

CA2 ALAG 17
A56
1968
c.2

ALBERTA LEGISLATURE LIBRARY

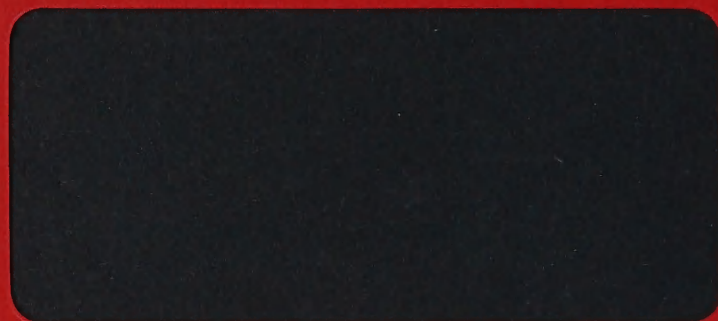


3 3398 00413 9704

Alberta · Attorney General · Inspection Service
Branch
1968

Attorney General Dept.
ANNUAL REPORT OF THE SUPERINTENDENT
INSPECTION SERVICE BRANCH
Jan. 1 - Dec. 31, 1968

CA2 ALAG 17
A56
1968

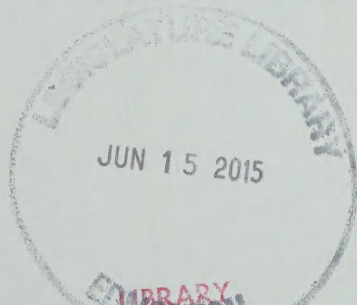


Attorney General Dept.

ANNUAL REPORT OF THE SUPERINTENDENT

INSPECTION SERVICE BRANCH

Jan. 1 - Dec. 31, 1968



LIBRARY
EDMONTON
ALBERTA SOLICITOR GENERAL

ANNUAL REPORT

of the

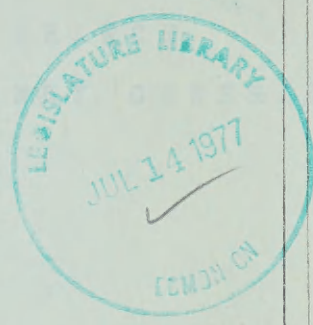
SUPERINTENDENT

INSPECTION SERVICE BRANCH

January 1 - December 31, 1968

Alberta

DEPARTMENT OF THE ATTORNEY GENERAL
Edmonton - Alberta



Report of the

INSPECTION SERVICE BRANCH
DEPARTMENT OF ATTORNEY GENERAL

To: The Honorable E. J. Tamm,
Chief Justice,
Department of Attorney General.

A copy of this report and report covering the
following fiscal year of the Inspection Service
has been submitted to the Department of Attorney General for the
period from January 1st, 1968, to December 31st, 1968.

Calendar year

January 1st, 1968 to
December 31st, 1968.

INSPECTION SERVICE BRANCH

To: The Honourable E.H. Gerhart,
Attorney General,
Department of Attorney General.

Sir:

I have the privilege and honour to submit the following Annual Report of the Inspection Service Branch, Department of the Attorney General, for the period from January 1st, 1968, to December 31st, 1968.

INSPECTION SERVICE BRANCH ORGANIZATION
1968

Superintendent

Deputy Superintendent

Scales

School Buses
Safety Programme

North
Subdivision

South
Subdivision

BRANCHES

BRANCHES

Edmonton
Edson
Grande Prairie
Peace River
St. Paul
Vermilion
Westlock

Brooks
Calgary
Drumheller
Lethbridge
Medicine Hat
Red Deer
Stettler

Annual Report of the
Inspection Service Branch

1.1. The year 1968 terminated with the satisfaction of a good operative year in all phases of work.

1.2. Important changes have taken place in the pattern of Alberta's productive capacity. What was essentially a rural oriented province with a small population has now changed into a predominantly urban and urban-oriented province.

1.3. In 1956 the population was 1,123,116.

| | |
|------|------------|
| 1961 | 1,331,944. |
|------|------------|

| | |
|------|------------|
| 1966 | 1,463,203. |
|------|------------|

This increase in population has meant an increase in demand for habitation, utility services, transportation, essential food and goods along with other ancillary services.

These demands have increased the number of vehicles and the necessary movement of goods.

1.4. Diversified industries have settled in Alberta and this has added to the natural increase in vehicular volume. The total result of these demands have meant a very large increase in vehicle and driver registration and licensing; gasoline manufacturing and consumption and the trade and commerce services that accompany such increases.

1.5. Vehicle Registrations:

| | <u>1956</u> | <u>1961</u> | <u>1966</u> |
|--------------|-------------|-------------|-------------|
| Cars | 256,177 | 356,721 | 445,195 |
| Trucks | 124,133 | 148,572 | 182,042 |
| School Buses | 2,215 | 2,855 | 3,464 |

Gasoline consumption in gallons:

| | |
|------|-------------|
| 1956 | 222,723,000 |
| 1961 | 269,593,000 |
| 1966 | 359,286,000 |

1.6. The largest percentage of our work deals with vehicular traffic, it's registration (control of weight) the driver and the movement of goods or merchandise.

1.7. Because of the increase in population, demanded services, vehicle and driver registrations; it has materially increased the demands on the service of the Inspection Service Branch.

1.8. This trend of growth is expected to continue; by 1980 it is estimated that the population will be approximately $2\frac{1}{4}$ million. The services and growth of industry and numbers in vehicle registrations must naturally accompany this growth. The services must also keep pace with demand.

1.9. During 1968 several meetings were held with the Traffic Engineers, Design Engineers and V.E. McCune, Chief Engineer for the Department of Highways.

With the traffic volume in mind and the estimated increases during the future years, a programme for the design, location and importance of the scales was accepted in principle.

As of 1st April, 1969, the Department of Highways will be responsible for the purchase of land, location, design and installation of the scale sites and scales.

1.10. There were five (5) resignations from the staff during the year. In two (2) cases the individuals left the Government service for private industry with a larger salary.

Two (2) were probationers who resigned before the completion of the one (1) year probationary period.

The remaining employee left the service to re-enlist with the Royal Canadian Mounted Police.

DEPARTMENT OF HIGHWAYS

- 2.1. There has been a marked increase in hours worked at the scale sites and patrol of Municipal and Improvement District Roads. This has been made possible because of the larger staff and the system of operation throughout the Province.
- 2.2. These two (2) factors have very materially altered the number of vehicles weighed on the scales, and also the high increase in successful prosecutions for road weight infractions.
- 2.3. Two (2) traffic surveys, covering ten (10) different locations, were carried out during the year to assist the Traffic Planning Engineer, Department of Highways. June 1968 all highways into and out of the City of Edmonton were controlled and the drivers of all vehicles were requested to declare the origin and destination of their journey.

October 1968 Highway #3 (Blairmore) was controlled for two (2) days and the drivers of all vehicles were requested to declare the origin and destination of their journey.

No warnings or prosecution tickets were issued at either survey; the results of the survey was for the use of the Traffic Planning Department.

Highway Traffic Board

- 3.1. There has been a marked increase in the number of permits issued by the Highway Traffic Board to operators of Public Service Vehicles. The permits are issued for vehicles with over-dimensional loads or loads exceeding the permitted road weight tolerance. The increase in permits issued can be attributed to the better surveillance of the complete road network.

| | |
|--------------------------|--------|
| Overload permits | 14,845 |
| Over-dimensional permits | 12,744 |

3.2. For the first time since the Motor Vehicle Transport Act (Federal) was introduced into Alberta and the Alberta Highway Traffic Board introduced public hearings for Operating Authorities in 1957; a concentrated effort has been made to control merchandise moved into or out of Alberta by Public Service Vehicles.

Specific instructional courses were conducted by the Secretary of the Highway Traffic Board for all members of the Inspection Service Branch during January, 1968, about the policies of the Highway Traffic Board with regard to the problems peculiar to Operating Authorities. Since January of 1968 particular attention has been given to all border entrance roads with the two (2) adjoining Provinces and the United States.

3.3. Coutts scale at the United States and Alberta border was opened for five (5) consecutive days on a 24 hour basis during September 1968. Particular attention was paid to Operating Authorities and reciprocity permits.

Many Operating Authority infractions were revealed; it was also disclosed that some trucking companies had not issued copies of their Operating Authorities to their drivers.

3.4. Very good co-operation was obtained from the Federal Custom and Excise Department.

3.5. Some difficulty has been experienced with United States truckers coming into the Province carrying merchandise which they claim to be their "own goods".

If, however, we had authority to demand the "Customs Manifest Order" issued at the Port of Entry we would be able to determine the type of load, the original shipping point, destination and owner.

Royal Canadian Mounted Police can demand this document because it's a Federal Law; this agency cannot. It is suggested that some thought be given to this problem.

3.6. There has been a marked increase in the volume of applications for Operating Authorities to the Highway Traffic Board of Alberta. The thorough checking of all documents carried by the driver operating a vehicle into or out of Alberta by members of this Branch has stopped a percentage of the illegal movement of merchandise over our borders. This has resulted in applications being made to the Highway Traffic Board for proper certified authority to move certain goods.

3.7. The Highway Traffic Board has issued to the Inspection Service Branch a copy of the current Operating Authorities that they have granted.

 It is now possible to ascertain whether or not a trucker or trucking company has Operating Authority without too much delay.

 Personnel in Calgary, and Edmonton are able to give information to a field man after the normal working hours and this means that we do not have to detain a vehicle and it's load until offices are open.

School Bus Report

4.1. This report will cover statistics for the school term from September 1st, 1967 to June 30th, 1968.

| | | |
|------|---------------------------------|---------|
| 4.2. | Number of buses operated daily | 3,464 |
| | Number of students daily | 106,000 |
| | Number of miles travelled daily | 204,000 |

| | | |
|------|----------------------------------|----|
| 4.3. | Accidents involving school buses | 65 |
| | Number of injured children | 42 |
| | Minor injuries sustained | 33 |
| | Serious injuries sustained | 9 |

One (1) school child was killed when a school bus backed over him on the school grounds.

In eight (8) of the school bus accidents reported, the school bus was stopped to pick up or discharge the school children.

- 4.4. There were 5,191 hours spent by Inspectors on school bus inspections, investigations and instructional duties.

Indian and Metis Operator's Licensing Programme

- 5.1. During August of 1968 a programme of education for Indians and Metis was commenced by this Branch.

One (1) Staff member gave educational lessons about the necessary qualifications and essential knowledge required to obtain an operator's driving license.

- 5.2. Indian reservations were visited and training courses were conducted on eight (8) reservations. An average of 15.3 hours of instruction was given at each course.

- 5.3. A total of 303 persons attended these courses.
223 took the written or oral test,
198 qualified for licenses.

5.4. The following is a list of the Indian reservations where these courses took place:

Alexander Reserve (Riviere Qui Barré)

Alexis Reserve (Lac St. Anne)

Duffield Reserve (Duffield)

Kechiwin Reserve (St. Paul)

Good Fish Lake Reserve (Vilna)

Winterburn Reserve (Winterburn)

Frog Lake Reserve (Frog Lake)

Wabasca Settlement (Wabasca)

Good co-operation was given by the Operator's Division, Driver Testing Branch; some of the Indian populace were able to obtain a higher class license than what they had previously held through the efforts of the instructor and examiners.

5.5. This service is likely to grow in the future years and some thought will have to be given to the programme expanding into the far North, in and around Peace River, High Level, Fort Vermilion and Meander River.

Motor Vehicle Branch

- 6.1. The number of investigations carried out on behalf of this Branch has also increased. Considerably more time has to be spent in collecting the registration plates of motor vehicles and the licenses of suspended drivers. The number of investigations is explained on the Statistical Report that follows later in the report.

- 6.2. The number of investigations for the Motor Vehicle Accident Claims Act have decreased.

- 6.3. There has been a marked increase in the number of Public Service and Commercial vehicles found operating with only one registered license plate and these are the most expensive to purchase.

- 6.4. It is suspected that some owners of some vehicles found on the highway with only one (1) license plate are operating other vehicles with the second plate. This has been proven in several instances, but it is most difficult to prove the case in our Courts. Both vehicles have to be found operating on the Highway.

GRAND TOTAL SCALE REPORT
January 1st, 1968 to December 31st, 1968

| SCALE | TOTAL TRUCKS WEIGHED: | OVERLOAD | | P. S. V. | | P. O. T. | | H. T. L. | | MISC. | |
|----------------|--------------------------|----------|-------|----------|-------|----------|-------|----------|-------|-------|--|
| | | PROS: | PROS: | PROS: | PROS: | PROS: | PROS: | PROS: | PROS: | | |
| BALZAC | 16,527 | 154 | 182 | 6 | 100 | 5 | | | | | |
| BEISKER | 1,982 | 27 | 34 | - | 27 | 3 | | | | | |
| COCHRANE | 4,124 | 37 | 94 | 6 | 38 | 11 | | | | | |
| CLOVER BAR | 8,340 | 53 | 34 | 6 | 45 | - | | | | | |
| COUTTS | 882 | 4 | 15 | 1 | 4 | 7 | | | | | |
| DeWINTON | 11,316 | 101 | 161 | 10 | 83 | 23 | | | | | |
| DRUMHELLER | 126 | 7 | 15 | - | 12 | 1 | | | | | |
| DUMMORE | 2,760 | 16 | 31 | 3 | 36 | 2 | | | | | |
| FT. McLEOD | 3,969 | 29 | 52 | 3 | 48 | 3 | | | | | |
| GRANDE PRAIRIE | 1,348 | 40 | 55 | 4 | 30 | 9 | | | | | |
| GRIMSHAW | 860 | 27 | 44 | 2 | 30 | - | | | | | |
| NISQU | 22,411 | 105 | 162 | 18 | 221 | 12 | | | | | |
| RED DEER | 540 | 6 | 45 | 4 | 16 | - | | | | | |
| STR. THORE | 8,135 | 64 | 184 | 3 | 73 | 16 | | | | | |
| ST. ALBERT | 4,993 | 45 | 70 | 18 | 75 | 3 | | | | | |
| WINTERBURN | 17,874 | 89 | 135 | 13 | 178 | 17 | | | | | |
| TOTALS | 106,187 | 804 | 1,313 | 97 | 1,016 | 112 | | | | | |

Percentage of trucks found overloaded: .757%

DEPARTMENT OF PROVINCIAL SECRETARY

Fuel Oil Tax Branch

- 1.1. The Inspection Service Branch enforces the following legislation:

Fuel Oil Tax Act and Regulations pertaining thereto, and the policies of the Department responsible for the legislation is also closely followed.

- 1.2. During the year retail outlets for gasoline were visited regularly to keep observation and control of the octane values and Alberta gasoline specifications.

| | |
|----------------------------------|----|
| Number of retail outlets visited | 31 |
| Gallon samples taken | 60 |

- 1.3. Two (2) concentrated checks for "marked fuel" were made all over the Province simultaneously. Each check lasted for five (5) days.

April 1968

| | |
|-----------------------------------------------|-------|
| Total vehicles checked within City boundaries | 7,926 |
| Total infractions found | 39 |

| | |
|---------------------------------------|--------|
| Total checked outside City boundaries | 10,846 |
| Total infractions found | 105 |

November 1968

| | |
|-----------------------------------------------|-------|
| Total vehicles checked within City boundaries | 6,158 |
| Total infractions found | 65 |
| Total checked outside City boundaries | 8,260 |
| Total infractions found | 69 |

1.4. Although fuel oil checks are made continuously there is no abatement in this type of infraction. It is on the increase.

This Branch has increased it's control by more checks, and we have had more successful prosecutions; we have also had a great deal of publicity by way of the news media because of these checks.

During the two (2), five (5) day checks, many infractions were found at the University parking grounds, Technical Schools and even High Schools.

Following any Statutory holiday whilst the place of study is open, it is apparent that students use the "marked fuel" in the vehicles whilst at home and returning to their place of studies.

We do not check any vehicle bearing an "F" license plate.

- 1.5. It is suggested that perhaps arrangements could be made with all City Police Forces to enforce the Fuel Oil Tax Act within their City boundaries.

These arrangements could include part or all of the fine to be retained by the Cities.

- 1.6. Later in this report a complete break-down of the activity is explained.

There were 751 successful prosecutions; there were 27 Court withdrawals because of an anomaly and technical point of legislation.

1.7. A survey was taken of vehicles being used for personal transportation other than farm work whilst using "F" license plates.

Industrial plants, construction sites, schools, Universities and Technical Schools, Government parking lots and prisons were visited.

17,401 vehicles were observed on the parking lots; 817 of these had "F" plates attached to the vehicle; no vehicle was tested for "marked fuel".

1.8. One Sunday in August 1968, a survey was taken by each Branch at all the resort areas in Alberta of vehicles used for transportation, pulling a trailer or a boat whilst exhibiting an "F" license plate.

116 vehicles were found on a 24 hour basis at all resorts. All the vehicles had "F" plates attached.

No vehicle was checked for documents or marked fuel.

1.9. On record is the list of all vehicle registered numbers taken on both surveys.

1.10. A survey was carried out of independent Fuel Oil Dealers throughout the Province.

131 establishments were visited and the names and addresses were submitted to the Fuel Oil Tax Branch. This list enabled them to have a current list of independent dealers who supplied taxed fuel to the general public. These were dealers other than recognized gasoline outlets.

1.11. The services of this Branch toward the Fuel Oil Tax Act cannot be expanded further without loss of service at another point.

Even so, consideration must be given about this, it is beyond doubt there is an increase in the misuse of "marked fuel". Because of this misuse, the Government loses revenue.

Would the added facilities of the City Police deter such misuse? Does it require extra staff?

DEPARTMENT OF INDUSTRY AND TOURISM

Fuel Oil Licensing Act

- 1.1. During the same period there were fifty-three (53) investigations dealing with licensing infractions.
- There were four (4) prosecutions.
- 1.2. The sale of "marked fuel" from wholesale depots to individuals could control the misuse of "marked fuel" to some degree.
- It has been found that individuals are able to purchase "marked fuel" in ten (10) gallon barrels.
- 1.3. It is suggested that the loss in oil tax revenue would be reduced if the wholesale depot licensees were prohibited by regulation of selling "marked fuel" in quantities of NOT LESS THAN 45 GALLONS.
- 1.4. I wish to extend my thanks to the staff of the Alberta Research Council for the varied help and assistance this Branch was given with our investigations.

LANDS & FORESTS DEPARTMENT

- 1.1. The Inspection Service Branch is involved with two
 (2) Branches of the Department.
1. Lands and Forests.
 2. Fish and Wildlife.
- 1.2. Whilst on duty at the scales, some assistance is
 given to the Lands and Forests Branch by the control of
 lumber trucks and sawn lumber.
- Statistical reports are obtained as a result of
vehicle checks and load supervision. These are submitted
to the Forestry Department.
- 1.3. Some supervision is applied at some provincial
 border entrances. This type of work is important during
 the Winter months.
- 1.4. All staff members are ex-officio Game Guardians.
 During wildbird and big game hunting seasons close
 liaison is practised with the personnel of the Fish
 & Wildlife Branch. Some assistance was given during
 the special antelope seasonal hunting in the South
 of the Province.

STATISTICAL RETURN

January 1st, 1968 to December 31st, 1968

| | | | | | | | | | |
|-----------------|--------|------------------|--------|-----|------|-----|----|-----|--------|
| OFFICE HOURS | 33,699 | SCALE HOURS | 24,429 | | | | | | |
| PATROL HOURS | 53,410 | COURT HOURS | 2,933 | | | | | | |
| WARNING TICKETS | 9,695 | SCHOOL BUS HOURS | 5,191 | | | | | | |
| | | | | | | | | | |
| | PSV | HT | FOT | LDA | MV.C | LCA | CC | FOL | OTHERS |
| INVESTIGATIONS | 670 | 2442 | 130 | 2 | 65 | 7 | 13 | 53 | 2 |
| PROSECUTIONS | 2702 | 2656 | 782 | 20 | 65 | 50 | 32 | 4 | 19 |
| CONVICTIONS | 2609 | 2611 | 751 | 15 | 61 | 48 | 28 | 4 | 18 |
| DISMISSALS | 28 | 8 | 4 | 2 | - | 1 | 2 | - | 1 |
| WITHDRAWALS | 65 | 37 | 27 | 3 | 4 | 1 | 2 | 1 | - |

CONCLUSION - SYNOPSIS

1. It is evident that the extra hours worked on the scales and municipal patrols have produced some desired results by the number of permits issued by the Highway Traffic Board.

Even though the number of permits have increased, the number of infractions, particularly of the Public Service Vehicles Act have also increased. These infractions can be expected to increase in larger numbers; if only from the fact that there will be more Public Service Vehicles and goods carried in 1969 and in future years.

2. The maximum width of vehicles has been increased to 102 inches; in 1969 tests will be carried out with "TRIPLE VEHICLE CARRIERS".

The triple vehicle will move more goods in the same time period; more weight will be distributed over more axles; it will also mean more work for the weigh scale operators.

3. The question of the weigh scale platforms must also be borne in mind.

What should the maximum length be?

Should only axle weights be considered?

4. When the new scales are installed, some thought should be given to "weigh scale operators".

This classification would only "weigh" vehicles and be under the immediate supervision of the present staff members. This would leave the incumbent inspectors to examine vehicles, loads, vehicle papers, drivers' documents and safety equipment.

5. All "foreign" based vehicles were closely checked for Operating Authorities. Special attention was given to Coutts and the British Columbia border entrances.

Proceedings were initiated under the Motor Vehicle Transport Act (Federal) and not the Public Service Vehicles Act (Alberta) against the operators who had not been granted Operating Authorities.

The field men are much more proficient and knowledgeable about Operating Authority than in the past and it is through their diligence that they are assisting the Alberta Fleet and Truck owners.

6. The number of revealed infractions of "marked fuel" is increasing. There was an upsurge of this type just after the 1968 tax levy and it has not diminished.

I am of the opinion that the present enforcement of control will not stop the misuse of "marked fuel".

The present legislation allows the use of "marked fuel" in a vehicle with "F" plates at all times. Many such vehicles are used for pleasure trips that cannot be associated with farm work.

7. The survey of vehicles exhibiting "F" plates at resorts tend to prove this claim.
8. New regulations are proposed for the "Construction,

Specification and Use" of bulk tank carriers. This will involve some technical training for certain members of this Branch.

One (1) staff member has already been to a welding technical training course. It will necessitate at least two (2) more officers to be trained in a similar fashion.

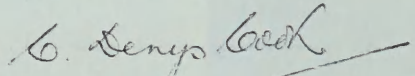
9. During 1969 this Branch will be responsible for the control of three (3) sections of the "Noxious Weed Control Act"; for and on behalf of the Department of Agriculture.
10. The Inspection Service Branch should not be expected to expand any assistance to any Department of the Government in the future without a proportional increase in staff.
11. I wish to express my appreciation to all my staff members for the excellent manner whereby they executed their duties during the past year.

I would also like to place on record my appreciation and thanks to all the other Departmental Authorities that it has been my pleasure to work with during the past year. Particularly the Solicitor and the Secretary of the Highway Traffic Board, Department of Highways.

I have the honour to be

Sir,

Your obedient servant

A handwritten signature in cursive script, reading "C. Denys Cook", with a horizontal line extending to the right from the end of the signature.

C. Denys Cook, Superintendent,
Inspection Service Branch.

77-9-09



ANNUAL REPORT -
SUPERINTENDENT

ALSO IN GENERAL
Superintendent, Inspection
Services Branch, 1968,
SCHOOL GENERAL LIBRARY

