



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.

Editor's Note: *until the Forestry TruckSafe position has been filled, MaryAnne Arcand will continue to edit and produce Rumbings. We may have a couple guest editors over the next couple of months, so stay tuned for different perspectives and different 'voices'. thanks*



Cariboo Truckers Big Rig Show n Shine – a great start!

Hats off to Cariboo log haulers Chester De Raspe and Glen Swaile for putting on the inaugural Cariboo Big Rig Show n Shine in Quesnel July 19. For a first time ever show, the 15 truck turnout was impressive. And as an event, it was a lot of fun!

Despite the current economic conditions, they rounded up sponsors for trophies in 6 categories, and a great array of door prizes, from local suppliers and retailers.

And the best news of all, they've gone back to work!

Attack of the killer potholes

Bad roads are more dangerous than drunk drivers, says a new study just released by an organization called the [Pacific Institute for Research and Evaluation](#) (PIRE).

The study says that deficient roadway conditions "are a substantially more lethal factor than drunk driving, speeding or non-use of safety belts," when it comes to highway fatalities in the U.S

The report did not include the amount of wear and tear bad roads cause to commercial vehicles. In Canada, according to the Canadian Automobile Association [CAA] statistics, bad roads lead to 350 fatalities and 25,000 injuries every year.

The PIRE study concluded that not only have lousy roads contributed to more than 22,000 fatalities in the US, they cost that country more than \$200 billion annually.

The report, which was titled "On a Crash Course", identifies ways transportation officials can improve road conditions. Some immediate solutions include: replacing non-forgiving poles with breakaway poles, using brighter and more durable pavement markings, adding rumble strips to shoulders, mounting more guardrails or safety barriers, and installing better signs with easier-to-read legends. The report also suggested more significant

road improvements, including: adding or widening shoulders, improving roadway alignment, replacing or widening narrow bridges, reducing pavement edges and abrupt drop offs, and clearing more space adjacent to roadways.

Quesnel Log Hauler named “Rig of the Month” in September’s Pro Trucker



Chester De Raspe is a truck show junkie, and all the log truckers (and loader operators!) in Quesnel know how fussy he is about his truck. Chester and his truck will be September’s Rig of the Month in Pro Trucker Magazine.

Chester won 3rd place in the log truck category at the BC Big Rig Show in Chilliwack a couple of weeks ago, but his big win came when he was also presented with the Wow Trucks 365 award given annually to a Canadian trucker who best demonstrates professionalism and pride in his ride, and for the positive effects he or she has on the trucking community. Chester’s truck will also go

onto the Wow Trucks Calendar for 2010. Way to go Chester! You make us all proud!

The Cell Phone Debate Rages On....

A [National Highway Traffic Safety Administration](#) study has found that hands-free mobile technology presents as much of a safety hazard as handheld phones.

According to the study, it is the conversation itself, not the device used to hear it that causes “inattention blindness,” a cognitive state that slows a driver’s reaction time and limits his ability to detect changes in road conditions. These findings are backed up by several research studies done by the Canadian and American medical associations.

Regulations allowing hands-free phones, such as those passed in Ontario and Quebec, and being proposed for BC, are a mistake according to the study. “Cities and States across the country have passed laws and ordinances requiring drivers to use hands-free phones, mistakenly believing those devices to be safe and encouraging drivers to use them.”



Recent tv news coverage puts the risks of texting while driving even higher, stating that texting while driving puts your risk level at 23 times more likely to crash (cartoon courtesy of <http://gizmodo.com/5325905/texting-death>).

So the debate rages on....

Black Boxes Coming Soon to a Truck Near You? *From Today’s Trucking 06/09/2009*

OTTAWA -- Electronic on-board recorders (EOBRs) are viewed by some as an intrusion of privacy, but a necessary safety device by others. The Canadian government is in the latter group and is pushing for an industry mandate.

An EOBR – commonly referred to as a “black box” – is a device used to automatically track, collect and record electronic information about the operation of a truck and its driver.

The National Safety Code standard for hours of service requires drivers to fill out paper logbooks. The standard also allows for the use of electronic media provided it captures the information required by the standard as set out by the associated federal and provincial regulations, but EOBRs are not mandated under the current Canadian regulations.

The Canadian Trucking Alliance first called upon the Canadian federal and provincial governments to develop an EOBR mandate in 2004. In 2006, Transport Canada issued a discussion paper that concluded there were no insurmountable challenges to introducing an EOBR mandate in Canada.

Some of the findings in the paper included that an array of EOBR technology was readily available, evolving rapidly and becoming less costly; a relatively high percentage of drivers do tend to falsify their logs; EOBRs can contribute to road safety improvements; an effective EOBR program would improve compliance with the hours of service regulations; EOBRs represent an improvement over a paper log system; privacy concerns can be dealt with; and EOBRs will create a level playing field amongst carriers. Many in the industry feel a universal mandate is still forthcoming in the U.S., which is why CTA asked for Canada's policy to be reviewed at this time.

The development of a national EOBR policy will not be easy. "No one, least of all CTA, discounts the amount of consultation and work that will be required. We do not underestimate the significant challenges an EOBR mandate imposes on industry and government," says the CTA's CEO, David Bradley. "It is essential that there be a smooth, orderly transition and implementation that allows industry and government the time to adjust and puts in place mechanisms and policies to deal effectively with concerns over costs, enforcement policy, etc

New Alberta trucking regs start to line up with BC's

If you haul into Alberta, there have been a few regulation changes you need to know about. On July 1, the province's new [Commercial Vehicle Safety Regulation](#) (CVSR) and the amended [Vehicle Equipment Regulation](#) (VER) went into effect.

According to Alberta Transportation, the changes are necessary to ensure Alberta regulations are consistent with current Canadian and North American standards. The new and amended rules are the result of an extensive consultation with commercial vehicle stakeholders including industry, municipal, and safety organizations.

The new CVSR consolidates nine previous regulations and contains changes affecting the operation of commercial vehicles in Alberta. The revised VER contains minor changes related to commercial and passenger vehicles.

The regulations cover a broad range of vehicle safety and equipment needs, but some of the key changes for commercial vehicles include:

- A requirement for daily trip inspection written reports for trucks, truck-tractors, trailers and buses that must be kept by the carrier for at least six months and a new offence for commercial vehicles that are not maintained in safe operating condition.
- Also, commercial vehicles need to have brakes on all wheels (including trailers) except where vehicles are exempted by the Motor Vehicle Safety Act or the Traffic Safety Act.
- The use of an advance warning triangle will be the only recognized advance warning device -- flags and flares will no longer be recognized as they are obsolete.
- There will also be a requirement for a new compliance label or a mechanical fitness certificate issued by a qualified professional engineer for any modified commercial vehicle (manufactured on or after January 1, 2012).

The complete regulations are posted on Alberta Transportation's website ([click here](#))

Speaking of Regulation Changes...

Believe it or not, in North America there have been 117,000 regulation changes and road restrictions put in place in the past year! 12,500 of them were weight allowances. The changes include everything from new tolls, to designated truck routes, dangerous goods routes, etc. And if you don't keep up to them, it'll cost you money. While we try to keep you up-to-date on regs affecting log hauling, we don't track all of them either, so take the

time to check CVSE's website once in a while, particularly if you're putting other trailers (gravel, chip, flatdecks) behind your truck.

UPCOMING EVENTS

- 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
- Oct 20- 21 CrossRoads Road Safety Conference, Prince George
- June 3-5/10 Resources Expo, Prince George

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