



Rumblings



A Publication of Forestry TruckSafe ~ A BC Forest Safety Council Initiative
PH: 250.562.3215 ~ FAX: 250.562.9237 ~ EMAIL: arcand@bctrucksafe.org ~ WEB: www.bcforestsafesafe.org

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Safety in Forestry Transportation

TruckSafe Rumblings is published biweekly to keep you informed on what is happening in forest hauling safety in BC. Call MaryAnne Arcand to provide input or get the news out on best practices and concerns in the industry.

HAYES HONEYMOON BAY TRUCK SHOW- a huge success!

Congratulations and many thanks go out to Dennis and Yvonne Ruttan, organizers of the Hayes "Over the Bay" Truck Show at Honeymoon Bay over the long weekend. 92 trucks of all ages, classes and sizes came to show off their paint, their lights, and their drivers. Dennis currently hauls logs for Hayes Forest Services, but has been a highway hauler as well. He also writes columns in the Pro Trucker and Western Woodlands magazines.

Logging trucks (highway and off highway, including fat trucks and the last Hayes fat truck off the line, made for Expo 86), tow trucks, dump trucks, long haulers, lowbeds (complete with load), super B's (complete with lumber), hobby trucks, working trucks, and antique trucks covered the old dryland sort at Honeymoon Bay. Truckers and their families, and hundreds of interested people got together to talk... trucking, of course!

And the truck light show is something that won't be forgotten for a long time. It was amazing to see how much pride these guys have in their ride. The hours and dedication it took to clean those working trucks up so they looked like they just came from the showroom is incredible. Great job, everybody! And thanks to Hayes for the awesome fireworks show that capped a super weekend.

INPUT FROM ISLAND TRUCKERS

Forestry TruckSafe set up a booth at the Honeymoon Bay Truck Show so we could hear from and talk to Island truckers. And boy, did we! As many different opinions about what needs to be done as there are drivers- but several common themes: Hours of work, rates & cycle times (wages), speeding, road maintenance, and sharing the road with the public were the most mentioned issues. Similar to elsewhere in the province, the truckers were clear that the fatigue and stress brought on by those issues is causing many good experienced drivers to leave the industry. As everywhere else in the province, most of them are over 50, and are concerned about who's going to take their place. At least a dozen truckers said that conditions on the Island in terms of safety have gone back to the level of the 1940's (and yes, some of them have been driving since then!!!) but others were solid in their praise for the company they drive for or haul to, saying that the company has really emphasized safety in a meaningful way.

A couple of truckers were critical of the Forestry TruckSafe program, telling MaryAnne she didn't know a #@(*& thing about trucking – and fair enough! That's why she's out there, learning, doing ride-alongs, and getting input from the truckers themselves. Last Thursday, she went up the steep slopes north of Franklin Camp with an engineer from Hayes, and saw for herself what a 28% slope looks and feels like. On Friday, she went for a ride with a union driver out of Jordan River, who's paid by the company but drives a contractor's truck (an interesting situation), and heard from him first hand the differences between being a unionized company driver and contractors. This coming week, she's riding a fat truck up in Port Hardy (and bringing the Depends!) as well as meeting with many drivers, company and government personnel.

What all the truckers in every part of the province need to understand is that Forestry TruckSafe is a provincial

program, which is dealing with the broader trucking issues throughout the whole industry, not only their own little corner of the world. And it's going to take time- but working together, we can make changes that will make hauling forest products a safe, good-paying, reliable job that attracts good people to the industry. And many thanks to 'Steve' who spoke up and said, "Hey, give the lady a chance! She's listening to you, isn't she?"

SCHEDULE OF THE FORESTRY TRUCKSAFE VANCOUVER ISLAND TRIP:

If you or your company would like to meet with MaryAnne, please call 250 612 2267, to arrange it while she's 'in the neighborhood'. **Tuesday, Aug 8: Port Alberni; Wednesday Aug 9, Campbell River; Thursday Aug 10, Port Hardy and Port McNeill; Friday Aug 11, Port Hardy**, then heading south back down the Island.

PRAISE FOR THE LOGGERS SUPPORT GROUP

Leanne Baird, a logger's wife, heads the Loggers Support Group on Vancouver Island. Leanne and the other ladies of the group (mostly wives of loggers or truckers) have been very active in lobbying government and companies to put safety at the forefront of its policies. Several loggers commented on the effectiveness of having loggers' wives backing them up, and advocating on their behalves.

There are loggers' wives all over the province who have contacted MaryAnne by email, phone and in person at meetings. Maybe we should be expanding what Leanne's group does throughout the province? If you're interested, or want to find out more about the Loggers Support Group, you can contact Leanne at

ROADHEALTH COALITION SPONSORS "STOP! REVIVE! SURVIVE!" PROGRAM FOR AUGUST LONG WEEKEND

The RoadHealth Coalition (Northern Health, RCMP, ICBC, Forestry TruckSafe, WorkSafe BC, Ministry of Highways, Ministry of Forests, and the BC Coroner's Service) launched the first stage of our 'Stop! Revive! Survive!' Campaign, just before the BC Day long weekend.

'Stop! Revive! Survive!' activities took place in rest areas around the north central interior, including the Terrace, Smithers, Prince George, McBride and Cariboo areas. Summer students handed out information about driver fatigue (see attachment, Waking Up to Drowsy Driving), and how to stay alert on long trips, as well as just talking to the traveling public about road safety in general.

Every year hundreds of people are injured in motor vehicle crashes due to drivers falling asleep at the wheel. In 2004, 42 fatalities and 850 injuries in BC were attributed to driver fatigue. Fatigue impairs driving performance because as drivers tire they experience a decrease in the ability to concentrate, reduce reaction time, and reduced alertness. Long weekends are a higher risk because of the long distances people try to travel in a short period of time, often without taking a break, and beyond their limits of energy and attention. Stepping out of the vehicle, talking to someone, stretching the legs, getting some fresh air, and other external activities all help refresh and stimulate the brain to pay attention back on the road

RoadHealth plans to expand the program next summer to include offering snacks and coffee at rest areas throughout the region on all 4 major summer holiday weekends. Our goal is to have the first summer in driving history with all four long weekends motor vehicle fatality free. Addressing driver fatigue will go a long way towards making that happen.

YOUR VOICE

Hi MaryAnne, I have nearly 30 years driving experience and pride myself in being able to maneuver and operate anything I lay my hands on. I was told today by my boss that there are many drivers who have no real idea of what they are doing and they have a Class 1 license. What I was told today makes me support the idea of having to be qualified to Drive any Class 1 unit. I have heard you comment about certification of what you are qualified to operate and drive, bring Her on Baby, Maybe this is going to keep the clowns in the big top and off the Highway

PEEVED OFF AND FEAR FULL

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