

## FOREST INDUSTRY SAFETY ALERT

**Location:** Princeton, BC

**Date of Observation:** March 2017

### Combatting Fatigue on the Log Haul

Log hauling can be very demanding on drivers given:

- the destination of wood and corresponding cycle times,
- adverse road and weather conditions,
- shift schedules to match favorable hauling conditions,
- repairs and maintenance,
- balancing lifestyle,
- the financial reward for time in the saddle.

However the consequences for an incident can be both costly and irreplaceable.

With this in mind the Princeton Contractor Safety Committee is implementing 5 steps to combat fatigue:

1. Make it very clear that exceeding the Hours of Service or manipulating log books is **unacceptable**.

HOURS-OF-SERVICE RULES	
Loggers	
<p><u>Day</u></p> <ul style="list-style-type: none"> <li>• a 24-hour period that begins at the hour designated by the carrier</li> <li>• maximum 13 hours driving</li> <li>• no driving after 15 hours on-duty</li> </ul> <hr/> <p><u>Cumulative Hours</u></p> <ul style="list-style-type: none"> <li>• no driving after 65 driving hours in 7 days</li> <li>• no driving after 80 on-duty hours in 7 days</li> </ul> <hr/> <p><u>Off-Duty</u></p> <ul style="list-style-type: none"> <li>• driver must take at least 24 consecutive hours off at least once every 7 days</li> </ul>	<p><u>Work-shift</u></p> <ul style="list-style-type: none"> <li>• total elapsed time between 2 off-duty periods of at least 9 consecutive hours</li> <li>• maximum 13 hours of driving</li> <li>• no driving after 15 hours on-duty</li> <li>• no driving after 15 hours of total elapsed time</li> </ul> <hr/> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>• must use a log book</li> <li>• no reset provision</li> <li>• no ability to defer off-duty time</li> </ul>
- Provincial Regulations only -	
Further information can be located at <a href="http://www.cvse.ca/national_safety_code.htm" style="color: white;">www.cvse.ca/national_safety_code.htm</a>	
Ministry of Transportation and Infrastructure Commercial Vehicle Safety and Enforcement Branch	
	

2. Clearly articulating that on-duty time includes repairs and maintenance done by drivers. Although larger fleet owners have mechanics in place, those operators that have drivers conduct their own maintenance/repairs must appreciate the hours that are attributable to repairs and maintenance. Having a well maintained vehicle is equally important as having a driver that is fit for duty.
3. Openly engaging drivers in discussions on cycle options. Contractors to review options with haulers so that drivers are not pushing the limits on hours each and every day by proactively switching the haul destinations to allow the opportunity for drivers to achieve <10 hours of driving.
4. Encouraging open discussions on fatigue with Supervisors so that options can be reviewed when the symptoms of fatigue are evident or drivers are pushing the limits. Options may include but are not limited to:
  - a. Shutting the haul down for an appropriate amount of time;
  - b. Limiting the trips/hours in a day;
  - c. Having a shortened week, longer weekend;
  - d. Drivers taking the time to rest during off-duty hours.

When changing your plans whether it be for fatigue or any other upset condition please advise your supervisor so that everyone has peace of mind and knows that you are safe and sound.

5. The Princeton Safety Committee will be sponsoring Fatigue and Distracted Driving workshops on May 4, 2017 for all drivers.

**For more information, please call:**

Norman Druck, RPF  
Operations Superintendent  
Weyerhaeuser Company Ltd.  
250 295-4266