



RUMBLINGS

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

2013 – ISSUE 146



BC **Forest Safety** Council

○ PRINTABLE VERSION

Forest Practices Board Reports Concern About Forest Roads and Bridges

February 2013 - The Forest Practices Board releases a Special Report titled [Road and Bridge Practices – Board Audit Findings 2005 – 2011](#). The Board identifies an increase in “the number of issues found in 2010 and 2011 audits” specifically, addressing roads and bridge building and maintenance. The board commentary also observes that 2012 appears to have similar trends as 2010/11 and discusses the “potential trend” of cost reduction through decreased maintenance and shortcuts during construction. The report summary states:

The report contains a number of example photos and provides throughout explanation of the types of compliance issues found. [Click here to visit the FPB website.](#)



From 2005-2011, the Board carried out 58 compliance audits, published in 65 separate reports, involving 117 licensees and 17 BC Timber Sales districts.

- 25 audits had issues, including 37 significant non-compliances, 22 areas requiring improvement and 6 unsound practices.
- 22 of 37 significant non-compliances related to roads and bridges (59 percent).
- 11 of 22 areas requiring improvement related to roads and bridges (50 percent).
- 4 of 6 unsound practices (67 percent) involved roads.

CVSE Updates

CVSE [Compliance Circular No. 01/13](#): Commercial Transport Travel Times – End of Pilot Program March 18, 2013

The Commercial Transport Travel Times Pilot Program ended March 18th, 2013 and as of March 19th, 2013 CVSE is continuing with commercial transport hours as announced in the Travel Times Pilot – [Circular 04/12](#) with one change, as follows:

For loads 3.21 to 3.8 m Overall Width, the restriction on Saturday travel outside of the Peace Region will be relaxed to 21:00 Saturday until 04:00 Sunday (instead of 15:30 Saturday to 04:00 Sunday as it was under this year-long pilot.)

The Travel Times Pilot Program was conducted for one year; March 19, 2012 – March 18 2013. *The pilot was introduced in order to improve the uniformity and clarity of our allowable travel hours for commercial loads between 3.2 m wide and 4.4 m wide when travelling under permit.*

For more information see the [Compliance Circular No. 01/13](#) and the [Guide to using CVSE1000](#).

Transportation Safety staff send our sincerest condolences to the family of a cube van driver killed in a fatal motor vehicle incident with an empty log tuck NE of Chetwynd on March 14th. Visibility due to “white out” conditions was believed to be a factor in the incident.



All drivers - Please remember to slow down and drive according to road conditions.



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2013 – ISSUE 146



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 PRINTABLE VERSION

WSBC Provides Guidelines for Load Binder Modifications

March 5, 2013 – WSBC released a new Guideline that describes a couple of acceptable modifications to load binder cinches, and discusses hazards associated with other strategies. [Click here](#) to view at the WSBC website.

The Guideline points out that welding additional material to the cinch handle (e.g. adding length to the handle to provide additional leverage, or adding a hook to the handle to gather up the loose ends of the binder chain) can generate a number of hazards.

- Any modification that increases the length of the load binder handle can increase the load applied to close the cinch, which may exceed the design load, possibly resulting in failure of the load binder.
- Welding additional material to the binder handle will heat an area around the weld and may change the material properties and weaken the metal.

As a result, any modifications to the cinch must be completed in accordance with the manufacturer's instructions, and/or be re-evaluated by a professional engineer to confirm the modification does not impair the integrity of the cinch.

The Guideline identifies 3 techniques that would deal with the chain tail.

- A chain, clip, or other binding device can be used to secure the chain tail to the binder.
- A hook can be attached to the cinch handle with epoxy glue. The heat needed to apply the epoxy is insufficient to substantially change the strength characteristics of the metal.
- A hook can be welded to thin-walled, hollow, structural steel, which in turn can be slid over the cinch handle and then crimped into place. Done correctly, such crimping would not affect structural integrity of the handle.

Several products are available / in use to address Load securement challenges log haulers face. Please stay tuned to Rumbings for a forthcoming product comparison / buyers guide.

March 21st was the International Day of Forests.

BC planted its 7 billionth tree at the UBC Malcolm Knapp Research Forest



BC Returned to PST

On April 1 2013, BC returned to PST.

Businesses need to register to collect PST if they sell or lease taxable goods, or provide software or taxable services in the ordinary course of business in B.C. Businesses may also need to register if they are located outside the province but make sales in B.C. [Read more about registering to collect PST and your options to register](#)

A new online system, called eTaxBC, allows you to register, file and pay PST, and manage your PST account online. [Learn more about registering to collect PST online](#)

2013 Fishing Regulations Synopsis now available!

The new edition of the Freshwater Fishing Regulations Synopsis is available [here](#).

The current edition of the Hunting and Trapping Regulations Synopsis is available [here](#).





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FORESTRY TRUCKSAFE

2013 – ISSUE 146



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 PRINTABLE VERSION

BC Forest Safety Council News

Canada North Resource Expo – Health and Safety Zone

Transportation Safety staff are excited to be working with a number of organizations to bring a Health and Safety Zone at the Canada North Resources Expo – May 31 & June 1 2013. Come by the Zone to win prizes and participate in interesting activities and maybe even learn a thing or two. Let us know what types of topics you would like to know more about or activities you would like to participate in and we'll see what we can do about addressing them at the event and/or in Rumbings.

Check out the [CNRE website](#) and keep reading Rumbings for more info and how to receive free tickets!

David Murchie joins BC Forest Safety Council as Information and Communication Technology (ICT) Coordinator

The BC Forest Safety Council is pleased to announce that David Murchie will be joining our team as ICT Coordinator effective Tuesday, April 2, 2013. David will provide leadership and management of Information and Communication Technology (ICT) and a broad range of communications support to the Council.

David has over 15 years of experience working with Information Systems across all types of organizations, preceded by 2 years working as a contract timber-cruiser/compass-man for forestry companies across BC.

Wildlife Act Amendment – Encourages Participation in Hunting

Feb 16 – MFLNRO Minister Steve Thompson announced a new hunting license and expanded the definition of "Youth" within the Wildlife Act. Youth Hunting Licenses were previously available for youth aged 10 -13; they are now available for youth aged 10 -17 and cost \$7. Youth must be accompanied by a qualified adult (18).

A New Initiation Hunting License is now available for \$19 to anyone over 18 years old that has never had a hunting license before; it is a one-time only license. The intent of these changes is to encourage more youth (and others) to participate in hunting and other activities in the great outdoors. [Click Here for the Press Release.](#)

Tools & Technology

Sugar converted to Diesel

Scientists from Berkley University have discovered an energy efficient way to turn sugar into fuel. Simply put, the first step in the process uses bacteria to ferment sugar creating acetone, butanol and ethanol. The second step is to separate the acetone and butanol from the ethanol using organic solvents and third, turn the ethanol mixture into hydrocarbons.

The extraction process to create sugar-diesel requires a lot less energy, about 10% the energy required in a normal distillation process (petroleum-diesel) and has the potential to reduce greenhouse gas emissions, however, the financial cost to generate sugar diesel is greater than petroleum-diesel or gasoline. Sugar-diesel burns as well as fossil based fuels and can be blended to accommodate summer and winter conditions.

Ethanol produced using this process contains more energy than ethanol that is typically used in transportation fuels today.

The project involves a number of different parties, and is funded by BP.

[Click here to read the article in BioMass Magazine](#)

[Click here to read the journal article](#)



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FORESTRY TRUCKSAFE

2013 – ISSUE 146



BC **Forest Safety** Council

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Tail Light Cleaner Developed by Prince George Man

What good are tail lights if they are caked in mud or covered by snow? And because LED lights generate less heat than the old incandescent lights, they tend to not melt the snow away, and are therefore less visible to other motorists. A Prince George man saw this as a problem and set out to fix it. Keith Martin, has been designing this product for a few years now, and holds a patent in the US and the system is “patent pending” here in Canada. Keith enlisted the help of Scouten & Associates engineering to optimize the tail light wiper system for big rigs. Here are some of the system features:



- The trailer tail-light clearing system is ‘passive’, and works without interaction from the driver – as long as 12VDC power is being supplied to the trailer, the system is operational.
- The system does not compromise the integrity or safety of the trailer’s air brake system – an in-line check valve ensures the system will not draw air from the trailer’s main air reservoir if pressure drops below 80 psi.
- The system can easily accommodate a variety of trailer transom and tail light configurations simply by changing the geometry of the individual stainless steel air spargers (see photo).
- The stainless steel air spargers are fabricated by a Computer Numeric Controlled (CNC) process. The geometry of the spargers, and the arrangement and spacing of the air knife holes are precise to a sub-millimetre level.
- The ‘brain’ of the system (the 10 million cycle air solenoid with integral micro-timer) is housed in a fully gasket-sealed case, located on the trailer chassis.
- The system is easy to install (for either retro-fit or factory-installed applications). The system uses mostly push-to-connect air hose connections, and most connections are pre-assembled.

The system is undergoing road testing; for more information contact Keith Martin via [email](#).

Links to the Interesting & Unusual

No particular rhyme or reason; just links you might like.

1. [The World’s 18 Strangest Parking Garages – Popular Mechanics](#)
2. [Johnny Canuck – New Video Out; this series is a favorite for Canucks Fans and features a Logger](#)
3. [Danger Tree Blasting – BC Forest Safety Council](#)
4. [Log Driver's Waltz – Canada Vignettes](#)
5. [Paper has a great future](#)
6. [Where Is This Mind-Blowing Antique Transforming Desk Hiding Its Autobot Logo](#)



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FORESTRY TRUCKSAFE

2013 – ISSUE 146



BC **Forest Safety** Council

○ PRINTABLE VERSION

Free Men's Health Screenings

[The Rotary Club of Prince George](#) and sponsors are spearheading a Men's Health initiative in Northern B.C. to promote awareness and educate men on potential health issues and to assist in the prevention of prostate cancer by providing FREE DRE's (digital rectal examinations) and PSA (prostate-specific antigen) testing as screening measures for this disease. Call 250.617.2711 or visit the [website](#) for more information and to book your FREE appointment for one of the quarterly clinics.

FREE MEN'S HEALTH SCREENINGS

Saturday, February 16th, 2013

Saturday, May 11th, 2013

Saturday, August 10th, 2013

Oral Health: An Important Piece of Your Overall Health

Research shows there is a relationship between oral disease and other health problems such as diabetes and certain kinds of pneumonia. There may even be a link between oral diseases and heart disease and stroke, as well as premature and low birth-weight babies.

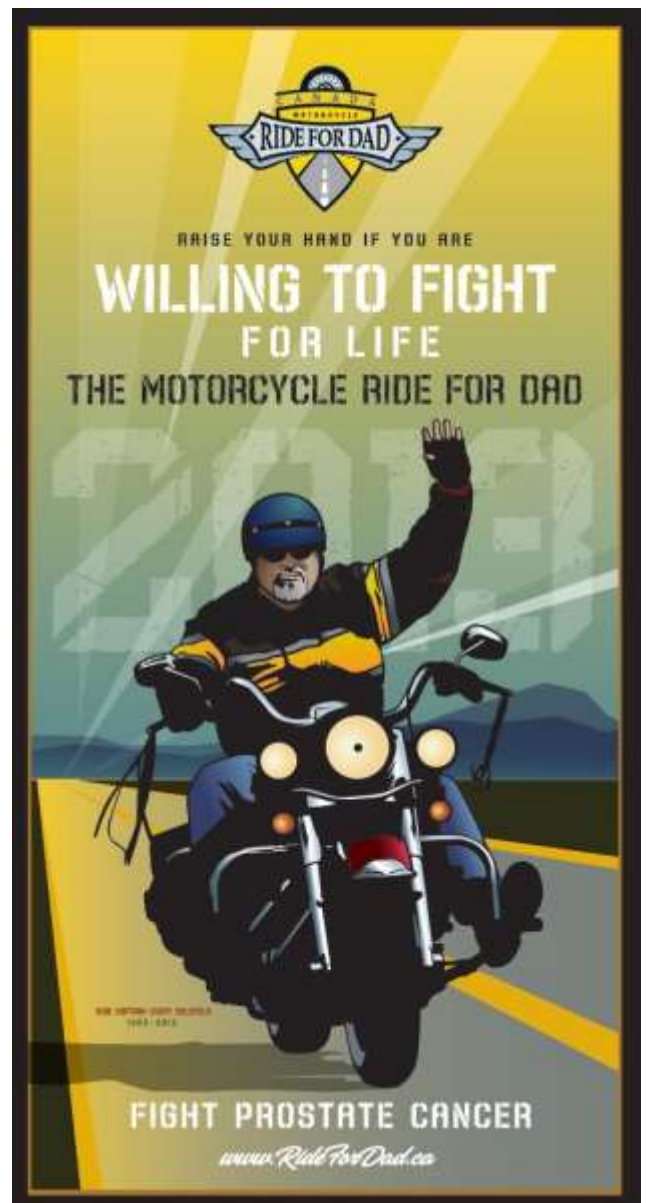
As part of a healthy lifestyle, practice good oral hygiene and have your mouth examined regularly by your dentist. Only your dentist has the training, skill and expertise to identify and address your oral health needs.

Five steps to good oral health:

Put a smile in your body. Follow these simple steps to good oral health and watch your overall health improve, too:

1. See your dentist regularly
2. Keep your mouth clean
3. Eat a well-balanced diet
4. Check your mouth regularly for signs of gum disease and oral cancer
5. Avoid all tobacco products

Remember there is a connection between good oral health and overall health. April is National Oral Health Month™ so talk to your dentist about the reasons why. More information is available on the Canadian Dental Association website at www.cda-adc.ca.





RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE

2013 – ISSUE 146



BC **Forest Safety** Council

 PRINTABLE VERSION

Ramblings: Things I learned at the Ski Hill

Rick Walters, Director Transportation Safety

A couple of weeks ago, I was at Sun Peaks with the family. Now, I wish I had an exciting tale to tell about extraordinary skiing manoeuvres, but I don't. There I was cruising down the run, and the next thing I knew I caught an edge, and one ski was headed west while the other one was headed east. Oh look, left binding not releasing. A ski pole was suddenly positioned where it shouldn't be. Snap, crackle, pop; pirouette, end-o, face-plant, garage sale, and then silence. And pain. After I dug my head out of the snow bank, I looked down at my left leg. I didn't look like I was leaking but the lower part of my leg was pointing in quite a different direction than the rest of it.

The rest of my day (and that night, and the next day) was spent dealing with what turned out to be spiral fractures on both the tibia and fibular. But, all is not lost. I learned a couple of things worth sharing.

The first one is the value of communication, especially from the patient's perspective. Not too long after my crash, a strapping lad showed up with a toboggan. Now, I have enough trouble getting down black diamond runs on 2 skis. I was not at all sure how this young whipper-snapper was going to get my chubby body off the hill without some sort of runaway punctuated by a collision with a tree. But Jamie patiently and politely introduced himself, asked a few questions about me and my leg, described his credentials and experience, and explained the steps he would be taking, and what his plan was. As we prepared to load me into the toboggan, he told me what he was doing, and why. He often checked how I was doing, and if all was OK. And before I knew we were headed down the hill.

Operationally, Jamie gets full marks for getting me bundled, loaded, and underway in good time. But I also have to give him 5 gold stars for his demeanor. The calm, matter-of-fact conversation put me at ease. As each explained step occurred, he built my confidence that the plan and outcome would be successful. The consultation reduced the net stress of the event. As a patient, it felt a little empowering to participate in my own "rescue".

So, note to self – next time you are providing first aid, invest a little effort to converse with the patient, and include them (to the extent reasonably possible) in the process and decisions. Your patient just had a traumatic experience. Your behaviour - words, tone, questions, gestures and actions – control and define the situation. Use your communication skills to make it as positive and interactive as possible.

The next thing I was reminded about was the value of looking back. Once we got to the bottom of the hill, I still had to travel across a kilometre of flat ground to where I could be transferred to an ETV. Rather than Jamie drag the toboggan across the flat, it made sense to tie me and my toboggan behind a sled, and tow me.

Using a series of granny knots and bungee cords I was secured behind the sled and ready to go. Jamie, exhausted from getting me off the hill, remained in his skis, and hung on to the left side of the sled. The sled operator needed to move us safely across the busy area, so he too was focused on things in front of, rather than behind, him. The sled did have a flap, but it covered only about ¼ of the sled's tunnel output area. And the snow was that wet sticky stuff that 2 ½ -inch paddles can really bite into and throw some distance, even at low speeds.

Because my arms were tied into toboggan, I could do nothing to sweep the snow away. Before long, I was looking and feeling like a six-foot slush ball. I could have yelled out. But, quite honestly, I was having a little fun with this part. I mean, how far could we go without someone looking back at the "load"? Apparently, quite some distance. At least as far as the ETV where an obviously pissed lead attendant berates the squad for not paying attention, and proceeds to write them up for failing to follow procedure (ouch). I wasn't worried about it – no harm done, but it served as a reminder to look every now and again to check your cargo – whether it's logs, fuel, your travel trailer, or a broken skier.

A couple of hours later, the Sun Peaks first aid squad had me packaged up (diligent process, first rate care, excellent



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA

FORESTRY TRUCKSAFE

2013 – ISSUE 146



BC Forest Safety Council

PRINTABLE VERSION

hand-off, didn't ruin my ski boot), and I was on my way to Kamloops in an ambulance. The pain was really starting to kick, and each pothole, cattle guard and frost-heave felt like someone was slapping my broken leg. Thankfully, Mae (bless her soul) was not being cheap with the morphine and Entinox, and before long we were having a marvelous chat about life as an ambulance attendant and forestry emergency evacuations.

I learned that Mae and the driver are from Merritt. What was she doing at Sun Peaks since there were closer ambulances at Kamloops, Chase, and Barriere? It turns out that other units were busy on other calls, so they were in Kamloops on relief duty, and were directed to Sun Peaks. I wondered aloud, would you have been able to find me if I was a logger in a block a few valleys over. The answer was, "usually". Really? What can a logging outfit do to help BC Ambulance Service (BCAS) crews find, and then get to their work sites?

Mae suggested that loggers spend time with the BCAS unit chief. Provide operating area maps, and explain the routes they can rely on. Lines on a map might indicate a road – but if it's only open in summer BCAS needs to know about the winter route. Most, if not all ambulances are digitally connected, so if you give them your lats and longs and provide route information, they can plug that in. In some cases, there is more than one way to get to your work site. If the ambulance is coming from Chase is their most efficient route different than if the ambulance is coming from Barriere? Knowing the best option can save valuable minutes, or hours.

Mae reminded me that communication – this time from the BCAS perspective - is key. Whoever you assign to be the contact has to know what critical information to relay, and they have to ask for the right resources. You have to get the ambulance crew to the worker so they can provide help. If the worker is in the middle of the block, or trapped in a pick-up down over the bank, you will need Search and Rescue resources. Get them coming. Most transportation incidents don't happen at a particular block, they happen along the trail. So you won't necessarily have a GPS location to provide, but if you've invested a little time explaining the geographical context

to BCAS, they are better prepared to figure out how to respond. Keep in touch with BCAS as the rescue proceeds. Keep them posted on the status of the patient. Let them know about the progress of your first aid efforts. Often, communications are sketchy. Sure, there is a satellite phone at the block, but the pick-up is over the bank at 72 km, which also happens to be a radio dead zone. You are going to need to implement a relay system. Truckers, it's highly likely that you will be an important link in that communications system, so be prepared to participate.

Mae touched on an important idea Doug MacLeod and I were discussing the other day - coordination of first aid resources. Increasingly, we are seeing 2 or 3 Licensees, half a dozen loggers, a few miners and maybe an oil and gas outfit operating on a single road system. Get to know your neighbours. The logger at 68 km can get their ETV and first aid personnel to 72 km much more quickly than you can. Maybe they have a sharp first aid attendant, or other valuable resources they would be willing to provide. Mae agreed that responding to remote locations in that golden hour can be really tough. Loggers working together, coordinating response efforts, and sharing resources can make a critical difference. So this break up, invest time in thinking about your logging year ahead. Understand who your neighbours will be. Talk to them about mutually beneficial coordinated Emergency Response Plans. Share a pot of coffee with your local BCAS folks. Stop by the Search and Rescue hall and learn about what they have, and how they operate. Learn how you can help them help you when you need it most.

Just when you think you have your system nailed, have a mock accident. I am sure you will be impressed with the resourcefulness and abilities of your crew to respond effectively, but I guarantee you will discover things you hadn't considered, and see opportunities to build a better plan.

What else did I learn that day? Probably the most enduring one is that being laid up with a broken leg is *!&% inconvenience! I've got places to go, people to see, and this is really frustrating my ability to do that. Yup, it sure is easier to stay well than it is to get well.



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FORESTRY TRUCKSAFE

2013 – ISSUE 146



BC **Forest Safety** Council

 PRINTABLE VERSION

Upcoming BC Forest Safety Council Training

Check out the [Training Calendar](#) to confirm dates and to register for these and other courses! Note courses are cancelled two weeks in advance if there is insufficient registration, please sign up early! This is not an exhaustive list.

SEBASE / SEBASE Refresher	April 10 – 11	Prince George
IOO / IOO Refresher	April 13	Prince George
5 Day Falling Supervisor	April 15 – 19	Nelson
Basic Incident Investigation	February 22	Vernon
BASE Internal Auditor	April 17 -19	Nanaimo
Basic Supervisor	April 25 -26	Vernon

Upcoming Events

COFI AGM	April 4 – 5	Prince George, BC
Western Wildfire Conference	April 10 – 13	Kelowna, BC
BC Council of Substance Abuse Conference	April 11 – 12	Prince George, BC
Earth Day	April 22	
Western Conference on Safety	April 22 -23	Vancouver, BC
Administrative Professionals Day	April 24	
Interior Logging Association 55th Annual Conference and AGM	April 25 – 27	Vernon, BC
Day of Mourning	April 28	
Olympic Logging Conference and 67th AGM	May 1 -3	Victoria, BC
Global Softwood Log and Lumber Conference	May 8	Vancouver, BC
Mother's Day	May 12	
Ritchie Brothers Auction	May 16	Prince George, BC
Log Truckers Technical Advisory Committee Meeting	May 17	Richmond, BC
Victoria Day	May 20	
Canada North Resources Expo	May 31 & June 1	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