



Transportation

Federal laws changing for impaired driving

NEW: Alcohol breath tests are compulsory and no probable cause required

Effective December 18, 2018 (180 days after Royal Assent), police can require a roadside breath test for any driver. Previously police needed reasonable cause that a person had been drinking before they could test. And, drivers who refuse the test face a criminal charge with similar penalties to an impaired driving conviction. In Canada it is a criminal offence to drive with a blood alcohol concentration (BAC) of 0.08, or 80 milligrams of alcohol in 100 millilitres of blood. In BC, the Motor Vehicle Act has authority over and regulates drivers and vehicles on BC roads. If an Approved Screening Device indicates a driver, with care or control of a motor vehicle, has a BAC 0.05 mg/100ml or higher they can be served with an Immediate Roadside Prohibition (IRP).

NEW: Roadside saliva tests for THC, cocaine, meth etc.

Canadian police officers can now use roadside screening devices that test saliva for the presence of cocaine, methamphetamine and THC, the key psychoactive ingredient in cannabis. Police will not be able to use random testing for these; they will still need reasonable suspicion before demanding the test. The process to roll-out these tests will take several months still.

But once in place, drivers with a level of THC between two and five nanograms will face a summary conviction offence with a fine of up to \$1,000. Drivers with a THC level above five nanograms will face mandatory minimum penalties of a \$1,000 fine on a first offence, 30 days' imprisonment on a second offence and 120 days' imprisonment on a third offence. Drivers with a THC level of more than 2.5 nanograms and having a blood alcohol concentration above 50 mg per 100 ml will face the same mandatory minimum penalties.

Drug-impaired driving causing bodily harm carries a maximum penalty of 10 years' imprisonment.

These offences apply for any detectable level of cocaine, methamphetamine, LSD, ketamine and psilocybin. Scientists have advised the government that there is no safe level of these drugs for drivers.

Best advice to stay safe

Always go for ZERO. Always be fit to drive. Never drink and drive. Never drug and drive!

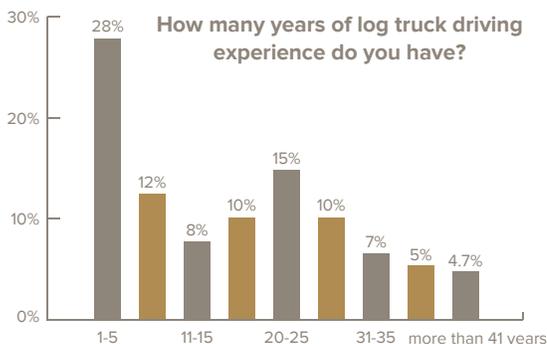
See National Post story here for more details: <https://nationalpost-com.cdn.ampproject.org/c/s/nationalpost.com/news/politics/canadas-impaired-driving-laws-just-got-a-huge-and-controversial-overhaul-heres-what-you-should-know/amp>; Times Colonist: <http://www.timescolonist.com/news/local/breath-test-can-t-be-refused-under-new-drunk-driving-law-1.23355573> and current regulations in BC: <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/road-safety-rules-and-consequences/drug-alcohol>

More than 800 attend 16 safety seminars in Spring 2018

Safety seminars put on by industry licensees this Spring have wrapped up with more than 800 people attending 16 sessions across the province. Topics included Fatigue Awareness Training; Anatomy of a Rollover; Standard of Care; Your Greatest Risk; Drop It and Drive; and Safety and the Brain.

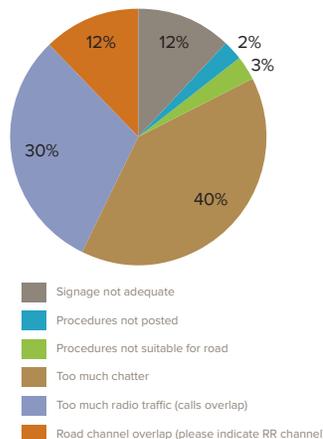
Attendees, primarily log truck drivers, were also invited to participate in a survey to gather information on key safety issues that they face each day. A total of 169 surveys were submitted to date. Thank you to all who participated for sharing your knowledge and experience.

Years of experience driving varies, with the largest group (28%) of survey respondents having less than five years' experience.



Participants indicated that new drivers should have log truck specific driver training, reflecting the importance of ensuring that log truck drivers are trained to an industry standard, whether trained internally or through a training provider. Many of the more experienced drivers also suggested new drivers ride along with other drivers to learn key information such as radio channel use, road km calling and the different hazards associated with highway and resource road driving prior to jumping in the seat solo.

Failure to follow road calling procedures is one of the leading contributing factors to incidents in log hauling. In your opinion, what is the main reason this may be the case?



Some of the bigger safety issues identified included:

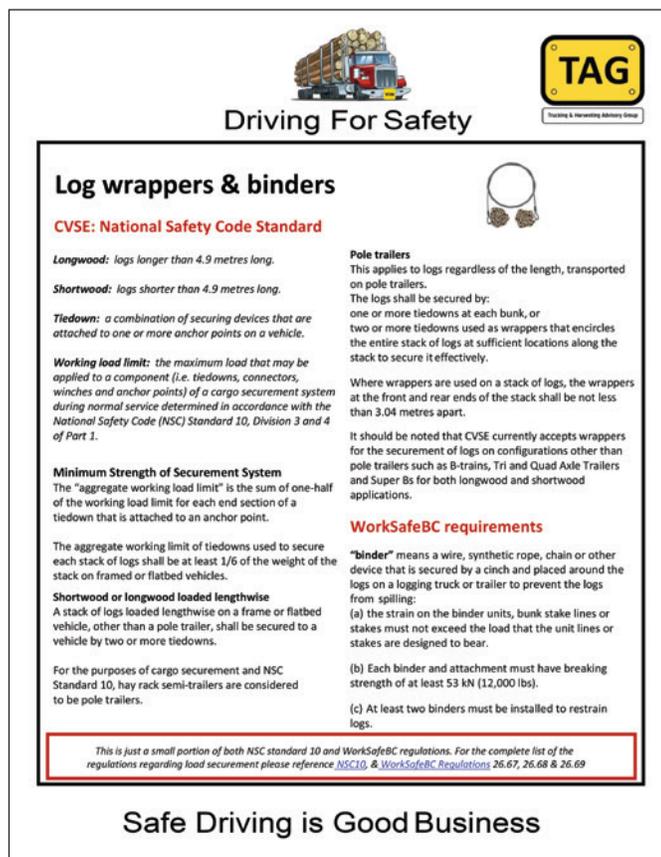
- Road conditions/maintenance
 - » Whether it be winter or summer, the condition of resource roads affect the safety of log haulers
- Communication
 - » Almost all resource roads are radio assisted, not radio controlled. Conduct radio checks to ensure you are on the correct channel and follow the radio and road use procedures posted. Use radio only for designated use (no chatter)
 - » Ensure any service providers including; lowbed operators, service vehicles and maintenance vehicles have the appropriate channels for the operating area.



One of the fatigue sessions presented by Robert Higdon, of Fatigue Science. This session took place on May 16 with 45 Canfor log haulers in Chetwynd.

TAG bulletin on log securement aims to increase understanding of safety and regulatory requirements

The Trucking & Harvesting Advisory Group (TAG)'s bulletin on the regulatory requirements – both CVSE and WorkSafeBC – related to the securement of logs is intended to assist log truck drivers, supervisors, contractors and managers understand some key requirements of, and differences between, the National Safety Code standard (enforced by CVSE) and WorkSafeBC's requirements for log wrappers and binders. The goal is to aid in improving safety performance.



Driving For Safety

Log wrappers & binders

CVSE: National Safety Code Standard

Longwood: logs longer than 4.9 metres long.
Shortwood: logs shorter than 4.9 metres long.

Tiedown: a combination of securing devices that are attached to one or more anchor points on a vehicle.

Working load limit: the maximum load that may be applied to a component (i.e. tiedowns, connectors, winches and anchor points) of a cargo securement system during normal service determined in accordance with the National Safety Code (NSC) Standard 10, Division 3 and 4 of Part 1.

Minimum Strength of Securement System
 The "aggregate working load limit" is the sum of one-half of the working load limit for each end section of a tiedown that is attached to an anchor point.

The aggregate working limit of tiedowns used to secure each stack of logs shall be at least 1/6 of the weight of the stack on framed or flatbed vehicles.

Shortwood or longwood loaded lengthwise
 A stack of logs loaded lengthwise on a frame or flatbed vehicle, other than a pole trailer, shall be secured to a vehicle by two or more tiedowns.

For the purposes of cargo securement and NSC Standard 10, hay rack semi-trailers are considered to be pole trailers.

Pole trailers
 This applies to logs regardless of the length, transported on pole trailers.
 The logs shall be secured by:
 one or more tiedowns at each bunk, or
 two or more tiedowns used as wrappers that encircle the entire stack of logs at sufficient locations along the stack to secure it effectively.

Where wrappers are used on a stack of logs, the wrappers at the front and rear ends of the stack shall be not less than 3.04 metres apart.

It should be noted that CVSE currently accepts wrappers for the securement of logs on configurations other than pole trailers such as 8-trains, Tri and Quad Axle Trailers and Super Bs for both longwood and shortwood applications.

WorkSafeBC requirements

"binder" means a wire, synthetic rope, chain or other device that is secured by a cinch and placed around the logs on a logging truck or trailer to prevent the logs from spilling:

(a) the strain on the binder units, bunk stake lines or stakes must not exceed the load that the unit lines or stakes are designed to bear.

(b) Each binder and attachment must have breaking strength of at least 53 kN (12,000 lbs).

(c) At least two binders must be installed to restrain logs.

This is just a small portion of both NSC standard 10 and WorkSafeBC regulations. For the complete list of the regulations regarding load securement please reference NSC10, & WorkSafeBC Regulations 26.67, 26.68 & 26.69

Safe Driving is Good Business

To view, download or print a copy of "TAG's log wrappers and binders" summary of regulatory requirements, please see: <http://www.bcforestsafe.org/files/Load%20Securement%20Bulletin%20Final.pdf>

VIN program now online



Screenshot of the VIN website at <http://vin.bcforestsafe.org/>.

The Vehicle Identification Number (VIN) program is now available online, providing users with the ability to register their company, update information, add vehicles and users, and register VIN plates. Visit the VIN website at <http://vin.bcforestsafe.org/>

All 663 companies already registered with the program have been incorporated into the new database. In addition, all users will benefit from the easy online usability to file a road safety report, an observation, or an incident/hear miss.

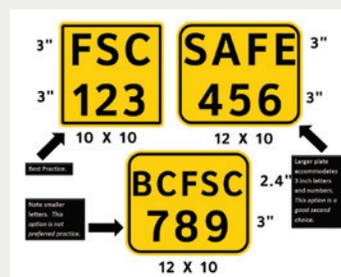
VIN has become the standard vehicle identification for many forest licensees and contractors. VIN was developed more than 10 years ago to:

- Improve safety for resource road users
- Increase awareness and improve driving behaviors by resource road users through accountability
- Provide opportunities for incident and near miss reporting to assist in the reduction of transportation related incidents and injuries
- Provide a way to determine the number and type of industrial vehicles utilizing resource roads.

If you have not signed up to join VIN yet, participation is easy and done online:

1. Register
2. Order your plate(s) as per the specifications (see standard below) from your local sign shop
3. Mount your plate(s)
4. Keep your information up to date in VIN online.

If you have questions, please call toll-free **1-877-741-1060** or email vin@bcforestsafe.org.



Details about the VIN plate standard can be found here: <http://vin.bcforestsafe.org/docs/VIN-Standard-2017.pdf> and plates may be ordered from your local sign shop.