



For Safe Roads, Loads and Drivers Across British Columbia

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Four log hauling related fatalities in August 2016

Our condolences go out to the families, co-workers and communities whose lives are affected by the loss of their loved ones.

Preliminary information has been released on two of these incidents.

August 9th, the owner of a log hauling company was fatally injured while working around his shop in the Prince George area.

August 15th, a member of the public was fatally injured when a log truck tipped over on a curve on the Lougheed Highway near East Mill Road.

Fatality Alerts are available on the BC Forest Safety Council Website <http://www.bcforestsafe.org/node/2827> along with links to resources to assist in the prevention of similar occurrences.

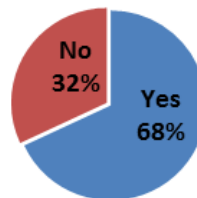
Is it time to review and practice your emergency response plan (ERP)?

Log Hauler Survey Questionnaire Data:

498 surveys were completed by log haulers

Do you have an emergency response plan?

(Other than the one your licensee has provided)



How to ensure your ERP's effectiveness:

Have a Check-in Procedure: Most log haulers work alone. Ensure you have check-in procedures in case you don't make it to your destination. The mill or the loaderman may think you had mechanical troubles or just went home.

Know the Hazards: Be sure that every time you change site locations that you are aware of the new hazards.

Evacuation Plan: In the case of an emergency, ensure you have emergency response services numbers and can plan the best way to evacuate an injured worker.

Practice: Have realistic practice drills, packaging and transporting an injured worker out of the bush.

First Aid: First aid training saves lives. Your life or the life of a co-worker may depend on your ability to perform first aid until additional help arrives.

Evaluation of driver fatigue monitoring systems—By Mithun Shetty, FP Innovations

Driver fatigue is one of the issues in motor vehicle related incidents that needs to be addressed.

There are several different strategies to determine fatigue levels.

Infrared (IR) video based systems monitor the proportion of time the eyes are 80% to 100% closed over a specified interval. Some vendors for IR systems are: Seeing Machine, Six Safety Systems, LumeWay, Convoy Technologies, and Safety Vision.

Other systems use steering variability to alert the drivers. Vendors for steering based technologies include Valeo and ZF TRW. Steering based technology is still in the development stage for commercial vehicles.

Systems based on forward looking cameras use lane variability and following distance as an indicator of fatigue. Some vendors for forward looking cameras systems are: Mobileye, Lytx, SmartDrive and Convoy Technologies.

Fitness wristbands such as Fitbits or Readibands could also be used to monitor sleep quality.

Early indications are that there are significant cost-benefits to fleets having systems – preventing injuries, saving lives, preventing equipment losses and preventing lost production.

FPInnovations is continuing to assist in the evaluation of driver fatigue monitoring technologies and will report on the effectiveness of the technologies and level of support vendors offer to fleets.

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

Trucking advisory group expands its scope

Industry has continued to examine incident data and statistics for harvesting and silviculture. During the period from 2012-2015 incidents involving: fall from elevation, being struck by, overexertion and slips trips and falls comprise the largest number of short and long-term disability claims.

In the spring of 2016 the Trucking Advisory Group in consultation

with industry members and regulators, determined that they would expand the scope of the group to include safety issues affecting the harvesting and silviculture sector. To reflect the change of scope, the TAG will now be known as the Trucking and Harvesting Advisory Group (THAG).

With a number of successful industry initiatives over the past two years THAG is confident that they will be effective in taking expanding their scope to harvesting and silviculture.

Train for collision response, says US trucking lawyer

Reprinted with permission from Today's Trucking

KELOWNA, BC — Preparing for an accident is like a fire drill.

Trucking companies must practice the sequence of events that need to be triggered immediately after a collision, so when it comes time for handling the real thing fleets can draw from their training, says a prominent U.S. trucking lawyer.

Bradford Hughes of Selman Breitman LLP, an L.A.-based law firm, explained to the British Columbia Trucking Association's annual general meeting that fleets only get one chance to get the incident's first report right, and fleets can learn the hard way if they don't put their insurance carriers on notice quickly enough following an accident.

"Some people say they don't know how to respond because it hasn't happened to them, and they don't plan on it happening to them. But if you have just one power unit, it's a risk that you run," says Hughes, who serves as chair of the firm's trucking and transportation practice group. He also manages the firm's 24-hour emergency response accident team.

Collisions never occur at convenient times. More likely, says Hughes, accidents will happen at odd hours in unfamiliar places. But fleets should never wait to contact insurance carriers, as most have 24-hour response hotlines. If fleets are unsure about the severity of the accident, Hughes says to be forewarned that accident severity is rarely overstated and more typically understated. He says it's best to have spent a bit of money on attorney counsel hours, learn it's nothing, and sleep soundly, rather than not thinking the incident requires counsel, and end up being wrong.

He tells the delegates in Kelowna, B.C., a cautionary tale of a truck driver who thought he was in the clear following a minor bump on the highway. Nothing more than a broken tail light. Everybody pulls off to the shoulder, the trucker very apologetic. A new tail light is purchased nearby, and the driver doesn't even bother to report the incident. His first mistake, says Hughes. The statute of limitations was just about to run out two years later when suddenly a lawsuit is filed against the truck driver.

"You would think it was fraudulent, right? Gotta be bogus. But

\$725,000 in medical specialists later, the driver learned a hard lesson."

That truck driver didn't just rear end anybody, says Hughes. He rear-ended four high-powered lawyers.

"The driver's life was forever changed. Why? Because it came up that his log books weren't so fresh. Now the case isn't about a little tap on the back, it's about how you the company aren't taking responsibility for your drivers and making sure you control them. Now your company is unprofessional," says Hughes.

Hughes says truck litigation is often won or lost on paper. The quality of driver logs is paramount. And their integrity, as well as the integrity of dash cams, must be maintained.

THE TEAM

Directly following an accident, the fleet must assemble its response team, and get a reliable supervisor who can get to the scene right away, take pictures, and understand the real scope of the problem. It takes a whole team, says Hughes, including legal counsel, the supervisor, the scene investigator, and an accident reconstructionist.

"Those witnesses disappear if you don't have somebody at the scene right away to do an investigation," says Hughes. "You've got to make sure your drivers are trained to react at the time."

Make a collision cheat sheet for drivers so they can follow it at the time of the collision, Hughes recommends. For instance, fleets need to drug and alcohol test the driver as soon as possible after the incident.

Hughes warns that being just 1% responsible for a collision can make somebody 100% liable in a damages claim.

The most critical part of the "post-accident puzzle", as Hughes calls it, is the driver. He or she will obviously need a level of support, but must also resist the urge to vent about the incident on social media, regardless of the circumstances. Those four high-priced lawyers that got rear-ended? They'll be the ones scanning drivers' tweets en route to the courthouse.

"Fault is irrelevant, so treat every accident seriously," Hughes says is his philosophy.