

CONDUCT REVIEW POLICY

for **Heavy Vehicle
Owners
and Operators**



Québec 

The Conduct Review Policy for Heavy Vehicle Owners and Operators was revised by the Service de la sécurité du transport routier et de l'ingénierie des véhicules at the Société de l'assurance automobile du Québec, in concert with government and highway carrier partners.



Revised edition
October 2002

ISBN 2-550-39740-1 A

Published by
Direction des communications
Société de l'assurance automobile du Québec



Québec City, May 30, 2002

Dear Sir/Madam:

I am proud to present the 2002 edition of the Conduct Review Policy for Heavy Vehicle Owners and Operators. The revision process was a collaborative effort between government partners involved in the application of Bill 430 and the highway carrier industry. Certain provisions have been relaxed without compromising the highway safety objectives underpinning the policy. In both principle and substance, the policy met and will continue to meet a need that is recognized by all stakeholders.

I am especially proud of the fact that the revised policy gives concrete expression to the discussions held by the joint government-industry committee on heavy vehicle safety. It addresses the concerns expressed by the highway carrier industry and corrects a number of irritants.

The 2002 edition of the Conduct Review Policy for Heavy Vehicle Owners and Operators introduces an ongoing review process to ensure that the goals of the Act respecting owners and operators of heavy vehicles are attained. For that purpose, the Société undertakes to:

- regularly monitor the policy's application and submit recommendations for improvement to a working group;
- examine the risk factors related to heavy vehicle accidents in order to determine whether they should be incorporated into the policy;
- examine any other issue relating to the conduct review policy's meaningful application.

Yours sincerely,

Jacques Brind'Amour

Chairman and CEO

Société de l'assurance automobile du Québec

Please note that the masculine form is used in instances in this publication to include the female gender, with the sole intent of readability.



TABLE OF CONTENTS

Foreword	5
Glossary	6
1. Purpose	11
2. Who Does the Policy Target?	11
3. Responsibility of Owners and Operators	12
4. Owner's and Operator's Record	13
5. Continuation of Owner's and Operator's Record.	13
6. Review System	13
7. Intervention Procedure	23
8. Special Provision Regarding Public Transit Authorities	26
9. File Correction	27
10. Exceptional Circumstances Leading to Referral to the Commission des transports	28
11. Implementation	27
12. Transitional Provisions	30
13. Policy Review	31
Appendices	
1- List of offences considered in conduct review and their weighting	34
2- List of critical and unforeseen defects	42
3- Calculation of fleet size for file correction purposes	47
4- Reference chart – Threshold values for ongoing conduct review of operators	49
How thresholds were determined	94



FOREWORD

This new edition¹ of the Conduct Review Policy for Heavy Vehicle Owners and Operators, developed by the Société de l'assurance automobile du Québec in compliance with the Act respecting owners and operators of heavy vehicles, was adopted on July 2, 2002.

The policy is intended for heavy vehicle owners and operators required to be entered in the Registre des propriétaires et des exploitants de véhicules lourds established by the Commission des transports du Québec. For the purposes of this policy, "heavy vehicle" means a truck, an emergency vehicle or an equipment transport vehicle with a total weight exceeding 3000 kg, a combination of road vehicles with a total weight exceeding 3,000 kg composed of vehicles weighing up to 3,000 kg each and hauling a trailer or semi-trailer measuring over 10 metres, a tow truck, a road vehicle transporting dangerous substances requiring the display of a placard, a bus or a minibus.

The purpose of this policy is to identify owners and operators of heavy vehicles whose conduct endangers the safety of road users or the safeguarding of the highway system. The conduct review is based on the owner's or operator's record.

The policy sets out the aspects on which heavy vehicle owners and operators will be assessed, and defines the thresholds at which the Société will take action or refer the owner's or operator's file to the Commission des transports du Québec (CTQ) for the appropriate measures. It also defines the type of action taken by the Société and describes the critical events that lead to immediate action by the Société or referral to the CTQ.

¹The first edition of the conduct review policy entered into force on July 1, 1999.

Glossary

In this policy, the following terms or expressions mean:

Accident:

An accident for which an accident report was filled out by a peace officer and involving the overturning, loss of control or going off of the road of a heavy vehicle, or a collision between a heavy vehicle and another vehicle, an animal, a stationary object or a person not riding in the heavy vehicle. This does not include accidents involving property damage only, where none of the vehicles had to be towed.

Agent:

A person authorized by the Société to inspect heavy vehicles, within the meaning of the Act respecting owners and operators of heavy vehicles, for a fee.

Area of conduct:

A category grouping certain types of events imputable to owners and operators for assessment purposes.

At-fault accident :

An accident for which the driver of the heavy vehicle or the vehicle's non-compliance with regulations is deemed partially at fault.

Authorization to operate a road vehicle :

The right to operate a road vehicle licensed in Québec for a fee.

Carrier audit :

The monitoring, by Société inspectors, of a heavy vehicle owner's or operator's place of business to ensure he complies with regulatory and record-keeping requirements.

Critical defect:

A major mechanical defect that has worsened either because of its seriousness or because it affects more than one component, thereby constituting a serious safety risk.

Critical event:

A critical defect or an offence that endangers the safety of road users or the safeguarding of the highway system. Critical events automatically bring about immediate action by the Société against the owner or operator concerned. An at-fault fatal accident is also a critical event.

Driver :

A driver whose services are used by an operator. This can be:

- the operator himself;
- an employee of the operator;
- a driver whose services are supplied under a leasing contract;
- a driver whose services are supplied under a contract through which a carrier provides the operator with the use of a heavy vehicle.

File correction:

A change made to an owner's or operator's record by the Société in order to correct false information or remove information that should not have been entered in the file.

First level notice, second level notice, warning letter :

A letter sent by the Société to a person whose conduct is, in certain respects, considered at risk, informing the person of this fact and encouraging him to adopt safer conduct. The type of letter sent depends on the reported conduct.

Fleet size:

The number of vehicles considered in the conduct review of an owner or operator.

Guilty conviction/plea:

The recognition by a person or court of law that that person is guilty of an offence of which he has been notified.

Intervention :

Action taken or initiated by the Société to ensure safer conduct and/or greater regulatory compliance on the part of an owner or operator.

Liability for an accident:

The entering of an at-fault accident involving a heavy vehicle under the operator's responsibility in the operator's record.

Major defect:

A mechanical defect defined in the Regulation respecting safety standards for road vehicles that results in the vehicle's being ordered out of service. The vehicle is prohibited from operating until the defect has been repaired.

Mandatory maintenance :

All maintenance operations provided for in the Regulation respecting safety standards for road vehicles that are aimed at maintaining a heavy vehicle in good mechanical condition at all times.

Measure :

A corrective action, sanction or obligation imposed on a person by the Commission des transports.

Notice of referral to the Commission des transports :

A letter sent by registered mail to a person whose conduct is considered a safety risk informing him that the Société will be referring his file to the Commission des transports.

Ongoing review :

The continuous assessment of an owner's or operator's conduct over a two-year period.

Operator :

An operator within the meaning of the Act respecting owners and operators of heavy vehicles. Generally speaking, an operator is any person who uses a heavy vehicle for commercial or professional purposes, i.e.:

- in offering goods or passengers transportation services;
- in offering roadside vehicle assistance ;
- for his own requirements; or
- as a tool or equipment.

Out of service :

An order prohibiting a vehicle with a major defect from operating on the road until the defect has been repaired.

Owner: Any person :

- whose name appears on the registration certificate issued for a heavy vehicle; or
- who leases a heavy vehicle for a period of not less than one year; or
- who uses a heavy vehicle under a leasing contract.

Person :

A natural or legal person.

Preventive Maintenance Program :

A special periodic maintenance program provided for in the Regulation respecting safety standards for road vehicles.

Registration :

The entering of information regarding a road vehicle or its owner in a government register.

Registre des propriétaires et des exploitants de véhicules lourds :

The register of owners and operators of heavy vehicles maintained by the Commission des transports and in which owners and operators must be registered in order to operate or offer the services of one or more heavy vehicles on a road open to public vehicular traffic.

Roadside check:

An on-road inspection of vehicles carried out by carrier monitors of the Société or by police officers to ensure that owners, operators or drivers of heavy vehicles are in compliance with the applicable laws and regulations.

Safety rating:

A rating assigned by the Commission des transports based on the owner's or operator's performance. This rating can be either satisfactory, conditional or unsatisfactory. Safety ratings are public information.

Threshold:

The number of points at which an operator's file is referred to the Commission des transports, or the percentage or number of vehicles ordered out service at which an owner's file is referred to the Commission des transports.

Unforeseen defect:

A major mechanical defect that, subject to the conditions provided for in the policy, is considered unforeseeable.

Vehicle licensed in Québec:

A vehicle for which the registration certificate was issued in Québec.

Weighting:

The number of points assigned to the events considered in the ongoing review of an operator or to the offence reported during a carrier audit according to seriousness.

Conduct Review Policy for Heavy Vehicle Owners and Operators

1



PURPOSE

The Act respecting owners and operators of heavy vehicles is aimed at increasing the safety of road users and preserving the integrity of the highway system. Under it, the Société de l'assurance automobile du Québec is responsible for:

- keeping a file on each heavy vehicle owner and operator;
- establishing an administrative policy for identifying owners and operators requiring special monitoring because of conduct that presents a safety risk or is detrimental to the highway system;
- referring the file of owners and operators identified under the above policy to the Commission des transports so that it can assess their situation and decide whether or not to take any measures against the owner or operator concerned and/or downgrade his safety rating.

To meet the above requirements, the Société assesses the conduct of heavy vehicle owners and operators and, where necessary, takes the appropriate action. The rest of this document sets forth the system and rules governing that assessment and action, and describes the related implementation process and adjustment measures.

2



WHO DOES THE POLICY TARGET?

This policy applies to all heavy vehicle owners and operators required to be entered in the *Registre des propriétaires et des exploitants de véhicules lourds* established by the Commission des transports du Québec (CTQ) in accordance with the Act respecting owners and operators of heavy vehicles and its implementing regulation.



The Société assesses the conduct of owners and operators according to their respective responsibilities. In the case of a person who is both an owner and an operator, the assessment takes the responsibilities of both groups into account.

Responsibilities of the owner

Heavy vehicle owners are required to maintain their vehicles and keep them in good mechanical condition. This includes:

- complying with the mandatory maintenance requirements;
- being liable for any mechanical defects found during roadside checks or during mechanical inspections performed by an agent at the request of a peace officer;
- repairing mechanical defects found during a pre-trip (pre-departure) inspection of his vehicle(s).

Responsibilities of the operator

The operator's responsibilities are related to the use of the heavy vehicles he operates. This includes:

A- The qualifications of his drivers

The operator must ensure that his drivers:

- hold a valid driver's licence for the appropriate class of the heavy vehicle being operated;
- comply with the information on and conditions of their driver's licence, and with the requirements of the Highway Safety Code regarding the transportation of dangerous substances.

B- The conduct of drivers of the heavy vehicles used by the operator

The operator is liable for his drivers' conduct. He must ensure that his drivers:

- comply with traffic regulations and the general requirements of the Highway Safety Code;
- comply with the applicable requirements of the Criminal Code.

C- Compliance with the rules governing the use of his heavy vehicles

The operator must fulfil his obligations and make sure that his drivers fulfil their obligations in respect of:

- pre-trip (pre-departure) inspections;
- regulations respecting hours of driving and hours of work;
- load-securing standards;
- load size limits;

- standards governing the transportation of dangerous substances;
- load limits;
- regulations respecting oversized vehicles.

D- The involvement of one of his vehicles in an at-fault accident

4



OWNER'S AND OPERATOR'S RECORD

To assist in its assessment, the Société keeps a file on each heavy vehicle owner and operator, entering information on all events considered for conduct review purposes. In the case of a person who is both an owner and an operator, the Société enters information on all events related to the responsibilities of both groups.

5



CONTINUATION OF OWNER'S AND OPERATOR'S RECORD

Information related to owners' or operators' conduct or conduct review continues to be entered in their file even if the name of their company changes. Similarly, events continue to be entered in the file of a company created by a merger of operators or owners.

As well, the Société informs the Commission des transports if a person sells a significant share of his vehicles after receiving a first or second level notice. The information disclosed to the CTQ includes the names of the vendor and the buyer(s).

6



REVIEW SYSTEM

6.1 Events considered for conduct review purposes

Events entered on record relate to road safety and the safeguarding of the highway system and serve to assess the owner's or operator's conduct. Such events include:

- A-** Offences of which the operator or one of his drivers is charged or convicted or for which a statement of offence has been filed. Also considered are the offences of which the owner is charged or convicted or for which a statement of offence has been filed, and which are found during a carrier audit. These offences are ascertained by a Société inspector or carrier enforcement officer or by a police officer.

The Société records these offences in the owner's or operator's file and considers them in its conduct review as soon as it is made aware of them, even if the owner or operator has not yet been found or pleaded guilty. However, as soon as it has been informed, the Société:

- removes from the owner's or operator's record: offences that have been cancelled; offences of which a person has been found not guilty; offences that are not reported by the plaintiff organization within the prescribed limitation period.²
- corrects the information pertaining to the type of offence considered for assessment purposes and its weighting, as the case may be, where an offence is modified under the criminal process.

The list of offences considered in the conduct review is provided in Appendix 1.

B- Accidents imputable to the operator.

All accidents are automatically entered in the operator's record and considered in his conduct review, unless the operator can prove, to the Société's satisfaction, that he was not at fault. Where such proof is provided, the accident is deleted from the operator's record.

For the purpose of constituting the operator's record and for the conduct review process, only a single accident is considered when more than one heavy vehicle under the operator's responsibility are involved in the same accident.

C- The results of mechanical inspections performed on any heavy vehicle during a roadside check or an inspection carried out by an agent at the request of a peace officer.

Inspections referred to in this section are those considered in an owner's conduct review, as described in Section 6.2.1C-a). Inspection results include minor, major, critical or unforeseen defects found on a heavy vehicle, as well as inspections that reveal no irregularity. Minor and major defects are listed in the Regulation respecting safety standards for road vehicles. Critical and unforeseen defects are listed in Appendix 2 of this policy.

6.2 Assessment tools

The Société uses three means to identify owners and operators representing greatest risk: ongoing conduct review, conduct review through a carrier audit, and critical events.

6.2.1 Ongoing conduct review

Each heavy vehicle owner and operator is subject to an ongoing conduct review. The assessment of an owner is aimed at ensuring his vehicles comply with highway safety rules and are in proper working order. The assessment of an operator is aimed at ensuring he complies, at all times, with the applicable rules governing highway safety and safeguarding of the highway system and does not exceed the applicable accident threshold.

A- General ongoing conduct review procedure

- a) The Société assesses owners and operators according to the events entered in their record within a two-year window. This window changes daily as new events are entered on record and events which occurred over two years ago are discarded for review purposes.
- b) Events are grouped according to five main areas of conduct. One of these areas relates to the owner; the other four relate to the operator:

²The limitation period is the time limit between the date on which a person allegedly committed an offence and the date on which the plaintiff organization can notify the person concerned that a statement of offence has been filed.

RESPONSIBLE PARTY	AREA OF CONDUCT	EVENTS CONSIDERED
Owner	Vehicle safety	The results of any roadside check performed by Société highway carrier enforcement officers or any mechanical inspection performed by an agent at the request of a peace officer.
Operator	Safety of transport operations	All offences related to highway safety of which the operator or one of his drivers is accused or has been found guilty, or for which a report of offence has been filed.
	Involvement in accidents	All at-fault accidents for which a police officer has filled out an accident report.
	Compliance with load limits	All load limit offences of which the operator is accused or has been found guilty, or for which a report of offence has been filed.
	Overall conduct	All of the above events under the operator's responsibility.

c) Threshold values (level at which the owner or operator is considered a safety risk) are established for each area of conduct. Note that:

- the thresholds for passenger transport differ from the thresholds for truck transport;
- where a person owns or operates one or more vehicles used for passenger transport in addition to one or more other types of heavy vehicles, the applicable thresholds will be based on the total number of vehicles used for the person's principal activity, i.e. the activity involving the largest number of vehicles. Where the number of vehicles considered for both activities is the same, the applicable thresholds will be those for passenger transport;
- the area of conduct "compliance with load limits" does not apply to passenger transport. Consequently, where this sector is concerned, the area "overall conduct" does not include load limit offences;
- transportation by ambulance is considered as passenger transport, except for the area "involvement in accidents" (see Appendix 4 for threshold values).

d) Action is taken where a person is nearing or has reached one of the applicable thresholds.

B- Conduct review procedure for operators

a) Each event considered in an area of conduct is assigned a number of points, or weighting, according to seriousness:

- Accidents: the number of points assigned varies according to the outcome of the accident
 - 2 points (property damage only)³;
 - 4 points (injuries);
 - 10 points (fatality).

³ When the revised policy was adopted, accidents involving property damage only were not considered for the purposes of conduct review. Should this change, the Société will release a communiqué announcing when such accidents will start being taken into account.

- Offences: as a rule, the number of points assigned is as follows:

1 point (minor offence)	2 points (average offence)
3 points (serious offence)	5 points (violation of the Criminal Code)

However, weightings of 4 or 5 points (according to seriousness) are assigned for offences relating to total loaded weight allowed where the offence occurs on a bridge or overpass subject to load limits.

Note that where two offences are entered in a person's file because a single event led to a statement or report of offence being issued to the operator and driver on the same date, only one of the two offences will be assigned the applicable number of points; the other receives zero points. However, if one of the two offences is cancelled or withdrawn, or if the defendant is found not guilty, the remaining offence is assigned the applicable number of points.

See Appendix 1 for the number of points assigned to each offence.

- b) The number of points accumulated by the operator in each area of conduct is added up.
- c) The size of the operator's vehicle fleet is determined (see D below).
- d) The number of points accumulated in each area of conduct, and according to the fleet size, is compared with the threshold value (number of points at which the operator is considered a safety risk) indicated in the reference chart in Appendix 4.
- e) If the points accumulated equal 50% or 75% of the threshold for the area of conduct concerned, the Société sends the operator a notice (see sections 7.1.1 and 7.1.2).
- f) As soon as the total points reach the threshold established for a given area of conduct, the Société sends the operator a warning (see section 7.1.3) and, if no remedial action is taken, refers the operator's file to the Commission des transports, which assesses the situation and takes the appropriate measures.

C- Conduct review procedure for owners

a) Principle

Owners are assessed according to the rate at which their vehicles are ordered out of service following a roadside check performed by Société staff or an inspection performed by an agent at the request of a peace officer. Where the percentage or number of out of service orders has reached the threshold value (see b) below, the Société takes immediate action. The procedure is as follows:

- for calculation purposes, one inspection is considered to have occurred each time a vehicle is inspected;
- only full inspections⁴ and partial inspections during which one or more defects are found are considered for conduct review purposes;
- a compliant inspection is any full inspection during which no defect is found, as well as any inspection during which only minor and/or unforeseen defects are found (unforeseen defects are defined and described in Appendix 2);
- the first level notice is sent after a minimum of one (passenger transport) or two (truck transport) "out of service" orders;
- at least one more "out of service" order is required to pass from one level of action to another.

⁴A full inspection covers the main vehicle components, i.e.: lights and signals; steering system; frame, underbody and coupling device (if applicable); suspension; brakes; fuel and engine control systems; exhaust system; windows and rearview mirrors; accessories; tires and wheels; body.

b) The Société may take action in two types of situations:

- (i) Where the person's vehicles have undergone a sufficient number of inspections, the Société determines *the rate of out of service orders*. This rate, expressed in %, is calculated by dividing the number of inspections resulting in an "out of service" order by the total number of inspections. The action taken by the Société depends on this rate.

RATE OF OUT OF SERVICE ORDERS⁵

<i>Truck transport</i>	<i>Passenger transport</i>	<i>Action⁶</i>
20-24%	10-14%	First level notice
25-29%	15-19%	Second level notice
30% and over	20% and over	Warning letter to the person concerned and, if no remedial action is taken, referral of file to the Commission des transports

A minimum number of inspections is required to calculate the rate of out of service orders. This number varies with the number of vehicles owned and is established as follows:

No. of Vehicles	1 - 18	19 - 22	23 - 26	27 - 32	33 - 40	41 - 50	51 - 64	65 - 85	86 - 121	122 - 192	193 - 413	414 - 500	501 and over
Minimum no. of inspections	10	11	12	13	14	15	16	17	18	19	20	21	25

Example: A person owns 8 trucks that have undergone 15 inspections. The last 3 inspections resulted in "out of service" orders. The rate of out of service orders can therefore be calculated, because the person's vehicles have undergone 15 inspections, or 5 inspections more than the minimum of 10 required to calculate the rate of out of service orders, in accordance with the above table.

In the above example, 20% of the inspections resulted in out of service orders (3 "out of service" orders in 15 inspections), which means the person will be sent a first level notice.

- (ii) The number of inspections undergone by the person's vehicle(s) is below the number required to calculate the rate of out of service orders, in which case action is taken as soon as the person has reached the set number of out of service orders. This number depends on the number of vehicles owned and is established as follows:

Truck transport

	No. of out of service orders to initiate action				
	1 to 18 vehicles	19-50 vehicles	51-413 vehicles	414-500 vehicles	501 vehicles and over
First level notice	2	3	4	5	5
Second level notice	3	4	5	6	7
Warning letter to the person concerned and, if no remedial action is taken, referral of file to the Commission des transports	4	5	6	7	8

⁵ Where the percentage of vehicles ordered out of service is not a round number, the percentage is rounded off to the nearest whole number in order for the indicated action to be taken.

⁶ The Société will take the applicable action only where the number of "out of service" orders entered in the owner's file is equal to or greater than the reference number indicated in the tables in paragraph (ii).

Passenger transport

	No. of out of service orders to initiate action		
	1-18	19-413	414 and over
First level notice	1	2	3
Second level notice	2	3	4
Warning letter to the person concerned and, if no remedial action is taken, referral of file to the Commission des transports	3	4	5

Example: A person owns 3 buses that have undergone 7 inspections. During these inspections, 1 vehicle was ordered out of service. In this case, the Société considers the number of out of service orders because only 7 inspections were conducted, or 3 less than the minimum of 10 required to calculate the rate of out of service orders

In this example, the action taken by the Société is determined according to the above table, which indicates that the person will be sent a first level notice because his vehicles were subject to only 1 out of service order.

D- Calculation of fleet size for ongoing review purposes

a) Operators

As a rule, the Société uses the average number of motor vehicles declared by the operator during the last two registrations in the CTQ Register of Owners and Operators of Heavy Vehicles (Registre des propriétaires et des exploitants de véhicules lourds). However, in the case of a new operator, the Société considers the number of vehicles declared at the time of initial registration in the CTQ register.

For the purpose of this calculation, the Société totals the number of vehicles declared owned or leased by the operator for at least one year, leased with the services of a driver (for truck transport only) for at least one year, or used under a contract of services for at least one year (for truck transport only). An additional vehicle is calculated where the operator declares one or more vehicles that are leased for less than one year.

b) Owners

The Société considers the total number of vehicles, in relation to the following situations:

- the annual average number of heavy vehicles licensed to the owner in Québec and that have had a valid authorization to operate according to the Société's registration file. The calculation method used is the same as that for the correction of fleet size (see Appendix 3);
- the annual average number of trailers and semi-trailers licensed to the owner and not prohibited from operating in Québec. This includes vehicles licensed in Québec as well as vehicles not licensed in Québec but inspected under Québec's Preventive Maintenance Program.

E- Calculation of fleet size following file correction

Under certain conditions (see Section 9.2), a person may request that the number of

vehicles considered for assessment purposes be revised to match the 2-year conduct review window. The calculation method is explained in Appendix 3.

Where a fleet size is corrected, the revised number of vehicles will be used until the next renewal of registration in the *Registre des propriétaires et des exploitants de véhicules lourds*. Thereafter:

- for **operators**, a new fleet size is established at the time of registration renewal by calculating the average between the revised number of vehicles and the fleet size declared at the time of renewal. At the time of subsequent renewals, the fleet size is established by calculating the average of the last two registrations;
- for **owners**, a new fleet size is established at the time of registration renewal by calculating the average between the revised number of vehicles and the fleet size declared at the time of renewal. The latter is established using the method described in Section 6.2.1D b). At the time of subsequent renewals, the fleet size is established according to the method described in Section 6.2.1D b).

6.2.2 Conduct review through a carrier audit

Société inspectors conduct audits to ensure heavy vehicle owners and operators comply with regulatory and record-keeping requirements. Based on the records and documents owners and operators are required to keep, they verify:

- their conduct as an operator: qualifications and conduct of their drivers (particularly the holding of a valid driver's licence for the appropriate class, compliance with driving and duty time regulations and with pre-trip inspection requirements);
- their conduct as an owner: particularly compliance with vehicle maintenance standards, and the repair of defects found on their vehicle(s).

A- Conditions for considering carrier audit results in conduct review

The results of a carrier audit are considered in conduct review only if the audit covered all components (owner and/or operator) applicable to the person concerned and the sampling rules set out in this policy (including, where applicable, the rules for taking larger samples described in F below) were respected.

For sampling purposes, a missing record is considered as an audited record. A record is considered missing where the **owner** cannot provide the inspector with any of the following documents during the audit:

- a copy of the pre-trip inspection reports referred to in section 519.2 of the Highway Safety Code;
- the information and records pertaining to mechanical inspection referred to in section 198 of the Regulation respecting safety standards for road vehicles;
- the record proving that the defects discovered during the inspection or vehicle maintenance referred to in section 198 of the Regulation respecting safety standards for road vehicles have been repaired;
- the document attesting to vehicle compliance following a recall.

A record is also considered missing where the **operator** cannot provide the inspector with any of the following documents during the audit:

- the daily logs and documents referred to in the second paragraph of section 10 and in section 11 of the Regulation respecting hours of driving, hours of work and the heavy vehicle driver's record;
- where applicable, the driver's written notice that his driver's licence has been modified, suspended or cancelled (s. 519.7 of the Highway Safety Code).

B- Carrier audit involving more than one establishment

Where an owner or operator keeps drivers' or vehicle records in more than one establishment, any one of the establishments may be audited insofar as:

- the audit covers all applicable components;
- the sample takes into account all of the carrier's drivers and vehicles in Québec;
- the sampling rules set forth in this policy have been respected for all applicable components.

C- Approach

- For **operator** assessment, the inspector determines the number of drivers whose services were used by the operator during the period covered by the audit. This number, which will be used for conduct review purposes, corresponds to the total number of drivers covered by the following situations during the review period:
 - an operator who drives his own vehicle(s);
 - drivers employed by the operator;
 - drivers whose services are supplied to the operator under a leasing contract;
 - drivers whose services are supplied under a contract through which an enterprise provides the operator with the use of a heavy vehicle.
- For **owner** assessment, the inspector determines the number of vehicles to be considered for conduct review purposes. This number corresponds to the total number of heavy vehicles licensed to or leased by the owner for at least one year during the period covered by the audit. Heavy vehicles considered include:
 - all motor vehicles licensed in Québec that were authorized to operate during the review period; and
 - all trailers and semi-trailers with a net weight over 3,000 kg licensed in Québec or inspected under Québec's Preventive Maintenance Program.
- The inspector selects a sample of drivers' and vehicle records, the size of which is determined according to the number of drivers and vehicles used by the carrier (see **D** below).
- The inspector checks the above records and writes down the offences⁷ identified during operator and owner assessment. Each offence is assigned a number of points according to seriousness (see Appendix 1). For calculation purposes, where two offences are entered on record because a single event led to a statement or report of offence being issued to the operator and driver on the same date, only one of the two offences will be assigned the applicable number of points; the other receives zero points. However, if one of the two offences is cancelled or withdrawn, or the defendant is found not guilty, the remaining offence is assigned the applicable number of points.
- The total number of points is added up for each component (owner and operator).⁸

⁷ Where carrier audits are concerned, "offence" includes statements of offence for conduct review purposes.

⁸ Note that an offence used for conduct review purposes in a carrier audit cannot be used in the ongoing conduct review of the person concerned.

D- Audit failures

(i) An audit failure occurs when the accumulated points reach the maximum number of points allowed for owner or operator offences. The following table presents, by number of drivers or vehicles used by a carrier:

- the number of drivers' and vehicle records checked;
- the failure threshold (number of offence points accumulated) for the operator and owner components of a carrier audit, by type of transport service.

		NO. OF DRIVERS OR VEHICLES USED BY CARRIER																								
		1	2	3	4	5	6	7	11	13	16	19	23	27	33	41	51	65	86	122	193	414	501			
								to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	and		
								10	12	15	18	22	26	32	40	50	64	85	121	192	413	500	over			
No. of records checked		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	25			
		No. of offence points constituting an audit failure, owners and operators ⁹																								
Truck transport		6	7	9	11	12	13	15	16	17	19	20	21	22	23	24	25	26	27	28	30	31	35			
Passenger transport		4	5	6	7	8	9	10	11	12	13	14	14	15	15	16	16	17	18	19	20	21	24			

(ii) An audit failure also occurs when the number of records specified in the following table are missing:

Sample size, by number of drivers' or vehicle records the carrier is required to keep	Minimum no. of drivers' or vehicle records missing
1-5	1
6-10	2
11-15	3
16-20	4
21-25	5
26 and over	20% of the number of records sampled. Fractions are rounded up to the nearest whole.

E- Review of audit results

Sometimes, offences identified during a carrier audit may be modified during the criminal process. When this happens, the Société corrects the offences considered in the audit review accordingly, using the rules set out in Section 6.1A. If the person falls below the failure threshold as result of this step, the Société informs the person concerned, as well as the Commission des transports, where the file has been referred to the Commission.

⁹ The failure threshold for a carrier that owns or operates both trucks and buses or minibuses corresponds to the carrier's principal activity, i.e. the activity involving the largest number of vehicles. Where the number of vehicles considered is the same, the threshold corresponds to passenger transport.

F- Larger samples

Where an inspector audits a larger number of records than that indicated in the above table (Section 6.2.2D), the failure threshold is raised accordingly. For example, if the inspector checks more than 25 records (maximum sample), the failure threshold is calculated as follows:

$$\text{Failure threshold} = \frac{\text{Failure threshold for 25 records} \times \text{No. of records checked}}{25}$$

G- Action related to an audit failure

The action taken by the Société in response to an audit failure depends on the owner's or operator's overall record (see Section 7).

6.2.3 Critical events

Some serious events that occur on the road result in immediate action against the owner or operator. Such "critical events" include:

- a fatal accident that is the heavy vehicle driver's fault or is attributable to non-compliance of the vehicle;
- a critical defect found during a roadside check. A list of such defects is provided in Appendix 2;
- operating an oversized vehicle without a police escort, where an escort is a condition on a special permit;
- operating an oversized vehicle without a special permit, where a class 6 or 7 permit is required;
- operating a heavy vehicle loaded with dangerous substances in a tunnel;
- a critical overload. There are three types of critical overload situations:
 - ◆ for standard transport, operating a vehicle that exceeds the total loaded weight allowed by 20% or more;
 - ◆ driving under a permit issued by the Minister with a vehicle that exceeds the total loaded weight allowed under that permit by 15% or more;
 - ◆ driving under a class 5 or 6 special permit with a vehicle that exceeds the total loaded weight allowed under that special permit by 10%.
- any act¹⁰ resulting mainly from a failure to abide by a provision of the Highway Safety Code or attendant regulation, or from negligence on the part of a heavy vehicle driver, operator or owner that has resulted in significant damage to the roadway, a bridge or an overpass, based on Transport Québec's assessment scale.

All of the above events bring about immediate action against the user. The type of intervention depends on the owner's or operator's overall record (see Section 7).

¹⁰ The act is taken into account during owner or operator assessment where the Société is informed of the act in writing by either Transport Québec or the municipality responsible for maintaining the road, bridge or overpass that has been damaged.



All action taken by the Société is systematically based on the assessment carried out in accordance with this policy. Consequently, any intervention by the Société flows mainly from its ongoing conduct review, is progressive and is intended to:

- inform the owner or operator of the deterioration of his conduct review record;
- offer information or explanations as needed;
- give the owner or operator a chance to improve his conduct before referring his file to the Commission des transports.

In the case of a critical event or an audit failure, more immediate action is taken.

7.1 Action related to ongoing conduct review

The Société intervenes gradually as the owner's or operator's record gets worse. Each time action is taken, a status report is sent to the person concerned informing him of the content of his record. The action taken is intended to make the owner or operator aware of:

- the importance of improving his conduct;
- the fact that if he reaches a certain threshold, his file will be referred to the Commission des transports, which will decide whether or not to take measures and change his safety rating.

7.1.1 First level notice

An **operator** receives a first level notice when his record reaches or exceeds 50% of the threshold established for an area of conduct under his responsibility. If the operator's record reaches or exceeds the 50% mark in more than one area of conduct, a single notice is sent for the first area in which this mark is reached.

An **owner** receives a first level notice when he reaches or exceeds the pre-determined threshold percentage or number of vehicles ordered out of service in the conduct area "vehicle safety" (see Section 6.2.1C).

7.1.2 Second level notice

A second level notice is sent to the **operator** when his record reaches or exceeds 75% of the threshold established for an area of conduct under his responsibility. If the operator's record reaches or exceeds the 75% mark in more than one area of conduct, a single notice is sent for the first area in which this mark is reached.

A second level notice is sent to the **owner** when he reaches or exceeds the pre-determined threshold percentage or number of vehicles ordered out of service in the conduct area "vehicle safety" (see Section 6.2.1C).

7.1.3 Notice of referral to the Commission des transports

A notice of referral is sent to:

- an operator who has reached or exceeded the threshold established for one or more areas of conduct under the operator's responsibility;

- an owner who has reached or exceeded the percentage or number of vehicles ordered out of service that triggers such a notice.

The notice is sent as soon as an owner or operator has reached or exceeded one of the above thresholds. It informs the person of the deterioration of his conduct record and that his file is being referred to the Commission des transports for assessment and, where necessary, imposition of the appropriate measures.

Notices of referral are sent by registered mail. The person has 15 working days from the date the notice is sent to request a correction to his file, failing which the file will be transmitted to the Commission des transports.

7.1.4 Consideration of the distance covered by operators who have reached or exceeded the threshold for the conduct area "involvement in accidents"

Where an operator who logs a lot of kilometres has reached or exceeded the threshold established for the conduct area "involvement in accidents," he may ask the Société not to refer his file to the CTQ until he has reached 125% of the threshold. For his request to be accepted, the operator must show that the average number of kilometres logged per vehicle during the review period is equal to or over 120 000, for truck transport, or 70 000, for passenger transport.

The Société acts on the request as soon as the operator has supplied, to the Société's satisfaction, proof of the distance covered. The average number of kilometres logged is established by:

- calculating the annual average number of kilometres logged in Québec by all of the heavy vehicles used by the operator during the two years prior to the request; and
- dividing this number by the annual average number of heavy vehicles used by the operator during the two years prior to the request, which is established according to the approach described in Part B of Appendix 3.

The file correction made by the Société applies until the file is referred to the CTQ because the operator has reached 125% of the threshold for "involvement in accidents" or, failing that, for a period of two years. The Société may, at any time, ask the operator to furnish new proof of the distance covered.

7.2 Action related to a critical event or audit failure

A critical event or an audit failure results in immediate action by the Société. The type of action taken depends on the owner's or operator's record. As with the ongoing review procedure, a status report is sent to the person concerned informing him of the content of his record. The action taken is intended to make the owner or operator aware of:

- the importance of improving his conduct;
- the fact that if one of the cases referred to in Section 7.2.2 is entered on record, his file will be referred to the Commission des transports, which will decide whether or not to take measures and change his safety rating.

7.2.1 Warning letter

Except in the cases described in Section 7.2.2, a critical event or an audit failure results in a warning letter.

7.2.2 Notice of referral to the Commission des transports

In addition to the cases provided for in Section 7.1.3, a notice of referral is sent to :

- an operator who has an at-fault fatal accident entered in his file;
- an owner or operator who has one of the combinations of events in the following table entered in his file. Owners and operators are considered separately.

EVENTS FOUND IN THE OWNER'S RECORD AT THE SAME TIME	EVENTS FOUND IN THE OPERATOR'S RECORD AT THE SAME TIME
The file is at the stage of a second level notice for the conduct area "vehicle safety" AND A critical defect or an audit failure (owners) that occurred within the past year	The file is at the stage of a second level notice for an area of conduct under the operator's responsibility AND A critical event (other than a critical defect) or an audit failure (operators) that occurred within the past year
Two audit failures (owners) that occurred within a 2 year interval or less	Two audit failures (operators) that occurred within a 2 year interval or less
Two critical defects that occurred within a 1 year interval or less	Two critical events (other than a critical defect) that occurred within a 1 year interval or less
A critical defect and an audit failure (owners) that occurred within a 1 year interval or less	A critical event (other than a critical defect) and an audit failure (operators) that occurred within a 1 year interval or less

The notice informs the owner or operator that his file is being referred to the Commission des transports for assessment and, where warranted, imposition of the appropriate measures.

As with the ongoing review procedure, notices of referral are sent by registered mail. The person has 15 working days from the date the notice is sent to request a correction to his file, failing which the file will be transmitted to the Commission des transports.

7.3 Forwarding of file updates to the CTQ

Once the file has been referred to the Commission des transports, the Société forwards an update when the owner's or operator's record again meets one of the conditions for such action referred to in Section 7.1.3 or 7.2.2, or exceeds 125% of the threshold, or for any additional increase of 25% in:

- the applicable percentage or number of vehicles ordered out of service, in the case of an owner;
- the applicable threshold, in the case of an operator.

Furthermore, the Société may, at any time, inform the Commission of any other event that is likely to affect its decision.

Public transit authorities¹¹ present sector-based particularities, notably regarding their degree of involvement in accidents, that require a special assessment approach and intervention procedure.

Consequently, the Société de l'assurance automobile du Québec, the Commission des transports du Québec and the public transit authorities represented by the Association des transporteurs urbains du Québec (ATUQ) established a special procedure in compliance with the Act respecting owners and operators of heavy vehicles. Under this procedure, the thresholds established for the conduct area "involvement in accidents" and the system of notices and warning letters described in sections 7.1.1, 7.1.2 and 7.2.1 do not apply to public transit authorities. However:

- every three months, the Société provides the CTQ with public transit authorities' records and the various indicators relating to their involvement in accidents;
- the CTQ periodically examines public transit authorities' records and, where necessary, takes action against any authority that the CTQ considers too high a safety risk;
- public transit authorities supply the Société with the information needed to compile some of the indicators describing their involvement in accidents;
- the Société informs the CTQ immediately when a public transit authority:
 - ◆ reaches the applicable threshold for the conduct area "safety of transport operations" or "vehicle safety," or
 - ◆ is involved in an at-fault fatal accident, or
 - ◆ meets one of the other conditions for referring a file to the CTQ provided for in Section 7.2.2 of this policy.

¹¹ Within the meaning of the Act respecting public transit authorities.

The Société may need to correct the information contained in an owner's or operator's file. It can make the necessary changes on its own or at the request of the owner or operator. Where the owner or operator requests the correction, he must provide the Société with supporting information or documents. A notice of file revision will be sent whenever the information in an owner's or operator's record or the fleet size considered for conduct review purposes is changed.

9.1 Correction of events entered in a file

Event-related information can be corrected at any time where:

- the wrong event was entered in a person's file, or
- an event was entered in a person's file by mistake.

9.2 Correction of fleet size considered for ongoing review purposes

9.2.1 When the number of vehicles in an owner's or operator's fleet can be changed

An owner or operator may request that the number of vehicles considered for the purposes of conduct review be changed at either of the following times:

- after receiving a second level notice informing him that he has reached 75% of, or exceeded the threshold established for the size of his fleet in an area of conduct under his responsibility; or
- after being notified that his file is being referred to the Commission des transports.

Where warranted, the Société may change the fleet size considered for conduct review following verification of the number of vehicles declared by an owner or operator (see Section 9.2.3).

9.2.2 Conditions for changing the fleet size considered for conduct review

Ongoing conduct review consists in assessing heavy vehicle owners and operators based on the events in which they were involved and the number of vehicles used to accumulate those events during a given review period. The number of vehicles in the owner's or operator's fleet can therefore be changed at either of the above-mentioned times if:

- a) The fleet size used to assess an **owner** does not correspond to the total number of vehicles for the applicable situation described below for the given review period:
 - the annual average number of heavy motor vehicles authorized to operate in Québec;
 - the annual average number of trailers and semi-trailers with a net weight over 3,000 kg licensed in Québec and not prohibited from operating on the roadway;
 - the annual average number of trailers and semi-trailers with a net weight over 3,000 kg not licensed in Québec but inspected under Québec's Preventive Maintenance Program.
- b) The fleet size used to assess an **operator** does not correspond to the annual average number of heavy motor vehicles operated in Québec¹² for the review period.

The method used to calculate the size of an owner's or operator's fleet is explained in Appendix 3. Only requests to adjust fleet size by one or more vehicles, calculated according to this method, will be considered.

¹²Including combinations of road vehicles with a net weight over 3,000 kg, where each vehicle weighs less than 3,000 kg and the towed part measures over 10 m in length, and vehicles used to transport dangerous substances.

c) The owner or operator has been the object of a merger.

In the case of a merger, the Société will adjust the size of the person's or persons' fleet in the following manner:

- by totalling the number of vehicles in the carriers' fleets at the time of the merger;
- and then taking into account any changes in the merged carrier's fleet as the 2-year review window advances in time.

9.2.3 Verification of the number of vehicles declared by an owner or operator

The Société may, at any time, verify that the information furnished in respect of the number of vehicles operated or owned is accurate. This verification applies to information furnished at the time of vehicle licensing or annual renewal of registration with the Commission des transports, or in support of a request to correct information in the owner's or operator's file. The Société uses various means to check this information, including:

- carrier audits;
- data contained in the different systems it administers;
- data obtained from its Québec government partners;
- data obtained from its government partners in other jurisdictions;
- documents from other sources (e.g. leasing contracts, subcontracts, etc).

Depending on the outcome, the Société may decide to base its conduct review on a different number of vehicles than that declared by the owner or operator, in accordance with the method explained in Appendix 3. Furthermore, if, on the basis of its verification, the Société considers that the owner or operator made a false declaration, it notifies the Commission des transports, which may take whatever measures it deems appropriate.



During its conduct review, the Société uses certain tools and pre-determined criteria to identify owners and operators whose conduct is considered a safety risk. The Act respecting owners and operators of heavy vehicles also provides that the Société may submit the file of an owner or operator to the CTQ after a cursory assessment in the following cases:

- an emergency;
- a situation that it considers endangers the safety of the users of roads open to public vehicular traffic or threatens the integrity of the road network.

This policy takes effect around September 15, 2002, except for the following provisions that will take effect at later dates. The official effective dates will be communicated by the Société through press releases:

- Consideration of accidents involving property damage only (sections 6.1B and 6.2.1B);
- Removal of an offence from the owner's or operator's file where the plaintiff organization has not notified the person concerned within the prescribed limitation period (Section 6.1A);
- Consideration of the results of mechanical inspections performed by an agent at the request of a highway carrier monitor or other peace officer in an owner's conduct review (Section 6.2.1C);
- Consideration of audit failures resulting from missing records (Section 6.2.2D-ii);
- Consideration, in accordance with the new rules, of carrier audits involving owners or operators that keep drivers' or vehicle records in more than one establishment (Section 6.2.2B);
- Review of carrier audit results to account for:
 - ◆ The removal of one offence where two offences are entered on record for the same event (Section 6.2.2C-d);
 - ◆ The withdrawal or cancellation of an offence (section 6.2.2E);
- The inclusion of critical overloads in the list of critical events (Section 6.2.3);
- The new combinations of events leading to immediate referral of a file to the CTQ (Section 7.2.2);
- Consideration in ongoing conduct review of any temporary suspension of a driver's licence due to a person's operating or having the care or control of a heavy vehicle with a blood alcohol level over .080 (80 milligrams of alcohol per 100 millilitres of blood), or a person's refusal to comply with a demand made by a peace officer (Appendix 1);
- Consideration of the new mechanical defects resulting from an unforeseen event (Appendix 2).

Transition period between adoption of the revised policy and implementation of the new thresholds

From the date of adoption of the revised policy and the effective date of the thresholds set out therein, the file of an owner or operator who has reached a previously applicable threshold will be referred to the CTQ only where the person would also reach the threshold set out in the revised policy. For the purposes of application of this provision, the fleet size is established in accordance with the method explained in Section 6.2.1D.

Temporary application of former provisions

The following provisions of the 1999 policy will continue to apply until the new replacement provisions take effect:

- *Carrier audit involving more than one establishment*

Where an owner or operator keeps drivers' or vehicle records in more than one

establishment, any one of the establishments may be audited. The results of the audit are considered the results for the carrier as a whole.

- ***Audit failure where a person does not keep all of the required records and documents***

An audit failure also occurs when an owner or operator does not keep all of the records and documents required under the *Regulation respecting hours of driving, hours of work and the heavy vehicle driver's record and the Regulation respecting safety standards for road vehicles*.

- ***Referral to the Commission des transports following a critical event or an audit failure***

A person's file is automatically referred to the Commission des transports where:

- an at-fault fatal accident is entered in the person's file;
- a critical defect is found during an inspection, where:
 - the owner has been sent a second level notice in relation to "vehicle safety"; **or**
 - a critical defect was found on one of the owner's vehicles within the past year; **or**
 - there was an audit failure in the owner component within the past year;
- any other critical event occurs after a second level notice has been sent to the operator in respect of an area of conduct under his responsibility;
- a person fails a carrier audit:
 - less than 2 years after a previous failure, or
 - after he has been sent a second level notice:
 - in respect of "vehicle safety," if the failure was in the owner component of the audit, or
 - in respect of any area of conduct under the operator's responsibility, if the failure was in the operator component of the audit.

- ***Mechanical defects resulting from a random event***

Where required, the following defects, considered the result of random events, will be entered in the owner's record but will not be taken into account in conduct review. Each defect is described in reference to a major defect defined in Division V of the Regulation respecting safety standards for road vehicles.

- Section 163(1): A road vehicle that does not have at least one adequate low beam, tail light or brake light;
- Section 163(7): A windshield that is so damaged that the driver's visibility of the road and road signs is considerably reduced;
- Section 163(8): A windshield wiper on the driver's side that is missing or inadequate;
- Section 166(5): An air pressure loss after the service brake has been applied for one minute that exceeds:
 - a) 40 kPa, for a single-unit road vehicle;
 - b) 48 kPa, for 2 vehicles;
 - c) 62 kPa, for 3 vehicles.
- Section 168(5): An air leak in an air suspension system that cannot be offset by the compressor when the engine is idling.

- Section 170(3): A tire that is leaking air or a single tire on a motor vehicle that has foreign material embedded in the tread or sidewall that could cause a puncture.

Intervention following the implementation of new thresholds

Following the implementation of the new thresholds provided for in this policy:

- No additional action will be taken in respect of owners or operators against whom action has already been taken under the former thresholds and whose conduct necessitates the same or a lower level of action.
- A first or second level notice, whichever is required, will be sent to an owner or operator against whom action was not taken under the former threshold when he has reached 50% or 75% of the new threshold established for an area of conduct under his responsibility.
- The Société will refer the file of an owner or operator who has reached one of the new thresholds to the CTQ, explaining the reason for the referral.
- The Société will supply the CTQ with a list of owners and operators whose file was referred to the CTQ because they reached a former threshold but who no longer reach the threshold under the revised policy.



This policy describes, in particular, the rules and systems used to review the conduct of heavy vehicle owners and operators. Those rules and systems are based on factors and parameters that were known at the time of the policy's implementation.

The Société may, at any other time, modify the policy where deemed necessary. The Société already plans to review the threshold values for ongoing conduct review every two years, or where there is serious indication that a review is necessary, so as to ensure that they remain just in the circumstances and are adjusted as needed.

However, any modification is subject to section 24 of the Act respecting heavy vehicle owners and operators, which requires that the Société:

- consult representatives of the owners and operators of heavy vehicles, according to the classes of road transport services it determines;
- take into consideration, where relevant, the factors retained by the Commission des transports in its decisions.


 A rectangular sign with a double border. The word "APPENDIX" is written in blue capital letters at the top, and the number "1" is written in a large blue font in the center.

List of offences considered in conduct review and their weighting

The following list indicates the sections of the Highway Safety Code and Criminal Code on which assessment of heavy vehicle owners and operators is based. The sections are grouped according to the person responsible (owner or operator) and the seriousness of the offence (number of points assigned). For a detailed description, we suggest you refer to the actual statutes. For the number of points assigned to the sections in *italics>*, see the note at the end of Section A.

A



OFFENCES CONSIDERED IN THE CONDUCT REVIEW OF OPERATORS

HIGHWAY SAFETY CODE

OFFENCE = 1 POINT

SECTION	DESCRIPTION
228	improper use is made of a rotating or flashing amber light
228.1	sign or signal indicating an oversized vehicle is not covered
281	using a green rotating light or white headlight in violation of the Regulation
281.1	driving a road vehicle whose windshield or windows are not clear of substances that hinder the driver's ability to see
292.0.1	failing to use the lane designated by the person responsible for highway maintenance
299	speeding in a municipality (11 to 20 km/h over the speed limit)
328, 329	exceeding the prescribed or indicated speed limit (11 to 20 km/h)
366	entering an intersection when there is not sufficient space
377	using flashing emergency lights other than for reasons of safety
379	operating flashing or rotating amber lights without need
382 to 387	stopping a road vehicle in a way that creates a safety risk
415	not entering or leaving a limited access highway by the proper entrance or exit

425	not dimming lights on the front of the vehicle when necessary
436	braking suddenly without reason
439	driving a road vehicle in which a television set or display screen is in view
440	wearing headphones or earphones while driving
442	driving when a passenger, animal or object obstructs the driver's view or interferes with the handling of the vehicle
458	making improper use of flashing lights or compulsory stop signal in a school bus
459	operating flashing lights when the bus is not being used to transport school children
463	exceeding axle load; exceeding total loaded weight allowed by less than 5,000 kg; exceeding maximum length by less than 5 m; exceeding maximum width or height by less than 50 cm
471(4)	<i>load is not placed, secured or covered in accordance with the regulation respecting the securing of loads</i>
513	<i>special permit (according to amount of fine)</i>
621(35)	<i>special permit (according to amount of fine)</i>
622(8)	<i>dangerous substances (according to amount of fine)</i>

OFFENCE = 2 POINTS

274	failing to carry a sign warning of a slow vehicle
293	driving where prohibited by a sign (special/sports events)
299	speeding in a municipality (21 to 30 km/h)
310	failing to comply with signs or signals
312	driving on private property to avoid compliance with a traffic sign or signal
320 to 324	failing to comply with driving rules
325	driving at less than the normal speed of traffic
326	crossing a median strip or any other separation other than at the places laid out for that purpose
328, 329	exceeding the prescribed or indicated speed limit (21 to 30 km/h)
330	not slowing down where conditions so require
331	failing to operate hazard warning lights when driving at a low speed
335, 336	tailgating
340	increasing your speed while being passed
341	passing a bicycle in an unsafe manner
349 and 350	failing to yield
351 to 358	turning in an unsafe manner
372 to 376	failing to signal in the proper manner (turning, changing lanes, U-turn, etc.)
395	driving a vehicle in which a seat belt has been removed, modified or rendered inoperative

418	driving on the shoulder of a public highway
423	driving a road vehicle equipped with turned-on white lights projecting a light beam toward the rear
424	not turning headlights on when they should be
426	carrying more passengers than there are places available
432	not stopping a bus or minibus in the zones provided for that purpose
437.1	towing a trailer or semi-trailer without an adequate hitching device
437.2	refusing to move a combination of vehicles to the nearest safe area
455	not making sure that children are seated in a moving school bus
463	exceeding total loaded weight allowed by 5,000 to 10,000 kg; exceeding maximum length by 5 to 10 m; exceeding maximum width or height by 50 to 100 cm
464	driving without carrying the required special permit (oversized vehicle)
471(2)	carrying a load that reduces the driver's field of vision or blocks the lights
471(4)	<i>carrying a load that is not placed, secured or covered in accordance with the regulation respecting the securing of loads</i>
473.1	driving without carrying the required special permit (exceeding maximum width or length)
474	failing to carry a red flag or reflector panel (load extending beyond rear of vehicle by more than 1 m)
498	allowing ice, snow or any other substance to fall from a vehicle
513	<i>special permit (according to amount of fine)</i>
519.3	failing to keep the pre-departure inspection record up to date
519.5	failing or refusing to report a minor defect
519.8	failing to secure freight, express and baggage in compliance with the Code
519.16, par.2	failing to ensure that the driver keeps the inspection record on board and records all the information
519.19	allowing a bus in which freight or baggage has not been secured properly to be operated
621(35)	<i>special permit (according to amount of fine)</i>
622(8)	<i>special permit (according to amount of fine)</i>

OFFENCE = 3 POINTS

65	driving a vehicle without holding the driver's licence of the appropriate class or without the prescribed endorsements
96	letting another person use one's driver's licence or using another person's driver's licence
98	failing to comply with the conditions attached to one's driver's licence
99	the holder of a learner's licence drives a vehicle without being assisted by a person holding a valid licence
102	refusing to surrender one's driver's licence at the request of a peace officer

105	driving a road vehicle while under a sanction
106	allowing a vehicle to be driven by a person who does not hold a licence of the appropriate class or whose licence has been suspended or revoked
146	using a document that may be confused with a licence
168	failing to discharge the obligations of a driver involved in an accident
169	failing to call for a peace officer when involved in an accident where there is bodily injury
170	in the case of a driver involved in an accident, failing to furnish the required information
171	failing to report an accident, under certain conditions, to the nearest police station
202.2	driving a road vehicle with alcohol present in the body
202.3	refusing to provide a peace officer with a breath sample
238	failing to clean headlights, lights or reflectors where ordered by a peace officer
251	carrying a radar warning device in a vehicle
267	failing to clean or clear the windshield or a window where ordered by a peace officer
291, par. 3	exceeding total loaded weight allowed by 5,000 kg on a bridge or overpass where prohibited by a sign
292	failing to verify the condition of the vehicle's brakes where required by the proper sign or signal
292.1	driving on a highway when access is prohibited
293.1, par.3	driving where prohibited by a sign
299	speeding in a municipality (31 k/h or more over the speed limit)
311	failing to obey the orders or signals of an authority
326.1	crossing a line marking off lanes where not allowed
327	driving at a speed or taking action that can endanger human life and safety
328, 329	exceeding the prescribed or indicated speed limit (31 km/h or more)
333	driving a vehicle containing a radar warning device
339	not following the proper passing procedure
342, 345 to 348	passing in an unsafe manner
359, 360	failing to follow the proper procedure for a red light
361	failing to stop at an amber light
362	failing to slow down or yield at a flashing amber light
363, 364	failing to yield
365	driving in a lane that is not indicated by a green arrow
367	failing to yield
368 to 370	failing to stop at a stop sign
371	failing to give priority to a vehicle moving in the lane you are about to enter
396	wearing a seat belt that is improperly fastened (number of points increased from 2 to 3)

402 to 410	failing to yield
411	failing to stop at least 5 m from a railway
412	entering a level crossing when there is not sufficient space
416	driving in reverse on a limited access highway
417	backing up in a manner that is unsafe or obstructs traffic (number of points increased from 2 to 3)
421	driving a vehicle to which a restrictive or prohibitive measure applies
422	driving in a race or for a wager or stake
433	riding on a running board or other part of a vehicle in motion
437	towing a vehicle the wheels of which remain on the ground, where the vehicle is not firmly held by a bar
456	failing to turn on the flashing lights when people are getting on or off a bus or minibus
457	in the case of school buses stopped in a single lane, failing to turn on the flashing lights or activate the stop signal
460	failing to stop more than 5 m from a bus when the flashing lights are turned on
463	exceeding the total loaded weight allowed by over 10,000 kg; exceeding the total loaded weight allowed by less than 5,000 kg or exceeding the axle load on a bridge to which load limits apply; exceeding the maximum length by over 10 m; exceeding the maximum width or height by over 100 cm
468, par.2	refusing to drive an oversized vehicle to a suitable place
470.1	failing to drive to an inspection station where required to do so by a peace officer or by a sign or signal.
471(1) and (3)	driving a vehicle carrying a load that moves or detaches itself from a vehicle, or interferes with the stability or handling of the vehicle
471(4)	<i>load is not placed, secured or covered in accordance with the regulation respecting the securing of loads</i>
472, par.2	failing to impound a vehicle in a suitable place when the load represents a hazard
473	driving a vehicle carrying a load or equipment that exceeds the width or length of the vehicle (without a special permit)
513	<i>special permit (according to amount of fine)</i>
519.2	failing to conduct a pre-departure inspection and enter all observations in the inspection report
519.3	failing to complete the inspection report of the heavy vehicle being driven
519.4	failing to keep the inspection record on board the vehicle; having more than one record; or refusing to surrender the record for examination
519.5	failing to report a major defect
519.6	driving a heavy vehicle which has a major defect discovered during pre-departure inspection
519.7	failing to inform the required persons that your driver's licence is not valid

519.9	exceeding the driving and duty time prescribed by law
519.10	failing to keep a daily log and enter the required information; having more than one log; failing to keep on board the daily logs or other trip related documents; failing to surrender the daily logs to an inspector or to a peace officer
519.11	failing to surrender the leasing contract or contract of services at the request of a peace officer
519.12	exceeding the driving and duty time prescribed by regulation; failing to comply with the orders of a peace officer
519.13	failing to stop at a level crossing
519.14	failing to drive the vehicle to a roadside inspection station and facilitate any inspection
519.15	failing to ensure your drivers conduct a pre-departure inspection
519.16, par.1 and 3	1) placing more than one inspection record in a heavy vehicle; 3) failing to inform the owner of any defects recorded and forward a copy of the inspection report
519.20	failing to maintain the records, reports, files and other documents prescribed by regulation
519.22	failing to ensure that the daily duty and driving time logs are completed and kept on board
519.23	failing to maintain the document prescribed by regulation (where the driver is exempted from keeping a daily driving and duty time log)
519.24	failing to ensure that drivers do not exceed the allowed driving and duty time and that they remit a copy of the log
519.25	failing to obtain a copy of the daily logs from the person who supplies the driver
519.27	failing to ensure that your driver drives to a roadside inspection station
519.28	failing to drive your heavy vehicle to an appropriate place (dangerous substances)
519.42	allowing a vehicle to be operated by a driver who does not hold a valid driver's licence
519.45	entering or allowing someone to enter false or inaccurate information in a daily log
519.52, par. 3	operating or allowing someone to operate a vehicle whose brake system has been modified so as to reduce the effectiveness
519.67.1, par. 2	failing to comply with a highway carrier monitor's requests for a vehicle under your responsibility
519.70, par. 2	failing to make documents available to the person carrying out the inspection
519.73	hindering a peace officer or inspector
621(35)	<i>special permit (according to amount of fine)</i>

622(8)	<i>dangerous substances (according to amount of fine)</i>
636	<i>failing to stop a vehicle at the request of a peace officer</i>
636.1	<i>failing to submit to physical coordination tests requested by a peace officer</i>

OFFENCE = 4 POINTS

463	exceeding total loaded weight allowed by 5,000 to 10,000 kg on a bridge where load limits apply
291, par. 3	exceeding total loaded weight allowed by 5,000 to 10,000 kg on a bridge or overpass where a sign or signal prohibits overweight vehicles

OFFENCE = 5 POINTS

463	exceeding total loaded weight allowed by over 10,000 kg on a bridge where load limits apply
291, par. 3	exceeding total loaded weight allowed by over 10,000 kg on a bridge or overpass where a sign or signal prohibits overweight vehicles

CRIMINAL CODE

OFFENCE = 5 POINTS

220, 221	criminal negligence
236	manslaughter
249(1)A	reckless driving
249(3 and 4)	reckless driving causing bodily injury or death
252(1)	failing to stop at the scene of an accident
253	impaired driving
254(5)	failing or refusing to provide a breath sample
255(2 and 3)	impaired driving causing bodily injury or death

In preparing a conduct review file, the Société also considers that an offence was committed under section 253 or 254(5) of the Criminal Code (as the case may be) where it is informed that a person's driver's licence has been suspended for a period of 15 days under section 202.4 or 202.5 of the Highway Safety Code, for either of the following reasons:

- the person operated or had the care or control of a motor vehicle after consuming alcohol in such a quantity that the concentration in the person's blood exceeds 80 milligrams of alcohol in 100 millilitres of blood (s. 253 of the Criminal Code);
- the person failed or refused to comply with a demand made to him by a peace officer under section 254 of the Criminal Code.

NOTE

Points assigned for offences committed under sections in italics vary according to seriousness (1, 2 or 3 points). The amount of the fine levied tells you the number of points assigned, according to the table below.

	Offences related to highway safety		Offences related to safeguarding of the highway system	
	Imputable to the driver	Imputable to the owner or operator	Imputable to the driver	Imputable to the owner or operator
1 point	\$90	\$175	\$75	\$150
2 points	\$175	\$350	\$150	\$300
3 points	\$350	\$700	\$300	\$600

B



OFFENCES CONSIDERED IN THE CONDUCT REVIEW OF OWNERS

Only offences that are liable to be discovered during a carrier audit are considered imputable to the owner, as the assessment of an owner’s conduct on the road is based exclusively on the rate at which his vehicles are ordered out of service.

HIGHWAY SAFETY CODE

OFFENCE = 2 POINTS

- 519.17 *failing to correct a minor defect that is reported to the owner*
- 519.21 *failing to correct a minor defect after being notified thereof by the vehicle manufacturer*
- 531, par.2 *putting a vehicle with a minor defect back into operation*

OFFENCE = 3 POINTS

- 519.15 *failing to maintain heavy vehicles in good mechanical condition*
- 519.17 *allowing the operation of a vehicle that has a major defect*
- 519.18 *failing to obtain a copy of the inspection report*
- 519.20 *failing to maintain the records, reports, files and other documents prescribed by regulation*
- 519.21 *failing to comply with a notice of (major) defect issued by the vehicle manufacturer*
- 519.70, par. 2 *failing to make documents available to the person carrying out the inspection*
- 519.73 *hindering a peace officer or inspector*
- 534 *putting a vehicle with a major defect back into operation*

APPENDIX 2

List of critical and unforeseen defects

A



CRITICAL DEFECTS

The Regulation respecting safety standards for road vehicles defines all major defects liable to be found during mechanical inspection. The critical defects identified under the present policy were established on the basis of the Regulation and constitute aggravated major defects because:

- they are worse than a major defect as defined in the Regulation; or
- the same major defect affects more than one component of the vehicle. For example, a wheel that has a crack, breach, elongated bolt hole, or welded repair is considered a major defect. If these same things are found on two wheels of the vehicle, it is considered a critical defect.

LIST OF CRITICAL DEFECTS

The critical defects listed below are described in reference to a major defect defined in Division V of the Regulation respecting safety standards for road vehicles. The reference is indicated in parentheses.

1. Braking system

a. Air brakes:

A critical defect exists where one of the following defects is found on 50% or more of the wheels or wheel assemblies of a vehicle equipped with air brakes:

- A crack that reaches the outer edge of the friction surface or any other part of a drum or disc (s. 164(3));
- One of the components of the braking system that is not securely mounted or is missing, seized up, damaged, deteriorated or worn in a way that considerably reduces the good working order of the brakes (s. 164(5));
- The stroke of the push rod of a brake chamber in a vehicle with two axles, or of two brake chambers in a vehicle with three axles or more, that exceeds the maximum adjustment value provided by the manufacturer by 6.5 mm or more (s. 166(9)).

b. Hydraulic brakes:

A critical defect exists where two or more of the following defects are found on a vehicle equipped with hydraulic brakes.

- A level of brake fluid in the master cylinder that is lower than one quarter of the normal full level (s. 165(2));
- Leakage (other than weeping) of brake fluid along the system when the service brake is engaged (s. 165(3));
- A drum or disc that is missing, cracked or broken (s. 164(3)).

A critical defect also exists where two or more of the defects related to brake drums or discs are present.

2. Steering

A critical defect exists where the amount of play in the steering wheel exceeds the values established in paragraph (b) of section 167(7) by 50% or more, or:

Power steering (section 167(7), paragraph (b)):

- 270 mm for a steering wheel whose diameter is 500 mm or less;
- 300 mm for a steering wheel whose diameter is over 500 mm.

Mechanical steering:

- 200 mm for a steering wheel whose diameter is 500 mm or less;
- 300 mm for a steering wheel whose diameter is over 500 mm.

3. Suspension

A critical defect exists where 50% or more of the leaf springs of an assembly are broken or missing (s. 168(2)).

4. Chassis frame

A critical defect exists where one of the following anomalies is found on a vehicle:

- A component of the frame that is broken, cracked or sags in a way that makes a mobile part and the body touch, or any other condition indicating that a side rail is in imminent danger of breaking (s. 169(1));
- A component of the frame that is so cracked or broken that it hampers the good working order or reduces the solidity of a steering, suspension, coupling, engine or transmission component (s. 169(2));

5. Tires

A critical defect exists where one of the following anomalies is found on four or more tires:

- A single tire or dual tires in the same wheel assembly that are so cut or worn that the rib or steel belt is exposed, are bulged due to a defect in the carcass, or are designed for off-road driving (s. 170(1));
- A tire that is leaking air or a single tire on a motor vehicle that has foreign material embedded in the tread or sidewall that could cause a puncture (s. 170(3));
- A tire touching a fixed part of the vehicle or the other tire in the case of dual tires (s. 170(4)).

6. Wheels

A critical defect exists where one or more of the following anomalies are found on two or more wheels:

- A wheel fastener that is missing, cracked, broken or not solidly attached (s. 170(6));
- A wheel that has a crack, a breach, an elongated bolt hole or has been repaired by means of welding (s. 170(7)).

B



MECHANICAL DEFECTS RESULTING FROM AN UNFORESEEN EVENT

Some major defects are considered to be the result of unforeseen events and, as such, should not be taken into account in conduct review. Such unforeseen defects are entered in the owner's record, but do not lead to an "out of service" order within the meaning of Section 6.2.1C of this policy ("Conduct review procedure for owners").

The following major defects will be considered the result of unforeseen events, provided that:

- The defect is not the result of the owner's negligence during mandatory vehicle maintenance;
- A start-up inspection (pre-departure safety check) was performed on the vehicle;
- The defect is associated with one or more of the following conditions:
 - ◆ It could not be foreseen;
 - ◆ It is caused by a factor unrelated to the vehicle, such as an accident that just occurred or an electrical problem.

Each defect is described in reference to a major defect defined in Division V of the Regulation respecting safety standards for road vehicles.

1. Lights and signals

- The vehicle does not have at least one adequate low beam (s. 163(1));
- The vehicle does not have at least one adequate tail light (s. 163(1));
- The vehicle does not have at least one adequate brake light (s. 163(1)).

2. Steering system

- A line is so cracked or cut that it is in imminent danger of breaking (167(4));
- A power steering system is out of order due to: (s. 167(3))
 - ◆ a broken pump;
 - ◆ a missing belt;
 - ◆ a major oil leak or no oil left owing to an accidental break in the line.

3. Suspension

- A torsion bar is cracked or broken or a coil spring is so cracked or broken that the vehicle is completely sagged (s. 168(4));

- A main leaf is broken (s. 168(2));
- An air leak in a pneumatic suspension cannot be made up for by the compressor when the engine is idling (s. 168(5));
- A leaf spring or a coil spring is so out of place that it touches a rotating part (s. 168(3)).

4. Brakes

a. Air and power-assisted air brakes

- There is no braking on the trailer because the relay valve is jammed (s. 164(1));
- A flexible line bulges when under pressure (the line must not be worn or in poor condition) (s. 165(1));
- The pulley of an air compressor is missing (s. 164(5) and 166(4));
- An air pressure loss exceeds the regulatory standard due to a broken brake line or brake actuator diaphragm (s. 166(5)).

b. Hydraulic brakes

- When the service brake is applied, brake fluid leaks along the system, other than weeping (s. 165(3));
- A flexible line bulges when under pressure (the line must not be worn or in poor condition) (s. 165(1));
- The level of brake fluid in the master cylinder is lower than one quarter of the normal full level due to a leak in the braking system (s. 165(2));
- A power brake does not work or is of no help for the driver when he applies the brakes because (s. 165(7)):
 - Vacuum brake booster:
 1. a tube is broken.
 - Hydraulic power brake:
 1. there is a mechanical problem in the pump,
 2. belt is missing,
 3. there is a major oil leak or no oil owing to a break in the line,
 4. the pump (electric) does not function when the engine is turned off.

c. Brake linings

- A brake lining is missing or a support touches the friction surface of the drum or disc when the brakes are applied (s. 164(4)).

5. Fuel system

- There is a fuel leak, other than weeping, along the fuel supply system owing to an accidental line break (s. 171(2)).
- The tank is so poorly mounted that it could break loose (s. 171(3)).

6. Engine control system

- The engine does not idle when the accelerator pedal is released because the electrical control system is not working properly (s. 171(1)).

7. Windows

- A windshield is so damaged that the driver's visibility of the road and road signs is considerably reduced (s. 163(7)).

8. Tires

- Dual tires in the same wheel assembly are worn to below the allowable level due to sudden braking (wheel lock) (s. 170(2));
- A single tire or dual tires in the same wheel assembly are cut or bulged due to a defect in the carcass (s. 170(1));
- A tire has an air leak or needs air (s. 170(3));
- A single tire on a motor vehicle has foreign material embedded in the tread or sidewall that could cause a puncture (s. 170(3));
- A tire touches a fixed part of the vehicle (s. 170(4)).

9. Emergency exit

- The warning light or buzzer of an emergency exit door does not work (s. 163(4)).

10. Windshield wipers

- The windshield wiper on the driver's side does not work due to an electrical problem (s.163(8)).

APPENDIX
3

Calculation of fleet size for file correction purposes

A



OWNERS

A- The annual average number of heavy motor vehicles licensed in Québec is calculated as follows:

- the number of heavy motor vehicles licensed to the owner in Québec and authorized to operate in Québec during the review period is determined, along with the number of days for which the authorization to operate was valid;
- the number of days is multiplied by the corresponding number of vehicles;
- the numbers obtained are added up;
- the total is divided by the number of days in the review period to obtain the annual average. Fractions are rounded off to the nearest whole number.

EXAMPLE

A person owns 2 vehicles during the entire review period, but puts one of them in storage for a period of 7 months (213 days). The annual average number of vehicles in the owner's fleet is calculated as follows:

$(1 \text{ vehicle} \times 730 \text{ days}) + 1 \text{ vehicle} \times (730 - 213 \text{ days}) = 1.7 \text{ vehicles}$

730 days

Rounding off to the nearest whole number gives 2 vehicles.

B- The annual average number of trailers and semi-trailers licensed in Québec is calculated as follows:

- the number of trailers or semi-trailers licensed to the owner in Québec¹³ during the review period is determined, along with the number of days during which each trailer or semi-trailer was licensed;
- the number of days is multiplied by the corresponding number of vehicles;
- the numbers obtained are added up;
- the total is divided by the number of days in the review period to obtain the annual average;
- fractions are rounded off to the nearest whole number.

¹³ Trailers must not be prohibited from operating

C- The annual average number of trailers and semi-trailers not licensed in Québec but inspected under Québec's Preventive Maintenance Program is calculated as follows:

- the number of trailers or semi-trailers not licensed in Québec but were subject to maintenance under Québec's Preventive Maintenance Program during the review period is determined, along with the number of days during which each vehicle was subject to maintenance under the program;
- the number of days is multiplied by the corresponding number of vehicles;
- the numbers obtained are added up;
- the total is divided by the number of days covered by the review period to obtain the annual average;
- fractions are rounded off to the nearest whole number.

B



OPERATORS

The annual average number of heavy motor vehicles operated in Québec is calculated as follows:

- the total number of heavy motor vehicles operated¹⁴ in Québec by the operator during the review period is determined, along with the number of days during which each vehicle was operated;
- the number of days is multiplied by the corresponding number of vehicles;
- the numbers obtained are added up;
- the total is divided by the number of days in the review period to obtain the annual average;
- fractions are rounded off to the nearest whole number.

EXAMPLE

A person operates 6 of his own heavy vehicles for the entire 2-year review period (730 days), plus 4 other vehicles that were leased for 7 months (213 days) during the same review period. The annual average number of vehicles operated by this person in Québec for the 2-year review period is calculated as follows:

$$\frac{(6 \text{ vehicles} \times 730 \text{ days}) + (4 \text{ vehicles} \times 213 \text{ days})}{730 \text{ days}} = 7.16 \text{ vehicles}$$

Rounding off to the nearest whole number gives 7 vehicles.

¹⁴ An operated vehicle means any vehicle used by an operator, whatever it belongs to the operator or is used by the operator under a leasing contract or a contract of service.

APPENDIX 4

Reference Chart

THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport ¹⁵		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1	8	13	9	15	7	9	9
2	10	19	12	23	7	10	10
3	11	24	14	29	7	11	11
4	12	29	17	35	8	12	12
5	13	33	18	41	8	13	13
6	13	37	20	46	9	13	13
7	14	40	21	51	9	14	14
8	15	44	23	56	10	15	15
9	15	47	24	60	10	15	16
10	16	50	26	64	11	15	17
11	17	53	26	68	11	16	17
12	17	56	27	72	12	16	18
13	18	59	29	75	12	17	19
14	18	62	29	78	13	17	19
15	19	65	30	81	13	17	20
16	19	67	30	84	14	18	21
17	20	70	32	87	14	18	21
18	20	72	32	89	15	18	22
19	20	75	33	92	15	18	22
20	21	77	33	94	16	19	23
21	21	80	35	97	16	19	24
22	22	82	35	99	17	19	24
23	22	85	36	101	17	19	25
24	23	87	36	103	18	19	25
25	23	89	36	105	18	20	26
26	23	91	38	107	19	20	26
27	24	94	38	109	19	20	27
28	24	96	38	111	20	20	27
29	24	98	39	112	20	20	28
30	25	100	39	114	21	20	29

¹⁵ For transportation by ambulance, the threshold for «involved in accidents» is the threshold for passenger transport multiplied by 2.5.



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
31	25	102	39	116	21	21	29
32	26	104	41	118	22	21	30
33	26	106	41	121	22	22	30
34	26	108	41	123	23	22	31
35	27	110	41	125	23	22	31
36	27	112	42	128	24	23	32
37	27	114	42	130	24	23	32
38	28	116	42	132	25	23	33
39	28	118	42	135	25	24	33
40	28	120	42	137	26	24	34
41	29	122	44	139	26	25	34
42	29	124	44	141	27	25	35
43	29	126	44	143	27	25	35
44	30	127	44	146	28	26	35
45	30	129	44	148	28	26	36
46	30	131	45	150	29	26	36
47	31	133	45	152	29	27	37
48	31	135	45	154	30	27	37
49	31	136	45	156	30	28	38
50	32	138	45	159	31	28	38
51	32	140	47	161	31	28	39
52	32	142	47	163	32	29	39
53	32	143	47	165	32	29	40
54	33	145	48	167	33	29	40
55	33	147	48	169	33	30	41
56	33	148	48	171	34	30	41
57	34	150	50	173	34	30	42
58	34	152	50	175	35	31	42
59	34	153	50	177	35	31	42
60	35	155	51	179	36	31	43
61	35	157	51	181	36	32	43
62	35	158	51	183	37	32	44
63	35	160	53	185	37	32	44
64	36	161	53	187	38	33	45
65	36	163	53	189	38	33	45
66	36	165	53	191	39	33	46
67	37	166	54	193	39	34	46
68	37	168	54	195	40	34	46
69	37	169	54	197	40	35	47
70	37	171	56	198	41	35	47
71	38	172	56	200	41	35	48
72	38	174	56	202	42	35	48
73	38	175	57	204	42	36	49
74	39	177	57	206	43	36	49
75	39	179	57	208	43	36	49



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
76	39	180	57	210	44	37	50
77	39	182	59	212	44	37	50
78	40	183	59	213	45	37	51
79	40	184	59	215	45	38	51
80	40	186	60	217	46	38	52
81	40	187	60	219	46	38	52
82	41	189	60	221	47	39	52
83	41	190	60	223	47	39	53
84	41	192	62	224	48	39	53
85	42	193	62	226	48	40	54
86	42	195	62	228	49	40	54
87	42	196	62	230	49	40	54
88	42	198	63	231	50	41	55
89	43	199	63	233	50	41	55
90	43	200	63	235	51	41	56
91	43	202	65	237	51	42	56
92	43	203	65	239	52	42	57
93	44	205	65	240	52	42	57
94	44	206	65	242	53	42	57
95	44	207	66	244	53	43	58
96	44	209	66	246	54	43	58
97	45	210	66	247	54	43	59
98	45	212	66	249	55	44	59
99	45	213	68	251	55	44	59
100	45	214	68	252	56	44	60
101	46	215	68	254	49	45	60
102	46	216	68	256	50	45	61
103	46	217	69	257	50	45	61
104	47	218	69	259	50	46	61
105	47	219	69	261	51	46	62
106	48	220	69	263	51	46	62
107	48	221	71	264	51	46	63
108	49	223	71	266	52	47	63
109	49	224	71	268	52	47	63
110	49	225	71	269	52	47	64
111	50	226	72	271	53	48	64
112	50	227	72	273	53	48	65
113	51	228	72	274	53	48	65
114	51	229	72	276	54	48	65
115	51	230	74	278	54	49	66
116	52	231	74	279	54	49	66
117	52	233	74	281	55	49	67
118	53	234	74	282	55	50	67
119	53	235	74	284	55	50	67
120	54	236	75	286	56	50	68



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
121	54	237	75	287	56	51	68
122	54	238	75	289	56	51	68
123	55	239	75	291	57	51	69
124	55	240	77	292	57	51	69
125	56	241	77	294	57	52	70
126	56	242	77	295	57	52	70
127	56	243	77	297	58	52	70
128	57	244	78	299	58	53	71
129	57	245	78	300	58	53	71
130	58	246	78	302	59	53	72
131	58	247	78	303	59	53	72
132	59	248	78	305	59	54	72
133	59	249	80	306	60	54	73
134	59	250	80	308	60	54	73
135	60	252	80	310	60	55	73
136	60	253	80	311	61	55	74
137	61	254	81	313	61	55	74
138	61	255	81	314	61	55	75
139	61	256	81	316	62	56	75
140	62	257	81	317	62	56	75
141	62	258	81	319	62	56	76
142	63	259	83	320	62	57	76
143	63	260	83	322	63	57	77
144	64	261	83	324	63	57	77
145	64	262	83	325	63	57	77
146	64	263	84	327	64	58	78
147	65	264	84	328	64	58	78
148	65	265	84	330	64	58	78
149	66	266	84	331	65	58	79
150	66	267	84	333	65	59	79
151	66	267	86	334	65	59	80
152	67	268	86	336	65	59	80
153	67	269	86	337	66	60	80
154	68	270	86	339	66	60	81
155	68	271	86	340	66	60	81
156	69	272	87	342	67	60	81
157	69	273	87	343	67	61	82
158	69	274	87	345	67	61	82
159	70	275	87	346	68	61	83
160	70	276	89	348	68	61	83
161	71	277	89	349	68	62	83
162	71	278	89	351	68	62	84
163	71	279	89	352	69	62	84
164	72	280	89	354	69	63	84
165	72	281	90	355	69	63	85



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
166	73	282	90	357	70	63	85
167	73	283	90	358	70	63	86
168	73	284	90	360	70	64	86
169	74	285	90	361	71	64	86
170	74	286	92	363	71	64	87
171	75	286	92	364	71	64	87
172	75	287	92	365	71	65	87
173	76	288	92	367	72	65	88
174	76	289	92	368	72	65	88
175	76	290	93	370	72	66	88
176	77	291	93	371	73	66	89
177	77	292	93	373	73	66	89
178	78	293	93	374	73	66	90
179	78	294	93	376	74	67	90
180	78	295	95	377	74	67	90
181	79	296	95	379	74	67	91
182	79	296	95	380	74	67	91
183	80	297	95	381	75	68	91
184	80	298	95	383	75	68	92
185	80	299	96	384	75	68	92
186	81	300	96	386	76	68	92
187	81	301	96	387	76	69	93
188	82	302	96	389	76	69	93
189	82	303	96	390	76	69	94
190	82	304	98	391	77	69	94
191	83	304	98	393	77	70	94
192	83	305	98	394	77	70	95
193	84	306	98	396	78	70	95
194	84	307	98	397	78	71	95
195	84	308	99	399	78	71	96
196	85	309	99	400	78	71	96
197	85	310	99	401	79	71	96
198	86	311	99	403	79	72	97
199	86	311	99	404	79	72	97
200	87	312	99	406	80	72	98
201	87	313	101	407	80	72	98
202	87	314	101	408	80	73	98
203	88	315	101	410	80	73	99
204	88	316	101	411	81	73	99
205	89	317	101	413	81	73	99
206	89	317	102	414	81	74	100
207	89	318	102	415	82	74	100
208	90	319	102	417	82	74	100
209	90	320	102	418	82	74	101
210	91	321	102	419	82	75	101



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
211	91	322	102	421	83	75	102
212	91	322	104	422	83	75	102
213	92	323	104	424	83	75	102
214	92	324	104	425	84	76	103
215	93	325	104	426	84	76	103
216	93	326	104	428	84	76	103
217	93	327	105	429	84	76	104
218	94	327	105	430	85	77	104
219	94	328	105	432	85	77	104
220	95	329	105	433	85	77	105
221	95	330	105	435	86	77	105
222	95	331	107	436	86	78	105
223	96	332	107	437	86	78	106
224	96	332	107	439	86	78	106
225	97	333	107	440	87	78	106
226	97	334	107	441	87	79	107
227	97	335	107	443	87	79	107
228	98	336	108	444	88	79	108
229	98	337	108	445	88	79	108
230	99	337	108	447	88	80	108
231	99	338	108	448	88	80	109
232	99	339	108	449	89	80	109
233	100	340	108	451	89	81	109
234	100	341	110	452	89	81	110
235	101	341	110	454	90	81	110
236	101	342	110	455	90	81	110
237	101	343	110	456	90	82	111
238	102	344	110	458	90	82	111
239	102	345	111	459	91	82	111
240	103	345	111	460	91	82	112
241	103	346	111	462	91	83	112
242	103	347	111	463	91	83	112
243	104	348	111	464	92	83	113
244	104	349	111	466	92	83	113
245	105	349	113	467	92	83	114
246	105	350	113	468	93	84	114
247	105	351	113	470	93	84	114
248	106	352	113	471	93	84	115
249	106	352	113	472	93	84	115
250	107	353	113	473	94	85	115
251	107	354	114	475	94	85	116
252	107	355	114	476	94	85	116
253	108	356	114	477	94	85	116
254	108	356	114	479	95	86	117
255	109	357	114	480	95	86	117



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
256	109	358	114	481	95	86	117
257	109	359	116	483	96	86	118
258	110	359	116	484	96	87	118
259	110	360	116	485	96	87	118
260	111	361	116	487	96	87	119
261	111	362	116	488	97	87	119
262	111	363	116	489	97	88	119
263	112	363	117	490	97	88	120
264	112	364	117	492	98	88	120
265	113	365	117	493	98	88	120
266	113	366	117	494	98	89	121
267	113	366	117	496	98	89	121
268	114	367	117	497	99	89	122
269	114	368	119	498	99	89	122
270	115	369	119	500	99	90	122
271	115	369	119	501	99	90	123
272	115	370	119	502	100	90	123
273	116	371	119	503	100	90	123
274	116	372	119	505	100	91	124
275	117	372	120	506	100	91	124
276	117	373	120	507	101	91	124
277	117	374	120	509	101	91	125
278	118	375	120	510	101	92	125
279	118	375	120	511	102	92	125
280	119	376	120	512	102	92	126
281	119	377	122	514	102	92	126
282	119	378	122	515	102	93	126
283	120	378	122	516	103	93	127
284	120	379	122	517	103	93	127
285	121	380	122	519	103	93	127
286	121	381	122	520	103	93	128
287	121	381	123	521	104	94	128
288	122	382	123	523	104	94	128
289	122	383	123	524	104	94	129
290	122	384	123	525	105	94	129
291	123	384	123	526	105	95	129
292	123	385	123	528	105	95	130
293	124	386	125	529	105	95	130
294	124	386	125	530	106	95	130
295	124	387	125	531	106	96	131
296	125	388	125	533	106	96	131
297	125	389	125	534	106	96	131
298	126	389	125	535	107	96	132
299	126	390	125	536	107	97	132
300	126	391	126	538	107	97	132



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
301	127	392	126	539	107	97	133
302	127	392	126	540	108	97	133
303	128	393	126	541	108	98	134
304	128	394	126	543	108	98	134
305	128	394	126	544	109	98	134
306	129	395	128	545	109	98	135
307	129	396	128	546	109	98	135
308	130	397	128	548	109	99	135
309	130	397	128	549	110	99	136
310	130	398	128	550	110	99	136
311	131	399	128	551	110	99	136
312	131	399	129	553	110	100	137
313	131	400	129	554	111	100	137
314	132	401	129	555	111	100	137
315	132	402	129	556	111	100	138
316	133	402	129	558	111	101	138
317	133	403	129	559	112	101	138
318	133	404	129	560	112	101	139
319	134	404	131	561	112	101	139
320	134	405	131	563	113	102	139
321	135	406	131	564	113	102	140
322	135	406	131	565	113	102	140
323	135	407	131	566	113	102	140
324	136	408	131	568	114	102	141
325	136	409	132	569	114	103	141
326	137	409	132	570	114	103	141
327	137	410	132	571	114	103	142
328	137	411	132	572	115	103	142
329	138	411	132	574	115	104	142
330	138	412	132	575	115	104	143
331	138	413	132	576	115	104	143
332	139	413	134	577	116	104	143
333	139	414	134	579	116	105	144
334	140	415	134	580	116	105	144
335	140	416	134	581	116	105	144
336	140	416	134	582	117	105	145
337	141	417	134	583	117	106	145
338	141	418	134	585	117	106	145
339	142	418	135	586	117	106	146
340	142	419	135	587	118	106	146
341	142	420	135	588	118	106	146
342	143	420	135	589	118	107	147
343	143	421	135	591	119	107	147
344	144	422	135	592	119	107	147
345	144	422	137	593	119	107	148



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
346	144	423	137	594	119	108	148
347	145	424	137	596	120	108	148
348	145	424	137	597	120	108	149
349	145	425	137	598	120	108	149
350	146	426	137	599	120	109	149
351	146	426	137	600	121	109	150
352	147	427	138	602	121	109	150
353	147	428	138	603	121	109	150
354	147	428	138	604	121	109	151
355	148	429	138	605	122	110	151
356	148	430	138	606	122	110	151
357	148	430	138	608	122	110	152
358	149	431	138	609	122	110	152
359	149	432	140	610	123	111	152
360	150	432	140	611	123	111	153
361	150	433	140	612	123	111	153
362	150	434	140	614	123	111	153
363	151	434	140	615	124	111	154
364	151	435	140	616	124	112	154
365	152	436	140	617	124	112	154
366	152	436	141	618	124	112	155
367	152	437	141	619	125	112	155
368	153	438	141	621	125	113	155
369	153	438	141	622	125	113	156
370	153	439	141	624	126	113	156
371	154	440	141	625	126	113	156
372	154	440	141	625	126	114	157
373	155	441	143	626	126	114	157
374	155	442	143	627	127	114	157
375	155	442	143	627	127	114	158
376	156	443	143	628	127	114	158
377	156	444	143	629	127	115	158
378	157	444	143	629	128	115	159
379	157	445	143	630	128	115	159
380	157	446	144	631	128	115	159
381	158	446	144	631	128	116	160
382	158	447	144	632	129	116	160
383	158	448	144	633	129	116	160
384	159	448	144	633	129	116	161
385	159	449	144	634	129	116	161
386	160	450	144	635	130	117	161
387	160	450	146	635	130	117	162
388	160	451	146	636	130	117	162
389	161	452	146	637	130	117	162
390	161	452	146	638	131	118	163



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
391	161	453	146	638	131	118	163
392	162	453	146	639	131	118	163
393	162	454	146	640	131	118	164
394	163	455	147	640	132	119	164
395	163	455	147	641	132	119	164
396	163	456	147	642	132	119	165
397	164	457	147	642	132	119	165
398	164	457	147	643	133	119	165
399	164	458	147	644	133	120	166
400	165	459	147	644	133	120	166
401	165	459	149	645	133	120	166
402	166	460	149	646	134	120	167
403	166	460	149	646	134	121	167
404	166	461	149	647	134	121	167
405	167	462	149	648	134	121	168
406	167	462	149	648	135	121	168
407	167	463	149	649	135	121	168
408	168	463	150	650	135	122	169
409	168	464	150	650	135	122	169
410	169	464	150	651	136	122	169
411	169	465	150	652	136	122	170
412	169	466	150	652	136	123	170
413	170	466	150	653	136	123	170
414	170	467	150	653	137	123	171
415	171	467	152	654	137	123	171
416	171	468	152	655	137	123	171
417	171	468	152	655	137	124	172
418	172	469	152	656	138	124	172
419	172	470	152	657	138	124	172
420	172	470	152	657	138	124	172
421	173	471	152	658	138	125	173
422	173	471	152	659	139	125	173
423	174	472	153	659	139	125	173
424	174	472	153	660	139	125	174
425	174	473	153	661	139	125	174
426	175	474	153	661	140	126	174
427	175	474	153	662	140	126	175
428	175	475	153	663	140	126	175
429	176	475	153	663	140	126	175
430	176	476	155	664	141	127	176
431	176	476	155	665	141	127	176
432	177	477	155	665	141	127	176
433	177	477	155	666	141	127	177
434	178	478	155	667	142	127	177
435	178	479	155	667	142	128	177



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
436	178	479	155	668	142	128	178
437	179	480	155	668	142	128	178
438	179	480	156	669	143	128	178
439	179	481	156	670	143	129	179
440	180	481	156	670	143	129	179
441	180	482	156	671	143	129	179
442	181	482	156	672	144	129	180
443	181	483	156	672	144	129	180
444	181	483	156	673	144	130	180
445	182	484	158	674	144	130	181
446	182	485	158	674	145	130	181
447	182	485	158	675	145	130	181
448	183	486	158	675	145	130	182
449	183	486	158	676	145	131	182
450	184	487	158	677	146	131	182
451	184	487	158	677	146	131	183
452	184	488	158	678	146	131	183
453	185	488	159	679	146	132	183
454	185	489	159	679	147	132	184
455	185	489	159	680	147	132	184
456	186	490	159	681	147	132	184
457	186	490	159	681	147	132	185
458	187	491	159	682	148	133	185
459	187	492	159	682	148	133	185
460	187	492	161	683	148	133	186
461	188	493	161	684	148	133	186
462	188	493	161	684	149	134	186
463	188	494	161	685	149	134	186
464	189	494	161	686	149	134	187
465	189	495	161	686	149	134	187
466	189	495	161	687	150	134	187
467	190	496	161	687	150	135	188
468	190	496	162	688	150	135	188
469	191	497	162	689	150	135	188
470	191	497	162	689	151	135	189
471	191	498	162	690	151	136	189
472	192	498	162	691	151	136	189
473	192	499	162	691	151	136	190
474	192	499	162	692	152	136	190
475	193	500	162	692	152	136	190
476	193	500	164	693	152	137	191
477	194	501	164	694	152	137	191
478	194	501	164	694	153	137	191
479	194	502	164	695	153	137	192
480	195	502	164	696	153	137	192



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
481	195	503	164	696	153	138	192
482	195	503	164	697	154	138	193
483	196	504	165	697	154	138	193
484	196	504	165	698	154	138	193
485	196	505	165	699	154	139	194
486	197	505	165	699	155	139	194
487	197	506	165	700	155	139	194
488	198	506	165	701	155	139	195
489	198	507	165	701	155	139	195
490	198	507	165	702	156	140	195
491	199	508	167	702	156	140	196
492	199	508	167	703	156	140	196
493	199	509	167	704	156	140	196
494	200	509	167	704	157	140	196
495	200	510	167	705	157	141	197
496	200	510	167	705	157	141	197
497	201	511	167	706	157	141	197
498	201	511	167	707	158	141	198
499	202	512	168	707	158	142	198
500	202	512	168	708	158	142	198
501	202	513	168	708	158	142	199
502	203	513	168	709	159	142	199
503	203	514	168	710	159	142	199
504	203	514	168	710	159	143	200
505	204	515	168	711	159	143	200
506	204	515	168	712	160	143	200
507	204	516	170	712	160	143	201
508	205	516	170	713	160	143	201
509	205	517	170	713	160	144	201
510	206	517	170	714	161	144	202
511	206	518	170	715	161	144	202
512	206	518	170	715	161	144	202
513	207	519	170	716	161	145	203
514	207	519	170	716	162	145	203
515	207	520	171	717	162	145	203
516	208	520	171	718	162	145	204
517	208	521	171	718	162	145	204
518	208	521	171	719	162	146	204
519	209	522	171	719	163	146	205
520	209	522	171	720	163	146	205
521	210	523	171	721	163	146	205
522	210	523	171	721	163	146	205
523	210	524	173	722	164	147	206
524	211	524	173	722	164	147	206
525	211	525	173	723	164	147	206



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
526	211	525	173	724	164	147	207
527	212	525	173	724	165	148	207
528	212	526	173	725	165	148	207
529	212	526	173	725	165	148	208
530	213	527	173	726	165	148	208
531	213	527	174	727	166	148	208
532	214	528	174	727	166	149	209
533	214	528	174	728	166	149	209
534	214	529	174	728	166	149	209
535	215	529	174	729	167	149	210
536	215	530	174	729	167	149	210
537	215	530	174	730	167	150	210
538	216	531	174	731	167	150	211
539	216	531	176	731	168	150	211
540	216	532	176	732	168	150	211
541	217	532	176	732	168	150	212
542	217	533	176	733	168	151	212
543	217	533	176	734	169	151	212
544	218	533	176	734	169	151	212
545	218	534	176	735	169	151	213
546	219	534	176	735	169	152	213
547	219	535	177	736	170	152	213
548	219	535	177	737	170	152	214
549	220	536	177	737	170	152	214
550	220	536	177	738	170	152	214
551	220	537	177	738	170	153	215
552	221	537	177	739	171	153	215
553	221	538	177	740	171	153	215
554	221	538	177	740	171	153	216
555	222	538	177	741	171	153	216
556	222	539	179	741	172	154	216
557	222	539	179	742	172	154	217
558	223	540	179	742	172	154	217
559	223	540	179	743	172	154	217
560	224	541	179	744	173	154	218
561	224	541	179	744	173	155	218
562	224	542	179	745	173	155	218
563	225	542	179	745	173	155	219
564	225	543	180	746	174	155	219
565	225	543	180	746	174	156	219
566	226	543	180	747	174	156	219
567	226	544	180	748	174	156	220
568	226	544	180	748	175	156	220
569	227	545	180	749	175	156	220
570	227	545	180	749	175	157	221



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
571	227	546	180	750	175	157	221
572	228	546	182	751	176	157	221
573	228	547	182	751	176	157	222
574	229	547	182	752	176	157	222
575	229	547	182	752	176	158	222
576	229	548	182	753	176	158	223
577	230	548	182	753	177	158	223
578	230	549	182	754	177	158	223
579	230	549	182	755	177	158	224
580	231	550	182	755	177	159	224
581	231	550	183	756	178	159	224
582	231	550	183	756	178	159	225
583	232	551	183	757	178	159	225
584	232	551	183	757	178	159	225
585	232	552	183	758	179	160	225
586	233	552	183	759	179	160	226
587	233	553	183	759	179	160	226
588	233	553	183	760	179	160	226
589	234	554	185	760	180	161	227
590	234	554	185	761	180	161	227
591	235	554	185	761	180	161	227
592	235	555	185	762	180	161	228
593	235	555	185	763	181	161	228
594	236	556	185	763	181	162	228
595	236	556	185	764	181	162	229
596	236	557	185	764	181	162	229
597	237	557	185	765	182	162	229
598	237	557	186	765	182	162	230
599	237	558	186	766	182	163	230
600	238	558	186	767	182	163	230
601	238	559	186	767	182	163	231
602	238	559	186	768	183	163	231
603	239	559	186	768	183	163	231
604	239	560	186	769	183	164	231
605	239	560	186	769	183	164	232
606	240	561	188	770	184	164	232
607	240	561	188	771	184	164	232
608	240	562	188	771	184	164	233
609	241	562	188	772	184	165	233
610	241	562	188	772	185	165	233
611	242	563	188	773	185	165	234
612	242	563	188	773	185	165	234
613	242	564	188	774	185	165	234
614	243	564	188	774	186	166	235
615	243	565	189	775	186	166	235



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
616	243	565	189	776	186	166	235
617	244	565	189	776	186	166	236
618	244	566	189	777	187	167	236
619	244	566	189	777	187	167	236
620	245	567	189	778	187	167	237
621	245	567	189	778	187	167	237
622	245	567	189	779	187	167	237
623	246	568	189	779	188	168	237
624	246	568	191	780	188	168	238
625	246	569	191	781	188	168	238
626	247	569	191	781	188	168	238
627	247	570	191	782	189	168	239
628	247	570	191	782	189	169	239
629	248	570	191	783	189	169	239
630	248	571	191	783	189	169	240
631	249	571	191	784	190	169	240
632	249	572	191	785	190	169	240
633	249	572	192	785	190	170	241
634	250	572	192	786	190	170	241
635	250	573	192	786	191	170	241
636	250	573	192	787	191	170	242
637	251	574	192	787	191	170	242
638	251	574	192	788	191	171	242
639	251	574	192	788	191	171	242
640	252	575	192	789	192	171	243
641	252	575	194	789	192	171	243
642	252	576	194	790	192	171	243
643	253	576	194	791	192	172	244
644	253	576	194	791	193	172	244
645	253	577	194	792	193	172	244
646	254	577	194	792	193	172	245
647	254	578	194	793	193	172	245
648	254	578	194	793	194	173	245
649	255	578	194	794	194	173	246
650	255	579	195	794	194	173	246
651	255	579	195	795	194	173	246
652	256	580	195	796	195	173	247
653	256	580	195	796	195	174	247
654	256	580	195	797	195	174	247
655	257	581	195	797	195	174	248
656	257	581	195	798	195	174	248
657	257	582	195	798	196	174	248
658	258	582	195	799	196	175	248
659	258	582	197	799	196	175	249
660	259	583	197	800	196	175	249



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
661	259	583	197	800	197	175	249
662	259	584	197	801	197	175	250
663	260	584	197	802	197	176	250
664	260	584	197	802	197	176	250
665	260	585	197	803	198	176	251
666	261	585	197	803	198	176	251
667	261	586	197	804	198	177	251
668	261	586	198	804	198	177	252
669	262	586	198	805	199	177	252
670	262	587	198	805	199	177	252
671	262	587	198	806	199	177	253
672	263	588	198	806	199	178	253
673	263	588	198	807	199	178	253
674	263	588	198	808	200	178	253
675	264	589	198	808	200	178	254
676	264	589	198	809	200	178	254
677	264	589	200	809	200	179	254
678	265	590	200	810	201	179	255
679	265	590	200	810	201	179	255
680	265	591	200	811	201	179	255
681	266	591	200	811	201	179	256
682	266	591	200	812	202	180	256
683	266	592	200	812	202	180	256
684	267	592	200	813	202	180	257
685	267	593	200	813	202	180	257
686	267	593	201	814	203	180	257
687	268	593	201	815	203	181	257
688	268	594	201	815	203	181	258
689	268	594	201	816	203	181	258
690	269	594	201	816	203	181	258
691	269	595	201	817	204	181	259
692	269	595	201	817	204	182	259
693	270	596	201	818	204	182	259
694	270	596	201	818	204	182	260
695	270	596	203	819	205	182	260
696	271	597	203	819	205	182	260
697	271	597	203	820	205	183	261
698	271	597	203	820	205	183	261
699	272	598	203	821	206	183	261
700	272	598	203	821	206	183	262
701	273	599	203	822	206	183	262
702	273	599	203	823	206	184	262
703	273	599	203	823	206	184	262
704	274	600	203	824	207	184	263
705	274	600	204	824	207	184	263



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
706	274	600	204	825	207	184	263
707	275	601	204	825	207	185	264
708	275	601	204	826	208	185	264
709	275	602	204	826	208	185	264
710	276	602	204	827	208	185	265
711	276	602	204	827	208	185	265
712	276	603	204	828	209	186	265
713	277	603	204	828	209	186	266
714	277	603	206	829	209	186	266
715	277	604	206	829	209	186	266
716	278	604	206	830	210	186	266
717	278	605	206	830	210	187	267
718	278	605	206	831	210	187	267
719	279	605	206	832	210	187	267
720	279	606	206	832	210	187	268
721	279	606	206	833	211	187	268
722	280	606	206	833	211	188	268
723	280	607	207	834	211	188	269
724	280	607	207	834	211	188	269
725	281	608	207	835	212	188	269
726	281	608	207	835	212	188	270
727	281	608	207	836	212	189	270
728	282	609	207	836	212	189	270
729	282	609	207	837	213	189	271
730	282	609	207	837	213	189	271
731	283	610	207	838	213	189	271
732	283	610	209	838	213	190	271
733	283	610	209	839	213	190	272
734	284	611	209	839	214	190	272
735	284	611	209	840	214	190	272
736	284	612	209	840	214	190	273
737	285	612	209	841	214	191	273
738	285	612	209	841	215	191	273
739	285	613	209	842	215	191	274
740	286	613	209	843	215	191	274
741	286	613	209	843	215	191	274
742	286	614	210	844	216	192	275
743	287	614	210	844	216	192	275
744	287	614	210	845	216	192	275
745	287	615	210	845	216	192	275
746	288	615	210	846	216	192	276
747	288	616	210	846	217	193	276
748	288	616	210	847	217	193	276
749	289	616	210	847	217	193	277
750	289	617	210	848	217	193	277



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
751	289	617	212	848	218	193	277
752	290	617	212	849	218	194	278
753	290	618	212	849	218	194	278
754	290	618	212	850	218	194	278
755	291	618	212	850	219	194	279
756	291	619	212	851	219	194	279
757	291	619	212	851	219	195	279
758	292	619	212	852	219	195	279
759	292	620	212	852	219	195	280
760	292	620	212	853	220	195	280
761	293	621	213	853	220	195	280
762	293	621	213	854	220	196	281
763	293	621	213	854	220	196	281
764	294	622	213	855	221	196	281
765	294	622	213	855	221	196	282
766	294	622	213	856	221	196	282
767	295	623	213	857	221	197	282
768	295	623	213	857	222	197	283
769	295	623	213	858	222	197	283
770	296	624	215	858	222	197	283
771	296	624	215	859	222	197	284
772	296	624	215	859	222	198	284
773	297	625	215	860	223	198	284
774	297	625	215	860	223	198	284
775	297	625	215	861	223	198	285
776	298	626	215	861	223	198	285
777	298	626	215	862	224	198	285
778	298	626	215	862	224	199	286
779	299	627	215	863	224	199	286
780	299	627	216	863	224	199	286
781	299	628	216	864	225	199	287
782	300	628	216	864	225	199	287
783	300	628	216	865	225	200	287
784	300	629	216	865	225	200	288
785	301	629	216	866	225	200	288
786	301	629	216	866	226	200	288
787	301	630	216	867	226	200	288
788	302	630	216	867	226	201	289
789	302	630	216	868	226	201	289
790	302	631	218	868	227	201	289
791	303	631	218	869	227	201	290
792	303	631	218	869	227	201	290
793	303	632	218	870	227	202	290
794	304	632	218	870	227	202	291
795	304	632	218	871	228	202	291



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
796	304	633	218	871	228	202	291
797	304	633	218	872	228	202	292
798	305	633	218	872	228	203	292
799	305	634	219	873	229	203	292
800	305	634	219	873	229	203	292
801	306	634	219	874	229	203	293
802	306	635	219	874	229	203	293
803	306	635	219	875	230	204	293
804	307	635	219	875	230	204	294
805	307	636	219	876	230	204	294
806	307	636	219	876	230	204	294
807	308	636	219	877	230	204	295
808	308	637	219	877	231	205	295
809	308	637	221	878	231	205	295
810	309	638	221	878	231	205	295
811	309	638	221	879	231	205	296
812	309	638	221	879	232	205	296
813	310	639	221	880	232	206	296
814	310	639	221	880	232	206	297
815	310	639	221	881	232	206	297
816	311	640	221	881	233	206	297
817	311	640	221	882	233	206	298
818	311	640	221	882	233	207	298
819	312	641	222	883	233	207	298
820	312	641	222	883	233	207	299
821	312	641	222	884	234	207	299
822	313	642	222	884	234	207	299
823	313	642	222	885	234	208	299
824	313	642	222	885	234	208	300
825	314	643	222	886	235	208	300
826	314	643	222	886	235	208	300
827	314	643	222	887	235	208	301
828	315	644	222	887	235	208	301
829	315	644	224	888	235	209	301
830	315	644	224	888	236	209	302
831	316	645	224	889	236	209	302
832	316	645	224	889	236	209	302
833	316	645	224	890	236	209	303
834	317	646	224	890	237	210	303
835	317	646	224	891	237	210	303
836	317	646	224	891	237	210	303
837	317	647	224	892	237	210	304
838	318	647	224	892	238	210	304
839	318	647	225	893	238	211	304
840	318	648	225	893	238	211	305



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
841	319	648	225	894	238	211	305
842	319	648	225	894	238	211	305
843	319	649	225	895	239	211	306
844	320	649	225	895	239	212	306
845	320	649	225	896	239	212	306
846	320	650	225	896	239	212	307
847	321	650	225	897	240	212	307
848	321	650	225	897	240	212	307
849	321	651	227	898	240	213	307
850	322	651	227	898	240	213	308
851	322	651	227	899	240	213	308
852	322	652	227	899	241	213	308
853	323	652	227	900	241	213	309
854	323	652	227	900	241	214	309
855	323	653	227	901	241	214	309
856	324	653	227	901	242	214	310
857	324	653	227	902	242	214	310
858	324	653	227	902	242	214	310
859	325	654	228	903	242	214	310
860	325	654	228	903	243	215	311
861	325	654	228	904	243	215	311
862	326	655	228	904	243	215	311
863	326	655	228	905	243	215	312
864	326	655	228	905	243	215	312
865	326	656	228	906	244	216	312
866	327	656	228	906	244	216	313
867	327	656	228	907	244	216	313
868	327	657	228	907	244	216	313
869	328	657	230	908	245	216	314
870	328	657	230	908	245	217	314
871	328	658	230	909	245	217	314
872	329	658	230	909	245	217	314
873	329	658	230	910	245	217	315
874	329	659	230	910	246	217	315
875	330	659	230	911	246	218	315
876	330	659	230	911	246	218	316
877	330	660	230	911	246	218	316
878	331	660	230	912	247	218	316
879	331	660	231	912	247	218	317
880	331	661	231	913	247	219	317
881	332	661	231	913	247	219	317
882	332	661	231	914	247	219	318
883	332	662	231	914	248	219	318
884	333	662	231	915	248	219	318
885	333	662	231	915	248	220	318



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
886	333	663	231	916	248	220	319
887	334	663	231	916	249	220	319
888	334	663	231	917	249	220	319
889	334	664	233	917	249	220	320
890	334	664	233	918	249	220	320
891	335	664	233	918	250	221	320
892	335	664	233	919	250	221	321
893	335	665	233	919	250	221	321
894	336	665	233	920	250	221	321
895	336	665	233	920	250	221	321
896	336	666	233	921	251	222	322
897	337	666	233	921	251	222	322
898	337	666	233	922	251	222	322
899	337	667	234	922	251	222	323
900	338	667	234	923	252	222	323
901	338	667	234	923	252	223	323
902	338	668	234	924	252	223	324
903	339	668	234	924	252	223	324
904	339	668	234	925	252	223	324
905	339	669	234	925	253	223	325
906	340	669	234	925	253	224	325
907	340	669	234	926	253	224	325
908	340	670	234	926	253	224	325
909	340	670	234	927	254	224	326
910	341	670	236	927	254	224	326
911	341	670	236	928	254	225	326
912	341	671	236	928	254	225	327
913	342	671	236	929	254	225	327
914	342	671	236	929	255	225	327
915	342	672	236	930	255	225	328
916	343	672	236	930	255	225	328
917	343	672	236	931	255	226	328
918	343	673	236	931	256	226	328
919	344	673	236	932	256	226	329
920	344	673	237	932	256	226	329
921	344	674	237	933	256	226	329
922	345	674	237	933	256	227	330
923	345	674	237	934	257	227	330
924	345	675	237	934	257	227	330
925	345	675	237	935	257	227	331
926	346	675	237	935	257	227	331
927	346	676	237	936	258	228	331
928	346	676	237	936	258	228	331
929	347	676	237	936	258	228	332
930	347	676	237	937	258	228	332



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
931	347	677	239	937	259	228	332
932	348	677	239	938	259	229	333
933	348	677	239	938	259	229	333
934	348	678	239	939	259	229	333
935	349	678	239	939	259	229	334
936	349	678	239	940	260	229	334
937	349	679	239	940	260	229	334
938	350	679	239	941	260	230	335
939	350	679	239	941	260	230	335
940	350	680	239	942	261	230	335
941	350	680	240	942	261	230	335
942	351	680	240	943	261	230	336
943	351	680	240	943	261	231	336
944	351	681	240	944	261	231	336
945	352	681	240	944	262	231	337
946	352	681	240	945	262	231	337
947	352	682	240	945	262	231	337
948	353	682	240	945	262	232	338
949	353	682	240	946	263	232	338
950	353	683	240	946	263	232	338
951	354	683	242	947	263	232	338
952	354	683	242	947	263	232	339
953	354	684	242	948	263	233	339
954	355	684	242	948	264	233	339
955	355	684	242	949	264	233	340
956	355	684	242	949	264	233	340
957	355	685	242	950	264	233	340
958	356	685	242	950	265	233	341
959	356	685	242	951	265	234	341
960	356	686	242	951	265	234	341
961	357	686	242	952	265	234	341
962	357	686	243	952	265	234	342
963	357	687	243	953	266	234	342
964	358	687	243	953	266	235	342
965	358	687	243	953	266	235	343
966	358	688	243	954	266	235	343
967	359	688	243	954	267	235	343
968	359	688	243	955	267	235	344
969	359	688	243	955	267	236	344
970	359	689	243	956	267	236	344
971	360	689	243	956	267	236	345
972	360	689	243	957	268	236	345
973	360	690	245	957	268	236	345
974	361	690	245	958	268	236	345
975	361	690	245	958	268	237	346



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
976	361	691	245	959	269	237	346
977	362	691	245	959	269	237	346
978	362	691	245	960	269	237	347
979	362	691	245	960	269	237	347
980	363	692	245	960	269	238	347
981	363	692	245	961	270	238	348
982	363	692	245	961	270	238	348
983	363	693	246	962	270	238	348
984	364	693	246	962	270	238	348
985	364	693	246	963	271	239	349
986	364	694	246	963	271	239	349
987	365	694	246	964	271	239	349
988	365	694	246	964	271	239	350
989	365	695	246	965	271	239	350
990	366	695	246	965	272	240	350
991	366	695	246	966	272	240	351
992	366	695	246	966	272	240	351
993	367	696	246	967	272	240	351
994	367	696	248	967	273	240	351
995	367	696	248	967	273	240	352
996	367	697	248	968	273	241	352
997	368	697	248	968	273	241	352
998	368	697	248	969	273	241	353
999	368	698	248	969	274	241	353
1000	369	698	248	970	274	241	353
1001	369	698	248	970	274	242	354
1002	369	698	248	971	274	242	354
1003	370	699	248	971	275	242	354
1004	370	699	248	972	275	242	354
1005	370	699	249	972	275	242	355
1006	371	700	249	973	275	243	355
1007	371	700	249	973	275	243	355
1008	371	700	249	973	276	243	356
1009	371	701	249	974	276	243	356
1010	372	701	249	974	276	243	356
1011	372	701	249	975	276	243	357
1012	372	701	249	975	277	244	357
1013	373	702	249	976	277	244	357
1014	373	702	249	976	277	244	357
1015	373	702	249	977	277	244	358
1016	374	703	251	977	277	244	358
1017	374	703	251	978	278	245	358
1018	374	703	251	978	278	245	359
1019	374	703	251	979	278	245	359
1020	375	704	251	979	278	245	359



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1021	375	704	251	979	279	245	360
1022	375	704	251	980	279	246	360
1023	376	705	251	980	279	246	360
1024	376	705	251	981	279	246	360
1025	376	705	251	981	279	246	361
1026	377	706	251	982	280	246	361
1027	377	706	252	982	280	246	361
1028	377	706	252	983	280	247	362
1029	377	706	252	983	280	247	362
1030	378	707	252	984	281	247	362
1031	378	707	252	984	281	247	363
1032	378	707	252	984	281	247	363
1033	379	708	252	985	281	248	363
1034	379	708	252	985	281	248	364
1035	379	708	252	986	282	248	364
1036	380	709	252	986	282	248	364
1037	380	709	254	987	282	248	364
1038	380	709	254	987	282	249	365
1039	381	709	254	988	283	249	365
1040	381	710	254	988	283	249	365
1041	381	710	254	989	283	249	366
1042	381	710	254	989	283	249	366
1043	382	711	254	989	283	249	366
1044	382	711	254	990	284	250	367
1045	382	711	254	990	284	250	367
1046	383	711	254	991	284	250	367
1047	383	712	254	991	284	250	367
1048	383	712	255	992	285	250	368
1049	384	712	255	992	285	251	368
1050	384	713	255	993	285	251	368
1051	384	713	255	993	285	251	369
1052	384	713	255	994	285	251	369
1053	385	714	255	994	286	251	369
1054	385	714	255	994	286	252	370
1055	385	714	255	995	286	252	370
1056	386	714	255	995	286	252	370
1057	386	715	255	996	286	252	370
1058	386	715	255	996	287	252	371
1059	387	715	257	997	287	252	371
1060	387	716	257	997	287	253	371
1061	387	716	257	998	287	253	372
1062	387	716	257	998	288	253	372
1063	388	716	257	999	288	253	372
1064	388	717	257	999	288	253	373
1065	388	717	257	999	288	254	373



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1066	389	717	257	1000	288	254	373
1067	389	718	257	1000	289	254	373
1068	389	718	257	1001	289	254	374
1069	389	718	257	1001	289	254	374
1070	390	718	257	1002	289	254	374
1071	390	719	258	1002	290	255	375
1072	390	719	258	1003	290	255	375
1073	391	719	258	1003	290	255	375
1074	391	720	258	1003	290	255	376
1075	391	720	258	1004	290	255	376
1076	392	720	258	1004	291	256	376
1077	392	720	258	1005	291	256	376
1078	392	721	258	1005	291	256	377
1079	392	721	258	1006	291	256	377
1080	393	721	258	1006	292	256	377
1081	393	722	258	1007	292	257	378
1082	393	722	260	1007	292	257	378
1083	394	722	260	1007	292	257	378
1084	394	723	260	1008	292	257	379
1085	394	723	260	1008	293	257	379
1086	395	723	260	1009	293	257	379
1087	395	723	260	1009	293	258	379
1088	395	724	260	1010	293	258	380
1089	395	724	260	1010	294	258	380
1090	396	724	260	1011	294	258	380
1091	396	725	260	1011	294	258	381
1092	396	725	260	1012	294	259	381
1093	397	725	261	1012	294	259	381
1094	397	725	261	1012	295	259	382
1095	397	726	261	1013	295	259	382
1096	398	726	261	1013	295	259	382
1097	398	726	261	1014	295	260	382
1098	398	727	261	1014	296	260	383
1099	398	727	261	1015	296	260	383
1100	399	727	261	1015	296	260	383
1101	399	727	261	1016	296	260	384
1102	399	728	261	1016	296	260	384
1103	400	728	261	1016	297	261	384
1104	400	728	263	1017	297	261	385
1105	400	729	263	1017	297	261	385
1106	400	729	263	1018	297	261	385
1107	401	729	263	1018	297	261	385
1108	401	729	263	1019	298	262	386
1109	401	730	263	1019	298	262	386
1110	402	730	263	1020	298	262	386



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1111	402	730	263	1020	298	262	387
1112	402	731	263	1020	299	262	387
1113	403	731	263	1021	299	262	387
1114	403	731	263	1021	299	263	388
1115	403	731	264	1022	299	263	388
1116	403	732	264	1022	299	263	388
1117	404	732	264	1023	300	263	388
1118	404	732	264	1023	300	263	389
1119	404	733	264	1023	300	264	389
1120	405	733	264	1024	300	264	389
1121	405	733	264	1024	301	264	390
1122	405	733	264	1025	301	264	390
1123	405	734	264	1025	301	264	390
1124	406	734	264	1026	301	265	390
1125	406	734	264	1026	301	265	391
1126	406	735	264	1027	302	265	391
1127	407	735	266	1027	302	265	391
1128	407	735	266	1027	302	265	392
1129	407	735	266	1028	302	265	392
1130	408	736	266	1028	303	266	392
1131	408	736	266	1029	303	266	393
1132	408	736	266	1029	303	266	393
1133	408	737	266	1030	303	266	393
1134	409	737	266	1030	303	266	393
1135	409	737	266	1031	304	267	394
1136	409	737	266	1031	304	267	394
1137	410	738	266	1031	304	267	394
1138	410	738	267	1032	304	267	395
1139	410	738	267	1032	304	267	395
1140	410	739	267	1033	305	267	395
1141	411	739	267	1033	305	268	396
1142	411	739	267	1034	305	268	396
1143	411	739	267	1034	305	268	396
1144	412	740	267	1034	306	268	396
1145	412	740	267	1035	306	268	397
1146	412	740	267	1035	306	269	397
1147	412	740	267	1036	306	269	397
1148	413	741	267	1036	306	269	398
1149	413	741	267	1037	307	269	398
1150	413	741	269	1037	307	269	398
1151	414	742	269	1038	307	269	399
1152	414	742	269	1038	307	270	399
1153	414	742	269	1038	308	270	399
1154	414	742	269	1039	308	270	399
1155	415	743	269	1039	308	270	400



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1156	415	743	269	1040	308	270	400
1157	415	743	269	1040	308	271	400
1158	416	744	269	1041	309	271	401
1159	416	744	269	1041	309	271	401
1160	416	744	269	1041	309	271	401
1161	417	744	270	1042	309	271	402
1162	417	745	270	1042	309	271	402
1163	417	745	270	1043	310	272	402
1164	417	745	270	1043	310	272	402
1165	418	746	270	1044	310	272	403
1166	418	746	270	1044	310	272	403
1167	418	746	270	1045	311	272	403
1168	419	746	270	1045	311	273	404
1169	419	747	270	1045	311	273	404
1170	419	747	270	1046	311	273	404
1171	419	747	270	1046	311	273	405
1172	420	748	270	1047	312	273	405
1173	420	748	272	1047	312	274	405
1174	420	748	272	1048	312	274	405
1175	421	748	272	1048	312	274	406
1176	421	749	272	1048	313	274	406
1177	421	749	272	1049	313	274	406
1178	421	749	272	1049	313	274	407
1179	422	749	272	1050	313	275	407
1180	422	750	272	1050	313	275	407
1181	422	750	272	1051	314	275	407
1182	423	750	272	1051	314	275	408
1183	423	751	272	1051	314	275	408
1184	423	751	273	1052	314	276	408
1185	423	751	273	1052	314	276	409
1186	424	751	273	1053	315	276	409
1187	424	752	273	1053	315	276	409
1188	424	752	273	1054	315	276	410
1189	425	752	273	1054	315	276	410
1190	425	753	273	1054	316	277	410
1191	425	753	273	1055	316	277	410
1192	425	753	273	1055	316	277	411
1193	426	753	273	1056	316	277	411
1194	426	754	273	1056	316	277	411
1195	426	754	273	1057	317	278	412
1196	427	754	275	1057	317	278	412
1197	427	754	275	1057	317	278	412
1198	427	755	275	1058	317	278	413
1199	427	755	275	1058	318	278	413
1200	428	755	275	1059	318	278	413



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1201	428	756	275	1059	318	279	413
1202	428	756	275	1060	318	279	414
1203	429	756	275	1060	318	279	414
1204	429	756	275	1060	319	279	414
1205	429	757	275	1061	319	279	415
1206	429	757	275	1061	319	280	415
1207	430	757	275	1062	319	280	415
1208	430	758	276	1062	319	280	416
1209	430	758	276	1063	320	280	416
1210	431	758	276	1063	320	280	416
1211	431	758	276	1063	320	280	416
1212	431	759	276	1064	320	281	417
1213	431	759	276	1064	321	281	417
1214	432	759	276	1065	321	281	417
1215	432	759	276	1065	321	281	418
1216	432	760	276	1066	321	281	418
1217	433	760	276	1066	321	282	418
1218	433	760	276	1066	322	282	419
1219	433	761	278	1067	322	282	419
1220	433	761	278	1067	322	282	419
1221	434	761	278	1068	322	282	419
1222	434	761	278	1068	323	282	420
1223	434	762	278	1069	323	283	420
1224	435	762	278	1069	323	283	420
1225	435	762	278	1069	323	283	421
1226	435	763	278	1070	323	283	421
1227	435	763	278	1070	324	283	421
1228	436	763	278	1071	324	284	421
1229	436	763	278	1071	324	284	422
1230	436	764	278	1072	324	284	422
1231	437	764	279	1072	324	284	422
1232	437	764	279	1072	325	284	423
1233	437	764	279	1073	325	284	423
1234	437	765	279	1073	325	285	423
1235	438	765	279	1074	325	285	424
1236	438	765	279	1074	326	285	424
1237	438	766	279	1075	326	285	424
1238	438	766	279	1075	326	285	424
1239	439	766	279	1075	326	286	425
1240	439	766	279	1076	326	286	425
1241	439	767	279	1076	327	286	425
1242	440	767	279	1077	327	286	426
1243	440	767	281	1077	327	286	426
1244	440	767	281	1078	327	286	426
1245	440	768	281	1078	327	287	427



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1246	441	768	281	1078	328	287	427
1247	441	768	281	1079	328	287	427
1248	441	769	281	1079	328	287	427
1249	442	769	281	1080	328	287	428
1250	442	769	281	1080	329	288	428
1251	442	769	281	1080	329	288	428
1252	442	770	281	1081	329	288	429
1253	443	770	281	1081	329	288	429
1254	443	770	281	1082	329	288	429
1255	443	770	282	1082	330	288	429
1256	444	771	282	1083	330	289	430
1257	444	771	282	1083	330	289	430
1258	444	771	282	1083	330	289	430
1259	444	772	282	1084	331	289	431
1260	445	772	282	1084	331	289	431
1261	445	772	282	1085	331	290	431
1262	445	772	282	1085	331	290	432
1263	446	773	282	1086	331	290	432
1264	446	773	282	1086	332	290	432
1265	446	773	282	1086	332	290	432
1266	446	774	282	1087	332	290	433
1267	447	774	284	1087	332	291	433
1268	447	774	284	1088	332	291	433
1269	447	774	284	1088	333	291	434
1270	447	775	284	1088	333	291	434
1271	448	775	284	1089	333	291	434
1272	448	775	284	1089	333	291	435
1273	448	775	284	1090	334	292	435
1274	449	776	284	1090	334	292	435
1275	449	776	284	1091	334	292	435
1276	449	776	284	1091	334	292	436
1277	449	777	284	1091	334	292	436
1278	450	777	284	1092	335	293	436
1279	450	777	285	1092	335	293	437
1280	450	777	285	1093	335	293	437
1281	451	778	285	1093	335	293	437
1282	451	778	285	1093	335	293	437
1283	451	778	285	1094	336	293	438
1284	451	778	285	1094	336	294	438
1285	452	779	285	1095	336	294	438
1286	452	779	285	1095	336	294	439
1287	452	779	285	1096	337	294	439
1288	452	780	285	1096	337	294	439
1289	453	780	285	1096	337	295	440
1290	453	780	285	1097	337	295	440



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1291	453	780	287	1097	337	295	440
1292	454	781	287	1098	338	295	440
1293	454	781	287	1098	338	295	441
1294	454	781	287	1099	338	295	441
1295	454	781	287	1099	338	296	441
1296	455	782	287	1099	338	296	442
1297	455	782	287	1100	339	296	442
1298	455	782	287	1100	339	296	442
1299	456	782	287	1101	339	296	443
1300	456	783	287	1101	339	297	443
1301	456	783	287	1101	340	297	443
1302	456	783	287	1102	340	297	443
1303	457	784	288	1102	340	297	444
1304	457	784	288	1103	340	297	444
1305	457	784	288	1103	340	297	444
1306	457	784	288	1103	341	298	445
1307	458	785	288	1104	341	298	445
1308	458	785	288	1104	341	298	445
1309	458	785	288	1105	341	298	445
1310	459	785	288	1105	341	298	446
1311	459	786	288	1106	342	299	446
1312	459	786	288	1106	342	299	446
1313	459	786	288	1106	342	299	447
1314	460	787	288	1107	342	299	447
1315	460	787	290	1107	343	299	447
1316	460	787	290	1108	343	299	448
1317	460	787	290	1108	343	300	448
1318	461	788	290	1108	343	300	448
1319	461	788	290	1109	343	300	448
1320	461	788	290	1109	344	300	449
1321	462	788	290	1110	344	300	449
1322	462	789	290	1110	344	300	449
1323	462	789	290	1111	344	301	450
1324	462	789	290	1111	344	301	450
1325	463	790	290	1111	345	301	450
1326	463	790	290	1112	345	301	450
1327	463	790	290	1112	345	301	451
1328	463	790	291	1113	345	302	451
1329	464	791	291	1113	346	302	451
1330	464	791	291	1113	346	302	452
1331	464	791	291	1114	346	302	452
1332	465	791	291	1114	346	302	452
1333	465	792	291	1115	346	302	453
1334	465	792	291	1115	347	303	453
1335	465	792	291	1115	347	303	453



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1336	466	793	291	1116	347	303	453
1337	466	793	291	1116	347	303	454
1338	466	793	291	1117	347	303	454
1339	466	793	291	1117	348	304	454
1340	467	794	293	1118	348	304	455
1341	467	794	293	1118	348	304	455
1342	467	794	293	1118	348	304	455
1343	468	794	293	1119	349	304	456
1344	468	795	293	1119	349	304	456
1345	468	795	293	1120	349	305	456
1346	468	795	293	1120	349	305	456
1347	469	795	293	1120	349	305	457
1348	469	796	293	1121	350	305	457
1349	469	796	293	1121	350	305	457
1350	469	796	293	1122	350	306	458
1351	470	797	293	1122	350	306	458
1352	470	797	294	1122	350	306	458
1353	470	797	294	1123	351	306	458
1354	471	797	294	1123	351	306	459
1355	471	798	294	1124	351	306	459
1356	471	798	294	1124	351	307	459
1357	471	798	294	1125	352	307	460
1358	472	798	294	1125	352	307	460
1359	472	799	294	1125	352	307	460
1360	472	799	294	1126	352	307	461
1361	472	799	294	1126	352	307	461
1362	473	799	294	1127	353	308	461
1363	473	800	294	1127	353	308	461
1364	473	800	294	1127	353	308	462
1365	474	800	296	1128	353	308	462
1366	474	801	296	1128	353	308	462
1367	474	801	296	1129	354	309	463
1368	474	801	296	1129	354	309	463
1369	475	801	296	1129	354	309	463
1370	475	802	296	1130	354	309	463
1371	475	802	296	1130	355	309	464
1372	475	802	296	1131	355	309	464
1373	476	802	296	1131	355	310	464
1374	476	803	296	1131	355	310	465
1375	476	803	296	1132	355	310	465
1376	477	803	296	1132	356	310	465
1377	477	804	297	1133	356	310	466
1378	477	804	297	1133	356	311	466
1379	477	804	297	1133	356	311	466
1380	478	804	297	1134	356	311	466



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1381	478	805	297	1134	357	311	467
1382	478	805	297	1135	357	311	467
1383	478	805	297	1135	357	311	467
1384	479	805	297	1135	357	312	468
1385	479	806	297	1136	358	312	468
1386	479	806	297	1136	358	312	468
1387	479	806	297	1137	358	312	468
1388	480	806	297	1137	358	312	469
1389	480	807	299	1138	358	312	469
1390	480	807	299	1138	359	313	469
1391	481	807	299	1138	359	313	470
1392	481	808	299	1139	359	313	470
1393	481	808	299	1139	359	313	470
1394	481	808	299	1140	359	313	471
1395	482	808	299	1140	360	314	471
1396	482	809	299	1140	360	314	471
1397	482	809	299	1141	360	314	471
1398	482	809	299	1141	360	314	472
1399	483	809	299	1142	360	314	472
1400	483	810	299	1142	361	314	472
1401	483	810	299	1142	361	315	473
1402	483	810	300	1143	361	315	473
1403	484	810	300	1143	361	315	473
1404	484	811	300	1144	362	315	473
1405	484	811	300	1144	362	315	474
1406	485	811	300	1144	362	315	474
1407	485	812	300	1145	362	316	474
1408	485	812	300	1145	362	316	475
1409	485	812	300	1146	363	316	475
1410	486	812	300	1146	363	316	475
1411	486	813	300	1146	363	316	476
1412	486	813	300	1147	363	317	476
1413	486	813	300	1147	363	317	476
1414	487	813	300	1148	364	317	476
1415	487	814	302	1148	364	317	477
1416	487	814	302	1148	364	317	477
1417	487	814	302	1149	364	317	477
1418	488	814	302	1149	365	318	478
1419	488	815	302	1150	365	318	478
1420	488	815	302	1150	365	318	478
1421	489	815	302	1150	365	318	478
1422	489	816	302	1151	365	318	479
1423	489	816	302	1151	366	318	479
1424	489	816	302	1152	366	319	479
1425	490	816	302	1152	366	319	480



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1426	490	817	302	1152	366	319	480
1427	490	817	303	1153	366	319	480
1428	490	817	303	1153	367	319	481
1429	491	817	303	1154	367	320	481
1430	491	818	303	1154	367	320	481
1431	491	818	303	1154	367	320	481
1432	491	818	303	1155	368	320	482
1433	492	818	303	1155	368	320	482
1434	492	819	303	1156	368	320	482
1435	492	819	303	1156	368	321	483
1436	493	819	303	1156	368	321	483
1437	493	820	303	1157	369	321	483
1438	493	820	303	1157	369	321	483
1439	493	820	303	1158	369	321	484
1440	494	820	305	1158	369	322	484
1441	494	821	305	1158	369	322	484
1442	494	821	305	1159	370	322	485
1443	494	821	305	1159	370	322	485
1444	495	821	305	1160	370	322	485
1445	495	822	305	1160	370	322	486
1446	495	822	305	1160	370	323	486
1447	495	822	305	1161	371	323	486
1448	496	822	305	1161	371	323	486
1449	496	823	305	1162	371	323	487
1450	496	823	305	1162	371	323	487
1451	496	823	305	1162	372	323	487
1452	497	823	305	1163	372	324	488
1453	497	824	306	1163	372	324	488
1454	497	824	306	1164	372	324	488
1455	498	824	306	1164	372	324	488
1456	498	825	306	1164	373	324	489
1457	498	825	306	1165	373	325	489
1458	498	825	306	1165	373	325	489
1459	499	825	306	1166	373	325	490
1460	499	826	306	1166	373	325	490
1461	499	826	306	1166	374	325	490
1462	499	826	306	1167	374	325	491
1463	500	826	306	1167	374	326	491
1464	500	827	306	1168	374	326	491
1465	500	827	308	1168	375	326	491
1466	500	827	308	1168	375	326	492
1467	501	827	308	1169	375	326	492
1468	501	828	308	1169	375	326	492
1469	501	828	308	1170	375	327	493
1470	501	828	308	1170	376	327	493



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1471	502	829	308	1170	376	327	493
1472	502	829	308	1171	376	327	493
1473	502	829	308	1171	376	327	494
1474	503	829	308	1172	376	327	494
1475	503	830	308	1172	377	328	494
1476	503	830	308	1172	377	328	495
1477	503	830	308	1173	377	328	495
1478	504	830	309	1173	377	328	495
1479	504	831	309	1174	377	328	496
1480	504	831	309	1174	378	329	496
1481	504	831	309	1174	378	329	496
1482	505	831	309	1175	378	329	496
1483	505	832	309	1175	378	329	497
1484	505	832	309	1175	379	329	497
1485	505	832	309	1176	379	329	497
1486	506	832	309	1176	379	330	498
1487	506	833	309	1177	379	330	498
1488	506	833	309	1177	379	330	498
1489	506	833	309	1177	380	330	498
1490	507	834	309	1178	380	330	499
1491	507	834	311	1178	380	330	499
1492	507	834	311	1179	380	331	499
1493	507	834	311	1179	380	331	500
1494	508	835	311	1179	381	331	500
1495	508	835	311	1180	381	331	500
1496	508	835	311	1180	381	331	500
1497	508	835	311	1181	381	332	501
1498	509	836	311	1181	381	332	501
1499	509	836	311	1181	382	332	501
1500	509	836	311	1182	382	332	502
1501	510	836	311	1182	382	332	502
1502	510	837	311	1183	382	332	502
1503	510	837	311	1183	383	333	503
1504	510	837	312	1183	383	333	503
1505	511	837	312	1184	383	333	503
1506	511	838	312	1184	383	333	503
1507	511	838	312	1185	383	333	504
1508	511	838	312	1185	384	333	504
1509	512	839	312	1185	384	334	504
1510	512	839	312	1186	384	334	505
1511	512	839	312	1186	384	334	505
1512	512	839	312	1186	384	334	505
1513	513	840	312	1187	385	334	505
1514	513	840	312	1187	385	335	506
1515	513	840	312	1188	385	335	506



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1516	513	840	312	1188	385	335	506
1517	514	841	314	1188	385	335	507
1518	514	841	314	1189	386	335	507
1519	514	841	314	1189	386	335	507
1520	514	841	314	1190	386	336	508
1521	515	842	314	1190	386	336	508
1522	515	842	314	1190	387	336	508
1523	515	842	314	1191	387	336	508
1524	515	842	314	1191	387	336	509
1525	516	843	314	1192	387	336	509
1526	516	843	314	1192	387	337	509
1527	516	843	314	1192	388	337	510
1528	516	844	314	1193	388	337	510
1529	517	844	314	1193	388	337	510
1530	517	844	315	1194	388	337	510
1531	517	844	315	1194	388	338	511
1532	518	845	315	1194	389	338	511
1533	518	845	315	1195	389	338	511
1534	518	845	315	1195	389	338	512
1535	518	845	315	1195	389	338	512
1536	519	846	315	1196	390	338	512
1537	519	846	315	1196	390	339	512
1538	519	846	315	1197	390	339	513
1539	519	846	315	1197	390	339	513
1540	520	847	315	1197	390	339	513
1541	520	847	315	1198	391	339	514
1542	520	847	315	1198	391	339	514
1543	520	847	317	1199	391	340	514
1544	521	848	317	1199	391	340	515
1545	521	848	317	1199	391	340	515
1546	521	848	317	1200	392	340	515
1547	521	848	317	1200	392	340	515
1548	522	849	317	1201	392	340	516
1549	522	849	317	1201	392	341	516
1550	522	849	317	1201	392	341	516
1551	522	850	317	1202	393	341	517
1552	523	850	317	1202	393	341	517
1553	523	850	317	1202	393	341	517
1554	523	850	317	1203	393	342	517
1555	523	851	317	1203	394	342	518
1556	524	851	318	1204	394	342	518
1557	524	851	318	1204	394	342	518
1558	524	851	318	1204	394	342	519
1559	524	852	318	1205	394	342	519
1560	525	852	318	1205	395	343	519



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1561	525	852	318	1206	395	343	520
1562	525	852	318	1206	395	343	520
1563	525	853	318	1206	395	343	520
1564	526	853	318	1207	395	343	520
1565	526	853	318	1207	396	343	521
1566	526	853	318	1207	396	344	521
1567	526	854	318	1208	396	344	521
1568	527	854	318	1208	396	344	522
1569	527	854	318	1209	396	344	522
1570	527	855	320	1209	397	344	522
1571	527	855	320	1209	397	344	522
1572	528	855	320	1210	397	345	523
1573	528	855	320	1210	397	345	523
1574	528	856	320	1211	397	345	523
1575	528	856	320	1211	398	345	524
1576	529	856	320	1211	398	345	524
1577	529	856	320	1212	398	346	524
1578	529	857	320	1212	398	346	524
1579	529	857	320	1212	399	346	525
1580	530	857	320	1213	399	346	525
1581	530	857	320	1213	399	346	525
1582	530	858	320	1214	399	346	526
1583	530	858	321	1214	399	347	526
1584	531	858	321	1214	400	347	526
1585	531	858	321	1215	400	347	527
1586	531	859	321	1215	400	347	527
1587	531	859	321	1216	400	347	527
1588	532	859	321	1216	400	347	527
1589	532	859	321	1216	401	348	528
1590	532	860	321	1217	401	348	528
1591	533	860	321	1217	401	348	528
1592	533	860	321	1217	401	348	529
1593	533	861	321	1218	401	348	529
1594	533	861	321	1218	402	348	529
1595	534	861	321	1219	402	349	529
1596	534	861	323	1219	402	349	530
1597	534	862	323	1219	402	349	530
1598	534	862	323	1220	403	349	530
1599	535	862	323	1220	403	349	531
1600	535	862	323	1221	403	350	531
1601	535	863	323	1221	403	350	531
1602	535	863	323	1221	403	350	531
1603	536	863	323	1222	404	350	532
1604	536	863	323	1222	404	350	532
1605	536	864	323	1222	404	350	532



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1606	536	864	323	1223	404	351	533
1607	537	864	323	1223	404	351	533
1608	537	864	323	1224	405	351	533
1609	537	865	324	1224	405	351	534
1610	537	865	324	1224	405	351	534
1611	538	865	324	1225	405	351	534
1612	538	865	324	1225	405	352	534
1613	538	866	324	1226	406	352	535
1614	538	866	324	1226	406	352	535
1615	539	866	324	1226	406	352	535
1616	539	867	324	1227	406	352	536
1617	539	867	324	1227	407	352	536
1618	539	867	324	1227	407	353	536
1619	540	867	324	1228	407	353	536
1620	540	868	324	1228	407	353	537
1621	540	868	324	1229	407	353	537
1622	540	868	324	1229	408	353	537
1623	541	868	326	1229	408	354	538
1624	541	869	326	1230	408	354	538
1625	541	869	326	1230	408	354	538
1626	541	869	326	1230	408	354	538
1627	542	869	326	1231	409	354	539
1628	542	870	326	1231	409	354	539
1629	542	870	326	1232	409	355	539
1630	542	870	326	1232	409	355	540
1631	543	870	326	1232	409	355	540
1632	543	871	326	1233	410	355	540
1633	543	871	326	1233	410	355	541
1634	543	871	326	1234	410	355	541
1635	544	871	326	1234	410	356	541
1636	544	872	327	1234	410	356	541
1637	544	872	327	1235	411	356	542
1638	544	872	327	1235	411	356	542
1639	544	872	327	1235	411	356	542
1640	545	873	327	1236	411	356	543
1641	545	873	327	1236	412	357	543
1642	545	873	327	1237	412	357	543
1643	545	874	327	1237	412	357	543
1644	546	874	327	1237	412	357	544
1645	546	874	327	1238	412	357	544
1646	546	874	327	1238	413	357	544
1647	546	875	327	1238	413	358	545
1648	547	875	327	1239	413	358	545
1649	547	875	327	1239	413	358	545
1650	547	875	329	1240	413	358	545



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1651	547	876	329	1240	414	358	546
1652	548	876	329	1240	414	359	546
1653	548	876	329	1241	414	359	546
1654	548	876	329	1241	414	359	547
1655	548	877	329	1241	414	359	547
1656	549	877	329	1242	415	359	547
1657	549	877	329	1242	415	359	548
1658	549	877	329	1243	415	360	548
1659	549	878	329	1243	415	360	548
1660	550	878	329	1243	416	360	548
1661	550	878	329	1244	416	360	549
1662	550	878	329	1244	416	360	549
1663	550	879	330	1244	416	360	549
1664	551	879	330	1245	416	361	550
1665	551	879	330	1245	417	361	550
1666	551	879	330	1246	417	361	550
1667	551	880	330	1246	417	361	550
1668	552	880	330	1246	417	361	551
1669	552	880	330	1247	417	361	551
1670	552	881	330	1247	418	362	551
1671	552	881	330	1247	418	362	552
1672	553	881	330	1248	418	362	552
1673	553	881	330	1248	418	362	552
1674	553	882	330	1249	418	362	552
1675	553	882	330	1249	419	363	553
1676	554	882	330	1249	419	363	553
1677	554	882	332	1250	419	363	553
1678	554	883	332	1250	419	363	554
1679	554	883	332	1250	419	363	554
1680	555	883	332	1251	420	363	554
1681	555	883	332	1251	420	364	554
1682	555	884	332	1252	420	364	555
1683	555	884	332	1252	420	364	555
1684	556	884	332	1252	421	364	555
1685	556	884	332	1253	421	364	556
1686	556	885	332	1253	421	364	556
1687	556	885	332	1253	421	365	556
1688	557	885	332	1254	421	365	557
1689	557	885	332	1254	422	365	557
1690	557	886	332	1255	422	365	557
1691	557	886	333	1255	422	365	557
1692	558	886	333	1255	422	365	558
1693	558	886	333	1256	422	366	558
1694	558	887	333	1256	423	366	558
1695	558	887	333	1256	423	366	559



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1696	559	887	333	1257	423	366	559
1697	559	888	333	1257	423	366	559
1698	559	888	333	1258	423	366	559
1699	559	888	333	1258	424	367	560
1700	559	888	333	1258	424	367	560
1701	560	889	333	1259	424	367	560
1702	560	889	333	1259	424	367	561
1703	560	889	333	1259	424	367	561
1704	560	889	335	1260	425	367	561
1705	561	890	335	1260	425	368	561
1706	561	890	335	1261	425	368	562
1707	561	890	335	1261	425	368	562
1708	561	890	335	1261	426	368	562
1709	562	891	335	1262	426	368	563
1710	562	891	335	1262	426	369	563
1711	562	891	335	1262	426	369	563
1712	562	891	335	1263	426	369	563
1713	563	892	335	1263	427	369	564
1714	563	892	335	1264	427	369	564
1715	563	892	335	1264	427	369	564
1716	563	892	335	1264	427	370	565
1717	564	893	335	1265	427	370	565
1718	564	893	336	1265	428	370	565
1719	564	893	336	1265	428	370	566
1720	564	893	336	1266	428	370	566
1721	565	894	336	1266	428	370	566
1722	565	894	336	1267	428	371	566
1723	565	894	336	1267	429	371	567
1724	565	894	336	1267	429	371	567
1725	566	895	336	1268	429	371	567
1726	566	895	336	1268	429	371	568
1727	566	895	336	1268	429	371	568
1728	566	896	336	1269	430	372	568
1729	567	896	336	1269	430	372	568
1730	567	896	336	1270	430	372	569
1731	567	896	336	1270	430	372	569
1732	567	897	338	1270	430	372	569
1733	567	897	338	1271	431	372	570
1734	568	897	338	1271	431	373	570
1735	568	897	338	1271	431	373	570
1736	568	898	338	1272	431	373	570
1737	568	898	338	1272	432	373	571
1738	569	898	338	1272	432	373	571
1739	569	898	338	1273	432	373	571
1740	569	899	338	1273	432	374	572



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1741	569	899	338	1274	432	374	572
1742	570	899	338	1274	433	374	572
1743	570	899	338	1274	433	374	572
1744	570	900	338	1275	433	374	573
1745	570	900	338	1275	433	375	573
1746	571	900	339	1275	433	375	573
1747	571	900	339	1276	434	375	574
1748	571	901	339	1276	434	375	574
1749	571	901	339	1277	434	375	574
1750	572	901	339	1277	434	375	575
1751	572	901	339	1277	434	376	575
1752	572	902	339	1278	435	376	575
1753	572	902	339	1278	435	376	575
1754	573	902	339	1278	435	376	576
1755	573	902	339	1279	435	376	576
1756	573	903	339	1279	435	376	576
1757	573	903	339	1280	436	377	577
1758	573	903	339	1280	436	377	577
1759	574	904	339	1280	436	377	577
1760	574	904	341	1281	436	377	577
1761	574	904	341	1281	437	377	578
1762	574	904	341	1281	437	377	578
1763	575	905	341	1282	437	378	578
1764	575	905	341	1282	437	378	579
1765	575	905	341	1282	437	378	579
1766	575	905	341	1283	438	378	579
1767	576	906	341	1283	438	378	579
1768	576	906	341	1284	438	378	580
1769	576	906	341	1284	438	379	580
1770	576	906	341	1284	438	379	580
1771	577	907	341	1285	439	379	581
1772	577	907	341	1285	439	379	581
1773	577	907	341	1285	439	379	581
1774	577	907	342	1286	439	379	581
1775	578	908	342	1286	439	380	582
1776	578	908	342	1286	440	380	582
1777	578	908	342	1287	440	380	582
1778	578	908	342	1287	440	380	583
1779	578	909	342	1288	440	380	583
1780	579	909	342	1288	440	381	583
1781	579	909	342	1288	441	381	584
1782	579	909	342	1289	441	381	584
1783	579	910	342	1289	441	381	584
1784	580	910	342	1289	441	381	584
1785	580	910	342	1290	441	381	585



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1786	580	910	342	1290	442	382	585
1787	580	911	342	1291	442	382	585
1788	581	911	344	1291	442	382	586
1789	581	911	344	1291	442	382	586
1790	581	911	344	1292	443	382	586
1791	581	912	344	1292	443	382	586
1792	582	912	344	1292	443	383	587
1793	582	912	344	1293	443	383	587
1794	582	913	344	1293	443	383	587
1795	582	913	344	1293	444	383	588
1796	583	913	344	1294	444	383	588
1797	583	913	344	1294	444	383	588
1798	583	914	344	1295	444	384	588
1799	583	914	344	1295	444	384	589
1800	583	914	344	1295	445	384	589
1801	584	914	344	1296	445	384	589
1802	584	915	345	1296	445	384	590
1803	584	915	345	1296	445	384	590
1804	584	915	345	1297	445	385	590
1805	585	915	345	1297	446	385	590
1806	585	916	345	1297	446	385	591
1807	585	916	345	1298	446	385	591
1808	585	916	345	1298	446	385	591
1809	586	916	345	1299	446	385	592
1810	586	917	345	1299	447	386	592
1811	586	917	345	1299	447	386	592
1812	586	917	345	1300	447	386	592
1813	587	917	345	1300	447	386	593
1814	587	918	345	1300	447	386	593
1815	587	918	345	1301	448	386	593
1816	587	918	347	1301	448	387	594
1817	587	918	347	1301	448	387	594
1818	588	919	347	1302	448	387	594
1819	588	919	347	1302	449	387	595
1820	588	919	347	1303	449	387	595
1821	588	919	347	1303	449	387	595
1822	589	920	347	1303	449	388	595
1823	589	920	347	1304	449	388	596
1824	589	920	347	1304	450	388	596
1825	589	920	347	1304	450	388	596
1826	590	921	347	1305	450	388	597
1827	590	921	347	1305	450	389	597
1828	590	921	347	1305	450	389	597
1829	590	921	347	1306	451	389	597
1830	591	922	348	1306	451	389	598



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1831	591	922	348	1307	451	389	598
1832	591	922	348	1307	451	389	598
1833	591	923	348	1307	451	390	599
1834	591	923	348	1308	452	390	599
1835	592	923	348	1308	452	390	599
1836	592	923	348	1308	452	390	599
1837	592	924	348	1309	452	390	600
1838	592	924	348	1309	452	390	600
1839	593	924	348	1309	453	391	600
1840	593	924	348	1310	453	391	601
1841	593	925	348	1310	453	391	601
1842	593	925	348	1311	453	391	601
1843	594	925	348	1311	453	391	601
1844	594	925	350	1311	454	391	602
1845	594	926	350	1312	454	392	602
1846	594	926	350	1312	454	392	602
1847	594	926	350	1312	454	392	603
1848	595	926	350	1313	455	392	603
1849	595	927	350	1313	455	392	603
1850	595	927	350	1313	455	392	603
1851	595	927	350	1314	455	393	604
1852	596	927	350	1314	455	393	604
1853	596	928	350	1315	456	393	604
1854	596	928	350	1315	456	393	605
1855	596	928	350	1315	456	393	605
1856	597	928	350	1316	456	393	605
1857	597	929	350	1316	456	394	605
1858	597	929	351	1316	457	394	606
1859	597	929	351	1317	457	394	606
1860	597	929	351	1317	457	394	606
1861	598	930	351	1317	457	394	607
1862	598	930	351	1318	457	394	607
1863	598	930	351	1318	458	395	607
1864	598	930	351	1318	458	395	608
1865	599	931	351	1319	458	395	608
1866	599	931	351	1319	458	395	608
1867	599	931	351	1320	458	395	608
1868	599	931	351	1320	459	395	609
1869	600	932	351	1320	459	396	609
1870	600	932	351	1321	459	396	609
1871	600	932	351	1321	459	396	610
1872	600	932	351	1321	459	396	610
1873	601	933	353	1322	460	396	610
1874	601	933	353	1322	460	396	610
1875	601	933	353	1322	460	397	611



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1876	601	933	353	1323	460	397	611
1877	601	934	353	1323	460	397	611
1878	602	934	353	1324	461	397	612
1879	602	934	353	1324	461	397	612
1880	602	935	353	1324	461	397	612
1881	602	935	353	1325	461	398	612
1882	603	935	353	1325	462	398	613
1883	603	935	353	1325	462	398	613
1884	603	936	353	1326	462	398	613
1885	603	936	353	1326	462	398	614
1886	604	936	353	1326	462	399	614
1887	604	936	354	1327	463	399	614
1888	604	937	354	1327	463	399	614
1889	604	937	354	1327	463	399	615
1890	604	937	354	1328	463	399	615
1891	605	937	354	1328	463	399	615
1892	605	938	354	1329	464	400	616
1893	605	938	354	1329	464	400	616
1894	605	938	354	1329	464	400	616
1895	606	938	354	1330	464	400	616
1896	606	939	354	1330	464	400	617
1897	606	939	354	1330	465	400	617
1898	606	939	354	1331	465	401	617
1899	606	939	354	1331	465	401	618
1900	607	940	354	1331	465	401	618
1901	607	940	356	1332	465	401	618
1902	607	940	356	1332	466	401	618
1903	607	940	356	1332	466	401	619
1904	608	941	356	1333	466	402	619
1905	608	941	356	1333	466	402	619
1906	608	941	356	1334	466	402	620
1907	608	941	356	1334	467	402	620
1908	609	942	356	1334	467	402	620
1909	609	942	356	1335	467	402	621
1910	609	942	356	1335	467	403	621
1911	609	942	356	1335	467	403	621
1912	609	943	356	1336	468	403	621
1913	610	943	356	1336	468	403	622
1914	610	943	356	1336	468	403	622
1915	610	943	356	1337	468	403	622
1916	610	944	357	1337	469	404	623
1917	611	944	357	1337	469	404	623
1918	611	944	357	1338	469	404	623
1919	611	944	357	1338	469	404	623
1920	611	945	357	1339	469	404	624



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of conduct		overall	accidents	operations	overall
		operations	load				
1921	612	945	357	1339	470	404	624
1922	612	945	357	1339	470	405	624
1923	612	945	357	1340	470	405	625
1924	612	946	357	1340	470	405	625
1925	612	946	357	1340	470	405	625
1926	613	946	357	1341	471	405	625
1927	613	946	357	1341	471	405	626
1928	613	947	357	1341	471	406	626
1929	613	947	357	1342	471	406	626
1930	614	947	359	1342	471	406	627
1931	614	948	359	1342	472	406	627
1932	614	948	359	1343	472	406	627
1933	614	948	359	1343	472	406	627
1934	614	948	359	1343	472	407	628
1935	615	949	359	1344	472	407	628
1936	615	949	359	1344	473	407	628
1937	615	949	359	1345	473	407	629
1938	615	949	359	1345	473	407	629
1939	616	950	359	1345	473	407	629
1940	616	950	359	1346	473	408	629
1941	616	950	359	1346	474	408	630
1942	616	950	359	1346	474	408	630
1943	617	951	359	1347	474	408	630
1944	617	951	359	1347	474	408	631
1945	617	951	360	1347	474	408	631
1946	617	951	360	1348	475	409	631
1947	617	952	360	1348	475	409	631
1948	618	952	360	1348	475	409	632
1949	618	952	360	1349	475	409	632
1950	618	952	360	1349	475	409	632
1951	618	953	360	1350	476	409	633
1952	619	953	360	1350	476	410	633
1953	619	953	360	1350	476	410	633
1954	619	953	360	1351	476	410	633
1955	619	954	360	1351	477	410	634
1956	619	954	360	1351	477	410	634
1957	620	954	360	1352	477	410	634
1958	620	954	360	1352	477	411	635
1959	620	955	360	1352	477	411	635
1960	620	955	362	1353	478	411	635
1961	621	955	362	1353	478	411	636
1962	621	955	362	1353	478	411	636
1963	621	956	362	1354	478	411	636
1964	621	956	362	1354	478	412	636
1965	621	956	362	1354	479	412	637



THRESHOLD VALUES FOR ONGOING CONDUCT REVIEW OF OPERATORS

no. of vehicles in fleet	Truck Transport				Passenger Transport		
	accidents	area of operations	conduct load	overall	accidents	area of operations	conduct overall
1966	622	956	362	1355	479	412	637
1967	622	957	362	1355	479	412	637
1968	622	957	362	1356	479	412	638
1969	622	957	362	1356	479	412	638
1970	623	957	362	1356	480	413	638
1971	623	958	362	1357	480	413	638
1972	623	958	362	1357	480	413	639
1973	623	958	362	1357	480	413	639
1974	624	958	363	1358	480	413	639
1975	624	959	363	1358	481	413	640
1976	624	959	363	1358	481	414	640
1977	624	959	363	1359	481	414	640
1978	624	959	363	1359	481	414	640
1979	625	960	363	1359	481	414	641
1980	625	960	363	1360	482	414	641
1981	625	960	363	1360	482	415	641
1982	625	960	363	1360	482	415	642
1983	626	961	363	1361	482	415	642
1984	626	961	363	1361	482	415	642
1985	626	961	363	1361	483	415	642
1986	626	961	363	1362	483	415	643
1987	626	962	363	1362	483	416	643
1988	627	962	363	1363	483	416	643
1989	627	962	365	1363	483	416	644
1990	627	962	365	1363	484	416	644
1991	627	963	365	1364	484	416	644
1992	628	963	365	1364	484	416	644
1993	628	963	365	1364	484	417	645
1994	628	964	365	1365	484	417	645
1995	628	964	365	1365	485	417	645
1996	628	964	365	1365	485	417	646
1997	629	964	365	1366	485	417	646
1998	629	965	365	1366	485	417	646
1999	629	965	365	1366	486	418	646
2000	629	965	365	1367	486	418	647

How thresholds were determined

The threshold values above which an operator is considered a safety risk were established based on the events entered in his record. For each area of conduct, the procedure consisted in:

- identifying all operators with an event relating to the area concerned entered in their file;
- assigning the applicable number of points to each event;
- determining, for each fleet size (1, 2, 3 vehicles, etc.), the average number of points accumulated by all operators in that group between January 2000 and January 2002, as well as the standard deviation for each fleet size;
- determining, for each fleet size and based on the number obtained in the previous step, a threshold value above which an owner or operator should logically be considered a safety risk. Thus, in the case of truck transport, a person who has accumulated a number of points equal to or greater than the average for his fleet size, plus 4 times the standard deviation, will see his file referred to the Commission des transports. In the case of passenger transport, files will be referred to the CTQ where a person accumulates a number of points equal to or greater than the average for his fleet size, plus 3 times the standard deviation. Only owners and operators with an event entered in their file were used to calculate the averages and standard deviations;
- interpolating threshold values, since certain categories of fleet size have few or no operators;
- producing the above threshold table.

Special treatment

Two areas required special treatment when establishing threshold values

A- Accidents considered in establishing thresholds for the conduct area "involvement in accidents"

Only at-fault accidents were to be considered in establishing thresholds for the area "involvement in accidents." Because the data on liability for accidents entered in heavy vehicle owners' and operators' records was not exhaustive, 60% of records were randomly

discarded, and the remaining 40% were used to establish the thresholds. Indeed, studies show that highway carriers are responsible for approximately 40% of the accidents in which they are involved. The accidents not considered were identified at random, in equal proportion in each of the three accident categories: fatal accident, accident with injuries, accident with property damage only.

B- Thresholds for "compliance with load limits"

The established thresholds were adjusted to account for a minimum level of action. Accordingly, an operator with 1 vehicle must commit at least 3 serious offences (total of 9 points) before his file is referred to the Commission des transports. The threshold for fleets consisting of 1 vehicle is therefore 9 points. The same adjustment was carried out for all fleet sizes by multiplying the calculated threshold by 1.5.

For further information

Société de l'assurance automobile du Québec

333, boul. Jean-Lesage, C. P. 19600, Québec (Québec) G1K 8J6

Québec (city and vicinity): **(418) 643-7620**

Montréal: **(514) 873-7620**

Elsewhere in Québec: **1 800 361-7620**

Internet: www.saaq.gouv.qc.ca

- Conduct review policy
- Driver's licence
- Vehicule registration
- Pre-trip departure (start-up) inspection
- Mandatory periodic mechanical inspection
- Mandatory preventive maintenance
- Preventive Maintenance Program
- Driving and duty time
- Monitoring of road transport
- Special permits (classes 1 to 7)
- Status of heavy vehicle owner's or operator's record

Commission des transports du Québec

200, chemin Sainte-Foy, 7^e étage, Québec (Québec)

545, boul. Crémazie Est, bureau 1000, Montréal (Québec) H2M 2V1

Telephone: Anywhere in Québec: **1 888 461-2433**

Fax: Québec City: **(418) 644-8034**, Montréal: **(514) 873-4720**

Internet: www.ctq.gouv.qc.ca

- Registration and renewal of registration in the *Registre des propriétaires et des exploitants de véhicules lourds*
- Safety rating, measures and sanctions
- List of transport service intermediaries
- Bus transport permits
- Register of bulk carriers
- Brokerage permit for bulk trucking services

Ministère des Transports

700, boul. René-Lévesque, 27^e étage, Québec (Québec) G1R 5H1

35, rue de Port-Royal Est, 5^e étage, Montréal (Québec) H3L 3T1

Info-camionnage :

Québec City: **(418) 643-6864** Fax: **(418) 643-4121**

Montréal: **(514) 873-2605** Fax: **(514) 873-4730**

Site Internet: www.mtq.gouv.qc.ca

- Operation of trucks on the road network
- Load and size limits
- Special permits
- Load-securing standards
- Transportation of dangerous substances
- Bulk trucking
- Harmonization of trucking regulations in North America



Québec 

Ministère des Transports
Commission des Transports du Québec
Société de l'assurance automobile du Québec