



Truckers Emergency Response – Working Alone Procedures

Why an ERP for log truck drivers?

In the winter of 2017, a truck operated by a driver of a commercial vehicle in the forestry sector, left the road and rolled over on its side where it laid undetected for two days.

Police and search & rescue teams conducted ground and aerial searches but were unable to locate him. He was found two days later. Search & rescue worked intensely to free him.

Tragically, the 45 year-old professional truck driver with 25 years' experience succumbed to his injuries after an eleven-hour rescue following two days trapped upside down in the cab of his semi.

Emergency Response Plan (ERP) plan, for log truck drivers

Many of those responsible for the safety of log haulers including; drivers, contractors and licensees assume that there is a 'check-in' for drivers that is inherent in the system. Common perception is that a driver 'checks-in' with the loader person and again at the mill when unloading. In most cases, this is informal, and if the driver does not show up at the loading site, or at the mill, assumptions are often made that the driver may have chosen to not take their next load, or missed a trip for some other reason. These assumptions can result in a tragedy similar to what occurred in the incident described.

But our trucks have telematics

The truck involved also had telematics but the GPS was damaged in the incident. Even with the use of telematics, a formal system must be in place for check-in.

If you have not yet established a routine check-in procedure (recommended for every two hours), the *Truckers Emergency Response – Working Alone Procedures* tool can be used to assist in meeting check-in requirements that will help to ensure safe log hauling operations.

Complete your ERP form for each location, including commute to camp locations, and provide a copy with mapping, when possible, to your check-in person(s). This will give you the confidence to know, that if ever there comes a time that you cannot summon help for yourself, there is a check-in person with all the information necessary that will ensure help is dispatched if you miss a check-in and you are found.

Link to the Truckers Emergency Response – Working Alone Procedures here: http://bcforestsafe.org/files/erp_TruckersWorkingAlone.pdf 📄



Improving Safety in the Floatplane Industry

By Dustin Meierhofer, Director, Transportation and Northern Safety

The North Star Practices is a safety program created by the Floatplane Operators Association (FOA) with support from the Northern Air Transport Association (NATA) and BC Forest Safety Council (BCFSC).



To facilitate this endeavor, the Air Carriers Safety Working Group (ACSWG) was established in consultation with the FOA, BCFSC and the Coast Harvesting Advisory Group (CHAG). Given some of the challenges associated with floatplane travel, it was felt that the highest operational standards were needed to achieve the greatest level of safety for crew and passengers. After all the most important goal is getting people home safely.

In order to address this goal, the ACSWG, in consultation with floatplane operators and forest industry members, developed the North Star Practices (NSP). The NSP is a set of operating standards and procedures with an auditing system that provides a level of assurance to clients, regulators and the public that an operator has not only met Transport Canada regulations, but operates above those regulations to a higher standard. It also provides guidance to clients and passengers, so that they may understand what their part is in creating a safe environment for floatplane operations.

For an operator, this program provides an opportunity to show to all their customers and potential customers that their operation has put safeguards in place that incorporate many lines of defense. For the operators and pilots, the NSP provides guidance on safe practices and assists them in making decisions that support and maintain the highest level of safety performance.

From a business perspective, the NSP is intended to improve business performance through enhancing safety in an efficient and effective manner. By assessing and fostering a culture of safety and increasing safety throughout the industry, operators can be at the forefront of creating the safest and most efficient air carrier services in Canada.

Piloting of the NSP was complete in the summer of 2019 and will be available to all interested parties by early 2020.

Key participants for the initiative include; Vince Crooks/Wilderness Seaplanes, Eric Scott/Harbour Air Seaplanes, Jim Hartwell/FOA, Gary Bauer/Interfor/CHAG, Nick Hawes/Lakes District Air Services, Bruce McDonald/Inland Air and Bob Bates/SeaAir Seaplanes.

For further information please contact
Jim Hartwell: jimhartwell@hotmail.com or
Dustin Meierhofer: dmeierhofer@bcforestsafe.org 📞

Professional Log Truck Driver Program – Okanagan College

A total of 15 students are participating in the Professional Log Truck Driver Program with Okanagan College. The curriculum includes theory from the forest industry developed program as well as Class 1 Driver Training and essential skills training. The program is being funded through an agreement between Okanagan College and The Ministry of Social Development and Poverty Reduction.

Pictured beside, students from the Salmon Arm cohort visited a harvesting site owned by Canoe Lumber (Gorman Bros.). Support from licensees, contractor associations, contractors and mentor drivers continue to be integral to the success of the program. The two groups of students are expected to complete the six-week mentor portion of the program by early to mid-April pending weather and safety considerations.

Information about the resources are available to industry through the Professional Log Truck Driver Program on the BC Forest Safety Council website www.bcforestsafe.org/node/3331 or by contacting the Transportation Department at **1-877-741-1060**. 



Photo: From left to right - Ted Dillman (instructor), Natasha Southoff, Shawn Ringrose, Paul Carpenter, Lee Gauthier, Aaron Baynes, Tyler Baker, Ian Murphy



Seeing Machines Project 2 – Technology Evaluation

By Trish Kohorst, Manager, Transportation and Northern Safety

As part of FPInnovations' and BC Forest Safety Council's ongoing evaluation of fatigue management technology, Seeing Machines' Guardian Gen 2, an eye-tracking-based driver assistance system that monitors driver fatigue and distraction, was evaluated in Interior BC log-hauling operations, specifically with Tolko operations. Eight drivers from six log hauling fleets participated.

KEY POINTS

The key points from this study are as follows:

- The technology was found to be useful in identifying and alerting the driver during a fatigue or distraction event.
- Reduction in duration of “eyes off the road” due to drowsiness or distractions can be achieved with the use of this technology.
- The progression of the events (from yawning to drowsiness) that were observed in this study indicated that if real-time alerts were sent to the dispatcher, it could mitigate the risk if the driver does not take action.

- There were fewer distraction alerts in this study than in the previous study, which may be attributed to several variables such as: shorter study period, on duty hours, operating conditions, improvement in technology/system, etc.
- Some restricted behaviors were observed in this study, such as cell phone use while driving.
- For the drivers and fleet managers that replied to the survey, the following are some of their key points:
 - Drivers rated the technology favorably and all of them would recommend this technology.
 - 50% of drivers reported their driving habits changed as result of this technology.
 - 75% of the fleet managers were in favor of implementing this technology in their fleet.
 - Technical issues may have been a result of the software upgrade mid-project or system support, which includes software and hardware.
 - Three fleets (including drivers) requested access to the road-facing-camera recorded video footage to assist with incident investigations.

NEXT STEPS

The suggested next steps are as follows:

- Improve antenna and camera orientation and over-the-air (OTA) firmware upgrades to alleviate technical issues.
- Continue working with Seeing Machines to reduce false positives.
- Collaborate with Seeing Machines to improve system reliability, enhanced support and further system tweaking.
- Continue discussions with industry, fleet owners and drivers to determine parameters for alert settings.
- Continue to develop strategies that reduce the risk of fatigue and distraction-related incidents. This type of technology is a component of a program but is not the complete solution in managing fatigue and distraction. Some of the recommendations from Australia's fatigue management guidelines for developing and implementing a fatigue management policy in forestry (Dawson & Bowe, 2019) and from the North America Fatigue Management Program's guidelines (Thiffault, 2011) could potentially be utilized to develop best practices for fatigue management.
- Due to the short study period, it is recommended to study the effectiveness of Seeing Machines.

The full report is available on the BC Forest Safety Council website at www.bcforestsafe.org/node/3192 