



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.

LOG TRUCKER KILLED IN SQUAMISH – FIRST OF 2007

Log truck driver Bryan Valleau of Squamish was killed Thursday June 21 when he was run over by his own logging truck. Bryan is the first logging truck driver to die on the job since November of last year. RCMP, the Coroner's Service and WorkSafeBC are still investigating, but it appears that the truck rolled over him while he was working on it.

Our condolences go out to the family, friends and co-workers of Bryan Valleau. He was 60 years old.

INQUEST INTO TRUCKER'S DEATH CONTINUES

The Coroner's Inquest into the death of log trucker Frank Leroux in March 2006 is going into its second week. This past week a 5 member jury heard from other truckers who were hauling with Mr Leroux that night, CVSE and WorkSafeBC investigators, Ministry of Forests personnel, Mr Leroux's employer, the contractor who hired the truck and the area's two main licensees.

Slowly but surely the convoluted layers of who's in charge of what in BC's forests is unraveling, but it's all very confusing. The jurisdiction and responsibilities issues raised at the inquest echo those we heard at the Forestry TruckSafe Summits two years ago, as well as at many other meetings we've held throughout the province since then.

The inquest process is interesting, as according to Forestry Coroner Tom Pawlowski, the purpose of an inquest is to determine the facts of who died, where, when, how, and what were the conditions that led to the death of this person. The jury is asked to ascertain all these facts through testimony given by witnesses, and then make recommendations that might lead to the prevention of someone else dying in the same way under similar conditions. This jury has its work cut out for it!

Each witness at this inquest is being asked for recommendations or ideas that they think might change the situation or conditions for log truck drivers. The main recurring theme so far is around radio use, calling procedures and "rules of the road". Over and over we're hearing recommendations for consistent calling procedures throughout the province, with local variations.

We want to remind our readers that together we've been working on that for two years already, and that the draft "rules of the road" developed by Forestry TruckSafe stakeholders is ready and available to adapt to your area. You can see them at (Kev, please insert link here)

We need to work together to make this happen throughout the province. Other recommendations will be coming from the jury, but it's going to take all of us in collaboration to make the necessary changes.

RESOURCE ROAD RADIO CHANNEL PILOT MEETING DATES CHANGED

The dates of the Public Meetings for the Resource Road Radio Channel Pilot in the Tumbler Ridge area have been changed to July 9, 2007 because of the above mentioned inquest. The dates and times now are:

Monday July 9 9am George Dawson Inn, Dawson Creek

Monday July 9 7pm Rec Centre, Chetwynd

All contractors and drivers who work in the area should attend this meeting to find out what the pilots will mean for them in terms of radio use.

BIG RIG WEEKEND A GREAT SUCCESS DESPITE THE RAIN

Last weekend the BC Big Rig truck show was held in Chilliwack with 123 trucks entering the Show and Shine, including loggers from Vancouver Island, Princeton and Quesnel. Despite the lousy weather, there were lots of spectators, and the Saturday night light-up was really something to see! 1st and 2nd place went to Tiffany and Jed Fryer. Congratulations! Apparently Tiffany and Jed have won before, and Tiffany always beats him by 1 point – but Jed does all the polishing! What's up with that? And the following comment from Big Rig organizer (and Pro Trucker Magazine publisher) John White, "There were a couple comments from drivers about how good it was to have you there. They said it adds balance." Thanks, guys! We'll see you at the Island Truck Show in Black Creek on the August long weekend.

HOURS OF SERVICE CARDS

CVSE has put out handy little plasticized cards that summarize the hours of service requirements for the different cycles. There's one for the Cycle 1 and Cycle 2 haulers (blue), and one that has log hauling hours on one side and oil patch hours on the other (red). You can get them from your local CVSE officers or at the scales. We have 100 or so in our office, so if you give us a call we can send them to you. Or you can [download here \(pdf\)](#).

HOURS-OF-SERVICE RULES	
Loggers	
Day <ul style="list-style-type: none"> a 24-hour period that begins at the hour designated by the carrier maximum 13 hours driving no driving after 15 hours on-duty 	Work-shift <ul style="list-style-type: none"> total elapsed time between 2 off-duty periods of at least 9 consecutive hours maximum 13 hours of driving no driving after 15 hours on-duty no driving after 15 hours of total elapsed time
Cumulative Hours <ul style="list-style-type: none"> no driving after 65 driving hours in 7 days no driving after 80 on-duty hours in 7 days 	
Off-Duty <ul style="list-style-type: none"> driver must take at least 24 consecutive hours off at least once every 7 days 	Other <ul style="list-style-type: none"> must use a log book no reset provision no ability to defer off-duty time
- Provincial Regulations only -	
Further information can be located at www.th.gov.bc.ca/cvse/national_safety_code.htm	
Ministry of Transportation Commercial Vehicle Safety and Enforcement Branch	

STAKE CABLE CONCERNS

From Adams Lake's Haul Safe Team: Since start-up (in May), we have had 3 hauling related incidents that we can learn from:

1. Driver of loaded logging truck drove too close to the ditch while looking into the side mirror. The driver tried to correct but the trailer went into the ditch and the load spilled. This was an unsafe act due to inattentiveness and/or complacency. **LEARNING POINT: *If there is something concerning you about your load that causes you to spend excess time looking in your mirrors, distracting you from the road ahead, pull over to check things out.***

2. D-ring on stake cable came loose while loading. Load partially spilled onto landing. This incident was caused by an unsafe condition. LEARNING POINT: *Check stakes and cables frequently (i.e. every load). If any problems are identified, have them fixed immediately. Don't wait until it's convenient...it's a major safety hazard.*
3. Right passenger side cable broke, causing the load to spill. This incident was caused by an unsafe condition. LEARNING POINT: *Check stakes and cables frequently (i.e. every load). If any problems are identified, have them fixed immediately. Don't wait until it's convenient...it's a major safety hazard.*

Thanks to Ron Vautour and Lorne McNeilly for these.

LOCKING OUT PROCEDURES FOR TRUCKS

Forest Hill has developed a short lock out procedure they have implemented for their trucks. Forest Hill has agreed to share a digital copy of their lock out procedure with other contractors.

The forest trucking industry has had a number of very serious incidents in the past few years, and all contractors should have a procedure in place to address locking out trucks. Work Safe BC Compliance Officers have indicated that they will be checking for a lock out procedure for trucks. Thanks Forest Hill for sharing your truck lock out procedure with others. (Neil Spendiff, Canfor PG)

TRUCKING LOCK OUT PROCEDURES

Lock out procedures for logging trucks and low beds to be used when stopping for break down or mechanical problems.

- **When possible stop in a safe, flat, wide location**
- Notify other traffic that you are stopping
- Apply brake (maxi)
- Apply trailer brakes
- If there is a problem and you suspect the truck may roll put the truck in gear and shut it off.
- Make sure you are wearing your PPE when you get out of truck
- Block wheels if you have a mechanical problem that could cause the truck to roll
- Put hazard triangles out.
- Work on truck only if it is safe to do so if not wait for help to watch the road and control traffic.
- Notify traffic when you are about to pull out onto road again and make sure it is safe to do so
- When setting trailer brakes make sure truck breaks are on
- When setting truck brakes make sure trailer breaks are on.
- Notify traffic that the road is clear when you have fixed the problem and are on the move again.

YOUR VOICE

Hi

We were out Nitnat way yesterday & got stuck behind an off-highway truck for miles. During this time a logger's pickup (we didn't see the name) passed us & was also stuck behind the logging truck. It was extremely dusty & an item which was particularly noticeable was that the pickup's taillights were not visible. They didn't seem to be caked with mud or dust; maybe they weren't working. We checked ours. For safety's sake this was not good. A suggestion: town truck seems to have round taillights with 6 or 8 LED-type lights on them. These are much brighter than normal tail lights & I suspect would show up much better.

UPCOMING EVENTS

Dawson Creek 9am George Dawson Inn – Resource Road Radio Channel Pilot – Public Stakeholders Meeting

Chetwynd 7pm Rec Centre- Resource Road Radio Channel Pilot – Public Stakeholders Meeting

Island Truck Show, Saratoga Speedway, Black Creek

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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