



April / May 2010 -----ISSUE 117

DIRECTOR'S NOTE:

Feedback on Provincial Radio Communication Standards Received

Thanks to everyone who submitted comments on the Radio Communications Working Group Discussion Paper on proposed radio communications standards. The deadline for formal submissions was March 15th but I have continued to discuss aspects of the discussion paper with many of you right up until press time.



The comments we received were very insightful and raised some real concerns that need to be considered prior to moving forward with any provincial implementation. The next step will be to analyse the pilot results together with the feedback received and prepare a briefing note that will include implementation recommendation. This process could take several months to complete; any significant guidance around the signage standards will not be forthcoming until the summer and any changes to the radio channel assignment process would not be ready until next year.

As of May 1st, 2010, the Ministry of Forests and Range has provided direction to implement default radio calling procedures to be used throughout the province in the absence of any formalized radio calling protocol approved by a local District Manager. The default prescribes the use of "Up and Down" calling, together minimum calling interval and convoy calling procedures. Further details on this initiative and its implementation will be provided in the next issue of Rumblings

Chuck Carter, RPF

Director, Transportation Safety

FOCUS ON SAFETY MANAGEMENT – CREW TRANSPORTATION

Whether by road, air or marine transport, getting crews to and from their worksite is quite often the most hazardous activity they will undertake in their workday. Below is a summary of information sources that pertain to crew transport.

Type Of Transportation	Passenger Transportation Regulations	WorkSafeBC OHS Regulations
Air	<p>Several guides are available through Transport Canada that outline aircraft passenger safety requirements, see links below;</p> <p>A Safety Guide for Aircraft Charter Passengers - Transport Canada</p> <p>Seaplanes : A Passenger's Guide - Transport Canada</p> <p>Helicopter Passenger Safety Guide- Transport Canada</p>	<p>17.1.1 General responsibilities</p> <p>Vehicles used to transport workers must be designed, maintained and operated in a safe manner.</p> <p>Regulation Part 17 Transportation of Workers</p>
Water	<p>26.1 Safety Briefing (Transport Canada)</p> <p>(1) Before a vessel leaves any place where passengers embark, the person in charge of the vessel shall brief all passengers in either or both of the official languages, as needed, respecting the safety and emergency procedures that are relevant to the type and length of the vessel, including</p> <p>(a) the location of lifejackets;</p> <p>(b) the location of survival craft;</p> <p>(c) for passengers in each area of the vessel, the location of lifejackets and survival craft that are closest to them;</p> <p>(d) the location and use of personal protection equipment, boat safety equipment and distress equipment;</p> <p>(e) the safety measures to be taken, including those relating to the protection of limbs, the avoidance of ropes and docking lines and the effect of the movement and grouping of passengers on the stability of the vessel; and</p> <p>(f) the prevention of fire and explosions.</p> <p>(2) The person in charge of the vessel shall, during a safety briefing, demonstrate how to put on each type of lifejacket carried on board the vessel. Regulations Small Vessels</p>	<p>17.17 Safety standards</p> <p>A vessel used to transport workers must meet generally accepted standards for safety and capacity based on the use of the vessel and the conditions in which the vessel could be expected to operate.</p> <p>Regulation Part 17 Marine Transportation of Workers</p>

<p>Road</p>	<p>Part 3 — Condition of Commercial Passenger Vehicle (BC Passenger Transportation Regs.)</p> <p>Commercial passenger vehicles must be in safe operating condition</p> <p>13 Commercial passenger vehicles must not be operated under a licence or temporary operating permit unless they are in a safe operating condition.</p> <p>Defective vehicle must not proceed</p> <p>14 (1) If any part of a commercial passenger vehicle is or becomes defective so that continuing the operation of the commercial passenger vehicle could reasonably be expected to endanger the safety of a passenger, the commercial passenger vehicle must be brought to a stop and must not proceed to carry passengers until the defect is remedied or the danger is removed.</p> <p>Passenger Transportation Regulation</p>	<p>17.2 Employer's responsibility</p> <p>If workers are to travel in a worker transportation vehicle, the employer must ensure that</p> <p>(a) reasonable measures are taken to evaluate road, weather and traffic conditions to ensure the safe transit of the workers,</p> <p>(b) an inspection of the worker transportation vehicle has been conducted by a qualified person before first use on a work shift, and</p> <p>(c) any defect which might affect the safety of workers is corrected before the vehicle is used.</p>
--------------------	--	--

YOUR VOICE

We would really like to hear from you, the road user, on what road safety issues you see and how they can best be addressed. Direct your e-mail suggestions or comments to meise@bcforestsafe.org

UPCOMING EVENTS

May 31 – June 1	First Annual Upper Island Safety Conference, Campbell River
June 3-5	Resources Expo, Prince George
June 8 – 10	BC Bioenergy Conference, Prince George