



# RUMBLINGS

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



BC **Forest Safety** Council

PRINTABLE VERSION

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**Safety in Forestry Transportation TruckSafe Rumbings is published biweekly to keep you informed on what is happening in forest hauling safety in BC. Call MaryAnne Arcand to provide input or get the news out on best practices and concerns in the industry.**

### VIN PLATE REGISTRY

Forestry TruckSafe's Vehicle Identification Number (VIN) plate registry is about to go live on our website, so we need your input to populate the registry. If you have log trucks, service trucks, dump trucks or other vehicles using the VIN plates, we'd appreciate your sending us the Company Name, the numbers you're using, and the contact person for your company. For example, the plate on MaryAnne's pickup is **BCFSC 001**, which of course stands for BC Forest Safety Council 001. On the registry, she'll be the contact person to call directly for issues with that vehicle. Other companies have a series of plates, and will identify one person (usually their safety person) to be the one to report to. The more eyes we have on the road, the better for all of us.

We'd appreciate you sending us your information, so we can get the registry ready for a live demo with Forests & Range Minister Pat Bell, scheduled for December 12 in Prince George. Currently we know that hundreds of forestry operations, silviculture operations, contractors, consultants, BCTS, BC Forest Service, FERIC, UNBC, and others have number plates. We are hoping to expand the program province-wide. If you want to join the program, your only cost is the \$20 or so to have a plate made up. There's no cost to you for joining or for the maintenance of the registry. Here are the specs:

**Company name on top with a larger font number on the bottom**

<b>Coyote</b>
<b>345</b>

**Company Name (Coyote):**

- At least 1.5 inches tall,
- Universal Font
- No ore than 10 letters in the name
- Name must be centered
- Name width must be no greater than 10.5 inches
- 5-7 year durable black letters

**Company Number (345):**

- At least 5 inches tall
- Use Universal Font
- No more than 3 numbers

Do not put 1& 7, 7 &1, 3&8 or 8&3 adjacent to each other

Numbers must be centered

Numbers must be no greater than 10.5 inches

5-7 year durable black numbers

Please email your plate info to Kathleen at [meise@bcforestsafe.org](mailto:meise@bcforestsafe.org) or fax to (250)562-9237

### **From Today's Trucking – November 18, 2008**

“QUEEN'S PARK, Ont. -- It's official. The [Ontario government](#) has published rules requiring all commercial trucks operating in the province, regardless of where the vehicle is base-plated, to set engine speeds no higher than 105 km/h or 65 mph. The [Highway Traffic Act notice](#) also confirms a todaystrucking.com report from last month, [which revealed](#) the educational period for the regulation will kick-in on Jan. 1, 2009. That "soft enforcement" period will be in effect for six months. As reported, Quebec is targeting the same date to implement its own speed limiter legislation.

There are no real surprises in the final wording of the regulation. As expected, the rule affects all trucks over 26,000 pounds in the province with an electronic control module (ECM), a microchip that restricts fuel fed to the engine through acceleration. Typically, truck engines made after 1995 are equipped with an ECM.

There are few exceptions. Trucks -- mainly municipal or utility vehicles -- may be exempt in emergency situations. As are individual drivers who lease equipment for 30 days or less for the transportation of personal goods.”

Will BC be far behind? So far we haven't heard anything about speed limiters – but we are hearing buzz about mandatory snow tires, and hand-held electronic devices similar to the recent Ontario legislation mentioned in the last issue of Rumbings. Stay tuned!

### **Forest Safety Council revamps website**

The BC Forest Safety Council has upgraded its website to accommodate all the information and variety of programs and users that have increased over the past few years. It's our hope that it will be clear and straightforward, easier for you to negotiate, and that you will quickly be able to find the tools you need, statistics, safety tips, and the various publications of the Council.

Go to [www.bcforestsafe.org](http://www.bcforestsafe.org) and take a look. Comments and input are always welcome – or if you find links that don't work etc, please send them along to [Kevin Armstrong](#)

### **Good Job, Guys!**

Hwy 97 near Summerland reopened Nov 12 after several weeks of being closed, and public traffic being re-routed over the area's logging roads. Transportation Minister Kevin Falcon praised the efforts made by all parties. “I'd like to thank the public for their patience, especially residents and businesses in communities on both sides of the closure,” stated Falcon. “Several other agencies such as the Ministry of Forests and Range and BC Transit stepped forward, alongside people in my ministry, to help out in an extremely challenging situation, and I thank them for their contributions.”

That goes for us, too. Thanks to the loggers, truckers and licensees who went the extra mile (or many of them, actually!) to be helpful during that situation and who worked hard to ensure we didn't have any major incidents with the public. Good job, guys!

## YOUR VOICE

### Incident on #4 Hwy

This is an incident that I would rather not write to you about. A friend was hauling logs out of Kennedy Lake to Port Alberni on Hwy #4 (Tofino Hwy) . Hwy #4 is a nasty bit of road in spots. The loaded log truck was East bound between Hydro Hill and Kennedy Lake Hill. There is a right hand, 40 kmh corner. West bound traffic has a rough section on their side of the road and most drivers have a tendency to drive on the wrong side of the road to avoid the pot holes and the slope of the road. In this instance there were 2 west bound semis (trailer dumps) as the log truck came around the corner. The first truck forced the loaded log truck into the ditch and rock wall. One log came over the cab and teetered over the drivers cab. The part that upsets me is that both trucks carried on without checking for injuries to the log truck driver. Fortunately for the log truck there was another truck (Dept. of Hwys) behind him who looking across the right hand corner had saw the whole episode unfold and was willing to stop and then verify the drivers claim as to what happened. The driver was not hurt besides bruises and the usual strains that go with impacting a rock wall at low speed when loaded. The truck was a different matter with substantial damage to the passenger side of the truck and trailer.



This spot on the Hwy has been a trouble spot for years and despite the best efforts continues to shift down the hill creating the rough road West bound. Add to this that the West bound traffic has a drop straight down to the Lake, you can understand why drivers crowd oncoming traffic. Any driver who has driven the mountain roads of B.C. has saw this sliding of the road surface in his travels. Hard to stick a road onto a vertical cliff face. The log truck driver was obviously aware and was traveling slowly and this is probably what saved him from being seriously injured. What upsets me is that the other so-called professional drivers failed to stop and offer assistance to the driver. This lack of courtesy and responsibility by supposed professional drivers is an insult to the rest of us.

Dennis

### UPCOMING EVENTS

January 13-16	Truck Loggers Convention, Vancouver
January 23, 24	Natural Resources Forum, Prince George
February 4 -6	Western Silviculture Contractors Conference, Victoria
February 26-27	ExpoFor, ABCFP Conference, Prince George

If you have a trucking related event you'd like us to post for you, email [arcand@bcforestsafe.org](mailto:arcand@bcforestsafe.org) with the details.

***If you know someone who would be interested in receiving TruckSafe Rumbblings, please forward this email along. Signing up is easy. Just [click here](#) and you will be taken to our new sign up page. If you know someone who'd be interested but doesn't have email, forward their fax number to us at [arcand@bctrucksafe.org](mailto:arcand@bctrucksafe.org)***

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