



Entry Level Forest Worker Training



Despite industry curtailments, a need remains for new forest workers in some areas of the province. BC Forest Safety (BCFSC) is working with selected post-secondary institutes to deliver fully funded Entry Level Forest Worker Training pilots. Part of the project includes developing learning materials that will be used during the pilots but also used by industry for on-the-job training. The work includes an evaluation component to confirm the program is successful and meets industry's needs. This 12-week program is focused

on producing workers that employers will want to hire and has a strong connection to industry. Forestry companies and contractors are involved at every step of the training:

- confirming that there is a need for training in their area
- selecting candidates
- providing field-site opportunities and
- being guest speakers.

The training includes a basic understanding of general forestry occupational skills, legislation and regulation, and hazard identification and control. It includes an introduction to forestry work activities such as yarding and mechanized harvesting, road building, heavy equipment mechanical systems, stand tending, light truck and basic chainsaw operation. It also includes industry recognized tickets like First Aid Level 1 with Transportation, S-100 and WHMIS.

The program aligns with the on-the-job competency training and worker assessment checklists developed by BCFSC allowing future employers to see what has been covered in their worker's training and what still needs to be taught on the job. Entry Level Forest Worker Training has already been delivered in Revelstoke (Okanagan College). Sessions are planned in Grand Forks (Selkirk College), Vanderhoof (College of New Caledonia) and Terrace (Coast Mountain College). Vancouver Island University and North Island College have similar programs and are also included in the project. If you would like to be involved and help support these programs, or if you know any potential students for this funded program, contact the Colleges for more information. If you have any questions about the program content, please contact Allison Thompson, Manager Training & Standards toll-free at **1-877-741-1060** or by email at Thompson@bcforestsafesafe.org.

Basic Vehicle Recovery: Getting Unstuck on Resource Roads

By Christopher Walker, Owner and Lead Instructor, Overlanding BC Professional Training

The very nature of the terrain that is travelled on for forestry work invariably leads to a potential risk of becoming stuck. This usually comes about by a variety of factors such as driver error combined with workplace pressures, terrain, road conditions, vehicle type, tires and geography. These incidents are not uncommon and a need to conduct a recovery process in a manner that allows you to walk away safely and with no equipment or vehicle damage is key. There is no reason for anyone or anything to get damaged if processes are followed correctly.

This article addresses basic vehicle recovery, some associated risks, correct equipment, the correct mind set and the correct technique to safely conduct a recovery.

So, let's say that a light truck has slid off the soft edge of a resource road into a ditch in wet and muddy conditions. The vehicle is safely stopped, upright, undamaged and all occupants are safe and well.

What can be done?

Firstly, let's introduce an acronym that will help lead you through the overall process of a recovery:

STOPA

Stop – take a breath, slow down.

Think – evaluate what has happened.

Observe – notice the surrounding terrain, weather, location, equipment, situation, individuals.

Plan – make a safe plan that is methodical and doesn't jeopardise people, equipment or vehicles.

Act – take methodical action of the plan. If it does not work, follow the **STOPA** process again and adjust accordingly.

In most recovery situations, a large percentage of people jump into action very quickly grabbing equipment, trying to drive a



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vehicle out on its own accord and so on. This will usually worsen the situation by damaging the vehicle, equipment or possibly causing injury.

What is needed is a workflow that allows for the highest degree of success. By following the simple acronym of **STOPA**, you can adopt a safer, more methodical approach.

The following information and knowledge is key in conducting an effective recovery:

1. Ensure that the scene is safe.
 - Warn other users of the situation.
 - Consider the location and current weather conditions.
 - Place traffic spotters up and down the road to warn of a recovery, and communicate the location on the posted Resource Road radio channel.
 - Call for assistance if needed via supervisor – a specialist recovery vehicle / service, recovery technician or a larger machine / vehicle within the operation.
 2. Most often, the vehicle will be recovered via the path it took to its stuck location.
 3. Reducing rolling resistance.
 - Use a shovel to dig out around the tires, underneath the vehicle frame or anywhere that the vehicle is hung up or has the possibility to be hung up.
 - Do this preparation for the entirety of the recovery path if possible.
 4. Use equipment appropriate for the intended purpose, correctly marked and correctly rated.
 5. Set up your recovery equipment and double check that it is correctly assembled.
 6. Make sure everyone understands the plan.
 7. Designate a recovery leader.
 8. Everyone must stop everything they are doing if directed to, as everyone is responsible for safety.
2. Two screw-pin bow shackles (Crosby type) with 4.75 ton Working Load Limit (WLL).
 3. A receiver hitch shackle mount.
 4. A pair of good work gloves.
 5. A pointed work shovel.

How to conduct the recovery

1. Run through the **STOPA** protocol.
2. Ensure the scene is safe, assemble spotters and make a call on the local Resource Road radio channel.
3. Assemble the correct equipment. The strap should be rated to about three times the GVW of the stuck vehicle. Any stronger and we do not gain any mechanical advantage from the nylon strap stretching and storing energy that releases to help recover the vehicle like an elastic band. Any weaker and the strap may exceed its MBS during the recovery.
4. Reduce rolling resistance by digging around the vehicle's tires and frame as necessary, creating ramps of material if possible, for the vehicle to roll out on.
5. Attach the straps to both vehicles using the screw-pin bow shackles, factory installed recovery points and / or the receiver shackle hitch. (Screw the shackle pins hand tight, minus a quarter turn so that you can undo them in the end.) Never tie a strap to a vehicle, you will never get it undone again and you significantly reduce the MBS of the strap. It is very important that the vehicle effecting the recovery has the strap attached to the rear of the vehicle. Towing backwards in the recovery vehicle puts excessive strain on the transmission and will likely cause damage.
6. Ideally, line up both vehicles in a straight line – this will reduce the chance of vector pulling the vehicles and potentially damaging them. The straighter the better, but ideally less than 10-15 degrees. There should be a neatly laid out portion of strap in an S shape on the ground, using approximately one metre of the strap. This allows the strap to “snatch” when becoming taught, storing energy like an elastic band before releasing it as it contracts and helps apply force to the vehicle being recovered.
7. Ensure that your recovery path is clear.
8. Agree on communication signals between the two drivers and the recovery leader.
9. Ensure all other bystanders are at least two times the length of the recovery strap away from the vehicles, as both the strap and the vehicles lurching forward unexpectedly can present a danger.
10. The recovery vehicle should accelerate slowly to a maximum of about 10 km/h on the first try but no more than about 15 km/h on the third try (if needed). Build tension in the strap and provide a sustained pull. Once the slack is taken up, the stuck vehicle likewise applies acceleration in low gear to assist the pulling car. Neither vehicle should spin their tires.
11. Steady momentum is most effective, never resort to jerking, or attempting a long “run and jerk” approach.
12. Maintain tension throughout the pull, do not allow slack to develop in the strap at any point if at all possible.
13. Re-adjust the recovery vehicle as necessary to maintain a straight pull, dig more if required to reduce rolling resistance.
14. After three attempts to recover the vehicle, call for further assistance if the recovery is not successful.
15. Do not remove straps until both vehicles are fully stopped and secured.
16. Clean and dry out a recovery strap after use as dirt and moisture weaken the strap.

Never:

- Attach straps to a ball hitch
- Stand between the vehicle being recovered and the recovery vehicle
- Snatch on the strap at any more than approximately 10 km/h
- Tie your strap to your vehicle
- Use a strap with hooks on the ends.

Conducting a safe recovery is a simple process yet can be extremely dangerous if taken for granted and not carefully considered.

An extra few minutes is well worth the effort to avoid injury to people and/or damage to equipment or vehicles. 🚧

What equipment should each vehicle carry to conduct a simple recovery?

1. A 20 foot nylon recovery strap, with a Minimum Breaking Strength (MBS) rated to approximately three times your vehicle's Gross Vehicle Weight (GVW). The strap should have looped ends, not hooks. Ensure it's in good condition with no cuts or excessive abrasion.

Fit to Work – A New Nutrition and Fitness Webpage

Created by Dr. Delia Roberts and based on over 30 years of research, the tools and information on this new webpage help forestry workers better understand how to improve their nutrition, hydration and fitness. Making these types of improvements increases work performance, safety and quality of life.

All these forestry specific resources are now in one place and include:

- Fit to Plant – For Tree Planters and Silviculture Workers
- Power Driving – For Truck Drivers and Equipment Operators
- Fit to Log – For Manual Tree Fallers and Field Workers

Here are some of the benefits:

- Improved alertness and faster reaction times
- Increased energy levels
- Reduced muscle and joint pain; restore lost function from previous injuries
- Improved work performance; do a better job and make fewer mistakes
- Improved overall health; lower blood pressure and sugars, improve sleep quality, enhance immune system, reduce depression and anxiety

Here's what you will find on the webpage:

- Top 10 booklets – quick, easy to read tips with the main points to follow
- Posters – visual reminders that are great motivation for you and your team
- Manuals - detailed information on nutrition, recipes, exercises and stretches

Some specific benefits of following these types of programs include:

- Improved alertness and faster reaction times
- Increased energy levels
- Reduced muscle and joint pain; restore lost function from previous injuries
- Improved work performance; do a better job and make fewer mistakes
- Improved overall health; lower blood pressure and sugars, improve sleep quality, enhance immune system, reduce depression and anxiety

Use this information for yourself and share with your co-workers, employees and family.

Visit www.bcforestsafesafe.org/node/3013 to learn more. 

Sharing Incident and Hazard Information Improves Safety in BC and Internationally

BC Forest Safety (BCFSC) has been collecting alerts from forest companies since 2006. These alerts are posted on the BCFSC website and provide details on incidents, close calls and hazards that, when shared with others, can provide information to help prevent similar situations. There are currently over 1,600 alerts available on the website, representing a wealth of safety knowledge that can be used during safety meetings, crew talks or one-on-one check-ins.

Safety alerts submitted by BC forest companies provide timely information, raise awareness and educate industry so we can all learn from each other's experiences and efforts. Submitting a safety/hazard alert is a positive source of collaborative information that might save someone else from the same situation in future. These safety alerts are viewed by local and international forest companies and relevant alerts from New Zealand and the US are often posted on our site.

Help build the culture of safety by sharing your alerts with forestry operations everywhere.

Submit an Industry Safety Alert using our templates

To help you create a Safety Alert, the BCFSC provides a harvesting template and a manufacturing template that can be downloaded and completed.

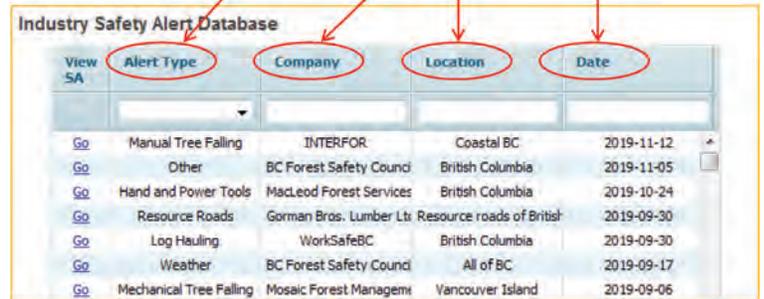
Looking for a previously posted alert?

Here are a few tips for searching the BCFSC's Industry Safety Alert Database:

Tips for Searching for Alerts

By Alert Type:
This column is scrollable. If you know the type of incident you're looking for, try starting here.

By Company, Location and Date:
Enter words in any combination of columns to narrow your search results. Use key search words or dates to further refine your search. For example: typing "Logging" in the Company field will search for all companies with "Logging" in their name. Typing "2019" in the Date field will display all posted alerts from 2019.



View SA	Alert Type	Company	Location	Date
Go	Manual Tree Falling	INTERFOR	Coastal BC	2019-11-12
Go	Other	BC Forest Safety Council	British Columbia	2019-11-05
Go	Hand and Power Tools	MacLeod Forest Services	British Columbia	2019-10-24
Go	Resource Roads	Gorman Bros. Lumber Ltr	Resource roads of British	2019-09-30
Go	Log Hauling	WorkSafeBC	British Columbia	2019-09-30
Go	Weather	BC Forest Safety Council	All of BC	2019-09-17
Go	Mechanical Tree Falling	Mosaic Forest Managemt	Vancouver Island	2019-09-06

BCFSC Offers Specially Requested and Free Training Options to suit your needs

Safety-focused training for individuals and companies is a big part of what we do at the BC Forest Safety Council (BCFSC). We offer different methods to get the training you need and want through scheduled sessions in hub communities, requested training in your community, online learning and webinars.

We recognize that it's not always feasible to send employees out of town to attend training. We also acknowledge the challenges facing industry and forestry workers these days and the importance of keeping costs in check.

REQUESTED TRAINING

Did you know we offer our regularly scheduled classroom courses by request? We can work with your company or organization to bring our training to your location on a cost recovery basis. You'll

avoid the hassle and expense of sending employees out of town, and you'll be able to plan the training to meet your timing needs. Contact our training department if you'd like to learn more and receive a no obligation quote.

Toll-free: **1-877-741-1060** or by email: training@bcforestsafesafe.org

FREE TRAINING

Take advantage of savings while increasing your safety knowledge base with these no-cost training course options:

- Forestry Safety Overview
- Serious Incident & Fatality Investigation
- Prime Contractor Webinar
- Fit to Work Webinar – Nutrition and Fitness

Visit our training web page for details on available (including free) courses, workshops and webinars: www.bcforestsafesafe.org 