

**PROGRESS REPORT – SUMMIT I to SUMMIT II and beyond
December 15, 2005**

Background:

Goals for Summit II (from p 34, Summit I report)

“A draft Action Plan needs to be developed and reviewed with all participants. This plan will be the principal focus of the fall Summit meeting. It will set out:

- **A Vision** – for Forestry TruckSafe that will describe the results we expect to achieve
- **Guiding Principles** – that will guide future action
- **Strategic Directions and Objectives** - - the four or five strategic directions (Leadership groups topics) will be set out and described in some detail, including the assigning of responsibility for implementation.
- **A Timetable** – a matrix of actions, with objectives, goals and dates for completion
- **Follow-up Process** for the ongoing review of the Action Plan and reporting on progress
- How the Forestry TruckSafe Action plan will ‘fit’ with the overall Trucksafe Initiative (WorkSafe BC) and other safety initiatives within the forest sector, as well as policy initiatives in other related areas.”

Items identified from the Summits upon which action has been taken or started:

1. *Timely near miss system* – several licensees (Canfor, Babine Forest Products, Weyerhaeuser that we know of) have started road monitoring and near-miss recording Sample monitoring forms available for review
2. *Best practices transfer* – good industry practices have been posted on BCFSC website, and an “information clearinghouse” has been set up to house information gathered from various jurisdictions, creating a resource centre from which ideas and strategies can be reviewed, avoiding duplication and “re-inventing the wheel”.
3. *Driver “info-flips”* – a draft infoflip will be put together by a consortium of northern mills this season – right now between them there are more than 100 “rules of the road”; intent is to narrow them down to top 10 commonalities, plus inserts for particular mill practices; process begun in September, aiming for “mock-up” by November 30, final by Dec 31/05 in time for heaviest hauling months (Jan/Feb 06)
4. *School Education Programs* –approaching School Districts to look at curriculum starting in Kindergarten; psychologists say that children’s

attitudes towards driving safety are formed by the time they're 6.
(THINK!, UK)

5. *Tourist Education on sharing Roads* – see MOF pamphlet on forest roads; engaging Chambers of Commerce and Tourism associations to use rest areas for education about sharing roads with resource vehicles:
6. *Forest Expo “truck Rodeo”* – Forest Expo will be in PG June 1,2 & 3; space has been secured for BCFSC booth, and parking lot designated for Truck Rodeo; more details to follow
7. *Educate government agencies on issues and realities* – since June, Fallor's Report, Northern Crash Report, meetings with Ministers Coleman and DeJong, BC Timber Sales, etc
8. *Local and regional issue consultation meetings and follow up with participants* – Burns Lake Sept 9; Prince George Sept 8; Houston Nov 8; Dawson Creek Nov 16; Ft St John, Dec 14;
9. *Scale communications* –compiling contact list for all scale shacks for distribution of hazard alerts and info flips
10. *Follow up on Project INFORM* – now being implemented in entire province by E Division, RCMP. More than 1800 letters have already gone out
11. *Self & peer monitoring* – several mills have road monitors (eg: Babine Forest Products, Burns Lake; Beuckert Trucking Ft St James; Burlington Resources;Canfor); using points/demerit system
12. *Best practices shared within industry and with drivers, website access:* done, need to do more
13. *Increase resource road standards:* the Forest Practices Board report released December 7/05 has recommended that the Ministry of Forests get a plan in place to manage resource roads by Dec 31/06. The Council endorses that recommendation and will push for a Resource Road Act.
14. *Consistent signage* – 16 mills in central interior working together to standardize signage, vehicle identification and calling procedures by Nov 15/05 (Canfor, West Fraser, others); WSBC has drafted a template for resource road entryways to be consistent across province. Includes number to call re: road maintenance and incident reporting.
15. *Traffic sensitive intersection warnings:* increased signage, possibly rumblestrips being implemented; meeting was held with key agencies in

late November that discussed several major intersections between highways and resource roads; working on developing solutions, consistent signage and warning systems.

16. *Improve paint quality and longevity on roads*; MoT is experimenting with different paints/coatings to try to find something that will hold up to snow, scraping, sanding and chemicals
17. *Reconcile enforcement policies between agencies and companies*: the Enforcement & Compliance Leadership group has been formed to identify gaps, overlaps and who should be doing what; Shared Responsibilities document will be released by the Council in January 2006.
18. *Common regional radio protocols and reduced dedicated number of radio channels dedicated to forest industry* – Industry Canada is reducing from 140 channels to 40 – not for forestry only – but all road users
19. *Progressive discipline policies within hauling and contractor companies*
Several companies that we know of have implemented this plan, based on “demerit” points, or numbers of infractions. Examples and processes are being placed in the Information Clearinghouse; eventually we’d want to see them standardized so that it wouldn’t matter which mill/employer was being hauled for, the penalties and procedure would be the same.
20. *Improve personal and corporate responsibility*; Canfor and other companies have made public commitments to safety in operations; individuals/fleet owners have made personal commitments to safety, from educating their drivers, to progressive discipline policies, to road monitoring (eg: CanFor, Babine, West Fraser, Dunkley), to installing electronic tracking devices in their fleets (eg:Excel, Arrow, Lomak, BoBell, Ryler Bulk). Individuals have come forward to volunteer in various capacities.
21. *Review default speeds*: RoadHealth task force is looking at recommendations to reduce speeds for winter and night driving (partners, ICBC, RCMP, MoT, CVSE, WorksafeBC); Concern centres not so much around posted speed as driving too fast for conditions, no matter what the posted speed would be.
22. *Consistent accident reporting and causal analysis*: The RCMP accident report form could be utilized, and RCMP codes used in order to take advantage of the RCMP crash data analysis computer program.

23. *Designated haul routes:* Ministry of Transport and Ministry of Forests and Range are assessing concept of designated haul routes. Their response around viability is expected sometime in January 2006.
24. *Development of a road maintenance cost sharing protocol:* a proposal is being drafted by Ministry of Forests and Range staff, expected in mid-January.
25. *Resource Road Driving Course:* being developed by the Forest Safety Council's Safe Silviculture program in partnership with Forestry TruckSafe to educate silviculture workers, in time for next spring's tree planting season.
26. *Vehicle Identification Number Program:* has been started by many licensees and their contractors, including WorkSafe BC and BC Timber Sales.
27. *Top 10 Rules of the Road:* have been finalized and distributed around the north central interior; implemented in many locations
28. *Jurisdictional review:* has also been endorsed by the Forest Practices Board, and is being undertaken internally by enforcement agencies, as well as by the Shared Responsibilities committee of the Forest Safety Council.
29. *Communications with drivers and companies:* 14 issues of "Rumblings", a bi-weekly e-newsletter addressing issues and passing on information have been issued. Back issues can be viewed at www.bcforestsafe.org, under the TruckSafe button.
30. *Hours of work service/fatigue issues:* Transport Canada has issued notice of a change in hours of work/service regulations effective January 1, 2007. Discussions will be held regarding hours particular to log haulers in the spring.
31. *Sharing the road:* Public service announcements will be broadcast from January to March 06 as a pilot; content will be around sharing the road for private vehicles and resource vehicles, addressing issues such as stopping time, passing, visibility, etc.
32. *Right to refuse unsafe work:* a wallet card is being produced for truckers that will have the "Top 10 Rules of the Road" on one side, and the criteria for refusing unsafe work on the other. The cards will be laminated – ready for distribution the first week of January 2006.

33. *Issues tracking process and follow-up*: a template for tracking issues over time and doing follow-ups for accountability purposes has been developed and put in place. Issues arising from the Forestry TruckSafe Action Plan will be placed in the template, and updated communications will be available quarterly on the BC Forest Safety Council website, as well as in issues of “Rumblings”.
34. *Regional initiatives*: in development in the Peace (partnership with ENFORM), on Vancouver Island/Coast, and in Burns Lake (partnership with WorkSafeBC)
35. *Drug & Alcohol abuse*: discussions have begun with the RoadHealth/Northern Health initiative, Forestry TruckSafe and the Northern BC Council on Substance abuse, to provide training for supervisors and employees on what to watch for and the safety impacts of substance abuse in the forest industry.

Other areas of progress and/or involvement since the Summits:

- Huge increase in media coverage and public awareness about safety in the forest industry.
- Labor Minister Mike DeJong will appoint an ombudsman to investigate the safety issues in the forest industry.
- Major licensees met to discuss safety and make it a priority with their companies.
- The Forestry TruckSafe Hotline opened December 1, 2005 1-877-324-1212
- A joint initiative between the oil & gas sector and Forestry TruckSafe has begun regarding sharing resource roads in the Peace area; a forum is set to be held in February in Fort St John, with all stakeholders, to identify issues and work on joint solutions and protocols.
- Several major licensees in the interior have held contractor and employee safety meetings bringing together literally hundreds of people at a time – all workers supplying services to those mills, including fallers, silviculture contractors, loggers, and truckers.
- The US government has slashed the softwood tariff in half, making the economic bottom line for BC’s forest industry a little less lean.
- The BC Coroner’s Service will conduct several inquests into the deaths of forest industry workers.