



RUMBLINGS

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



BC Forest Safety Council

○ PRINTABLE VERSION

April 17, 2009----ISSUE 99

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.

There's still time to come to the ILA Convention

The Interior Logging Association's 51st Annual Convention kicks off this morning in Vernon, and despite current economic conditions, hundreds of exhibitors and participants have signed on. Last night's welcome reception was attended by approximately 250 people, a pretty strong indication that the ILA event is alive and well. ILA Manager Wayne Lintott says that attendance is down some, and that exhibitors have not perhaps taken as many booth spaces as in the past, but they're all there. "We can't get over the tremendous level of support we're getting from industry and suppliers for the Convention", Wayne told us last night. "Everybody came. Their displays might not be as large as in the past, but they're here, and that's what counts". Today's luncheon speaker is Justin Rigsby, President of the BC Chamber of Commerce and part-owner of a logging company. Tomorrow's luncheon speaker is Reynold Hert, the Safety Council's new CEO. Wayne says there are plenty of tickets still available for the luncheons, tonight's Western Night dinner dance and auction, and tomorrow night's Gala Awards Banquet. So come on down! For registration or to **purchase tickets, go to the Convention Registration office at the Vernon Best Western Lodge, Room 102.**

Rumbings Issue # 100

Believe it or not, the next issue of Rumbings (May 1) will be issue # 100! To help recognize the milestone, we'd like to hear from you- is Rumbings useful or helpful? What kinds of things would you like to see covered to make it more effective? Are we reaching our initial goal for Rumbings, which was to keep the industry informed about transportation issues? Next issue we'll share your comments. Just click here and drop us a quick note! arcand@bcforestsafe.org

Lots of Money for FSR's Coming for Infrastructure Improvements

We lost track of all the announcements of Forest Service Road improvement funding over the past couple of months, but it's good to see that government has recognized forest service roads as part of BC's infrastructure. Numerous forest roads all over the province have been funded for an aggregate total of many millions of dollars for capital upgrades (bridges, road bed rehabilitation) and maintenance – dust control, brushing, resurfacing and so on. All of the announcements are welcome, and the jobs the projects create are even more so. The communities situated at the end of these roads, such as Bamfield, or Takla Landing, are pleased, and are staying focused on finding long-term solutions for their ongoing maintenance needs.

No Truck Jail! MOTI Releases its Trucking Compliance Strategy

A four-point plan to improve the safety of commercial vehicles has been tabled by government and its industry

partners.

“We are taking the next step to make our roads, and the commercial vehicles that travel on them, safer for all motorists,” says Transportation Minister Kevin Falcon. “This plan will not only allow us to take unsafe trucks off the road by focusing our enforcement resources on them but we will also work with shippers, carriers and inspection facilities to make sure that fewer unsafe trucks make their way onto our highways in the future.”

The four points of the plan are:

1. Implement a Premium Carrier Program where privileges are given to carriers that follow best practices.
2. Ensure enforcement activities target shippers who overload or improperly load vehicles.
3. Remove vehicles with critical defects from the road by seizing their license plates for up to 30 days.
4. Enhance the auditing program for the facilities in the Commercial Vehicle Inspection Program.

“Sensational headlines about poorly maintained trucks with unadjusted brakes unfairly tarnish the reputations of the vast majority of trucking companies that invest in proper vehicle maintenance because they take public and employee safety seriously,” said B.C. Trucking Association president Paul Landry. “This new initiative means that responsible trucking companies will be rewarded and scarce enforcement resources will be strategically focused on the small minority of the careless and unscrupulous companies that are unfortunately a part of every industry.”

“The Teamsters Union is in full support of this report and it is the first time that the Trucking Industry and the Union has unanimously endorsed such a report,” said Teamsters Union secretary/treasurer Don McGill. “We feel like this is a critical step in the right direction towards safer highways.” A full copy of the report can be found at: <http://www.th.gov.bc.ca/cvse/index.htm>

From the Government’s Question and Answer Sheet:

What’s new in this report?

- The report introduces new measures recognizing responsible carriers with proven, safe operating practices, and strengthens enforcement activity to remove unsafe trucks from our roads.

Why does this report not endorse a truck jail?

- One of the points in this plan calls for the license plates of vehicles with critical defects to be seized for up to 30 days
- This yields the same results as a truck impoundment program, and also puts the full cost on the offender
- It also means that the vehicle doesn’t go back on the road until it is safe.

What triggers a truck to have its license plates revoked?

- When a vehicle has too many critical defects
- We are in the process of finalizing license plate seizure guidelines.
- When a vehicle has these critical defects, its plates will be seized for up to 30 days.

Haven’t you already had the ability to suspend vehicle license plates?

- Yes, but the focus has been on removing the vehicle from service and not seizing plates.
- This is the next step, and seizing plates will mean that not only are vehicles out of service but they can’t get back on the road for a stipulated period and until a CVSE inspector is satisfied that they’ve made the necessary repairs. Only then will they have their license plates returned.

What is the difference between OOS and having your plates revoked?

- Out of service criteria include the defects which have been deemed to pose risks but are not so serious

that the vehicle cannot be easily repaired

- Vehicles with critical defects, such as having rusted brakes which cannot be properly adjusted, are serious violations and will have the plates seized.

How do we know which shippers are overloading their trucks, and what will CVSE do when you track down these kind of shippers?

- Through the course of our enforcement activities, we will be closely tracking trends so we can identify shippers who are consistently overloading trucks.
- When we find these shippers we are going to direct enforcement resources at their business.
 - **What kind of enforcement resources:** We will have our mobile inspectors close to the facility and turn the trucks around until they are properly loaded.

What kind of enhancements are going to be made to the Commercial Vehicle Inspection Program?

- We're going to increase the number of audits.
- We are going to build systems to cross-check results from roadside inspections with the results from inspections facilities.
- We will be able to establish patterns and identify which facilities are turning out unsafe vehicles and we can then target those facilities.
- Where appropriate the ability to conduct inspections will be revoked.

A Trucker's Reaction

It didn't take long to get a reaction from a trucker in the southern interior:

Hello MaryAnne

Have You had time to read the [Truck Compliance – Advisory Panel Report](#) – April 7, 2009

Yep there are a few good phrases in this report but they done missed the boat. Did you get a chance to have a say or get a word in side ways? It makes me sick -- this report is going to do nothing for truck safety or helping the person that may need help -- the driver. Why do they never come and ask the driver -- is it because we as drivers might or do know a lot more? I would honestly say this report is flawed and fails to solve anything. We know what is needed in the Transportation Industry in BC and I as a driver ain't telling because I was never asked for my 2 cents worth. Gs

Upcoming Events

April 16-18 Interior Logging Association Annual Convention, Vernon
May 28 – 31 Community Forests Annual Conference & AGM, Port Alberni
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

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

Copyright 2009