



# RUMBLINGS

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

2013 – Issue 149



BC Forest Safety Council

○ PRINTABLE VERSION

## Log Truck Driver Fatality on Haida Gwaii

Sadly, the BC Forest Safety Council has learned of a direct harvesting fatality that occurred on July 30, 2013 on Haida Gwaii. A log truck driver was fatally injured by logs that fell from the top of a loaded truck. **Transportation Safety staff extend their sincere condolences to the family, friends and co-workers of the driver.**

This incident is still under investigation so detailed information and causes have not been released. Preliminary indications are that the incident occurred when loading was nearly complete, but load wrappers had not yet been secured.

So far this year, six people have died in incidents involving log trucks. This is the 3<sup>rd</sup> log truck driver fatally injured, and there have been three (3) indirect fatalities. July 30<sup>th</sup> marked the end of the 30<sup>th</sup> week of 2013; to date we are hearing awful news on average once every 5 weeks.



[Please click here to view the full Safety Alert.](#)

## CVSA June 2013 Inspection Results



Each year, the [Federal Motor Carrier Safety Administration](#) (from the US), [Canadian Council of Motor Transport Administrators](#), [Transport Canada](#), and the [Mexican Secretariat of Communications and Transportation](#) supports the [Commercial Vehicle Safety Alliance \(CVSA\)](#) in sponsoring Roadcheck, in which enforcement staff conduct inspections using [North American Standard Inspection procedures](#).

See the results below, [click here](#) to read the press release or check out the [article in CVSA Guardian magazine on page 23](#).

- 73,023 truck and bus inspections during the 72-hour enforcement campaign across North America.
- 47,771 Level I inspections (both vehicles and drivers are assessed for violations of federal and state/provincial safety regulations).
- 79.4% of vehicles passed; 20.6% were placed out of service (OOS). In 2012, 79.1% passes and 20.9% were placed OOS.
- Brakes remain the #1 trouble spot – they represented 49.6% of vehicle OOS violations (compared to 45.3% in 2012). Of those, 19.5% related to brake adjustment and 30.1% to other brake issues.
- Lighting issues represented 12.6% of the OOS violations.
- Unsafe-loading accounted for 11.7%.
- Issues with tires and wheels represented 10.1% of OOS violations.
- 71,630 driver inspections, including those conducted during Level I inspections. Of those, 4.3% were found with OOS violations, about half (51.8%) involved hours of service issues, and falsified logs represented 13.2% of OOS violations.
- 899 seatbelt violations were issued



**SHIFT**  
INTO WINTER

## WSBC Updates

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### [2014 Proposed Changes to Bullboards](#)

### [Part 26, Forestry Operations and Similar Activities](#)

Sept 9 2013

WorkSafeBC is requesting feedback on the proposed changes to Section 26.65 regarding bullboards. Deadline for feedback is **November 29<sup>th</sup> 2013**.

Log Haulers were seriously injured or killed in a number of incidents when the bullboard failed, in most cases aluminum bullboards that were in compliance with regulations. The proposed amendment specifies criteria for removing (or reinstating) a bullboard from service.

### [Guidelines: SWP Binder Removal Station](#)

### [Part 26, Forestry Operations and Similar Activities](#)

Aug 1 2013

Workers removing binders from a loaded logging truck are at risk of injury or death from logs, chunks, or other materials that may fall off the side of the truck into the area where the worker will stand to remove the binders or stakes. Regulation section 26.69(4)(a) specifies the use of a binder removal station as one option to control this risk.

### [Guidelines: Estimate if GVRW is exceeded](#)

### [Part 17, Transportation of Workers](#)

Aug 1 2013

The purpose of this guideline is to provide guidance on estimating whether the gross vehicle weight rating (GVWR) of a worker transportation vehicle is exceeded.

### [2014 Proposed Changes to Part 6](#)

### [Part 6, Substance Specific Requirements](#)

Sept13 2013

The Occupational Health and Safety Regulation (OHSR) does not contain specific provisions regarding safe work procedures for silica. The Rock Dust provisions (sections 6.110 to 6.115) do not address all of the exposure potentials for silica, particularly in the construction and manufacturing sectors. At present, prevention officers must use provisions in Part 5, Chemical Agents and Biological Agents of the OHSR in order to address silica exposure issues.

### [2014 Proposed Changes to OELs](#)

### [2012 Changes](#)

Aug 1 2013

WorkSafeBC is requesting stakeholder feedback on [proposed changes](#) to BC Occupational Exposure Limits (OELs) for substances below, based on the new or revised 2012 ACGIH TLVs, as well as the TLVs for 4 other substances from prior years. Of the substances below, Portland cement is the substance loggers are most likely to contact at work or home.

2012 new or revised ACGIH TLVs:

- Allyl bromide
- Carbonyl sulfide
- Diacetyl
- Ethyl formate
- Nitrogen dioxide
- Nonane
- o-Phthalodinitrile
- Piperazine and salts, as piperazine
- ACGIH TLVs for substances from prior years
- Beryllium and compounds
- Vanadium pentoxide
- Alpha-methyl styrene
- Portland cement

### [2013 Student Safety Video Contest](#)

### [Winners](#)

July 17 2013

Check out the 2013 winning videos, the theme this year was *"It's Your Job: What do you need to make it fair and safe"*.

### [WorkSafeBC Magazine](#)

### [September/October](#)

Sept 6 2013

Back strains are the focus of this year's stat book: In addition to drawing attention to this key source of injury, the book can be used as a general guide for employers and health and safety professionals trying to determine the focus of their workplace health and safety initiatives.

## Ghosts, Goblins and Ghouls will be out Thursday October 31<sup>st</sup>.

Transportation Safety wishes you a safe and Happy Halloween.

For Halloween Safety Tips from the RCMP [click here](#).



## CVSE Updates

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Updates included are summaries; click on each link or go to <http://www.cvse.ca/whatsnew.html> for the full version.

### **NSC 10 Cargo Securement Standard Amended**

[Circular 04-13](#)

**Aug 15 2013**

Four amendments effective January 1 2014.

1. Interpretation Section – Definitions: Light Vehicle

This amendment is intended to address issues arising from NSC Standard 10 definition which unintentionally cause small equipment (e.g. lawnmowers) and special purpose vehicles (e.g. golf carts) to be considered “light vehicles”, with unreasonable and unnecessary consequences for loading and securement when being transported. New wording defines light vehicles as an automobile, truck or van that weighs 4,500 kilograms or less. BC Motor Vehicle Regulations still apply to the transport and securement of cargo using light vehicles.

2. Division 2 – General Performance Criteria: Friction Mats

3. Division 3 – Metal Coils: Rows of Metal Coils with Eyes Crosswise

4. Division 6 – Intermodal Containers

### **Dispute Resolution Process Formalized**

[CEPP Notice 06 2013](#)

**Sept 12 2013**

Part of the National Safety Code Task Force report due for imminent release was a recommendation to address the concern of the commercial carrier industry for a more significant voice in those enforcement encounters where disputes arose. Two particular areas under consideration for a process were Out of Service (OOS) declarations issued under our provincial regulations and aligned with the Commercial Vehicle Safety Alliance’s Out of Service Criteria and Notice and Orders (N&Os) issued under the authority of Div 25.08.

### **Supplement for Logs**

[CVSE1000L](#)

**Aug 20 2013**

Form CVSE1000 General Permit Conditions applies to the transport of logs with the following additions/exceptions: Logging vehicles/loads (including short log loads) are limited to 2.6 m (legal) width, except 2.9 m for wide bunks transporting beetle killed wood on authorized routes ONLY (see Form CVSE1013.) Height is limited to 4.15 m (legal) height, except 4.3 m when permitted to stack configuration pieces for empty travel.

Please view the Supplement for more information.

### **VIP Update**

[Bulletin 08-13](#)

**Sept 17 2013**

A new Vehicle Inspection Program (VIP) online system will be implemented in the fall of 2013. This web based system will provide a more secure, streamlined and simplified experience for inspection program users. This system can be accessed via any internet capable device.

### **VIP Renewal Update**

[Bulletin 09-13](#)

**Sept 25 2013**

Effective October 4, 2013, the Vehicle Inspection Program will not be accepting any Designated Inspection Facility (DIF) license and Authorized Inspector certification renewal applications. This hold will continue until the new system has been fully implemented. DIFs and AIs must ensure that all renewal application information is filled out correctly and submitted to CVSE prior to this date to avoid delays or deferrals in licensing and certification approval.

### **Drawbar and Hitch Offset Requirements**

[CT Notice 07-13 Revised](#)

**Sept 27 2013**

This notice is an update for industry, staff, and the general public of the hitch offset limits and maximum drawbar limits associated with straight truck and full trailer combinations (shown on Appendix F of the CTR.)

#### **Did You Know? October is...**

Healthy Workplace Month, Car Safety Month, Shift Into Winter, and Breast Cancer Awareness Month!

It also includes Fire Prevention Week Oct 6 -12, Thanksgiving Oct 14 and Halloween Oct 31.

## Non-Compliance Fines for Alberta Workers

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Recently approved legislation in Alberta enables officers to issue employers and employees with on-the-spot fines of up to \$500 for safety violations. The legislation involves more than 60 different violations, including such things as failure to wear proper protective equipment. As well, officers can issue administrative penalties of up to \$10,000 to employers.

The new process is intended to provide a tool to address repeat offenders who have a history of chronic non-compliance. Those who receive the tickets can appeal them through the Occupational Health and Safety Council.

The administrative penalties come into force October 1, 2013 and the \$500 fines take effect on January 1, 2014. While this is the first time Alberta Occupational Health and Safety can issue monetary fines, similar systems are already in place in Saskatchewan, Ontario, Quebec and Nova Scotia.

## Greenest Workforce

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The [GreenestWorkforce.ca](http://GreenestWorkforce.ca) program provides potential forest industry recruits with a sense of the direction of the forest products industry is headed and career opportunities offered right across the country. The website features videos, blog entries from students, profiles current industry workers and provides job descriptions including one for Logging Truck Drivers. [Click here to read the description.](#)

The site is built will young people in mind and provides positive messaging about the forest industry throughout. The titles across the top of the page include: **Green Dream Blog, Your New Future, The Life You Get, Why Forestry? and Apply Now.** There are quotes throughout the site including this one:

*By 2020, the Canadian forest products industry will power Canada's new economy by being green, innovative and open to the world. The industry is a place in which to grow and prosper.*

The program also ran a contest for students vying for internships at some of the big forestry names across Canada. Eight students won paid internships and iPad Mini's and one lucky student won \$5,000. Forest Products Association of Canada (FPAC) is involved and received some funding from the Government of Canada's Sector Council Program.

David Lindsay, President and CEO of FPAC, [writes about the success of the GreenestWorkforce campaign!](#)

## BC Forest Safety Council News

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### Chris Akehurst and Don Banasky Win Awards for Safety Contributions

The BC Forest Safety Council Chair & CEO, Reynold Hert, has presented Chris Akehurst and Don Banasky with special awards in recognition of their outstanding contributions to safety in the forest industry.

The awards were presented at the Vancouver Island Safety Conference attended by more than 400 forestry and industry-related conference attendees in October 2013.

Chris, a stalwart of tree planting in BC, having planted his first tree in 1975, received the Cary White Lifetime Achievement Award in recognition of his unwavering commitment to safety. Don, a Vice President of the Truck Loggers Association and general foreman for Copcan Contracting Ltd., received the Forest Safety Most Valuable Player of the Year award. [Here are more details.](#)

### Cycle Time Report – Online

Transportation Safety completed a review of Cycle Time in response to concerns expressed by industry and recommendations in Ombudsman's reports that identified potential "safety implications of logging truck cycle times".

The purpose of the review is to better understand the processes applied to setting cycle time, and to determine if there are linkages between cycle time and safety performance. The report identifies opportunities to clarify and communicate industry practices, and to develop and communicate best practices related to cycle time determination.

To view the report and access associated resources, [click here.](#)



### Hydration Postcard Available FREE!

Employers tell us that they like to have small things that they can provide to their employees and we've been listening! This brand new postcard is available FREE by request. Contact Transportation Safety and we'll send them out to you asap.



Stick this postcard in with paycheques, hand out at safety meetings or...you decide! Help remind your employees that staying hydrated is important for so many reasons, some of which are listed on the card. Let your employees know that their health is a priority to you and *get the conversation started!*

To request copies call: 1-877-324-1212 or  
Email: [transport@bcforestsafes.org](mailto:transport@bcforestsafes.org)



### Resources Tailored to Your Needs

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 BC Forest Safety Council [website](#) for a copy of the [Resource Bulletin](#), these resources and many more.

Give us a call at 1-877-741-1060 Nanaimo or 1-877-324-1212 Prince George for more info or to request a copy.



### BC Forest Safety Council Launches Walking Challenge to Help Improve Health of Log Haulers

The BC Forest Safety Council (BCFSC) is rolling out a new health and wellness program focused on increasing the physical activity levels and overall health of log truck drivers in BC.

The Healthy Hauler Step Challenge aims to provide BC's log truck drivers with an opportunity to become more active in an easy, fun, and inexpensive way. Using pedometers provided free by the BCFSC, truckers can track the number of steps they take each day, log them over a month's time, compete for prizes, and earn recognition in their industry. They can challenge themselves, co-workers, and teams from other companies.

"Log haulers work long days. It can be very tough to find time to build exercise into a work day, but it's important if log haulers are to overcome some of the health challenges they can face", said Rick Walters, Director Transportation Safety, BCFSC. "By using this program, log haulers can be active, measure their progress, and take increasingly bigger steps towards a healthier, safer and more productive work place."

The first round of the step challenge begins October 15, 2013. Please call the BCFSC Transportation Safety team at 1-877-324-1212 or email [transport@bcforestsafes.org](mailto:transport@bcforestsafes.org) to learn more.



## North American Fatigue Management Program

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[Transport Canada collaborates with Federal Motor Carrier Safety Administration and others to launch interactive driver fatigue management tool](#)

OTTAWA — The Honourable Lisa Raitt, Minister of Transport, and Anne S. Ferro, Administrator of the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA), today announced the launch of the North American Fatigue Management Program (NAFMP), a website that provides training and education on commercial bus and truck driver fatigue management.

"The launch of the program is very good news," said Minister Raitt. "The collaborative work that has been done with partners will assist motor carriers and drivers in managing fatigue, and promote safety by reducing fatigue-related crashes."

"We can help save lives and prevent crashes on our roads by providing drivers and companies with educational tools, like those contained in the North American Fatigue Management Program website," said Administrator Ferro. "This is another supportive resource truck and bus drivers can utilize in addition to complying with our hours-of-service rules."

The NAFMP is a voluntary, interactive web-based educational and training program developed to provide commercial truck and bus drivers and carriers with an awareness of the factors contributing to fatigue and its impact on performance and safety. It provides:

- information on how to develop a corporate culture that facilitates reduced driver fatigue;
- fatigue management education for drivers, drivers' families, carrier executives and managers, shippers/receivers and dispatchers;
- information on sleep disorders, screening and treatment;
- driver and trip scheduling information; and,
- Information on Fatigue Management Technologies.

The program was developed by multiple partners, including Alberta Employment and Immigration, Alberta Transportation, Alberta Worker's Compensation Board, Alberta Motor Transport Association, Commission de la santé et de la sécurité du travail du Québec, Société de l'assurance automobile du Québec, the Federal Motor Carrier Safety Administration, the American Transportation Research Institute, and Transport Canada (TC).

The NAFMP fatigue management tool does not replace or override the FMCSA or TC's regulation on hours-of-service. FMCSA and TC-regulated commercial motor carriers and drivers continue to have a duty to know and comply with the respective FMCSA or TC hours-of-service regulations. The NAFMP is a complement to hours-of-service regulations that aims to improve motor carrier safety and increase alertness and reduce fatigue.

For more information on the North American Fatigue Management Program, please visit [www.nafmp.org](http://www.nafmp.org).

## Tools & Technology

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### *A New Way to Fix an Old Annoyance*

The [Lockwood Report from Today's Trucking](#) did a piece on a new invention; it seems pretty neat. It's about a BC man named Marty Vanderhoek who has developed a new product aimed at reducing the blind spot that's right beside your rig, just a little ahead of your door. The Smart Lite is a backup lamp with a convex mirror on it that allows you to see what's beside you by looking through your side view into the mirror on the lamp. The reflection shows what's in your blind spot. In the dark you could see the taillights of vehicle in the reflection. Lockwood reports that ICBC and the MoTI have received the Smart Lite quite well. For many more details check out this [article](#).

## ***Mechanics Gloves: Not just for Pulling Wrenches Anymore?!***

The [article](#) and photos are used with permission from [Superior Glove](#).

### **Selecting Quality Mechanics Gloves: What a Good Fit Should Look & Feel Like**

You may or may not know, but mechanics gloves are not for mechanics only. Gloves that fall into this category are good for many other applications, some of which include general construction, material handling, carpentry, plumbing and law enforcement.

#### ***What's the most important thing to consider?***

The most important thing about a glove is making sure it provides a proper and consistent fit. This is because the glove is usually used as a grip interface in addition to providing hand protection. A glove with poor fit will be cumbersome and lose dexterity – making things harder to do and cause fatigue to set in faster. Think of gloves as a tool... and quality tools are always better.

#### ***How do I check the fit?***

To check fit, first put the glove on then start to examine critical features. All the fingers should feel the same size in relation to the hand. One finger should not be baggy and another one tight. Consistency of fit is paramount. In addition, look at the fingertips – the shape should be round and consistent; good fingertips are key to maintaining dexterity.

#### ***Do your own quality control.***

Look at the sewing – is the stitching consistent? Does it look like it was sewn by a skilled operator? If you inspect a glove with a careful eye, you will easily tell if it is a quality product or not.

#### ***Keep in Mind...***

Poor quality tools increase worker fatigue, cause loss of efficiency and control and can actually lead to injury. So when choosing a glove – choose a glove that offers quality and value!



## **Headlines**

### **[Dirt biker killed in logging truck collision](#)**

A 22-year-old man is dead after the dirt bike he was riding collided with a logging truck in what RCMP are calling a “freak accident.”

### **[Court awarded 18.5 million to families of fatal crash](#)**

Celadon Trucking Services Inc. has agreed to pay a total of \$18.5 million to two Michigan families in a lawsuit stemming from a fatal crash on Interstate 94 near Portage, Ind., in 2011.

### **[CRA Crack Down on Peace Area Forest Operators](#)**

A pilot project focusing on British Columbia's remote Peace River region found hundreds of small-time operators who haven't been paying taxes.

### **[Eco Log Forwarder: Eco Log's unusual concept forwarder turns heads at Elmia](#)**

Eco Log has tried to solve the problem of high payloads while reducing ground pressure.

### **[Study to Provide Prince George Employers with Insight into Retaining Employees](#)**

Initiatives Prince George (IPG) is conducting research over three years to determine why people relocate to Prince George for work, their immediate perceptions of the city and what encourages them to stay or leave.

### **[Chopping Wood Boosts Testosterone](#)**

LUMBERJACK ALERT: Gentlemen, grab your axes. A new study shows that chopping wood boosts testosterone levels even more than competitive sports.

### **[Vancouver Island 2013 Logger Sports Results](#)**

From Port McNeill Logger Sports.

### **[Reclaimed Cedar Forms Shell of Floating Exbury Egg](#)**

A large wood egg can be seen bobbing in the estuary of the Bealieu River, the latest creation of artist and environmentalist Stephen Turner.

## Downside of Sitting on Our Backsides: Risks of sitting too long

This [article](#) and photo are used with permission from the [Canadian Centre for Occupational Health & Safety website](#).



Taking the stairs instead of the elevator, trips to the gym, lunch hour walks - the value of exercise is understood by both individuals and organizations. What may not be as well-known are the health risks of sitting for long periods at a time - regardless of how much you exercise.

### How working in a sitting position can affect your health

Those who must spend long periods in a seated position on the job such as drivers and office workers, are at risk for injury and a variety of adverse health effects.

The most common injuries occur in the muscles, bones, tendons and ligaments, affecting the neck and lower back regions. Prolonged sitting:

- reduces body movement making muscles more likely to pull, cramp or strain when stretched suddenly,
- causes fatigue in the back and neck muscles by slowing the blood supply and puts high tension on the spine, especially in the low back or neck, and
- causes a steady compression on the spinal discs that hinders their nutrition and can contribute to their premature degeneration.

In addition, people who interrupted their sitting time more often just by standing or with light activities such as housework, shopping, and moving about the office had healthier blood sugar and fat levels, and smaller waistlines than those whose sitting time was not broken up.

### Back Injuries: Did you know...

- Back strain injuries result in more days of lost work than any other type of injury in B.C.
- Among men experiencing back strain injury, those below age 45 were more likely employed as material handlers, while those 45 and older were most often employed as truck drivers.
- Back injury is widespread, affecting almost one in five people in British Columbia.

Source: [WorkSafeBC 2012 Statistics](#)

Sedentary employees may also face a gradual deterioration in health if they do not exercise or do not lead an otherwise physically active life. The most common health problems that these employees experience are disorders in blood circulation and injuries affecting their ability to move. Deep Vein Thrombosis (DVT), where a clot forms in a large vein after prolonged sitting, sometimes called "Traveller's Thrombosis" because it is sometimes observed after a long flight, is also a risk.

Employees, who for years spend most of their working time seated, may experience other, less specific adverse health effects. Decreased fitness, reduced heart and lung efficiency, and digestive problems are common. Recent research has identified too much sitting as an important part of the physical activity and health equation, and suggests we should focus on the harm caused by daily inactivity such as prolonged sitting.

Data collected in a 1990's Australian study on the prevalence of diabetes and its risk factors was further analysed by a team led by associate professor David Dunstan to determine whether people's television viewing time was related to their metabolic health. Results showed that people who watched television for long periods of time (more than four hours a day), regardless of how much moderate to vigorous exercise they had were at risk of:

- higher blood levels of sugar and fats,
- larger waistlines, and
- higher risk of metabolic syndrome

### What does this mean for workers?

Injuries resulting from sitting for long periods are a serious occupational health and safety problem and are expected to become more common with the continuing trend toward work in a sitting position. An important step is to recognize that prolonged sitting can be a health risk, and that efforts must be made to design jobs that help people reduce and break up their sitting time.

### How can you design a job that requires prolonged sitting?

The main objective of a job design for a seated employee is to reduce the amount of time the person spends "just" sitting. Frequent changes in the sitting position are not enough to protect against blood pooling in the legs or to prevent other injuries.



Five minutes of a more vigorous activity, such as walking for every 40 to 50 minutes of sitting, can provide protection. These breaks are also beneficial because they give the heart, lungs and muscles some exercise to help counterbalance the effects of sitting for prolonged periods in a relatively fixed position. Where practical, jobs should incorporate "activity breaks" such as work-related tasks away from the desk or simple exercises which employees can carry out at the workstation or worksite.

Another important aspect of job design is consulting with and getting feedback from employees. No matter how

**Source:**

*Health & Safety Report: Downside of Sitting on Our Backsides, (Volume 8, Issue 3), <http://www.ccohs.ca/newsletters/hsreport/issues/2010/03/ezone.html#ontopic>, Canadian Centre of Occupational Health and Safety (CCOHS), 2010. Reproduced with the permission of CCOHS, [2013]*

## Additional Resources

### [Ergonomics for Truckers Video](#)

Truck drivers often sit for long periods of time, which puts stress on the lower back. This video identifies things truck drivers can do before they start work to reduce the risk of back injury. (2 min 44 s)



©WorkSafeBC. Used with permission

### [Back Talk](#)

An illustrated handbook that explains how the back works, provides tips for avoiding injury, and shows how to care for the back during recovery. The booklet also covers situations that can cause excessive loads and describes ways to reduce the risk of injury.

### [Does Your Back Hurt?](#)

A brief illustrated guide outlining back facts and myths, back posture, risk factors, exercises, and tips for preventing back pain.

### [Ergonomics for Truck Drivers](#)

Patient Information from the American Chiropractic Association.

### [Trucking Injury Reduction Emphasis](#)

TIRES website with a variety of tips and tools.

### [Safety Training Resources for Heavy & Tractor Trailer Truck Drivers](#)

Free resources for truck drivers from the Texas Division of Workers' Compensation.

## Casualty crashes in BC almost double when winter approaches

When it comes to winter, the number of casualty crashes in December, involving driving too fast for the conditions, almost doubles compared to October. According to a five-year average for the province (2007-2011), the number jumps from 149 in October to 289 in December.

The spike in the number of casualty crashes is even higher in specific areas of the province. In the Southern Interior, the number more than triples from an average of 33 incidents in October to 109 in December.

- Lower Mainland: Crashes increase 46 per cent from about 61 in October to 89 in December.
- Northern Central: Crashes more than double from about 24 in October to 50 in December.
- Southern Interior: Crashes more than triple from about 33 in October to 109 in December.
- Vancouver Island: Crashes increase 36 per cent from about 30 in October to 41 in December.

(ICBC Casualty Crashes by Contributing Factor. Driving Too Fast for the Conditions 2007 – 2011 Police Reported Data)

Thanks to [Shift Into Winter](#) for this information, to read the entire [press release](#) and view more Winter Driving Resources go to [shiftintowinter.ca](#).

**Whether you are a new or seasoned driver, winter roads can be dangerous. Here are a few tips to help you prepare and stay safe at work:**

**Watch for black ice.**

Black ice is a thin layer of transparent ice that forms when the temperature is close to freezing. Look for ice buildup on your windshield; this is a clue that conditions are favourable for black ice to develop. Slow down when approaching shaded areas, bridges and overpasses as these sections of road freeze sooner than others in cold weather.

**Carry a cell phone and make sure it is charged.**

Cell phone batteries can freeze in extremely cold weather, so don't leave your phone in the vehicle for extended periods of time.

**Drop your speed to match road conditions.**

No matter how much experience you have, the way your truck will move on snow or ice is unpredictable.

**Talk to people.**

Make sure your radio is on and talk to the drivers around you. We're all a little nervous out there and it helps to know what you're dealing with. Try to find a seasoned driver with a healthy respect for physics to help talk you through it.

**Don't follow too close.**

Traffic tends to bunch up on bad roads – the natural inclination is to follow other drivers. Keep a safe distance from the vehicle in front of you.

**Watch for warning signs.**

If vehicles are spun out in the median or shoulder, the roads are bad. If you start seeing big trucks spun out, it's time to get off the roadway.

**There is no load worth your life.**

If you experience extreme driving conditions, try to find a safe spot to wait it out. Let your logbook gain some hours. If you can't find a spot in a truck stop, park on a ramp or anywhere that is safe and out of the way. Try not to park on an incline, as you may get stuck.



**Make sure you have the supplies you need.**

In the unfortunate event that you end up stuck, spun out, wrecked or just sitting in a backup, be sure you have the necessities with you. Keep extra warm clothing, blankets, canned food and water. Be sure to keep your diesel tanks full so you won't run out.

**Treat your diesel.**

Diesel gels when it gets really cold. If your diesel gels, your truck won't run. If you are facing winter weather conditions you need to put an anti-gel additive to your tanks (put it in BEFORE you fuel so that it mixes). It is a good idea to stock up ahead of time.

**Commercial vehicles in B.C. must carry chains from October 1 to April 30.**

Make sure your chains fit your tires and practice installing them before you need to use them. Otherwise, you may have a cold and frustrating experience on the side of the road. Stop at a weigh station or rest area for the install so you are safely off the road and have some room to drive your rig forward and back.

**Wear sturdy shoes or boots that have good traction.**

Snow, ice and cold weather can make even the simplest task treacherous. Maintaining 3 points of contact when entering or exiting the cab will keep you on your feet, especially in winter when steps and the ground below may be icy.

**Check out [Shift Into Winter](#) for:**

- Winter Driving Survival Checklist.
- Resources on Winter Tires and Chains.
- Workplace Resources and posters
- Much More!

[Test your winter driving knowledge](#) and enter for a chance to win \$150 dollars towards winter tires.



## Ramblings: Tips for Loading Success

*Written by Rick Walters, Director Transportation and Northern Safety*

So far, 2013 hasn't been a great year for log hauler safety. There have been 3 fatalities involving log haulers. If that frequency continues, the number of log hauler fatalities per million m<sup>3</sup> harvested might be on track to be the worst since 2005 – when industry collectively decided to take positive action to change those results.

That statistic doesn't include fellow truckers that have died from "natural causes". For log haulers, natural causes increasingly includes things like strokes, cancers and heart attacks, as well as complications brought on by diabetes, obesity, cumulative sleep deprivation and plain old unhealthy lifestyles. It's a troubling trend that we need to reverse (check out our Healthy Hauler Program coming later this month).

Another striking difference in 2013 is the nature of the fatalities, serious incidents and near misses. Yes, there have been far too many fender-benders, spilled loads and rigs in the rhubarb - so far this year, there have been more Motor Vehicle Incidents involving log trucks than during the same period of any of the last 6 years. Driving surely remains a risky part of every log hauler's day. But a startling number of *recorded* incidents aren't driving-related; they are events occurring when the driver is outside the truck - loading, wrapping, adjusting the load, and unloading.

Improving your lifestyle and overall health is something you can start now, and will show profit down the road. But knowing and implementing safe loading practices can be done today; it can save your neck on your next load.

Most contractors and prime contractors have standard work procedures that they require every log hauler to follow on their work site. Expect to receive a copy of them before you start work. Read, understand and implement them. As well, there are a few tips that you might not find in those procedures, but that are well worth implementing.

### Preparing to Load

While you are waiting for your cue, and as you pull into position to be loaded, check the area for hazards. Is the log deck stable? Is the loader well-positioned? Are the loader tracks on firm ground so it can lift your trailer off without compromising stability? If there are tripping hazards on the road way, ask the loader operator to give it a quick sweep.

When turning around and backing into position, don't be shy about getting out and checking the site to make sure

it's good to go. If you're unsure, ask the loader operator (or someone else) to guide you. Give your horn a blast so your intentions are known.

Don't pretend to be a mind reader; don't expect the loader operator to be one. Use a clear and consistent means to communicate. Use your 2-way radio. A horn works: the standard is 1 blast = stop; 2 blasts = back up; 3 blasts = move ahead. If you're outside the cab, hand signals can work. Give, and expect to receive, the standard hand signals. Make eye contact with the operator. If you aren't sure, double-check to confirm.

Let the loader operator do their job. Be patient as they position the trailer, let them get it right. They need to be able to see the hitch to line things up. Don't put yourself in the bight by walking underneath the reach. If they have to jiggle the trailer a little, take a few steps back and out of the way while they do that. More than a few truckers have been surprised and injured when they move in to hook up the trailer before the loader operator has completed positioning. Remember, a compensator in the kisser will really mess up your smile for a few weeks.

Take the few extra seconds to be confident all your gear is hooked up properly, and the rigging is ready to go. Have you ever noticed how hard a trailer pulls if the air lines are criss-crossed? A methodical, thorough system of hooking up and checking is far more efficient than racing around your rig 2 or 3 times re-doing a half-fast process.

### Loading

The standard process is that no loading will occur until the loader operator knows the trucker is safely tucked in the cab. If you have to get out of the cab for a good reason, check with the loader operator first, and let them know if / when you get out.

If it is acceptable to be outside the cab during loading (catch a little fresh air), stand where the loader operator can see you – easily and always. Don't make them guess where you are. Let them concentrate on loading logs. Help them out – wear your hi-vis gear.

Stand 10 to 15 metres ahead of the truck - beyond the swing of any logs or toppling log deck. If the logs are slippery (cold winter weather or green bark), step back a few more metres. Watch what the loader is doing – even a snapped branch will leave a nasty bruise if you don't see it coming.

Pay attention to what is being loaded on your truck, and how. You have to let the loader operator know about a crossed-up or broken bunk log at the start of the load, not at the end. You're going to be married to that load all the way to town, so if a cracked log, protruding top or branch, or improper load crown gives you grief 37 km down the road, the loader is nowhere around to make it right. *Maybe* you can reach that branch – if you swing your axe with 1 hand while half-hanging off the stake with the other one. But why risk slicing open your knee cap when you miss with the first swing? Let the loader operator know. Help them help you. Don't leave the loading area until your load is "right".

Don't try to mark or trim your load while loading is still in progress. As a matter of fact, expect to see loading stop entirely if you start reaching for the spray paint or crayon.

If the loader operator insists on doing things that you think compromise your safety, take a minute and let them know. They have no desire to incur an injury, and they surely don't want to mess up their loading productivity by having to get out of the loader to patch you up. Show your leadership and respectfully initiate the conversation.

### Wrapping Up

Lots of truckers are getting hurt wrapping up. The practice of getting the loader to pass wrappers over the load has been shown to reduce injuries. It might take a few seconds more to do it that way, but wearing out your throwing arm will cramp your pitching style, and a pulled rotator cuff will take months to heal.

Don't under-estimate the ability of even the smallest log to inflict pain and suffering. To get a sense of what it

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Attn: Rumbblings Editor**

**Via Email**

[transport@bcforestsafe.org](mailto:transport@bcforestsafe.org)

**Via Fax**

1-888-986-6962

**Via Mail**

BC Forest Safety Council  
#104 – 2666 Queensway,  
Prince George, BC, V2L 1N2

might feel like to have a 6" pine short log fall on your shoulder, find a city bus travelling at about 20 km/hr and just step slightly off the curb so only the bus mirror clips your shoulder. You'll have quite a few weeks of pain and missed pay cheques to make you wonder why you took such a foolish risk.

Stand out of the way while the loader secures the load. Wait until all motion has ceased. Make visual contact with the operator, and get the "go" signal. Look up. Listen. Think about what you are doing. Where are the hazards likely to originate? What is your escape route? Auto-pilot is not an option. Then get busy doing up your wrappers. When you're done, step 5 or 10 metres back and out of the way. Watch as the loader moves the grapple. Those few extra seconds of checks and pauses can mean the difference between another load of logs safely and efficiently headed for town, and a helluva headache.

Simple, straight-forward, and not terribly time consuming, and practices that will contribute to your continued success. Next issue, watch for a few ideas about efficiencies along the way and developing your circle check system.

## Upcoming BC Forest Safety Council Training

Check out the [Training Calendar](#) to confirm dates and to register for these and other courses. Note that courses may be canceled two weeks in advance if there is insufficient registration, please sign up early!

5 day Falling Supervisor Training	October 21-25 / 28 – 31	Prince George / Vernon
Basic Incident Investigation	October 17	Langley
Basic Supervisor	October 17 – 18	Vernon
BASE Internal Auditor Training	October 23 -25	Prince George
SEOHS	October 30 -31/Nov. 5-6 / 6-7	Nanaimo/Kamloops/Prince George
SEOHS Refresher	November 1/7/8	Nanaimo/Kamloops/Prince George
IOO / Refresher	November 2/8/9	Nanaimo/Kamloops/Prince George
Basic Incident Investigation	November 4 /14	Prince George/Nanaimo & Vernon
IOO Refresher	All the time	Online
SEBASE Refresher	All the time	Online

## No Gear? No Fear! Fishing Rod Loan Program

Families or organized groups such as Scouts, Girl Guides, after school clubs, and others interested in trying their luck or introducing kids to fishing are welcome to borrow spinning rods and reels complete with a tackle box of gear!

Check out [gofishbc.com](http://gofishbc.com) for a list of participating locations!



## Upcoming Events

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<a href="#">Assoc. of Canadian Ergonomists Annual Conference</a>	October 7 -10	Whistler
<a href="#">BC Municipal Health &amp; Safety Conference</a>	October 20 -22	Victoria
<a href="#">BCTA “Managing for Profitability” Conference</a>	October 23	Surrey
<a href="#">Employers Advisors Office –FREE Courses</a>	Various	Across BC
<a href="#">BC Safety Committee Conference</a>	November 13 -14	Langley
LTTAC Meeting	November 22	Richmond
BC Natural Resources Forum and Tradeshow	January 22 - 23	Prince George
Annual Truck Loggers Convention	January 15 - 17	Victoria
ABCFP Forestry Conference and AGM	February 11 -14	Kelowna

*Is there an event that should be listed here?*

*Let us know what we missed! [transport@bcforestsafe.org](mailto: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*