



**PROVINCIAL UPDATE ON AUDITOR GENERAL RECOMMENDATIONS:
Department of Transportation and Infrastructure Renewal**

Introduction

The **Department of Transportation and Infrastructure Renewal** has fully responded to 71% of the recommendations from the Office of the Auditor General. Work is well underway to address the remaining recommendations. The department would like to acknowledge the work of the Auditor General and his team. Working together, we will improve our efficiencies as we work to deliver quality public infrastructure for Nova Scotia.

Recommendations by Chapter:

| Month & Year | Chapter | Chapter Title | Complete | Work In Progress | Action No Longer Required | Do Not Intend To Implement | Total Recommendations |
|-------------------|-----------|---|------------|------------------|---------------------------|----------------------------|-----------------------|
| Apr-09 | Chapter 4 | Transportation and Infrastructure Renewal and Service Nova Scotia and Municipal Relations: Truck Safety | 3 | 2 | - | - | 5 |
| Feb-10 | Chapter 5 | Government Financial Reporting | 1 | - | - | - | 1 |
| Nov-10 | Chapter 5 | Government Financial Reporting | 1 | - | - | - | 1 |
| Total | | | 5 | 2 | - | - | 7 |
| Percentage | | | 71% | 29% | | | 100% |

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Brief Summary of Recommendations:

| Month & Year | Chapter & (Rec. #) | Status | Brief Summary of Status |
|--------------|--------------------|------------------|--|
| Apr-09 | Chapter 4 (1) | Work in Progress | <p>The Department has undertaken a number of actions such as:</p> <ul style="list-style-type: none"> - Reviewed traffic patterns for major highways (compliance station locations) - Identified peak traffic times and schedule accordingly (Weigh In Motion (WIM) data) - Reviewed commercial vehicle crash data. Identify problem counties/areas and routes - Continue to focus inspections on areas of high non-compliance and support the initiatives of CVSA (Brake Adjustment/Brake Systems – Brake Check/Brake Safety, focused training and industry support). - The Road Safety Action Plan (RSAP) was intended to link all of the actions together, and outline our expectations for the Vehicle Compliance Division and its Officers. The RSAP was expected to be completed in the Fall of 2012; however it has been delayed until further consultations have been completed with other departments. - In addition, we are continuing to work with Service Nova Scotia and Municipal Relations (SNSMR) to gain access to the Commercial Vehicle Safety Alliance (CVSA) inspection data. This data will be vital in assessing areas of focus regarding commercial vehicle safety. Currently, SNSMR is responsible for the administration of the program that houses this data. This information is critical to review trends with regard to commercial vehicle infractions. In addition, the collision data involving commercial vehicles which is also housed with SMSMR will need to be updated. To better utilize our resources we need the most current data available. There is data available up to 2011 however, only limited analysis work can be completed until a new analytical tool is put in place. The new tool is currently being developed in-house and is expected to be completed in 2013-14. |
| Apr-09 | Chapter 4 (2) | Complete | <p>The focus has been on performance management, goals have been established for vehicle compliance officers. When these goals are not achieved the supervisor initiates follow up actions with appropriate supporting documentation. In addition to the monitoring and following up when goals are not met, individuals are recognized for achieving targets above those outlined in the performance standards. Review Mission of Safety and Compliance, through Education, Inspection, and Enforcement.</p> |
| Apr-09 | Chapter 4 (3) | Complete | <p>Met with other enforcement agencies to share information on how to manage the process. Reviewed Summary Offense Ticket (SOT) statistics and how officers are dealing with non-compliance if SOT's are not issued. Policies have been completed for Inspection Criteria of an approaching commercial vehicle as well as stopping a commercial vehicle. The following procedures were developed to help Officers. They are available in our P&P manual and are also printed in our Vehicle Compliance P&P Manual.</p> <ul style="list-style-type: none"> • PR5110 – Observation of Commercial Vehicles While on Patrol • PR5112 – Screening of Units Approaching Compliance Station |

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| Month & Year | Chapter & (Rec. #) | Status | Brief Summary of Status |
|--------------|--------------------|------------------|---|
| Apr-09 | Chapter 4 (4) | Complete | Established a functioning, productive, policies and procedures (P&P) Committee, fully staffed with staff from all areas and functions. In 2009 there were – 7 new P&P included Manual 23. In 2011 – 16 P&P had been included in Manual 23 as well as update to previously exiting P&P. A hard copy of Manual 23 has been produced, specific to Vehicle Compliance at each location and mobile unit. A Coordinator has been assigned to review “memos” and bring forward those that should be introduced into P&P Training of all new staff on formal P&P. This process will be an ongoing process, existing policies and procedures will be reviewed at established points in time to ensure they are still effective, relevant, and serve the purpose they were intended to do. |
| Apr-09 | Chapter 4 (5) | Work in Progress | National Safety Code Standard 13 - Trip Inspection – scheduled to be implemented after the completion of the Motor Vehicle Act Re-write. Adopt under the Motor Vehicle Act by reference or regulation (2012). Jan. 2010 – adoption of Provincial Hours of Service Regulations (mirror federal and Supporting NSC Standard 9) Jan. 2011 – adoption (by reference under the Securing Loads on Vehicles Regulations under section 199(3) of the Motor Vehicle Act) of NSC Standard 10 – Tie Down/Tie Down Devices The National Safety Code (NSC) Standard 13 – Pre-trip inspection needs to be added to the Motor Vehicle Act (MVA) regulations. It has been advised by Department of Justice to review/develop or adopt another jurisdiction’s, (i.e. Manitoba’s) regulations. The department’s internal policy group will continue to work with Justice to develop the regulations. |
| Feb-10 | Chapter 5 (4) | Complete | An independent analysis of the Sysco Provision was carried out in fiscal 2010-11. The results of the analysis were reported to the Government Accounting as part of the year end audit process for fiscal year ended March 31, 2011. The report indicated that the provision is adequately funded and there is no need to adjust the estimate. |
| Nov-10 | Chapter 5 (20) | Complete | An independent analysis of the Sysco Provision was carried out in fiscal 2010-11. The results of the analysis were reported to the Government Accounting as part of the year end audit process for fiscal year ended March 31, 2011. The report indicated that the provision is adequately funded and there is no need to adjust the estimate. |