Employee Safety Travel Book

Safety Starts Here

Contents

Determining if travel is safe

When determining if travel is safe during inclement weather, SGI recommends the following procedures be followed:

Check road conditions

- The Saskatchewan Ministry of Highways & Infrastructure Hotline:
  - Saskatoon and surrounding area – 306-933-8333
  - Regina and surrounding area – 306-787-7623
  - All other areas of Saskatchewan (toll free) – 1-888-335-7623
  - SaskTel Cell Network – *ROAD (*7623)
- Manitoba, Alberta and British Columbia (toll free) – 1-888-335-7623

Online

- http://www.highways.gov.sk.ca/road-conditions
- http://511.alberta.ca/
- http://www.gov.mb.ca/mit/roadinfo/
- http://www.drivebc.ca/
- http://www.mto.gov.on.ca/english/traveller/conditions/
- Ontario: TRIP/511 (Traveler's Road Information Portal)

Designations

- **Good winter driving conditions** – You are free to travel.
- **Other conditions including extreme cold** – You may wish to discuss with your manager whether you feel safe to travel or not.
- **Travel not recommended** – Recommend not travelling until the advisory has been lifted. Keep in mind that this advisory also applies to Emergency Vehicles (police, fire, ambulance) as it is unsafe for them to assist you.
- **Road closed** – Do not travel until the advisory has been lifted.
- **Construction** – Expect delays and determine if a different, safe route is possible.

Check weather conditions

Check the forecast for your entire trip to ensure a safe return from your travels:

Online

- http://www.theweathernetwork.com/
- http://weather.gc.ca/canada_e.html

Alternate plans

- Determine if the purpose for your travel can be rescheduled or be completed by phone or video conference.
- Determine if leaving earlier or later will allow you to travel in less hazardous conditions.
- Determine if an alternate route is an option. Plan and check the conditions of your alternate route.

Travelling alone

- Determine and discuss your travel plans and develop a check-in system for maintaining regular contact with your Manager/Director.

Travel together

- If more than one vehicle is travelling to the same location, travel together. If more than one person is in each vehicle, you can stay in contact via cell phones to warn others of any hazards or accidents.
- Employees may use a hands-free device while driving, but since talking on the phone is a driver distraction, this is not preferred.
- Account for all vehicles and passengers upon arrival.

Travel notification plan

- Prior to departure, provide your Manager/Director with your travel plans including destination and expected departure and arrival time.
- Contact your Manager/Director when you have arrived at your destination.
- Keep your Manager/Director informed if you encounter any unexpected delays that would prevent you from arriving at your destination as planned.

Report to local authorities

- If an employee or group of employees fail to report at the agreed upon time and the Manager (including in-scope) or Director is unable to contact the employee or group of employees, the Manager or Director shall report to the local authorities in or closest to the area where contact was last established with the employee or group of employees.

If you become stranded

- Do not panic. Stay with your vehicle – it is easy to become disoriented.
- Be careful if you have to get out of your vehicle - other traffic may not see you. If possible, use the door away from the traffic.
- If possible, notify local authorities and your Manager/Director of your situation and location.
- Avoid exertion or exposure. If needed, put on extra layers and wear a hat (60% of body heat is lost through your head).
- Turn on flashing lights or set up flare. A brightly coloured cloth on the radio antenna may make your vehicle more visible in the daylight.
- Run the car engine occasionally (10 minutes/hour) to provide heat and to conserve fuel. Ensure that the tail exhaust pipe is free of snow and keep the window open slightly to prevent the build-up of carbon monoxide when the engine is running.
- Bundle up in a blanket. If there is more than one person in the care, share – two people sharing blankets will be warmer than either person using one alone.
- Monitor for signs of frostbite or hypothermia.
- Do not fall asleep. If more than one person in the vehicle, take turns sleeping.
- Do not stay in one position too long. Do some activity to help circulation – move arms and legs, clap hands, etc.
- Watch for traffic and emergency vehicles.

Vehicle Pre-check

1. **External check**
   - Check under vehicle for leaks and/or obstructions
   - Bumpers secure and in good condition
   - License plate in correct position, visible and clean
   - Body of vehicle and exhaust secure and in good condition
   - Wiper blades in good condition
   - Fuel cap secure

2. **Head lights, high-beams, signal lights and tail lights**
   - Working properly
   - No breaks or cracks
   - Clean

3. **Mirrors and windows**
   - Clean and in good condition
   - View not obstructed
   - Mirrors secure and adjusted properly
   - Windows open and close properly

4. **Doors**
   - Doors open and close properly
   - Door locks work properly

5. Tires and wheels

- Tires properly inflated
- Tire treads in good condition
- Tires undamaged, no bulges or punctures
- Wheels in good condition and secure

6. Internal check

- Driving controls, seat and head rest adjusted properly
- Seat belts adjusted and working properly
- All instrument gauges working and warning lights off
- Wipers, horn and temperature controls working properly
- Interior clean with no loose materials or objects

7. Load security

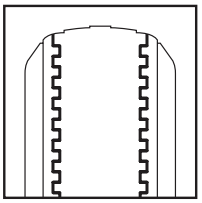
- Articles in vehicle stored securely to prevent items from sliding around and distracting or injuring the driver and/or passengers
- Articles on roof or in the back of trucks or SUVs secure and/or tied down
- Secure heavy items in the trunk of the vehicle when possible

Tire wear guide

Checking your tires regularly is an important part of maintaining your vehicle and ensuring you are safe on the road while travelling. Damage, uneven wear and other visible changes can indicate potential problems with your tires or vehicle. The sooner you notice changes in your tires, the sooner you can get the issue repaired by an appropriate professional. Tires should be inspected at least every month, as well as before and after any long trip.

The following may help you identify the causes of common tire wear patterns:

Centre wear



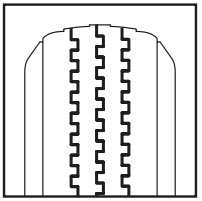
Possible cause

- Can indicate over-inflation, increasing risk of tire blowout.
- May also be caused by mounting oversized tires onto narrow rims.

Solution

- Ensure tires are deflated to manufacturer's specifications.
- Use a tire pressure gauge to adjust the pressure to the correct level.

Edge or shoulder wear



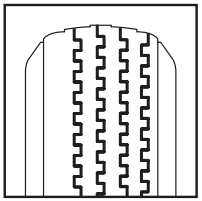
Possible cause

- Can indicate under-inflation.
- May also be caused by low tire pressure, overloading the vehicle or use of undersized tires.

Solution

- Ensure tires are inflated to manufacturer's specifications. Use a tire pressure gauge to adjust the pressure to the correct level.
- Have a professional check the suspension.
- Have a professional determine if tire rotation and wheel alignment is required.

Side or camber wear



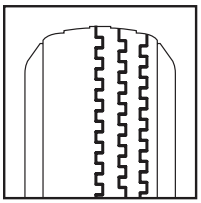
Possible cause

- Can indicate that the tire is not vertically aligned properly with the surface of the road.
- Can be caused by a weak, broken or incorrect spring.

Solution

- Have a professional correct the camber.

Toe wear



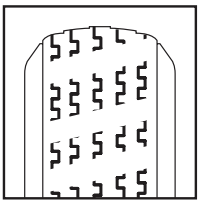
Possible cause

- Can indicate that the tire is not aligned parallel to the centre line of the vehicle.
- If toe is not aligned properly, tires can rapidly wear.
- Excessive toe may result in a “saw-toothed” pattern of wear across the tread surface.

Solution

- Have a professional correct the toe and determine if a wheel alignment is required.

Cupped wear



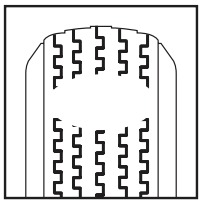
Possible cause

- Can indicate unbalanced tires/ wheels.
- May also be caused by worn shock absorbers, loose , worn or bent suspension parts, or brake rotors.

Solution

- Have a professional balance the tires and check bearing adjustment.

Flat spot or brake skid wear



Possible cause

- Can indicate brake lock up and/or tire skidding. This may be caused by brake malfunction or the driver aggressively applying the brakes in an emergency situation.
- Can also be caused by the tire sitting in oil, fuel or chemicals, or if the belts of the tire have shifted internally.

Solution

- Avoid sudden sharp stops when possible.
- Have a professional adjust or repair the brakes.

Recognizing when your vehicle requires mechanical attention

The more you know about your vehicle, the more you will be able to detect potential problems that will need to be repaired. Many common vehicle problems can be detected by performing a walk-around safety check and using your senses. You can head off problems by looking around your vehicle, listening for strange noises, smelling unusual odors or feeling a difference in the way your vehicle is handling.

The information provided below may help you determine whether on not your vehicle might need mechanical attention:

Looks like trouble

Problem	Possible cause	Action
Yellowish green, pastel blue or fluorescent orange coloured puddle of fluid.	Overheated engine or antifreeze leak caused by a bad hose, water pump or leaking radiator.	▪ If temperature gauge or warning light does not indicate overheating, drive carefully to the nearest auto repair shop. ▪ If engine has overheated, pull over and have the vehicle towed for repair.
Dark brown or black oily puddle of fluid.	Engine is leaking oil. A bad seal or gasket could cause the leak.	▪ Take vehicle to auto repair shop as soon as possible for proper diagnosis and repair. ▪ If engine or oil pressure light comes on while driving, pull over and have the vehicle towed for repair.
Red oily spot.	Transmission or power steering fluid leak.	▪ Do not ignore transmission leaks; have the vehicle repaired immediately. ▪ If power steering leak, add power steering fluid and take the vehicle in for service. If unable to fill fluid, have the vehicle towed as driving without sufficient fluid will cause damage.
Puddle of clear water.	Usually no problem; may be condensation from vehicle's air conditioner.	▪ Monitor the leak; if changes are noted in colour or odor, take vehicle to auto repair shop for proper diagnosis and repair.

Problem	Possible cause	Action
Oil light on the dashboard comes on.	Drop in engine oil pressure causing engine to no longer be lubricated.	▪ If driving, pull over as soon as it's safe and turn off engine. ▪ Check the oil. ▪ If it's low, add engine oil; if light does not go off, take vehicle to auto repair shop.
Brake and/or ABS light on the dashboard is on.	Refer to vehicle owner's manual as not all vehicles are equipped with the same vehicle warning light systems.	▪ Problems with brakes can create a potentially hazardous situation so if you think they need attention, don't hesitate to take your vehicle in for repair. ▪ If brake warning light is on and brakes are not functioning properly, do not drive. Have the vehicle towed to an auto repair shop for service.
Battery light on the dashboard is on.	May not indicate problems with the actual battery itself so it's a good idea to refer to the vehicle owner's manual. Could be slack battery or starter terminal, broken or loose alternator belt, alternator failure, problems with the voltage regulator or other electrical problem.	▪ When the battery light is on, you can still drive your vehicle to the auto repair shop without damaging anything, however, you will want to get to the shop before the battery fails and your vehicle dies.
Check engine light on the dashboard comes on.	Refer to vehicle owner's manual as it could be on as a result of many possible problems. Common problems are: oxygen sensor, loose or faulty gas cap, catalytic converter, mass airflow sensor, or spark plugs.	▪ Read the vehicle owner's manual beforehand and know what the check engine light means. You may not have to immediately pull over and call a tow truck but ignoring the warning could cause unnecessary damage so it's a good idea to know what the warning means and have the vehicle servcied as soon as possible.

Sounds like trouble

Problem	Possible cause	Action
Squeal – shrill, sharp noise usually related to engine speed.	Loose or worn power steering, fan or air conditioning belt.	▪ The vehicle may still be driven to get serviced if it is a fan or air conditioning belt, or if it is only the power steering and not a steering fluid leak.
Click – slight sharp noise related to engine speed or vehicle speed.	▪ Loose wheel cover. ▪ Loose or bent fan blade. ▪ Stuck valve lifter or low engine oil.	▪ The vehicle may still be driven to get serviced if it is a loose wheel cover, loose or bent fan blade or stuck valve lifter. ▪ If the engine oil is low, it is best to have the vehicle towed for service to avoid any damage.
Screech – high-pitched, piercing metalic sound; usually while the vehicle is in motion.	Brake wear indicators.	▪ If the brakes on the vehicle fail to work, it is best to have it towed for service. ▪ If the brakes are working, the vehicle may still be driven to get serviced as soon as possible.
Rumble – low-pitched rhythmic sound.	▪ Defective exhaust pipe, converter or muffler. ▪ Worn universal joint or other drive-line component.	▪ The vehicle may still be driven to get serviced at an auto repair shop. ▪ If the universal joint or other drive-line components are worn and impact handling of the vehicle, it is best to have the vehicle towed for repair.
Ping – high-pitched metallic tapping sound related to engine speed.	Usually caused by using gas with lower octane rating than recommended, however, if problem persists, engine ignition timing could be an issue.	▪ Check owner's manual for proper octane rating and use the appropriate fuel. ▪ If it is an ignition timing issue, get the vehicle serviced immediately to prevent damage to the engine.
Heavy Knock – rhythmic pounding sound.	▪ Worn crankshaft or connecting rod bearings. ▪ Loose transmission torque converter.	▪ The vehicle may be driven a short distance to get serviced at an auto repair shop, however, it is best to have the vehicle towed to prevent further damage.
Clunk – a random thumping sound.	▪ Loose shock absorber or other suspension component. ▪ Loose exhaust pipe or muffler.	▪ Have vehicle diagnosed and repaired at an auto repair shop as soon as possible.

Feels like trouble

Problem	Possible cause	Action
Steering is pulling causing the vehicle to wander and making it difficult to drive in a straight line.	Misaligned front wheels and/ or worn steering components.	▪ The vehicle may be driven a short distance to get serviced at an auto repair shop, however, it is best to have the vehicle towed to prevent further damage.
Ride and handling is poor.	Worn shock absorbers or other suspension components.	▪ Have vehicle diagnosed and repaired at an auto repair shop as soon as possible.
Brakes not working properly.	▪ Scraping or grinding during braking. ▪ Vehicle pulls to one side when applying brakes.	▪ If the brakes on the vehicle fail to work, it is best to have it towed for service. ▪ If the brakes are working, the vehicle may still be driven to get serviced as soon as possible.
Engine not running properly.	▪ “Check engine” light is on. ▪ Difficulty starting engine and/ or rough idling or stalling. ▪ Poor acceleration, fuel economy, excessive oil use. ▪ Engine continues to run after key is removed.	▪ Check owner’s manual for possible causes. ▪ To be safe, try not to drive the vehicle for long distances. ▪ Take vehicle to auto repair shop for proper diagnosis and repair. ▪ If vehicle cannot be driven, have the vehicle towed for repair.
Transmission performing poorly.	▪ Component failure. ▪ Disconnected hose or plugged filter. ▪ Abrupt, hard or delayed shifts between gears. ▪ Failure to shift during normal acceleration. ▪ Slippage (engine speeds up, vehicle does not respond) during acceleration.	▪ Have vehicle diagnosed and repaired at an auto repair shop as soon as possible.

Wind chill

Winter weather conditions in Canada can become dangerous, often with little or no warning. Environment Canada issues weather watches and warnings to alert the public about hazardous weather conditions. It is important to stay informed about winter weather hazards you may encounter so you can plan ahead for possible emergencies when travelling. One factor that should be taken into consideration when having to venture outside in winter is wind chill. Wind chill is the combined effect of temperature and wind speed that makes us feel colder. Frostbite can become a risk to exposed skin when wind chill temperatures reach or exceed -25°C. The following chart may be helpful in determining the risk of wind chill exposure:

Estimated wind chill temperatures from +5 to -50°C												
Wind km/h	Temperature °C											
	5°C	0°C	-5°C	-10°C	-15°C	-20°C	-25°C	-30°C	-35°C	-40°C	-45°C	-50°C
5	4	-2	-7	-13	-19	-24	-30	-36	-41	-47	-53	-58
10	3	-3	-9	-15	-21	-27	-33	-39	-45	-51	-57	-63
15	2	-4	-11	-17	-23	-29	-35	-41	-48	-54	-60	-66
20	1	-5	-12	-18	-24	-30	-37	-43	-49	-56	-62	-68
25	1	-6	-12	-19	-25	-32	-38	-44	-51	-57	-64	-70
30	0	-6	-13	-20	-26	-33	-39	-46	-52	-59	-65	-72
35	0	-7	-14	-20	-27	-33	-40	-47	-53	-60	-66	-73
40	-1	-7	-14	-21	-27	-34	-41	-48	-54	-61	-68	-74
45	-1	-8	-15	-21	-28	-35	-42	-48	-55	-62	-69	-75
50	-1	-8	-15	-22	-29	-35	-42	-49	-56	-63	-69	-76
55	-2	-8	-15	-22	-29	-36	-43	-50	-57	-63	-70	-77
60	-2	-9	-16	-23	-30	-36	-43	-50	-57	-64	-71	-78
65	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79
70	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-80
75	-3	-10	-17	-24	-31	-38	-45	-52	-59	-66	-73	-80
80	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81

Wind chill range	Frost bite risk
4 to -27°C	Low risk of frostbite for most people
-28 to -39°C	Increasing risk of frostbite for most people within 30 minutes of exposure
-40 to -47°C	High risk for most people in 5 to 10 minutes of exposure
-48 to -54°C	Very high risk for most people in 2 to 5 minutes of exposure
-55 to -81°C	Extremely high risk for most people in 2 minutes of exposure or less

Derived from Environment Canada. To use Environment Canada's online wind chill calculator go to: http://ec.gc.ca/meteo-weather/default.asp?lang=En&n=0F42F92D-1

Wind chill	Risk of frostbite	Other health concerns	What to do
4 to -9°C	Low Risk	▪ Slight increase in discomfort	▪ Dress warmly ▪ Stay dry
-10 to -27°C	Low Risk	▪ Uncomfortable ▪ Risk of hypothermia if outside for long periods without adequate protection	▪ Dress in layers of warm clothing with an outer layer that is wind resistant ▪ Wear a hat, mittens or insulated gloves, a scarf and insulated, waterproof footwear ▪ Stay dry ▪ Keep active
-28 to -39°C	Increasing Risk: exposed skin can freeze within 30 minutes	▪ Risk of frostnip or frostbite: check face and extremities for numbness or whiteness ▪ Risk of hypothermia if outside for long periods without adequate clothing or shelter from wind and cold	▪ Dress in layers of warm clothing with an outer layer that is wind resistant ▪ Cover exposed skin ▪ Wear a hat, mittens or insulated gloves, a scarf, neck tube or face mask and insulated, waterproof footwear ▪ Stay dry ▪ Keep active
-40 to -47°C	High Risk: exposed skin can freeze in 5 to 10 minutes	▪ High risk of frostbite: check face and extremities for numbness or whiteness ▪ Risk of hypothermia if outside for long periods without adequate clothing or shelter from wind and cold	▪ Dress in layers of warm clothing with an outer layer that is wind resistant ▪ Cover all exposed skin ▪ Wear a hat, mittens or insulated gloves, a scarf, neck tube or face mask and insulated, waterproof footwear ▪ Stay dry ▪ Keep active
-48 to -54°C	Very High Risk: exposed skin can freeze in 2 to 5 minutes	▪ Very high risk of frostbite: check face and extremities frequently for numbness or whiteness ▪ Serious risk of hypothermia if outside for long periods without adequate clothing or shelter from wind and cold	▪ Be careful. Dress very warmly in layers of clothing with an outer layer that is wind resistant ▪ Cover all exposed skin ▪ Wear a hat, mittens or insulated gloves, a scarf, neck tube or face mask and insulated, waterproof footwear ▪ Be ready to cut short or cancel outdoor activities ▪ Stay dry ▪ Keep active
-55 to 81°C	Extremely High Risk: exposed skin can freeze in less than 2 minutes	▪ DANGER! Outdoor conditions are hazardous	▪ Stay indoors

Frostnip, frostbite and hypothermia

What are examples of freezing injuries?

Frostnip is the mildest form of a freezing injury. It occurs when ear lobes, noses, cheeks, fingers, or toes are exposed to the cold and the top layers of a skin freeze. The skin of the affected area turns white and it may feel numb. The top layer of skin feels hard but the deeper tissue still feels normal (soft).

It can be prevented by wearing warm clothing and foot wear. It is treated by gentle rewarming (e.g. holding the affected tissue next to unaffected skin of the victim or of another person). As for all cold-induced injuries, never rub the affected parts - ice crystals in the tissue could cause damage if the skin is rubbed. Do not use very hot objects such as hot water bottles to rewarm the area or person.

Frostbite is a common injury caused by exposure to extreme cold or by contact with extremely cold objects (especially those made of metal). It may also occur in normal temperatures from contact with cooled or compressed gases. Frostbite occurs when tissue temperature falls below the freezing point (0°C/32°F), or when blood flow is obstructed. Blood vessels may be severely and permanently damaged, and blood circulation may stop in the affected tissue. In mild cases, the symptoms include inflammation of the skin in patches accompanied by slight pain. In severe cases, there could be tissue damage without pain, or there could be burning or prickling sensations resulting in blisters. Frostbitten skin is highly susceptible to infection, and gangrene (local death of soft tissues due to loss of blood supply) may develop.

First aid for someone with frostbite

- Seek medical attention.
- If possible, move the victim to a warm area.
- Gently loosen or remove constricting clothing or jewellery that may restrict circulation.
- Loosely cover the affected area with a sterile dressing. Place some gauze between fingers and toes to absorb moisture and prevent them from sticking together.
- Quickly transport the victim to an emergency care facility.

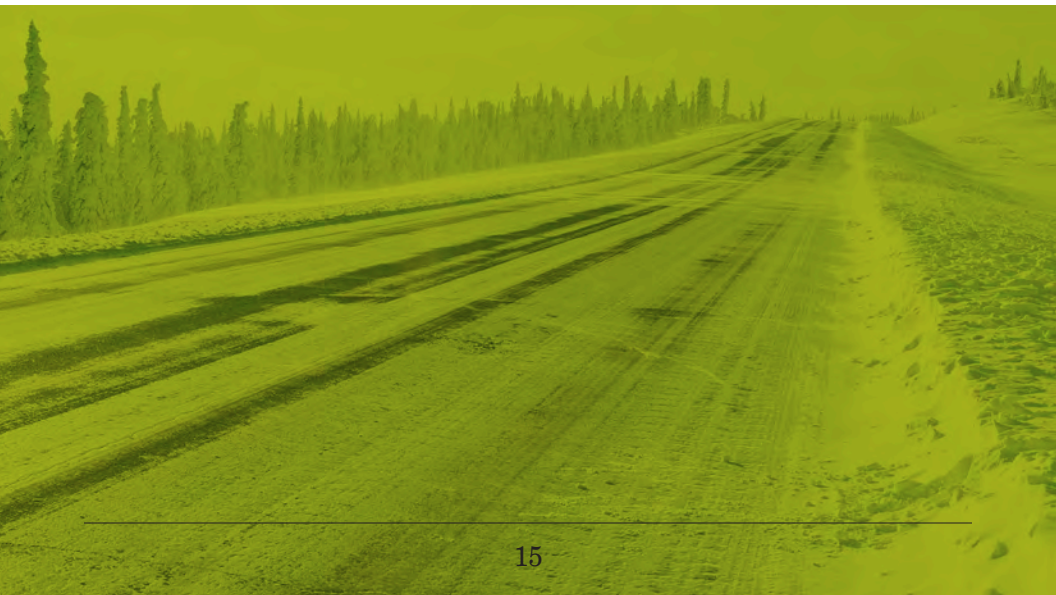
- DO NOT attempt to rewarm the affected area on site (but do try to stop the area from becoming any colder). Without the proper facilities, tissue that has been warmed may refreeze and cause more damage.
- DO NOT rub area or apply dry heat.
- DO NOT allow the victim to drink alcohol or smoke.

What is hypothermia?

In moderately cold environments, the body's core temperature does not usually fall more than 1°C to 2°C below the normal 37°C because of the body's ability to adapt. However, in intense cold without adequate clothing, the body is unable to compensate for the heat loss and the body's core temperature starts to fall. The sensation of cold followed by pain in exposed parts of the body is one the first signs of mild hypothermia.

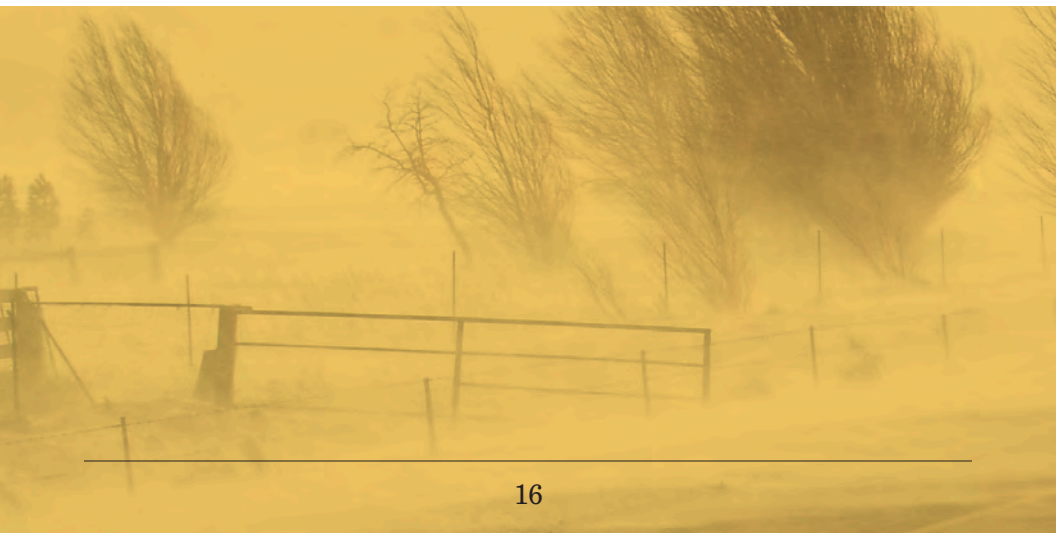
As the temperature continues to drop or as the exposure time increases, the feeling of cold and pain starts to diminish because of increasing numbness (loss of sensation). If no pain can be felt, serious injury can occur without the victim's noticing it.

Next, muscular weakness and drowsiness are experienced. This condition is called hypothermia and usually occurs when body temperature falls below 33°C. Additional symptoms of hypothermia include interruption of shivering, diminished consciousness and dilated pupils. When body temperature reaches 27°C, coma (profound unconsciousness) sets in. Heart activity stops around 20°C and the brain stops functioning around 17°C.



What are the signs of hypothermia?

Stage	Core temperature	Signs and symptoms
Mild hypothermia	37.2-36.1°C (99 - 97°F)	Normal, shivering may begin.
	36.1-35°C (97 - 95°F)	Cold sensation, goose bumps, unable to perform complex tasks with hands, shivering can be mild to severe, hands numb.
Moderate hypothermia	35-33.9°C (95 - 93°F)	Intense shivering, muscle incoordination becomes apparent, movements slow and laboured, stumbling pace, mild confusion, may appear alert. Use sobriety test – if unable to walk a 9 meter (30 foot) straight line, the person is hypothermic.
	33.9-32.2°C (93 - 90°F)	Violent shivering persists, difficulty speaking, sluggish thinking, amnesia starts to appear, all muscle movements are sluggish, unable to use hands, stumbles frequently, difficulty speaking, signs of depression, withdrawn.
Severe hypothermia	32.2-30°C (90 - 86°F)	Shivering stops, exposed skin blue or puffy, muscle coordination very poor, inability to walk, confusion, incoherent/irrational behaviour, but may be able to maintain posture and appearance of awareness.
	30-27.8°C (86 - 82°F)	Muscle rigidity, semiconscious, stupor, loss of awareness of others, pulse and respiration rate decrease, possible heart fibrillation.
	27.8-25.6°C (82 - 78°F)	Unconscious, heart beat and respiration erratic, a pulse may not be obvious.
	25.6-23.9°C (78 - 75°F)	Pulmonary edema, cardiac and respiratory failure, death. Death may occur before this temperature is reached.



First aid for someone with hypothermia

Hypothermia is a medical emergency. Find medical help immediately. The survival of the victim depends on their co-workers ability to recognize the symptoms of hypothermia. The victim is generally not able to notice his or her own condition.

First aid for hypothermia includes the following steps:

- Seek medical help immediately.
- Ensure that wet clothing is removed.
- Place the victim between blankets (or towels, newspaper, etc.) so the body temperature can rise **gradually**. Body-to-body contact can help warm the victim's temperature slowly. Be sure to cover the person's head.
- Give warm, sweet (caffeine-free, nonalcoholic) drinks unless the victim is rapidly losing consciousness, unconscious, or convulsing.
- Quickly transport the victim to an emergency medical facility.
- Do not attempt to rewarm the victim on a site (e.g. do not use hot water bottles or electric blankets).
- Perform CPR (cardiopulmonary resuscitation) if the victim stops breathing. Continue to provide CPR until medical aid is available. The body slows when it is very cold and in some cases, hypothermia victims that have appeared "dead" have been successfully resuscitated.

Glossary

Good winter driving	No specific problems but there could be the occasional slippery section or snow drifts.
Ice covered	The entire driving surface is covered with ice.
Slush	A build up of slush on the driving surface as a result of moderate or heavy snow fall when pavement temperatures are at or near the freezing point creating driving conditions that may cause an unsuspecting driver to lose control of a vehicle.
Icy or slippery sections	A minor situation identified due to intermittent rain, frost, sticking snow or ice patches (includes light pavement frost).
Wet/freezing	Highway is wet, subject to freezing as temperatures drop.
Pavement frost	Build up of frost that reduces braking power of vehicles.
Winter driving conditions exist	If conditions other than good winter driving are reported, it automatically shows winter conditions exist (yellow line on the map). This may include icy, slippery sections or swirling snow.
Drifting snow	Ground drifting caused by winds which may affect surface conditions on the highway, such as sticking snow or reduced visibility.
Swirling snow	A condition created by traffic in loose snow that reduces visibility.
Loose snow	Less than 8 cm of loose snow covers the driving surface that may cause some driving difficulties.
Heavy snow	More than 8 cm of loose snow covers the driving surface. Traffic encounters problems when meeting or passing.
Snow packed	This condition exists mainly on gravel roads where the entire driving surface is covered with packed snow.
Snow drifts	Small snow dunes exist on the driving surface at intermittent intervals.
Travel not recommended	This means that visibility is less than 200 metres; and/or the surface is icy; and/or the highway is doubtful; and/or the highway may be blocked.
Closed	Highway is impassable (or has been closed for operational reasons).
Fog	Reported only when visibility is reduced.
Visibility zero	You can see less than 200 metres. Under this condition highway maintenance equipment will not begin work on the road until visibility improves. Equipment already on the road may be removed if visibility continues to deteriorate to 100 metres or less.
Visibility reduced	You can see less than 800 metres.
Visibility good	You can see more than 800 metres.

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