



Title: 13.2 – Traffic Enforcement Program

Page 1 of 4

Section: 13 – Health and Safety

Date Issued: February 6, 2009

Authorized by: Tim McVicar, General Manager

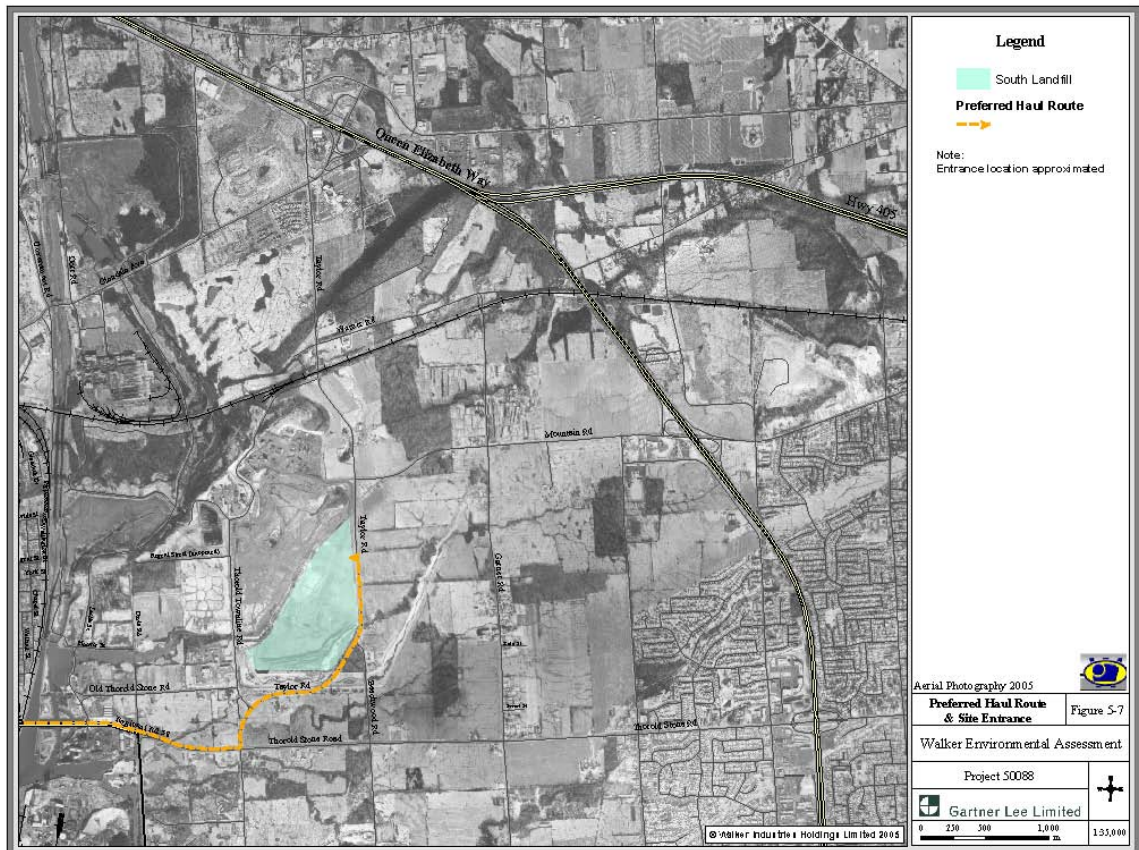
Revision Date:

## 1.0 PURPOSE

- 1.1 To promote safety on roadways in and around our properties
- 1.2 To minimize the disruption of use and enjoyment of residential property
- 1.3 To reduce effects on other public services
- 1.4 To minimize the disruption of businesses and farms

## 2.0 BACKGROUND

2.1 Long Distance Haul route and site entrance is specified in Figure 5.7 of the EA Document



Map Doc time: (N:\Projects\2005\50088\2005\Final\GIS\Spatial\50088\_PREFERRED\_Haul\_Route.mxd)  
2/6/2006 - 3:43:39 P.M.



---

Title: 13.2 – Traffic Enforcement Program

Page 2 of 4

Section: 13 – Health and Safety

Date Issued: February 6, 2009

Authorized by: Tim McVicar, General Manager

Revision Date:

---

- 2.2 **The speed limit** is specified in the EA document as **50 km/h** on all paved roads within the landfill, including the internal section of Mountain Road and quarry trucks on Thorold Townline Road to Taylor Road.
- 2.3 This procedure assists with compliance with the commitments and mitigation measures identified in the Environmental Assessment
- 2.4 Table 8-1: Compliance Monitoring Summary of Commitments indicates:
- 2.4.1 that the speed enforcement policy will include a reference to a reduction of speed limit to 50kph on all paved roads within the landfill, including internal section of Mountain Road and quarry trucks on the internal Thorold Townline Road to Taylor Road to reduce dust.
  - 2.4.2 The long haul customers receive an outline of the enforcement program
  - 2.4.3 That the existing speed control program be reviewed and changes made to address the south landfill site.
- 2.5 The speed control program, including off-site policing is part of the impact management plan presented in the environmental assessment
- 2.5.1 To minimize the disruption of use and enjoyment of residential property
  - 2.5.2 To reduce effects on other public services
  - 2.5.3 To minimize the disruption of businesses and farms
- 2.6 Section 8.1.5 of the EA provides Walker's commitment to the speed control program continuation for the operating life of the South Landfill
- 2.7 The key elements of the program must include:
- 2.7.1 Monitoring of vehicle speed on internal site roads using radar equipment by Walker personnel
  - 2.7.2 Monitoring along haul routes to the site, by Walker personnel
  - 2.7.3 Demerit point system that escalate from warnings on the first offence to bans from the site
  - 2.7.4 Stepped up patrols if necessary of the public roadway in the site vicinity by Niagara Regional Police Force under contract to Walker
- 2.8 The Demerit System is to apply to:
- 2.8.1 Speeding
  - 2.8.2 Failure of Walker-bound long distance landfill vehicles to use the specified haul route
  - 2.8.3 Unnecessary use of engine brakes



### **3.0 PROCEDURE**

#### **3.1 PRIOR TO WASTE RECEIPT**

3.1.1 Notify drivers, customers and carriers of:

- speed limits,
- designated haul routes,
- location of the South Landfill entrance
- limiting the use of engine brakes in the vicinity of the site
- traffic enforcement program associated with the South Landfill

3.1.2 Install new speed control signs on on-site and internal quarry roads with the posted speed limit of 50 kph

#### **3.2 NEW CUSTOMERS PACKAGES:**

3.2.1 Distribute to new customers a package that include the information as outlined in the notifications to drivers, customers and carriers

#### **3.3 DURING SITE OPERATIONS**

3.3.1 Employ a Walker traffic enforcement officer responsible for monitoring compliance to this policy on-site, on quarry roads and in the vicinity of the South Landfill

3.3.2 The traffic enforcement office is responsible for monitoring:

- the speed of vehicles on internal paved roads using radar equipment
- the speed of vehicles entering or leaving the properties
- the use of designated haul routes by traffic destined for Walker Industries
- compliance with traffic rules
- the use of engine brakes by traffic destined for Walker Industries

3.3.3 Walker will partner with the Niagara Regional Police Force paying off-duty police officers to (at the discretion of the police) :

- regularly patrol the roadways surrounding the site
- issue provincial offence notices of traffic violations (This will include speeding violations as well as others i.e. – insecure load, overload etc.)

NOTE: specifics of violation notices can not be disclosed to Walker Industries, each driver will be required to deal with each violation as they would in any other normal circumstance.



### **3.4 DEMERIT POINT SYSTEM(s)**

#### **3.4.1 1<sup>st</sup> Offence -**

3.4.1.1 The Walker Industries Health and Safety representative will attempt to personally notify the driver (within reason) that he has exceeded a posted speed limit, disobeyed traffic rules, used a haul route other than that designated and specifics will be entered into our Driver Safety Catalogue. The information will also be passed along to his supplier (owner). **Confrontational reactions will not be tolerated.**

3.4.1.2 Should the safety representative not be able to contact the driver personally, the supplier (owner) will be notified within one business day with the time of day and truck number in an effort to identify the driver, notify them of the offence, and assist the supplier (owner) in the ability to further counsel that employee.

#### **3.4.2 2<sup>nd</sup> Offence -**

As above under 1<sup>st</sup> Offence

#### **3.4.3 3<sup>rd</sup> Offence -**

The driver will not be permitted to enter our properties for a period of 3 days.

#### **3.4.4 4<sup>th</sup> Offence –**

The driver will not be permitted to enter our properties for a period of 1 week

#### **3.4.5 5<sup>th</sup> Offence –**

Walker Industries does not want this type of driver entering our properties – period.