



## SAFETY MEMO

To: All road users  
Date: January 23, 2006  
Copy To: Canfor Scales  
From: Canfor/Contractor Woodlands Safety Committee  
Subject: **HAZARD ALERT – Safe Passing Procedures & Radio Procedures for Fuel Trucks**  
File:

# HAZARD ALERT

## SAFE PASSING PROCEDURES & RADIO CALLING PROCEDURES FOR FUEL TRUCKS

On December 23, 2005 a near miss occurred that had the potential to cause severe injury or death. At 2:00 pm, a fuel truck made a brief stop @ 34 km on the Pelican FSR. The fuel truck driver then resumed traveling empty and called “Empty @ 34 km”. The fuel truck driver heard a loaded logging truck call “Loaded @ 40 km”. The fuel truck kept proceeding and heard the loaded logging truck call again “Loaded @ 38 km”. The fuel truck prepared to meet loaded logging truck @ 37 km on Pelican FSR, by slowing down and staying on his side of the road. Then the fuel truck driver heard over the radio “Pickup passing @ 37 ½ km”. Before the fuel truck could grab his radio, the loaded logging truck, pickup, and fuel truck were three wide on the logging road. In order to prevent a head on collision, the fuel truck hit the ditch.

### Contributing Factors:

- Very poor visibility due to fog at time of incident.
- Road calling procedure not clear on specifically how empty fuel trucks are to call. Fuel truck driver said that he was instructed to only call “Posted Empty Call Signs on the Pelican FSR”, and that he wasn’t to indicate that he was “Fuel Truck”.
- Inadequate warning and communication of how pass was to be conducted by pickup. Passing in poor visibility conditions, and giving little warning to oncoming traffic that a pass would be occurring.

### Recommendations from Incident:

- New Calling Procedures have been released indicating that fuel trucks traveling in the empty direction will call all odd empty kilometers, and also any other posted “Call Empty” km signs. Fuel trucks to identify themselves as “Fuel Truck” when calling kilometers to warn oncoming traffic of hazardous vehicle approaching.
- Passing is a very high risk activity on a logging road, the following passing procedure must be followed by all road users:
  - In the event passing is required, pass with extreme caution.
  - The passing vehicle must ensure there is good communication with lead vehicle on how the pass will take place, and if the pass is safe to complete.
  - Passing vehicle will announce over radio the kilometer that the pass will be occur at.
  - Do not attempt a pass if unsafe conditions exist (i.e. Foggy, dusty, or smoky conditions).