Sawmill planer safeguarding project to improve safety performance

Industry’s Manufacturing Advisory Group (MAG) http://www.bcforestsafe.org/node/2866 is working with the BC Forest Safety Council (BCFSC) and a system integrator, UBSafe Inc., to test the feasibility of a Control System Isolating Device (CSID) as a possible alternate form of lockout for specific maintenance tasks in BC sawmills. This initiative is intended to demonstrate how improved safeguarding technology results in a higher degree of safeguard performance and personal safety.

The BCFSC will design and administer the project with funding support from WorkSafeBC; inputs and oversight from MAG members; and direct participation of a MAG member, Conifex, who will provide both the site and active supervision for implementing and testing the device. UBSafe will be responsible for installing and commissioning the safety control system.

“Continuous improvement in safety performance is a shared goal for all industry participants. Having one site test and perfect an innovative application ensures that broad industry implementation can take place more effectively in future. Ultimately we want to secure meaningful reductions in serious injuries across all of industry’s sawmill operations. Conifex, and our Fort St. James team especially is looking forward to being part of the innovation process to help improve that safety performance by exploring the feasibility of safeguarding in the appropriate application and conditions to clear an obstruction,” said Conifex Safety Director, Darren Beattie.

“This is an opportunity for us to collaborate directly with industry to explore how technology can improve the health and safety of workers, in our efforts to minimize serious injuries in wood products manufacturing,” said Chris Back, Director, Industry and Labour Services, WorkSafeBC.

There are an estimated 195 sawmills in BC, employing approximately 17,000 workers. Sawmill planers are key pieces of production equipment in all these mills and workers have frequent interactions with the machines as they clear pieces of wood from the flow. WorkSafeBC data indicates that serious incidents occur with sawmill planers. A total of 26 serious incidents were recorded by WorkSafeBC from 2010 to 2015, with serious injuries representing approximately 22% of all injuries in sawmills, and claims costs of more than $24 million. Safeguarding and lockout deficiencies have been identified as the main cause of the serious injuries.

Industry would like to support and encourage the adoption of new safeguarding technology as an alternate form of lockout that is appropriate for the task of unjamming a planer.

To maximize confidence in the adoption of this new technology, industry supports Conifex providing a testing planer unit at its Fort St. James sawmill as the first prototype to confirm that the safeguarding technology used is going to be a safe and more effective option.

Conifex’s Fort St. James sawmill opened in 2008 and has an annual lumber capacity of 310 million board feet. The planer guarding pilot will be run here.

Welcome to the December edition of Forest Safety News, covering news about safety topics in forestry. This is YOUR safety newsletter. We look forward to your input and feedback! Email the editor at editor@bcforestsafe.org or call 1-877-741-1060.

Happy Holidays!
Wherever you may find yourself this holiday season, the BC Forest Safety Council wishes you and your family a safe, peaceful and happy time.

Our offices will be open as usual from 8 am to 5 pm:
- Friday December 22
- Wednesday December 27
- Thursday December 28
- Friday December 29
- Tuesday January 2

Our offices will be closed:
- Monday December 25
- Tuesday December 26
- Monday January 1

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Upload SAFE audits here: http://app.bcforestsafe.org/upload/ or email SAFE audits if they are small files to: audits@bcforestsafe.org
Industry safety veteran reflects on 45 years of safety progress

With 45 years of experience in forestry and wood manufacturing, those who know John Bulcock say his passion for safety is just as strong today – even stronger perhaps – as it has ever been. With John looking to ease into retirement, Forest Safety News asked him to reflect on safety in forestry.

It all started back in 1972, when right out of high school, John got his start in forestry, first on the coast and then in the interior, logging and later sawmilling. He came back to Vancouver Island in 1975, returned to logging and having been part of United Steelworker safety committees over many years, quickly found himself in the role of safety coordinator at Canfor’s Englewood Logging Division. In 2005 after Western Forest Products (WFP) acquired Englewood, John was transferred to Campbell River as timberlands safety advisor, followed by becoming health and safety manager in 2009 and then corporate director responsible for safety at WFP’s sawmill and logging operations in 2012.

John also spent many years on various industry safety committees and advisory boards. For example, he belonged to the original SAFE Companies committee; shaped the development of the audit committee in 2003 and 2004; sat on original Falling Technical Advisory Committee http://www.bcforestsafe.org/node/2773 representing WFP; became a director of SAFER in 2009 and later co-chair. Today, John is a member of both the Manufacturing Advisory Group http://www.bcforestsafe.org/node/2866 and the Coast Harvesting Advisory Group http://www.bcforestsafe.org/CHAG, each group focused on identifying and supporting continuous improvement opportunities in safety performance across manufacturing and harvesting operations. John has helped to shape many improvements in safety including recent first aid practice training in manufacturing environments and additional emergency response options for remote workers on the coast. He also was the first person in industry to recognize the value and possibilities of Switchback training, which is now a regular training program in industry not only in BC but in the US and in Australia.

“Looking back, it has been a learning experience – a mix of science as well as the psychology of safety, along with a few step changes within industry. I think the formation of the BC Forest Safety Council was one step change that helped focus industry on the challenge and recently how the organization is helping to support industry in safety keeps the evolution of safety going. Technological advancements especially on the manufacturing side have also provided step changes in safety, and probably will continue to do so,” said John.

While continuous safety improvement is the objective for industry, it will not be without its challenges going forward. “The transference of knowledge is a key challenge. We are missing a generation of employees on both logging and sawmills. Highly experienced people are rapidly leaving the industry and this is a real concern to everyone,” explained John. “There is inherent risk that comes with new workers in both their perception of safety and their invincibility – that is a real challenge. The threat is we won’t have the trained workers as fast as we need them.”

We have seen an evolution in industry over time. “I don’t know of an employer that isn’t dedicated, where safety is not a major part of their business. I would suggest that everyone is on the same page now, but that wasn’t the case in the past,” said John. “The risk-taking firms are long gone and I think really good supervision, that wasn’t in place 20 years ago, has had a lot to do with that,” he said.

Good supervision is key

“Supervisors are the ones at the sharp end of the stick and hold the key to safety success. They probably have the toughest job in industry. Good supervision is key to our industry.”

Asked about safety differences between manufacturing and harvesting, John said that in the past logging had lagged behind the sawmills. “Sawmills are very process driven whereas logging has separated supervisors from the crews so self-supervision is critical in logging,” he said. Today John doesn’t see any gap between the two. “The commitment is equal. The focus on safety is the same. Supervisors all have equal commitment,” he said, adding that it was “senior leadership who were the drivers of that change, supporting that change.”

In addition, industry as a whole has moved from compliance to managing risk. “That is a real plus because when you do that you develop better systems and better monitoring of performance of your people.” He said that before it was blame the employee; then it shifted to blame the supervisor and now we really look at the system. “That’s positive, moving from a crime and punishment mentality to now looking at everything, finding the facts and not jump to any conclusions.”

John has seen lots of changes at WorkSafeBC too over the years. “I think we are where we need to be now.”

Phase congestion can be an issue but people do plan better

John said he was looking forward to seeing the safety ombudsman report on phase congestion (due early next year). He said it can be a potential issue, but people had come to a point of planning phases much better than in the past. “It has to be a first consideration: who’s above, below, in front of, and behind you. We also have to remember that we are all human and fallible. Everyone from top to bottom of an organization can make a mistake and it’s not possible to predict when and what error might occur. Nothing is black and white all the time. No-one is immune.”

John suggests that more and more electronic planning and tracking will help. “Technology is there now that you can virtually see where everyone is.” (LIDAR and drones).

Faller safety has seen a vast improvement

“We have seen a vast improvement in faller safety and I have to go back again to supervision – and the fallers themselves. There has been so much change in the past 20 years and it is still rapidly evolving with each generation doing a little bit better,” said John. “The same goes for log trucking. Trucks are inspected and well-maintained, especially off-road. Maintenance is much more formal and at WFP for example we very rarely see a truck that needs to be taken out of service. "Owners of trucks are running them at a higher safety level than ever before.”

On the sawmill side a lot more emphasis has been on mill yards, lock out and risk management, with a greater focus on people’s tolerance for risk, and what does that look like. "When you have that approach you look at things before they happen. What
is the risk tolerance of workers, supervisors and managers and that becomes significant in planning and safety communication.”

**Good supervisors, managers and owners allow us to be the best we can be in safety**

“One of the things I always tell people: You take on a young person and they have new boots, new jeans, new rain gear. Everyone says he’s new. Six months later he looks just like the experienced guy that he is standing next to, but he has only worked 120 days. We have got to really pay attention to that. I believe that this is true in most work places – paying a lot of attention to young workers until they are 25 years old. Again it’s the supervisors who are key. Good supervisors, managers and owners allows us all to be the best we can be in safety.”

John met Switchback founder Steve Falk some years ago through kids’ hockey and immediately John recognized that Steve was a motivator. “Steve took a group of 13-year old kids and turned them into a team that didn’t lose a game and won the league. Fast forward to May 2009/2010. A year before a faller had been killed in Gold River and another seriously injured and when looking at the investigation and reviewing everything no-one could figure it out. John asked Steve to take a look at the incident. Steve came in and explained what happens when people are stressed and have to perform, and how this impacts poor, unsafe decisions. In four or five minutes everyone got exactly what he had described. Every faller in the room got it … some even recognized that if they stopped work, had an apple or cigarette, they could get back on track … So we worked with Steve to develop a training model which has now been done by over 700 in WFP, called Switchback training.”

Recognizing and helping others recognize when they might be in those moments and coaching them out of there is what Switchback training is all about – self-awareness and the awareness of how others might react and put themselves in an unsafe place.

“It is one of my top three best safety improvements along with site safety tree and danger tree blasting,” said John.

John says he is still passionate about safety and is fortunate to be surrounded by the best of the best safety people, great human beings with highly developed safety skills. “I cannot say enough about my staff,” said John. It takes a long time to learn safety and the most important lesson is that no-one is immune to making mistakes. “We can’t prevent errors but we can eliminate or minimize the consequences. Good people make bad mistakes, virtually impossible to prevent that, but we have to try, try, try, but we also need to focus on minimizing the consequences. Once the mistake is made what is in place to prevent and control the consequence?”

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**Ed Wilcock**, of E&B Helicopters, received the 2017 Cary White Memorial Lifetime Achievement Award, Harvesting, for Commitment to Safety Excellence.

Ed started in the helicopter business known as E&B Helicopters in Campbell River and has operated this company along with his wife, Vicki, for 26 years. Before that, Ed worked in the forest industry as a camp superintendent up and down the coast. As a result, Ed’s understanding and appreciation of workers’ safety in the forest industry started with his own boots on the ground. His commitment to the forest industry has been proven many times over.

Ed and E&B provide air transportation and emergency evacuation services to hundreds of forest industry companies who have to simply provide a block map, longitude and latitude. He has spent hundreds of thousands of dollars to be able to provide the best communication on Vancouver Island and southern coastal inlets by strategically installing many repeater towers that workers on the ground and helicopter pilots can communicate back to home base in Campbell River without interference.

On many occasions, Ed and his company are the last resort. Forestry workers say that without their availability “we simply would not be able to go to work each day”. Ed says success has come from “working closely with industry and contractors to make sure he can get crews out of the bush on time,” and be there if anything goes wrong. He says safety has greatly improved over the years. He remembers a time when they could do as many as 30 medivac rescues a year between Port Alberni and Gold River, but that the safety push has brought that down considerably – which is a good thing. Ed has 26 employees and 12 helicopters, all medivac capable, near and ready to go quickly to where crews are working. That coupled with his nine repeater towers across the island means that communication channels are open. Ed’s best advice: “Be safe!”

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**Kerry Douglas**, Safety Manager, West Fraser Mills Ltd., received the 2017 Cary White Memorial Lifetime Achievement Award, Manufacturing, for Commitment to Safety Excellence.

Kerry Douglas started his career almost 47 years ago when he was 15. He worked in the same Rayonier mill as his dad did, in New Westminster, doing clean-up work on weekend nights during his high school, college and university years.

“There was not a lot of safety at the time. It was certainly not something that we talked about or trained and I saw a lot of other kids I worked with getting hurt. There was minimal guarding back in those days,” explained Kerry, reflecting on his first mill work experience in the late 1960s/early 1970s. In the late 1970s Kerry accepted a position with Canfor at one of their mills in Northern Alberta.
This was the first of two life experiences that really provided the foundation and appreciation for what safety is and what safety means when it is done well and follows best practices.

“Canfor really had a good safety culture. Safety was a big part of what they did. I learned a lot about what makes for a strong safety culture, leading from the top; everyone understanding what safety means to them and the workplace,” said Kerry. He said this experience followed by receiving his commercial pilot license a few years later in the mid-1970s gave him a real appreciation for robust safety systems and integrating safety into every action and operating procedure.

After Canfor, Kerry moved to Prince George to work for WorkSafeBC as a safety officer for 17½ years. In those days the regulator did not have a separate investigations department, rather it was up to the local and area safety officers to conduct serious incident investigations.

Kerry quickly became the go-to “sawmill safety person” and also carried out 30 fatal workplace incident investigations, many of them at sawmills. Kerry then moved to West Fraser Mills Ltd. in Quesnel in 2004 to become the organization’s first safety manager. At that time West Fraser had operations in Alberta, British Columbia, and the United States. Kerry was instrumental in improving safety practices and integrating safety systems into all the mill operations, and helped his employer realize significantly improved performance and safety results.

“Kerry is the go-to leader for industry in mill and combustible dust safety”, is the unanimous chorus of his peers, many of whom attribute his safety leadership as a key reason behind much of the safety success of the Manufacturing Advisory Group (MAG).

MAG represents an estimated 80% of raw wood production in BC, and following two fatal mill explosions in 2012, the group established a task force to better understand and manage risks created by combustible wood dust. MAG members have continued to demonstrate the highest levels of dust compliance (95-98%) in WorkSafeBC reviews. The group was honoured in 2013 with a Lieutenant Governor Safety Award for Excellence in Systems Safety (multi-technology) awarded by Technical Safety BC (formerly the BC Safety Authority).

“I think MAG’s success is due in large part to the leadership the forest products CEOs have provided to the group,” said Kerry, recognizing that for safety to succeed it has to come from the top and be sustained at all levels of industry and at all operations.

“Before the formation of MAG in 2009 there was not a lot of sharing of information or best practice. Everyone was off doing their own thing, independently,” said Kerry. “Coming together we are able to share our experiences and we all benefit individually and collectively as an industry,” he said.

Some of the recent MAG safety achievements include continuous improvement in guarding, reengineered facilities and processes to better manage and mitigate combustible dust, current work being done on planer safe-guards.

Looking to the future, Kerry says human factors continue to be the challenge. “Working in a high-risk, high-hazard industry, the more we can take the human element out of decision-making, the safer it is going to be,” said Kerry. This means continuing to innovate and find engineered solutions that provide the best safety systems to protect workers.

When Kerry is not at work, he enjoys spending quality time with his wife in Quesnel and visiting his two children and six grandchildren on Vancouver Island, as well as golfing and walking his dog.

Northern BC forestry, sawmills and manufacturing highlighted in Port of Prince Rupert video

The Port of Prince Rupert celebrates its 10th anniversary of the Fairview Container Terminal this year and in celebration, shared a special video to celebrate all the northern BC forestry, sawmill and manufacturing plants that ship product through the port to customers around the world. A story of sustainability, the four minute video takes you on a journey from seeding to delivery. Many of the companies highlighted are SAFE Certified by the BC Forest Safety Council. Video: https://www.youtube.com/watch?v=Q8TBoBwS6Uc&feature=youtu.be

Preliminary WorkSafeBC premium rates for 2018

Overall, the preliminary numbers are down on average by 0.05% year over year. WorkSafeBC says that in 2018 63% of BC employers are projected to experience a decrease in their industry base rate; 11% will see no change and 26% will see their industry base rate increase.

For forestry specific certification units, preliminary projected rates indicate increases in two certification units namely brushing and weeding or spacing (8.10 percent for 2018 up from 7.86 in 2017) and forest fire fighting (7.81% for 2018, up from 7.6% in 2017). For more information on how rates are determined, please see: https://www.worksafebc.com/en/insurance/know-coverage-costs/industry-premium-rates

Three reviews by the BC government with reports due in 2018

Currently the government is in the process of three separate reviews that all have safety elements, and impact forestry operations and our broader communities:

• Comprehensive 2017 flood and wildfire review announced middle of October 2017. BC fires displaced 65,000 people, destroyed more than 1.2 million hectares of forest and cost $550 million to fight. While government departments had already started their own technical reviews, this review will include looking at what can be improved.
• Review of the Province’s professional reliance model to ensure the highest professional, technical and ethical standards are being applied to resource management in BC, announced beginning of October 2017.
• Independent review of forestry contractor sustainability, announced by the previous government in January 2017. This review is being led by former cabinet minister George Abbott.
Eight fatalities in harvesting and two in manufacturing year to date in 2017

There have been eight direct harvesting fatalities and two in manufacturing this year (up until November 14, 2017).

**Fatalities in harvesting in 2017**

**October 16, 2017:** A feller buncher operator died after his machine rolled over and caught fire on the Finlay Forest Service Road, north of Prince George. See: [http://www.bcforestsafe.org/node/3026](http://www.bcforestsafe.org/node/3026)

**October 13, 2017:** A forestry worker died in hospital after his north-bound pickup left the Babine Lake Road, north of Smithers, and rolled over in the morning. Road conditions were icy. See [http://www.bcforestsafe.org/node/3029](http://www.bcforestsafe.org/node/3029)

**April 20, 2017:** Three workers were killed and two injured when rail cars were being loaded with logs in Woss, Vancouver Island. 10 of the loaded cars rolled about three kilometres down a grade. The loaded cars struck a section crew’s vehicle (speeder) carrying five workers who were performing maintenance on the tracks. See: [http://www.bcforestsafe.org/node/2957](http://www.bcforestsafe.org/node/2957)

**February 16, 2017:** A log truck driver died at the scene after his fully loaded log truck left the ice-covered road and rolled over, about 90 km north of Fort St. John. See [http://www.bcforestsafe.org/node/2932](http://www.bcforestsafe.org/node/2932)

**February 4, 2017:** A certified feller was struck and pinned by a 20-inch-diameter cedar tree that was falling in a wind turbine created by the helicopter. The worker was transported to hospital via helicopter.

**February 10, 2017:** A forestry worker died in a helicopter crash near Prince George while being repositioned. See [http://www.youtube.com/watch?v=z_kH7mIuUjk](http://www.youtube.com/watch?v=z_kH7mIuUjk)

**February 20, 2017:** A worker was repositioning a hydraulic excavator on a grade. The machine rolled several times, landing on an access road. The operator, Adrian Sunduk, who never used to wear a seatbelt and now always does: [https://www.youtube.com/watch?v=z_kH7mUljUk](https://www.youtube.com/watch?v=z_kH7mUljUk)

**February 25, 2017:** A worker was operating a piece of mobile equipment when it started tipping onto its side. The worker attempted to jump clear of the equipment and was pinned under it. See [http://www.youtube.com/watch?v=7_MX6FO9bE](http://www.youtube.com/watch?v=7_MX6FO9bE)

**January 30, 2017:** A car containing two non-workers crossed the centre line of a highway and collided with a loaded logging truck in the oncoming lane. The two non-workers died at the scene; the log truck driver was transported to hospital by ambulance.

**January 27, 2017:** A maintenance worker died at a Lumby yard (CU74037 – Wooden Post or Pole Manufacture). See [http://www.bcforestsafe.org/node/2916](http://www.bcforestsafe.org/node/2916)

**Recent incidents reported to WorkSafeBC**

By reviewing and sharing these incidents with your crews, you may help to prevent similar incidents at your operations.

**HARVESTING**

**Injury Type:** Close call  
**Core Activity:** Manual tree falling and bucking  
**Location:** Vancouver Island/Coastal B.C.  
**Date of Incident:** 2017-Sep

A certified feller was falling a fringe of timber near overhead 25 kV power lines, which had been de-energized before work began. The feller lost directional control of a tree and it hit the power lines. No injuries occurred.

**Injury Type:** Multiple fractures  
**Core Activity:** Forest firefighting  
**Location:** Interior B.C.  
**Date of Incident:** 2017-Sep

A firefighter was preparing to attach equipment to a longline from a hovering helicopter when he was struck by a tree (40 cm in diameter, 13 metres tall) that blew over because of the wind turbulence created by the helicopter. The worker was transported to hospital via helicopter.

**Injury Type:** Fatal (2 non-workers); head laceration (1 worker)  
**Core Activity:** Log hauling  
**Location:** Northern B.C.  
**Date of Incident:** 2017-Aug

A car containing two non-workers crashed the centre line of a highway and collided with a loaded logging truck in the oncoming lane. The two non-workers died at the scene; the log truck driver was transported to hospital by ambulance.

**Injury Type:** Multiple injuries  
**Core Activity:** Integrated forest management  
**Location:** Northern B.C.  
**Date of Incident:** 2017-Aug

A worker was repositioning a hydraulic excavator (a mobile tail spar), used for log yarding activities, when the machine slid over the edge of an 80 percent grade. The machine rolled several times, coming to rest on its side about 300 feet downhill. The worker was ejected from the cab and was found about 40 feet from the machine. The worker was transported to hospital by helicopter.

**Injury Type:** Multiple injuries  
**Core Activity:** Log hauling  
**Location:** Vancouver Island/Coastal B.C.  
**Date of Incident:** 2017-Aug

A logging road, a loaded logging truck lost control on the approach to a bridge, struck the guardrail, rolled over, and landed in the creek about 65 feet below. The driver was transported to hospital by ambulance.

**MANUFACTURING**

**Injury Type:** Injuries to arm  
**Core Activity:** Wooden component manufacture  
**Location:** Interior B.C.  
**Date of Incident:** 2017-Aug

A new and young worker was using a compressed air hose to clean up wood debris at the outfeed end of a planer machine when the worker’s arm contacted the planer’s vertical rotating cutting heads.

**Injury Type:** Head laceration, possible fracture to lower body  
**Core Activity:** Sawmill  
**Location:** Northern B.C.  
**Date of Incident:** 2017-Aug

A planer mill worker was assisting millwrights with repairs to the planer stacker. The planer mill worker was crossing the infeed transfer chains to bring parts to the millwrights when he slipped on some grease and fell 11 feet to the concrete floor.

**Recent Safety Tips**

**Seatbelts prevent injuries and save lives if you wear them!**

While the following two incidents did not occur in forestry settings, they did involve machines that forestry operations use. The evidence continue to support the fact that if you wear your seatbelt – in all machines and vehicles – the safer you will be. Consider and compare the two recent incidents below.

**Injury Type:** Lower-body fracture  
**Core Activity:** Oil or gas pipeline construction or repair  
**Location:** Northern B.C.  
**Date of Incident:** 2017-Sep

A worker was operating a piece of mobile equipment when it started tipping onto its side. The worker attempted to jump clear of the equipment and was pinned under it.

**Injury Type:** Injuries to head and hand  
**Core Activity:** Excavator operation  
**Location:** Vancouver Island/Coastal B.C.  
**Date of Incident:** 2017-Sep

An excavator rolled about 60 feet down a steep grade, landing on an access road. The operator, who had been wearing a seatbelt, climbed out of the broken cab window and was later transported to hospital by ambulance.

See this video too about a logging truck driver, Adrian Sunduk, who never used to wear a seatbelt and now always does: [https://www.youtube.com/watch?v=7_MX6FO9bE](https://www.youtube.com/watch?v=7_MX6FO9bE)
SAFE Companies

Talkin’ SAFety with Mike Sexton:

End of the year audit submissions

Mike Sexton, senior safety advisor.

The end of the year is rapidly approaching and for many companies, that means SAFE Companies audit submissions are due too!

Here are some tips:

1. Don’t wait till the last minute of the last day of the year. Unfortunately, stuff happens. If your audit were to get lost or face some other unanticipated issue, your SAFE Certification could be in jeopardy. And, getting your audit in before that rush should get you your results quicker too.

2. Please use the latest version of the audit submission form from our website. Things change and the latest versions are available to download at http://www.bcforestsafe.org/safeco-audits. It may seem easier to just copy last year’s audit and send it in, but that can create problems.

3. If you have any question or concerns, CALL US! We are always here to help whenever we can. Call 1-877-741-1060

and ask for a safety advisor. If you have someone in particular that you like to get help from, by all means ask specifically for them.

4. If possible, use electronic submission. We will always accept paper submissions, but the electronic world does makes things simpler (most of the time) as we don’t have to take your audit submission apart and scan it before we can review it. To upload, please use http://app.bcforestsafe.org/upload/ or email your audit to: audit@bcforestsafe.org

5. Please ensure all audit questions are answered. This could be just checking a box or submitting the required documentation. Make sure your documents are dated within the previous 12 months and are clear as to what they are intended for.

2018 real time reviews near you

Real Time Reviews are where BC Forest Safety Council staff meet with your company, at a predetermined location, to receive and review your SAFE Companies SEBASE, ISEBASE, or IOO audit face-to-face.

We first tried this in 2013 with the Weyerhaeuser Princeton Woodlands where it was well received. Over the past few years, based on demand, we have continued to expand this service.

Here is a proposed schedule of real time reviews for 2018:

- March 28-29: Nanaimo
- April 10: Prince George
- April 11: Quesnel
- April 12-13: Williams Lake
- April 24-25: Houston
- May 3-4: Kamloops – ILA
- June 28-29: Nanaimo
- October 15-16: Adam’s Lake area
- October 17-19: Princeton
- November (TBD): Chetwynd/Peace
- November 29-30: Kelowna
- December 19-20: Nanaimo

The list above is not set in stone. If you would like to participate at any of the above – or at a different venue – please call us. We will gladly set up a custom session if possible, whether you are an individual company, prime contractor or licensee.

If you have any questions about the reviews or any other services, please contact a safety advisor at toll-free 1-877-741-1060 or email Safeco@bcforestsafe.org.

Trust the List

By Laurel Laturnus,
SAFE Companies registrar and database coordinator

When you are wondering who is SAFE certified, the only reliable way is to check the list! It is published weekly on the BC Forest Safety Council website at http://www.bcforestsafe.org/safe_companies/whos_safe.html

While a certificate is nice to frame and display, it may expire if a company’s details change or conditions of SAFE certification are not met. While we don’t ever want to think the worst, many years ago there was even an incident of a forged certificate. Reliance on a printed certificate can be avoided by using the list to verify the status of SAFE certification. If your company manages contractors and uses SAFE certification as a pre-qualification, use the SAFE certified list to check for SAFE certification.

The SAFE Certified list contains a company’s legal and ‘doing business as’ or trade name, any qualifications and the size of their SAFE certification, the city related to the company’s mailing address and the certification cycle expiry date. The list is currently in alphabetical order in a pdf document. There are over 2950 SAFE companies on that list now, so you can also quicken the search by either right-clicking on the list and selecting “Find” or using keystrokes Ctrl-F to search by a specific SAFE Company name.

When in doubt, contact our office.
Small Employer OHS Course will be available online starting January 2018!

By Cherie Whelan, Director SAFE Companies

I am happy to report that we have listened and in response to your feedback will be offering the SAFE Companies Small Employer Occupational Health & Safety (OHS) Course online starting next month.

One of the requirements of becoming SAFE certified for employers with 2-19 employees is to have a permanent employee who is knowledgeable in their work activities take the Small Employer OHS Course. The course is designed to help participants develop and maintain an effective Occupational Health & Safety Program. Until now, however, this course was only offered as a 2-day classroom session at different locations and times around the province. Small companies told us that this was very challenging for them when they operated in remote locations and didn’t have the ability to leave their operations.

Learners wanting to take the course online will be able to register in the BCFSC Learning Centre and complete the course where and when they want as long as they have internet access. Some of the benefits of this new format are:

**Flexible and convenient** – In the BCFSC Learning Centre, learners will have 24/7 access to the course. They will not have to take time away from work or incur travel costs when courses are not offered at a venue close to them.

**Accessible** – As long as the learner has internet access, the course can be done from anywhere and on many different types of equipment/devices like a desktop, laptop, tablet, or even a mobile device.

**Self-paced learning** – The SEOHS online course won’t have to be completed all in one sitting, so the learner can start and stop at any time. Self-paced learning ensures that the learner can move at a speed that is compatible with their busy schedules, allowing them to go about their day-to-day routine while fitting in the training at a convenient moment.

**Progress tracking** – The learner can pick up where they left off in a course. The BCFSC Learning Centre will remember where they left off when they login again!

**Continued access to course content** – Learners will be able to login after they’ve completed the course at any time to review/refresh as needed.

**Access training records** – Once the learner has successfully completed the course requirements, a record of the training will be managed in BCFSC’s Learning Centre.

**Live support** – If there are any questions during the course, the learner can call our office during regular hours to speak to a safety advisor or for technical support.

**Reduced costs** – Because of the reduced costs for us to administer and deliver this course, the online course will cost $90+GST versus the current $300+GST for the classroom course (this doesn’t include the other associated student costs for travel, hotel, meals, etc.)

Learners will also be required to go through a discussion (approximately 30 minutes) with a safety advisor over the phone after the course. This gives our safety advisors an opportunity to ensure that the required learnings have taken place. This also helps to reinforce some key topics and guide the learner to the next steps in completing and submitting their SAFE Companies audit.

While we will be looking at self-registration options down the road, for now learners will follow the same initial registration process as other courses through the BCFSC website. Once registered, the learner will be sent login information and an online Learning Guide to help guide them through the process. There is also a short video at the beginning of the course to help the learner on how to navigate through the course.
Making safe choices every tree, every time

There will be many times throughout our falling careers when we will be faced with an upset condition or a falling difficulty. In the case of a jackpot or a hang up, whether it was caused naturally or by the faller, it seems it is often the faller’s first instinct to “smash it down” with other trees.

**Pushing or domino falling is not the only option**

Pushing can indeed be an effective tool used to overcome a falling difficulty, but in no case is it ever the “only” way to do it. Cutting up six, seven or even more trees and pushing them all over is never the safest or “only” way to overcome a falling difficulty. If the culture in your workplace is that this is a common standard operating procedure, I urge you to have the courage to care and speak up.

**Consider machine assist, blasting or creating a no work zone**

There are always safer options including machine assist, blasting or just leaving the hazard and ribboning off a no work zone. I urge you all to work together to help create a culture where it is not only acceptable but considered normal that fallers stop and ask for assistance when they are uncomfortable with any situation.

It’s really important to respect the hazards out there and control the stuff that you can control. Safe fallers continually make safe decisions. Please feel free to call any of the falling safety advisors if you have concerns and would like to discuss the safety culture in your workplace. For confidential advice and support from falling safety advisors, please call toll-free 1-877-741-1060. Your call will be connected directly to a falling safety advisor’s cell phone.

HIGH RISK VIOLATION #5

**OHS Regulation 26.24 (6)**

Using a tree to cause another partially cut tree to fall in succession, except to overcome a specific falling difficulty and done in accordance with the Regulation.

Question from a faller on falling snags roadside

**Question:** If I am falling snags on the side of a logging road, am I required to have another certified faller with me? Or can I just use a flag person?

**Answer:** As with any falling project, you need to have qualified assistance available. If the flag person is not a certified faller, then it makes it a lot harder to meet the three points needed to comply with regulation:

1. Is basic first aid coverage within 10 minutes?
2. Is there a plan in place to deal with a falling difficulty if one arises?
3. Is the flag person “qualified” to assist you in the case of an emergency, meaning meeting the definition of “qualified” as it’s written in regulation. Does the flag person have the proper PPE to do the job of running a chainsaw if needed?

When doing jobs like this where the faller is falling only hazard trees, it’s highly recommended that there are two certified fallers onsite. It can happen that not all of the hazard trees are immediately at roadside. Many can be up or down (depending which side of the road you are on) from the roadside in the timber a ways in, but still within the danger limits. This creates an even bigger hazard to fallers because they are trained to fall them in progression within their work area and to only fall them into open areas to avoid the risk of brushing. With these types of jobs, often the licensee or land owner would prefer that the fallers do not fall any green trees, especially any larger ones, so fallers will sometimes get in the habit of not creating large enough openings to safely fall the hazard trees. They will try and “thread the needle” in our terms, which is a very dangerous practice with hazard tree falling.

Got a question, email editor@bcforestsafe.org or call toll-free 1-877-741-1060.
Pre-pilot of New Faller Training materials

Work continues on the development and pre-piloting of the proposed New Faller Training materials. The revised competency-based training will complete the pre-pilot phase with two trainees and two trainers testing the materials in field in Campbell River this month. Broader industry testing will be done in 2018 before finalization and presentation to WorkSafeBC for final approval and roll-out to industry in 2019.

Positive faller feedback on latest wildfire experience

A faller and SAFE Certified company owner recently shared his recent positive experience with wildfire crews this past season:

“We used to have some serious compliance problems with falling trees on wildfires. The way we did things didn’t evolve in the same way that logging or other falling industries did. But upon returning as a contractor this season, I saw a LOT of really good things, including but not limited to: competency checks on incoming fallers, both workers and supervisors; insisting on having qualified assistance; proper access/egress; the use of skilled/experienced falling coordinators and really good collaboration and partnership with industry contract fallers.”

Thank you for sharing! All feedback is always welcome.

Email editor@bcforestsafe.org or call toll-free 1-877-741-1060.

Supporting good faller supervision

Over the past several months, the BC Forest Safety Council’s falling department has been providing support to several licensee and contractor companies around faller supervision, supervisor awareness training and responsibilities, particularly where prime contractors are involved. This is one of the services offered to industry to help support continuous improvements in safety and operational performance.

Falling safety advisor, Jeff Mackenzie, explained that the objective is to ensure that there is consistent application of good process around supervision and that no-one makes the wrong assumptions about who is responsible.

He said the falling safety advisors are available to provide confidential company reviews to help review the supervision in place, and provide suggestions and mentoring where required to help ensure that everyone is complying under regulatory requirements.

“We want to ensure that everyone knows what they are responsible for and that all supervisors know how to deal with a falling difficulty. The most important piece is always planning and ensuring appropriate qualified assistance is ready, available and everyone understands the plan,” said Jeff.

Increasing awareness and providing the supporting tools and training is key, especially understanding the different geographic implications for falling crews in the interior and on the coast.

During his presentation, Jeff covers: documentation requirements, faller pre-work and planning requirements, daily meeting requirements, contractor field evaluations (supervision: qualified faller supervisor), designated high risk violations, personal protective equipment, man check procedures, transportation, summoning assistance, emergency response, due diligence, right to refuse unsafe work, managing fallers, procedures, evacuation procedures and expected falling practices.

If you would like to talk about setting up a confidential company review on your supervision practices, please email faller@bcforestsafe.org or jmackenzie@bcforestsafe.org, or call toll-free 1-877-741-1060.
Give your feedback on the new resource road maintenance guideline

New resource road maintenance guideline has been developed by industry to help improve resource road safety, specifically for log trucks.

Your feedback is welcomed and encouraged on a new tool to help improve safety and log truck performance on resource roads. The new resource road maintenance guideline was developed by subject matter experts including logging contractors, road maintenance contractors, and other industry stakeholders, and is being piloted for the next 10 months, until October 2018.

The purpose of the initiative, championed by the Log Truck Technical Advisory Committee (LTTAC), is to provide industry with a guideline for implementing a road maintenance program that ensures that resource roads are maintained for safe operation of log trucks.

The need for a specific focus on log hauling was identified as the configurations, weight and maneuverability of log trucks increases the risk of incident when resource roads are not maintained appropriately.

The guideline includes criteria for:
- Consistent road maintenance for safe log hauling activities
- Increased efficiency and production through consistent/improved cycle times
- Reduced vehicle maintenance costs
- Healthier workplace and environment (physical and mental)
- Increased lifespan of roadways and
- Responsible parties taking ownership for compliance.

At the last Trucking and Harvesting Advisory Group meeting members committed to review the Road Maintenance Guideline for use in their operations. Since the meeting, Canfor has advised that it supports the guideline and will be sharing it with each of its divisions.

Canfor's intent is to indicate that divisions can adopt the guidelines or continue to use their own system, but that the guidelines will form the minimum standard going forward.

Road safety and road maintenance issues are two of the leading topics that industry shares with the BC Forest Safety Council as an ongoing concern. It is hoped that with broad implementation, these guidelines will help address some of those concerns.

You may view and download the Resource Road Maintenance Guideline here: http://www.bcforestsafe.org/node/3025. Feedback may be sent to LTTAC, via the transportation department email: transport@bcforestsafe.org or call toll-free 1-877-741-1060.

The earliest Canada will see ELD requirements is spring 2019

As log truck drivers in the United States complete their transition to Electronic Logging Devices (ELDs) this month to meet a December 18, 2017 deadline for compliance, Canadian truckers have at least until spring 2019 to prepare, according to Mike Millian, president of the Private Motor Truck Council of Canada (PMTC), who spoke at a recent event in Ontario, covered by trucknews.com: https://www.trucknews.com/transportation/earliest-canada-will-see-eld-mandate-spring-2019-millian/1003081547/.

There have been questions about who will be certifying ELDs in Canada as everyone needs to make sure the devices they use are compliant with regulatory requirements.

At this time, the United States is relying on self-certification of devices. In Canada, while Transport Canada will not be certifying ELDs, the Canadian Council of Motor Transport Administrators (CCMTA) is currently looking for a body to certify ELDs in Canada.

It is expected that Transport Canada will make an announcement on final roll-out details for ELDs in the coming weeks.

The above data is up till November 1, 2017. Please note that these statistics are for high profile rollovers tracked by the BCFSC’s Transportation Safety Department. Information is collected via BCFSC alerts, CVSE, WorkSafeBC and media reports.
23 fatigue awareness training sessions held across BC

Fatigue has long been recognized as a key element of fit to work. Fatigue impacts decision-making, reaction times and can have negative safety, health and social consequences. No-one is immune and the only fix is enough, quality sleep in every 24-hour period.

1,396 people attended fatigue sessions

To help increase awareness about fatigue among BC log haulers, supervisors and their employers, a series of 23 fatigue awareness training seminars were hosted between April and the end of October, 2017. Licensees who hosted these events included: Canfor, Gorman Brothers, Interfor, Tolko, West Fraser and Weyerhaeuser. The sessions were held at: 100 Mile House, Castlegar, Adams Lake (two sessions), Chetwynd, Cranbrook, Fort St. John, Grand Forks, Grande Prairie, Houston (two sessions), Kamloops, Mackenzie, Nakusp, Prince George (two sessions), Princeton, Smithers, Vanderhoof, Vavenby, Vernon (two sessions) and Williams Lake.

The Trucking and Harvesting Advisory Group (TAG) is in the process of developing fatigue management best practices for log hauling applications.

Electronic log question from a Forest Safety News reader

Question: Is there a legal requirement to keep paper copies of the pre-trips in the logging trucks when the webtech log tracking unit stores it electronically? A driver asked because he went to drive another truck last week and because the pre-trip info was stored electronically and he usually drives a truck without the electronic log book system he had no idea how to access the system to get the previous pre-trip info out at 3:30 am in the morning.

Answer: (courtesy of the Ministry of Transportation and Infrastructure National Safety Code Program Advisor) I think it is important to clarify a few points that help to answer the question asked.

Pre-trip and post-trip inspections:
1. MVAR 37.22 (3) – requires that the inspection referred to in 37.22 (2) shall be performed daily before the first trip of the day.

Trip inspection report:
1. MVAR 37.23 (5) – no carrier shall permit a driver to drive, and no driver shall drive, a commercial motor vehicle unless the driver has the current trip inspection report in his possession.

There is no requirement currently in Division 37 – Safety Code that requires a secondary paper copy be maintained if an electronic device is used to complete pre-trips and post-trips. That being said, regardless of the time of day or if he has access to the previous day’s pre-trip report, before the first trip of the day, the driver is required to complete a pre-trip. If it is required to be a written report, and if the driver cannot operate the software normally used to maintain the pre-trip records, a paper record would need to be made.

Do you have log hauling related questions? Email: editor@bcforestsafe.org and we will find the person who has the answers, and share them. Please note that we never share your name or company name with anyone else to protect your and others’ privacy.

There is a safe speed for every load, road and weather condition. Slow the truck down!

UPDATE on Professional Log Truck Driver Competency Program

The Professional Log Truck Driver Competency Program is currently being piloted in BC and is seen by log truck drivers, contractors, training providers and other industry stakeholders as a positive initiative that will help to ensure that training for new log truck drivers is done to a consistent industry standard.

With an increasing demand for log truck drivers in most areas of the province and an aging workforce, the need for a recognized and credible training standard has never been higher. The basis of the program is recognizing the competencies that all safe, seasoned log haulers know and building on those competencies to ensure new drivers are set up and trained for success.

Log haulers agree. In a 2016 survey 99% of about 2,000 participants (primarily log truck drivers) said they wanted to see driver training specific to log hauling on resource roads. As the training content was developed it quickly emerged that the same tools could be used to identify and recognize log haulers that currently meet the competency. Assessments are conducted by professional log truck drivers who are selected through a review process and complete an in depth assessor training program. Regional differences – topography, weather and climate – are recognized to ensure that those assessing drivers are qualified to operate and assess given regional operating conditions.

A total of eight assessments using the new tools were completed in October with 30 more planned to be completed by the end of December 2017. About 300 assessments a year will then be done in 2018 and 2019, based on current demand and interest in the program.

Feedback received from contractors, participants, assessors and licensees is shaping continuous tweaks to the assessor materials, which will continue to be piloted through to October 2018. Assessments are comprised of a competency conversation and a practical assessment. New drivers (less than five year experience) complete a two to three hour competency conversation with the assessor. The competency conversation for drivers with more than five years’ experience hauling logs in BC recognizes on job knowledge already obtained, is focused on safety critical factors and is about half an hour in length. All drivers participate in a practical assessment (one full cycle with driver including operating on resource roads).

If you would like to learn more about the training and assessments, please email transport@bcforestsafe.org or call toll-free 1-877-741-1060.

Out in the community

BCFSC CEO, Rob Moonen, recently attended an Opera community event in Sooke to talk about safety. See https://www.facebook.com/OPSRRA/ to learn more.

There is a safe speed for every load, road and weather condition. Slow the truck down!
New and improved training for 2018

The BC Forest Safety Council (BCFSC)’s training and development department will ring in the new year with one new training course and one improved training course for participants.

The recently developed Joint Health and Safety Committee (JHSC) training course which is currently available as requested training only, will be a regular offering on the BCFSC’s training calendar starting in 2018. Requested training takes place when there are enough people in one location that the BCFSC will arrange for an instructor to travel to that location to deliver the course. If you would like to train your entire JHSC, requested training may be a very good option to consider. Please call us at toll-free 1-877-741-1060 for more information.

The new JHSC training is 8 hours long and meets regulatory requirements. This training course was developed using WorkSafeBC materials and then customized to include specific forestry and wood products manufacturing examples.

The Basic Incident Investigation training course has been updated to focus less on “how to fill out the form” and more on practicing the skills needed to complete a good investigation. For example: interviewing, identifying the sequence of events leading up to the incident, and building good recommendations that prevent similar incidents from happening again.

The training also includes more information on WorkSafeBC’s investigation reporting requirements.

The Advanced Incident Investigation training will be updated later in 2018 and become an online training course to better meet the needs of potential trainees in remote locations. Participants will be able to complete the course at their pace and as time allows.

Your safety alerts help shape better outcomes for all workers

Many Forest Safety News readers are aware of the BCFSC’s safety alerts, but did you know that you can help decide which topics are covered with these alerts?

The best safety alert ideas come from companies and workers in the field.

Have you been involved in an incident or noticed significant hazards that others need to know about and learn from? This information can be shared through industry alerts or monthly safety alerts which in turn helps others learn from each other’s experiences and most importantly – help prevent a similar incident.

Industry alerts are the most common way individuals and companies share their stories of hazards or incidents that have occurred. An easy-to-complete template form is available on the BCFSC website and once it has been completed and sent in, will be shared with industry through the BCFSC website. These alerts are sent in from companies across the province and provide a wealth of diverse information and experiences. The table of incidents can be sorted specific to type of incident or type of work so you can find alerts related to the work you do. For more information, please see: http://www.bcforsafety.org/node/2690

By Gerard Messier, RFP, CRSP, BCFSC program development manager

Be sure to subscribe to monthly safety alerts

Monthly Safety Alerts are also shared on the BCFSC website, and emailed out to those who have signed up to receive them. These alerts typically cover recent incident trends or safety concerns that industry has identified. If you have a good idea for a monthly alert, email your idea to: training@bcforestsafe.org.

You may view the monthly alerts here: http://www.bcforsafety.org/AOM_archive

Keep up to date with international safety experiences

The BCFSC has recently started sharing applicable hazard alert information from the New Zealand forest industry, where they have similar conditions and challenges to BC operations. Keep an eye on our industry alerts page; or, if you would like to view the New Zealand alerts directly, use this link: https://nzfoa-iris.com/SafetyAlerts.aspx

By Allison Thompson, BCFSC training and standards manager

2017 VISC wrap-up newsletter


360° view of a recent safety alert of the month.

Trainer development helps ensure all trainees receive consistent, quality training

We know that industry depends on the BCFSC to deliver consistent, quality safety
Forestry Safety Overview course is gaining wider popularity

As shared in previous editions of Forest Safety News, the Forestry Safety Overview course was developed earlier this year specifically for individuals with Certificate of Recognition (COR) in other industry safety associations (such as SafetyDriven, BC Trucking Safety Council; Energy Safety Canada; and the BC Construction and Safety Alliance). So far, 55 people have taken this online training and numbers are expected to grow as growing interest has been shown in using this course as a general safety orientation to any person new to forestry. The training includes:

- BC Forestry: Business Overview
- BC Forest Safety Council Background
- Forestry Specific Topics
  » forest industry size, structure, and economic impact on BC
  » land ownership, First Nations consent
  » bid processes
  » how and what regulations are applicable to different types of forestry operations in BC
- safety management system implementation that meets industry and regulatory requirements of industry and regulation.

More information on the course and the enrolment form can be found at: [http://www.bcforsafesafe.org/node/2904](http://www.bcforsafesafe.org/node/2904)

Trainer profile

We are introducing a new regular feature of showcasing a BCFSC trainer each edition. We get excellent feedback on the quality of our trainers and their depth and variety of relevant industry experience.

Bjarne Nielsen, CRSP
Based: Courtenay, Vancouver Island
Years of forestry experience: 25, half as a manual faller and the other half as a supervisor; and 18 years as a WorkSafeBC Prevention Officer.

Credentials: I hold a professional designation as a Certified Registered Safety Professional (CRSP) and I am a Qualified Supervisor/Trainer (QST).

Training specialty: I instruct incident investigation and forest supervisor courses.

Why you choose to train: I like to share my extensive safety and forestry experience with workers and supervisors entering the forest industry.

What you like to do when you are not working/training: I have 11 grandchildren I love to hang out with.

Safety thought: Having worked in the forest industry and with WorkSafeBC I have seen first-hand some terrible accidents. If my work as an instructor or safety consultant can prevent even one worker from getting hurt, I have succeeded in my goal.

Best safety moment: Seeing new forestry workers getting trained and seeing how they safely conduct their work. Seeing that makes me confident that they will not get hurt at work.

Worst safety moment: The opposite of the above.

One thing that you think could make a difference in safety: Safety is all about making safety a priority every day. Safety is doing your work the right way and not taking any short cuts.

Some course fees are going down, some are going up in 2018

The 2018 training fees are being adjusted to align with current costs which means a slight increase in course enrolment fees for some but lower fees for others as courses move online.

All our courses are priced on a not for profit, cost recovery basis and are only adjusted when venue, travel, trainer, material production and administration costs increase or where limited demand means higher per unit course costs. The last price adjustments were done a few years ago.

New courses are all piloted and during this “test and refinement” phase the courses are offered for free. Once approved as a permanent course, cost-recovery fees are then introduced.

The following table shows the planned fee changes for 2018:

<table>
<thead>
<tr>
<th>Course Title</th>
<th>2017 Fee</th>
<th>2018 Fee</th>
</tr>
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<tbody>
<tr>
<td>IIO - Initial (Teleconference)</td>
<td>105</td>
<td>175</td>
</tr>
<tr>
<td>IIO - Refresher (Teleconference)</td>
<td>185</td>
<td>175</td>
</tr>
<tr>
<td>IIO - Initial (CBT)</td>
<td>0</td>
<td>90</td>
</tr>
<tr>
<td>IIO - Refresher (CBT)</td>
<td>90</td>
<td>0</td>
</tr>
<tr>
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<td>175</td>
</tr>
<tr>
<td>SEOHs Initial (CBT)</td>
<td>0</td>
<td>90</td>
</tr>
<tr>
<td>SEOHs - Refresher (CBT)</td>
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<td>0</td>
</tr>
<tr>
<td>Internal Auditor</td>
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<td>410</td>
</tr>
<tr>
<td>External Auditor</td>
<td>300</td>
<td>410</td>
</tr>
<tr>
<td>Forest Safety Overview</td>
<td>90</td>
<td>0</td>
</tr>
<tr>
<td>Incident Investigation</td>
<td>300</td>
<td>320</td>
</tr>
<tr>
<td>Forest Supervisor</td>
<td>300/750</td>
<td>N/A</td>
</tr>
<tr>
<td>Falling Supervisor</td>
<td>1400</td>
<td>1600</td>
</tr>
</tbody>
</table>

Please check the BCFSC website after mid-December 2017 for the 2018 training schedule and prices.

Upcoming training

If you would like to see how a training course can meet your organization’s needs, please let us know. We are committed to working with you to find the right training solution. We may be able to tailor a program to your specific needs and deliver it in a way that is most convenient for your operations.

Falling Supervisor training December 4 Nanaimo
Forest Supervisor training
Module 1: Due Diligence (1) / Module 2: Communications (2) / Module 3: Leadership & Professionalism (3)
December 6 Campbell River (1)
December 7 Campbell River (2)
December 8 Campbell River (3)
Small Employer OHS training & Refresher training December 7 Vernon / December 11 Nanaimo

The 2018 training calendar will be posted at [bcforestsafe.org/fscapps/calendar/calendar.php](http://bcforestsafe.org/fscapps/calendar/calendar.php) by the middle of December 2017. Please check back often as course dates do change. Email training@bcforestsafe.org or call toll-free 1-877-741-1060 for general information, or email Gary Bany at banys@bcforestsafe.org to answer any questions you might have about course content and tailoring courses to meet your company’s needs.

Day 2 focused on providing trainers with program updates and best practices.

Presentations from Falling, SAFE Companies, Transportation and the Training Department were provided to help the trainers share specific updates and information on safety initiatives with their class participants. Summary results of the trainer and course feedback was also shared.

The majority of 2017 year to date participants rated courses as ‘Very Good’ and the Small Employer course participants rated their course as ‘Excellent’. One of the feedback comments that we see repeatedly is that our participants appreciate the real-world industry experience that trainers are able to share during their training.
Taking an active role in combating worksite injuries

By Dr. Delia Roberts

43% of forestry injuries are sprains and strains

Safety programs are an integral part of every aspect of forest operations. You can’t go to work in this industry without some form of safety training, and daily messaging to keep us aware of practicing good safety habits. These strategies have helped forestry companies reduce their worker’s comp claims significantly. However, there are many jobs in forestry that still rank among the highest injury rates of all occupations in the province. Just over 43% of these injuries are classified as sprains and strains, with about a quarter labeled as ergonomic. These numbers indicate that if we want people to be able to work and live without pain we had better start finding ways to reduce the incidence of musculoskeletal injuries (MSIs).

Identify the movements that cause the problem

One of the most important steps in solving a problem is to first make sure that you understand what the problem really is. This sounds simple, but in practice it’s hard to separate out the different factors that influence whether or not a particular movement is stressful. Take something as simple as a machine operator grasping a hand control. The degree of stress on a finger doesn’t just come from the hand; it starts all the way back up in the shoulder, and even into the spine. The way your muscles and joints work is even going to change based on the weather. Extremes of cold and heat can add to the other stresses, causing an increase in the load on your joints. Poor sleep, dehydration, and high sugar diets can also affect the way our nerves and muscles communicate, further increasing load, and radically raising the chances of injury.

Adjust the equipment if possible

One strategy to try and decrease the stress on a joint, and hence the risk of injury, is to adjust the position of the joint while under load. This is what is commonly considered to be ergonomics and it includes much more than adjusting the height of a counter or the way you hold a tool. In fact, ergonomics also includes things like the way you position your back and hips when you lift a heavy object.

Adjust the way you do the work

Correcting bad habits and developing the core strength to stabilize your joints can go a long way towards decreasing the stress on your joints — whatever the movements or the environment. This is critical to reducing the risk of injury because there are many situations where we don’t have the option of not loading the joint. The faller has to watch the crown of the tree, the hauler has to throw the wrappers, the tree planter has to walk through slash. There is no tool or device (at least for now) to make these movements easier.

Adjust the capacity of your body to do the work

Using the expertise of a qualified individual during each step of the processes above will greatly increase the effectiveness of the time and effort that you put into solving worksite injuries. An ergonomist is trained to look at the interaction between body position, workload, and the environment that you work in, and make suggestions to allow you to complete the task without high levels of stress on your joints and muscles. Most importantly, ergonomists can identify risky movements before you get hurt or at the very earliest signs of strain, before the problems develop into a full-blown injury. When caught early, the amount of repair required to strengthen and support the joint at risk is much less than what is required to rehabilitate the area following an injury. You wouldn’t drive your truck without winter tires, or routine maintenance like oil changes, how can we expect our body to perform without regular tune-ups?

Get everyone involved

Engaging management and workers in the process will increase the chances that the resources needed to make change will be provided – and used by workers once they become available! For example funding to upgrade tools or equipment, institute stretch breaks, provide an in-house physiotherapist and access to rehabilitation or fitness coaching can be justified by the research showing anywhere from 2 to 10x return on investment for these types of programs. Savings of hundreds of thousands of dollars are possible in reduced insurance premiums, increased efficiency at work, reduced absenteeism and turnover, in addition to significantly reduced claim costs.

Getting started

Look for a local registered ergonomist, kinesiologist and/or physiotherapist. Ask for recommendations within your community, and find people who not only know their business, they also know how to communicate effectively and work in an applied and practical manner. The reality is that the program has to fit into the work schedule constraints if it’s going to be sustainable. Check in with the BC Forest Safety Council and find other organizations in your industry that have established successful programs, and talk to them about what works and what doesn’t work. And then reap the benefits of a happier, healthier workplace for every person in your company.

For more information on these types of programs, contact:

Gerard Messier at the BC Forest Safety Council: messier@bcforestsafe.org or email Delia: droberts@selkirk.ca.

To find a physio or kinesiologist near you, please see:


The Physiotherapy Association of British Columbia: https://bcphysio.org/

Or, the BC Association of Kinesiologists: https://www.bcaik.bc.ca/
**Question:** Should forestry workplaces have naloxone kits?

**Answer:** The BC government has provided this 13-page risk assessment document for non-government organizations: [https://www2.gov.bc.ca/assets/gov/overdose-awareness/naloxone_risk_assessment_-_non-governmental_sectors.pdf](https://www2.gov.bc.ca/assets/gov/overdose-awareness/naloxone_risk_assessment_-_non-governmental_sectors.pdf). It includes a worksheet to determine the appropriate answer for your specific workplace. WorkSafeBC has provided this first aid advisory guidance: [https://www.worksafebc.com/en/resources/health-safety/information-sheets/naloxone-first-aid-advisory?lang=en](https://www.worksafebc.com/en/resources/health-safety/information-sheets/naloxone-first-aid-advisory?lang=en). If your risk assessment determines you need to provide naloxone kits in your workplace, you also need to ensure your first aiders are trained appropriately to administer it, and have the appropriate PPE.

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**First Aid Advisory**

**Naloxone**

The purpose of this first aid advisory is to provide information about the drug called naloxone and how the provision of naloxone may fit into an employer’s workplace emergency response plan. We recognize the significance of the opioid overdose crisis and understand that employers may want their first aid attendants to be able to respond to a suspected opioid overdose at the workplace. In October 2016, regulations under the Health Professions Act and the Emergency Health Services Act were amended to enable anyone to administer naloxone, regardless of the administration route. Naloxone is available over the counter (OTC) without a prescription.

### What is naloxone?

Naloxone is a medication that can reverse the effects of overdose from opioids, including fentanyl. It is a safe medicine with no abuse potential. Naloxone is an opioid antagonist, which means it ejects opioids from receptors in the brain, reversing the respiratory depression caused by an opioid overdose. The medication works within minutes to restore breathing — returning the victim to consciousness.

### Why use naloxone?

An opioid overdose is a very serious condition. It may cause death or severe brain, heart, or lung damage. Similar to using an epinephrine auto-injector for an allergic reaction, anyone can administer naloxone intramuscularly (into the arm or leg, with a syringe), or intranasally (spraying with an atomizer up the nose) with brief and basic training.

### Are first aid attendants permitted to administer naloxone?

Yes, the provision of OTC medications is within the scope of services that may be provided by occupational first aid attendants. We recognize that this is a significant source of concern for many of our stakeholders.

The following points are considerations for employers including the provision of the drug naloxone in emergency response procedures:

1. The occupational first aid attendant must receive training to prepare the injection site and administer an intramuscular injection. This training could be the same training that a member of the public would receive to administer naloxone.
2. The employer has included the provision of this and any other OTC medications supplied (e.g., epinephrine, acetaminophen) in the emergency response plan.
3. The employer has included the provision of first aid to members of the public in the emergency response and first aid procedures, and has considered the risks to the attendant of providing this service.

For more information about naloxone and opioid overdose, visit these websites:

- [healthlinkbc.ca/healthlinkbc-files/naloxone-fentanyl/safety.com](http://healthlinkbc.ca/healthlinkbc-files/naloxone-fentanyl/safety.com)

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**Asbestos remains a killer!**

Asbestos-related lung diseases are still the leading cause of workplace death in BC. When it is disturbed, asbestos can harm anyone in the vicinity. Over the past several months WorkSafeBC has been running a campaign to help make home-owners, general contractors and the public more aware of the health and safety risks of asbestos to themselves, their workers and their families. If you are undertaking any home renovations, and the building was built before 1990, be sure to double-check before any work proceeds! Asbestos particles are small and the lung damage caused, impossible to reverse. For more information please see: [https://www.worksafebc.com/en/health-safety/hazards-exposures/asbestos/think-asbestos](https://www.worksafebc.com/en/health-safety/hazards-exposures/asbestos/think-asbestos)

**Making the business case for a wellness program**

The Canadian Centre for Occupational Health and Safety offers the following free 30 minute online course to increase awareness on workplace wellness programs and the business case for investing in workplace health. See: [https://ccohs.ca/products/courses/wellness/](https://ccohs.ca/products/courses/wellness/)

**Got health and wellness questions?**

Email editor@bcforestsafe.org or call toll-free 1-877-741-1060.
Your Take on Safety

Share your views on roadside debris

The Roadside Debris Working Group, made up of road builders, fellers, engineers and contract managers received Coast Harvesting Advisory Group approval for distribution of awareness tools and practices to share broadly with industry a little over a year ago (October 2016). Resources are here: https://www.bcforestsafe.org/node/2858.

It was decided then that a good way to follow up was to go out broadly to industry a year later and ask people in industry – that’s YOU – what your experiences have been. With your input working groups are able to measure if the intended outcomes are being achieved, and if there is anything else that needs to be addressed to better help support safe outcomes in industry.

Please go to this online link to complete the short five minute survey on roadside debris: www.bcforestsafe.org/node/3033. You may complete the survey anonymously. We will draw one lucky participant who will receive a $100 gift card (you may choose one of three vendors: Canadian Tire, London Drugs or Cabela’s). To participate in the draw, we will need an email/phone number to be able to follow-up to get the card to you, so please complete that section to qualify for the draw. The survey closes on January 30, 2018. Forest Safety News will report back in the April edition.

Preventative action: taking care of the small things

The following examples were submitted by Forest Safety News readers.

1. Not quite a near miss. Just preventative action, from Brian.
   I met this rock as I was driving on a forest road yesterday. I could have ignored it ... at risk for someone who may be following and did not see it. So, I stopped and removed it, rather than drive around it. I know we all would have done the same.
   Brain’s tip is echoed by Jerry who agrees and recommends removing all rocks, sticks, small logs, truck/trailer parts as the brake dust cover plates often pick up the garbage left behind.

2. Always carry a good brush, from Roger:
   To clean out the steps on the log truck to help prevent slips, trips and falls. 3-point contact works if your boot has good grip on the step, so clean out the ice and muck.

3. Carry coloured ribbon to mark blown down trees at roadside, plugged culverts and washouts. Most people do, but not everyone, and it is a big help to others to be warned, from Jerry.

4. From Graham:
   when you encounter vehicles on resource roads that don’t have a radio, you can call folk behind you to warn them to expect an oncoming vehicle.

All good tips, worth repeating.

If you have a safety tip or story to share, email editor@bcforestsafe.org or call 1-877-741-1060.