

## Chapter 23

# Saskatchewan Government Insurance—Licensing Commercial Drivers

### 1.0 MAIN POINTS

Saskatchewan Government Insurance (SGI) registers vehicles, licenses drivers, and provides related services to more than 60,000 commercial (i.e., Class 1) drivers in Saskatchewan.<sup>1</sup>

By July 2025, SGI implemented the two audit recommendations made in 2022 related to licensing qualified commercial drivers.

We found SGI:

- Consistently updated employee training records to confirm Class 1 driver examiners met SGI's requirements before conducting road tests with commercial drivers
- Periodically evaluated the mandatory entry-level training program for commercial drivers in 2022 and 2024; evaluations showed the program significantly decreased the number of at-fault collisions and offence tickets for Class 1 drivers, and trucks failing inspection

Having adequate standards for commercial drivers help to support road safety and lower crash rates involving commercial vehicles.

### 2.0 INTRODUCTION

#### 2.1 Background

Saskatchewan Government Insurance administers the Saskatchewan Auto Fund and its related responsibilities. On behalf of the Auto Fund, as administrator, SGI registers vehicles, licenses drivers, and provides related services to commercial drivers in Saskatchewan.<sup>2</sup>

*The Traffic Safety Act* makes SGI responsible for issuing driver licences to those eligible.<sup>3</sup> The Act sets eligibility requirements to apply for a commercial driver licence, as well as restrictions SGI can place on commercial driver licences (e.g., require driver to wear prescription lenses while driving). The Act also sets out actions SGI can take when drivers are non-compliant (e.g., suspend licences, require additional driver training).<sup>4</sup>

<sup>1</sup> Class 1 drivers drive power units and semi-trailers, and trucks which have a trailer(s) or vehicle(s) in tow where the gross weight of the towed unit(s) exceed 4,600 kilograms.

<sup>2</sup> Enforcing traffic safety laws is the responsibility of law enforcement and beyond the scope of SGI's responsibilities.

<sup>3</sup> *The Traffic Safety Act*, s. 30–47.

<sup>4</sup> *Ibid.*, s. 48–55.



To improve standards for commercial driver training and to improve vehicle safety, SGI introduced mandatory entry-level training (MELT) for new Class 1 drivers in March 2019. SGI requires Class 1 drivers to undergo a minimum of 121.5 hours of MELT, which includes classroom instruction and in-vehicle training.<sup>5</sup> About 1,500 individuals pass the Class 1 road test annually.

## 2.2 Focus of Follow-Up Audit

This chapter describes our first follow-up audit of management's actions on the recommendations we made in 2022.

We concluded, for the 12-month period ending July 31, 2022, Saskatchewan Government Insurance had effective processes, except for the areas of our two recommendations, to license qualified commercial drivers.<sup>6</sup>

To conduct this audit engagement, we followed the standards for assurance engagements published in the *CPA Canada Handbook—Assurance* (CSAE 3001). To evaluate SGI's progress toward meeting our recommendations, we used the relevant criteria from the original audit. SGI management agreed with the criteria in the original audit.

To carry out our follow-up audit, we discussed actions taken with SGI management, examined the Class 1 examiners' training records, tested a sample of Class 1 examiners and their qualifications, and assessed SGI's evaluations of its mandatory entry-level training program.

## 3.0 STATUS OF RECOMMENDATIONS

This section sets out each recommendation including the date on which the Standing Committee on Crown and Central Agencies agreed to the recommendation, the status of the recommendation at July 21, 2025, and Saskatchewan Government Insurance's actions up to that date.

### 3.1 Examiner Qualifications Sufficiently Tracked

***We recommended Saskatchewan Government Insurance sufficiently confirm Class 1 examiners met its requirements prior to conducting road tests with commercial drivers.*** (2022 Report – Volume 2, p. 124, Recommendation 1; Crown and Central Agencies Committee has not yet considered this recommendation as of November 7, 2025)

**Status**—Implemented

Saskatchewan Government Insurance tracks and confirms Class 1 examiners meet its requirements before conducting road tests with commercial drivers.

<sup>5</sup> Mandatory entry-level training (MELT) – Student information, [sgi.sk.ca/class-1-melt-student](http://sgi.sk.ca/class-1-melt-student) (15 August 2025).

<sup>6</sup> 2022 Report – Volume 2, Chapter 11, p. 117–131.

Starting in November 2022, SGI began tracking examiners' training and testing requirements. It appropriately tracks information on which class (e.g., Class 1, Class 5) the examiner is qualified to conduct road tests, when the examiner received mandatory entry-level training and Class 1 training, and when SGI approved the examiner to perform Class 1 examinations.

The requirements to perform Class 1 examinations include:

- Six months of experience as a Class 5 driver examiner
- Obtain a Class 1 driver licence
- Shadow a Class 1 examiner for an average of three weeks of training on how to conduct driver exams
- Conduct examinations under the supervision of an experienced examiner (part of the training above)

We tested three out of 10 Class 1 driver examiners who received training after November 2022 and found management adequately maintained information confirming the examiners completed training and met the requirements to administer road tests with commercial drivers before conducting examinations by themselves.

Having support to verify that Class 1 examiners meet requirements reduces the risk that an examiner is inadequately qualified to test Class 1 drivers.

## 3.2 Mandatory Entry-Level Training Program Evaluated

***We recommended Saskatchewan Government Insurance periodically evaluate effectiveness of mandatory entry-level training for commercial drivers.*** (2022 Report – Volume 2, p. 128, Recommendation 2; Crown and Central Agencies Committee has not yet considered this recommendation as of November 7, 2025)

**Status**—Implemented

Saskatchewan Government Insurance periodically evaluated the mandatory entry-level training (MELT) program for commercial drivers.

By July 2025, SGI completed two evaluations of MELT—one in 2022 and one in 2024. It compared commercial driver records prior to and after the implementation of MELT. We found the reports comprehensive, and captured relevant metrics (e.g., number of at-fault collisions and offence tickets, truck inspection passing rates). We compared results from the 2024 MELT evaluation report to SGI's data and found it matched, deeming SGI's evaluation data reliable.



The 2024 MELT evaluation report showed significant decreases from January 2018–December 2021 (pre-MELT) to April 2019–December 2023 (post-MELT) in the number of Class 1 driver offence tickets and at-fault collisions, and trucks failing inspection, including:

- 463 offence tickets pre-MELT compared to 99 offence tickets post-MELT—79% decrease
- 100 at-fault collisions pre-MELT compared to 29 at-fault collisions post-MELT—71% decrease
- 1,492 trucks failing inspection pre-MELT compared to 226 trucks failing inspection post-MELT—85% decrease

The MELT evaluation report also included preliminary areas for program improvement (e.g., training on obstacle detection and evasion techniques). Management indicated they do not have sufficient data yet to fully conclude on MELT program effectiveness and to determine whether it requires program adjustments. Management informed us they plan to implement changes after collecting additional data over the coming years.

SGI plans to evaluate MELT every three years. We found this timeline reasonable, as management needs more commercial driver records of MELT participants to conduct a more comprehensive evaluation.<sup>7</sup>

Periodically evaluating the effectiveness of mandatory entry-level training for commercial drivers helps SGI determine program success and identify areas for improvement.

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<sup>7</sup> This is comparable to Ontario, which evaluated its mandatory entry-level training program five years after implementation.