



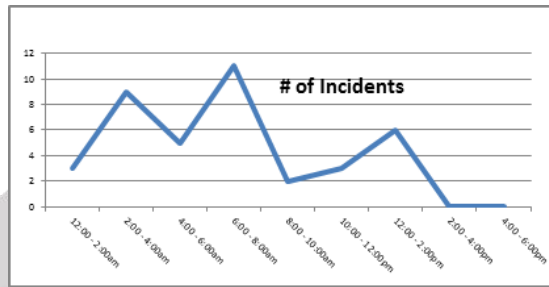
## For Safe Roads, Loads and Drivers Across British Columbia

July 2016

Issue 160

### Log truck incident data analysis indicates high risk time of day for incidents

Data analysis from Industry incident data in the first quarter of 2016 indicates the majority of log truck incidents occur between 6:00am and 8:00am with secondary peaks between 2:00am and 4:00am and 12:00pm and 2:00pm. This is consistent with similar data analysis from 2015.



As Industry continues to work on initiatives that improve log hauler safety, it is important to increase driver awareness of incident analysis findings. The Trucking Advisory Group will continue to review and analyze incident data as part of its initiative to prevent fatalities and serious injuries in log hauling.

### Ergonomics for log truck drivers—reprinted here with permission from The Canadian Center for Occupational Health and Safety

Anyone who spends a lot of time in a vehicle is likely to experience the aches and pains that come from prolonged sitting. Truck drivers experience this type of pain more often as it is more difficult to shift body positions while driving.

Discomfort and lower back pain are frequent complaints reported by drivers. In the UK, the term “repetitive driving injury” (RDI) has been used. These injuries include foot cramps, low back pain, stiff neck, and sore shoulders from poor posture, stress, tension, and staying in one posture for an extended period. RDI is a form of work-related musculoskeletal disorder (WMSD).

Poor posture can result from personal driving habits, or from an improperly adjusted or fitted seat. The shape of the vehicle seat may put pressure on selected parts of the legs, back and buttocks. This contact can lead to pain or discomfort at pressure points and may affect blood flow to the legs and feet. Low frequency whole-body vibration in trucks can also contribute to effects on the lower back.

#### Some tips for preventing back pain from sitting for long periods include:

- Empty your back pockets before you drive so your back isn't tilted to one side.
- Don't slump in your seat.
- Use a lumbar support, cushion, or rolled towel to support your lower back.
- Change the seat position a few degrees every 20 or 30 minutes.
- Adjust your mirrors after you have adjusted your seat to avoid twisting and stretching.
- Adjust your seat and steering wheel so you can press the pedals without moving your lower back away from the back of the seat.
- Adjust your seat so that your knees are at the same height or slightly lower than your hips when driving.
- Take a break. Stand, stretch, and walk to help circulate the blood in your legs. It only takes 5 minutes every hour.
- Stay fit by maintaining strong abdominal muscles will support your back and reduce the likelihood of back pain.

### Trucker appreciation & training days

Thank you to all log haulers and forest workers who participated in Industry hosted Trucker Appreciation and Training Days. Key message content focused on the Standard of Care required of log truck drivers and one of the keys to incident reduction is for all drivers to “Drive as an Art, not as an Act”. Over 1200 attended 22 sessions delivered throughout the Province from April to June.



### Log Hauler Survey Results

Over 400 log hauler surveys were distributed at Transportation Seminars. Results are being compiled and will be shared in the September issue of Rumbblings.

The purpose of the survey is to gather input from log haulers on key safety issues.

If you are interested in participating in the survey but have not had the opportunity, please contact Transportation Safety and we will mail or email a copy to you.

**RUMBLINGS is produced to help keep you informed on what's happening in BC forestry transportation safety.**

**If you have best practices you would like to share, concerns you want to discuss, or topics you and others would like to learn more about, please give us a call or email:**

**250-562-3215 or toll-free 1-877-741-1060**

[transport@bcforestsafe.org](mailto:transport@bcforestsafe.org)

### The Professional Approach - reprinted with permission from ForestWorks ISC, Australia

*The attributes below are consistent with the basis for the Log Truck Driver Competencies identified by the LTTAC and incorporated in to the Log Truck Driver Training program. The collective responsibility of the loaderman and log truck drivers for building, securing and transporting the safest possible load is key to each others' and the public's health and well-being.*

Log trucks, in particular, are the public face of the timber industry. In order to ensure our industry is a sustainable industry, it is important that logs are hauled in a manner that:

- does not place workers or members of the public at risk
- does not cause damage to roads
- does not damage the natural environment
- does not cause concern to affected local communities, and
- minimises the costs associated with delivering logs, and forest produce.

It is essential that drivers and loaders maintain a professional and responsible attitude towards all aspects of loading, driving and unloading trucks carrying logs and other forest produce.

Attributes that make a competent driver or loader include:

- putting safety first,
- careful planning and risk assessment,
- good problem solving skills,
- maintaining a steady work pace without rushing,
- communicating clearly and respectfully with other workers and supervisors,
- using sound, low-risk techniques,
- thinking about ways to make the job safer and more efficient,
- understanding and taking care of equipment,
- caring about the environment, and
- keeping good records.

Competent drivers and loaders are people who can:

- work cooperatively to ensure they look after each other's health and well-being,
- apply correct work techniques,
- recognise when it is necessary to *ask* for assistance to avoid a hazardous situation.
- read and obey signs, and
- follow site rules and procedures.

### NEW RESOURCE—Driver Profile Risk Assessments

Driver Profile Risk Assessments are available through the BC Forest Safety Council Transportation Department. The Driver Profile Risk Assessment has been developed by Talent Click who are experts in providing personality risk assessments for employers. The assessment results provide actionable recommendations to leverage a driver's strengths and reduce risks. Results from the assessment provide the participant and employer with coaching tools to minimize the impact of personality factors that can lead

to human error and incidents on the job. The knowledge gained through personality risk assessment tools has been found to reduce workplace incidents for Industrial employers by an average of 10-25%.

Assessments can be done online or using a hard copy format. For more information contact the Transportation Department at **250-562-3215** or toll-free **1-877-741-1060**.

Email: [transport@bcforestsafe.org](mailto:transport@bcforestsafe.org)

### Staff announcement:

The BC Forest Safety Council would like to welcome back Katherine McCall. Katherine will be working in the role of Transportation and Northern Safety Program Assistant. Welcome back Katherine!

### Upcoming reports:

#### ABS brake study

In 2015, FP Innovations, the BC Forest Safety Council and CVSE decided to cooperate on a study to better understand the ABS faults occurring in log hauling in BC. The objectives of the study were:

- To obtain fault data on ABS for log hauling which will allow ABS manufacturers to address the issues experienced by log haulers.
- To obtain current costs of maintaining ABS for log hauling applications.
- To propose potential solutions to allow ABS to function successfully in the challenging off-highway environment.

#### Fatigue study

Human fatigue plays a significant role in road safety. In the winter/spring of 2016 the BCFSC initiated a fatigue study to determine the level of fatigue commonly experienced by log truck drivers and to understand whether fatigue is a concern for the industry.

Log haulers participated in the study by recording their sleep-wake patterns using fitbits and sleep journals and provided their data for analysis. Clinton Marquardt, Human Fatigue Specialist, was contracted by the BCFSC to complete bio-mathematical analysis on the data and provide recommendations based on the findings.

Reports for both studies are in draft format and are expected to be released to Industry by the fall of 2016.