



Rumblings



A Publication of Forestry TruckSafe ~ A BC Forest Safety Council Initiative
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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.

Weather makes roads treacherous all through the interior and north

Last week's mild weather in central and northern BC made life miserable for all drivers. Lots of rain, snow, freezing rain, more snow and then thawing, turned roads into skating rinks in some areas, and into ponds in others. The Terrace area received heavy rain, which was pooling on the highway because the water had no where to go – the sides of the road are still piled high with hard frozen snow. A chemical tanker went off the road just west of Terrace, and crews are still removing the hazardous materials from the tank. Multiple crashes occurred in the rest of the region – we heard about crashes everywhere from the Tumbler Highway, Hwy 97 around Bear Lake, to Prince George area, Houston, Smithers, Burns Lake, and Quesnel. One common theme this winter seems to be crashes between pickups and logging trucks.

We realize that the road maintenance companies can't possibly keep up to everything immediately as it happens, but the Forest Safety Hotline has received many calls complaining about road maintenance – not so much in the bush as on the highways. The calls are mainly concerned with a perceived lack of plowing and sanding, but also about the size of gravel being used as "sand". My own trip down Hwy 16 this past week to Prince Rupert resulted in 5 new stars in my windshield.

The long term forecast is for more of the same kind of weather, with temperatures hovering between -5 and +5 for most of the province. As we move into the final few weeks before breakup, and the push is on, please drive to conditions and slow down. The difference between crashing at 90km and 120km can determine whether you live or die.

CRASH SEVERITY (1)



A vehicle crashing at 120 km/h creates a force of impact 84% higher than one crashing at 90 km/hour.

An increase of only 30 km /h nearly doubles crash severity!

Northwest Logging Association trucking workshop- more questions than answers

Thirty truckers from the Terrace area attended a breakfast meeting last Saturday to hear about the upcoming changes in regulations for log hauling, as well as the proposed WorkSafeBC changes to Section 26, SAFE companies certification, and discuss trucker certification. The discussion and questions ran along the same lines as other meetings on the upcoming hours of service and other regulation changes have: “What happens if you run out of hours and you’re still out in the bush because the loader broke down?” “What about when you’re hauling out of town and want to get home Friday night?” “How are 7 hour cycles going to get cut down to 6 ½ hours without speeding?” “These rules are just going to make people speed more”, and the one we hear the most often, “Log books just make liars out of honest men”. Many concerns revolve around the education of CVSE, RCMP and WorkSafeBC officers – will they know what the rules really are and how they’re to be applied, or will truckers be subject to individual officers’ interpretations of what they think the rules mean? Today’s letter in the “Your Voice” section reflects that very issue.

We don’t have all the answers to these questions. The official legislation hasn’t even been signed off yet. As soon as it is, Forestry TruckSafe staff will be sitting down with CVSE staff and put together a bullet point fact sheet that will inform drivers of the legal requirements, and get it out to you as soon as possible. We’ll also be partnering with the Logging Associations around the province to build an integrated log book that will cover off all the requirements, so you’ll only have to do one log book. We’re aiming to have those out by the end of March.

From Today’s Trucking Magazine... heads up! Trucking is joining the Clean Air Initiative

(Ottawa) Now that the new Conservative government has ditched Ottawa's commitment to the flawed international Kyoto protocol in favor of a made-in-Canada solution, the Canadian Trucking Alliance has some suggestions as to how the feds can clean up the environment and help carriers at the same time.

In a document entitled Trucking: A Made-in-Canada Clean Air Act, the CTA outlined 14 proposed measures to reduce smog and greenhouse gas (GHG) emissions in the freight

transportation sector, **including legislating speed limiters on all trucks in Canada** -- a plan the carrier group has been pushing since last year.

The Province of Quebec last year included adoption of speed limiters set at 105 km/h in its own action plan on climate change. The concept is still being studied by Ontario policymakers and by Transport Canada.

CTA's proposed plan also points to other opportunities, such as increasing the installation of auxiliary power units to reduce truck idling. Besides APUs and speed limiters, the group also calls for **liberalizing size and weight rules** to increase the use of single, wide-base tires, which offer significant fuel economy savings, but which are presently limited by restrictions on truck weights standards developed in the 1980s. The same standards also act as an obstacle to incorporating non-payload aerodynamic improvements and other vehicle design enhancements, CTA says.

Last chance to make submissions to WorkSafeBC regarding Section 26 proposed changes

The deadline for submissions regarding the proposed changes to Section 26 is February 28. Your opinion and experience matter! It's worth taking the time to look at the proposed changes and make your comments. You can access the proposed changes at WorkSafeBC's website.

www.worksafebc.com

Your Voice

Hi MaryAnne. I have one of my trucks hauling logs off highway. I was driving it on February 13th when about 8:30 AM I was stopped by a member of the RCMP along with another loaded truck, on the side of haul road about 12 km from the mill. This location is not a pullout area, the road was quite slippery at the time and we were detained there for about 45 minutes. This part of the road is relatively good so radios are not commonly used, consequently drivers meeting other trucks had to do some maneuvering to get around us. Unsafe is unacceptable.

The RCMP member was apparently part of the inspection-WCB /MOF/RCMP team setting up at a site at 20KM on the road, but he must have been eager to start his day earlier. I am totally in favour of all safety rules and regulations and agree that inspections are an important part of this initiative. However, the reason I am emailing is to appeal to you to be sure that the people involved in these inspections be properly educated and trained so that they know the rules they are enforcing. This officer was immediately confrontational and told me that I was going to be heavily fined as I was overheight, overlength etc. I explained that I was totally off highway and was well within limits. He did not know what the off highway regulations were and went ahead with measuring height, length and checking the unit, all the while blocking the loaded lane for 45 minutes. At the end of this time he handed me back my drivers licence, truck insurance and registration and told me to leave.

I believe that the way to improve safety on logging roads is to establish a good working relationship between log haulers and the enforcement people who have to see that the hauling is being done in a safe and legal way. This incident makes me question what the motive really is, a

spirit of cooperation for the advancement of safety for all or a system where fines are the main issue? The last thing log haulers need are additional problems during a short extremely busy season.

Hi MaryAnne, maybe you can help me. This morning I drove from Prince George to Chetwynd. At about 610 I had a chip truck pull up behind me outside of Prince George and followed me. He drove right on my bumper and when I didn't pull over (I was doing 100/105) he put his lights on high beam and left them there for most of the time, including when meeting oncoming traffic, who were flashing him). He passed me on the three lane at Salmon River. He then drove the same speed as I, so I followed him. At the "dips" a couple of km south of Summit Lake, he pulled out and passed a loaded b-train logging truck, mostly on the double line, including cresting one of those blind hills in the wrong lane. I followed him, still doing roughly the same speed to The Pas Lumber mill in Bear Lake. When he slowed down to turn in, I passed and he still wouldn't dim his lights. He should have gone across the scales at the Pas about 7 am.

Let me know if you will follow up and if so, what the response is from the company. The last time I informed a company about dangerous driving, I got the "*You know, he denied it, so there is nothing we can do about it*" and "*you know how hard it is to find good truck drivers*" story.

EDITOR'S NOTE: we've had several calls about chip trucks and other traffic on this stretch of Hwy 97. CVSE officials told me they clocked a pickup going 178kms/hr by Bear Lake and are planning increased enforcement in the area. And yes, we will be following up on this one.

UPCOMING EVENTS

April 11- 13 COFI Annual Convention – Prince George

For details: www.cofi.org

April 17 Workshop on HOS and upcoming changes – Adams Lake

More details to follow

April 19-21 Interior Logging Association Annual Convention, Vernon

For details: www.interiorlogging.org

If you know someone who would be interested in receiving TruckSafe Rumbings, please forward this email along. Signing up is easy. Just click here and you will be taken to our new sign up page. If you know someone who'd be interested but doesn't have email, forward their fax number to us at

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