



# RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA  
FORESTRY TRUCKSAFE



BC Forest Safety Council

○ PRINTABLE VERSION

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**Safety in Forestry Transportation TruckSafe Rumbings is published biweekly to keep you informed on what is happening in forest hauling safety in BC. Call MaryAnne Arcand to provide input or get the news out on best practices and concerns in the industry.**

## HEADLINES ABOUT TRUCK CRASH STUDY GIVE WRONG IMPRESSION

Last Friday's Vancouver Sun headlines screamed that "BC has Canada's Worst Truck Drivers", quoting statistics out of a new report by the Traffic Injury Research Foundation, called Best Practices for Truck Safety. The way the information is presented make it sound like our BC truck drivers are alcohol or drug crazed speeding maniacs, when in fact, a review of the statistics show that alcohol use is not as large a factor as most people think, and that BC's truck drivers are only responsible for 18.9% of crashes involving private vehicles, compared to 57% for the private vehicle operators. As well, BC truckers had the LOWEST rates of blood alcohol over the legal limit (2.4%) in the country.

The other major challenge with the Report is that their definition of a "large truck" starts at 4536kgs (my Dodge 1 ton 4x4 weighs 4640!), instead of the CVSE threshold of 11,784kgs, or ICBC's 8800kgs. That means that all heavy pickups, delivery vans, 3 and 5 ton service trucks and everything in between have been lumped in with the semi's. Instead of only looking at Class 1 drivers, this report includes Class 4,3 and 2 drivers as well, meaning the study is not really about the big trucks, like our logging trucks, but anything over your basic one-ton (didn't include buses).

When we look at root causes or contributing factors, though, even with the broader scope of the study, we see the same issues that have been identified in forestry: road maintenance, fatigue, road design, and conditions.

Paul Landry, CEO of the BC Trucking Association, wrote the following Letter to the Editor of the Vancouver Sun on Monday June 15:

*Re: B.C. has Canada's worst truck drivers, front page, June 12*

**B.C. crashes more likely to involve:**

- Drivers fatigued/fell sleep (7%)
- Speeding (25%)
- Truck drivers aged 41+ (60%)
- Run-off-the-road configuration (51%)
- Gravel or dirt roads (14%)
- Undivided highways (60%)
- Roads with curve and gradient (37%)
- Poor road conditions (36%)
- Poor weather conditions (22%)

**Driver Characteristics in Fatal crashes:**

- B.C. truck drivers more likely to be killed (21%) than in other regions
- Most (94%) truck drivers were male
- Truck drivers were slightly older (i.e., 41+) in B.C. (59%) than in other regions
- B.C. truck drivers were more likely (65%) to have been wearing seat belts than those in other regions
- B.C. drivers more likely cited for a Human Condition (17%) than Western and Central regions, particularly inattention (8%)
- B.C. drivers more likely cited for a Human Action (23%), particularly speeding (13%)

On behalf of the hundreds of trucking companies and thousands of professional drivers the B.C. Trucking Association represents, I am writing to express disappointment in the one-sided and shrill headline and photo treatment on the article about an industry-commissioned report on trucking safety. I am amazed The Sun would overlook the importance of an industry's efforts to protect its workers through a thoughtful and thorough examination of safety problems to focus on one statistic, out of hundreds in the report, to create public fear.

You could have used that statistic to herald the fact that truck drivers were responsible in only 18.9 per cent of fatal multi-vehicle crashes, compared with 57 per cent for drivers of other vehicles. An objective reader would conclude that, rather than fearing truck drivers, we all need to consider how trucks and other vehicles can interact safely on the road.

Motor vehicle crashes are complex events involving factors such as driver performance, vehicle fitness, environmental conditions and road conditions, grades and alignment. To take one statistic out of context to slam an entire industry is opportunistic, simplistic and irresponsible.

**More regulation issues – discrepancies between WorkSafeBC and CVSE regs and enforcement**

Ivor Marriott, from CVSE, has been working with us on developing materials specific to log hauling – regs, competencies and so on. In the process of doing that, he realized that there are several differences between what CVSE is looking for or will enforce on a logging truck compared to what WorkSafeBC inspections are looking for. He made this handy little table for us to identify the differences. We have already spoken to Greg Gilks, Director of CVSE in Victoria, to address some of these differences, so more to come. What you do need to know is that just because you are meeting one set of rules doesn't mean you're meeting the other. For now, at least, you need to meet them all. We'll keep working on your behalves to get these streamlined.

ISSUE	CVSE	WORKSAFEBC
Bull boards	Not required	Required and must have the manufactures label or a letter from a professional engineer stating the strength of the bull board.
Loose objects in the Cab	Cabs are not inspected for loose objects.	Tools and loose objects in cab must be secured
Off road lighting	Must be covered when this vehicle is being used on the highway	Can be used on the off highway roads
Wrappers	Usually two 3/8"wrappers per bundle depending on the distance between the bunks and be the aggregate working limit of tie down used to secure each stack shall be at least 1/6 of the weight of the stack.	2 tie downs that have a breaking strength of at least 53 kn or 12,000 lbs.
Binders	Must have the binder handles tied. Must have an aggregate working limit of tie downs used to secure each stack shall be at least 1/6 of the weight of the stack. Will allow a hook to be welded on the binder to hold the end of the chain wrapper to hold the wrapper closed. Must have a	Will not allow any alteration to the binder

	breaking strength of at least 53 kn or 12,000 lbs.	
Bunks and Stakes	Cracks or broken stakes and must not exceed 90 degree angle.	Must not exceed a 90 degree angle and also requirements as to the cable strength that runs through the bunks
Hours of service	13 hours of driving and 15 hours of on duty time with 9 consecutive hours off between work shifts.	No specified limits for a logging truck driver.
Log Books	Not required for 160 km or less radius; pre trip and post-trip for all; graph required to use logging truck hours of service variance. Not required for off-highway.	All log haulers must use log book which records contractor names and cycle times for each cycle of the day.

### Back up alarms on Logging Trucks?

Apparently some WorkSafeBC officers around the province have been enforcing a section of Part 16, Mobile Equipment, in terms of logging trucks having backup alarms. We have not been able to confirm whether regulation is being applied across the province yet, but be prepared. Here's the reg in question:

### Part 16 Mobile Equipment - Backup alarms

#### Sections 16.8 Warning signal device

**16.8** (1) Mobile equipment in which the operator cannot directly or by mirror or other effective device see immediately behind the machine must have an automatic audible warning device which

- (a) activates whenever the equipment controls are positioned to move the equipment in reverse, and
- (b) if practicable, is audible above the ambient noise level.

### Load Securement and Out-of-Service Standards

We got a call last week from some log haulers who had been through a roadside check near Parksville and had questions about the regulations that were being enforced at that particular spot. The issue had to do with carrying chains and binders etc, on the side of the truck, where they might swing out. I checked with my contact at CVSE, and the best we could come up with in terms of guidance for all of you was the North American Out-of-Service Standards, available from the Commercial Vehicle Safety Alliance website, [www.cvsa.org](http://www.cvsa.org)

### Quesnel Truck Show this weekend

Chester De Raspe from Quesnel is organizing the Cariboo Truckers Big Rig Show n Shine this Saturday at the Maple Park Shopping Centre. He says it is a change for the community to get to know their local truckers, and encourages the public and trucking community to get together and celebrate truckers. The show is featuring loggers, lowbeds, service trucks, dump trucks, highway and specialty trucks.

Chester is the only guy we know with strobe lights mounted underneath his truck- makes for a heck of a light show! Chester drives for Glen Swaile out of Quesnel, and last year placed second with his truck at the BC Big Rig show in Chilliwack and the Forest & Resources Expo Show in Prince George. His working log truck all shined up is a sight to see! So come out to Quesnel this Saturday. If you want to bring your truck, the entry fee is \$10. You can call Chester at (250)991-2754. See you there!

### Upcoming Events

- June 20 Cariboo Trucker's Big Rig Show n Shine, Quesnel (contact Chester: 250 991 2754)
- July 4 -5 BC Big Rig Weekend, Chilliwack

July 18-19 Duncan Antique Truck Show, BC Forest Discovery Centre, Duncan  
July 31-Aug 3 Vancouver Island Truck Show, Saanich  
Sept 19-20 Antique Truck Show, McLean's Mill, Port Alberni  
Sept 23 -24 SHARP Conference, Prince George Theme: Human Factors  
Oct 21 – 22 CrossRoads Road Safety Conference, Prince George Theme: Fit to Drive

***If you know someone who would be interested in receiving TruckSafe Rumbblings, please forward this email along. Signing up is easy. Just [click here](#) and you will be taken to our new sign up page. If you know someone who'd be interested but doesn't have email, forward their fax number to us at [arcand@bctrucksafe.org](mailto:arcand@bctrucksafe.org)***

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