Log truck driving – or log hauling – is highly regulated. It falls under the jurisdictions of the following authorities:

**Commercial Vehicle Safety and Enforcement (CVSE) / Ministry of Transportation and Infrastructure (MOTI)** – Responsible for several key program areas promoting compliance of safety regulations for commercial transportation.

Through administration of the National Safety Code, Vehicle Inspections and Standards, Commercial Transport, Compliance and Enforcement as well as ITS Initiative (Technology) CVSE’s mandate is to improve road safety, protect highway infrastructure and promote economic growth.

CVSE’s authority and mandate does not include resource or industrial roadways.

**Royal Canadian Mounted Police (RCMP)** – Responsible for compliance and enforcement of the Motor Vehicle Act, the Commercial Vehicle Act, and other legislation and laws, including Criminal Code Offenses. NOTE: Impaired Driving and Dangerous Driving Causing Death (Criminal Negligence) are Criminal Code offenses. The RCMP usually won’t attend an incident on a resource road unless there are Criminal Code offenses involved or suspected (drugs & alcohol, weapons, etc.)

**WorkSafeBC** – Responsible for compliance and enforcement of Workers Compensation Act and OHS regulations. Sections relevant to driving include Part 26, and the parts around mobile equipment, and worker supervision.

**Insurance Corporation of BC (ICBC)** – Responsible for licensing, insuring and registering commercial drivers and vehicles.

**Ministry of Lands, Forests and Natural Resource Operations (MLFNRO)** – Natural Resource Officers (NRO’s) (formerly known as Compliance and Enforcement) are responsible for monitoring and enforcement on BC’s resource roads – speed, radio use, timber marking, vehicle/load weight, general road safety etc.

**Ministry of Environment** – Has regulations and requirements relating to spills, spill response, etc.

**Transport Canada (under the Motor Vehicle Act)** – Also has a hand in regulating truckers, including safe design regulations.

**Additional compliance** – Employers and Licensees have extensive safe work procedures that are practiced and enforced.
LOG TRUCK DRIVERS’ DAILY REQUIREMENTS & ROUTINE

Start of day: Driver must do a **pre-trip inspection**. He/she must walk around the truck, check brakes, stakes, bunks, lights, etc.; must note small things and report these to his/her supervisor; big things need to be fixed right away before the hauling day begins. Driver must sign off on log book that it has been done. Anything that effects the safe operation of the vehicle must be fixed. Pretrip must be recorded.

Log Book hours begin as soon as the pre-trip starts and the key is turned. In addition to on-duty time, log haulers track their off-duty time in their log books so drivers can demonstrate they have not exceeded hours of service, and they have had an adequate rest period.

Wrappers, bunks and stakes must be visually checked before loading on the block. Weights must be checked using on-board scales as the truck is loaded or once it has been loaded.

Once loaded, the load needs to be wrapped. While many truckers are still throwing wrappers by hand (potentially causing shoulder injuries) an emerging practice is for the loader to drop the wrappers on top of the load, secure the load and then let the driver grab them from below and cinch them up when it is safe to do so.

Once wrapped, the truck usually moves off the landing or roadside loading area, to the place where the stamp hammer is kept; the load is timber marked, and again, the driver checks wrappers, brakes, lights, etc.

From there, the next check is before leaving the resource road and entering the highway. This requirement is mandatory under regulation, section 10 of NSC Cargo securement (Available here: [http://www.cvse.ca/nacs/nac_standard.htm](http://www.cvse.ca/nacs/nac_standard.htm)), which states that the driver of a vehicle transporting logs, before the vehicle enters a highway from a private road, shall:

(a) inspect the vehicle, the logs and the securing devices to ensure compliance with this Standard, and

(b) make necessary adjustments to the securing devices, including adding more securing devices. This is the basic legal requirement. But, depending on a variety of criteria, truckers need to check and tighten their wrappers more frequently than this – they have to maintain load securement for the duration of the trip, no matter how many stops that entails.

After 3 hours or 240 km (whichever comes first), the truck is required to pull off the road, and check wrappers again. It must also stop at all mandatory brake checks.

Once they get to the mill yard, and unload, trailers need to be loaded and secured on the truck.

After the work day is done, a **post trip inspection** is performed in order to determine if any maintenance or repairs are required prior to the following shift.

**SERVICE HOURS AND REQUIREMENTS**

**Hours of Service (allowable driving hours), enforced by CVSE and RCMP.**

Information available here: [http://www.cvse.ca/hours_of_service.htm](http://www.cvse.ca/hours_of_service.htm)

**CURRENT INDUSTRY INITIATIVES**

[http://www.bcforestsafe.org/node/2523](http://www.bcforestsafe.org/node/2523)