



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

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### CVSE enforcement policy re: transition period between paper logs and electronic recording devices

While a carrier is testing a new electronic recording or logging system or training drivers on the system, the carrier may allow their drivers to use both a paper log and an electronic log for a short period of time in order to ensure that they have accurate and complete time records during the transition period. It is anticipated that training a driver on a new electronic system should take no more than 14 days. The driver should make every effort to ensure that the concurrent logs are identical. Any issues or reasons for discrepancies should be noted in the comments section of both the paper and electronic logs. In order to not be considered a violation under MVAR 37.18.06(1) "A carrier must not request, require or allow a driver to keep and a driver must not keep more than one daily log in respect of any day" when using both electronic and paper logs, CVSE has set out the following criteria:

- Driver must clearly note in the comments or remarks section of both the paper and electronic log at the beginning of each day.
  - Declare that the electronic log or device is being tested or being trained upon;
  - Declare which log is the primary log that is to be considered as true and accurate (may be either paper or electronic);
  - Declare the secondary log that is being used as a testing document or device.
- Driver must advise the officer that they are testing or training on an electronic device if stopped and inspected and present the primary log or device as the true and accurate document.

At roadside or during an National Safety Code (NSC) audit, if an officer has the supporting evidence that the logs are being used in a false or non-compliant manner, the carrier or driver would be exposed to any applicable enforcement action that would be deemed necessary, including fines and/or out-of-service conditions. All hours of service records must be retained in accordance with record-keeping requirements under MVAR Part 3 – Hours of Service of Division 37 of the Motor Vehicle Act Regulations.

For the full circular, please see: [http://www.cvse.ca/national\\_safety\\_code/pdf/Compliance%20Circular%2003-17%20-%20Transition%20period%20between%20Paper%20Logs%20and%20Electronic%20Recording%20Devices%20.pdf](http://www.cvse.ca/national_safety_code/pdf/Compliance%20Circular%2003-17%20-%20Transition%20period%20between%20Paper%20Logs%20and%20Electronic%20Recording%20Devices%20.pdf)

For further information on the use of concurrent logs during the transition from paper logs to electronic recording devices, please contact the NSC program office at 250-952-0576 or via email at NSC@gov.bc.ca, or Karen Coverett, Manager, NSC, at Karen.Coverett@gov.bc.ca or Cole Delisle, A/Deputy Director, CVSE at Cole.Delisle@gov.bc.ca

### Forest Industry Safety Alert

#### Pickup caught in landslide

**Location:** Highway 20, 25 km west of Williams Lake

**Date:** June 19, 2017

**Details of Close Call / Serious Incident:** A forestry worker travelling to work in a pickup was swept down a steep embankment when a section of Highway 20 washed out. The worker was able to get out of the pickup and was rescued. However, the driver did sustain injuries and was transported to hospital for treatment.

**Learnings and Suggestions:** Link to recent Landslide and Flood Safety Alert:

<http://www.bcforestsafe.org/node/2964>

**For more information on this submitted alert:** Call Gerard Messier, BC Forest Safety Council: 1-877-741-1060



### Distracted Driving

- More than 800 crashes occur every day in B.C. many of these caused by distracted driving.
- You're five times more likely to crash if you're using your phone.
- Police across the province are cracking down on distracted drivers.

the rules



The use of hand-held personal electronic devices while driving has been banned in B.C. since 2010.

The law also applies while you're stopped at a red light or slowed in traffic.



## Panel discusses benefits and challenges of 9-axle configurations

by Derek Clouthier, Truck News

PRINCE GEORGE, B.C.— Many in the log hauling industry in B.C. would like to see the province fall in line with other jurisdictions and permit the use of 9-axle configurations.

A BC Forest Safety Council (BCFSC) panel discussed the benefits and challenges of going from eight to nine axles, which are currently only granted on case-by-case scenario in the province.

George Funk, owner of Blue Valley Enterprises, said his company went through testing of the 9-axle configuration and the only difference he notes was that it felt like there was a slight loss of power due to the higher payload.

“I’m a person who likes change as long as it’s positive change,” Funk said, adding that with ongoing technology advancements, the loss of power could be put in the rearview mirror in the near future.

Funk said the stability of the 9-axle was good, and tracking was a bit less, with drivers relaying some additional movement, or floating, on icy roads.

But experience is invaluable.

“It’s all the same, just a little bit more weight,” he said. “When you know the road, it makes all the difference.”

Val Hunsaker, a manager with Commercial Vehicle and Enforcement (CVSE), said there are several factors taken into account when they receive an application for the use of a 9-axle configuration, which currently in B.C. is not legal without two special permits — over-dimensional and over weight.

With the weight of the 9-axle at 63,500kg, CVSE looks at safety, the specific route the applicant plans to take, and whether the larger configuration meets the standard of 5% less damage to roadways compared to the 8-axle.

Hunsaker said they are looking at what he called ‘shoving,’ where the traction of the tires against the pavement cause damage when hauling heavy payloads especially at higher grades, which is most often seen during hard braking.

Along with CVSE, the University of Michigan reviews all aspects of an application before a letter of authorization is granted.

“We’re not for or against anything, we’re neutral on this,” said Hunsaker, adding that given the current provincial election, the B.C. government was in limbo, and what the future

holds as far as regulation of 9-axle configuration is unknown.

Seamus Parker, principal researcher for transport and energy for FP Innovations, said one of the major hurdles getting 9-axle configuration approved was bridge capacities throughout the province.

Tom Hoffman, manager of external and stakeholder relations for Tolko Industries, agreed, adding that there are currently 29 routes that have been submitted for approval for the 9-axle in B.C., eight of which have been approved and five pending. Hoffman emphasizes that the use of 9-axle configuration was necessary for B.C. and Canada as a whole to remain competitive in the global market.

“The Russians are eating our lunch right now in China because they are out-competing us,” said Hoffman, who just returned from China. “Our fibre is further from the mills, so we have to look at getting more wood on the truck. It’s been excruciatingly slow.”

Hoffman said 9-axes, which are nine feet longer than the 8-axle configuration, provide the opportunity to increase payloads by 12%-14%, all while using less fuel per unit, lessen damage to roads, and minimise the number of trucks on the road, all a win-win for industry and the public when it comes to safety.

“We need to do something to increase the bar of our competitiveness and our safety,” he said.

Funk said his investment into the 9-axle configuration has been decent, and the extra revenue he garners more than pays for the added cost.

“Bottom line is everyone needs trucks and trucks will always be there,” Funk said, advising those who are leery about investing in the new configuration that the industry did not step back to the five or 7-axle configuration when it went to eight, so there was no reason for it not to step up to nine.

To read the full article by Derek Clouthier, of Truck News, go to:

<http://www.trucknews.com/health-safety/panel-discusses-benefits-challenges-9-axle-configurations/1003078866/>

**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 at: 250-562-3215 or toll-free 1-877-741-1060 or email: [transport@bcforestsafe.org](mailto:transport@bcforestsafe.org)