

November 2011 – ISSUE 133

**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**.

## Forest Industry Experiences 9<sup>th</sup> Fatality for 2011

This past week, a Log Hauler working in Vernon did not make it home at the end of his shift. We are truly saddened by this event and send our condolences to the family as well as coworkers and friends. We are urging all Log Haulers to be extra vigilant when working right now. Specifics surrounding the fatality are not available at this time. However, there have been a number of incidents and close calls over the past month, each offering an opportunity for others to learn. From the importance of pre-trips to proper eating and hydration, taking care of oneself is of utmost importance. Your spouse, children, family, friends and co-workers rely on you. You are an integral aspect of their lives. We all want you to return home at least as healthy as when you left 14 hours ago.



### 10 Winter Driving Tips for BC Log Haulers

- 1. Do your pre-trip – all of it.** There are enough things that will surprise you during the day without your truck being one of them. Know your equipment - intimately. Be confident it will perform as you expect it to. Before winter is over, you are likely to need every one of those tires to give you 100% traction – there’s no room for worn-out, mismatched or under-inflated tires. And you’ll need each one of your brakes working – together. When those moments occur, there is no margin for “too tight”, “too loose”, or “not quite sure”.
- 2. Get the pre-work information you need.** Going on a new haul tomorrow? Talk to your supervisor and find out where you are headed, what sort of terrain it’s in, what usual and unusual hazards you should expect to encounter. Supervisor doesn’t know? Check with the dispatcher. Or find another trucker on that haul and get the skinny from him. Are you going on the same haul as yesterday? Ask yourself: *What is likely to be different? New loader man? New rotation? New traffic coming on mainline at 37 km? Change in weather overnight?*



# RUMBLINGS

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



BC Forest Safety Council

PRINTABLE VERSION

- 3. Have a plan.** Thinking your day all the way through - including your safe arrival back home – will help you do exactly that. Before each game, Sidney Crosby thinks carefully about this game, his opponents, his match-ups and what he and his team will have to do to be successful. As you enjoy breakfast, think about our day. *What will be the same? What will be different? 2 trips or 3? Where will I meet the school bus? CVSE will be out today, so expect a bit of a delay on Highway 97. Tom is loading first and he sets a gentle pace, so I'll have a couple of minutes to pullover at the top of Morehead and make that call about Billy's hockey practice. Sure, you'll experience a few curves that require you to adjust your plan, but if you have already thought about what those curves might be, you have them at least half-solved.*
- 4. Pay attention to the weather.** Check tomorrow's weather forecast the night before. *8 cm of new snow and -2 degrees and warming to +3 early afternoon?* This could be a stressful day. But knowing what you are likely to encounter helps manage that stress. You can reduce that stress by leaving a few minutes early. You have time to drive at a casual pace, and according to road conditions. Today is **not** the day to worry about making your cycle time. Even if the forecaster is wrong and the roads are fine, the worst that can happen is that you are under the loader a few minutes early.
- 5. Pay attention to your outside thermometer.** Don't have one? Get one. Sure the *traction is fine at +5 degrees (i.e. the pavement is bare) and starts getting better below -5 degrees.* But when temperatures hover a few degrees either side of zero, conditions get tricky. With inversions and unpredictable winter weather patterns, temperatures change dramatically over a few hundred metres. That means your traction – as well as that of the goof in the SUV with all-season tires – can change very quickly.
- 6. Keep an eye on the glaze.** With your headlights on, scan the road ahead of you and watch for that tell-tale shine in the tracks ahead – it's slippery out there! Can't quite see it in your lane? Briefly glance at the road in the headlights of on-coming traffic. If it looks slick in their lane, it's probably equally slick in your lane.
- 7. Set your eyes to scan.** Scan ahead on the road as far as you can. Re-direct your gaze to the road immediately in front of you. Check out half way between you and the next corner. Mirrors. Dashboard. Road pattern. Left ditch. Right ditch. Repeat often, with a little variability to keep it fresh.
- 8. Have a backup plan.** *What's my escape route? That little Mazda coming over yonder hill looks a little skittish – what will I do if she gets out of control? That ditch on the right looks too deep to survive, so I had better slack off and make plans for a quick stop, if necessary.* Think ahead – what will I do if.....?
- 9. Use the buddy system.** Rookie or seasoned veteran, we all appreciate knowing about a hazard before it becomes a surprise. If you see something that wasn't there yesterday, let your co-workers know. If you know there's a new gal on your haul, tell her about that nasty frost heave at 17 km, even though everyone else knows about it. If she doesn't know about it and it results in a screw-up, it could ruin your day too. We're all in this together....

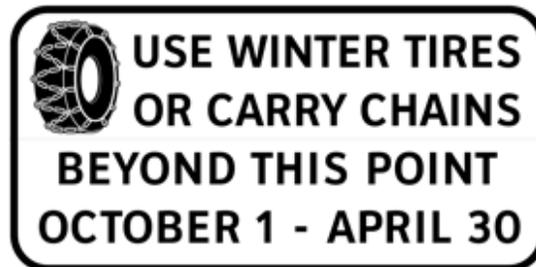
**10. Ditch the distractions.** Next time you're sharing an 'intimate moment', ask your partner if it's OK that you text your boss to schedule an oil change on Friday. Let me know how that goes for you. Hauling logs is no different - both hands on the wheel, focus on the task at hand, leave the gadgets alone.

**And Remember...**

- Use all the tools you can to help your aid in your visibility.
- A clean windshield – inside and out.
- Carry extra windshield washer fluid.
- Sun glasses. Maybe even 2 sets: one for bright sunny days, and another set for those low light, poor visibility conditions. Less eye strain = lower driver fatigue.
- Find a headlight combination that works. 10 million candle-power doesn't help you in a blinding snowstorm, they simply increase the glare reflected back to your eyes. Some folks like an amber fog light to soften the glare of driving snow. Maybe point one a little toward the right hand ditch – you might not be able to see the center-line, but if you can use the snow bank or ditch line as a steady reference, you are miles ahead. Plus you can see that moose coming out of the ditch a half-second earlier.
- Allow for stupid. Other folks out on the trail might not be the skilled professional you are; they don't have winter tires, didn't scrape the windshield, they're driving too fast for conditions and trying to find the next Highway Cam on their Blackberry. AND they are out on the road with you – fantastic! Practice your best driving etiquette. Give them some space. Let 'em go ahead. Are they endangering the lives of others on the trail? Let the RCMP know. But keep them out of **your** safe trucking zone.



**Winter Sign for Everyone, Not Just Commercial Vehicles**



Whether you are driving a Log Truck, pick-up truck and compact car, you are required to have winter tires on your vehicle. Below, you'll find some brief regulations on the BC MVA. The RCMP can and will give you a ticket and/or fine if your vehicle is non-compliant.

**Regulations in B.C. Regarding Winter Tires - See BC Motor Vehicle Act - (Chapter 318 - Part 3)**

**Safety equipment**

208 (1) For the purpose of this section, "winter tire" means a tire that is

(a) advertised or represented by its manufacturer or a person in the business of selling tires to be a tire intended principally for winter use, and that provides, or is designed to provide, adequate traction in snow or mud; and

(b) in the condition respecting tread wear and other particulars the regulations prescribe.

(2) The Minister of Transportation and Highways may, by public notice or by placing signs, prohibit vehicles from being driven or operated on a highway that are not equipped with chains, winter tires or sanding devices, or a combination of these the minister considers adequate and necessary in view of prevailing road conditions.

(3) For the purposes of a prosecution under this section, the onus is on the defendant to prove that a tire alleged not to be a winter tire is in fact a winter tire.

- See BC Motor Vehicle Act – Motor Vehicle Act Regulations - (Division 7 - Other Equipment)

### Winter tires

7.162 - A winter tire as defined in section 208 of the Act shall have not less than 3.5 mm of tread depth across the surface of the tire in contact with the road.

Studded tires are permitted on highways from October 1st to April 30th. Use of studded tires outside of this period may result in a fine.

- See BC Motor Vehicle Act – Motor Vehicle Act Regulations – Section 19.03 and Section 20.

[http://www.th.gov.bc.ca/popular-topics/faq.htm#winter\\_tires](http://www.th.gov.bc.ca/popular-topics/faq.htm#winter_tires)



## **Avalanche Season**

For most of the province, the snow has begun to fall and in some areas, winter sports are well under way. Whether you are into backcountry hiking, skiing, snowshoeing or snowmobiling, being avalanche smart is vital. Recently, a Prince George resident, an award winning snow cross and professional stock car racer, was caught in an avalanche and unfortunately did not survive. Reported in the Prince George Citizen, the 40-year-old husband and father of two young boys, was an experienced snowmobiler and backcountry enthusiast. RCMP indicated that the deceased and his riding partner were not “high marking” but rather traveling from one point to another when the avalanche occurred. This individual’s skills on a sled were said to be renowned.

Whether you are snowmobiling for business or pleasure, it is imperative to be educated and avalanche aware. Check the weather forecast. Have proper gear and know how to use it before you head out.

If you are looking for resources, there are a few spots to check out. The [Canadian Avalanche Association](#) website has a number of training tools, resources and programs available. CAA is a non-government, not for profit organization that sets national standards. The [BC Forest Safety Council](#) is currently providing sessions free to any SAFE company, covering topics such as: what to look out for when working in avalanche terrain, what equipment you need and tips for staying safe in the woods during winter. The presenter is Carole Savage, an RPF and member of the Canadian Avalanche Association.

WorkSafeBC BC also has resources available for employers. Lastly, if you are thinking of joining a local Snowmobiling Club, some have organized Backcountry Avalanche Workshops.

- <http://www.avalanche.ca/>
- [http://www.bcforestsafe.org/avalanche\\_workshop](http://www.bcforestsafe.org/avalanche_workshop)
- <http://www2.worksafebc.com/Topics/CertificationTraining/Training.asp?ReportID=35563>
- <http://www.princegeorgecitizen.com/article/20111116/PRINCEGEORGE0101/311169991/pro-racer-the-victim-of-avalanche>



## Men's Health

In the BC Medical Health Journal for November, Dr. Larry Goldenberg discussed why we need a **comprehensive strategy for men's health**. Goldenberg stated that research has shown that men are expected to live 4.4 years less than women. The 3 leading causes of a shortened life are cardiovascular disease, suicide and motor vehicle accidents. Over 95% of workers in the 10 most hazardous jobs are men and 90% of occupational deaths occur in men. Although current figures are greatly affected by current military endeavors, this number is still daunting. The death of an integral piece of the family puzzle is not an isolated event; the impacts are felt at multiple levels. The absence of a father to a child at any stage is challenging but significantly impacts a child's normal development through the loss of love, nurturing and the presence of a male role model. The article states that 50% of women are widowed by the age of 65 and more than 50% of elderly women living in poverty were not living in poverty *before* the passing of their husbands. We need to make men's health a priority today! Australia and Ireland are leading the field of men's health with formal national policies. Goldenberg goes on to say there are many things we can learn from them, and that BC has the ability to make this happen. Northern Health and Dr. David Bowering are noted for their initiatives in coordinating a comprehensive multi-agency collaborative which has recently created the "Men's Health" program. The report urges us to build a system that better understands men's health, provides education on men's health care early in life, and develops health and social policies based on the best available standards of care. The message that continues to be consistent in Men's Health conversations is this: don't be shy, get an annual checkup and manage your health as a priority in your life – ***your family needs you.***

### Upcoming events

Natural Resource Forum	January 11 <sup>th</sup> & 12 <sup>th</sup>	Prince George
69 <sup>th</sup> Annual TLA Convention & Trade Show	January 18-20	Victoria
Maple Sugar Festival	February 10-12	Nanaimo
Oregon Logging Conference	February 23-25	Eugene, Oregon