



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

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### TAG working on organizational strategies to reduce fatigue during night duties

The Trucking Harvesting Advisory Group (TAG) is in the process of developing best practice guidelines for fatigue management.

In 2017, the group committed to working together on organizational and workforce strategies that would reduce the risk of fatigue related incidents.

Consulting with experts in fatigue science and balancing all the inputs – especially from the drivers themselves – along with a review of international practices and other research, TAG drafted a set of best practice guidelines. The idea is that all industry members can benefit from the shared knowledge and consider implement the practices, tailoring them as needed to best suit their operations.

Options being considered by TAG include:

#### 1. Organizational Strategies — Foundational

Develop fatigue management policy & objectives (corporate and operational)

Promote/Implement/utilize fatigue risk management system for workforce

- Include drivers/contractors in strategic conversations regarding management systems, strategies, objectives and expected outcomes.

#### 2. Organizational Strategies — Communications and Training

Promote and support fatigue awareness and management training within workforce

- Schedule additional Fatigue Management Workshops at operations. Ensure strong attendance from staff, contractors and drivers.

Support workforce in technological solutions to fatigue monitoring and management.

Acquisition and effective use of technologies i.e. Readiband or other fatigue risk management technologies.

#### 3. Organizational Strategies — Shift Scheduling

Minimize the overall length of nightshifts (daily and annually).

When feasible use graduated/transitional scheduling into night shift.

Schedule shift change to nights over weekends where possible.

Provide advanced notice of day to night schedule shifts.

Extend hauling windows annually (reduce daily hours and increase operating windows where feasible).

Expand the use of reloads/sort yards.

Analyse night shift cycle times' to determine best combinations to reduce fatigue and/or promote fatigue intervention strategies (i.e. may require alternating/variable loading locations/CP's/blocks).

#### 4. Organizational Strategies — Camps

Improve conditions for day time sleep environment for workers within work camps.

#### 5. Workforce Strategies

Encourage/support healthy life style. (nutrition, exercise and sleep)

Encourage/support sleep disorders assessments.

Encourage/support use of targeted treatment programs to improve sleep.

Encourage/support the acquisition of medical technology in treating sleep disorders.

Allow for work related breaks when required. i.e. opportunities for recuperation, napping, or physical activity in order to prevent or mitigate fatigue.

Once finalized, the best practices will be shared broadly with industry.

### Preparing for night shift — 8 steps to fight fatigue

**1)** Start going to bed and waking earlier — do this a couple weeks in advance of changing over to the night shift. Try doing it in 30 minute increments.

**2)** Prepare your sleep environment — make you room dark and quiet. Remind loved ones not to disturb you while you are sleeping and turn off your cell phone.

**3)** Consistent routine — once on the night shift keep your routine consistent even on days off if possible.

**4)** Strategic caffeine use — have one cup of coffee prior to starting your shift then have another of coffee or caffeinated beverage mid shift.

**5)** Take a rest — if the chance presents itself while on duty take a 15-20 minute rest but no more than 20 minutes or you will find yourself more tired.

**6)** Physical activity — during your shift get up and walk around when you can i.e. truck inspection while waiting in line to get loaded or unloaded.

**7)** Bright light — getting exposure to bright light can help make your body more alert. Spend an extra few minutes in the scale shack or turn on the cab light while stopped/waiting to keep your self alert.

**8)** Prioritize sleep — get as much sleep as you can, ideally eight hours.

## Log hauler fatality on Vancouver Island

On November 15th, in the early morning, a log truck travelling empty on a resource road near Lake Cowichan went off the road and the cab of the truck was submerged in standing water at the side of the road. The truck driver was not able to escape from the truck.

Our condolences go out to the family, friends and co-workers of the deceased driver, Ian Fraser (69) of Cobble Hill and our sympathies to all those affected by this incident.

The incident has been or continues to be investigated by the RCMP, Coroners Service, WorkSafeBC, union, licensee and contractor.

This was the 9th harvesting fatality of 2017.

**Although the details of this incident are still unknown, please review the following safety information:**

1. Heavy rains and winds can cause damage to roads and other infrastructure. Washed out roads or crossings, landslides or blown down trees can create significant hazards. Follow the established rain fall shutdown criteria for the area.
2. Heavy rains also contribute to hazardous road conditions like soft shoulders, ruts and accumulations of ditch water.
3. The soil next to bridges and culverts may be eroded by heavy rains and high stream flows. Sometimes this erosion cannot be easily seen. Be cautious and assess crossings from a safe distance before driving over them.
4. Resource roads often cross or run alongside bodies of water. Take this special hazard into consideration when developing safe work procedures and emergency plans.
5. Always drive to the current road and weather conditions. Things can change quickly.

For one of many media stories on the incident, please see:

<https://www.cheknews.ca/road-collapse-as-a-result-of-heavy-rain-leads-to-logging-truck-fatality-388285/>

### Two members of the public dead in two separate incidents

The two most recent high profile log truck incidents reported in the media in December 2017 have involved fatalities of members of the public where these drivers crossed into the path of the log truck (icy road conditions may have been a factor) or rear-ended the log truck.

Both incidents are under investigation by authorities.

For more information on the incidents, please see these media stories:

**Dec 13, 2017:** driver killed in head-on collision with logging truck on Highway 3, near Midway in the Kootenays: <http://vancouver.sun.com/news/local-news/driver-killed-in-head-on-collision-with-logging-truck-in-the-kootenays>

**Dec 14, 2017:** logging truck was stopped for other traffic and was rear-ended, 11 kilometres outside of Port McNeill, Vancouver Island, on Highway 19: <https://www.northislandgazette.com/news/one-person-dead-in-logging-truck-collision-2/>



**Wishing you  
and your  
loved ones  
a SAFE and  
HAPPY 2018!**

**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 by email:

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

**Seatbelts  
save lives ...  
BUCKLE UP  
every time!**