



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.

BREAK-UP AROUND THE CORNER:

LOAD RESTRICTIONS NOW IN EFFECT IN MANY AREAS OF THE PROVINCE

As of today, Monday March 5th, a variety of load restrictions (from 100% to 70% and for some side roads 50%) are on in many areas of the province, including Skeena and Bulkley Stikine Districts, southern Cariboo, Revelstoke and Trout Lake areas of the Rocky Mountain District, Slokan, Nakusp, Salmo Creston, Rock Creek, Grand Forks, Castlegar, Trail, Nelson, Shuswap District (from Salmon Arm area right through Vernon, Kelowna and Westbank to Penticton and Keremeos) and the Thompson Nicola District (Kamloops, Merritt, Clearwater, etc) . The Fort George District has a couple of sections of trunk highway at 100% legal axle (Cariboo Highway #97 - from the City of Prince George's South Boundary (Sintich Rd) to the Fort George District's South Boundary (Plett Rd), at Stone Creek; Yellowhead Highway Route #5 - From the North Boundary of the Thompson Highways District (at McMurphy Cr approx 172 km north of Kamloops) to the Junction of Highway 16.) but with +8 to +10 degree temps in the forecast this week, Fort George and the other area districts won't be far behind. For current information on road restrictions near you, go to www.drivebc.ca

“SOFT ENFORCEMENT” AND PENALTIES for HOS & Logbook implementation

A trucker emailed Suzanne Watson, head of the NSC for BC, with the question, “could you please define ‘soft enforcement’ for me,” and this was Suzanne’s response:

“Inspectors will be providing education until June 30; however, if a driver is found to be running over hours or not taking enough time off then they will be taken out of service. They will also be taken out for false logs. All loggers must complete a log book. Tickets can be issued for serious violations or for repeated violations.”

HOURS OF SERVICE: CONFUSION ABOUT LOG HAULING EXEMPTION

First of all, we want to apologize if we have contributed to the confusion about the Hours of Service changes implementation for BC. We worked really hard, and got information out within two days of the new changes being signed into law. We sent out a special issue of Rumbings as soon as we could, but in some cases the information wasn't clear enough. We're doing our best to help everybody sort through it; you'll find more information attached, posted on the Forest Safety Council website www.bcforestsafe.org and posted on the CVSE website www.th.gov.bc.ca/cvse. We will also be doing workshops around the province throughout the spring to help provide information assist with implementation.

What you need to know:

As Suzanne Watson said in her email above, everyone needs a log book.

You will need to choose which cycle you are operating under and be sure to write that into your logbooks. Choose the option that best works for the hours that you normally work/haul. Here are your options in a nutshell:

Option 1: Cycle 1 Federal /BC Rules - Cycle 1:

- 70 hours of on-duty time during a period of 7 days.
- **Reset:** Cycle 1 can be reset prior to or at 70 hours of on duty time by the driver taking 36 continuous hours of off duty time.

Option 2: Cycle 2

- Federal/BC Rules - Cycle 2:
- 120 hours of on-duty time during a period of 14 days, and 24 consecutive off-duty hours needed before reaching any 70th hour of on-duty time in the cycle;
- Must have minimum 8 hours consecutive off per day;
- Must have 10 hours off-duty total (8 hours consecutive, 2 hours in breaks).
- **Reset:** Cycle 2 can be reset prior to or at 120 hours of on duty time by the driver taking 72 continuous hours of off duty time

Option 3: BC Log Hauling Exemption*

- 65 hours of driving in 7 days – 13 hours per day, 5 days per week; must have 9 consecutive hours off per day;
- 80 hours on duty in 7 days = 13 hours driving + 2 “on duty” per day (loading, unloading, chaining, fueling, etc) per day;
- 5 hours on the weekend to maintain/repair the truck;
- **MUST HAVE 24 HOURS CONSECUTIVE OFF EVERY SEVEN DAYS;**
- **Reset:** No reset ; no deferral of off-duty time.

LOG BOOK TEMPLATE FOR LOG HAULING LINKED TO THIS ISSUE

In an effort to help you get the logbook and other reporting issues sorted out the Council, in collaboration with CILA and ILA have designed an “Integrated Logbook” template that will meet your CVSE requirements as well as the proposed WorkSafeBC (WCB) logbook and a logging truck checklist; all on one convenient page. It can be used for Option 1,2 or 3 above. It’s available here in word format:

To download the template now, [please click here.](#)

Just take the page, type your company information in, and make copies for the drivers to fill out. The driver must carry 14 days worth of logbooks in the truck, and have them available for inspection. The regular logbooks you can buy at truck stops also suffice, but you’ll have write in the Log Hauling Exemption (if you’re using it) where it says Cycle 1 or Cycle 2.

FORESTRY TRUCKSAFE WORKSHOP DATE CORRECTIONS

In our hurry to get things out to you on Tuesday we gave some incorrect dates for our workshops. Here then are the confirmed dates so far:

- March 14 Duncan 6pm Union Hall, 351 Brae Road, Duncan
- March 15 Campbell River 6pm location to be confirmed
- April 17 Adams Lake 8 am Quaaout Lodge, Squilax
- April 20 Vernon 2-3:30 pm at the ILA Convention
- April 23 Castlegar location to be confirmed
- May 16 Princeton location to be confirmed

Other areas currently working on setting up meetings include Williams Lake, Houston and Fort St John. If you’re interested in booking one, give us a call at 1-877-324-1212. They are about 1 ½ hours long, and cover Hours of Service, WorkSafeBC proposed regulation changes, other regulatory and enforcement updates, SAFE Companies and trucker certification.

FORMS, FORMS and more FORMS

Just to refresh your memories, here’s the link for the National Safety Code forms for company records that you may find handy to manage your company’s paper trail when it comes to driving and hauling – forms include driver check sheet, driver log exemption report, hours of service monitoring log (for multiple drivers), and a vehicle maintenance form. These would be handy for those of you going forward with SAFE Companies certification.

www.th.gov.bc.ca/CVSE/references_publications/carrier_safety_guide/Section_4_Forms.pdf

Another handy guide is in the Carrier Safety Guide Section 2, which has all kinds of sample forms and ideas. http://www.th.gov.bc.ca/CVSE/references_publications/carrier_safety_guide/Section_2_Setting_Up_Your_Business_Records.pdf

ELECTRONIC LOGBOOKS

There are electronic logbooks available through a software program called VERIGO that works on a cell phone/personal data assistant (PDA) setup; it uses a touch screen system and can email the records to the company office, CVSE etc. It also has a camera for taking pictures of incidents and can do email etc. The electronic log will do your graph, record your pre-trips and inspections, etc. and is a good way of keeping track. The Council is not endorsing this particular program, but we did want to make you aware that there's an electronic option out there. One other note of caution, though. According to the regulations (Interpretation Guidelines 83(d) , if you use an electronic logbook, you must still have hard copies of the previous 14 days worth of records in the truck: "the driver is capable, if so requested by an inspector, of preparing a handwritten daily log from the information stored in the device for each day on which the device is used" For information on how to get the program, call Don Bailey, at 250-962-8852

EDUCATING THE PUBLIC – Bush Roads are a Workplace

A few media articles lately have really shown the lack of understanding many members of the public have about driving on BC's forest roads. A column in the Prince George Citizen last Friday written by a teenager for other teens, talks with great enthusiasm about being "addicted to speed." The article recounts how a friend has just bought a pickup and how they had a great time bombing around in the bush. "There's no better feeling than flying down a logging road, going goodness knows how fast." We need to remind our youth that bush roads are a workplace, not a free-for-all playground. There are rules out there. What would have happened if she and her "flying" friends had met a loaded truck head on?

Another one that makes you wonder is the BC Automobile Association's Westworld Magazine, which describes a "romantic" trip from Victoria to Lake Cowichan, over forest roads from Port Renfrew through the bush, through to Youbou and Lake Cowichan. The article says that the trip can be comfortably done in a passenger car. This is a very active logging area, and yet there's no reference to the hazards and other activities going on in that stretch, never mind the signage, road conditions, communication issues and so on.

There have been a number of crashes between recreational users and logging trucks this winter, the most recent a week or so ago up by Bear Lake, where a couple of fellows had been out sledding and met a loaded truck on a narrow stretch of road. The sleds went flying and there was damage to the truck, but no injuries, thank God.

BC has an "open road" policy on its roads – which means that the public can't be denied access. This creates hazardous conditions for many truckers and contractors who have no control over where people go, the uninformed things they'll do, and yet still find they have obligations of responsibility and liability. We'll be responding to the above two instances, but they do make you wonder what it's going to take to make the public realize that BC's forests are there for

recreational use, yes, but for thousands of us, they're also our workplace, and need to be respected as such.

NOT GETTING YOUR RUMBLINGS?

We've had several calls and emails recently from folks who said that for some reason their Rumbings has stopped coming. We've checked with our computer guy, and he says that no one has been dropped off the list. What is happening is that Microsoft has been upgrading their spam filters, and for batch emails of more than 1,000, it is getting marked as "spam" or "junk". So you need to check your Junk Mail file, or whatever spam filter you're using, and "allow" or "unblock" Rumbings so that it goes to your Inbox and not automatically into the Junk Mail.

UPCOMING EVENTS

- March 14 Duncan workshop 6pm Union Hall, 351 Brae Road, Duncan
- March 15 Campbell River workshop 6pm location to be confirmed
- April 11-13 Prince George COFI Convention see www.cofi.org
- April 17 Adams Lake workshop 8 am Quaaout Lodge, Squilax
- April 19-21 Vernon ILA Convention see www.interiorlogging.org
- April 23 Castlegar workshop location to be confirmed
- May 16 Princeton workshop location to be confirmed

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

arcand@bctrucksafe.org

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