



Lloyd Inwood Shares his Insight about Inwood Trucking Mentoring New Drivers in the Professional Log Truck Driver Program

By Lloyd Inwood

In January 2020, Inwood Trucking Ltd. took on a mentorship role with the Professional Log Truck Driver Program by mentoring a new driver. Tyler Baker was taking the Okanagan College Professional Driver Program in Salmon Arm and needed a place to complete the six-week mentorship portion of the program.

The program, funded through an agreement between Okanagan College and Project Based Labor Market Training, included the theory resources developed through the Log Truck Technical Advisory Committee (LTTAC), and a six-week mentor program supported by BC FSC's Transportation Department.

Inwood felt Tyler would be a good fit for this profession based on his sense of adventure, his respectful attitude and willingness to learn. Tyler successfully earned his Class 1 license and completed the in-class portion of the program at the Okanagan College in December 2019.

We had two senior drivers, Raven Gordon and Blake Lawlor, who were willing to commit to the BCFSC mentor guidelines to qualify them as driver mentors. Tyler alternated his mentorship weeks between Raven and Blake. Both had an abundance of knowledge to pass on and combining their 44 years of experience in the trucking industry, gave Tyler an invaluable amount of information to get started in his career as a professional log hauler.

Tyler started riding along as an observing passenger, learning radio procedures, loading and unloading procedures as well as many other valuable pieces of information. Next, he advanced to the driver's seat where he got comfortable driving an empty logging truck before hauling his first load. Tyler was hard-working, putting in 15 hours most days and hauling in some of the worst winter conditions during his six-week mentorship giving him a true picture of what hauling logs really looks like in winter months. For someone with no background in trucking, he came to us with a good understanding of the industry thanks to the in-class program and found the mentoring portion vital to understanding the full scope of the job demands.

Historically, a hauling career was passed on from father to son and prior to this mentor program, very difficult to get a start in. But this doesn't seem to be the norm any longer. Having a program like this in place where mentors can pass along their knowledge to the next generation of log truck drivers is crucial. There is no doubt that the right mentors and right candidates are the keys to the success of this program. I like the idea of BCFSC certification for a new hire. I would like to see more companies get involved with this program and more mentors trained. As an industry, we need to do a better job attracting new drivers to our profession. There are many great careers available as a professional driver with good wages to support families. Without programs such as this, our industry is going to see a serious deficit of drivers in the coming years.

It was a great day at Inwood Trucking when Tyler went out on his Practical Assessment. We had reports of his whereabouts the entire day. Everyone was looking out for him and excited for him to be out there on his own. We are happy that this worked out for him and for Inwood Trucking as we now have a new professional driver. Way to go Tyler!

- Lloyd Inwood

Overall, I would recommend the professional log truck driver training program to anyone wishing to become a log truck driver. For me, this opportunity was a great experience as I learned valuable industry and safety-related material. I was glad to have all the support I did throughout the course from my teacher Ted Dillman, to both of my mentors, Raven Gordon and Blake Lawlor. Having two mentors was invaluable as I learned from both of their different training techniques and knowledge. I would like to thank Inwood Trucking for giving me the opportunity to complete my mentorship with them. The best part of this course was the day I got to put my knowledge to the test and go out on my own.

- Tyler Baker

I believe it's beneficial for new drivers to spend time with a mentor to get a good head start learning what to expect versus finding out by trial and error. Six weeks



was a good amount of time to spend with a new driver. It was advantageous to have both Blake and I mentor Tyler as each driver has a different approach which can be helpful to a new driver. Being in the seat beside Tyler for four of the six weeks gave me a good idea of what he was able to handle. Tyler put in the long fifteen-hour days hauling during some extreme winter weather conditions. He drove when we felt he could, and we encouraged him when he felt unsure. Being a mentor is both rewarding and challenging. Always expect the unexpected, like the truck tipping over on over plowed roads. It's good to see someone take what I've taught him and be able to apply that knowledge to get the job done and return safely back home at the end of the day. I feel confident that Tyler will have a long successful career.

- Raven Gordon

Sitting in the passenger seat is difficult, especially when you are used to being by yourself for fifteen hours a day. But mentoring Tyler for two weeks was a great experience. Sharing the mentor role with Raven over the course of the six weeks was a good way to go. Each guy focuses on different areas such as where your wheels are on the road or some other hazard. Mentoring is not only restricted to driving, we also focused on radio communication, being a team player and driver etiquette. I felt part of my role as a mentor to Tyler was to have him work on those three things. Once the other drivers and loader operators found out Raven and I were mentoring Tyler, we received nothing but positive feedback from them. They were all willing to help out, give advice and quite happy to see Tyler was getting the proper training to become a qualified log hauler. I am pleased to see Tyler has taken the skills I've shown him and is using them to thrive in the log hauling industry.

- Blake Lawlor 🚚

Professional Log Truck Driver Program – College of New Caledonia

After several months of work by the College of New Caledonia to complete an application for funding, a total of eight students will be provided the opportunity to participate in a Professional Driver Program at the College of New Caledonia in Fort St. James. Great news for a community that has been hard hit by the downturn in the forest sector.

The curriculum, developed by the forest industry, includes Class 1 Driver Training and essential skills training and theory. The intended outcome is to ensure that students have been trained to a standard that reflects the extensive skills and knowledge drivers need to safely and proficiently operate commercial trucks in British Columbia. The program is being funded through an agreement between the College of New Caledonia and the Government of Canada and the Province of British Columbia's Project Based Labor Market Training. The recruitment for selecting students began August 4th and will continue to September 11th.

Support from licensees, contractor associations, contractors and mentor drivers will be integral to the success of the program. Mentors play a key role in the training and development of new drivers. There is no substitute for the knowledge and skills already learned by experienced drivers and success of the Professional Driver Program relies on participation by those experienced in the industry to mentor new drivers.

The program seeks to work with local contractors and employers in the forestry or trucking industry who have or may have vacancies. Mentors will help students develop their skills, learn safe work procedures, and establish relationships that will increase the opportunity for employment upon completion of the program.

Information about student recruitment is available through the College of New Caledonia's Academic Advisor Wendy Clement at clementw2@cnc.bc.ca or 250-567-3211.

Industry members and stakeholders looking for more information about the project should contact Project Planner Erin Siemens at siemense1@cnc.bc.ca or 250-567-3201.

Contractors and licensees who are interested in participating in the mentor program can contact Trish Kohorst, Transportation Safety Program Manager at tkohorst@bcforestsafe.org.

Resources available to industry through the Professional Log Truck Driver Program are available on the BC Forest Safety Council website www.bcforestsafe.org/node/3331.

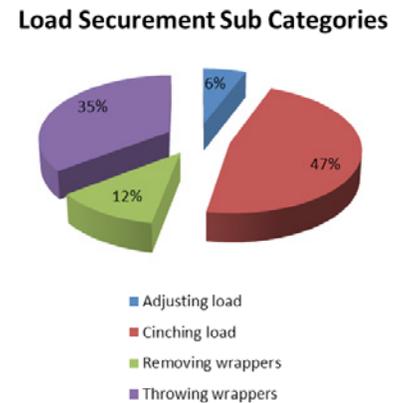
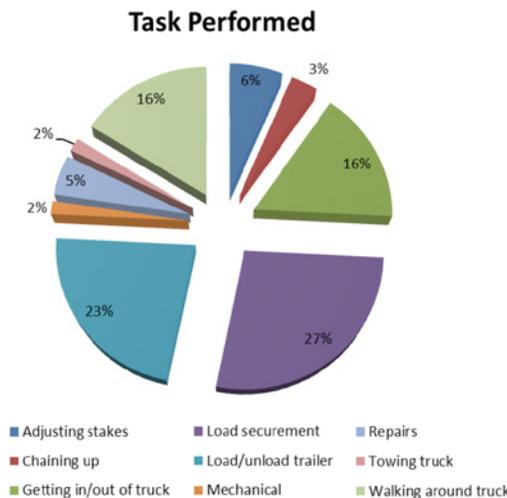


Funding provided through the Canada-British Columbia Labour Market Development Agreement.

Load Securement Working Group to Focus on Initiatives that will Reduce Load Securement Injuries

The Trucking Harvesting Advisory Group (TAG) and the Log Truck Technical Advisory Committee (LTTAC) are collaborating to better understand injuries that occur 'Outside of the Truck'. LTTAC and TAG have determined that a focus on load securement will assist industry in identifying solutions that will reduce injuries and have established a Load Securement Working Group. The working group is a subject matter expert group initiated by, and reporting to LTTAC and will focus on initiatives that will reduce the risk of injuries to log truck operators during loading and unloading operations in both routine and non-routine operations. This will include assessment of risk, safe work procedures, training, existing and new technology, alternative practices and procedures, and potential impacts to industry.

Data collected from 2016 to 2019 provides some initial insight into identifying the tasks being performed when injuries occur.



With increased focus on load securement by industry and WorkSafeBC, it is important to recognize how and where industry needs to focus initiatives. Somewhat surprising is the number of injuries related to cinching the load. The Contractor Innovation in Load Securement Safety article from the October, 2019 issue of Forest Safety News featured the Inwood Cinch that may help reduce the risk of cinching related injuries to workers.

Fatigue Project Data Compares Fatigue Events and Predictive Fatigue Scores

The 2019/2020 fatigue study included eight drivers from five fleets in both the log hauling and wood fibre hauling sectors. Seeing Machines in-cab technology was installed in vehicles and drivers were provided with Fatigue Science Readibands.

The purpose of the study was to further understand opportunities the Seeing Machines technology might provide to fleets to prevent fatigue related incidents. Additionally, Readiband data and daily journals were used to identify trends in shift times, duty durations and fatigue events.

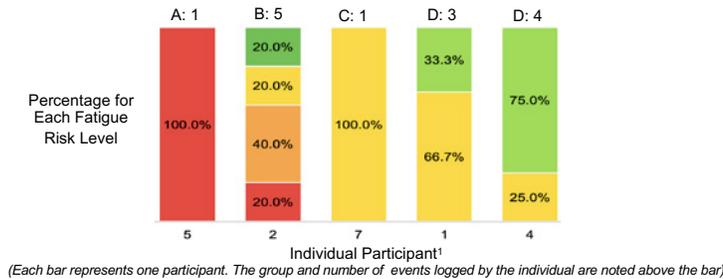
The initial review of the data collected indicated that predictive fatigue scores available through wristband technology can be an indicator of high-risk fatigue events.

Individual Fatigue Risk Profiles: Fatigue Events



Distribution of Fatigue Risk: Daytime Fatigue Events

7:00-19:00, 14 Events



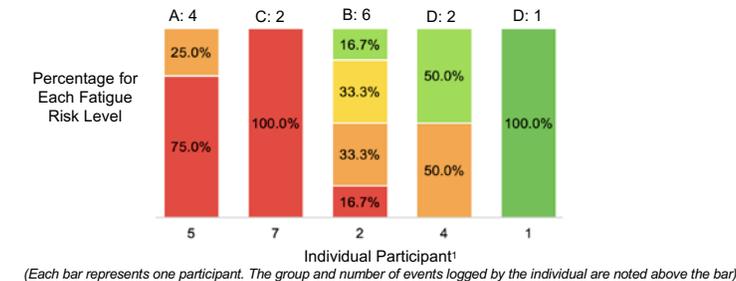
4 of 14 events during day-time hours registered Readiscores below 70 by **2 of 5** drivers.

10 of 15 events during night-time hours recorded driver fatigue-impairment for **4 out of 5** drivers.



Distribution of Fatigue Risk: Night-Time Fatigue Events

19:00-7:00, 15 Events



¹In order to protect your users' identities, their individual data has been de-identified, and their names replaced by a study ID.

ReadiScore:	0 - 60	60 - 70	70 - 80	80 - 90	90 - 100
Fatigue Risk:	Very High	High	Elevated	Low	Optimal

Over 3,400 hours of cross comparison (Readiband and Seeing Machines) data is currently being analyzed to support industry in identifying opportunities to reduce the risk of fatigue-related events. The final report is expected to be completed by November 2020. 🌱