



# RUMBLINGS

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



BC **Forest Safety** Council

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June 2012 – ISSUE 140

## Log Trucking Technical Advisory Committee

Earlier this year, Council formed the Log Trucking Technical Advisory Committee (LTTAC). It's an industry-based group composed of log haulers from across BC and representing the spectrum of companies – owner/operators to fleets. CVSE and WorkSafeBC reps have been engaged in the meetings, and representatives from other organizations (such as ICBC, RCMP, FP Innovations, etc.) have been identified to contribute in a topic-driven consulting capacity.

A primary aim of the LTTAC is to identify / discuss issues that are important to safety performance of the BC log trucking community, and to contribute their thoughtful suggestions in a way that bolsters BC Forest Safety Council (BCFSC) efforts to reduce injuries and fatalities in our forest industry. By applying member expertise and by soliciting input from other truckers, employers and subject matter experts, the LTTAC will work on initiatives and make recommendations that drive practical solutions, and guide development of industry best practices.

The inaugural LTTAC meeting was held in Richmond in March 2012. At that meeting, after governance, organizational and administrative items were dealt with, the group got busy discussing various aspects of key topics of interest: opportunities to reduce paperwork (BCFSC audit submission), roads and road safety legislation (Natural Resource Road Act, WorkSafeBC roads as a workplace policy changes), cycle times and overloads as they relate to safety, attracting and retaining quality log haulers, regulator enforcement strategies and the Resource Road radio pilot protocol.

At the second meeting in May, Rob Moonen (BCFSC Director of Safe Companies) stopped by to give the group a peak at proposed changes that will reduce audit paperwork and streamline submission requirements (to find out more [click here](#)). There was a *vigorous* discussion about the value of truck driver training and qualifications as they relate to securing quality log truck drivers that can get the job done safely. The group chewed on licensing and examination, insurance, certification and mentoring schemes, supervision challenges, training quality and availability, and other key elements. Other items discussed include provincial overload compliance strategy, the future of 2.9 metre bunks, trucker health issues, slips, trips and falls, the cycle time project, and the cinch hook saga.

The group meets next on September 18 in Prince George. For more information, give us a call.

## Tools & Technology

### Log Trucks Powered by Wood with Virtually Zero Carbon Emissions

Volvo has been field testing vehicles powered by bio-DME, a fuel produced from biomass.

Ten specially adapted Volvo trucks have been operating on Swedish roads. They look like conventional trucks and travel the same speed, but are powered by bio-DME, a fuel produced from biomass. These fuels are totally renewable,





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FORESTRY TRUCKSAFE



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○ PRINTABLE VERSION

and reduce carbon emissions by 95% compared to diesel. Tests have reached their halfway stage and the results are looking good.

Bio-DME, which is a dimethyl ether produced from biomass, is a liquid, and is produced from wood or by-products, and waste from agricultural production. Predictions have been made that bio-DME could replace up to 50% of the diesel currently being consumed by commercial vehicles in Europe within the next 20 years. The bio-DME being used in the trials is produced from black liquor, a by-product from the production of pulp. The black liquor is first converted to a gas using pure oxygen, and thereby producing syngas, a gas that can be synthesized. The gas is then washed and converted into bio-DME. The pulp mill would have traditionally burnt the black liquor to produce power and steam, but the mills are compensated by being supplied logging residues.

After 40,000 km of driving per truck, the drivers are all very satisfied with the trucks performances.

## VPG Introduces Digital CAN On-Board Weighing System With Tilt Compensation

Vishay Precision Group recently announced the SI Onboard 9150 as the first digital on-board weighing system based on the CAN standard and featuring tilt compensation. They claim the system will provide extremely high accuracy regardless of truck position; simple calibration through setup wizards; detailed, real-time diagnostics; and a graphic color TFT display.

The 9150 system is an underbody on-board weighing set-up that's designed for use in a range of applications - including forestry / logging - to optimize the payload; prevent costly overloading fees at truck scales; and for the reduction of vehicle maintenance by preventing overloading. By utilizing digital communication instead of an analog signal in these applications, the system provides a higher immunity to electromagnetic noise and better performance under high temperatures and humidity conditions.



Unlike previous SI systems, the modulator in this scheme includes an inclinometer to detect the tilt angle of the unit in 2 axes – pitch and roll. A local distributor rep explained to me that the system will be able to compensate for the typical dips, dives, twists and potholes that BC truckers encounter at the loading sites. A BC logger is currently field-testing a unit, so the rep believes the system is “very close to market”. Vishay did not provide a price for the new system.

The new modulator will not be compatible with your existing scale system (i.e. retro-fit won't work), but if you are spec'ing out a new rig, the SI Onboard 9150 system may be worth a look.



# RUMBLINGS

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FORESTRY TRUCKSAFE



BC **Forest Safety** Council

○ PRINTABLE VERSION

International Construction released its 2012 Yellow Table that ranks construction equipment manufacturers by sales.

- |                                           |                                   |
|-------------------------------------------|-----------------------------------|
| 1. Caterpillar (USA)                      | 6. Sany (China)                   |
| 2. Komatsu (Japan)                        | 7. Zoomlion (China)               |
| 3. Volvo Construction Equipment (Sweden)  | 8. Terex (USA)                    |
| 4. Hitachi Construction Equipment (Japan) | 9. Doosan Infracore (South Korea) |
| 5. Liebherr (Germany)                     | 10. John Deere (USA)              |



## 2010 Largest Manufacturers of Trucks over 16 tons GVW

Rank	Make	Units
1	Daimler AG - Mercedes-Benz, Freightliner, Sterling, Unimog, Western Star, etc.	478,535
2	Volvo Group - Volvo, Mack, Renault, UD Nissan Diesel	438,954
3	<a href="#">Dongfeng Motor</a>	341,875
4	Volkswagen Group - Scania, Volkswagen Commercial Vehicles, MAN	203,102
5	Tata Group - Tata Motors, Daewoo Commercial Vehicle	159,237
6	<a href="#">Hyundai Kia Automotive Group</a>	157,781
7	Toyota Group - Hino Motors, Isuzu	129,107
8	Fiat Group - Iveco, Magirus, Astra, Seddon Atkinson, Yuejin	127,542
9	PACCAR - DAF Trucks, Kenworth, Peterbilt, Leyland Trucks	126,960



According to a recent survey carried out by Commercial Motor and Mobil Delvac, transport managers are increasingly recognizing the value of using driver training to tackle fuel consumption. And they're smart to do so, as research carried out by Volvo reveals that trained drivers can achieve 5-10% better fuel economy from their trucks. Contrary to the misconception that drivers might be reluctant to tackle fuel efficiency; the survey indicated that over 50% of drivers strive to drive as fuel efficiently as possible, and 40% are keen to learn more. Very few seemed resistant to improving their driving skills and performance.

There are many courses available in the classroom and online, several offer to create tailored programs to suit your

fleet's needs. Covering all aspects of driving from speed awareness and concentration through to correct braking procedures and economic driving, such courses can prove invaluable in your fight to drive down fuel and insurance costs. Check out: [E-Training World](#), [Tachodisc](#), [Transport Canada](#), [DriveWise](#), [YouTube](#), and [greenfleetsbc](#).



# RUMBLINGS

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



BC Forest Safety Council

○ PRINTABLE VERSION

The study spoke about changing attitudes regarding telematics – drivers that initially viewed a GPS-linked fleet tracking device as an intrusive 'spy', are now warming to technology that helps identify fuel-inefficient driving. Practical reporting schemes are being used to reward top performers and provide incentives for taking actions to improve.



## Sun Protection



The New England Journal of Medicine published this picture and associated article on April 19 2012. This man is 69 and was a delivery truck driver for 28 years. [Click Here to Read the Article.](#)

We all love the summer sun – it's great to be outside, enjoying longer days and wearing fewer layers. Most of us probably make sure that our kids are slathered in sun screen and shaded by hats. But, what about ourselves? Everyone, no matter the color of your skin, is susceptible to sun damage. Sun damage may lead to increased wrinkles, dark spots (sun spots), sun burns (ouch!) and, in some cases, skin cancer.

Skin cancer is the leading cancer in Canada. Skin damage is caused by ultra violet radiation produced by the sun and is strongest during the summer months, between 11 am – 4 pm. But don't be fooled by grey days or in the winter, the risk of sun damage is still present, particularly if you are on a reflective or light colored surface (snow, water, concrete, etc.). Severe or frequent sunburns increase the risk of developing skin cancer.

There are 3 main types of skin cancer: basal cell skin cancer, squamous cell skin cancer and melanoma. Most skin cancers are highly curable if detected early, and treated; melanoma has a higher likelihood of fatality than basal cell or squamous cell cancers.

Facts about skin cancer from the [Canadian Skin Cancer Foundation](#):

- More than 75,000 Canadians are diagnosed with non-melanoma skin cancer each year.
- Approximately 5,000 Canadians are diagnosed with melanoma.
- Canadians born in the 1990's have two to three times higher lifetime risk of getting skin cancer (1 in 6) than those born in the 1960's (1 in 20).
- Skin cancer is the most common cancer diagnosed in Canadians, and in the world.
- Each year, there are more new cases of skin cancer than cases of breast, prostate, lung and colon cancers **COMBINED!**
- Over 900 Canadians die of melanoma annually.
- Melanoma is the number one cancer killer of women aged 25 to 30.

Great ideas to protect yourself from the sun:

1. **Wear sunscreen.** The Canadian Dermatology Association recommends a minimum 30 SPF. Remember to re-apply during the day, especially if you have been sweating or in the water. There are spray-on sunscreens so you won't end up with that streak of white across your nose that didn't get rubbed in.



# RUMBLINGS

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



BC Forest Safety Council

○ PRINTABLE VERSION

2. **Wear a hat.** Best bet is a wide brimmed hat (giddy-up Stetson!) or a hat with a back flap (legionnaire's hat). If you really hate wearing a hat all day long, at least give it a shot during the hottest part of the day – from 11 a.m. to 4 p.m. It's better than nothing and you will protect yourself while the sun's rays are strongest. Don't forget to cover up the rest of your exposed skin (neck, chest, arms, ears, etc.).
3. **Wear sunglasses.** Protecting your eyes is at least as important as protecting your skin. Ultra-violet radiation, known as UVA and UVB, has been shown to be a contributing factor for cataracts and many other eye problems. Plenty of sunglasses available block 100% of **UVA / UVB**, but look for UV-rated sunglasses that block *at least* 70 % of UVA and 60 % of UVB light. The bright light of a cloudless day can be painful and distracting, especially while driving. Fortunately, the amber-colored lenses of recent decades filter out the additional blue light scattered by low-lying clouds, giving drivers a more balanced, clearer view of the road. Glare occurs when light waves are reflected off of horizontal surfaces. *Polarized filtering technology* blocks 99% of the reflected glare and eliminates UV rays. *Polarized lenses* will not only provide you with sharper color and visual clarity, but will also reduce eye fatigue. No time for shopping? Tell your teenaged daughter or grand-daughter what you need, and ask her to go pick 'em up for you. She'll be thrilled and you'll get a cool new pair, complete with bragging rights.
4. **Work in the shade.** Ha-ha – yeah right! Shade can be tough to find, and it is often not where we need it most when working. But, sometimes you have the option available, so keep it in mind - and do it.
5. **Apply sunscreen first, and bug dope second.** Some experts are convinced that bug dope lowers the SPF rating of your sunscreen, so make sure you use a higher SPF if you are also using bug dope. Some folks like the citrus sunscreen they claim does both.
6. **Check the UV Index.** [Environment Canada](http://www.ec.gc.ca) posts the UV Index (Rating) daily. Check it out to get an idea about how

The Article below is taken from the BC Cancer Agency Website. [Click Here to view the article.](#)

## The UV Index – How it Works, Why its Important

The UV Index, issued daily by Environment Canada, is a simple measure of the intensity of the sun's ultraviolet (UV) radiation. The index is a useful tool to alert you to the need for sun protection. The higher the index, the more careful you have to be when outside in the sun.

UV Index	Description	Sun Protection Actions
0 - 2	Low	<ul style="list-style-type: none"> <li>• Minimal sun protection required for normal activity</li> <li>• Wear sunglasses on bright days.</li> <li>• If outside for more than one hour, cover up and use sunscreen.</li> </ul>
3 - 5	Moderate	<ul style="list-style-type: none"> <li>• Take precautions: cover up, wear a hat, sunglasses, and sunscreen, especially if you are going to be outside for 30 minutes or more.</li> <li>• Look for shade near midday.</li> </ul>
6 - 7	High	<ul style="list-style-type: none"> <li>• Protection required. This level of UV damages the skin and can cause sunburn.</li> <li>• Reduce time in the sun between 11 am and 4 pm and take full precautions: cover up, wear a hat, sunglasses, and sunscreen.</li> </ul>
8 - 10	Very High	<ul style="list-style-type: none"> <li>• Extra precautions required; unprotected skin will be damaged and can burn quickly.</li> <li>• Avoid the sun between 11 am and 4 pm and take full precautions: cover up, wear a hat, sunglasses, and sunscreen.</li> </ul>
11+	Extreme	<ul style="list-style-type: none"> <li>• Take full precautions; unprotected skin will be damaged and can burn in minutes.</li> <li>• Avoid the sun between 11 am and 4 pm. Cover up, wear a hat, sunglasses, and sunscreen.</li> </ul>



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FORESTRY TRUCKSAFE



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 PRINTABLE VERSION

The index is featured in the media (print, TV, radio, and Internet) when it is expected to reach 3 or higher, which is when sun protective actions are needed.



## School Is Out !!



It's the end of June – you know what that means! It's the start of summer, kids are out of school, camping season is upon us and tourists are out in full force. This equates to a great time for those on holidays, but with more people on the road, quite often thinking about things other than their focus on driving tasks, it introduces a few additional hazards that deserve your attention. Remember the **three C's** – *Courteous, Concentration, Common Sense*.

Here are the **TOP TEN TIPS** for summer driving.

1. **Focus** – Get in the driving zone. Whether you are hauling logs or your family, driving carries a big responsibility. Prepare for it, and then pay attention to the job at hand.
2. **Slow Down** – It's a holiday – are you really in that big of a panic to get to your mother-in-laws? Driving at your comfortable (and legal) speed rather than trying to “keep up with the traffic” or “hurry along” adds stress. Don't let other ninnyes dictate how your day goes by pushing you beyond your comfort zone.
3. **Dumb, Dangerous or Different** – As you scan the road ahead of and behind you, watch for things that look dumb, dangerous or different. Pay close attention to those visual cues – each of them is likely something that you will need to respond to as you drive.
4. **Buckle Up** – 'nuff said.
5. **Ditch the Distractions** – Turn off the cell phone. Let your co-pilot run the GPS. Fiddle with the Sirius radio at the pull-out.
6. **Spread Out** - Stay back to leave enough room between your vehicle and the one ahead of you. Two or three seconds still works, but if the outfit ahead is tailgating, you might want to stretch that out. Assume the turkey ahead of you is not quite as sharp as you, so she probably has a couple of surprising moves you'll need time to deal with.
7. **Designate a Driver** – If you are considering a festive beverage, first decide on the designated driver (other than you).
8. **Report erratic driving** – Phone the local RCMP detachment, and ask for “dispatch”. There's no need to do the vigilante road rage thing. Help the folks in blue EDUCATE about how we do things on BC highways. Take a minute and save life.
9. **Get a good night's sleep before you go.**
10. **Take a Break** – Take a few minutes to pull over to enjoy your lunch, do a little roadside maintenance, have a nap, or take a quick walk. Summer is too short to not enjoy it each day.

During June and July the RCMP run the “*Light Up the Highway Campaign*” and ICBC is running anti-impairment promotions and advertising. Both campaigns target impaired driving. So, you can expect to see more road blocks during the summer months.



# RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC **Forest Safety** Council

 PRINTABLE VERSION

Summer is a good time to “*Check Yourself*”. Spend a few minutes at the end of the day and think about your driving. Did you engage in risky driving behaviors such as speeding, ignoring or bending the rules of the road, driving while distracted or impaired, or forgetting to wear a seat belt or helmet? If you did, ask yourself *why*, and what conditions existed to enable those risky behaviors to surface. Work out a solution or steps that help you avoid those circumstances or conditions.

## Upcoming Events

Timber Supply Review Forum	July 6	Prince George, BC
Injury Prevention – Over-exertion Webinar	July 24	Your computer
Lumberjack World Championships	July 27 to 29	Wisconsin, USA
Working Truck Show	July 28 & 29	Cache Creek, BC
Log Trucker’s Technical Advisory Committee mtg	September 18	Prince George, BC
Demo International	September 20 to 22	Saint-Raymond, Quebec

**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**.