

DATE: September 9, 2005

TO: All Boards of Education and Division scolaire francophone

**(Please distribute to the appropriate person in charge of the  
Fleet Maintenance and School Bus Regulations)**

FROM: Dave Jackson, Director, Insurance & Risk Management

RE: New Trip Inspection Requirements for School Buses

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This correspondence is a follow up to my April 21, 2005 memorandum to you outlining the proposed implementation of new safety and maintenance inspections for school buses. The provincial government is legislated to follow a national safety code standard and as such has adopted a new directive known as the "Carrier Profile and Compliance Review Program".

The Student Transportation Association of Saskatchewan (STAS) with representation from the Saskatchewan School Boards Association responded to the release of this program in a letter to the Department of Highways and Transportation requesting an opportunity to meet with representatives of the Highway Traffic Board and discuss this program further.

A meeting was held on June 28, 2005 attended by the STAS Executive, representation from the Highway Traffic Board and representation from the Saskatchewan School Boards Association. The purpose of this meeting was to challenge and discuss the necessity for added regulations and inspections to an already heavily regulated industry and review in more detail the requirements of the "Carrier Profile and Compliance Review Program".

From this meeting it is apparent that the adoption of this program is mandatory. British Columbia, Ontario, and New Brunswick are currently complying with this program and ultimately all provinces across Canada will adopt it. The Department of Highways and Transportation have agreed to be patient and flexible throughout the implementation period. They have also agreed to extend the probationary period to the end of 2005, and will use discretion in determining minor and major defects related to school bus maintenance extending the deadline for minor defects to five calendar days as requested. Finally the Department of Highways and Transportation have agreed to change the reporting period from 20 calendar days to one month from the date of the inspection. (See attached letter dated August 31, 2005 from the Department of Highways and Transportation)

This legislation applies to all vehicles that have a seating capacity of greater than 10 people and includes vehicles in classification of PB, or PS. All 15-passenger vans are included in this category.

For bus drivers this ultimately will require them to perform a more formalized circle check of their vehicles every 24 hours. The checklist that you adopt is completely up to your discretion as long as the necessary information is provided. A copy of a checklist developed by Lee Klassen from South Central S.D. #141 is attached for your reference. It is available in electronic format and can be modified to meet your needs.

“The Security of Loads and Trip Inspection Regulations” are available at [www.qp.gov/sk.ca](http://www.qp.gov/sk.ca), Regulation H-3.01 Reg 4.

I will keep you up to date on any further developments that may arise related to this program.

Yours truly,

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