





NORTHWEST
TANK LINES INC.

2026 Q2
Safety Meeting

Agenda



- Core Values
- HSE Policy
- Safety Statistics
- Responsible Care
- Incident Review
- Samsara
- Questions



The Northwest Way

Core Values

SAFETY & INTEGRITY

TEAMWORK

CUSTOMER INTEGRATION

CONTINUOUS IMPROVEMENT

RELATIONSHIPS

NORTHWEST
SINCE 1955



Core Focus


NORTHWEST
TANK LINES INC.
Home safe each shift.
Perfect execution, every time.
Be a solution, a valued service partner.
CUSTOMIZED SERVICE
NEVER A NUMBER
GENUINE CONNECTIONS
PROACTIVE COMMUNICATION

HEALTH, SAFETY AND ENVIRONMENT POLICY

Northwest Tank Lines Inc. is committed to providing its customers with safe, professional and dependable service, to meet or exceed customer requirements by providing quality professional service through a process of continuous improvement, and to protect our employees, customers, the public at large and the environment. Safety is an integral part of our company's operation, and it is vitally important that we have a safe and responsible company at all times. Safety is not something that can be turned on and off as circumstances dictate. No job can be so important that the necessary time cannot be taken to ensure that it is done safely.

It is the responsibility of **management** for social, psychological, and physical aspects of the health and safety program to establish and maintain a standard of operation to ensure we provide safe, professional and dependable service. To abide by the Canada Labour Code Part II, Occupational Health and Safety Regulations, and all other applicable laws and regulations and to communicate these commitments to our employees. To recognize and strive for additional ways to reduce the potential impact of our operations on the environment, respond in a timely and effective manner to any environmental incident by using our own emergency response capability or contracting out other services if needed, and to use approved waste treatment facilities for the disposal of waste products.

It is the responsibility of **supervisory** staff to ensure that employees are trained in proper work procedures to obtain optimum levels of efficient operations without incidents, and to ensure employees follow proper work methods and all pertinent policies, laws and regulations.

It is the responsibility of **every employee** to stop any and all unsafe acts until the situation has been adequately resolved, to follow proper work procedures, to abide by all policies, laws and regulations, and to cooperate in attaining an error-free work environment.

Recognizing that sound safety practices enable us to provide better service to our customers, better returns for our company, and better jobs for our employees, we will identify all causes of bodily injury, property or environmental damage, and eliminate these causes as far as we possibly can. We will adopt and follow safe working practices and ensure all employees are adequately trained to carry out their jobs in a safe and efficient manner.

All personnel including, but not limited to, management, supervisors, employees, the JHSC and contractors are expected to adhere to this policy.

Signed By: _____
Kyle Porter, President, Northwest Tank Lines Inc.

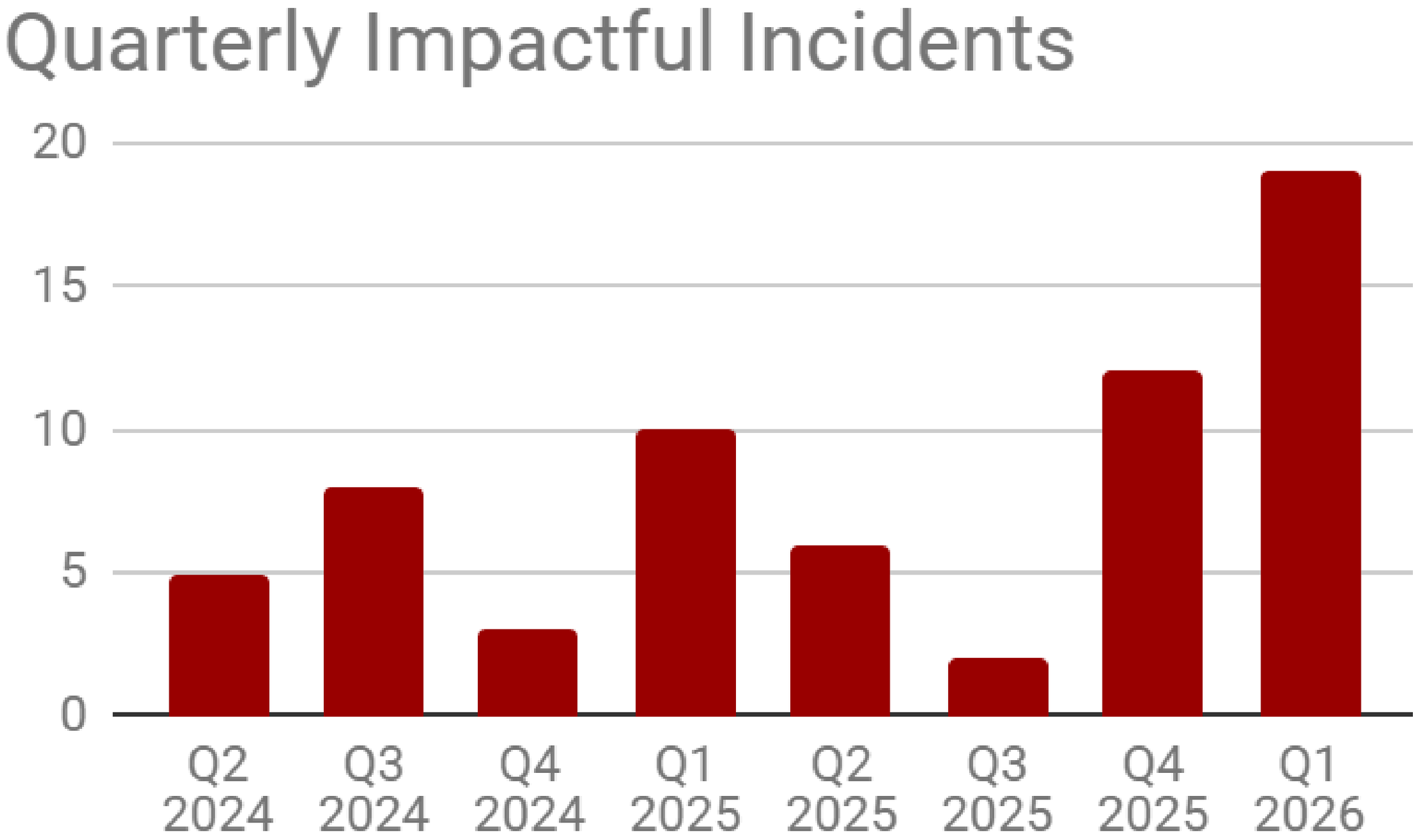
Date: January 2, 2026

Driven to Deliver™

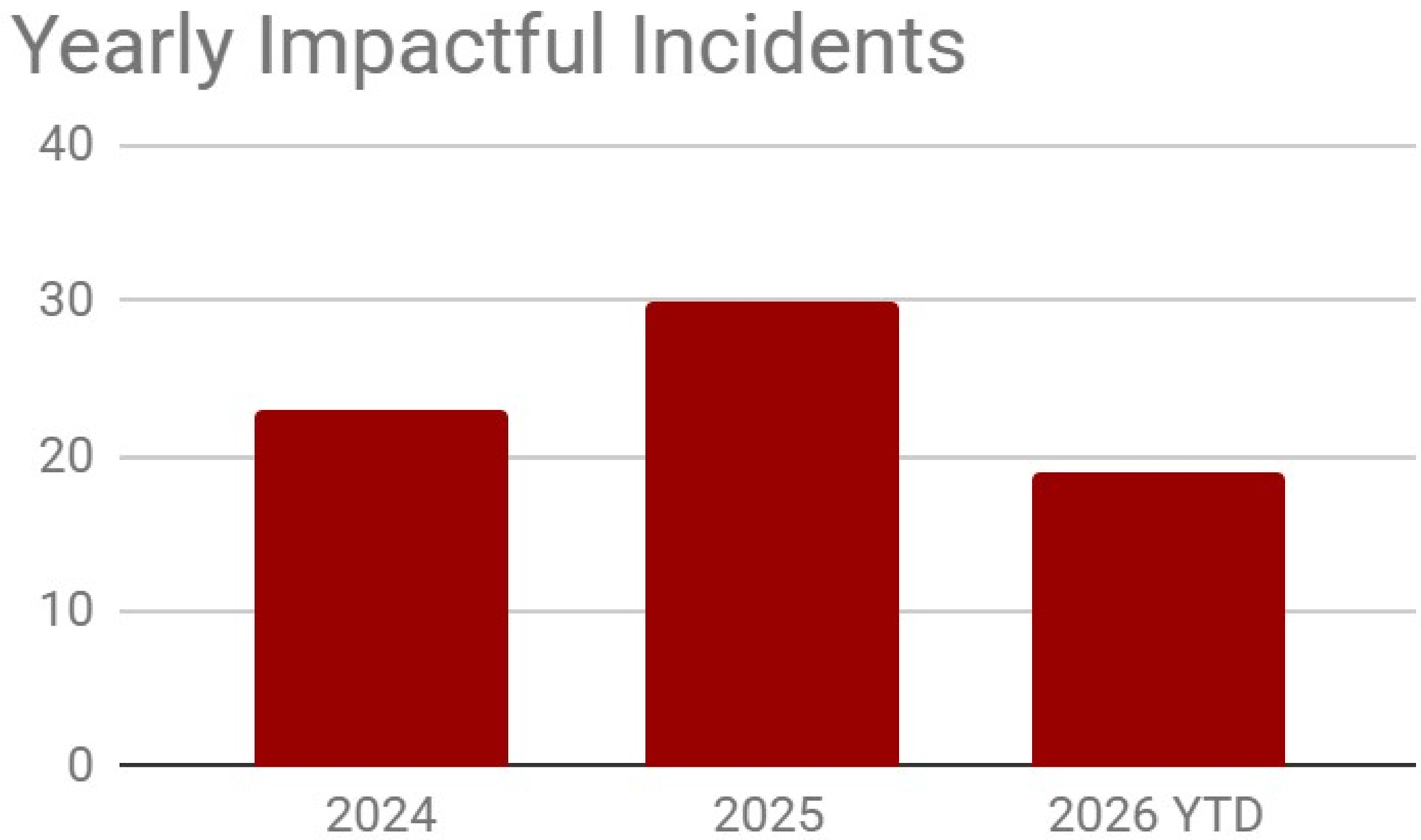


Safety Statistics

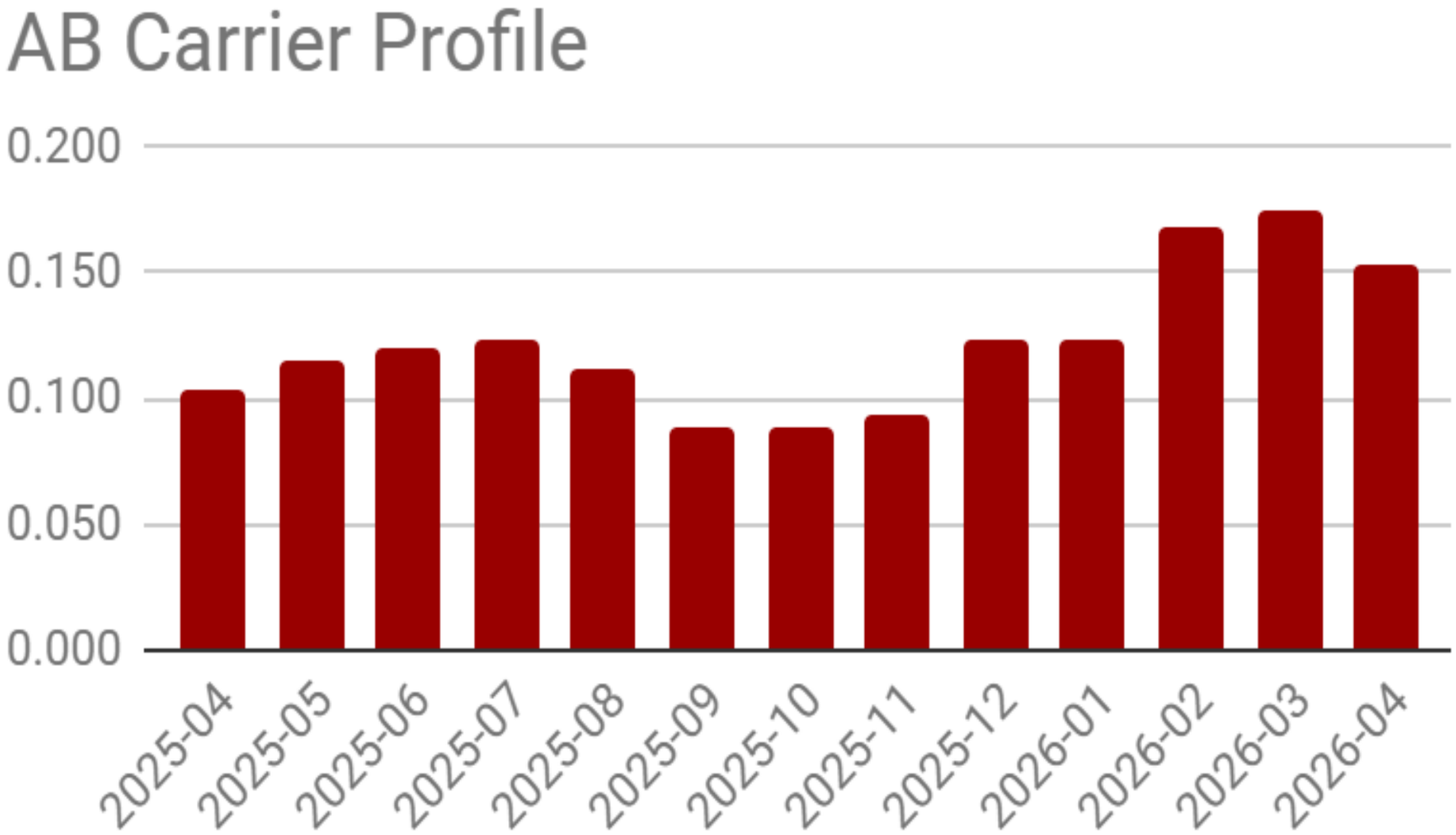
Impactful Incidents - Q1



Impactful Incidents - Yearly



AB Carrier Profile



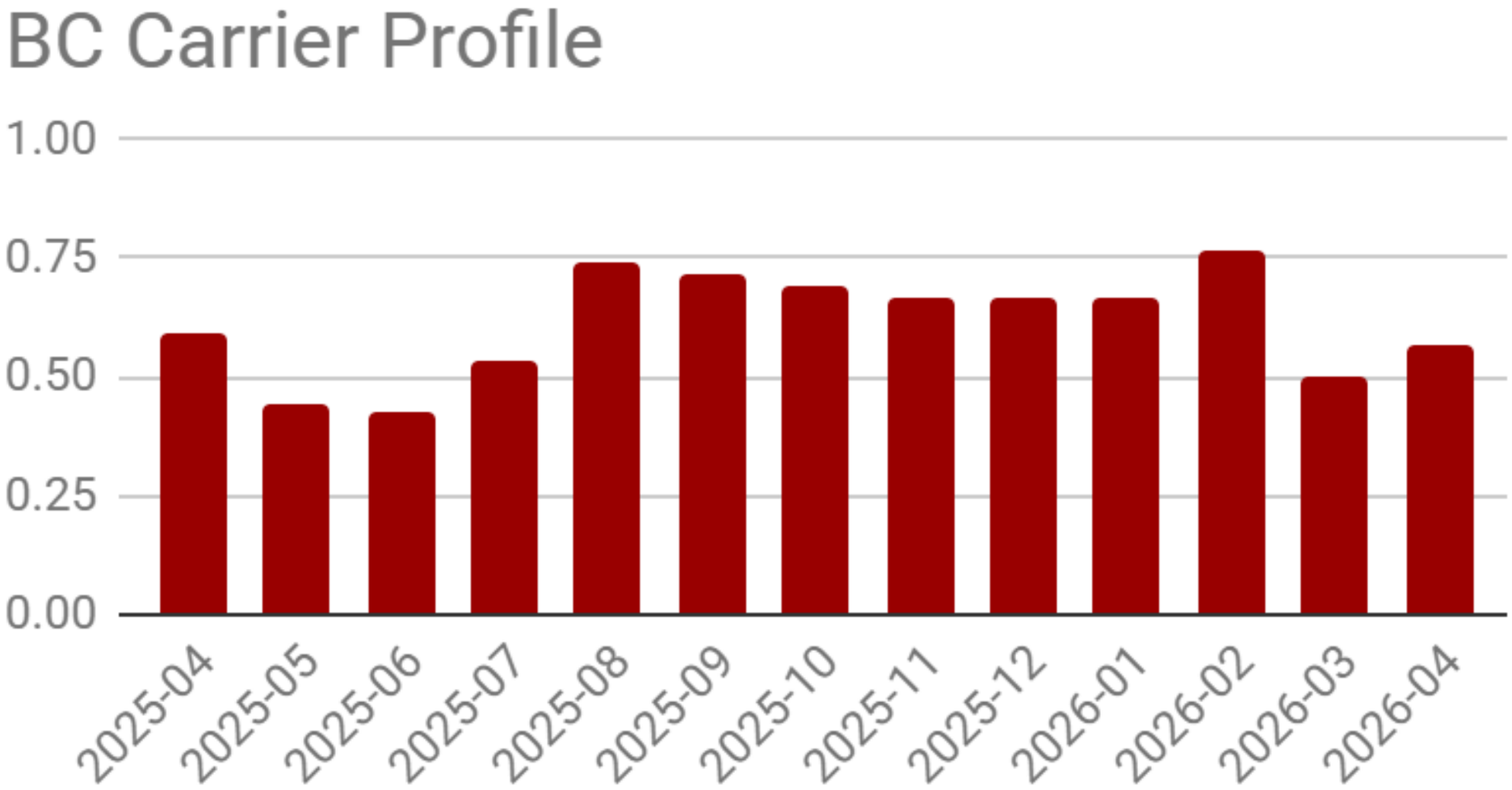
R-Factor Score: 0.153

Carriers Monitoring Stage (1 to 4, 4 being the highest risk): Not on Monitoring

Monitoring Stage R-Factor threshold for Fleet Range: 100.0+ and for Fleet type: TRK

Stage 1:	0.191 - 0.195
Stage 2:	0.196 - 0.268
Stage 3:	0.269 - 0.350
Stage 4:	0.351 and higher

BC Carrier Profile



	Average Fleet Size	Contraventions	CVSA (Out of Service)	Accidents	Total
NORTHWEST TANK LINES INC.	30.02	0.17	0.40	0.00	0.57

Profile Status	Contraventions	CVSA (Out of Service)	Accidents	Total
Satisfactory	0.00 - 1.86	0.00 - 1.55	0.00 - 0.27	0.00 - 2.81
Conditional	1.87 - 2.48	1.56 - 1.80	0.28 - 0.34	2.82 - 3.92
Unsatisfactory	2.49 and above	1.81 and above	0.35 and above	3.93 and above

What is Responsible Care?

Responsible Care®
Our commitment to sustainability.

A global initiative focused on **health, safety, environmental protection** and **continuous improvement** across the energy and chemical industry.

What This Means for Us

- No shortcuts on **orientation or site access**
- **Follow the Route Assessment** every time
- **Report incidents immediately** – no delays
- Use coaching and data to **improve, not punish**
- Safety is **everyone's responsibility – every load, every site**

Driven to Deliver™

What’s Changed in 2026

Stronger Accountability

- Increased focus on **leadership responsibility** for safety performance
- More emphasis on **documented due diligence**

Enhanced Incident Reporting

- Greater requirement for **timely, transparent reporting**
- Focus on **learning outcomes**, not just metrics

Risk Management

- Expanded expectations for **formal risk assessments** (R/A & FLHA)
- Proactive identification of **high-risk activities**

Contractor & Driver Expectations

- Clearer requirements for **orientation, competency, and compliance**
- Increased scrutiny on **third-party safety performance**

Data & Continuous Improvement

- Use of **data analytics (ex: Samsara trends)** to drive decisions
- Stronger focus on **corrective actions and follow-up tracking**

Responsible Care®
Our commitment to sustainability.

Driver Orientations – Accountability & Compliance

Why This Matters

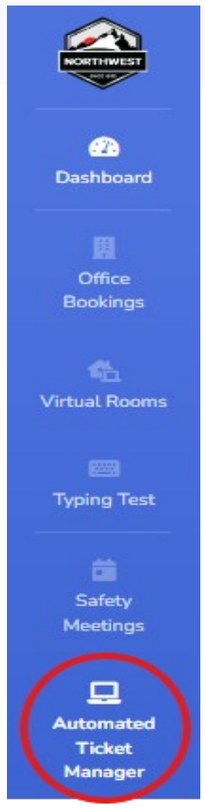
Mandatory safe access • Prevent **risk** to drivers • Ensure **compliance** with site rules

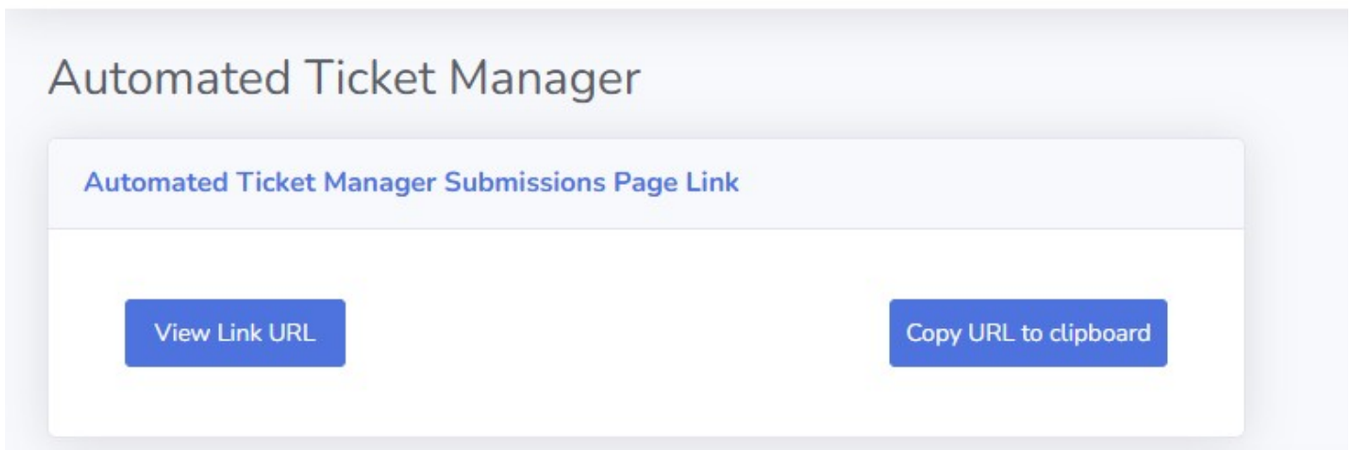
Reminders

- **4 email reminders** before expiry
- **Weekly reports** sent to Operations
- **2-week notification** being implemented
- Support via **People and Culture and Clearbridge**

Expectation Moving Forward

- Drivers **responsible** for timely completion
- Ignoring reminders is **not acceptable**
- **Drivers will not be dispatched** without valid orientations



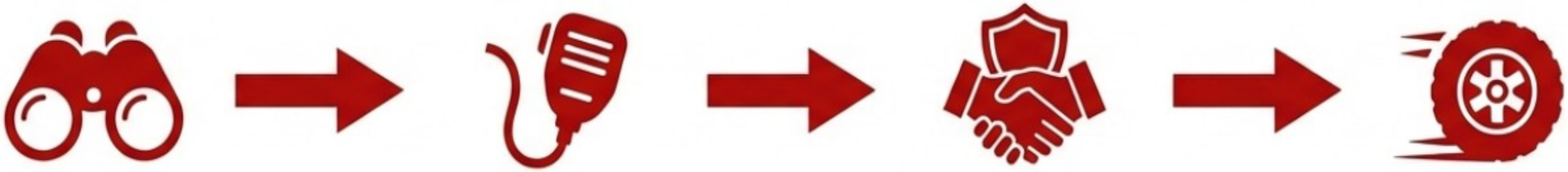




Incident Review

Your Authority to STOP

The ‘Stop Work / Restart Procedure’ is your safety net.



1. ASSESS

You are the captain. If it is unsafe, pull over.

2. COMMUNICATE

Notify Dispatch immediately. Outline the specific hazard (visibility, ice, wind).

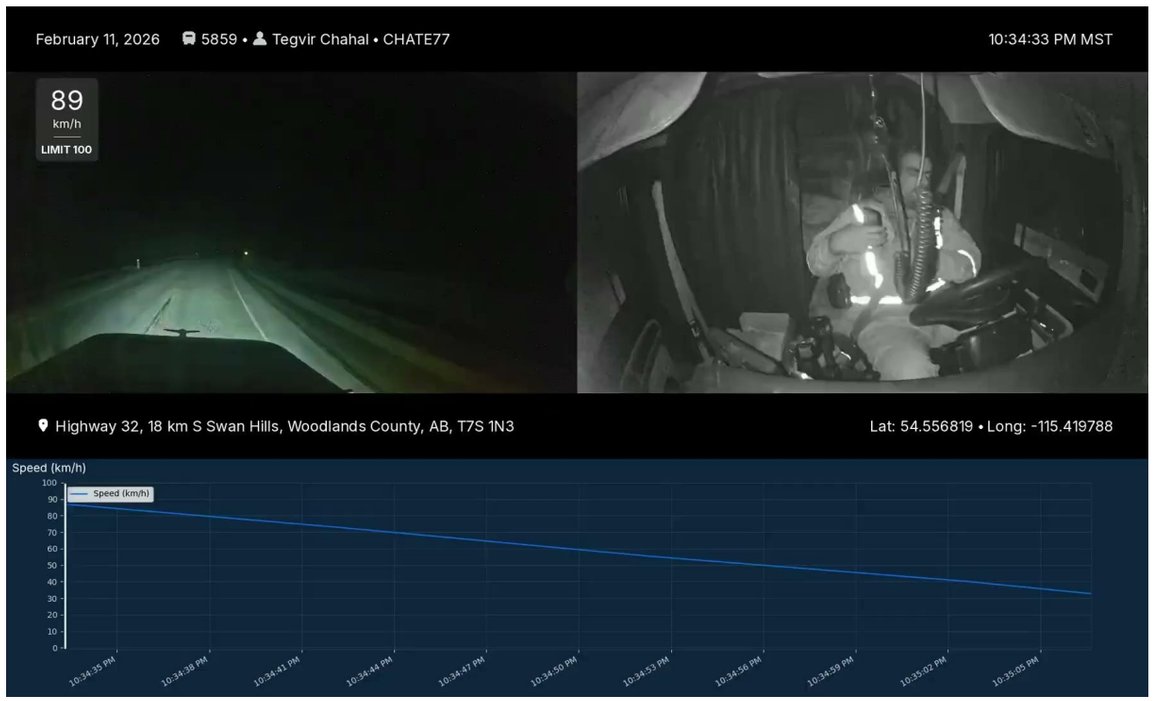
3. SUPPORT

Management will support your decision. We will manage the customer expectations.

4. RESTART

Move only when safe. A check-in call will occur 1-2 hours post-post-restart.

Customer Complaint



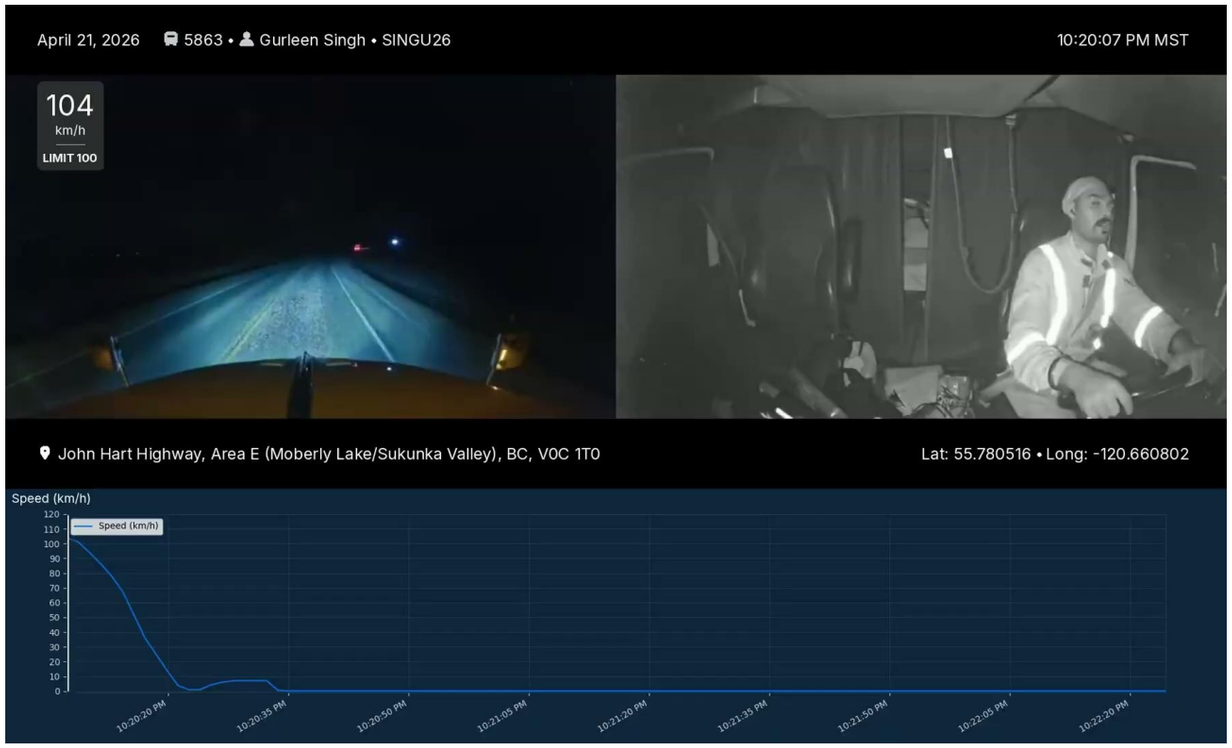


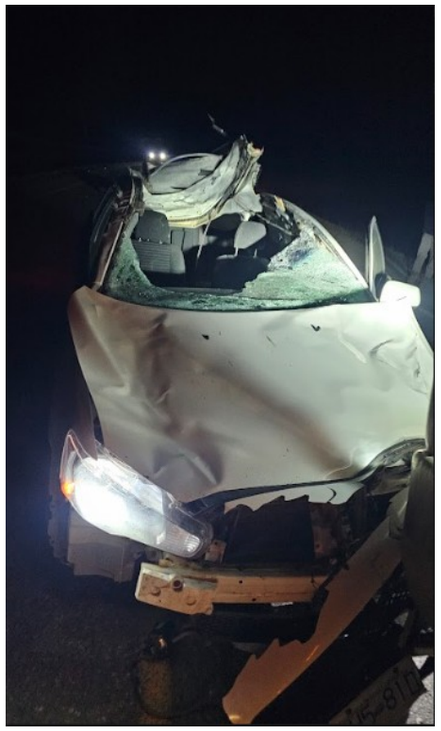
- **The Data:** Recent issues and concerns at this plant with drivers not following the mandatory chain up rule.

- **The Problem:** Plant operator called to advise that the driver showed up to site with no chains on.

- **The Outcome:** Video and GPS data confirmed that driver stopped and chained up prior to arriving to site.

V2624- Good Citizen

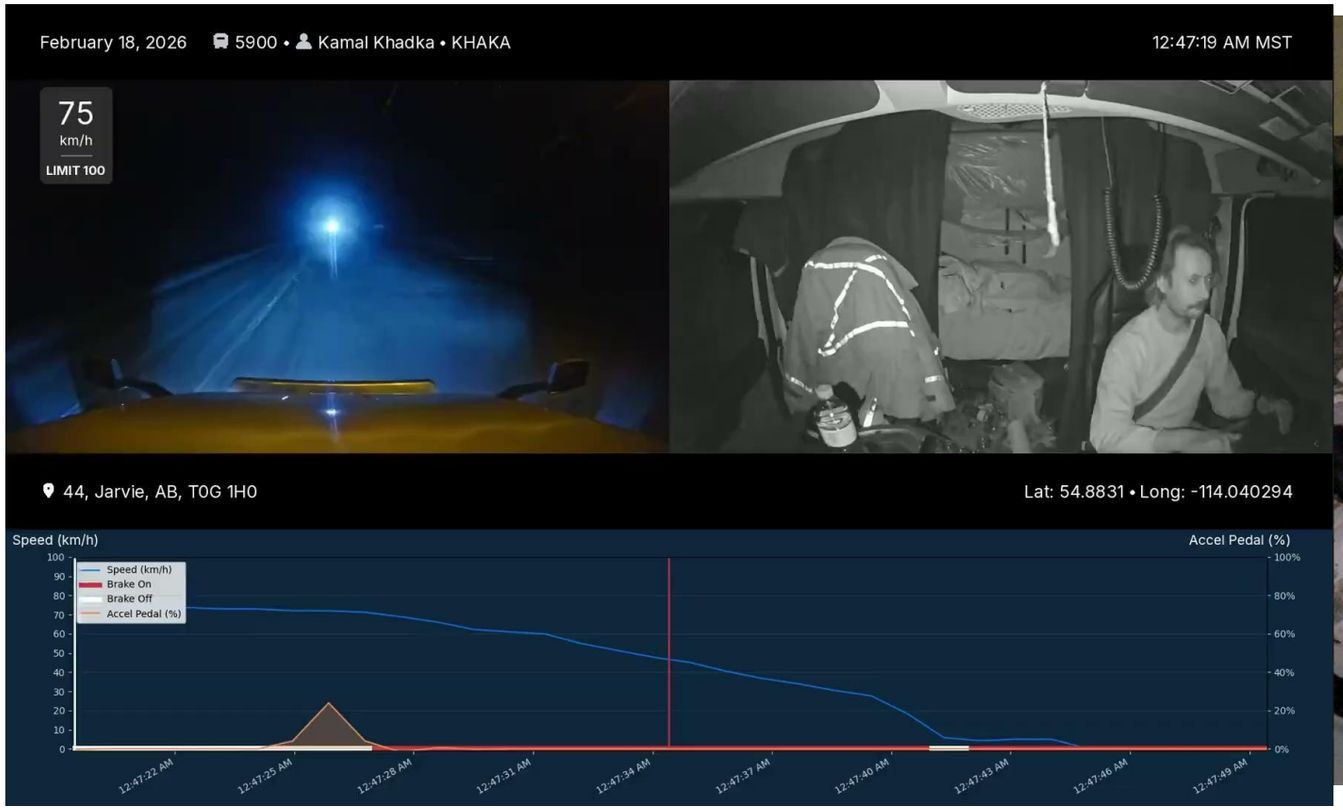






- **The Data:** Driver was returning empty from a trip and remained attentive and situationally aware, identifying a hazard ahead with sufficient time to assess the situation.
- **The Problem:** A third-party vehicle had struck a moose, rendering the driver unconscious. The vehicle then rolled into the NWTL unit.
- **The Outcome:** The driver reacted immediately to provide assistance. Video footage confirmed the NWTL driver was not at fault.

V2618





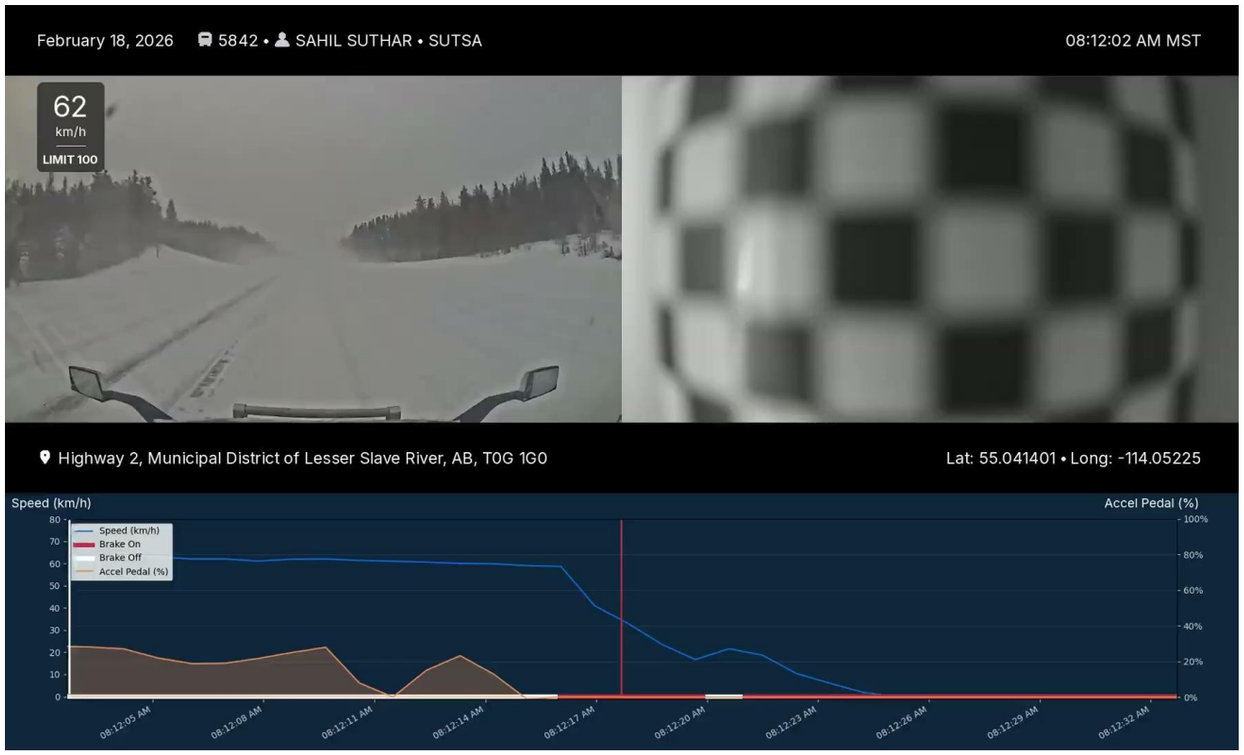


- **The Data:** Driver was operating the unit in accordance with company expectations and maintained proper situational awareness throughout the event.

- **The Problem:** A third-party action resulted in contact/damage involving the NWTL unit.

- **The Outcome:** Camera footage, GPS data, and investigation findings confirmed the NWTL driver was not at fault.

V2619





- **The Data:** Driver was operating the unit while maintaining awareness of surrounding traffic weather conditions.

- **The Problem:** An incident occurred involving a third-party vehicle/equipment interaction with the NWTL unit.

- **The Outcome:** Camera footage, GPS data, and investigation findings confirmed the NWTL driver acted appropriately and was determined not at fault.

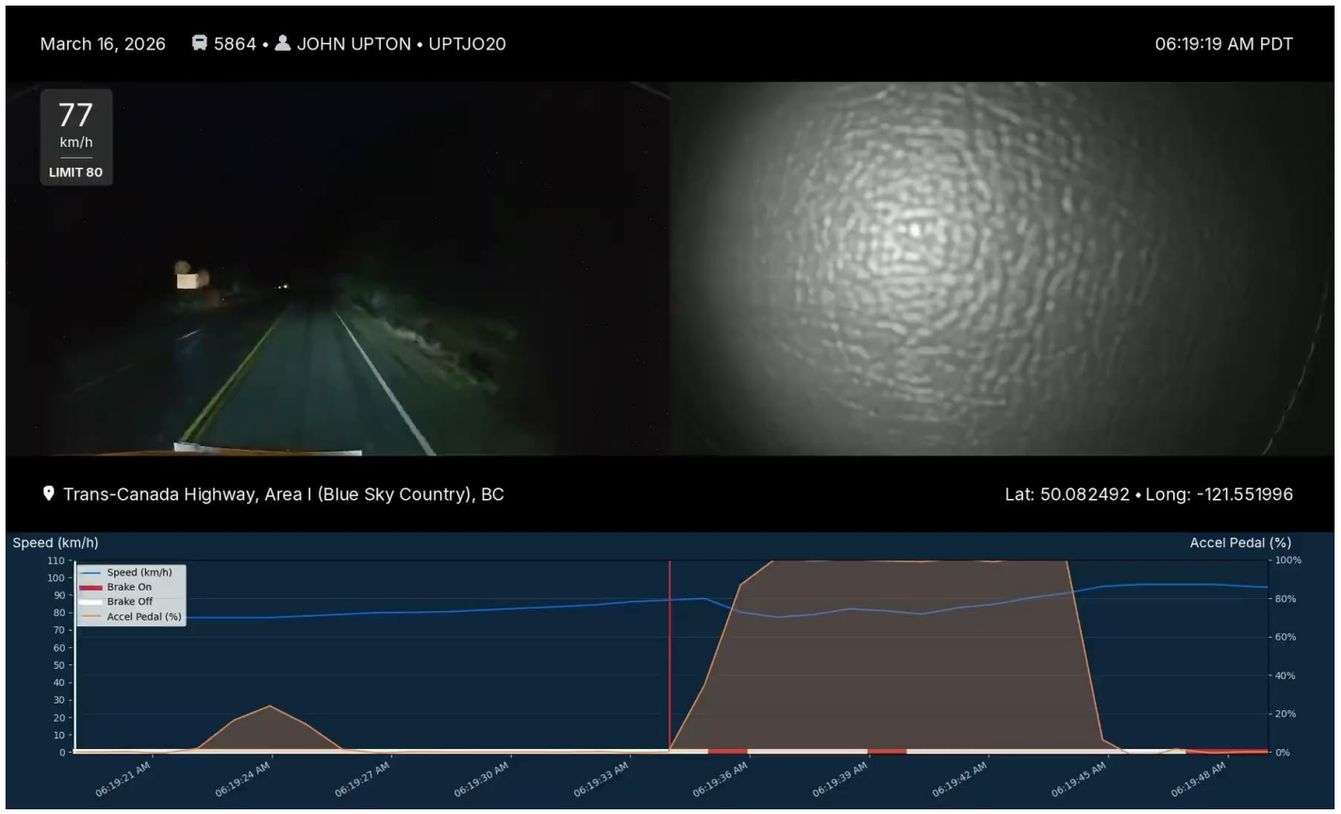
ED2603





- **The Data:** Driver was exiting the customer site during nighttime conditions and proceeded through the gate area prior to fully confirming adequate clearance.
- **The Problem:** The NWTL unit contacted the customer gate post while exiting site, resulting in damage to the gate and wheel area. The incident was not immediately reported.
- **The Outcome:** Camera footage verified the sequence of events. Corrective actions were implemented regarding gate clearance confirmation and immediate incident reporting expectations.

ED2604

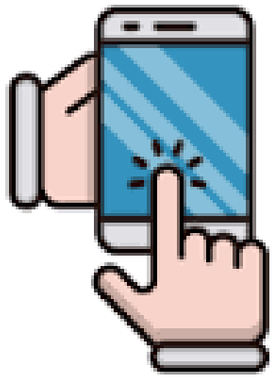


- **The Data:** Driver was operating the unit during nighttime hours and failed to maintain proper lane positioning and vehicle control.

- **The Problem:** Due to poor driving practices, the trailer wheel assembly contacted the ditch line, resulting in damage to the tire/rim components. The incident was not immediately reported to dispatch or management.

- **The Outcome:** Camera footage and investigation findings confirmed driver error as the cause of the incident. Corrective actions were implemented regarding vehicle control, situational awareness, and immediate incident reporting expectations.

Incident Reporting Expectations





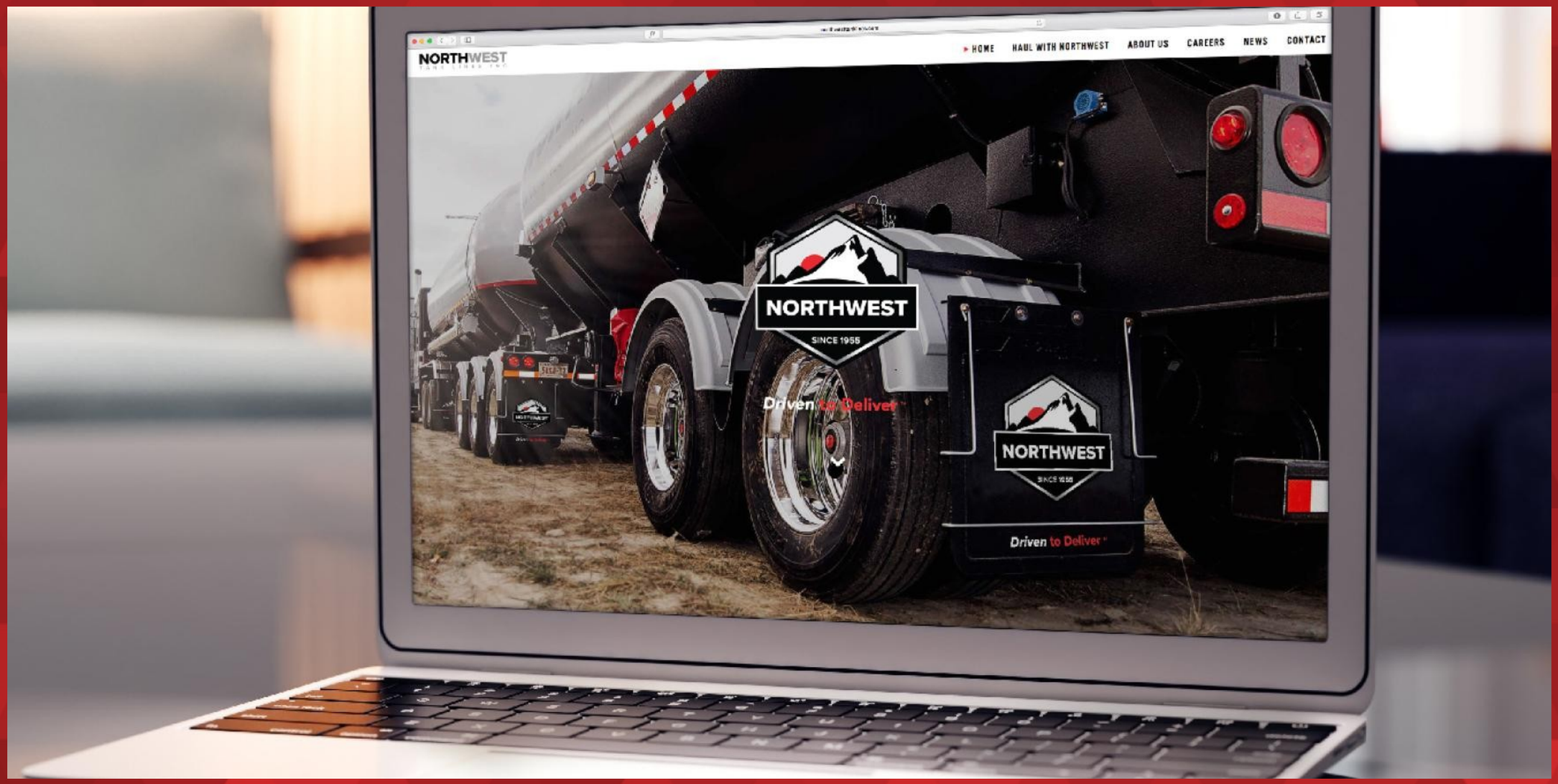
- **All incidents, damage, near misses, and customer concerns must be reported immediately to Dispatch and Management.**

- **Stop when safe, call Dispatch, and provide accurate details.**

- **Do not leave site without reporting the incident.**

- **Camera and GPS data are reviewed during all investigations.**

- **Failure to report incidents immediately may result in disciplinary action.**



Samsara Camera & App

Samsara - AI & Self Coaching

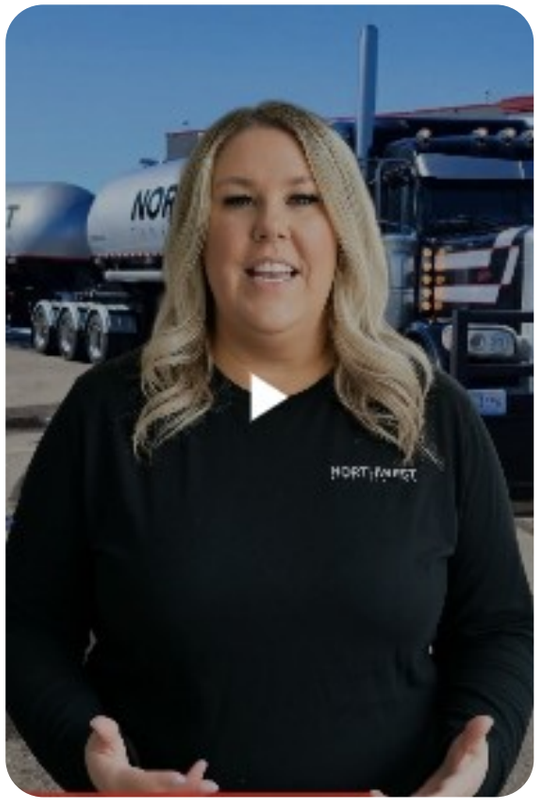
NEW! AI Coaching, weekly summaries in the driver app

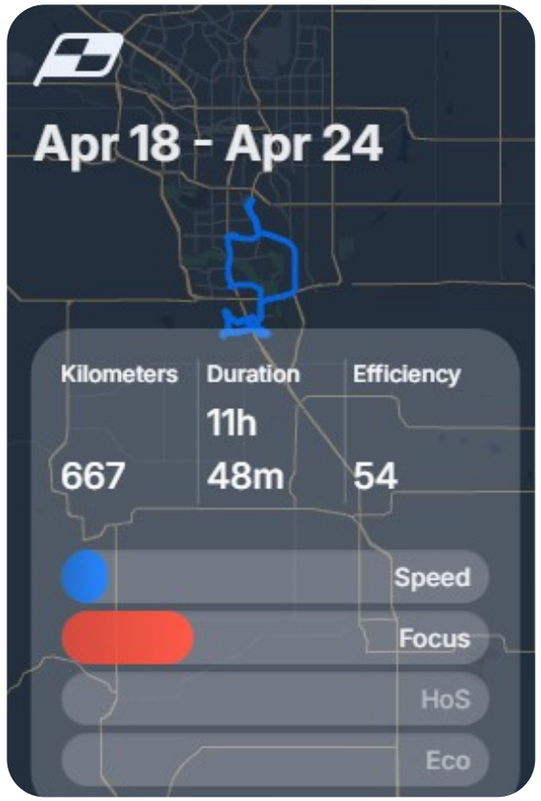
Key Safety Metrics

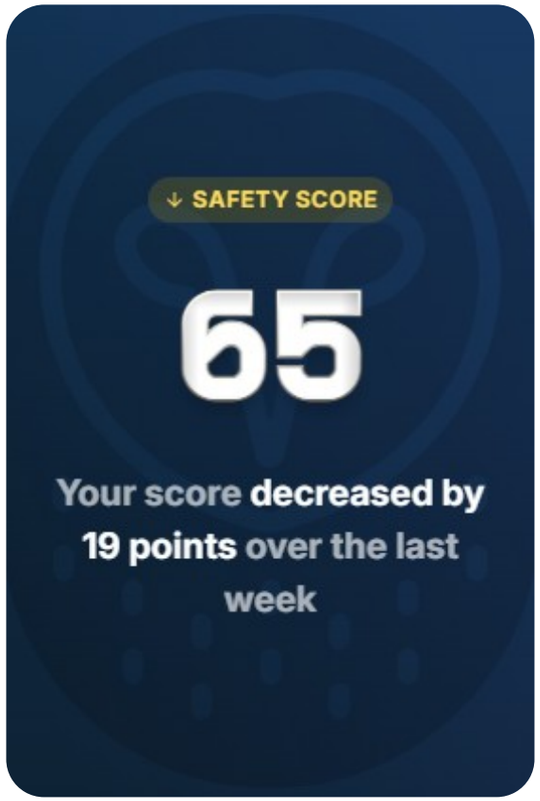
- Total **safety events & observations**
- **Top behaviors** (ex: obstructed camera, drowsiness)
- **Safety Score trends** (weekly change)

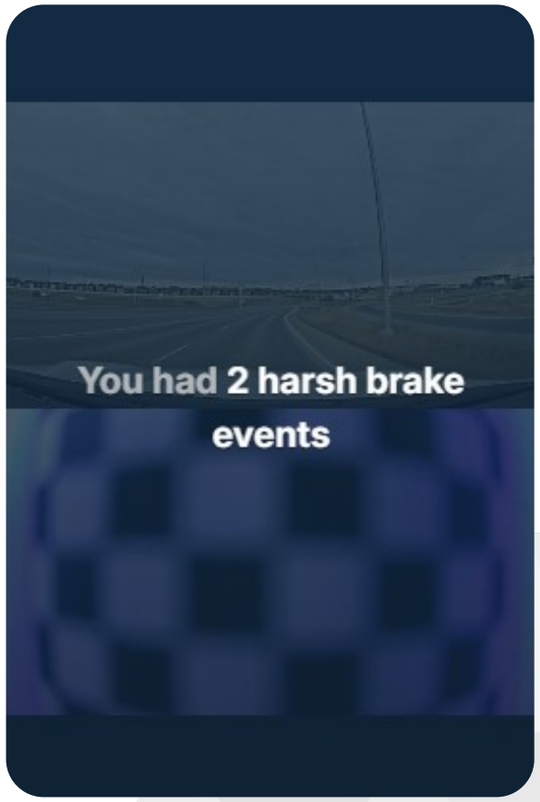
Performance Insights

- **Coaching completion** & self-review rates
- Individual & fleet-level **performance insights**









Driven to Deliver™

Self-Coaching with Samsara

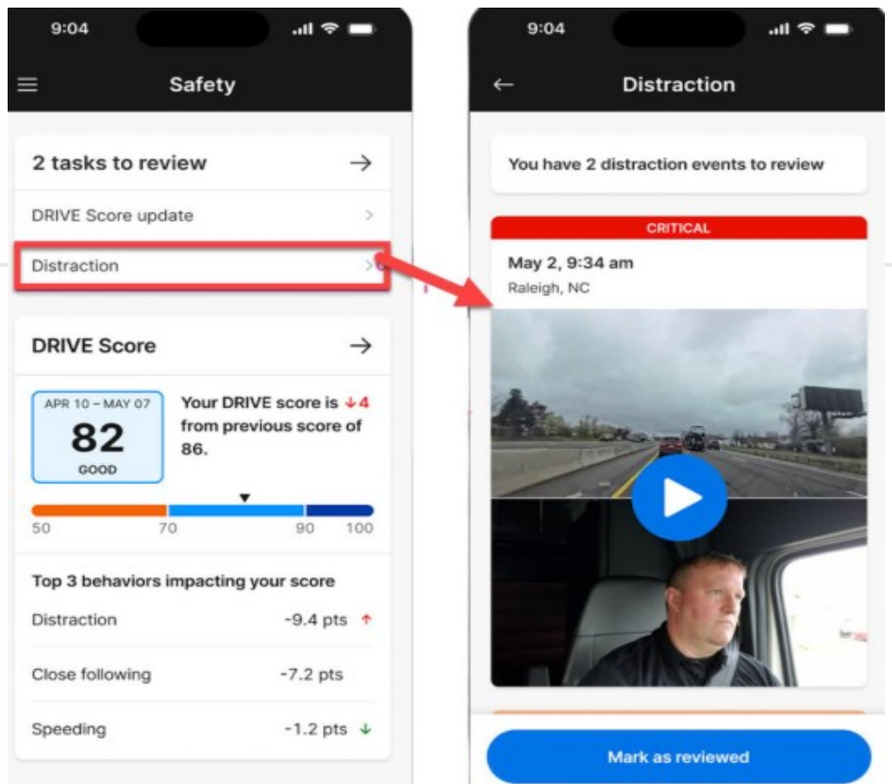
Even low-risk events can trigger a self-coaching assignment—giving you a chance to review the moment and correct small habits before they become bigger risks.

How to Do It

- **Watch the clip**
  Understand the full situation
- **Identify the risk**
  What behavior was flagged?
- **Own it**
  What could have been done differently?
- **Apply it**
  Adjust habits on the next trip

Why It Matters

- Builds **awareness in real time**
- Helps prevent **repeat behaviors**
- Improves your **Safety Score**
- Keeps you and others **safe on every load**



Samsara - Safety Score



Current Fleet Overall Score is 93

139 Drivers (62% of our fleet) have a Safety Score of 100 !

Score improvement

Karan Dhanjal has the highest score improvement

↑ 61 pts

Score improvement

Srdan (Serg) Bacic has the 2nd highest score improvement

↑ 59 pts

Score improvement

Rampal Singh has the 3rd highest score improvement

↑ 44 pts

Score improvement

Segun Sodeko has the 4th highest score improvement

↑ 43 pts

G Gurleen Singh — Safe Speed for 233h

I INDERJIT SINGH — Safe Speed for 221h

A Antonas Diadko — Safe Speed for 198h — Apr 8 - Present

Samsara HOS & DVIR

HOS — Logging Your Duty Status

1

Open & Sign In

Tap the Samsara app. Sign in with your driver credentials. You must be logged in before your shift begins.

2

Set Your Duty Status

Tap the status bar. Select: Off Duty, Sleeper Berth, Driving, or On Duty (Not Driving). Change it every time your activity changes.

3

Driving Auto-Detects

At ~8 km/h the app switches you to Driving automatically. Verify it's correct — you're responsible for your log.

4

End of Shift

Switch to Off Duty or Sleeper Berth. Certify your daily log before logging off. Accurate times are a legal requirement under Canadian HOS.

Off Duty

Sleeper Berth

Driving

On Duty (Not Driving)

HOS — Editing Logs & Special Statuses

✏️ How to Edit a Log

Tap the log entry → Edit. Correct the status, time, and location. You can edit up to 14 days back.

📝 Annotations Are Mandatory

Every edit must include a written annotation explaining why. Keep it factual — e.g., 'Wrong status selected at Nisku terminal.'

✅ Accepting Manager Edits

Review proposed edits before accepting. Your acceptance certifies the log is accurate. Never accept an edit you disagree with.

🔔 Check Daily

Review the app daily for pending manager edits. Unreviewed requests can generate violations on your record.

Personal Conveyance (PC)

For personal travel only — no commercial benefit to the carrier. Examples: driving home, personal errands. Must add an annotation. Does NOT reset HOS.

Yard Move

For on-property movement only — within a yard or facility. Not for road travel. Must add an annotation. Authorized by carrier.

⚠ Both statuses require annotations and can be audited. Misuse may result in HOS violations.

DVIR — Pre-Trip Inspection (Before Every Trip)

1. Open App & Select DVIR
2. Select Vehicle / Unit
3. Walk-Around Inspection
4. Mark Pass or Defect
5. Sign & Submit

Required Inspection Areas — NSC Schedule 1

Brakes

Air pressure, adjustment, lines & connections

Lights & Reflectors

Headlights, taillights, markers, turn signals

Tires & Wheels

Tread depth, inflation, fasteners, rim condition

Coupling Devices

Fifth wheel, kingpin, safety chains, locking jaws

Steering

Play, linkage, power steering fluid

Emergency Equipment

Fire extinguisher, triangles, first aid kit

In Samsara: tap each category — ✓ for PASS, 🚩 flag icon to report a defect. Add a photo for every defect found.

DVIR — Post-Trip & Defect Reporting

Complete Post-Trip DVIR

Required at the end of every shift — legal obligation under NSC Standard 13. Complete it before you leave the unit.

Carry-Forward Defects

If the previous driver flagged a defect, Samsara will prompt you to review and acknowledge it before you can drive. Do not skip this step.

Reporting Defects

Flag the item, select severity, add a description and photo, then tap Submit. The report goes directly to Dispatch and Maintenance.

Safe vs. Unsafe Defects

Safe defect (e.g., minor light): document and continue. Unsafe defect (brakes, steering, coupling): vehicle must NOT move until a mechanic signs off.

Defect Severity

No Defect	Sign and proceed
Minor Defect	Log it, continue with caution
Major Defect	Out of service — do not drive

⛔ Unsafe Defect — Stop the Unit

Operating a vehicle with a known major defect can result in fines, licence suspension, and personal liability under Canadian regulations. When in doubt — call your supervisor before moving.

Driver Quick Reference

Samsara | HOS & DVIR | Canada

HOS — Every Shift

- Log on before your shift starts
- Update status with every activity change
- Driving auto-detects — verify it's right
- Add co-driver if team driving
- Certify and log off at end of shift

Log Edits

- Tap entry → Edit (up to 14 days back)
- Annotation required for every edit
- Review manager edits daily
- Only accept what's accurate — it's your log
- PC = personal only | Yard Move = on-property

DVIR — Every Trip

- PRE-TRIP before every departure
- POST-TRIP at end of every shift
- Check carry-forward defects before driving
- Photo + description for every defect
- Major defect = STOP, call supervisor

Questions? Contact your Field Supervisor or HSE Coordinator before your trip.

Driven to Deliver™

PRE-TRIP INSPECTION

Why It Matters



What Our Delivery Site Is Finding

Site Inspection Results — Their drivers & vehicles arriving on-site

45	27%	69%	16%
Inspections Conducted	**Require Attention**	**Out Of Service**	**Outstanding Requests**
total vehicles checked	12 of 45 vehicles	of flagged vehicles	unresolved items

Common Requires Attention Items

Brake Adjustment(s)	53%
Brake Mechanical Components	31%
Air Brake Hose Condition	27%
Air Brake Leaks	24%
Lights	22%

Common Out of Service Items

Positive Air Shutdown	38%
Air Brake Hose Condition	24%
Tires	18%
Brake Adjustment(s)	11%
Suspension	4%

Why Pre-Trip Inspections Save Lives



69% of flagged vehicles are Out of Service

When a vehicle fails inspection at the delivery site, it cannot move. That means delays, towing costs, and a damaged relationship with the customer — all preventable with a thorough pre-trip.



Brakes are the #1 issue found

Brake adjustments appear in 53% of "Requires Attention" findings and 11% of Out of Service violations. Brake checks are a core CSA requirement and only take minutes to verify.



Compliance protects you and your company

CSA violations follow the driver's record. An out-of-service order at a customer gate creates regulatory risk for both driver and carrier. Pre-trips are your first and best defense.

Remember: A pre-trip inspection is not optional — it is a federal requirement under NSC Standard 13.

Pre-Trip Checklist: Focus Areas

Based on the most common findings at our delivery site

Brake System

- ✓ Slack adjuster travel (push rod stroke)
- ✓ Brake linings, drums, rotors
- ✓ Air lines for leaks, chafing, or damage

Lights

- ✓ Headlights, taillights, brake lights
- ✓ Turn signals, reflectors, marker lights
- ✓ Clearance lights operational

Air System

- ✓ Check air pressure builds to 100–120 PSI
- ✓ Test air governor cut-in/cut-out
- ✓ Inspect hoses for cracks, looseness, or bulging

Suspension

- ✓ Spring hangers, u-bolts, shock absorbers
- ✓ Look for cracks, missing bolts
- ✓ Torque rod & bushings

Tires

- ✓ Tread depth & sidewall condition
- ✓ Inflation pressure (use gauge)
- ✓ Check for cuts, bulges, or foreign objects

Our Commitment

Every driver. Every truck. Every trip.



- ✓ Complete pre and post trips daily
- ✓ Report issues immediately
- ✓ A 15-minute pre-trip beats a 3-hour roadside inspection

PREVENTATIVE MAINTENANCE

Sliding-Vane Commodity Pumps

Blackmer TLGLF Series

Northwest Tank Lines Inc. | Rev 1.0 | February 2026

WHY PUMP MAINTENANCE MATTERS

These pumps rely on product-lubricated vanes, bearings, and seals that are highly susceptible to dry running, suction restriction, contamination, or motor shaft misalignment.

Vane Chipping

Seal Face Scoring

Shaft Fatigue at Keyway

Unplanned Downtime

PM SCHEDULE AT A GLANCE

Task	Interval	Responsibility
Operator Pre-Use Check	Every Load / Unload	Operator
Quarterly Greasing & Strainer Check	90 Days / 250 hrs	Operator
Relief Valve & Motor Check	6 Months / 500 hrs	Pump Technician
Vane & Seal Service	12 Months / 1,000 hrs	Pump Technician
Post-Incident Inspection	**Immediate**	**Operator / Pump Technician**

OPERATOR PRE-USE CHECKS | Every Load

✔ VERIFY

- Suction valve open
- Tank outlet valve fully open
- Bypass return line valve open
- No leaks at hose, fittings, or seal areas
- Flow established within ~60 seconds
- No abnormal rattling or cavitation
- Pump not operated against closed discharge valve
- RPM within normal range

⛔ STOP IMMEDIATELY IF

- Cavitation noise develops
- Sudden loss of flow
- Vibration becomes abnormal
- Leakage from the tell-tale hole
- Dry running beyond ~60 seconds
- Operating against closed discharge valve (deadheading)
- Rapid valve movement / pressure spikes

QUARTERLY GREASING & STRAINER CHECK | 90 Days / 250 hrs

Bearing Greasing Procedure

1. Check pump for grease level
2. If low: remove grease relief port and SLOWLY apply with handgun until grease escapes from relief port
3. Wipe excess grease
4. Reinstall grease relief fitting
5. If close-coupled motor: grease adapter fittings to prevent metal-to-metal wear

⚠ IMPORTANT NOTES

- DO NOT grease while pump is running
- DO NOT over-grease — excess grease migrates and causes mechanical seal failure
- Increase frequency if: dusty/contaminated environment, abnormal vibration, or winter salt/brine exposure

Recommended: Mobil Mobilgrease XHP222, Exxon Ronnex MP Grease, or equivalent lithium-based grease

SEMI-ANNUAL CHECK | Relief Valve & Hydraulic Motor | 6 Months / 500 hrs

1. Relief Valve Check

- Verify internal relief valve opens within OEM recommended pressure range
- Confirm valve reseats correctly after opening
- Confirm bypass return line valve is NOT set higher than internal relief valve

2. Hydraulic Motor Alignment

- Check alignment, mounting integrity, leaks, and abnormal vibration
- Verify coupling alignment remains within tolerance
- Confirm speed control / governor functioning correctly
- Verify motor support brackets intact — not transferring weight through hydraulic hoses

Must be performed by a Pump Technician

ANNUAL SERVICE | Vane & Seal Inspection | 12 Months / 1,000 hrs

What's Included

- Removal & inspection of vanes
- Evaluation of seal condition
- Assessment of bushing and shaft surface condition
- Replacement of components with abnormal deterioration

Detects Early

- Cavitation damage
- Dry-run events
- Pressure overload
- Driveline misalignment
- Seal degradation

Recordkeeping Requirements

Date completed • Vendor name • Operating hours • Vane / seal / shaft findings • Relief valve results • Corrective actions • Parts replaced

Must be completed by a Certified Technician — results recorded in fleet maintenance management system

POST-INCIDENT INSPECTION | Immediate Response

Dry Run > 60 sec

Risk: Rapid vane wear, bushing scoring, seal overheating

Deadhead / Closed Discharge

Risk: Extreme pressure spikes, shaft/keyway damage, seal blowout

Abnormal Vibration

Risk: Driveline misalignment, vane chipping, rotor gallop

Tell-Tale Hole Leakage

Risk: Mechanical seal failure

Thermal Recirculation

Risk: Seal face glazing, bushing distortion

Sudden Loss of Flow

Risk: Cavitation, vane impact loading

Pressure Spikes / Rapid Valve Movement

Risk: Keyway fatigue, shaft edge chipping

Reported Cavitation

Risk: Vane end impact, rotor edge erosion, seal micro-fracturing

Technician must inspect: vanes • seal & rotor face • bypass return valve • coupling alignment • relief valve behavior

KEY TAKEAWAYS

01	Operators are the first line of defense — pre-use checks every load
02	Quarterly greasing directly impacts vane life, seal performance, and rebuild intervals
03	Semi-annual technician checks prevent pressure overload and misalignment damage
04	Annual vane & seal inspection enables early detection before catastrophic failure
05	Post-incident response is mandatory — never continue operating after a trigger event



Zone Specific Feedback

Zone Specific Discussions

- **Proper pre-trip inspections, including all safety devices**
- **Do not tamper with safety devices, including the base system**
- **Truck Binder Updates**
- **Vehicle Tool List**
- **Slow down and respect customer speed limits**





Questions ?