



# 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.**

## **Radar guns coming to the bush**

Forestry Minister Pat Bell announced yesterday that the Ministry's Compliance and Enforcement officers will be using radar guns to enforce speeds in the bush.

"Better speed enforcement on B.C.'s 59,000-kilometre network of Forest Service roads means more drivers returning home safely at the end of the workday," said Bell. "Expanding the use of radar guns is another step toward improving safety for forest workers and the public."

In conjunction with radar guns, the ministry will also place three speed boards, one per region, in different locations around the province to increase driver's awareness of their speed. The program is supported by the RCMP, ICBC and Conservation Office Service.

"Initially, the main focus is to improve compliance and safe driving practices through education and awareness," said Bell. "But make no mistake, officers are empowered to give tickets and chronic, repeat offenders could be subject to fines of up to \$1 million for speeding and dangerous driving on a Forest Service road."

"The maximum speed limit on our forest service roads is either as posted or 80 kilometres an hour, and that limit is there for everyone's safety," said Bell. "This is particularly true for recreational users and smaller vehicles. The rules for Forest Service roads apply to all users."

More enforcement on Forest Service Roads is something Forestry TruckSafe has been calling for over the past several years, largely at the request of log truckers who have to deal with speeding pickups, and we welcome the move. All forest road users need to recognize their responsibility to drive safely and obey the rules whether they're on public roads or in the bush. It's good to see that the rules, which have always been there, are going to be enforced.

## **Roads, weather, wildlife and the need for "winter driving" training.**

Recent severe weather events have obviously led to treacherous road conditions around the province, and many highways have been closed this past week due to avalanche risk. Drivers have for the most part been appropriately cautious and taking their time. RCMP reports indicate that overall people have been taking due care. Unfortunately there are still people driving around in vehicles without snow tires, pickups with no weight in the back, and drivers who think that the way to get through the snow is to gun it.

And who didn't shake their heads while watching the news the past couple of weeks? Despite all the protests of people on Vancouver Island and the Lower Mainland that they don't get snow, don't need snow tires, etc, it's obvious that winter driving training is badly needed, and that snow tires should be made mandatory across the province, as Quebec has done. The number of crashes and fatalities over the past few weeks confirm that we're not the great winter drivers we think we are.



With the deep snows have come increased reports of moose collisions in the interior. The moose are migrating to the roads because it's easier for them to get around. With the long hours of darkness, they're difficult to see. As one trucker put it, "They're like a 'black hole' in the dark, against the snow. If you see a big black blob ahead, chances are it's a moose". A multi-vehicle pile up occurred this past week south of Prince George, when one vehicle hit a moose, and the vehicles following hit that vehicle. Please be extra alert in known moose areas, but stay on constant watch. Believe it or not, there were two young moose in the Walmart

parking lot last week!

### **Goodbye Tanner, and thanks!**

Tanner Elton, one of the driving forces and visionaries behind the BC Forest Safety Council's formation, completed his contract as CEO December 31, and has moved on to pursue other interests.

Tanner's involvement with the Safety Council goes right back to the Task Force on Forest Safety in 2003, the development of the recommendations, and their implementation. Tanner constantly challenged industry stakeholders to change how they thought about safety, and to stay the course on safety commitments despite the economic challenges of the past couple of years. Love him or hate him, we all have to respect the tremendous effort, commitment and contribution Tanner has made to improving forest safety in this province. Thanks Tanner, we're going to miss you!

The search is on for a new CEO, and in the interim the Council's new Chair, Bev Briscoe is acting CEO.

### **"Snow falling from trucks" research project (Today's Trucking, Jan 6/09)**

Snow and ice falling from motor vehicles can be a serious problem in cold-weather regions, resulting in property damage or injury to other motorists, according to the American Trucking Association.

Challenges for the trucking industry include the worker hazards associated with clearing snow and ice from the tops of trailers, the limited availability and efficacy of snow removal devices and the lack of available vehicle-based solutions.

The American Transportation Research Institute (ATRI) has done a study to [identify a myriad of safety, financial, technical and institutional challenges](#) associated with effectively addressing or mitigating the safety concerns with snow and ice falling from vehicles.

ATRI issued a set of short and long-term solutions, including the education of operators of all types of vehicles; further studies of the feasibility of snow removal devices at weigh scales; and investigating vehicle-based solutions to prevent or reduce snow and ice accumulation.

Here at home the CVSE and RCMP are checking that lights and licence plates are cleared of snow, and remind truckers to clear them off at brake checks, wrapper checks and other stops. LED lights don't warm up like the old bulbs, and so snow doesn't melt off the lights, and needs to be physically removed. Private vehicle owners are also reminded to clear their windows, hoods and roofs of snow, for maximum visibility while driving.



## **TLA and SAFER Conferences set to go next week**

The theme for this year's TLA Convention is "Celebrating Our Past – Shaping Our Future". According to the convention brochure, "The 66th annual coastal forest industry convention and expo and our return to the Westin Bayshore, the home of many past TLA events, prompted a celebration of past history, events and most importantly lessons that we have all learned that may be applicable as we work to create a new future for the coastal forest industry through policy reform. It is a rapidly changing industry we face, both locally and globally and this year's event will celebrate the past while at the same time critically assessing our future options. Speakers old and new will share insights, exchange thoughts and debate what we have seen work in the past and what might work in the future as we work to bring the coastal forest sector back to the level of prosperity it once held."

In conjunction with the TLA, SAFER is having its own conference at the same venue at the same time. Sessions include a presentation from the Auditor General on his 2008 report, a presentation on Human Factors: Why Bad Things Happen to Good People, a Safety Toolkit, and other interesting topics.

You can register for either or both conventions at the TLA's website [http://www.tla.ca/itoolkit.asp?pg=2009\\_CONVENTION\\_AND\\_TR](http://www.tla.ca/itoolkit.asp?pg=2009_CONVENTION_AND_TR)

Stop by the Safety Council booth and try your hand at golf while wearing the "drunk goggles". It's a real eye opener!

## **ILA Convention, April 16-18**

Wayne Lintott, Manager of the Interior Logging Association, asked us to remind you all that the ILA's Annual Convention is going ahead this year in Vernon. The ILA will have its usual trade show, seminars, luncheons and social events. For more information or to register, visit [www.interiorlogging.org](http://www.interiorlogging.org)

## **SAFE Companies Update**

As of December 31, there are 4,153 companies registered for SAFE Co's Certification: 1478 Individual Owner Operators, 2325 Small Employers, and 352 Large Employers. Of those, 1299 certifications are completed: 155 Individual Owner Operators, 921 Small Employers, and 223 Large Companies. In order to beat the December 31 deadline for certification for BC Timber Sales, and to qualify for the rebate, more than 900 audits came in over the last month. So please, have patience, it's going to take a while to get through them all. And Congratulations to the 1299 companies so far that qualify for the 2008 COR rebate from WorkSafe. Well done!

This is also a friendly reminder about maintenance audits for those of SEBASE and BASE companies which have been certified for a year or so. Your maintenance audit due date is one year from the certification date on your SAFE Companies certificate.

## **Vancouver Island TruckShow Update**

Hi MaryAnne, We have a website for the Vancouver Island truck show this year. Go to [www.vancouverislandtruckshow.com](http://www.vancouverislandtruckshow.com) It will be complete within the next week or so, lots you can see now. We are adding a few things this year. We will have a portable photo printer to do pictures, Deisel Dawg for the kids, Tug of War and whatever else we can think of.

By the way, I couldn't believe the number of responses I got from the last article I did for Pro-Trucker [*Dec/Jan edition, where Dennis was confronted by another driver for not practicing what he preaches*]. It seems many of the drivers did take a look at their driving habits. If pointing out my own shortcomings brings home that "UnSafe is Unacceptable" I will be happy.  
- Dennis

## **Your Voice**

RE: Forestry TruckSafe Rumbings - December 19, 2008

Hello MaryAnne, I would like to voice my disappointment in your latest issue of Forestry TruckSafe Rumbings. I have been an Inspector for 16 years and this is the first time I have ever seen one "Safety" organization make

fun of another Safety organization for doing their job. We are suppose to be on the same team. The fact that you are also encouraging "out of sight is alright" behaviour is unsettling as well. The regulations are there because people have died - sad but true - and not all drivers may understand this why most regulations get made in the first place. I do have a very good sense of humour and I would not even think twice about a poem like this coming from a commercial driver. The fact that it comes from BC Forest Safety Council is the issue.  
Happy to have you publish my comments in the next issue. -Linda

*MaryAnne's response:*  
Linda, thanks for your comments, and I will put them in the next issue. There was no offence intended – actually, I thought it was the opposite, giving voice to all the “gripes” that I hear, and then put in the good word from “Santa”, that you all are doing your jobs, that we need you out there to keep us safe on the roads. And you're right – I didn't even think about the “out of sight-out of mind” part.  
I'm sorry if it came across wrong – I had let a couple of other CVSE officers read it before it was published anywhere, and they said it was ok. I'll also print my apology to you in the next issue.  
We absolutely need you guys out there, and I for one, really appreciate the job you do- officers all across the province have been a great help to me with trucking issues.

Hi MaryAnne,  
Merry Christmas and Happy New Year to you. Thanks for all the hard work you put into keeping our drivers safe. A thought about driving; it seems there is a state of anarchy on city streets. I wonder if this habit carries onto the FSRs? If the public would share the road and follow driving habits and rules, we would be more content and maybe inclined to slow down.

I wonder, is within your realm to publish driving tips in the newspaper? Maybe draw a diagram showing how to make a left turn from the left-hand lane into the left-hand lane without going directly into the right-hand lane? Or how much distance to allow for loaded log trucks when cutting in front of them? Make any sense? Gary

#### **Coming Events:**

January 13-16	Truck Loggers/SAFER Convention, Vancouver
January 22,23	Northern Economic Summit, Prince George
February 4 -6	Western Silviculture Contractors Conference, Victoria
February 26-27	ExpoFor, ABCFP Conference, Prince George
<b>April 1- 3</b>	<b>COFI Annual Convention, Prince George</b>
April 16-18	ILA Convention & Trade Show, Vernon

If you have a trucking related event you'd like us to post for you, email [arcand@bcforestsafe.org](mailto:arcand@bcforestsafe.org) with the details.

***If you know someone who would be interested in receiving TruckSafe Rumbings, 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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