



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.

“FIRST AID FOR LOGGERS” Makes a Difference

Following a log truck crash in the Okanagan last week, where a truck went off the road in a wide right hand curve and down a steep bank 100 ft, we heard about “First Aid for Loggers”, and got the following information from one of the guys who took the course and ended up using it at the scene. Thanks to Doug Macleod for sharing this with us.

First Aid for Loggers is designed to teach participants how to deal with anticipated bush related injuries...not lying on a carpet in an office. Minor wound dressing is not covered in much detail but airway management, oxygen administration, helicopter safety and use, decision making re: treatment and time to medical aid, and Rapid Transport criteria and procedures are the main differences. There is also a practical component where participants apply what they learned in scenarios using crewcabs, logging equipment and falling situations. The whole course is 100% geared to the type of situation any forest worker could find themselves in. The workers at the scene last week put their training to good use. Doug sent the following note back to Larry McIntosh, of Crow's Nest First Aid Training.

Hi Larry, Just a quick note to tell you that we had to use the knowledge and skills your First Aid for Loggers course gave us at a truck accident last week. The rescue and patient treatment went very well, in large part due to the skills and knowledge your training provided. Everyone on the crew involved had attended the First Aid for Loggers course you put on at breakup.

I was on a worksite for a safety visit when word came up the road that there had been a truck accident. The reporting trucker said it looked bad. Work immediately ceased on the block and road, an Ambulance was requested, four workers marshalled at the ETV (a NorMar crewcab style) and headed to the scene. A worker was left at the block to act as communications relay in case the cell coverage was poor at the accident site. Upon arrival at the scene the crew followed the Priority Action Approach taught in the course. They determined that despite the driver standing on the road saying he was ok he was RTC (Rapid Transport Criteria), assessed the patient and applied oxygen and packaged/transported the patient to the waiting Ambulance at the pre-arranged rendezvous.

None of the attending crew does first aid regularly. The value of having the entire crew trained to the First Aid for Loggers level was obvious as everyone had input into the packaging and treatment and I don't think any item or procedure was missed. The training made the crew very efficient with their equipment and procedures. The patient was packaged and in the ETV in about two minutes. The patient had sustained a chest injury. The oxygen therapy increased his comfort immensely. We were down to two minutes of oxygen in the first tank when we met

the Ambulance but had a spare as per your recommendation.

The Ambulance crew commented on the good treatment the patient had received. Hospital examination confirmed that the patient did have unseen internal injuries as well as the obvious chest injury.

I strongly recommend that any crew working in the bush take the First Aid for Loggers training. It came in very handy for us.

Editor's note: at last word, the driver was in serious but stable condition.

Congratulations to the TLA

Congratulations go out to the TLA folks for their convention in Vancouver last week. Despite the current situation in the industry, hundreds of loggers, foresters, business people and government leaders turned out for the event and the concurrent SAFER and AFIC events. We spoke with TLA Executive Director Dave Lewis after the convention and he was very pleased with the turnout and the mood of attendees, even in these times.

“You have to admire the resilience and commitment of the people in the industry”, he said. “They just won’t give up, and are still making plans for the future. And because of them, there will be a future for forestry”.

Premier Campbell made a couple of welcome announcements during his luncheon speech, on issues that the TLA, ILA, CILA and NWLA have been pressing the government on for a long time, including the Woodworkers’ Lien Act, and a Commercial Forest Reserve.

Thanks to everybody who stopped by our booth to say hi, tried the drunk goggles, or had their blood tested. We always appreciate getting to meet you in person!

Powell River Logger sponsors Safety Symposium 2009

Roger Whittaker from Powell River (3 Leaf Contracting) says he’s tired of always having to go someplace else for information and safety meetings so he decided to put one together himself for the Sunshine Coast and North Vancouver Island.

The Safety Symposium 2009 will be held February 11 at the Evergreen Theatre, Powell River. The keynote speaker is Dr. Lou Francescutti from Edmonton, who is an amazing presenter with a powerful message. Lou is often utilized by oil patch companies to give an “in your face” message about injury prevention. He’s very dynamic, funny, and to the point.

Other speakers include MaryAnne Arcand (BC Forest Safety Council) on Driving Safely, Peter Lineen (Western Forest Products) on Personal Commitment to Corporate Safety, Grant Aune (Advantage Fleet Services) on Incident Investigations, WorkSafeBC on Human Factors, Ken Brewster on SA10 and Hazmat on WHMIS.

Roger has secured enough sponsorships that the event is free, so take the opportunity to get together and share stories, learn, and promote safety together. Kudos to Roger for making this happen. Let’s support his efforts! You can [register here](#). See you there!

In conjunction, the Employers Advisory Office is also offering a one day OHS workshop in Powell River the next day Feb 13. You can register at www.labour.gov.bc.ca/eao by Feb 3.

Part 3 of the **Workers’ Compensation Act** and the Occupational Health and Safety Regulations impose many duties, responsibilities and requirements primarily for the employer. This seminar is designed to assist employers in understanding the legislative requirements of Part 2 of the Act. The course will also highlight key regulatory requirements found in the Core Requirements (Parts 1-4) Occupational Health and Safety Regulations. In addition, this seminar will explain all the components of a formal safety program as required by the Regulation. This seminar is intended for Employers, but would also be of value to Human Resources personnel, Supervisors, Managers, Safety Committee Members, Safety Coordinators, and First Aid Attendants with Safety responsibilities.

ABCFFP Conference & ExpoFor being downsized (from ABCFFP website)

January 22, 2009 - It is with great regret that we inform you that ExpoFor 2009 has been redesigned and reduced

in length due to low registration. We understand how the economic downturn has made it difficult for members to attend the annual convention and feel it would be unwise to continue with the event in its original form. While the ABCFP is always careful about spending our member's money, the current economic conditions call for extra fiscal prudence so rather than spending money unnecessarily, we've opted to cancel most aspects of ExpoFor and instead hold a half-day session that will include a discussion with Minister Pat Bell, our AGM, annual awards ceremony and a recognition event for inductees. Details of this session are being developed and we will share the full program with all members next week.

If you have registered for ExpoFor 2009, we will be refunding your fees as soon as possible. If you paid by credit card, the card will be credited back with the same amount you were charged. If you paid by cheque, we will mail you a cheque to the contact address you provided on your registration form.

Please stay tuned next week for an announcement about the AGM session. If you have any questions, please don't hesitate to contact Amanda Brittain.

Western Silviculture Contractor's Annual Meeting asks the question, "What Is The Appropriate Silviculture Response To The MPB Plague?"

February 4-6, the WSCA will meet in Victoria to determine the answer to that question. In a note to members, Executive Director John Betts wrote:

``In spite of the crash in the US housing market and the ensuing depression as the credit collapse works its way through the American and the world's economy there still is a huge pent up demand for restoration and reforestation building across 10 million hectares, so far, of B.C. landscape. Remarkably, after nearly a decade of devastation, there is still no strategic restoration response to the mountain pine beetle plague in BC, one of the largest insect infestations on the planet today. With that we have all the key silviculture activities in decline and our industry foundering. Correcting this contradiction is our main 2009 Conference theme.

Admittedly these are not the best of times for our sector. But they needn't be end times. At each of our recent conferences the WSCA has taken strategic direction from its members and acted on it. And each year that has translated into some progress in offsetting the destructive impacts of dwindling demand and interest in forestry. Next year must generate a significant turn around in policy and practice if we are to spare ourselves from a grim future. The WSCA Annual Conference is a critical forum for shaping the future of our sector. Please plan on attending and supporting the WSCA and its efforts to bring about a more optimistic outlook for our forests, our communities and our businesses.``

The Silviculture Contractors will hear from Forestry Minister Pat Bell, NDP Forestry Critic Bob Simpson, NDP Leader Carol James, BC Forest Safety Council Chair Bev Briscoe, as well as a number of different workshop leaders.

YOUR VOICE

Hi MaryAnne,

I have a response to the winter driving statement in the most recent Rumbings stating that there are still "pickups with no weight in the back". My division's Joint Health and Safety Committee is currently investigating options for weight in the back of pick-ups as there is a high level of concern with the use of traditional sand bags for winter weight. One of our co-workers was in a head-on collision in his personal truck just over a year ago and one of the results was that all of the sand bags in his truck box ended up coming through the back window into the cab, luckily coming to rest around (instead of on top of) his very young son. This scary component of the serious incident has us all wondering if it really is safe to put weight in a truck box (versus engaging the 4 wheel drive, using proper winter tires and just slowing down overall). In a ¾ tonne or larger truck, we wonder how many sand bags it would take to even make a noticeable traction difference. And while most of us have headache racks in our pick-ups, not all have mesh... and would mesh even work very well to stop an airborne block of frozen sand/ice?

We haven't come up with anything definitive yet, but we are very hesitant to recommend putting additional weight in the back of pick-ups at this point.

Response: thanks J , you raise good points. Proper winter tires, slowing down and using the 4 wheel drive are all great advice for driving winter conditions. I have 600 lbs of sandbags in my pickup, but they are enclosed in a plywood box with a lid on it, and anchored down into the box so it can't fly out. Let us know if you come up with an answer.

Hi, I live west of Quesnel, and must travel Hwy 59 to Town. I'm afraid the safety initiatives are not working in our area. The speed limit has recently been upped to 90Kms. A big mistake I think. With the roads so icy I had hoped that the truckers would exhibit some sense and slow down. Not the case I'm afraid. As to the visible white ID plates.....haven't seen one yet.

I did however have the audacity to ask one of the truckers if they would consider slowing down a bit or at least see fit not to tail-gate. It is pretty intimidating when against your better judgement because of road conditions, you are doing the speed limit ,one looks in the rearview and all you can see is a radiator! My answer was *Lady, if you don't like it, stay the hell off the road*! If I was driving on a radio controlled logging road, yes, I don't have any right to be there, but this is a PUBLIC road. I have as much right to drive safely on it as any trucker.

I would ask that more control be put on these drivers who seem to think they own the road.

UPCOMING EVENTS

February 4 -6	Western Silviculture Contractors Conference, Victoria
February 11	Safety Symposium 2009, Powell River
February 26-27	ExpoFor, ABCFP Conference, Prince George
April 1- 3	COFI Annual Convention, Prince George
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 with the details.

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

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