



RUMBLINGS

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



BC Forest Safety Council

○ PRINTABLE VERSION

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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.

BREAKING NEWS FOR SERVICE TRUCKS AND HEAVY DUTY PICKUPS

Greg Gilks, Director of CVSE, has informed us that as of this past Friday, November 23, the weight class for requiring log books has been changed from 5,000kgs to 11,794kgs. This means that heavy pickups and service trucks won't have to do log books after all, or be bound by the hours of service regulations. However, vehicles over 5,500kgs still have to report to the scales and stop at brake checks.

The Canadian Trucking Alliance is complaining about BC, Alberta and Saskatchewan governments not fully complying with federal regulations. An article in Today's Trucking magazine states: "Some discrepancies in provincial rules include exempting carriers in logging and oil and gas industries; and exempting operators of vehicles below a weight threshold of 11,794 kg from having to comply with any rules. The National Safety Code weight threshold has been set at 4,500 kg.

The CTA is so concerned about the "unravelling of the rules," that it is calling upon federal Transport Minister Lawrence Cannon to withhold highway infrastructure funds in order to force dissenting provinces to comply. Another option, suggests CTA, is revoking the provinces' authority to issue federal safety certificates if they continue to provide exemptions to interprovincial carriers."

- Today's Trucking, Nov 26/07

Brian Orrbine, Chief of Motor Carriers at Transport Canada, said that the federal government has no intention of imposing sanctions or penalties to provinces which issue variances. "Transport Canada supports a national consistency and we're continuing to work with these provinces to seek regulatory solutions that are consistent across the country... The end goal is to create a level playing field and the only way to do that is to create regulations that are the same."

So, at least for now, in BC vehicles under 11,794kgs are exempt from the HOS rules. Now if we could only get consistency in enforcement!

PROVINCE-WIDE STANDARDIZED RADIO CALLING PROCEDURES SURVEY

What are we doing?

In response to the Coroner's Recommendations from the Leroux inquest this past July, and numerous crashes on resource roads because of incorrect radio use, the BC Forest Safety Council and its partner associations have initiated the development of standardized province-wide radio calling procedures.

A working group of truckers from around the province, as well as government and industry representatives developed the following draft radio calling procedure. The survey provides you an opportunity to give your input

and make comments, before a standard is finalized and available for implementation by Spring 2008.

Why?

Radio calling issues have been identified as contributing to too many crashes, injuries and fatalities on resource roads. People not calling, channels too crowded, inconsistencies from one area to the next, radios without the proper channels, too much chatter, and many more factors around radio use have created chaos and confusion across different areas. In these days of truck mobility, where drivers are often sent into new or unfamiliar areas with little notice, it is important to have a “default” set of guidelines for calling and signage that apply everywhere in the province. That way, no matter where you are, you’ll know what the default rules are, so you’re operating safely until the other drivers on the road advise you of specific local rules due to geography, traffic volumes, etc. Specific local rules can and should supersede the default when they provide superior safety benefits because of particular local issues.

While many truckers recommend getting rid of radios altogether, the fact is the road infrastructure and other road uses don’t make that a practical or safe alternative. “Failure to properly transmit location” is an offence under the Ministry of Forests & Range Compliance and Enforcement Regulations (Sect. 5 (1)).

Please take a few minutes to fill out the survey when it comes out.

QUESNEL TRUCKERS AND CITIZENS VOICE CONCERNS ABOUT ROAD SAFETY AND MAINTENANCE

Quesnel residents, truckers and even City Hall, are very concerned about road safety and public road maintenance in the area. The Forest Safety Hotline received many complaints last year about this issue, and with the onset of winter conditions, the calls have started in again.

Truckers who live and work in the area say that they used to be glad to get off the bush roads and onto the highway – but now it’s the other way around. The bush roads are in better condition than the public roads. MaryAnne Arcand made a presentation to Quesnel City Council a few weeks ago, and the mayor and councillors also expressed frustration and concern about road maintenance and safety issues in the region. According to ICBC’s crash profile, Quesnel’s crash rate is more than double the northern average, and almost triple the provincial average. The area in question stretches from McLeese Lake to Dunkley on Hwy 97, the Barkerville Hwy, the Nazko Hwy, sections of the Garner and Blackwater Rds, and all the public roadways in between.

In a show of support for forest industry workers in the area, the Central Interior Logging Association and Forestry TruckSafe are co-hosting a “town hall” meeting, Tuesday December 4 at the Sandman Inn, at 7pm. The meeting is open to all members of the public as well as the forest industry. RCMP, ICBC, WorkSafeBC and the road maintenance contractor will be invited as well.

TRAVELLING THE KOOTENAYS

Last week MaryAnne Arcand and Roger Harris (Forest Safety Ombudsman) held meetings in Nakusp and Fernie. The issues brought up include the usual cycle times, road maintenance and road design (very steep slopes). But these intrepid truckers even salt their own roads, either by spreading it by hand out of a bucket on the side of the road, or sprinkling it out of a sack as they drive up the hill! They also talked about carrying shovels and filling in the worst potholes by hand! And where most of us have to avoid wildlife, these truckers worry about dodging cyclists on very narrow winding highways through mountain passes during tourist season.

These folks are also very concerned about their futures because they’re primarily Pope & Talbot haulers. The challenges they face are tremendous, and for some of them, the potential financial loss will mean the end of their companies. Yet, despite it all, they love logging, and are determined to stay in the industry as much as possible. The AAC in the region has been pared down to 400,000cm, so it’s hard to know how sustainable the industry is going to be. There’s tremendous pressure from the environmental and tourism sectors in terms of land use, and unbelievable development in the Fernie area.

Hats off to the east Kootenay haulers! And they send this friendly warning to truckers considering going down there to haul on Timber Sales.... Better bring 6 sets of chains (yes, 6!), summer and winter. You’ll have to chain up both truck and trailer to get down some of these mountains (slopes up to 35%), so come prepared.

LIGHTS, BRAKES AND OTHER EQUIPMENT ISSUES

We've had quite a few calls, emails and letters in the past couple of months about working towards legalizing off-road lights for logging trucks, ABS brakes on trailers, and auto slacks. Apparently these are hot issues for a lot of drivers. We're posting a couple of the letters below, but we'd also like to hear from you- are they an issue? What needs to be done? Email arcand@bcforestsafe.org with your comments or suggestions, or fax a note to 250-562-9237, or call 1-877-324-1212 and leave your input with Kathleen.

Dear MaryAnn.

I am writing to bring your immediate attention to several safety issues.

Adjusting Automatic Slack Adjusters

Very few people understand how to adjust an automatic slack adjuster. I have yet to see some form of information that is readily available to the driver that explains how an automatic slack adjuster works and how to adjust the auto slack adjuster.

What Driving Schools are telling their Students

- Driving Schools are telling their students that if your automatic slack adjuster is out of adjustment do not touch it, take the unit to a shop and have them adjust it.
- What I have seen is a student (new driver) does not know in most cases when an automatic slack adjuster is out of adjustment
- what I have discovered is that the driving school that teaches the class 1 driving instructor course is telling the people that are training to be class 1 driving instructors do not adjust your automatic slack adjusters take them to a shop,
- I have been told that there is no instruction on automatic slack adjusters in the class 1 driver instructor course. Students are taught the basics on manual slack adjusters

What is taught in an air brake course is not good enough. - I was told by several people who have gone thru the course they are told that you should never need to adjust an automatic slack adjuster. What I find really scary is how little road and bush experience some of these driver instructors have and they are teaching others to drive truck. I wonder how many can back-up a pole trailer. Probably not many.

- GS

In Case of Emergency....."ICE"

"In Case of Emergency". We all carry our mobile (cell) phones with names & numbers stored in its memory but nobody, other than ourselves, knows which of these numbers belong to our closest family or friends. If we were to be involved in an accident or were taken ill, the people attending us would have our mobile (cell) phone but wouldn't know who to call. Yes, there are hundreds of numbers stored but which one is the contact person in case of an emergency?

Hence this In Case of Emergency "ICE" Campaign.

The concept of "ICE" is catching on quickly. It is a method of contact during emergency situations. As cell phones are carried by the majority of the population, all you need to do is store the number of a contact person or persons who should be contacted during emergency under the name "ICE" (In Case Of Emergency). The idea was thought up by a paramedic who found that when he went to the scenes of accidents, there were always mobile (cell) phones with patients, but they didn't know which number to call. He therefore thought that it would be a good idea if there was a nationally recognized name for this purpose. In an emergency situation, Emergency Service personnel and hospital Staff would be able to quickly contact the right person by simply dialing the number you have stored as "ICE." For more than one contact name simply enter ICE1, ICE2 and ICE3 etc. A great idea that will make a difference! Let's spread the concept of ICE by storing an ICE number in our mobile (cell) phones today! It really could save your life, or put a loved one's mind at rest. ICE will speak for you when you are not able to.

UPCOMING EVENTS

November 30 – Ft Nelson log truckers & contractors road safety meeting – Backroads Meeting Rm, 10 am

Dec 1 – Ft St John log truckers & contractors road safety meeting – Super 8, 9am

Dec 4 – Quesnel Road Safety “town hall” meeting, Sandman, 7pm

Dec 6 – WorkSafeBC Resource Road Safety Practices rollout, Coast Inn of the North, 8 am, Prince George

Jan 17 & 18 – Truck Loggers Convention, Vancouver

Jan 17 & 18 – Natural Resources Forum, Prince George

Feb 7 & 8 – Western Silviculture Contractors Conference, Sun Peaks

If you know someone who would be interested in receiving TruckSafe Rumbblings, 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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