



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA
FORESTRY TRUCKSAFE



BC Forest Safety Council

○ PRINTABLE VERSION

Safety in Forestry Transportation

TruckSafe Rumbings 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.

RESOURCE ROAD RADIO CHANNELS PILOT COMING TO VANCOUVER ISLAND and SUNSHINE COAST IN JULY

Plans are in the works to implement new resource road frequencies in two areas of British Columbia starting this summer. Industry Canada is presently working with the Ministry of Forests and Range (MOFR), B.C. Timber Sales, and the B.C. Forest Safety Council on a strategy to conduct pilots in the Vancouver Island/Sunshine Coast and Tumbler Ridge areas.

The pilot will roll out with forty-two new channels consisting of fourteen new narrowband frequency assignments combined with three sub-audible tones and will operate at reduced power levels of five watts maximum. The two pilots will serve as a test bed for the new channel designations and their technical parameters. New assignments will initially be applied to resource roads under provincial jurisdiction within the pilot areas and where there are significant pressures for channels.

A Public Information session is scheduled for June 12, 2007 in Campbell River at the Anchor Inn starting at 9am. The information session will include presentations from MOFR, B.C. Timber Sales, Forestry TruckSafe and Industry Canada. Invitations have been forwarded to area two-way radio suppliers, installers and others potentially affected.



A second set of Public Information meetings to discuss the pilot in the Tumbler Ridge area are scheduled for June 25: 9am at the George Dawson Inn in Dawson Creek; and 7pm at the Recreation Centre in Tumbler Ridge.

What's it all about?

Presently there are over 650,000 km's of resource roads in B.C.. This is 14 times more than existing provincial highways. Resource roads are sometimes referred to as forest roads, but today they are used extensively by the Oil & Gas, Mining and Forest Industries. Often resource roads utilize a radio frequency

(channel) to assist the safe flow of traffic. Industry Canada is currently re-evaluating the radio channels used on resource roads to help increase overall safety.

Why Do We Need a Change?

The current channels used on resource roads have been assigned on an as-needed basis over the last 30+ years. The recent peak and increasing diversity of resource activity on these roads in the province has strained this existing system. This has led to a number of problems including confusion and misinformation on what road channels are in use and where. Some of the current problems stakeholders and Industry Canada have identified with the existing system include:

Too many different radio channels are being used on resource roads in B.C.;

Channels are not exclusive to resource road use often resulting in interference to safety services and other users; and

Some resource companies that operate these roads appear to be unclear on the process to inform Industry Canada what channels are in use and where.

What Is The Solution?

It became clear at numerous meetings, including the TruckSafe Summits of 2005 and the Peace Multi-Industry Forums of 2006, that the new system needs to handle not only the current resource industry demands but also be flexible enough to adapt to future demands. The system needs fewer channels that are assigned exclusively for resource roads in B.C.. These channels need to be easily identifiable and the system needs to allow for a simple straight forward approach to coordinate where they are used. After consulting with stakeholders, Industry Canada came up with the following solution:

Industry Canada will assemble approximately 35 radio channels to be used exclusively for resource road communications throughout British Columbia; and

Each one of the channels will have a standardized label. For example channel #1 may be called "RR01" then channel #2 would be "RR02".

How Will It Affect Users?

The VHF radio spectrum now requires the use of narrowband radio equipment. Radios manufactured since 1998 and approved for use in Canada will be narrowband capable. When the time comes, radio users will need to have a radio shop program their narrowband capable radios with the new channels.

When Will This Occur?

Industry Canada is now well underway with the development of the new system. The development requires the relocation of possibly thousands of users and they are making every effort to minimize the disruption to existing license holders, so the process can be time consuming. They will be updating the radio equipment suppliers in B.C. on a regular basis and using a variety of other communication techniques to keep end users up to date. Industry Canada has been in contact with radio license holders by letter and giving updates at industry stakeholder meetings since the summer of 2006.

Two pilots are set for this year. One on northern Vancouver Island/Sunshine Coast and one in the Tumbler Ridge area. A third is being considered around Squamish because of an immediate need for more channels. The Vancouver Island/Sunshine Coast pilot will begin in July and the Tumbler Ridge pilot will start later this fall. The whole province will be transferred to the new system by 2010.

Signage and other requirements

B.C. Timber Sales and MOFR will be taking the lead on installing new signage in the affected areas and will work with area licensees to address their concerns.

What Else?

Resource companies that have responsibility for any of the existing roads need to ensure that Industry

Canada is fully aware of what current road channels are being used and where. Industry Canada needs this information to be able to efficiently assign new channels. If you have any questions or would like to discuss further, please attend the Public Information Meeting at the Anchor Inn this coming Tuesday, June 12, 9am or the meetings set for Dawson Creek, 9am at the George Dawson Inn on Monday, June 25 and 7pm that same day at the Recreation Centre in Tumbler Ridge.

You can also contact:

Morris Bodnar, Industry Canada	250.561.5284
Doug Erickson, BCTS, Vancouver Island	250.204.4004
David Miller, MOFR	250.387.3500
MaryAnne Arcand, Forestry TruckSafe	1.877.324.1212

ACCESSING TERRACE VIA LOGGING ROADS (from the Terrace Standard)

With the highway closed for an unknown time last week, motorists quickly turned to the Cranberry Connector logging road; the only other east-west road route linking the northwest with the rest of the province.

Although the transportation ministry kept telling people not to use the Connector, it began sending equipment and material there as early as the day after the slide to improve sections of the 50km Connector. By the end of the week, the ministry was putting up directional signs so people would not get lost. The cost was covered by a \$50,000 annual budget the transportation ministry has set aside for Connector work.

The Connector has been a contentious issue among different levels of government and within the provincial government for years. It's technically a forest road because it is used primarily by logging trucks but locals have been calling for improvements for years so as to create an emergency route and a tourist route to stimulate that sector of the economy in the Northwest.

But provincial transportation minister Kevin Falcon shut the door on that possibility, quoting a figure of \$50 million to bring the road up to a general standard. On average, motorists were reporting that speeds were limited to 20km/h along the Connector. The Connector runs from the Cranberry Junction on Hwy37 north of Kitwanga, west to nearly Nass Camp in the Nass Valley. From there, the Nisga'a Highway runs south to Terrace. At latest word (noon June 7), gasoline and groceries are now being hauled in to Terrace via the Cranberry Connector to help out during the current State of Emergency there due to flooding.

MINISTRY OF ENVIRONMENT MANDATES CLEAN TECHNOLOGY FOR OLDER TRUCKS

The B.C. government has announced mandatory clean technology in older commercial transport diesel vehicles in order to reduce diesel emissions and protect human health.

The new regulation will require the mandatory installation of Diesel Oxidation Catalyst (DOC) filters, or an equally effective technology, by 2009. In B.C., this affects on-road heavy-duty diesel vehicle models 1989-1993. Installation of the DOC units will cost approximately \$1,200 to \$2,500 each and will affect 7,500 vehicles.

The new regulation will affect only heavy-duty diesel vehicles weighing 5,000 kilograms or more, including on-road commercially licensed diesel vehicles and government-owned fleet vehicles. Recreational vehicles, motor coaches, pick-up trucks, construction equipment and unlicensed non-road vehicles will not be affected.

AUSSIE SPEAKER ON TRUCKERS' HEALTH COMING TO NORTHERN BC

Aussie men's health expert Bernard Denner will be traveling northern B.C. over the next few weeks talking to different groups about health and lifestyle issues. He'll be part of the line-up at the Houston Truckers' Appreciation Day on Tuesday, June 12, as well as an event planned in Prince George for June 22. Bernard will also be attending the Big Rig weekend in Mission, June 15 & 16.

Personal health and wellness are directly connected to safety. If you don't feel good, you don't perform at your best. Bernard will be highlighting some of the concerns that many drivers have already expressed to us – fatigue, not eating properly, not getting enough exercise, as well as talking about stress and other issues like high blood pressure and diabetes. Everybody is welcome to come and hear him, either in Houston next Tuesday, or in Prince George at the Bon Voyage at 9am Friday, June 22. If you're interested, you can go to his website www.mannet.com/au and find out more about this hilarious man from Down Under. Like he says, "blokes are blokes wherever they are"!

STEEP SLOPES STANDARD OPERATING PROCEDURES FOR OFF-HIGHWAY HAULING

FERIC's Steep Slope Descent Guidelines for off-highway logging trucks are now available on their website. They help road builders, contractors and haulers alike calculate safe payload and speeds based on pitch, slope, co-efficient of friction on road surfaces, etc.

The Guidelines work in conjunction with the Steep Slopes Standard Operating Procedures (SOP) for off highway trucks developed by a working group of engineers, road builders, MOFR, WorkSafeBC and truckers last fall. To access the SOP for off-highway trucks, please go to our website, www.bcforestsafe.org and look under What's New? Or contact MaryAnne Arcand at arcand@bcforestsafe.org for a copy. The SOP includes a glossary of terms, so we're all speaking the same language, a risk management tool and responsibilities of supervisors and drivers. FERIC is currently researching descent guidelines for highway trucks and the working group will be developing a similar SOP this fall.

You should know that WorkSafeBC is including steep slope hauling standards in their review of the forestry Occupational Health and Safety Regulation (Part 26). The SOP and Guidelines have been put into WorkSafe's hands, but we don't know what the final regulation standard will be. The regulation should be finished and come into power in 2008, so we'll keep you up to date. The SOP and Guidelines are a good guide now and will continue to be after the regulation is complete.

BIG RIG WEEKEND COMING UP

The B.C. Big Rig weekend is next weekend in Mission at the Speedway. Hundreds of trucks will be there, all shined up and on display. Come join us down there and enjoy the "ambience" of hanging out with hundreds of truckers who love their trucks!

LEROUX INQUEST STARTS JUNE 18

The inquest into the death of log hauler Joseph Frank Leroux will begin in Prince George June 18. Leroux died in March 2006 on the Philips FSR near Mackenzie when his loaded truck left the road. The inquest continues the government's commitment to hold inquests into some forest industry deaths, in order to identify causes and make recommendations for solutions. Forestry Coroner Tom Pawlowski will be presiding and it is expected that many of the resource road issues that log haulers face on a daily basis are going to get some very public scrutiny. This inquest coincides with the Auditor General's Review of Forest Safety, the Forestry Ombudsman's review of Resource Roads and the development of the anticipated Resource Roads Act. Hopefully, we'll be able to take the recommendations from this inquest and work with all the stakeholders to put them in effect and make it safer out there for drivers.

UPCOMING EVENTS

- Public Meetings on Resource Road Radio Channel Pilot - June 12, 9am Campbell River Anchor Inn
- June 25, 9 a.m. Dawson Creek George Dawson Inn
- June 25, 7 p.m. Tumbler Ridge Rec. Centre
- Truckers Appreciation Day, Houston - June 12
- BC Big Rig Weekend, Mission Raceway - June 16 & 17
- Working Man's Health Day, Prince George - June 22, 9am Bon Voyage
- Island Truck Show - Saratoga Raceway, Campbell River August long weekend

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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