



PINNACLE LOGISTICS SOLUTIONS

P: 226.243.2543

E: info@pinnaclelogistics.ca
pinnaclelogistics.ca

36 Water St. S.
Cambridge ON
N1R 3C5

RISK MANAGEMENT POLICY
FOR SUBCONTRACTED
HAULING CARRIERS

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“Risk”, according to Merriam-Webster online, is defined as the, “possibility of loss or injury.” It is the policy of Pinnacle Logistics Solutions that the following structured approach to risk management shall at all times be followed in order to guard against personal injury and protect life, the traveling public, the transported cargo, and the highway infrastructure.

Every activity in life has some degree of risk associated with it. It is the goal of Pinnacle Logistics Solutions to have zero deaths, zero injuries, zero accidents, and zero loads damaged while in our possession during transport. In order to assist in achieving this, each employee of subcontracting carriers involved in the transport and each employee of any support vehicles utilized in transport shall:

1. Maintain compliance with Federal Motor Carrier Safety Regulations, for U.S. operations, and with the Canadian National Safety Code for Canadian operations. Upon request, specific documentation such as driver qualifications, shall be provided to Pinnacle logistics Solutions.
2. Provide all requested documentation in the subcontractor carrier package.
3. Comply with all OSHA (U.S.) and OH&S (Canada) requirements.
4. Wear appropriate PPE, including approved reflective vests, when vehicle operator is outside the transport vehicle during the process of moving the load to its destination.
5. Subcontracting carriers required to have pilot cars for the move will only use pilot escort vehicle operators (PEVOs) that carry current PEVO certification or accepted alternate from the state in which they are operating.
6. Route Surveys of proposed routes will be run when load exceeds 15’ (4.6 m) in height or 150’ (45.7m) in length whether governmental entities require a survey for a permit or not.
7. All subcontractors will obtain government issued permits, whether through Pinnacle Logistics or on their own behalf, for all vehicles/loads which exceed legal limits.
8. Once a government issued permit is received, the permitted route and dimensions will be reviewed and verified by the transport team personnel before departing the loading location.
9. All loads will be measured prior to leaving the loading facility and again within 50 miles (80.5 km) of leaving the loading facility.
10. When a pilot car/vehicle with a high pole is required to the front, the pole will be set 6” (15.24 cm) above the actual height of the load and the driver of the transport vehicle will verify the measurement of the pole with the PEVO in the driver seat.

11. Pre-trip meetings with the entire transport team personnel will be held daily, before the load moves. This meeting will include, at minimum, individual roles for the day, route to be covered, and once again confirming measurement of vehicle/load dimensions and height pole setting.
12. Post-trip meetings with the entire transport team personnel will be held at the conclusion of each day for a recap of the day's events.
13. All loads will strictly adhere to government issued routes and requirements listed on permits.
14. Your Pinnacle Logistics Solutions contact will be notified within one hour of any incident that will result in delaying the delivery of the load. If the vehicle is blocking any portion of the roadway, law enforcement will be notified immediately and PEVOs will position their vehicles properly to protect the motoring public, the load, and all transport team members.
15. PEVOs will not exit their vehicles at any time without first receiving verbal authorization from the transport vehicle operator.
16. Individuals are not allowed in the crush zone while the transport vehicle operator is in the cab.
17. The non-emergency use of cell phones during transport is prohibited.

GLOSSARY OF TERMS

Canadian National Safety Code – a set of 16 standards to ensure road safety and facilitate the safe and efficient movement of people and goods across Canada.

Crush Zone – The area in front of and behind any tires which, if the vehicle is moving, could result in a person or property being crushed.

Federal Motor Carrier Safety Regulations – minimum safety standards for commercial vehicles involved in interstate commerce. 49 CFR § 40, 380, 382 382, 387, 390-397, 399.

Government Issued Permit – a document issued by a governmental entity authorizing a specific vehicle and specific load to operate on specific highways. The vehicle, weights, dimensions, and highways are individually listed on the permit and must be strictly adhered to.

OH&S – Occupational Health & Safety (Canada)

OSHA – Occupational Health & Safety Administration (U.S.)

PEVO – Pilot Escort Vehicle Operator

Pre-Trip Meeting – A daily meeting with the entire transport team to discuss safety, permit requirements, permitted route, and share information related to each team member’s role in the coming day’s activities. The Pre-Trip meeting is the first transport team activity of the day and must occur before the load moves.

Post-Trip Meeting – A daily meeting with the entire transport team to evaluate the day’s activities. The Post-Trip meeting is the last transport team activity of the day. A Post-Trip meeting also occurs after the delivery of the load.

PPE – Personal Protective Equipment

Route Survey – a detailed physical survey of a proposed or permitted route for a commercial vehicle transporting a load, generally which exceeds legal size and weight standards. The survey documents critical information related to all structures, obstacles, and road dynamics that may affect the transport of a load or may indicate the need for special transport vehicle maneuvers to be utilized.

Subcontractor Carrier Package – The carrier-specific package of information required by Pinnacle Logistics Solutions prior to the execution of a contract.

Transport Team Personnel – All individuals physically involved in the moving of a load. This may include the transport vehicle operator, PEVO, bucket truck operator, law enforcement escort, or any other person directly involved with transporting the load.

Transport Vehicle Operator – the driver of the truck transporting the load.