



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE



BC Forest Safety Council

○ PRINTABLE VERSION

2012 – ISSUE 142

Amendment declares Resource Roads are not Work Places

On October 15, 2012, Pat Bell, Minister Responsible for Labour signed Order in Council 692 approving changes to the Occupational Health and Safety Regulation 296/97. The amendment reads:

(2) Subject to subsection (3), in this Regulation, “workplace” does not include a resource road.

(3) A portion of a resource road is a workplace during any period within which it is being built, maintained, repaired, rehabilitated, stabilized, upgraded removed, or deactivated.

(4) Although a resource road does not constitute a workplace for the purposes of this Regulation, other than in one of the limited circumstances referred to in subsection (3), a reference to a workplace in this Regulation continues to include a thing or place that constitutes a workplace even though that thing, or an activity or the result of an activity initiated or carried out at that place, is in whole or in part on a resource road.

The amendment also provided the following definition:

***“resource road”** means a road or portion of a road on Crown land, and includes a bridge, culvert, ford or other structure or work associated with the road, but does not include a highway within the meaning of the Transportation Act.*

What does this mean to you?

The Ministry press release ([click here](#)) says the amendment intends to clarify that sites where road construction, maintenance, deactivation, etc. take place, logging blocks adjacent to a resource road and the vehicle you drive to work along a resource road will continue to be workplaces, but the (resource) roads themselves are not.

The release also implies this amendment may be an interim measure; the forthcoming Natural Resource Roads Act (NRRRA) should provide further clarification. The initial plan was to have the complete NRRRA prepared for legislative review and approval this fall (now), but those ambitious plans were replaced with a more realistic proposal of preparing and passing a smaller Safety Framework bill in 2012. However, because a fall sitting seems unlikely, the earliest a safety framework might be addressed is spring of 2013. With a spring election scheduled, the government may be unwilling to tackle the possibly contentious NRRRA next spring. If that occurs, the earliest an NRRRA might be passed could be Fall 2013, with possible implementation not until 2014.

WorkSafeBC says it is not entirely sure how to react to the changes. Their initial understanding is that their authority to write orders related strictly to resource roads has been curtailed, and perhaps they no longer have authority to enforce requirements around coordination and communication among road users. They have initiated an internal working group to determine next steps, and how to advise managers and Occupational Safety Officers. They hope to develop and share such a guideline in the next month.



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A Ministry of Forests rep advised that they too are unsure of their next steps. They will be looking for greater accountability among employers and individuals operating on resource roads to accomplish safe results, but also recognize they may have to invest additional efforts to enforce regulations. Unfortunately, with limited C&E personnel trying to enforce existing legislation (which has little in the way of “teeth”), it is uncertain how such enforcement might occur. A preferred method would be to mobilize efforts to educate resource road users around government’s expectations, but that plan has not been made evident to date.

Since neither a new safety framework nor the NRRR itself is in play (and might not be for quite some time), and because WorkSafeBC has effectively been stripped of some authorities, it is a little ambiguous who now has authority to require coordination of road transportation and vehicles on those systems. Who, if anyone, is in charge of the hen house?

At the end of the day, in spite of the changes and confusion government and regulators impose, maybe it’s really up to us – individually and collectively - to ensure safe operations along resource roads. Regardless of whether there’s a law requiring owners to notify contractors about hazards, or a regulation that compels employers to coordinate work sites and communications, maybe we need to look to the practices and policies that we know work (e.g. Rules of the Road developed and advocated by your Road Safety Committees). Perhaps its best to acknowledge that busy resource roads deserve at least as much employer diligence, individual accountability, driver skill, courtesy, concentration and professional attitude as we apply on public highways, and cooperatively get on with efforts necessary to accomplish that. Not because there’s a rule or regulation that says we have to, but because it’s the way we do things to make sure everyone gets home at night.



CVSE Updates



Previously, a few folks have commented on the challenges they found navigating the CVSE website. Well, it seems CVSE has been listening. Check out their [re-vamped website](#), complete with “old fart font”.

Along with those improvements, CVSE has converted their “T-forms” to CVSE forms, combined permits to reduce the number of permits you’ll need, and clarified the language in them. Many of the old T-forms have been rolled into the **Commercial Transport Procedures Manual (CTPM)**.

The CTPM will be using a format that lends itself to regular updates. The plan is to update the manual every 3 months or so, and in that way enable CVSE to be more responsive in its handling and communication of policy changes. Due to frequent updates, CVSE will not be publishing hard copies of the manual so folks should get used to reading the Commercial Transport Procedures Manual online. [Click here](#).

There’s a mobile-friendly version of the CVSE site (http://www.th.gov.bc.ca/CVSE_Mobile/index.asp) and an email distribution list used for CVSE circulars, bulletins and manual revisions documents. To be included on that list, contact Jackie.Hucal@gov.bc.ca.

Existing permits and letters of authorization are valid to their unchanged expiry dates; just substitute in the new T-Form for the one it replaced if you need to (for example, if you need to use a wide bunk route that’s been added since the release of the new T-Forms). For the logging industry, the most commonly used new T-Forms will be:



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- CVSE1000 plus CVSE1000L: Replaces the T-53, T-53A, T-55, T-56, T-58
- CVSE1012 (Routes for Wood Chip & Residual): Replaces the T-30
- CVSE1013 (Routes for Wide Bunks for Beetle-Killed Wood): Replaces the T-60
- CVSE1070 Permit Scope and Conditions: Replaces the MV4000

HOW ABOUT THAT!

[Dieticians of Canada](#) recommend gauging whether the %DV (Daily Value) listed on a nutrition label is **a little**(less) or **a lot** (more) by remembering that 5% DV is a considered a little and 15% or more DV is a lot.



Tools & Technology



Effectiveness of ESC versus RSC Devices (thanks to The Lockwood Report Aug 15 12)

It turns out Rollover Stability Control (RSC) technology may be less expensive and more effective than Electronic Stability Control (ESC) at reducing rollover and jackknife crashes. That's according to a study just released by the [American Transportation Research Institute](#) (ATRI), an industry group allied to the American Trucking Associations and comprised of various industry sorts, including carriers and suppliers.

In May, the [National Highway Traffic Safety Administration](#) (NHTSA) proposed a new federal (United States) motor vehicle standard that would require all new truck tractors with a GVW over 26,000 lb. (11,500 kg) to install ESCs.

This latest study contradicts many previous findings (including some by NHTSA) on the two stability technologies. ATRI says it's the first comparative analysis on Roll Stability Systems (RSS) based on actual truck crash data from carriers. The study sample included 135,712 trucks: 68,647 of them equipped with RSC, 39,529 with ESC, and 27,536 with no RSS technology.

The study says trucks equipped with RSC had a lower average crash rate than trucks equipped with ESC. Compared to trucks with no stability systems, RSC had a 60% lower rollover crash rate while ESC showed a 47% lower rate per 100 million miles. The two systems had similar results for jackknife crashes.

ATRI calculated the average cost that carriers are paying per mile for each crash type on RSC, ESC and no-RSS equipped trucks

	Rollover	Jackknife
RSC	\$3.77	\$0.54
ESC	\$4.58	\$0.45
No RSS	\$9.58	\$2.67

In terms of the costs of the systems, ATRI reported that the cost of the ESC technology system was 152.8% higher than RSC. On average, an ESC system cost \$1180.88 and RSC system cost \$467.18.

Taken altogether (crash cost, crash rate, and system cost), RSC systems generate a quicker return on investment (ROI). A truck with RSC would see payback after 58,842 miles (94,000 km) while a truck with ESC would need to run 169,101 miles



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(270,000 km). If calculations derived from the study sample are consistent across the industry, broad installation of RSC systems would result in fewer rollover, jackknife and tow/stuck crashes compared to an industry-wide installation of ESC.

However, the report findings might warrant further exploration. Factors and variables beyond the type of Roll Stability System might account for part of the difference in safety performance. For example, while ESC systems tend to provide additional safety deceleration functionalities, early anti-rollover technology adopters did not have option to select ESC systems (RSC came first).

The report goes on to observe that early adopters also tend to be those that are using “*additional proactive safety procedures, including stronger safety cultures, more sophisticated management oversight, better training, and more stringent driver selection*”.

It makes a fellow wonder. Maybe this new-fangled technology is no replacement for a quality skinner operating in a diligent business structure. In spite of all the sales pitches and regulations requiring installation of the latest gizmo aimed at compensating for driver error, thoughtful investments in selecting, training and supervising drivers may ultimately turn out to provide you with a better return on investment, and be more effective in reducing expensive crashes.

Strong Link between Tire Inflation and Fuel Efficiency

Proper tire inflation pressure provides improved fuel efficiency. Driving with tires under-inflated by 20% (say 80 psi vs. 100 psi) can increase fuel consumption by up to 4 % (...hhmm at 400 litres a day, that's \$20 out the window). For every 5 degree Celsius change in temperature, your tire pressure can change from 1 to 2 psi.

By checking your tires regularly, you will:

- Reduce the risk of uneven tire wear or damage
- Decrease stopping distances
- Increase fuel economy
- Improve vehicle handling
- Increase tire service life
- Reduce greenhouse gas emissions
- Save enough money for a round of golf each week, or buy that over-the-top turbo for your sled....!

Happy  Halloween 



Remember to watch out!..

for ghouls and goblins stalking the roads October 31st.
Keep your munchkins safe. Check out the RCMP's
Halloween Safety Tips and Reminders.



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Links to the Interesting & Unusual

1. [Fatabase – Check out the calories and nutrition info of meals at your favorite chain restaurant](#)
2. [Highway Thru Hell – Reality TV Show about a towing company based out of Hope](#)
3. [Lost Treasure Trove of Abandoned Logging Equipment](#)
4. [Truck Driving Career Outlook and Wage Report](#)
5. [Canadian Trucking Human Resources Council](#)
6. [Ministry of Forests Historical Videos](#)

EMPLOYERS: DID YOU KNOW?

Employee priorities for improving or maintaining their health include:

- increase physical activity (69.1%),
- remove/cope better with stress and worry (66.3%),
- lose weight (52.8%),
- eat better (34.2%) and
- quit smoking/smoke less (17.7%).

Source: Health Canada (2004) The Business Case for Active Living at Work.



We Moved! Open House November 2nd 2012, 1 – 4pm



The BC Forest Safety Council Prince George office moved at the end of September. To better serve industry, we are now located in one building with COFI, FORREX, CILA, Resources North and Carbon Offset Aggregation Co-op. We are excited about the opportunity for cooperation and information sharing that is possible with our new office mates!

To celebrate our new location we are holding a building-wide **Open House** on **November 2** from 1:00 – 4:00 p.m. Swing by for a coffee and light refreshments with representatives from each of the businesses; check out our offices and training facilities. The new address is **Unit #104 - 2666 Queensway Street, Prince George, BC, V2L 1N2**. Our telephone numbers stay the same at 250-562-3215 and Toll Free at 1-877-324-1212. Come by and say Hi! Rick, Rachel and Nadine look forward to seeing you there!



BC Forest Safety Council – New Prince George Location! 2666 Queensway. Signage on order!



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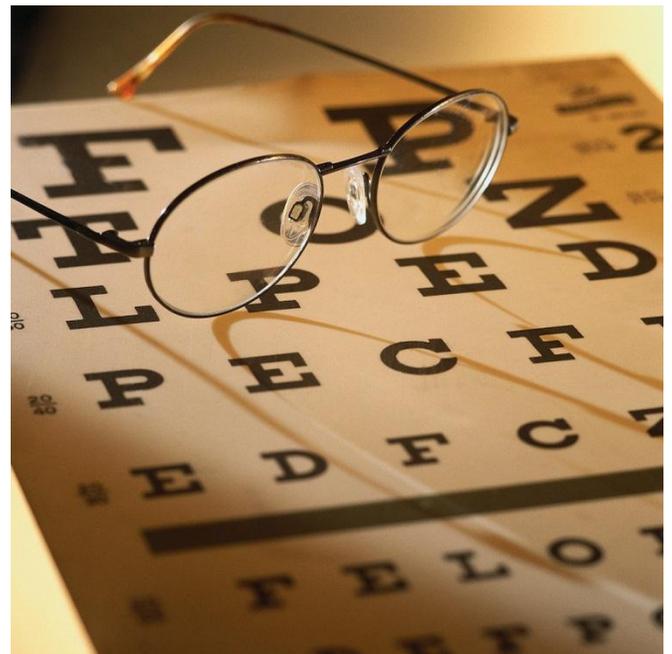
October is Eye Health Month!

Guest Article by Dr. Robert Reid

DIABETES AND EYECARE FROM AN OPTOMETRIC PERSPECTIVE

As an optometrist, I see diabetics in my practice on a daily basis. Diabetes is one of the most common chronic diseases in North America because it affects every cell in the body, especially nervous and vascular tissue. Since the eyes are one of the most vascular organs in the body and have the highest density of nerves outside the brain, diabetes is a huge concern for all optometrists.

In uncontrolled diabetes, glucose and fats accumulate in the blood and can result in blood vessel damage at the back layer of the eye called the retina. The retina is a layer of nerves, blood vessels, and photoreceptors, which when damaged usually cannot regrow and heal itself. Consequently, retinal damage is usually permanent and therefore can result in permanent vision loss. The common name for retinal damage from diabetes is Diabetic Retinopathy. Since nearly a third of diabetics will eventually develop diabetic retinopathy of some degree, it is one our biggest worries in the field of optometry and diabetic eye care. Diabetes can also cause early cataract development as well as increase the risk for developing glaucoma. In extreme cases, diabetic retinopathy can lead to retinal detachment.



Symptoms of Diabetic Retinopathy:

In the early stages, retinopathy is almost always symptomless, but by the time you experience blurred vision, serious irreversible damage may have occurred. When your blood sugars are not well controlled, you may notice your vision fluctuates through the day. For example, if your blood sugars are high at one part of the day, you may notice increased blurring of distant objects, but your vision may seem to return to normal once your blood sugars have come back down.

Treatment of Diabetic Retinopathy:

The primary treatment for diabetic retinopathy is first to try to gain better control of the patient's blood sugars if not well controlled. Better blood glucose control is attained by the patient working closely with their physician. In cases where the optometrist finds significant diabetic retinopathy, they will refer you to an ophthalmologist for further assessment and possibly a procedure called laser photocoagulation. In laser photocoagulation, the ophthalmologist uses a special laser to seal off damaged blood vessels and stop leakage. Depending on the severity of the retinopathy, photocoagulation may have to be performed several times over several weeks. In severe cases, a surgical procedure called a vitrectomy may have to be performed.



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Prevention of Diabetic Retinopathy:

The best prevention for diabetic retinopathy is good control of your blood sugars as well as regular eye exams.

It is well known that patients with well controlled blood sugars significantly reduce their risk for developing retinopathy. Also, annual appointments with an optometrist or an ophthalmologist can identify retinopathy as early as possible. If diagnosed early, treatment can minimize retinopathy or greatly slow its evolution. Remember, diabetic retinopathy often produces no symptoms until too late.

Most people would say that vision is one of our most precious gifts. However, far too many diabetics are not receiving regular eye exams and therefore are risking permanent vision loss. Many are only going in for an eye exam once they develop symptoms. This is often too late and can result in an eye disease that is extremely difficult to slow or stop. All diabetics should have an annual eye

exam regardless of having symptoms or not. In cases where the patient's diabetes is poorly controlled, they should be examined more frequently. Why take the risk?

For more information about Diabetic Retinopathy, visit the [British Columbia Association of Optometrists website](#).

Dr. Robert Reid practices optometry at the new [FYi Doctors](#) clinic in Prince George.

For more information about Driving and Diabetes visit the Office of the Superintendent of Motor Vehicles.

Or check out these fact sheets:

[Important Information For Drivers with Diabetes Class 1-4](#)

[Important Information for Drivers with Diabetes Class 5-8](#)

CAN YOU FORE-SEE IT? EYE EXAMS:

- Adults 19 – 64 should have an eye exam at least once every two years.
- Individuals with diabetes or those over the age of 65 should have an eye exam at least once per year.
- Other health or vision problems may require more frequent eye exams.
- Eye exams can uncover underlying health issues such as: brain tumors; high blood pressure; vascular diseases; Type 2 diabetes; cancer of the eye.

Source: BC Association of Optometrists.



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Resource Bulletin Volume 1



BC Forest Safety Council

Unsafe is Unacceptable

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Volume 1

RESOURCE BULLETIN

FALL & WINTER 2012

The BC Forest Safety Council continually develops resources for the forest industry; this bulletin showcases some of the newest and most popular. Check out the website for these resources and many more at www.bforestsafe.org or for more information give us a call at 1-877-741-1060 Nanaimo or 1-877-324-1212 Prince George.

Transportation Safety is proud to present the Resource Bulletin; this is the first release of what we hope to be a bi-yearly bulletin updating readers about the resources that the BC Forest Safety Council has developed. The bulletin will be available online, and will be included with some BCFSC mail outs. Safe Certified Companies should receive one about once per year. [The Resource Bulletin](#) is on our [website](#) now, so check it out and please [tell us what you think](#). Watch for the Resource Bulletin in a mail box near you, or [contact us](#) to send you a copy.

Upcoming Events



Halloween

[Building a Workplace Drug and Alcohol Program Webinar](#)

[Log Trucker's Technical Advisory Committee Meeting](#)

[Human Factors Incident Investigations](#)

[10th Annual BC Natural Resources Forum and Tradeshow](#)

[70th Annual Truck Loggers Convention](#)

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

October 31

November 15

November 16

November 22

January 9 – 10

January 16 – 18

February 20 – 22



Online 10am - Noon

Richmond, BC

Castlegar, BC

Prince George, BC

Victoria, 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