Health and Safety of the Working Environment

- Outcome 9.1: Conform to statutory and company health and safety requirements
- Outcome 9.2: Assist in monitoring and maintaining the health and safety of self, other personnel, visitors
- Outcome 9.3: Conform to statutory and general environmental requirements

Unit 10. Establish and Maintain Effective Working Relationships

- Outcome 10.1: Establish and maintain effective working relationships with colleagues
- Outcome 10.2: Maintain effective working relationships with clients and visitors to the workplace
- Outcome 10.3: Carry out work handovers

Unit 11. Information: operational information, safety information

Oilfield Transportation and Specialized Trucking: Bulk Hauler Driver

Unit 1. Driving Truck

- Outcome 1.1: Drive with professional attitude
- Outcome 1.2: Drive defensively
- Outcome 1.3: Control vehicle in critical situations
- Outcome 1.4: Operation of vehicle is adjusted to off-highway conditions
- Outcome 1.5: Driving is adjusted to hazardous road and weather conditions

Unit 2. Pre-Job Preparation

- Outcome 2.1: Arrive ready to go to work
- Outcome 2.2: Report in and receive assignment

Unit 3. Prepare Equipment

- Outcome 3.1: Don personal protective equipment (PPE) and store personal items
- Outcome 3.2: Perform Pre-Trip Inspection of truck
- Outcome 3.3: Conduct inventory of necessary equipment for job
- Outcome 3.4: Assemble unit
- Outcome 3.5: Install tire chains as required

Unit 4. Loading/

- Outcome 4.1: Report to loading facility
- Outcome 4.2: Report to designated loading area
- Outcome 4.3: Prepare for loading
- Outcome 4.4: Load product
- Outcome 4.5: Check out of loading facility

Unit 5. Unloading

- Outcome 5.1: Report to unloading facility
- Outcome 5.2: Report to designated unloading area
- Outcome 5.3: Prepare for unloading
- Outcome 5.4: Unload product
- Outcome 5.5: Check out of unloading facility

Unit 6. Transport/Travel

- Outcome 6.1: Prepare for transport
- Outcome 6.2: Ensure adherence to Transportation of Dangerous Goods regulations
- Outcome 6.3: Inspect en route

Unit 7. Post-Job Operations

- Outcome 7.1: Return tractor, trailer to designated areas
- Outcome 7.2: Perform Post-Trip Inspection on tractor and trailer
- Outcome 7.3: Check in with dispatch

Unit 8. Control of Critical Situations and Response to Emergencies

- Outcome 8.1: Contribute to control of critical situations
- Outcome 8.2: Respond to emergencies

Unit 9. Contribute to the Health and Safety of the Working Environment

- Outcome 9.1: Conform to statutory and company health and safety requirements
- Outcome 9.2: Assist in monitoring and maintaining the health and safety of self, other personnel, visitors
- Outcome 9.3: Conform to statutory and general environmental requirements

Unit 10. Establish and Maintain Effective Working Relationships

- Outcome 10.1: Establish and maintain effective working relationships with colleagues
- Outcome 10.2: Maintain effective working relationships with clients and visitors to the workplace
- Outcome 10.3: Carry out work handovers