



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC Forest Safety Council

○ PRINTABLE VERSION

2013 – ISSUE 144

Three Log Truck Related Fatalities in 2013

Our thoughts and deepest condolences are with the families and friends of the men we have lost already this year.

On Monday January 7th, a collision occurred approximately 70 kilometers east of Prince Rupert on Highway 16. A west bound lumber transport truck jack-knifed and an empty logging truck headed east was unable to avoid it. A third semi, headed west was unable to stop and also collided. A [press release](#) from the Terrace RCMP stated, the driver 37 year old “*driver of the east bound truck was trapped and the Jaws were used to extract him. Air Ambulance transported the man to Prince Rupert Hospital where he died as a result of the injuries he sustained.*”

Later that same day a collision occurred between a log truck and a pick-up at 93 km on the Finlay FSR; the 43 year old driver of the pick-up was confirmed dead at the scene. A [press release](#) from the Mackenzie RCMP states: “*Preliminary information suggests that the vehicles met on a narrow, single lane, bridge and the pick-up truck collided with a concrete no post then hit the trailer of the logging truck causing significant damage to the passenger compartment of his pick-up. Damage to the logging truck was minimal.*”

Six days later, on Monday Jan 14th a collision occurred between a log truck and a passenger vehicle on Highway 118 at Shoulder Tower Road, approximately 12km south of Granisle. The 57 year old driver of the passenger vehicle succumbed to his injuries.

The forestry community in the northern half of BC achieved nearly four years free from log trucker fatalities. This shocking start to 2013 is a sobering reminder to employers, employees and all drivers to re-double their efforts to use (or acquire) the skills and strategies necessary to be prepared for tough and unexpected winter road conditions, and to take a professional, leadership role to keep the trail safe for all road users.

WSBC Proposed Policy Changes

WorkSafeBC inviting is feedback by June 28, 2013 on proposed policy amendments relating to three topics.

- *The first issue relates to the treatment of principals as workers. Current policy contains an exception to the general rule that principals of limited companies are considered workers under the Workers Compensation Act. This exception has created uncertainty among stakeholders as to who is considered a worker;*
- *the second issue relates to how shareholder dividends are included in assessable payroll; and*
- *the third issue relates to the treatment of active officers of societies, cooperatives, trade unions and other similar entities*

They have released for consultation a [discussion paper](#); feedback must be received by Friday, June 28, 2013 and can be submitted online, via e-mail, fax or hard copy mail information. For assistance with interpretation, please call Transportation Safety at 250-562-3215 or 1-877-324-1212. Watch for more details in the next edition of Rumbings.



RUMBLINGS

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



BC Forest Safety Council

○ PRINTABLE VERSION



WSBC Releases COR Review: Temporary Freeze on New IM/RTW Certification



Following its Certificate of Recognition (COR) program review, WorkSafeBC has announced that effective January 1, 2013, there is a temporary freeze on any new Injury Management (IM) / Return to Work (RTW) COR certifications. This does not affect Occupational Health and Safety (OHS) COR certifications or SAFE certifications. Employers already IM/RTW certified will be allowed to continue doing maintenance audits in 2013 and 2014. Recertifying employers will be allowed using the existing IM/RTW tool, but will have to transition to the new tool/process once it is available. Employers interested in obtaining a new IM/RTW certification have until June 30th, 2013 to complete their IM/RTW submission. Employers committed to obtaining their first IM/RTW certification, and doing their audit, by June 30th, 2013 must submit written notice to the Council by February 20, 2013. WorkSafeBC has not set any timeline for an "unfreeze".

The Certificate of Recognition Program is a foundational program for many Health and Safety Associations in BC and across Canada. COR has been an industry tool for improving safety management systems and has been a cornerstone in building a safety culture across BC. Earlier this year WorkSafeBC undertook a complete review of the Certificate of Recognition Program. That review concluded that the COR program is **positively associated with injury rate reduction**, but further evidence is required on RTW outcomes.

The Certifying Partners, including the BC Forest Safety Council, have formed a working group to meet monthly (beginning January) and collaborate with WorkSafeBC to revise and renew the IM/RTW system. In the meantime, the best way for an organization to have a positive impact on the lives of their workers (and their Experience Rating Assessment) is to have a fully functioning Health and Safety Management and Injury Management/Return to Work System. We believe SAFE Companies processes are providing effective and appropriate reviews, and assessing 3 key safety system questions: 1) does it exist, 2) is it good, and 3) is it followed. The verification reviews Council completes indicate that organizations that have become SAFE and COR certified have a strong commitment to injury reduction and worker health and safety.

Council will continue to work with Certifying Partners and WorkSafeBC to re-establish the Injury Management/Return to Work Certificate of Recognition Program. We will continue to communicate with industry as further information is available.

Family Literacy Day - 15 Minutes of Fun!

In honor of [Family Literacy Day](#)'s 15th year, ABC Life Literacy Canada is encouraging Canadian families to have "15 Minutes of Fun" learning together. Learning can happen at any time. Practicing literacy together for just 15 minutes a day has tremendous benefits for both children and parents. Here are some great ways to get started:

1. Create your own comic strip about your family.
2. Invent two new endings to your favorite book.
3. Make up a new recipe together and post it online.
4. Tell knock-knock jokes together while doing the dishes.
5. Sing five songs really, really loud!
6. Invent a new game while playing at the park.
7. Read a story to your pet (or favorite toy).
8. Make a paper fortune teller with eight fortunes.
9. Write a silly poem and tell it to your family at dinner.
10. Log on to a word game - can you beat your best score?
11. Create your family tree.
12. Play rhyming "I Spy" - "I spy something that rhymes with..."
13. Play a board game together.
14. Text your friend and tell them about your holiday.
15. Find 15 things that begin with the letter "S".

Visit the [HSBC Learning Activity Centre](#) for more fun literacy activities



RUMBLINGS

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



BC **Forest Safety** Council

 PRINTABLE VERSION



CVSE Updates



Letters of Authorization, Permits and Oversize Loads

Recently, there have been a few noteworthy changes to the BC Commercial Transport Policy Manual.

1. Although an oversize permit is still required, a letter of authorization is no longer required to obtain a permit to haul beetle-killed long or short logs on pre-approved configurations. [Click here](#) to read CT Notice 10/12.
2. CVSE has changed the process it uses to identify routes on which logs can be hauled using these configurations. Rather than indicating a long list of routes that **are** approved, the new site identifies a much shorter list of routes that **are not** approved for hauling beetle-killed wood with 2.9-metre bunks. [Click here](#) to read CVSE1013 - Restricted Routes for Wide Bunks Hauling.
3. Other than on the routes that are not approved (as per CVSE Form 1013), it is acceptable for approved long log and short log configurations with 2.9 metre wide bunks to also have an overall length of 27.5 metres provided an oversize permit is in place.

Update for Boat, Horse, Snowmobile, Automobile and Motorcycle Trailers Users

[CVSE Circular No. 14/12](#) advises that non-commercial use trailers (boat, horse, snowmobile, automobile or motorcycle) over 1400kg GVW used to transport cargo to events where prizes are offered are not automatically subject to commercial vehicle licensing or safety programs.

WHAT does this mean to me? If you use your utility trailer to move your bikes to and from amateur races or a weekend with the boys, etc. and you do not have paid advertising or promotions displayed on the trailer, the trailer is not subject to the same conditions that a commercial-use trailer would be by CVSE.

But, if the trailer displays paid advertising or promotion (i.e. for financial gain), the trailer should be licensed for commercial use and therefore is subject to commercial vehicle licensing and safety programs.

Are Electronic Billboards More Distracting?

A Swedish [study](#) published in the Traffic Injury Prevention Journal concluded that electronic billboards are more successful at attracting a driver's gaze and holding it for longer than traditional signs. Although the study did not decide whether electronic billboards are more distracting to drivers and therefore pose greater risk of an accident, rather than spend more money on yet another study, the Swedish government took logical action – and removed the offensive billboards in question.



RUMBLINGS

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



BC **Forest Safety** Council

 PRINTABLE VERSION



Important Road Frequency Information for the Kamloops and Clearwater TSA's

Road Frequency Changes for Cahilty Main & Bear Creek/Rock Creek roads.

Please be advised that the frequencies on the Cahilty Main and Bear Creek/Rock Creek roads have changed. The frequency changes are as follows:

Cahilty Main – new frequency – 158.130 (Adams North channel)

Bear Creek/Rock Creek – frequency – 153.230

For safety reasons, these changes are necessary due to the high levels of radio traffic using the normal frequencies. The new frequencies have been posted on these roads.

For more information please contact:

Barry Markin, Engineering Officer - Kamloops, at 250-587-6750 or via email Barry.Markin@gov.bc.ca

Daryll Cairns, Engineering Officer – Clearwater at 250-587-6757 or via email Daryll.Cairns@gov.bc.ca



Tools & Technology



CVSE Launches New Mobile Friendly Website

With more and more people using smart phones (but not while they are driving!), CVSE decided to create a mobile friendly website, based on a suggestion by the father of CVSE staff member – their Dad happens to be a long time trucker. Here is an [article](#) about the new site from TranBC.



Transport Safety staff checked out the new [CVSE Mobile Friendly website](#). The site is basically a listing of the most used or most popular “sections” of the CVSE (and other) websites. The site loads pretty quick, has a simple layout and the font is large enough to read. However, some of the links in the site send users to regular (not mobile optimized) sections of websites. This means that when a user lands on the page with the info they need, it is slow to load and can be difficult to navigate. The good news about linking to

“regular sections” of CVSE’s site is that since the redo a few months ago the font is quite large and mostly readable. It’s a great start, but the site could benefit from further work. Please check it out, and send your thoughts, comments and requests to CVSE via the feedback button on the website.

International Year of Quinoa

2013 is the International Year of Quinoa, declared by the UN after a proposal by the government of Bolivia. Quinoa is known for its high nutritional value, climatic versatility and potential as a healthy food staple for future generations.

Sources: [Food and Agriculture Organization of the United Nations](#) & [United Nations](#)



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



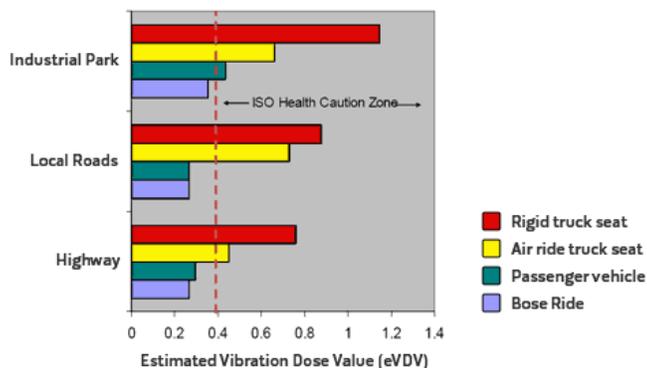
BC Forest Safety Council

○ PRINTABLE VERSION

BOSE Ride System

The [Bose Ride System](#), a driver's seat that aims to reduce whole body vibration. **Whole body vibration** has been shown to be a huge contributor to driver fatigue (which can lead to costly errors), back pain (and the high costs of long-term claims), aggravate injuries (injuries take longer to heal) and to have other broad and negative impacts on driver health.

The system uses new suspension technology, including a high speed computer, 3500 W peak power amplification system, a linear motor and a pneumatic system all working together to reduce driver movement. The website and documentation states that it uses less power than a 100W light bulb, it can even recover energy from the bumps. The seat can support up to 6000 lbs. Tests completed by Bose show that the Ride System reduces vibration to levels similar (or lower) than that of a premium *passenger* vehicle; significantly less than the vibration experienced in a typical air ride seat.



The website provides videos explaining the system and demonstrating the difference between a “high-end air ride system” and the Bose; it is interesting to watch. The system can be installed in 2 -4 hours and the closest authorized installation center is in Edmonton. There are several testimonials and Case Studies; one describes a driver that was able to drive only one day a week because he suffered from back pain. Once he used the Bose system he was back driving 4 -5 days a week. The system saved the company money in the long run because they were able to avoid a compensation claim and a subsequent increase in rates.

Bose is interested in testing the Ride System in BC log hauling scenarios and is contemplating an effective means to do that. Although the Ride System currently packs a hefty price tag, several insurance companies are having a close look at the system. From their perspective, investing in a seat system that enables the worker to get back in the saddle and haul logs could end up being far less than a long-term injury claim. From a prevention perspective, investing in a system that can greatly reduce the risk of driver back problems can help reduce missed trips and costly downtime.

Links to the Interesting & Unusual

Before heading out on a road trip it's a great idea to check out the following websites:

1. [DriveBC](#)
2. [Environment Canada's Weather Office](#)
3. [Canadian Avalanche Centre](#)
4. [Wildfire Management Branch – Fire Weather](#)
5. [Canadian Daily UV Index Forecast](#)
6. [Environment Canada's Weather and Meteorology](#) (good seasonal tips and hazard identification)
7. [NAV Canada Weather Manuals](#) (not a must read before a trip but interesting anyway!)





RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC **Forest Safety** Council

 PRINTABLE VERSION

Quitting Smoking – WHY Employers Should Be Involved

[Health Canada](#) does an excellent job of identifying **WHY Employers Should Be Involved** in supporting their employees to quit smoking in the guide: Smoking Cessation in the Workplace: A Guide to Helping your Employees Quit Smoking. Here is a sample of that guide and WHY Should Employers Be Involved? To view the entire Guide please [click here](#).

There are six main reasons for employers to support smoking cessation in the workplace:

- improved employee health;
- increased productivity;
- reduced costs;
- enhanced job satisfaction;
- effective setting;
- better corporate image.

Improved Employee Health

You cannot put a dollar value on good health. Good health is an invaluable resource. As an employer you need to invest in the health of your employees - they are your organization's most important asset. Employees who do not smoke take fewer sick days, go on disability less often, and are less likely to retire early because of poor health. Most people want to quit smoking.

Increased Productivity

Helping employees quit smoking is good for business. On average non-smokers take fewer sick days than smokers. Non-smokers can be more productive because they do not take the unscheduled smoking breaks that some smokers do.

Employees who smoke may also take longer breaks than non-smoking employees. Because of new municipal bylaws and stronger provincial legislation smoking is no longer allowed in most workplaces. This means that employees must go outside to smoke a cigarette, often to a designated smoking area and sometimes they must leave the premises completely. Because it now takes more time for employees to reach a place where they can smoke this translates into longer breaks. It also costs employers to pay for and install commercial ashtrays outside as well as to clean the ashtrays and the surrounding area.

Reduced Costs

Supporting employees to quit smoking is an investment worth its return. If employees who smoke are helped to quit, employers will see less loss of skills, knowledge and corporate memory due to premature death and early retirement. Many companies that have offered smoking cessation activities to their employees report positive results. According to the Canadian Lung Association, smoking cessation support is a sound economic investment and is especially profitable when offered over the long term (five or more years).

The Conference Board of Canada estimates the annual cost for every employee smoker is up to \$3,396 (due to increased absenteeism, decreased productivity and costs associated with cleaning/ maintaining outside smoking areas).



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC **Forest Safety** Council

○ PRINTABLE VERSION

The Hard Costs of Smoking

A report from Cancer Care Nova Scotia estimates unscheduled smoke breaks cost Nova Scotia employers \$208 million a year in lost wages, and that smoking costs their economy more than half a billion dollars annually in direct health care costs and productivity losses due to premature death and missed work days. Smoking costs New Brunswickers an estimated \$120 million annually in medical care costs, an estimated \$218 million in productivity losses due to the premature deaths, and millions more in costs borne directly by New Brunswick employers. A national study found that smoking costs Canadians \$9.5 billion each year (\$2.68 billion in health care costs and \$6.82 billion in lost productivity).

Enhanced Job Satisfaction

There are many reasons for wanting to quit smoking, but health concerns are the number one reason. According to a national survey that Statistics Canada carries out for Health Canada on a regular basis, fewer people are smoking, and those who do smoke are smoking less. The majority of people who smoke want to quit. Several studies show that a large majority of both smokers and non-smokers would rather work in a smoke-free environment. Another Health Canada study shows that many smokers would welcome smoking cessation programs offered by their employers.

When employees are healthy and have a strong sense of personal well-being, there is an improvement in their morale and the overall quality of the work environment. In this environment, employees are more productive and feel a greater sense of loyalty.

Effective Setting

Workplaces and homes are the two environments that can have the greatest effect on people's health. Workplaces in particular are an ideal setting to help people quit smoking for several reasons:

- Many people spend a good part of their time at work.
- Workplaces have access to a large number of people on a regular basis. They have the opportunity to reach a high number of smokers on an ongoing basis.
- Workplaces have access to some groups that would be hard to reach otherwise, such as different minority groups, and people who do not visit doctors and other health care professionals regularly.
- Workplaces are convenient places for people to get information and support for quitting on an ongoing basis.
- Workplaces can provide the supportive social environment necessary for quitting smoking. Smokers who want to quit, and recent ex-smokers can get support from other employees, and from others who promote health in the workplace.
- Smoking bans in workplaces encourage employees who smoke to cut down or quit, and help those who are already smoke-free to stay that way.

Employers can make a difference. People try to quit when they are presented with opportunities and options, and are more likely to succeed when they have support. By providing and publicizing cessation activities, and offering a smoke-free working environment, employers and others who promote health in the workplace can help employees to quit smoking.



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC **Forest Safety** Council

 PRINTABLE VERSION

Better Corporate Image

Workplaces that care about the health of their employees portray a positive image within the workplace and the larger community. A better image helps to attract and keep talented workers. Workplaces that comply with non-smoking legislation are respected in the community. Those that go beyond these requirements by offering cessation support display an even greater commitment to the health and welfare of their employees. Some workplaces take a comprehensive approach to workplace health, and include tobacco reduction as part of a larger workplace health promotion strategy. Workplaces that are committed to the health of their employees become workplaces of choice.

Peer Pressure, Peer Power

Peer support is very effective. One young woman who works full-time at the Irving Paper mill in Saint John was the lone smoker in her work group that included mostly older men (many of whom were ex-smokers). The good natured and well-intentioned peer pressure they exerted was the final push she needed to take advantage of the company's cessation supports, and she was able to quit smoking.

It is Never too Late to Quit

"Do not give up on anyone, even those who seem to be real die hard smokers." From her experience, Brenda Keenan, an occupational health nurse with Irving Paper in Saint John, New Brunswick, says that while it may seem that employees nearing retirement age will be the least likely to be interested in quitting, retirement can in fact be the incentive some people may need. People may be more apt to change their health behaviours at this time -- so they can enjoy this new and well-deserved stage of their lives more.



NEW!! In the Clear- A Newsletter for BC Certified Fallers



The BC Forest Safety Council is proud to present the first edition of a bi-annual newsletter for BC Certified Fallers. Included below is a message from Reynold Hert, CEO, BC Forest Safety Council.

Click here for the full version of [In the Clear](#).



Message from the CEO, Reynold Hert

Welcome to the first issue of "In the Clear", a newsletter for certified fallers. The first item I would like to use this newsletter for is to publicly thank Bill Bolton for the seven years he spent leading the province wide effort to reduce faller fatalities and serious injuries. Bill was on "loan" from WorkSafeBC to the BC Forest Safety Council to support the forest industry with the falling program.

In his time with the Council, Bill demonstrated his dedication and commitment to making the work place safer. We wish Bill well as he returns to WorkSafeBC knowing he has made a positive impact on faller safety.

Although progress has been made in reducing injuries and fatalities of fallers, we still have a ways to go. This newsletter will work to get more timely information to fallers on work being done and what has been learned to reduce injuries even more. This type of information sharing is valuable not only between experienced fallers, but to new people entering the Industry as harvest volumes go up with strengthening lumber markets.



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC Forest Safety Council

○ PRINTABLE VERSION

The need for continuing to make progress is evident with four faller fatalities and a number of serious injuries in 2012. Fallers aren't the only forestry group seeing an increase in injuries this year. After a number of years of reducing and then maintaining a lower injury rate in forestry, we saw an increase in the number and rate of injuries in 2012. Along with the effort in individual operations to improve safety results, there are industry wide groups in place to tackle the issues. The Falling Technical Advisory Group (FTAC), which has about 20 experienced fallers and falling supervisors on it, met regularly in 2012. Their focus is on how to improve falling methods, planning and supervision for fallers, along with generally improving falling skills. The funding for a number of the recommendations made by this group was approved at a recent Board meeting of the BC Forest Safety Council.

Together, the falling community can improve the overall environment and practices for falling, with the goal of every faller coming safely out of the woods at the end of each day. This newsletter is just one more tool in the toolkit to get good information out to fallers.



Introducing... Ramblings



Rumblings is pleased to introduce a new section to the newsletter titled **Ramblings**. Ramblings is dedicated to thoughtful editor comments or letters to the editor. We invite you to submit your thoughts to us a by email, fax or mail.

We would also like to take this opportunity to thank the readers of Rumblings and to ask readers: **“What you would like to read in future editions of Rumblings?”** Make Rumblings your own - please contact us with your story ideas or requests!

**Submit your letters to Rumblings, Ramblings:
Attn: Rumblings Editor**

Via Email

transport@bcforestsafe.org

Via Fax

1-888-986-6962

Via Mail

BC Forest Safety Council
#104 – 2666 Queensway,
Prince George, BC, V2L 1N2



Ramblings: Respect on the Road – Rick Walters, Director Transportation and Northern Safety

At the Natural Resource Forum in Prince George, I was speaking with a couple of local residents. As I relayed the aims of the Forest Safety Council and our activities in forestry transportation and log hauling, the first gal exclaimed, “Log trucks! Oh, I am quite **scared** of log trucks.” The second resident immediately chimed in that she too shared a fear of log trucks. I was taken aback. Anybody who has spent any time in any BC Interior community should be quite accustomed to log trucks - the size of their loads, the range of configurations, etc. – and the professionalism of the guys and gals that drive those rigs – patience, courtesy, and help when you need it. So, I sought to clarify their views, and asked if they had that same concern with other large commercial vehicles plying our highways. “No, just log trucks”, was their reply. I dug a little deeper, “What makes log trucks different?” They expressed concern about those huge loads (they seem even higher *and* wider) hugging the centerline, new and exciting configurations that seem to wag and weave down the road, empty trucks speeding in general, and especially through their school zones. Sure, both these folks have been around Prince George and log trucks long enough to remember when a log trucker had pulled them or a neighbor out of the ditch, or courteously waited to pass or slowed for oncoming traffic when they knew the snowy blowing conditions would make visibility dangerous for the smaller rigs. But not anymore. In their opinion, log haulers today seem focused only on hauling logs, are always in a hurry, and at times flagrantly ignorant (or abusive) of the law.



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC Forest Safety Council

○ PRINTABLE VERSION

I explained as many pertinent facts about trucks and log hauling - beetle-killed pine and the role of legal load size in economic efficiency, engineering improvements in trucks, equipment and highways, improving safety trends since 2005 - as I thought would help defend our industry, and ease their concerns and adjust their viewpoint. But, after 20 minutes of what I think was a hearty college try, these 2 locals are no less *scared* of log trucks. More importantly, whether you agree with it or not, and whether it is right or wrong, it is *their* opinion. And because it was really a random, unsolicited conversation, it may be that other locals, elsewhere in BC have a similar view.

This morning, I ran the girls into town for their 7 a.m. soccer practice. On the way in, the roads were still a little slippery from the freezing rain the other night, and the road maintenance crew had not yet provided any “sand”. On the way back home, being in no particular hurry, I was quite satisfied to settle in behind 2 other vehicles that were travelling 85 km/hr. As we went along another car joined our well-spaced parade. With poor road conditions and the morning Horsefly Road *rush hour* underway, it made sense to slack off a little. Plus, it was school bus time – for those that drive the Horsefly Road with any frequency, you get a good sense of where you will meet one of the 3 school busses.

All was well as we motored along. I noticed an empty log truck catching up to us by the Spokin Lake turn. Given the rate at which he caught us and how close he was tailing the back vehicle, I figured this fellow would be itching to pass us. As we came by the Miocene Hall, I looked ahead, and noticed oncoming traffic. Hmm, I thought to myself, although that trucker should probably hold tight given conditions, he can probably make. But it will be tight. I looked back again to see what the trucker had decided – a brief gap in the exhaust plume suggested he was slacking off. My mistake, the quick gap was only whilst this determined trucker grabbed another gear. Ok, here he comes. I slacked off to give the trucker the option to squeeze back in between me and the vehicle ahead of me. But the vehicle ahead must have also been watching his rearview mirror, so he spiked his brakes. Now this white tri-drive Kenworth with a quad-axle trailer and _____ on the door (people notice these things) is doing about 110 km/hr out in the wrong lane with oncoming traffic and nowhere to go, except to run the gauntlet: apply even more coal, pass all of us, and rely on the other motorists to accommodate his unnecessary, aggressive behavior. Which he did.

This trucker completed his ambitious goal with no bent fenders; life goes on, there were no troublesome outcomes. Or maybe there was. There are now 5 motorists who are less impressed with log haulers than they were yesterday. Maybe they have travelled the Horsefly Road often enough and seen enough similar shenanigans as to be prepared for, or even expect such driving behavior. Was 85 km/hr not quick enough for that trucker? Gosh, the speed limit is 90 km/hr, and 5 other non-professional drivers decided that was the right speed for those conditions. Sure, the log truck has better stability in those conditions, and the trucker was (perhaps) quite a skilled driver. But is it worth compromising the safety of 6 people to accomplish that pass? Aren't all motorists entitled / able to expect better from driving professionals?

Logging trucks are the most evident and lasting BC forestry image with which most British Columbians have first-hand interaction. Unfortunately, all of the good deeds and log hauling professionalism that occurs on a daily basis can be erased by a single unprofessional behavior, or one perceived near miss. If they see several such acts, folks start to form negative opinions. Even though they might not properly understand the facts, or the events are blown out of proportion, that's their opinion, that's their perspective. When you say “log trucker”, that is the image that comes to their mind.



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC **Forest Safety** Council

 PRINTABLE VERSION

Back to the Natural Resource Forum. These residents I was speaking with turn out to have familiarity with, and connections to, the forest industry. One makes decisions about provincial funding allocations for training and apprenticeship programs. The other is a regional director for commercial loans at a major bank. In addition to being every-day people, these folks make decisions and influence the actions of their organization. Forestry is genuinely competing for capital – venture capital and human capital. Investors currently have potent choices. So, if a banker must choose between approving a loan for a log truck or a mining excavator, where they will place their faith when (according to them) they have been run off the road three times by a log truck? Can you guess how far a program-funding request goes when the decision-maker is scared of log trucks? Will it be more difficult to attract new drivers into our industry, when those students listened to parents complaining about log trucks speeding through school zones?

As long as log haulers provide the motoring public with any reasons to be *scared* of log trucks, that public will have little reason to improve their opinion. Certainly, there are many examples of excellent log hauling professionals – patient, courteous, legal. But it's the bad ones that stick in the public's memory. Negative interactions can effectively erode the forest industry's social licence to operate. BC taxpayers might ask themselves why they should support an industry that hauls oversize and overweight loads that damage public roadways and cost extra tax dollars to repair, especially when the "return" is that of being concerned for your own, or your family's, health and safety.

It's not an issue for enforcement bodies to fix. There simply is not enough RCMP, CVSE or C&E to be everywhere at once. We can't afford to allocate our limited tax dollars to do that. No amount of legislation can change the attitude of an individual driver, and no hard-nosed regulation can demand a particular culture in the log hauling community. It's an internal issue that log haulers and the industry have the opportunity repair. Forestry and the people that have chosen it as their life's work have a great story to tell; it's a big part of who we are, and it's a key part of what makes the province tick. But, as we look forward to super-cycle success, if we want to restore public confidence and ensure we enjoy a continued license to operate, there is a need to educate drivers, to set reasonable performance expectations, and to have supervisors and peers work together to make certain those expectations are met.

Upcoming BC Forest Safety Council Training

Small Employer OHS	February 13 – 14	Kelowna, BC
Basic Forest Supervisor	February 14 – 15	Campbell River, BC
Basic Incident Investigation	February 15	Nanaimo, BC
Basic Chainsaw Operator	February 18 – 19	Chilliwack, BC
Basic Forest Supervisor	February 18 – 19	Cranbrook, BC

Please check out the [Training Calendar](#) to confirm dates and to register for these and other courses! Please note courses are canceled two weeks in advance if there is insufficient registration, please sign up early!



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC **Forest Safety** Council

 PRINTABLE VERSION

Upcoming Events

[WSCA Conference and Trade Show](#)

Family Day

Valentine's Day

[65th Annual ABCFP Forestry Conference and AGM](#)

LTTAC Meeting

[Pink Shirt Day](#)

[BC Trucking Association – Driver Wellness Day Conference](#)

[COFI AGM](#)

[Western Wildfire Conference](#)

[BC Council of Substance Abuse Conference](#)

February 7 – 9

February 11

February 14

February 20 – 22

February 22

February 27

March 15

April 4 – 5

April 10 – 13

April 11 – 12

Victoria, BC

BC

Everywhere

Prince George, BC

Richmond, BC

Everywhere

Surrey, BC

Prince George, BC

Kelowna, BC

Prince George, BC

Is there an event that should be listed here?

Let us know what we missed! transport@bcforestsafe.org or 1-877-324-1212.

RUMBLINGS is produced to help keep you informed on what's happening in BC forestry transportation safety. If you have best practices you would like to share, concerns you want to discuss, or topics you and others would like to learn more about, please give us a call:

250-562-3215

toll free 1-877-324-1212