



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC **Forest Safety** Council

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ICBC Proposes Changes to Rate Policy



ICBC is making plans to update the manner in which it sets premiums for Basic vehicle insurance coverage. In order to communicate the proposition(s) to stakeholders and hear their comments and feedback, ICBC is hosting a series of stakeholder engagement meetings and Open Houses at 12 locations across BC between May 22 and June 7.

Basic premiums include 3rd party liability up to \$200,000, accident benefits, underinsured motorist protection, and protection against hit-and-run and uninsured motorists, but do NOT include 3rd party liability over \$200,000, collision and comprehensive coverage. The main premise being discussed is whether premiums should be structured such that lower-risk drivers pay less than higher-risk drivers. Under this driver-based strategy, ICBC estimates that 2/3 of BC drivers would pay lower premiums, while 1/3 would pay higher premiums. Because the strategy is designed to be revenue-neutral (ICBC says it is not looking to increase its revenues through this strategy), higher-risk drivers might face hefty rate increases.

The proposed system contemplates three commonly used indicators of risk: driving experience, at-fault crashes, and driving violations (especially serious convictions such as excessive speeding, impaired driving and street racing).

At the recent Prince George session, ICBC indicated that the strategy would not impact commercial vehicles insured under fleet coverage, but would impact non-fleet commercial vehicles. For employers that have one to four commercial motor vehicles (e.g. log trucks, low-beds, pickups, etc.) under the proposed system, the basic premium for each vehicle would consider the risk rating of the principal operator designated for that vehicle. Depending on the mix of higher-risk and lower-risk drivers you employ, your basic premiums would go up or down. For drivers, because their driving experience, number of at-fault crashes and their driving record could have real dollar impacts on a potential employer's insurance premiums, a squeaky clean driving record could give you a significant edge on your competition for the best driving job.

To learn more about the strategy and the meeting schedule, and to have your say electronically, please [click here](#).



Changes re ABS & Manual Slack Adjuster Inspection Requirements



Earlier this year, CVSE released a revised policy that allows commercial vehicles operated primarily on industrial or forest service roads to be exempted from the requirements for ABS systems and automatic slack adjusters in order to pass a provincial inspection. Since then, inspectors first had difficulties determining what use threshold applies (does *primarily* mean 51%, 90% or ___?). Secondly, truckers and inspectors were hard-pressed to defensibly figure out what information was necessary to support the portion of time the vehicle was being used on industrial or forestry roads (take the owner's word, see scale slips, log books, or other records?).

In response to the first question, CVSE has set the threshold at "55% by an overall cumulative total time or distance between inspection period intervals" as supported by your log book or other suitable records. For the second concern,



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CVSE now requires drivers and carriers that want to exercise this exemption to submit a completed Declaration of Exemption to CVSE.

Effective May 1, 2012, on presentation of a completed Declaration of Exemption, Designated Inspection Facilities and Authorized Inspectors may pass the vehicle if certified with a distinctive mark by CVSE. To access the form(s) and learn more [click here](#).



Tools and Technology



Here is a useful tool developed and manufactured in BC by a trucker for truckers.

The Davey Bar was developed for checking air brakes. Its creator, Dave Jones, had the idea one day after being hit in the face with the tool he was using to check his brakes. The Davey Bar can also be used as a spare crank handle, tire pounder, or for checking U-joints, axles and other things.

According to the Davey Bar website, there are 3000 Davey Bars in use across Canada and the US. The Davey Bar is available to purchase at retailers in BC and Alberta. Check out their website. www.Daveybarindustries.com



A 30 metre (98 ft), 66 tonne payload log truck can deliver 20% improved fuel consumption.

The truck under the spotlight is a Volvo FH16 (6x4) with a 660 hp engine, and is part of the “One More Pile” project in Northern Sweden, which is being coordinated by Volvo. This is Europe’s longest truck used for scheduled transport. With its payload, the truck weighs in at 90 tonnes. The trailer consists of a modular system comprising a dolly, a link and a semitrailer. It has 11 axles and 26 wheels. Results show that this truck configuration can reduce fuel consumption and carbon emissions for log haulage by 20%.

Over the two years of testing, the truck has travelled 544,000 km (338,000 miles) and hauled over 100,000 tonnes of logs. One of the partners of the project is Skogforsk (the Forest Research Institute of Sweden), which is carrying out the research. Halfway through the project, their research results showed that the test rig had a 50% higher payload and used 20% less fuel per tonne than a conventional Swedish 24 metre (79 ft) log truck.

Check out the video on YouTube at <http://www.youtube.com/watch?v=oCv0YRkRXjL>.



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Distracted Driving is Dangerous



Distracted driving, particularly the use of mobile phones is a hot topic – if you search the internet, you will find thousands of websites and articles addressing it. Type “Distracted Driving” in the search bar at CBC.ca and you will get 2170 results – and that’s just the CBC website! We don’t want to throw more stats at you – you’ve already heard, read or seen them. The bottom line is that studies, research industry articles, and your own common sense support the statement: **Distracted Driving is Dangerous.**

Studies are finding cell phone use to be the number one distraction. We know that cell phone use is the most prevalent distraction. In BC, the use of cell phones, PDAs and other electronic devices while driving is banned – get caught using one of these and you could face a \$167 fine. Studies are showing that use of a hands-free device is hazardous – it detracts from your focus on driving, and your ability to notice key pieces of road (and roadside) information. Some claim that screaming kids or a persistent pet are greater distractions than cell phones. Fortunately, most log haulers won’t have to contend with those on their way to and from the landing, but what does it all point toward? Anything that reduces, even momentarily, your ability to take in, process and respond to key pieces of information, increases the likelihood that a driver miss that information, or be unable to respond effectively to it – whether that’s a deer springing from the ditch, a muffled call on the 2-way radio, or a kid on a pedal bike.

It may be unreasonable to expect that we can eliminate driver distractions, but it is not unreasonable to attempt to limit them. Here is a list of the top distractions that can decrease your chances of arriving home safely.

- Eating, drinking and smoking
- Using a mobile device
- Monitoring a GPS or video screen
- Personal grooming
- Using / adjusting your satellite radio, CD player or Stereo
- reading (maps or otherwise)
- Kids and passengers
- pets
- unsecured items in the ca

Resource road users have additional distractions: they listen for oncoming traffic, drive challenging, narrow roads, and watch for wildlife and the public. **Let’s face it - there are a lot of things going on.** Drivers may be trying to be efficient by reading maps / GPS with one eye on the road, or trying to scarf back some lunch before getting to the block. While they have the best intentions, they really are unknowingly creating or contributing to risky situations.

Here is an example I bet most resource roads drivers have experienced.

One Prince George log hauler told us he gets pretty t-ed off when he’s at work, driving his rig, and although he thinks he hears another truck calling on the 2-way radio, he has no idea where that vehicle is. Why? He can’t decipher what they said because the stereo in the other vehicle is too loud and all he heard was a blast of garbled AC/DC and some mumbling! Now he is in a dangerous situation because he doesn’t know where the other guy is AND he’s not convinced the other guy is paying attention because he is too busy rocking out.

That’s just one example (of many) that highlights how seemingly small actions in the “privacy” of your vehicle impact other road users. Sure, you might disagree with the company policy that says no Sirius radio use when travelling resource road. But when another driver’s distraction becomes your irritation or distraction, you are probably wondering what happened to the mutual respect and courtesy. And when those distractions become a *cardiac moment* you both



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have to figure a way out of, you really should start to wonder if that text message couldn't have waited for the next pull out. When you're behind the wheel and **before** you set out, make sure your workspace and your work etiquette are arranged to limit the things that can distract you, and others on the trail.

GOOD TIP

Develop your own personal Call-Back Policy – If the phone rings while you're driving, let it go to voice mail. Change your message to say something like:

"I can't take your call at the moment, I may be driving. Please leave me a message and I'll call you back as soon as I have the opportunity."

You may even want to add in something like:

"If this is an emergency call me back three times in a row and I'll find a spot to pull over and call you back."

EMPLOYERS

Most companies are implementing policies about cell phone use by drivers; check out the National Safety Council website for an Employers Kit to Implementing Cell Phone Policies.

http://www.nsc.org/safety_road/Distracted_Driving/Pages/EmployerPolicies.aspx

Here's an idea that makes "scents" – Air Fresheners and magnets reminding drivers to not use their phones while driving.

<http://www.thevipgroup.ca/products/vip-safety-scents/>



Alcohol and Boating Can Be Deadly



Ahh, boating! Skimming over the water with the wind in your hair is great way to spend a summer afternoon, especially with family and friends. A carefree atmosphere like this is just made to have fun and party. However, this partying should never include drinking alcohol. Mixing alcohol and boating can have tragic consequences.

When the Canadian Safe Boating Council and SmartBoater.ca speak to Canadian boaters each year during Safe Boating Awareness Week, which runs from May 19th – 25th, 2012 and throughout the entire boating season about the dangers of alcohol and boating, there is no gentle way to say it. Being impaired while operating a boat can cost you thousands of dollars, or worse, turn a fun day into a deadly outing!

Federal statutes dictate that, whether or not your craft is motorized, you can be charged with Impaired Operation of a Vessel under the Criminal Code of Canada if your blood alcohol level exceeds the .08 threshold. That means you can be charged even if you are impaired while operating a canoe and a judge can, upon conviction, suspend your boating privileges, but it can get worse.

Many provinces have enacted additional legislation to curb drinking and boating. In Ontario for example, Bill 209 amended the Highway Traffic Act to also apply to "anyone operating or having the care or control of a vessel". Anyone found boating with a blood alcohol level above .05 faces can face an on-the-spot drivers' license suspension. That's



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right! You can lose your automobile driver's license. Should your blood alcohol concentration exceed .08, upon conviction, an additional suspension of up to one year can be applied.

If that's not a sufficient deterrent, add the financial impact of court and legal fees, alternative transportation for the year (i.e. taxi, bus, train, etc.) and potential loss of employment if driving is an essential part of your job. The costs keep mounting even after reinstatement of your license. You'll face drastically increased insurance premiums for up to 6 years and the inconvenience and embarrassment related to the installation and use of an ignition interlock system. These costs can easily amount to many thousands of dollars! Deciding to drink and boat seems silly when stacked up against these penalties!

Unfortunately, too many impaired boaters are not stopped before something even worse happens. The Canadian Safe Boating Council completed a survey that identified in nearly 40% of boating related deaths, alcohol was a factor and 23% of the cases involved alcohol above the legal limit.

What increases the effects of alcohol while boating are sunshine and a boat's natural rocking motion that can turn a simple ride into a dangerous dunking. It only takes a large wake or wave, a quick change in the boat's direction, or a 'tippy canoe' to result in someone falling overboard with tragic consequences.

Navigating a boat takes coordination and your full concentration. Your decision making skills and ability to react suddenly to changes in condition and surroundings is compromised by alcohol. Your reaction time slows, your vision and judgment are affected and you are more willing to be reckless and take risks. All of this can result in a preventable accident in which you or someone you care for ends up in hospital or worse.

Psychologists know that human nature has a way of rationalizing. Too many folks think "It can't possibly happen to me", or "I'll never be caught", or "I'll never be killed". One way to make sure those things don't occur is to simply avoid consuming alcohol when boating. Sure, enjoy a few refreshments afterward (and then stay put). It's that simple - If you drink, don't drive your boat.

For more information on safe and responsible boating practices visit Canada's educational boating website www.smartboater.ca

This article is produced by the Canadian Safe Boating Council Website, reprinting is permitted; please see their website for more information. The article was produced to promote North American Safe Boating Awareness Week May 19-25, 2012.

Upcoming Events

ICBC Open Houses re premiums for Basic vehicle insurance	May 22 to June 19	12 locations across BC
WorkSafeBC public hearing re proposed OHSR changes	June 5	Prince George, BC
BC Forest Safety Council AGM	June 6	Nanaimo, BC
International Bioenergy Conference and Exhibition	June 13 to 15	Prince George, BC
Working Truck Show	July 28 & 29	Cache Creek, BC

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 at **250-562-3215**.