Compliance Review

Forklift Safety Training

Canadian Federal and Provincial Jurisdictions

The purpose of this document is to outline the compliance review for the eSafetyFirst online Forklift Safety Training course. The course was viewed in its entirety and then reviewed chapter by chapter to determine compliance with CSA B335-15 (R2020) standard. This standard is used in all Canadian jurisdiction as the compliance model for forklift and powered lift truck safety. This report also measures the training and its alignment with provincial OHS Legislation. Each section will contain recommendations for changes or revisions required to meet compliance. The report will also contain non-technical recommendations to improve or correct content.

To develop a forklift safety course compliant with **CSA B335-15 (R2020)**, you must satisfy three core pillars: **Theory**, **Practical Training**, and **Evaluation**.

Under the Canadian Standards Association (CSA), the goal is to ensure the operator is "competent," which is a blend of knowledge and demonstrated skill.

The eSafetyCanada Forklift Safety course does not measure any practical training and also emphasizes that all participants must complete a practical training session separately with either their organization or an approved training to meet requirements to safely operate a forklift.

This report will focus on the theory portion pertaining to forklift safety and will note if the course requires revisions to meet the CSA Standard as required by provincial and federal OHS legislation.

Core Learning Objectives (CSA B335-15)

The curriculum should be divided into the following key modules to meet the standard's requirements:

1. Legislation and Standards

- Identify the roles and responsibilities of the employer, supervisor, and operator.
- Understand the legal requirements under Provincial Occupational Health and Safety (OHS) Acts.

The course references the **CSA B335-15** standard as the benchmark for "safe use" and notes it is used as the basis for OHS legislation in Canada.

Recommendations

- ~~The CSA standard notes in 4.1.1-4 the different responsibilities for employers, supervisors and operators. Additionally, these match overarching responsibilities mentioned in most OHS legislation in Canada. Some of content of these points are mentioned throughout the~~

~~course but it would be best if the course had a slide and narration that mentioned the following responsibilities as an overview:~~

- ~~Employers: Responsible for ensuring a safe work environment, providing proper training, maintaining records, and ensuring operators are competent.~~
- ~~Supervisors: Act as on-site enforcers responsible for monitoring operator performance, ensuring compliance with safety protocols, and addressing hazards within a reasonable timeframe.~~
- ~~Operators: Must participate in training, follow safe operating procedures, and report hazards or incidents.~~ **This error has been corrected**

- ~~Table 1 notes differences and exceptions between some of the different provinces.~~ **This error has been corrected**

2. Forklift Fundamentals and Components

- Identify different classes of forklifts (Class 1 through 7).
- Understand the function of key components: mast, carriage, forks, overhead guard, and tires.
- Recognize the information provided on the **Manufacturer's Data Plate** (capacity, center of gravity, etc.).

Recommendations

It is important to note that will the huge influx of newcomers to Canada much of the audience may be English as a second language (ESL) speakers. Pictures are worth a thousand words.

- ~~It would be extremely helpful if there was a diagram of a typical forklift when talking about the different parts.~~ **This error has been corrected**
- ~~The CSA standard itself has diagrams of different types of forklifts. Something similar as a downloadable handout would be helpful or a reference when the course in mentioning different types of forklifts.~~ **This error has been corrected**
- ~~An example of a Manufacturer's Data Plate/Capacity plate and arrows pointing to the different pieces of information would help students a lot.~~ **This error has been corrected**

3. Principles of Stability

This section is dealt with well within the course and has calculation examples.

- Define the "Stability Triangle" and the "Stability Pyramid" (for high-lift trucks).
- Calculate the impact of load center, weight distribution, and centrifugal force.
- Understand how dynamic forces (braking, turning, tilting) affect the **Center of Gravity**.

4. Pre-Operational Inspection

The course covers all these well and talks about using checklists.

- Perform a systematic inspection (often referred to as a "circle check") (visual and functional).

- Identify the critical defects that require the vehicle to be locked out/tagged out and explain lockout tag out.
- Maintain proper documentation and inspection logs.

Recommendations

- ~~The example sample checklists cannot be round when clicking the links under resources in slide 31. These links should be fixed~~. **This error has been corrected**
- ~~The requirements for retaining forklift inspection documentation differs from province to province but the usual norm is **one year**. Often these are achieved with logbooks. It is a good idea to mention this in the narrative.~~ **This error has been corrected**
- ~~Documentation can be requested, ordered, or seized by an inspector if the situation indicates it.~~ **This error has been corrected**

5. Safe Operating Procedures

The course covers an extensive amount of the

- Demonstrate proper mounting/dismounting (3-point contact).
- Master load handling: picking up, traveling (forks 10-165 cm off ground), and tiering.
- Understand specialized environments: ramps/slopes, loading docks, and pedestrian zones.
- Seatbelt use

Recommendations

- ~~There is no mention of using a 3-point mount/dismount. Although there is no specific mention of the process in the CSA standard this is industry norm and something that is looked at in practical demonstrations. Having a photo of a person using a 3-point contact would be a good addition.~~ **This error has been corrected**
- ~~The CSA stand explicitly quotes 10-15 CM maximums when travelling this should be mentioned in the safe travelling section in Module 3~~ **This error has been corrected**
- ~~The course needs to emphasize the use of seatbelts and personnel restraints in the course. They are a requirement by OHS legislation and can cause demerits or failure (depending on the examiner) when performing the practical examination.~~ **This error has been corrected**

6. Hazard Identification and Risk Assessment

The course has a whole section of hazard identification and achieves this requirement well.

- Identify workplace hazards such as pedestrian traffic, uneven surfaces, ramps, restricted visibility, and environmental conditions.
- Be aware of the different hazards between the different types of forklifts.

Table 1 Provincial Differences and Exceptions

While **CSA B335-15** is the national "gold standard" used by most OHS offices and inspectors to define due diligence, provincial OHS regulations have some differences and exceptions. **This material is contained in a supplementary handout.**

Province / Territory	**How CSA B335-15 is used**	**Key extra / different requirements in OHS law or policy (beyond just "follow CSA")**	**Notes / examples**
Alberta	Not directly written into the Code; CSA is treated as a best-practice standard.	**Performance-based "competency" requirement**, not a prescribed course; employer must prove operators are competent, trained on the specific truck and workplace, and that pre-use inspections and maintenance are done.	OHS Code Part 40 (Powered Mobile Equipment) focuses on: documented training, demonstrated competency, pre-shift inspections, and safe-use procedures. No government "licence"; renewals and course content are industry-driven.
British Columbia	WorkSafeBC guidance references CSA B335, but the **OHS Regulation Part 16 – Mobile Equipment** is the binding rule.	Requires a **documented operator competency assessment**, written instructions, and specific rules for high-lift trucks (e.g., travel near edges, use of restraints, visibility, traffic control). Incidents or unsafe operation can trigger mandatory retraining.	BC tends to be more prescriptive than CSA on things like seat-belt use, operating near docks or floor openings, and separation of pedestrians and equipment.
Saskatchewan	CSA B335 is used as a reference standard; the **OHS Regulations – Powered Mobile Equipment** are primary.	Requires operators to be **"competent" and instructed in hazards at that workplace**, written safe-work procedures, and age limits for operators. Often more	Employers must keep written training records and ensure inspections and maintenance follow manufacturer instructions plus any additional measures identified in hazard assessments.

Province / Territory	How CSA B335-15 is used	Key extra / different requirements in OHS law or policy (beyond just "follow CSA")	Notes / examples
		explicit than CSA about traffic-management, signaling, and working near excavations or edges.	
Manitoba	CSA B335 is referenced in guidance; **WSH Regulation Part 22 – Powered Mobile Equipment** governs.	Requires a **formal training program** with theory + practical, documented evaluation, and written safe-work procedures. Additional rules for seat belts, rollover protection, and operating on ramps or loading docks.	Inspectors often look for a site-specific competency record, not just a generic "forklift ticket". Refresher training is not fixed in law but is expected when conditions change or performance declines.
Ontario	CSA B335 is widely used in training; binding rules are in **Reg. 851 (Industrial Establishments)** and **Reg. 213/91 (Construction Projects)**.	Very detailed rules for **lifting devices**: rated capacity plates, prohibition on riders, travel with elevated loads, guarding of hazards, and inspection requirements. Employers must ensure operators are **"competent persons"** under the OHSA, which includes knowledge of the Act and regulations, not just truck operation.	Ontario's regs go beyond CSA on workplace-specific issues (e.g., guarding, floor openings, traffic routes) and on the legal definition of "competent person" and supervisor duties.
Quebec	CSA B335 is referenced in practice; binding rules are in the	Forklift operators often must hold a **CNESST-recognized competency card** or	Quebec tends to formalize training providers and cards more than CSA does, and adds detailed requirements for traffic

Province / Territory	How CSA B335-15 is used	Key extra / different requirements in OHS law or policy (beyond just "follow CSA")	Notes / examples
	Regulation respecting OHS and the Safety Code for the construction industry.	equivalent training. There are specific rules for circulation routes, signage, and pedestrian separation, and for using lift trucks on construction sites.	planning and signage in workplaces.
New Brunswick	CSA B335 is referenced; OHS Act General Regulation covers powered industrial trucks.	Requires operators to be competent and instructed in safe operation, with written procedures and documented training. Additional rules for operating on docks, near edges, and for securing loads.	Inspectors expect evidence of site-specific training and hazard assessment, not just generic CSA-based training.
Nova Scotia	CSA B335 is used as a standard; OHS General Regulations – Part on Powered Mobile Equipment apply.	Requires written safe-work procedures, documented training and competency, and specific rules for operating on ramps, near edges, and around pedestrians.	The law emphasizes traffic-control measures, visibility, and communication with spotters—areas CSA mentions but Nova Scotia makes explicitly enforceable.
Prince Edward Island	CSA B335 referenced; OHS General Regulations – Powered Mobile Equipment govern.	Similar to NS/NB: competency requirement, written procedures, and specific rules for operating near edges, on docks, and around pedestrians.	PEI focuses on employer duties to identify hazards and implement controls beyond the generic CSA program.

Province / Territory	How CSA B335-15 is used	Key extra / different requirements in OHS law or policy (beyond just "follow CSA")	Notes / examples
Newfoundland & Labrador	CSA B335 referenced; OHS Regulations – Part on Powered Mobile Equipment apply.	Requires competent operators, written procedures, and specific rules for seat-belt use, ROPS, and operation on uneven or sloped surfaces.	Extra emphasis on stability, securing loads, and preventing tip-overs in rough terrain or outdoor yards.
Yukon	CSA B335 used as guidance; OHS Regulations – Powered Mobile Equipment are binding.	Requires competency, written procedures, and hazard assessments for each workplace. Additional rules for operating near excavations, edges, and on ramps.	Yukon tends to mirror western-province powered-mobile-equipment rules, with strong emphasis on terrain and environmental conditions.
Northwest Territories	CSA B335 referenced; Safety Act OHS Regulations – Powered Mobile Equipment apply.	Competency requirement, written procedures, and specific rules for operating in extreme conditions (ice, snow, low visibility) and remote sites.	Employers are expected to adapt training and procedures to northern conditions beyond what CSA describes generically.
Nunavut	Uses largely the same framework as NWT (shared regulatory history).	Same general pattern: competency, written procedures, and adaptation of forklift use to remote and harsh environments.	Site-specific hazard assessment and procedures are critical, and regulators expect more than just a generic CSA-based course.

Significant Exceptions – Recommendations

- It would be beneficial if this table was used as a handout or reference. However it is subject to change as legislation changes. This does not affect the content of the course

- **Internal Combustion vs. Electric:** The course mentions carbon monoxide (CO) as a hazard. It needs to mention some provinces (like BC and ON) have specific CO monitoring requirements for propane/diesel forklifts used indoors or in enclosed environments.

Sources

CSA Standard B335 -15 - https://view.csagroup.org

Safety Evolution - https://www.safetyevolution.com/blog/forklift-certification-alberta

Forklift Hub - https://www.forklifthub.ca/blog/2025/8/11/forklift-safety-regulations-canada

CCOHS - Forklift Hazards - https://www.ccohs.ca/oshanswers/safety_haz/forklift

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Some additional non-technical recommendations:

Module 1

- ~~Slide 4 it should read introduction to forklifts, not forklift.~~ **This error has been corrected**
- ~~Slide 6 it says power source but should say power sources~~ **This error has been corrected**
- ~~When talking about LPG, use the term and name propane at the beginning. It is mentioned later on but it should be talked about early.~~ **This error has been corrected**
- ~~Slide 14 mentions the term confined space. This should be changed to an enclosed space or indoors. Confined space is a specific term used in OHS legislation and it differs from province to province.~~ **This error has been corrected**
- ~~Slide 19 talks about placing a hand in between the mast and chain, this is one area a photo would be beneficial.~~ **This error has been corrected**
- ~~Slide 31, Resources links are missing documents.~~ **This error has been corrected**

Module 2

- ~~Slide 8 it says pipers, where it should read pipes~~ **This error has been corrected**
- ~~Slide 26 It says high tiring which should read high tiering. It might be good to mention this is also refereed to as Hi-Lo in industry.~~ **This error has been corrected**



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