



# RUMBLINGS

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



BC Forest Safety Council

PRINTABLE VERSION

## DIRECTOR'S NOTE:

As the wise old saying goes, you never really know someone until you have walked a mile in their shoes. When it comes to log hauling, you can't truly understand the safety issues facing drivers until you have had the opportunity to spend some time in the cab of their truck. I had such an opportunity a few weeks ago after I was invited to spend a "day in the life" with Adam Davis, a SAFE Certified owner operator, raising a family and hauling logs in Quesnel.

Adam's work day (and my ride along) actually starts the night before, when I meet him at his shop at 2:00 am. After completing the pre-trip inspection, we set off into the cold, dark winter's night for a typical shift that won't see us roll back into the shop for another 14 hours. "The long hours are the worst part of this job, sometimes you get tired", Adam commented as we make our way off the highway and onto the forest road, "the hauling season is short here, so in order to get enough trips in a year to pay the bills, you have to maximize the hours worked on each available day". I can see why restricting hours of service through regulation was important, but I wonder if more can be done to extend the number of available hauling days per year so that drivers are not always pushing the maximum hours allowed. By extending the season we could reduce the number of hours drivers have to work each day and thus reduce the chance of a fatigue caused incident.



Once we arrive at the block, Adam needs to manoeuvre his truck beside the loader. Turning around requires him to drive a few hundred meters past the loader in order to find a spot wide enough. The turnout spot he finds is not much wider than the truck is long and is half occupied with a skidder and a pick-up. After a four or five point turn and running the trailer up into the snow bank, Adam skilfully gets the truck pointed back towards the loader and town. As we head back to the loader, the logging crew pick-ups are starting their shift and heading towards us, forcing Adam and the pick-ups to slowly drive half off the road to get by each other. Adam smiles and stretches his neck out the window as they pass within inches of each other, the pick-up driver looks a bit more nervous. Planning for enough and large enough turn outs on a block not only reduces stress on the drivers and the risk of a roll-over or collision, but also reduces the time it takes to get in and out of the block.

I think you can tell from my description so far, coming from someone with very little direct exposure, I was taught a lot about log hauling from Adam that day and I still haven't described putting on our first log! Obviously it is going to take more than one issue of Rumbblings to describe my experience and the

valuable lessons learned. I know that this lack of practical truck driving knowledge is typical of most forestry managers, supervisors and engineers today. I hope to continue with this narrative in subsequent issues because I think it is important for the un-initiated to get a better understanding of what safety issues face log haulers from a driver's perspective and through better understanding and the sharing of information, safety improvements can be made.

Drive Safe

Chuck Carter, RPF

## **HAZARD ALERT**

### **Drivers killed when trucks not secured from inadvertent movement.**

Several truck drivers have been struck by their own vehicles after exiting the cabs to troubleshoot or do repairs. In three recent incidents, the workers were experienced truck drivers. One driver was troubleshooting an engine problem, another was fixing a headlight, and a third was adjusting brakes. All of the trucks were idling without the parking brake applied and were parked on slopes ranging from 1 to 17 percent.

To make sure their trucks are secured against inadvertent movement, drivers should not rely solely on the parking brakes. A backup safeguard to secure the truck will protect the driver in the event of a mechanical fault, a deficiency in the air system, or an unintentional omission of a critical step.

#### **Safe work practices:**

- Apply the parking brakes on the tractor and trailer before exiting the truck. Do not rely on the trailer hand valve as it may release suddenly.
- When troubleshooting or doing maintenance, take additional precautions beyond using your vehicle's braking system:
  - Chock the wheels, and/or
  - Shut off the engine and place the transmission in a low gear or other specified park position.
- Where possible, do troubleshooting and adjust brakes when safely parked on flat terrain with the wheels chocked. Keep in mind that trucks can roll on even a slight slope.
- Inspect brakes at the start of your shift in your pre-trip inspection and as required at other times to ensure they are effective.

#### **WorkSafeBC Regulations state that:**

##### **10.3 When lockout required**

- (1) If machinery or equipment is shut down for maintenance, no work may be done until
  - (a) all parts and attachments have been secured against inadvertent movement,
  - (b) where the work will expose workers to energy sources, the hazard has been effectively controlled, and
  - (c) the energy isolating devices have been locked out as required by this Part.

*"energy source"* means any electrical, mechanical, hydraulic, pneumatic, chemical, thermal, or other source of energy of potential harm to workers;

\*Note "other source of energy" includes the potential kinetic energy of a moving object, i.e. a truck rolling down a slope.

## 16.36 Unattended equipment

(1) The operator of mobile equipment must not leave the controls unattended unless the equipment has been secured against inadvertent movement such as by setting the parking brake, placing the transmission in the manufacturer's specified park position, and by chocking wheels where necessary.

For more information, go to the following websites for hazard alerts and articles relating to this topic.

[http://www.worksafebc.com/publications/newsletters/worksafe\\_magazine/Assets/PDF/wsm\\_mar\\_apr\\_2007.pdf](http://www.worksafebc.com/publications/newsletters/worksafe_magazine/Assets/PDF/wsm_mar_apr_2007.pdf)

[http://www2.worksafebc.com/i/posters/2007/ha0703\\_drivers.htm](http://www2.worksafebc.com/i/posters/2007/ha0703_drivers.htm)

[http://www2.worksafebc.com/i/posters/2004/ha0401\\_truck.htm](http://www2.worksafebc.com/i/posters/2004/ha0401_truck.htm)

[http://www2.worksafebc.com/i/posters/2007/ha0704\\_truck.htm](http://www2.worksafebc.com/i/posters/2007/ha0704_truck.htm)

### Feedback Wanted on Provincial Radio Communication Standards

The Radio Communications Working Group has published a discussion paper seeking feedback on proposed radio communications standards. The discussion paper addresses standardized; Radio Calling Procedures, Road Signage, Radio Frequency and Channels. If you would like to review the discussion paper and provide feedback, visit the following website, **deadline for comments is March 15, 2010;**

[http://www.bcforestsafe.org/forestry\\_trucksafe.html](http://www.bcforestsafe.org/forestry_trucksafe.html)

### YOUR VOICE

We would really like to hear from you, the road user, on what road safety issues you see and how they can best be addressed. Direct your e-mail suggestions or comments to [meise@bcforestsafe.org](mailto:meise@bcforestsafe.org)

### UPCOMING EVENTS

April 22-23	Interior Logging Association Conference, Vernon
April 28	Day of Mourning, National Event
June 3-5	Resources Expo, Prince George