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RUMBLINGS is produced monthly to help keep you informed on what is happening in forest transportation safety in BC. If you have best practices you would like to share, concerns you would like to discuss, or topics you and others would like to learn more about, please give us a call at **250-562-3215**.



Have you heard the news?

There's a new Director in town! Rick Walters is now based in Prince George, and works as Director of Transportation & Northern Safety with the BC Forest Safety Council. His main roles include:

- Participating in inter-agency strategies and planning / facilitating programs that advance transportation safety
- Supporting / delivering Council initiatives across the BC interior
- Listening to clients, understanding their needs and helping build solutions.

Rick has more than 25 years of BC forestry experience – from skidder operator to log truck fleet operator to area engineer to independent consultant. He worked for several years with BC Hydro as a regional manager and later as project manager for their Provincial Mountain Pine Beetle Hazard Tree Program.

Rick earned his Bachelor of Science in Forestry at UBC and became an RPF in 1995. He enjoys maintaining his Cariboo forestry roots by way of his woodlot with his family and friends.



A Word from ICBC



This summer, the Province, police and ICBC are reminding drivers to plan ahead and choose a designated driver to get home safely. ICBC and its road safety partners invest in combined enforcement and public awareness during the CounterAttack campaign as an effective way to change driver behaviour, save lives and prevent injuries. On average, 126 lives are lost each year on B.C. roads in crashes involving impaired driving. Police will be out in full force looking for impaired drivers at



roadchecks across the province this summer. You can help by posting the attached campaign graphics on your Intranet/Internet with a link to our campaign page on icbc.com: [ICBC Road Safety Activities and Campaigns](#)

Many thanks for your help in creating safer roads, and best wishes for a safe summer.



“Worker Wellness” coming to fruition in the US

The Federal Motor Carrier Safety Administration (FMCSA) has made some changes in their systems with the intent to collect more data and make it more visible to the public, shippers, and insurers. The new behavior analysis and safety improvement categories (BASICS), is employing more aggressive efforts to identify carriers and drivers with poor safety performance records. FMCSA Administrator Anne S. Ferro, noted upcoming rulemaking actions in commercial driver's license standards, entry-level driver training, and driver physical qualifications as well as new sleep apnea standards on the horizon. Efforts are also underway to standardize training and testing on the federal physical qualifications for those conducting physical examinations. A National Registry of Certified Medical Examiners is coming, with required electronic submission of DOT medical certificates allowing enforcement officials to crack down on previously unverifiable or forged certificates. FMCSA is also increasing its focus on driver health and wellness. "Fitness" (one of CSA's BASICS) already dictates standards for blood pressure, diabetes, vision, etc. But there is increasing emphasis on wellness factors that influence those conditions, such as being overweight. In November 2010, FMCSA/DOT, along with NIOSH, sponsored its first International Conference on Commercial Driver Health and Wellness. Ferro stated, "Keeping the driver healthy so that they can do their job is critical to safe operations but has been an area left untouched by many in the industry." Ferro points out that "irregular schedules, long hours of work, poor diet and nutrition and the stress of driving in heavy traffic and bad weather often negatively impact a driver's health." FMCSA's 2007 "Commercial Truck and Bus Safety Synthesis 15," an extensive study of health and wellness challenges and best practices, notes that "most industrial health professionals say the return on investment (ROI) for a good wellness/disease management program is somewhere in the neighborhood of 3:1 or 4:1. The bottom line is, "According to the Centers for Disease Control and Prevention, life expectancy for commercial truck drivers is 16 years shorter than the national average..." I'm not ok with that, are you? Should Canada be adopting something similar? Let us know what you think.

For more from this article:

<http://ohsonline.com/articles/2011/07/01/time-to-upshift-on-driver-wellness-programs.aspx>

Upcoming events

Alberta Big Rig Weekend	August 13-14	Red Deer, AB
Antique Truck Show	September 3-5	Port Alberni
COFI Annual Convention	September 16-17	Prince George
Transpo North – <i>date change</i>	October 6-7	Prince George