



**Draft Report
on the
Forestry TruckSafe Summit I
June 7-8, 2005
Prince George, British Columbia**



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MESSAGE FROM THE CHAIR

On June 7 and 8, I had the privilege of chairing the first meeting of the Forestry TruckSafe Summit.

The Summit is part of the BC Forest Safety Council's effort to deal with the increasing number of crashes, injuries and fatalities in the forest sector. Our objective is to develop a comprehensive action plan to promote safe drivers, safe vehicles, safe resource roads, safe conduct on public highways, and vehicle safety awareness generally in the forest sector.

We knew, from the outset, that developing lasting solutions would require a concerted and cooperative effort from governments, organizations, agencies, companies and individuals. Working separately, there are limitations as to how far we can go. Together, we can develop the comprehensive and integrated action plan that is required.

For two days over 70 individuals, representing many different perspectives and with different concerns and approaches, met, discussed and worked together toward the single objective of making our industry safer and more effective. We were able to park our differences at the door, listen to one another and consider the many different actions – large and small, complex and straightforward, regional and province-wide, immediate and longer term – that can be taken to make our roads, drivers, vehicles and industry safer.

We have made a very good start. We have a better understanding of the challenges before us and what needs to be done. We must now take the information, energy and momentum that we have generated during the meeting and develop an Action Plan that will be supported and implemented by all of the various groups and organizations that were represented around the table.

It is our collective responsibility to ensure that this does not become "*yet another conference or report that goes nowhere*". We look forward to working with you throughout the summer and fall to take immediate action in some areas and to start to generate the commitment and engagement that will be needed to develop and implement a comprehensive TruckSafe Action Plan. We will then gather again in the fall to assess progress.

Thank you for your commitment and your contribution. Together, we are making a difference.



Keith Playfair, Chair, TruckSafe Summit; Vice Chair, BC Forest Safety Council

NOTES

EXECUTIVE SUMMARY

On June 7th and 8th 2005, the first meeting of the Forestry TruckSafe Summit was held in Prince George. This two day meeting was hosted by the BC Forest Safety Council and attended by over 70 representatives from forestry license holders, forestry industry associations, trucking associations, contractors, municipalities, the WCB, CVSE, RCMP, ICBC, Ministry of Forests, the Ministry of Transportation and several individuals representing independent truckers.

Why a Summit?: As the BC Forest Safety Council was developing its Forestry TruckSafe Initiative, it became clear this was not a new area of concern. Various aspects of driver, vehicle and road safety in the forest sector had been considered by different groups in the past, and efforts remained ongoing in many areas.

We concluded the best way to kick-start our safety initiative was to convene a Forestry TruckSafe Summit that would: hear the voices and perspectives of all stakeholders;

Consider all the issues and factors affecting the safety of vehicles and drivers; develop a comprehensive Action Plan that would address immediate, mid-term and long-term issues; and continuously and systematically follow-up to ensure that progress is being made toward the goals that have been set.

The long-term objective is:

To develop a comprehensive action plan to promote safe drivers, safe vehicles, safe resource roads, safe conduct on public highways, and vehicle safety awareness generally in the forest sector.

The expected outcome is a significant reduction in serious accidents and fatalities.

The Council and the invited organizations and participants put in a great deal of work to prepare for the Summit. A number of documents and papers were prepared by the Council to provide background information. Meetings were held with a number of organizations to consider, from their perspectives, what concerns and issues needed to be raised at the Summit.

The two days of deliberation were organized to ensure that there would be a maximum of discussion, consideration and working together. Much time was spent in working groups and discussions and everyone was encouraged to consider all aspects of the challenges facing the sector. Participants were constantly challenged to define the issues and to then consider solutions. The questions; what needs to be done, by whom, by when, and in what order?, were constantly being asked and answered.

What was accomplished? The Summit was successful at several different levels:

A collaborative effort to understand the issues and work to get to find solutions: For many of the participants, this was the first time that they had dealt directly with this many other parties in the sector. There was a good deal of listening, understanding and recognition that issues and concerns were shared and the frustration with the lack of progress was also widely shared.

While there remains concern that the Summit may become just another series of meetings, the participants generally agreed that this could be different and that the momentum and energy needed to tackle some of the very difficult issues could be both generated and maintained.

Sharing of Information and Ideas: The Summit generated a great deal of information and ideas on what is being done and what needs to be done. One of the challenges to the follow-up, starting with this report, is to systematically capture the experiences and efforts that are being made so that they can be shared and added to, and to catalogue and then act on the many suggestions and recommendations going forward.

Developing the Action Plan: The Summit also started . As a result of the initial discussions, eight working groups were set up to consider specific areas of concern. These were:

- | | |
|------------------------|----------------------------------|
| 1. Information | 5. Engineering – Vehicles |
| 2. Education | 6. Engagement and Commitment |
| 3. Education | 7. Accountability/Responsibility |
| 4. Engineering – Roads | 8. Enforcement and Jurisdiction |

Each of these groups were asked to identify the principal issues that need to be addressed, who needs to be involved, both in terms of advancing the area or possibly blocking it, what can be done in the near term, the mid-term and the long-term, and how do we measure success?

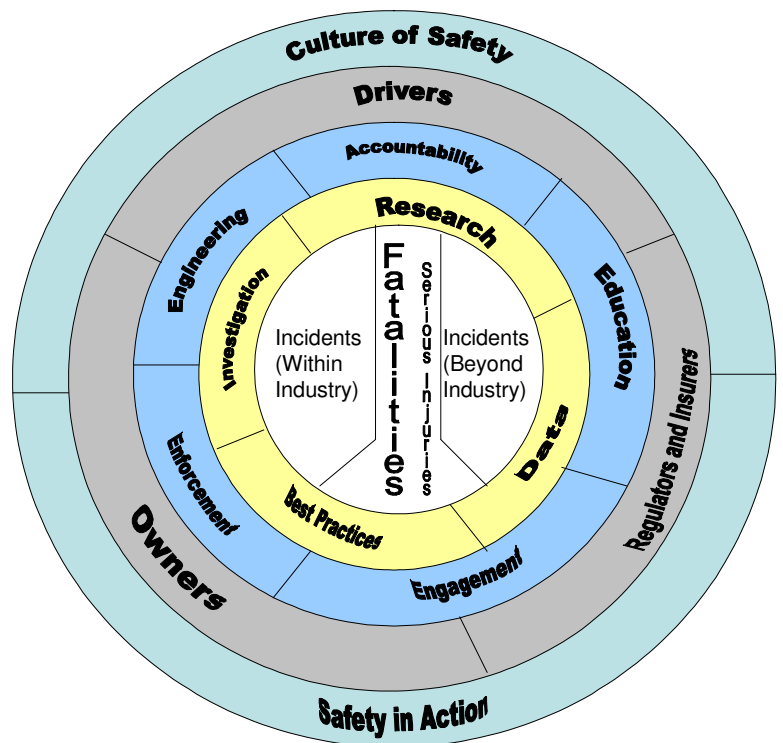
From the resulting presentations and discussions, the following “picture” of the challenge facing the Summit emerged.

At the center of the Summit’s inquiry are the crashes and injuries that are of concern. The next layers, or circle of activity set our the the systems or practices that inform us.

The next layer shows the activities that will promote safety.

The next layer embodies the key stakeholders who play important roles in setting the regulatory, compliance and industrial framework within which safety is affected.

The final layer sets out our ultimate objectives, including; developing a culture of safety within the industry; and, having in place the necessary systems and personnel to put safety into action.



Pulling it all together: The challenge for the Summit going forward, is to take the many ideas, thoughts and recommendations and to organize them into a coherent and manageable Action Plan. It was agreed that the plan needed to be developed on the basis of the categories and themes identified at the meeting and to then pursue the objectives on the basis of what can and should be done in the immediate, mid-term and longer term.

In the discussion on how to move forward, a number of key points were emphasized.

There would continue to be support for the Summit process for only as long as it is seen as making a difference. The Summit meeting had created better understanding and momentum. To

maintain this, there needs to be a clear commitment throughout the sector but particularly on the part of the major companies and government, a willingness to deal with the major issues facing the sector, and progress in the near and longer term.

In terms of the deliberations of the Summit, specific recommendations and issues raised in each area, these are set out in detail in the Report and attached appendices.

Next Steps: Moving forward, the participants emphasized the need to continue to work together and collaborate to develop solutions and to move to complete an Action Plan that reflects the deliberations of the Summit and that will be supported and acted on by the entire sector.

The Council undertook to keep the momentum of the session moving forward and to:

- Report on the results of this first meeting,
- To continue to strengthen and manage the Summit process and to organize the next meeting in the Fall, probably for October.
- To develop an initial draft of an Action Plan that will set out a vision, guiding principles, strategic directions and objectives, and a timetable for completion.
- Pursue those immediate steps that were identified by the Summit.

NOTES

WHY A SUMMIT?

The Need for a Summit

As the BC Forest Safety Council was developing its Forestry TruckSafe Initiative, it became clear this was not a new area of concern. Various aspects of driver, vehicle and road safety in the forest sector had been considered by different groups in the past, and efforts remained ongoing in many areas.

We also encountered a good deal of concern that the situation facing the sector was getting progressively worse, yet relatively little was being done to address the situation. There were frequent comments like: “The time for talk is over” and “What we don’t need is another conference and another report where nothing happens.”

In talking to individuals within the agencies and government ministries which share responsibilities in this area, there was also a sense that safety issues went beyond the mandate of any one group to deal with effectively.

We concluded the best way to kick-start our safety initiative was to convene a Forestry TruckSafe Summit that would:

- Hear the voices and perspectives of all stakeholders;
- Consider all the issues and factors affecting the safety of vehicles and drivers;
- Develop a comprehensive Action Plan that would address immediate, mid-term and long-term issues; and
- Continuously and systematically follow-up to ensure actions are being pursued by various groups and agencies and in different regions, and that progress is being made toward the goals that have been set.

The Objectives of the Summit and the Forestry TruckSafe Initiative

The Summit is the beginning of what we believe will be a long-term initiative. At the outset, the Summit’s objective is:

To develop a comprehensive action plan to promote safe drivers, safe vehicles, safe resource roads, safe conduct on public highways, and vehicle safety awareness generally in the forest sector.

The intention is not to simply get together to discuss the issues and make recommendations. The Summit isn’t a consultation by the Council; it is an effort to come to grips, at many levels and in many places, with issues related to the safety of forest vehicles and everything they impact. The parties will then be engaged and work together to develop an Action Plan they can support and commit to in detail.

This Action Plan will be developed by the Summit with the expectation that it will provide a “roadmap” for a series of specific actions and projects that will, collectively, result in safer drivers, vehicles and roads.

In the coming weeks, months and years, all parties will act on those areas of the Action Plan that depends on them for implementation.

Longer-term objectives: In terms of the more specific results that need to be considered, the Council set out a number of objectives for participants to consider and add to. These must be achieved if the initiative is to be considered a success. They include:

- **A significant reduction in serious accidents and fatalities directly and indirectly involving forestry vehicles:** Whether on public highways or resource roads, a principal result of the TruckSafe Initiative will be safer roads, safer drivers, fewer accidents and fewer injuries and fatalities.
- **Better and more effective administration of forestry infrastructure:** An expected outcome will be:
 - solutions that will provide for better methods to ensure the proper construction and maintenance of resource roads
 - better communications on and administration of the resource roads
 - better management of the interface between resource roads and public highways and the administration of public highways, particularly in areas of high forestry vehicle use.
- **Better trained, effective and confident drivers:** One focus of the initiative will be the need to develop a stable and confident workforce. This will be done through training and by developing programs to deal with issues related to driver effectiveness and safety.
- **Elimination of duplication, overlap and underlap of jurisdictions affecting vehicle and road safety in the industry:** The Summit will assist in developing approaches to deal with jurisdictional issues and sort out responsibilities for safety.

These were the expectations set for the Summit and the overall TruckSafe Initiative.

Preparing for the Meeting

Once the date for the first meeting of the Summit was determined, invitations were sent to a broad spectrum of organizations and agencies, including all member organizations of the BC Forest Safety Council. The invitations were to participate in the full TruckSafe Initiative and to send a delegation to this first meeting.

In following up with the organizations, advice was sought as to whether others needed to be invited. As a result, additional invitations were made.

In some cases the delegation was one person. In others, there were several participants. All were there mandated by and representing their organization. In a few instances, individuals were invited to represent the perspective of a group or interest that otherwise would not be represented.

There was also an effort to ensure regional representation in the Summit and the first meeting.

All organizations and agencies attended the meeting. A list of the attending organizations and individuals is set out in **Appendix A**.

Organizations were encouraged to consult internally on the issues to be discussed and, where appropriate, to hold a preliminary meeting with interested individuals. Several organizations held

internal meetings to prepare and, in some cases, personnel from the Council's TruckSafe Initiative were asked to make presentations.

As well, Council members on the Forestry TruckSafe team attended a number of previously organized meetings and made presentations on Summit preparations.

Extensive information on concerns and issues was gathered as a result of these meetings and was provided to participants prior to the Summit. Much of this information has been made available on the Council's website. Background material was produced for the Summit and is set out in **Appendix D** of this report.

An initial draft, annotated agenda was sent to prospective attendees well before the meeting, along with some preliminary materials. As well, a document setting out the basis for participation was included and reviewed with each participant. It described how the meeting would be conducted and the expectation that participants would work with one another in a cooperative and supportive way. The agenda and supporting materials are set out in **Appendix B**.

On the basis of feedback received, the meeting's materials and organization were finalized.

Organization of the Meeting

The meeting was chaired by Keith Playfair, Vice Chair of the Council. Most of the work preparing for the Summit and conducting the preliminary meetings fell to Janine Elo, Manager of the TruckSafe Initiative. Glenn Sigurdson of the CSE Group and Wosk Centre for Dialogue at Simon Fraser University was process manager for the meeting.

The Summit was held at the Coast Inn of the North and the facilities were ideal for this kind of meeting.

The principal meeting room was large and allowed for a central area where all participants could meet together, with ample room for small breakout groups.

Immediately adjacent to the principal meeting room was the area where lunch was provided. This room was also used for the breakout groups.

Hotel facilities and the prompt and courteous attention of staff provided an ideal setting for the Summit.

The following sections briefly set out the flow of the meeting and what was accomplished. Given the amount of discussion, the number of breakout groups and the exchange of information, this should not be considered comprehensive. It is intended to provide a sense of the discussion.

Additional information on the agenda and supporting materials is set out in **Appendix B**.

THE MEETING

DAY ONE: GETTING ORGANIZED

The room was open from 8:00 AM and most participants arrived well before the scheduled start.

8:30 AM – Call to Order, Welcome, Approval of Agenda

The Summit Chair, Keith Playfair, called the meeting to order and provided some initial remarks. Keith emphasized the collaborative nature of the Summit and urged participants to listen to each other and to keep an open mind. He shared some of his own recent experience and his sense of the difficult issues we are facing in this area.

Keith introduced Janine Elo, manager of the TruckSafe Initiative and Tanner Elton, CEO of the BC Forest Safety Council.

He also introduced Glenn Sigurdson, the meeting manager, and then turned the meeting over to Glenn.

Glenn went through the agenda and how the meeting would unfold over the coming two days. Each session was reviewed in terms of intention and expected outcomes. The agenda was then approved.

Glenn also reviewed the “Basis of Participation” document, to ensure everyone understood the nature of the meeting, expectations of participants, and management of the meeting.



9:00 AM – Getting to Know Each Other and Setting Expectations

This first session was used to “break the ice” and gain an initial sense of the expectations and issues of participants. Each attendee was asked to find another participant whom they either didn’t know or didn’t know well and spend 10 minutes to discern the following:

- **Who are you?**
- **What perspective or organizations do you represent?**
- **What is one action or issue you’d like to see addressed by the end of this year or early in 2006?**
- **What is one action or issue you’d like to see addressed in the longer term, by the year 2010?**

Participants were then given 45 seconds to introduce their new colleague and friend.

The time to get to know one another and make the introductions took us to the first break, and provided a large amount of information on the issues of concern to participants.

10:45 AM – Safety in the Sector: What will it bring, and how will it be measured?

This session started with brief presentations by a number of participants. Each participant represented an agency with responsibilities in the safety area, and was asked to identify factors that required immediate attention:

RCMP: The RCMP set out their objectives with respect to crashes as part of the National 2010 initiative. The objective here is to reduce death and injury in the commercial sector by 20% by the year 2010.

This represents a major challenge in the North, given the increase in commercial traffic. Overall, provincial rates are climbing, but not as rapidly.

Factors identified as primary causes for serious accidents include speed, alcohol, drugs, aggressive driving, and intersections.

There needs to be better knowledge and understanding related to crashes. When speed is a cause, why was it a factor? Was it mechanical? Was it the result of factors that would cause the driver to go faster than is safe? The same applies to the use of stimulants and other factors.

Better information will allow for more targeted enforcement activities.

RCMP analysis shows that most accidents are the result of driver error (up to 90%), with 8% environmental and 2% mechanical. Is this a result of inadequate training or supervision, or driver-related matters such as fatigue?

A number of points were raised in the follow-up discussion, including the lack of a direct enforcement role for the RCMP on resource roads, where they only respond following a serious accident or a fatality.

Coroner: A presentation by the regional coroner noted that the Coroner's responsibility is to investigate fatalities from a non-fault finding approach. Inquests are rarely used, but there is an effort to try and determine more than just the immediate cause of death and to consider other factors. A review of commercial vehicle-related crashes resulting in fatalities has shown a number of factors, including: poor decision-making and driver judgment, chemical substance abuse, fatigue, poor radio communications and speed.

Coroner's investigations tend to be done on a regional basis and there is no specialization with respect to sectors or kinds of accidents. Government generally takes action after receiving recommendations of the Coroner.

A number of matters were raised. These included questions around why public hearings were so infrequent when they are mandatory in some jurisdictions. Also, questions were broached as to the coordination of information with other agencies and the timeliness of reports.

The Coroner indicated a willingness to consider working with all of the parties, understanding that when the Coroner is involved, there has already been a failure in the system resulting in a fatality. There is a need to learn from these fatalities when they occur.

The Workers' Compensation Board: The WCB's mandate is to reduce death and serious injury in the workplace. While there has been progress, better results and a better understanding

of the root causes is still needed. Overall, there are about 20-25 fatalities annually in forestry; on average, 4-6 of these involve transport vehicles. In 2003, there were six fatalities in trucking, four of which were in the forest industry.

The WCB has a definite focus on improvements in this area, and welcomes the TruckSafe Initiative, particularly the effort to involve all parties that need to be part of the solution.

The WCB has been conducting a survey asking industry drivers about issues under four categories: Road, Driver, Truck and load, and General (weather). There have been over 500 responses; the picture that emerges is of the need to approach safety from many different sides.

The WCB is working to develop information on commercial truck safety and to create a clearinghouse to assist in the sharing of information across industry. This will be part of the broader TruckSafe Initiative.

As well, the WCB has working with Interfor in development of a training program directly related to the forest sector through the Articulated Rock Truck (ART) Program. This program was developed with full industry cooperation and has the potential to be a template for training in other areas.

The WCB is prepared to play its part to assist industry to sharply reduce the incidence of serious injuries and fatalities.

Insurance Corporation of British Columbia: To date in 2005, 33 people have been killed in crashes in BC. Another 800 have been injured; of these, 430 were involved in commercial vehicle crashes. ICBC priorities are:

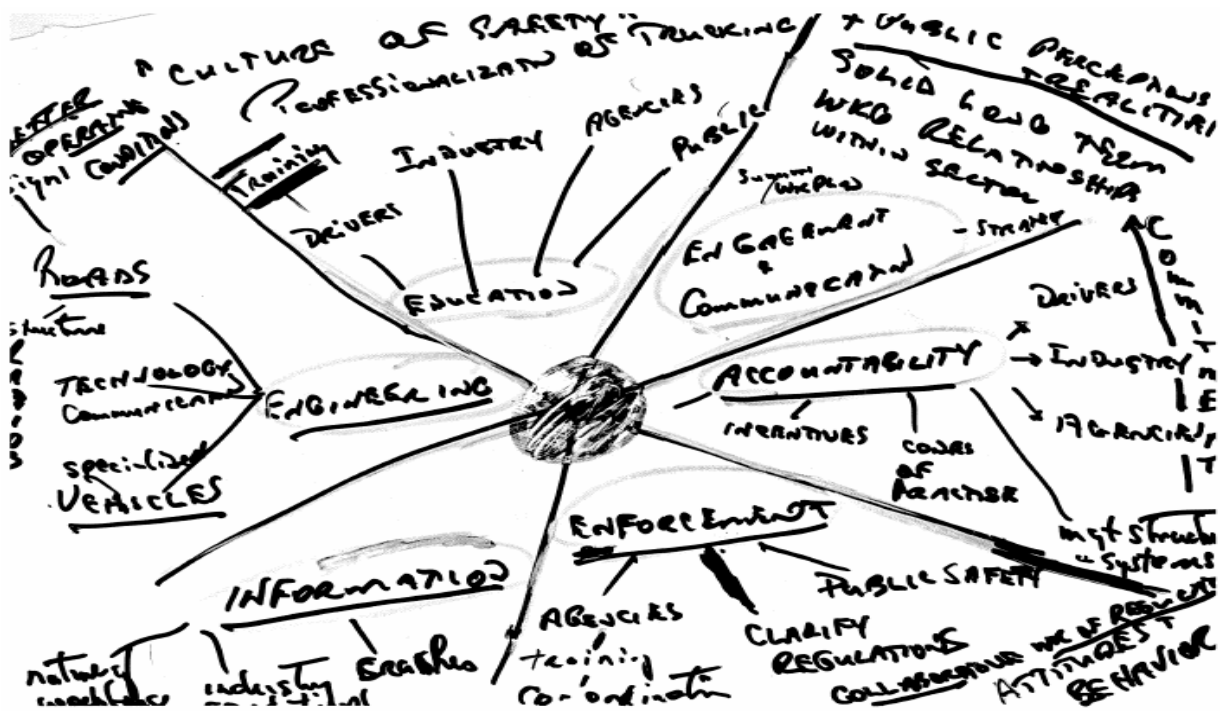
- to increase commercial seatbelt use and measure change
- to reduce the economic consequences of crashes
- to reduce insurance premiums

ICBC is very active on the prevention front and has a number of programs that relate directly to affecting driver behaviour and the quality of roads. These are considered investments that pay significant dividends through reduction of the cost of claims. ICBC's initiatives include financial support for the greater use of "rumble strips", and efforts through law enforcement to reduce speed and increase seat belt use.

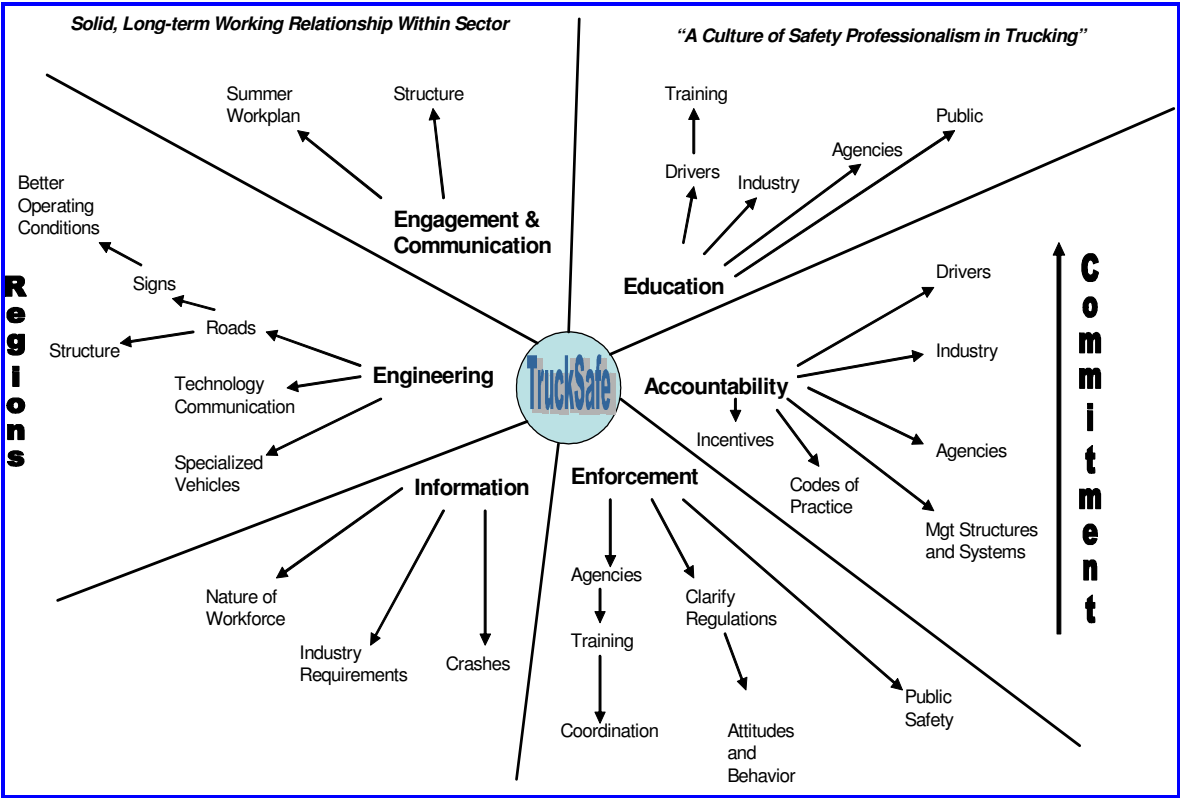
Although the situation is somewhat different than on highways, ICBC is the insurer for much of the activity on resource roads for both forestry and other traffic that is involved in personal injuries and damage to vehicles.

While ICBC has been supporting a number of recognition programs directly targeting forestry vehicles, such as the Burns Lake Trucker Appreciation Event, the corporation does not, at this time, play any direct role in development of prevention or education programs for resource roads.

After these presentations and discussion, Glenn, the meeting manager, took the information as well as the points made earlier, and set out an initial view of how the issues could be grouped under a number of headings or themes. These were presented as a schematic that was then discussed with participants.



A PowerPoint Diagram based on this schematic follows.



The discussion began to fill in gaps and find relationships between the various areas. A brief review of this approach was examined in small groups based on one or two tables of participants, with each asked to develop the topic area further. A more general discussion with the entire group followed.

In addition to the points under the specific areas, a number of general themes started to emerge. These included the following:

- **Scepticism with the nature of the process:** On several occasions, and in different ways, concern was expressed that the Summit would raise and discuss issues, make some recommendations and then little or nothing would happen. The lack of progress of past initiatives fuelled this concern.
- **Commitment of companies and government:** While there was general agreement that there needed to be commitment throughout the sector, specific concern was raised that commitment was required at the highest levels within major companies and, to a somewhat lesser extent, within key provincial agencies and ministries. Without this commitment, it was suggested, little substantial change or improvement would be possible.
- **The need to make the occupation of driving logging trucks and related vehicles more attractive and professional:** This was also a recurring theme in several other areas.



12:30 PM – Lunch Break: Guest speaker Jim Playfair

The Summit Lunch was hosted by **Peter Tiani and John Simkins of Money Concepts**, Prince George. Their support was gratefully acknowledged.

We were fortunate to have Jim Playfair, one of the coaches of the Calgary Flames, address the group on the importance of team building and developing and setting goals. Jim also sat in on some of the preparatory meetings, and participated in several of the morning's earlier sessions.

His talk was prefaced by a video of the Calgary Flames drive to the 2003/04 Stanley Cup playoffs. The team's success was seen by many as both unlikely and very lucky. With only one "superstar" and a history of finishing out of the playoffs, few expected the team to advance to the finals.

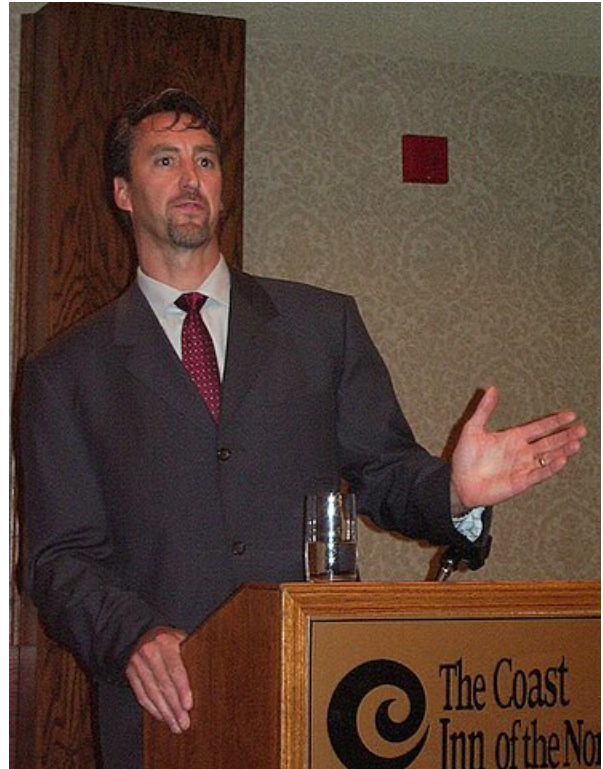
Jim's presentation demonstrated that the Flames success was the result of careful planning, preparation and motivation that started well before the beginning of the season, and then continued throughout the year and into the playoffs.

The description of the Flames preparation during the season and the drive to the playoffs was compelling and entertaining, and had many lessons for the task before the Summit.

Jim set out how the season and then the playoffs were broken down into manageable segments, with each objective building to the next. He then drew on the experience of the Flames and related it to the Forestry TruckSafe Summit.

Key Points from Jim Playfair's luncheon speech, "Win Your Shift":

- Build and maintain a positive public image
- Build a foundation with ground rules
- Set clear expectations and goals
- Have a "motto"
- Ingrain that "each shift is the most important"
- Preparation and conditioning is key
- Build a culture of rewards that is peer to peer ("the green helmet")
- Leaders must be seen as involved and invested
- Be self disciplined
- Commitment and communication must be across cultures
- Have the right people in the room
- Keep a journal and written goals
- Treat failures as a lesson
- Deal with reversals and disappointment right away; first time, every time
- Teach, teach, teach – repetition ingrains lessons
- If something goes wrong ask yourself: Did they know? Did they care?
- Measure statistics and use them for the most impact
- Instil confidence; believe and expect that success will happen
- Admit when you are wrong
- Learn what people do, and "walk in their shoes"



These lessons were discussed after lunch in the first session.

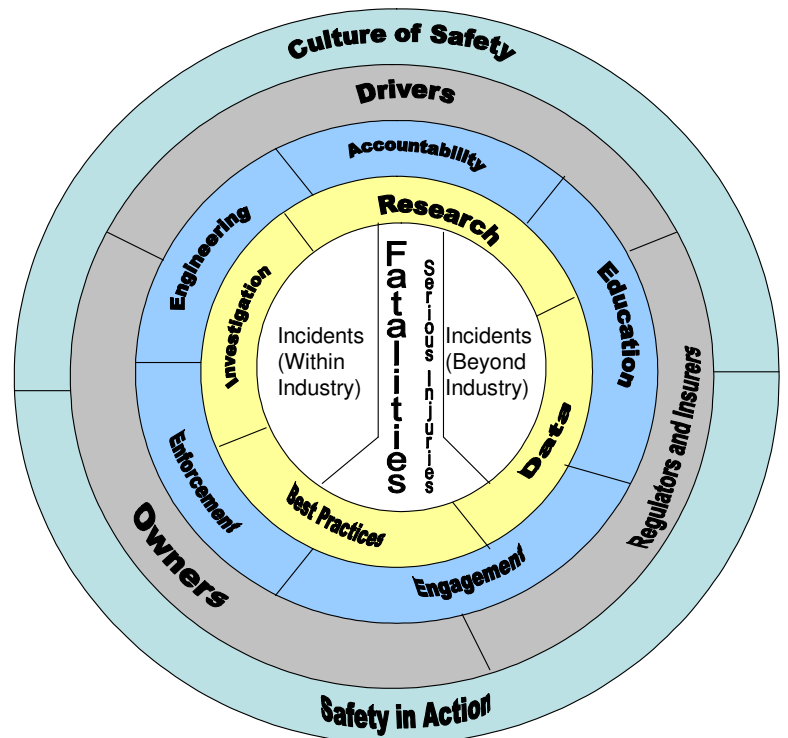
2:00 PM – Drawing On Our Experience: What's working?

Discussion of the Lunch Presentation

Glenn set out the points from Jim's presentation for discussion by participants as to how they applied to the Summit's work. The importance of setting goals and having a long-term vision, while dealing with day-to-day requirements, was underlined. ("We need to have goals, but we need to win each shift every day.") Also emphasized was the importance of building a team and then ensuring it remains focused and intact. Learning from our mistakes was also discussed – when crashes occur, we need to understand the causes and learn from them.

A View of Forestry TruckSafe

Glenn then presented a view of the work of the Council for discussion. The following graphic is the actual drawing at the meeting, with a PowerPoint version of the same.



At the center of our inquiry are the crashes and injuries that are of concern. The next layers, or circle of activity, are the systems or practices that inform us, including:

- Research on the causes of crashes
- Investigations
- Best Practices (Experimentation)
- Data that needs to be acquired, analyzed and understood.

The third layer represents activities that will promote safety, including:

- Enforcement and compliance
- Engineering of vehicles, roads, and safety systems
- Accountability through clear understanding of mandates and jurisdictions
- Education, both within the sector and the general public
- Engagement of the key players to work together.

The fourth layer embodies the key stakeholders, notably:

- Drivers, the folks that actually operate the rigs and vehicles
- Owners, the large companies and contractors that control many of the issues of concern in the area

- Government, the regulators and agencies like the Ministry of Forests, WCB, ICBC and the RCMP who play important roles in setting the regulatory, compliance and industrial framework within which safety is affected.

The final layer sets out our ultimate objectives, including:

- Developing a culture of safety within the industry
- Having in place the necessary systems and personnel to put safety into action.

What's Working? What is Going On Out There?

Several presentations were made on specific activities underway in the sector.

Two examples were:

- WCB's experience with developing a training program for the use of Articulated Rock Trucks (ART), and the lessons learned there.
- The silviculture sector's efforts to develop training modules and methods that address their needs, particularly with the use of crew vehicles and ATV's, as well as the issues created by the nature of their workforce that require on site training.

After brief presentations from several other participants, each table was invited to consider whether there were other activities and areas of concern that should be considered by the Summit. This resulted in an outpouring of specific initiatives, projects and coordination efforts that is still being digested by Summit staff.

The following is a partial list of areas where activities are being pursued:

- **Specific projects dealing with speed and over-weight vehicles:** A number of companies and groups manage routes and hauling requirements to ensure speed limits are respected. Several rely on technology, others on procedures. Examples of how companies manage issues related to over-weight vehicles were discussed.
- **Controlling speed on resource roads:** One licensee uses a consultant and radar to generally control speed on the roads.
- **Signage:** Several examples of the use of signage on roads to improve safety were presented.
- **Information dissemination:** Safety information is being distributed and conveyed effectively within several companies.
- **Local coordination:** Several good examples exist of regional and local efforts to manage road maintenance and otherwise coordinate activities that result in improved safety.

The number and variety of activities came as a surprise to many in the room. It was agreed that an inventory of current experiences and practices, along with a method for sharing and updating it, would be beneficial and a positive outcome of the Summit.

3:30 PM – Building on These Positive Experiences to Make a Difference in Safety Within the Forest Sector

At this point the meeting was running somewhat behind, but moved into group discussions around the areas of focus that had emerged from discussions throughout the day.

The groups were organized as follows:

- 1. Information**
- 2. Education**
- 3. Education**
- 4. Engineering – Roads**
- 5. Engineering – Vehicles & Systems**
- 6. Engagement and Commitment**
- 7. Accountability and Responsibility**
- 8. Enforcement and Jurisdiction**

Individuals were assigned to the groups on the basis of the table at which they were sitting, not because of preference or expertise.

Each group was asked to consider their areas and deal with the following issues:

- Identify the principal issues that relate to this area.
- What are the principal issues that need to be addressed?
- Who needs to be involved, both in terms of advancing the area or possibly blocking it?
- What can be done in the near term, the mid-term and the long-term?
- How do we measure success?

At 5:00, an announcement was made within the groups that work could continue until the pub evening in the hotel and that the groups would reconvene as the first matter in the morning. Several groups worked right to 6:00.

6:30 PM – Evening Session: Meet and greet at the pub

A pub social was held at Sgt. O’Flaherty’s Pub, downstairs at the Inn of the North, where participants and invited guests were able to unwind from the day and get to know each other better.

This event was sponsored by **James Western Star Sterling Ltd.**, with locations in Prince George, Kamloops, Kelowna, Williams Lake and Ft. St. John.

THE MEETING

DAY TWO – DEVELOPING THE PLAN

The room was open at 8:00 AM and juice, water and coffee made available. Several of the groups reconvened immediately.

9:30 AM – Report of the Groups

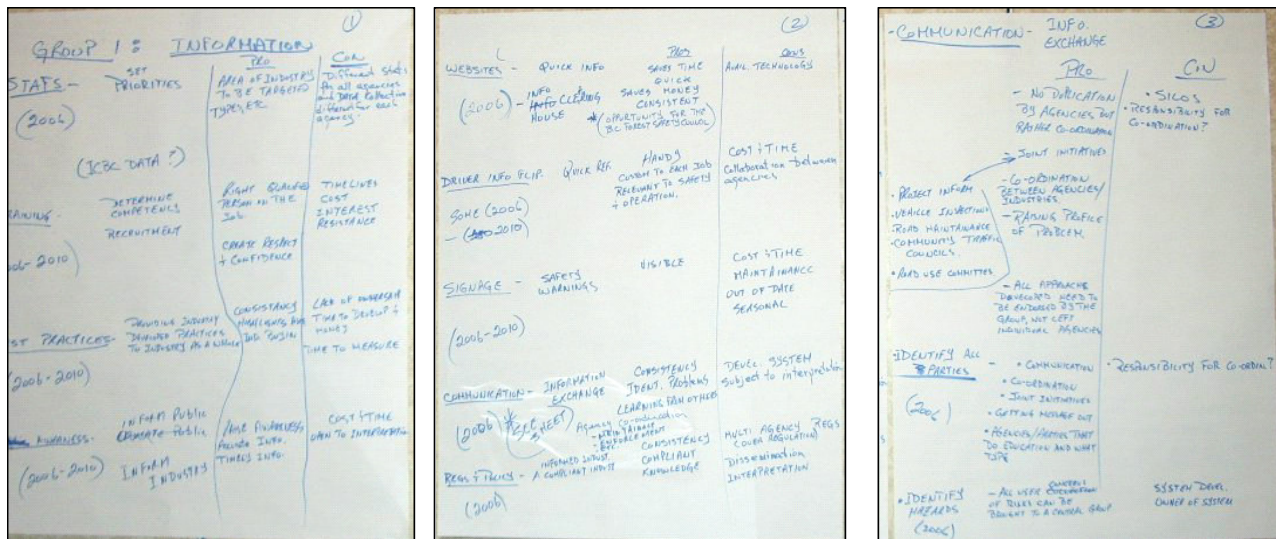
The full Summit reconvened around 9:30 with remarks from the Chair on the previous day, and the expectation that we would complete the meeting no later than 3:00 PM.

Keith provided brief comments about moving forward to complete the meeting and developing a sense of what needs to be done in both the immediate and longer term.

Group reports followed. These were done in random order but are reported here from groups one through eight (two groups reported together, so there are seven presentations).

As expected, there was an overlap of issues, concerns and themes among the groups.

Group One – Information



The sheets above are examples of the charts used by the groups. The full text is set out in **Appendix C**.

This group considered the information needs and requirements across the forest sector, focusing on the needs of the sector generally, resource vehicle drivers, local communities and resource road users, and the general public.

On the gathering and development of statistics: While information gaps were considered, the principal concerns were with the gathering and coordination of existing information.

It was noted there is no one repository of crash data, or details on the numbers of trucks that are hauling the various types of forest products in the industry. This means there is no ability to do causal analysis on crashes and work in a proactive way on engineering, maintenance, signage, or driver accountability issues, to try and prevent crashes in high-risk locations.

It also means there is no systematic follow-up with the sector to share concerns or issues that may have come to light as a result of the information gathering.

The need for all the parties to set information and statistical priorities was identified as a necessary step. Priorities need to be set on what information to gather, including the ability to separate trucks by log, lumber, chip, crew and equipment hauling, and more closely pinpoint the section of road either on or off-highway on which crashes occur. If information is gathered in a consistent methodology across the industry and available for analysis with some privacy safeguards in place, it is suggested that much more proactive education, engineering, compliance and enforcement can take place to reduce fatalities and injuries.

The difficulty of coordinating the gathering of information across different agencies with varying methods and systems was noted. It is important, therefore, to make an effort to identify the kind of information that is needed, and then focus on how to gather it and make it accessible.

In terms of a timeframe, this was seen as a longer-term objective with some results possibly showing up in 2006.

Information on training: Better information on the training needs and requirements of the sector is required. There is not enough information in this area, making it difficult to attract new drivers.

In its current form, Class 1 and Air Brake training is inadequate to provide new drivers with experience on gravel or icy resource roads, and with increasing axle configurations and load weights. There is also little focus on driver accountability, professionalism and safety in current training curriculums.

It was thought by the group that training should be developed to determine different graduated competency levels of drivers and ensure the industry is recruiting well-qualified people into the profession. Training is also seen as being the best tool to create respect and confidence in new drivers and those who are mentored to attain new skill levels. Barriers to a more comprehensive training program include timelines, the high cost of delivering curriculums such as “Earning your Wheels”, and lack of interest in entering the profession.

There is also concern that in the current environment with its severe shortage of drivers, any additional regulatory requirements may further decrease the supply of new drivers into the profession.

This was seen as a long-term project that needs to start now, with benefits beginning in the 2006-2010 period.

Best practices inventory: There is a need for better and more consistent information on requirements and practices within the industry.

Participants felt the transfer of good safety practices in the industry should be encouraged and communicated throughout the province. There is no formalized vehicle to do so at this time. Advantages would include a continual focus on safety and increased industry buy-in to an overriding culture of safety. The group felt an organization is needed to lead this initiative for the overall forest hauling sector, and to invest the time and money to develop and implement not only the communication methodology, but to measure the success of implementation.

Barriers to moving in this direction include the time to develop and deliver the information, and the lack of resources or the means to coordinate and distribute the information.

Again, this was seen as a long-term project that needs to start now, with benefits to be seen in the 2006-2010 timeframe.

Public awareness: The public and industry are perceived to have an awareness deficit about safety issues facing forest product hauling and large commercial vehicles in general. There is a need to better inform the general driving public. Most motorists do not understand the driving dynamics of large trucks on highways or, when they are on resource roads, the requirements related to these roads and the vehicles on them. A coordinated campaign to better inform the public would be beneficial. For example, there could be a general public advisory campaign that provided information about distances required by large trucks to brake, or heavy volumes of traffic and safety advisories on local road systems. This would raise public awareness and result in greater caution being taken.

In terms of barriers, it is not clear who would take the lead in development of a program like this or how it would be funded. Several possible organizations were mentioned, including the RCMP, ICBC and the Ministry of Transportation.

This was seen as a long-term project that needs to start now, with benefits in the 2006-2010 timeframe.

Ideas to consider: Suggestions were made in specific areas:

- **Websites:** Serving as an information clearinghouse and quick access to safety information was seen as an opportunity for the BC Forest Safety Council website.
- **Driver “Info-Flip” brochures:** Info-flip jobs are water-proof, compact and organized reference brochures which can be customized to the safety elements involved in each type of hauling, such as logs, chips or crew transport. They require collaboration between government agencies to compile and present the information in a practical way, and cost about \$2 per brochure to produce in large quantities. They are seen as a desirable way to package industry-specific safety information for drivers.
- **Signage:** Signage that highlights safety warnings of known road hazards should be more visible on road systems. The group acknowledged there is a cost of time, and seasonal maintenance especially because they are often used as rifle targets during hunting seasons. Signage must be present, and not out of date, even if it means updating on a seasonal basis.
- **Forums:** Highly successful forums for safety communication in the industry include peer-to-peer information exchange, vehicle inspections, road maintenance user committees, community traffic councils and road-use committees. A need is seen for a systematic implementation of these sorts of forums across the province and to ensure that there are accountable frameworks for coordination of action, interpreting policy and direction, and avoiding the “silo effect”. These forums should be used to ensure consistency in safety policy and operations, identify and raise the profile of problems, learn from each other, coordinate industry and agencies, enforce maintenance practices, and foster joint initiatives. It was felt all approaches developed by these forums need to be endorsed by the group, and not left to individual government agencies.
- **Identifying hazards:** Safety and hazard alert bulletins which identify mechanical failure risks or practices that are unsafe, and crash “near misses”, need to be circulated in a fast

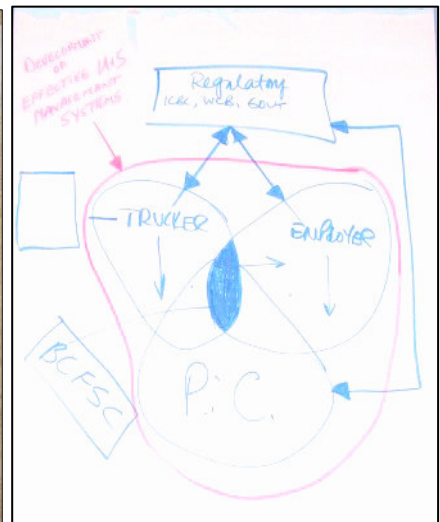
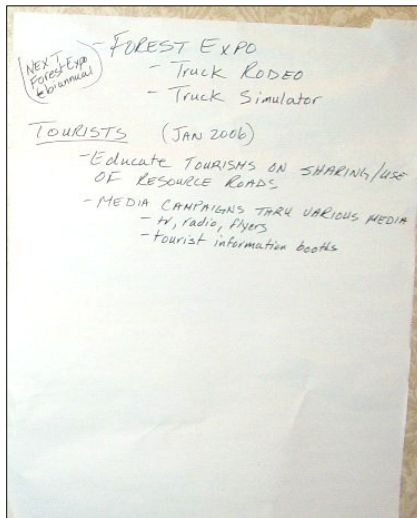
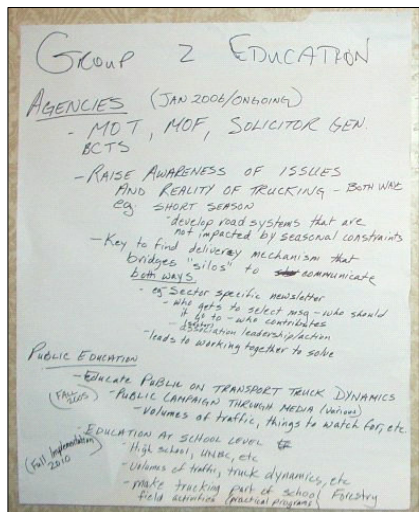
and broad manner throughout the sector to get to drivers themselves within a two or three day period. A good example is Interfor’s hazard alert bulletins distributed in the coastal industry.

Two areas which require immediate attention were also identified.

- **Regulation and policy change:** Changes to government regulation and policy were brought forward as key to a compliant and safe industry. It is important to have seamless regulations between agencies that clearly designate responsibilities and process to drivers. Writing policy and regulations so that they are practical, with easy and consistent interpretation, is felt to be lacking. One of several examples used was the new load securement standards by CVSE, which have no practical information bulletins for the industry to identify the actual requirements for empty trailer securement when it is loaded on the front trailer or truck axles.
- **Identifying all parties that are critical to trucking safety:** Uncertainty still exists as to exactly the mandates, accountability structures, and corporate and agency commitments in safety management for forest product hauling. This requires clarification and communication in a broad provincial and localized manner.

Both of the above – the need for clear information on regulatory requirements and to keep it current, and the need to better coordinate the many and diverse agencies that affect safety – were identified and dealt with in more depth by other groups.

Groups Two and Three – Education



The sheets above are examples of the charts used by these groups. The full text is set out in **Appendix C**.

These two groups considered a broad range of issues and concerns that touched on the theme of education and how it related to the Summit objectives.

In general, they identified the need to “educate” in three areas:

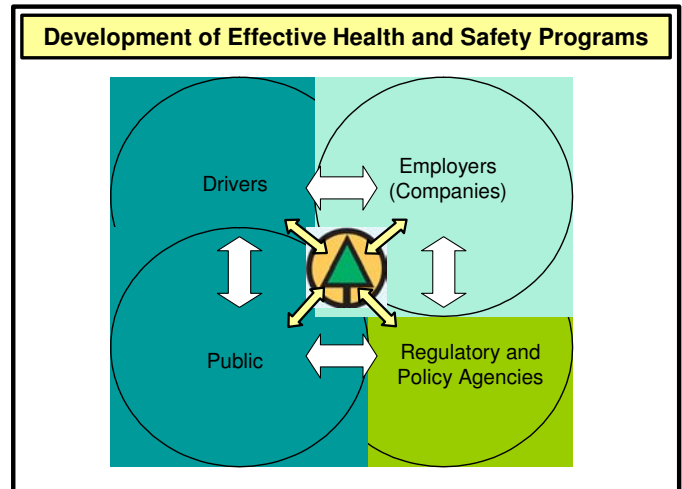
- **First, government:** Government agencies and regulatory bodies need to better understand the issues and reality of trucking.

- **Second, drivers:** Drivers of all kinds need to be better educated, qualified and certified, but care needs to be taken as to how this is done.
- **Third, the public:** The public generally needs to be better informed around issues related to resource vehicles.

The two groups also considered the major challenges facing the development and coordination of education in this area. The chart on the right is an amplification of one of the charts used to outline these needs.

Given the lack of coordination and communication among key players, success is unlikely here. While there will continue to be individual efforts and improvements in some areas, an overall program will not be achieved.

A means of coordinating and collaborating among the key constituencies is required to develop effective health and safety programs related to vehicle use in the forest sector. The Council and the Forestry TruckSafe Initiative could play a key role here.



Two specific areas were mentioned:

- **Interagency cooperation:** Development of a mechanism(s) is key for interagency cooperation, collaboration and communication around who does what, to whom and when, and who is responsible for what, followed by go-forward projects and programs based on that understanding.

This would provide continuity and accountability that is not currently in place and result in a number of improvements in how programs within the various agencies currently operate.

- **Regional focus:** Much of the coordination and cooperation that is required is on a regional basis. Development of regional animators/facilitators is therefore needed to get down to root issues with the required parties on a regional basis. This would ensure local concerns and issues are addressed, enhance the capacity for building training and education packages that meet local needs, and provide a “voice” at the larger tables.

Education of government agencies: Summit participants focused on the need in the short term to educate government agencies, including the ministries of Transportation and Forests, BC Timber Sales, the Solicitor General and others on the issues and reality of trucking. Two examples discussed were the need to develop road systems that are not as constrained by seasonal environmental factors, and to communicate the factors perceived to have shortened the hauling seasons over the last several years. Value was seen in the education process going both ways with, for example, more consultation and pilot projects to “get it right” before it is implemented and problems arise.

Areas where progress could be made include:

- Better regulations and practices as a result of collaboration
- Development of root cause investigation of crashes
- Better industry and community engagement
- Development and sharing of best practices

Education for drivers: Issues related to driver training and qualifications must always be viewed in the context of overall workforce issues facing the industry. Currently, a supply problem exists in some areas and the need to not only train, but to encourage greater participation must be addressed at the same time.

Summit participants that focused on education had strong recommendations on implementing the concepts of graduated licensing and an apprenticeship program that would certify commercial truck driving as a trade. Funding for training was another issue, both in terms of individuals and companies.

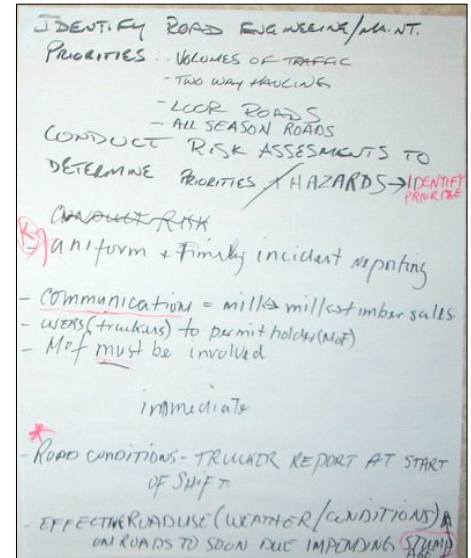
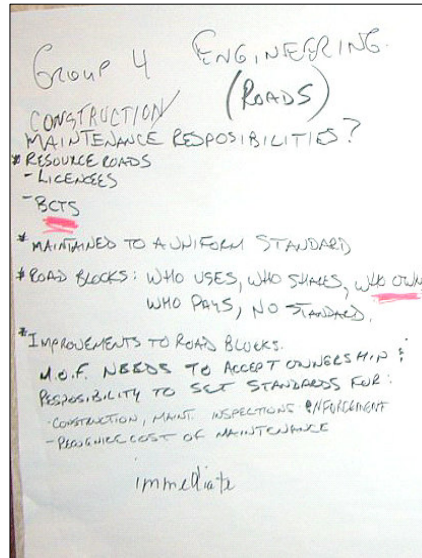
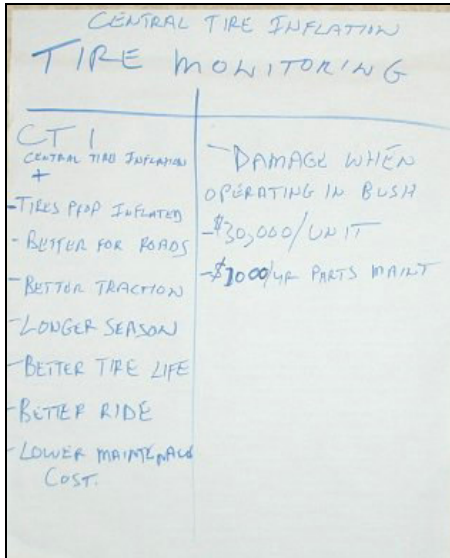
Under this heading two areas were considered in more detail:

- **“Apprenticeship Programs” concept:** This approach should be considered because it allows for on-the-job training and can result in better trained and experienced drivers while not adversely impacting on driver availability. It also should ensure financial support for training and provide the means to deal with issues such as liability and quality control. One idea would be to allocate a wood fibre source to assist in funding the training.
- **Graduated licensing:** Areas mentioned include working your way up the class of trucks, truck-specific training, and training for road types
- **“Practical Training”:** Not everything requires a licence or certificate. Examples of specific, practical courses: how to put on chains, changing oil, dealing with wrappers, flagging, brake adjustment, light repairs, GVW load proportion, and acceptable work conditions.

Public education: A coordinated effort to better engage the public on these issues is needed. These should be a joint effort involving different groups and agencies, which would vary from area to area. Areas discussed include:

- Trucking safety activities and seminars associated with Forest Expo and other industry trade shows are seen as a priority to engage and educate the public.
- Educating tourists, especially those with large recreational vehicles, on how to share resource roads and public highways with commercial trucks was also raised. This could be accomplished by radio and TV commercials and flyers at RV dealerships and tourist information booths. A particularly successful television commercial on a logging truck’s journey from loading in the bush to unloading in the milliard – produced by the Alberta Forest Products Association – was provided.
- Other opportunities for education include involving trucks in high school, college and university forestry education field activities. “Reality Training” that simulates or shows crashes or involves crash simulators was suggested as an idea to be promoted on a wider basis at both public events and with commercial drivers.

Groups Four and Five – Engineering Roads, Vehicles and Systems



The sheets above are examples of the charts used by these groups. The full text is set out in **Appendix C**.

The two groups considered the engineering and technical aspects of achieving better safety for our drivers, the vehicles and the roads they drive on. Underlying this presentation was the requirement for a means of prioritizing research and development needs, and to coordinate the development and trial of different systems and technologies.

The Summit’s challenge is to determine how to set the research agenda in this area.

Drivers:

- **Educate about load stability dynamics:** Driver-friendly practical information must be widely distributed on load stability of light logs (loading heights and centre of gravity), and other products including lumber, chips and equipment on low-beds.

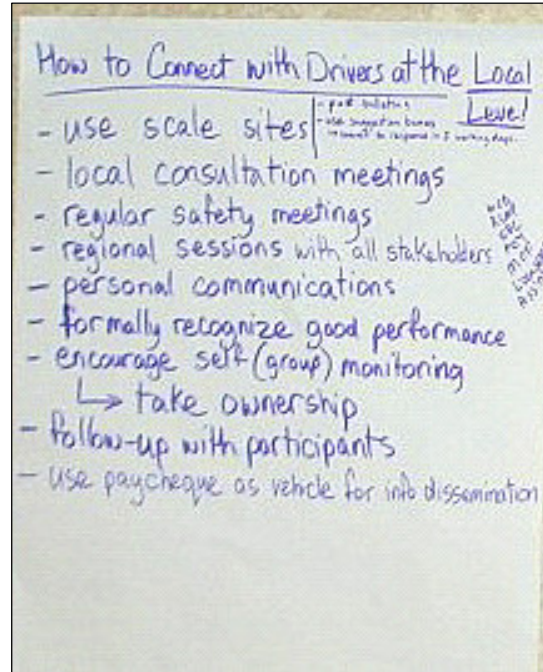
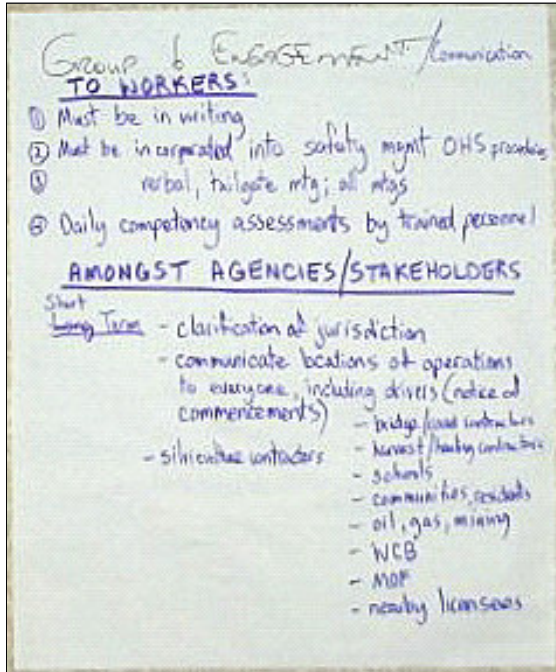
Systems:

- **Regional volume movement forecasts and road upgrade planning:** Mandate industry, the Highways ministry, BC Timber Sales and hauling industry working groups to do forward-planning to identify extraordinary volume movement and plan appropriate actions and timeframes to mitigate safety concerns and improvements to road infrastructure.
- **GPS pilot project:** A Prince George company has developed a GPS-satellite locator system for use in logging and other resource trucks. In trucks using this sensor system, warning lights and/or an audible alarm are triggered when trucks approach each other, either facing or overtaking. The system is sensitive to the separation distance, and indicates this with different coloured lights. The system has the potential to reduce accidents on resource roads; the group suggested a pilot project in logging trucks on a heavily used, two-way road system in the beetle-kill area.
- **Develop bunk scales for coastal off-highway logging trucks:** Scale technology is required to be developed and commercialized as load and grade factors are critical for driver judgment in navigating steep coastal terrain.

Roads:

- **Road engineering:** Many resource roads were planned and built when logging trucks were five-axle units hauling significantly lighter loads at speeds slower than those currently posted. Engineered road standards should be re-evaluated, with speeds assigned that are appropriate for the size of trucks and loads now in use. Funds should also be set aside to cover critical areas where roads must be re-engineered and upgraded to carry modern traffic.
- **Enhance diligence on road grade engineering and surface traction maintenance in grades over 18%:** Forest engineers should include a full review, with grade-building foremen, regarding surface materials, load sizes, truck configurations and traction requirements. Surface and traction maintenance standards should be enhanced. Harvesting and loading activities which rut or mound ballast materials and affect breaking capacity and shoulder issues should be managed to minimize risk for hauling.
- **Road maintenance standard:** A structured and uniform maintenance program for BC Timber Sales roads is needed. Enhanced maintenance now would reduce future rebuilding costs. Government might find it advantageous to give priority to resource roads that are used as access roads to First Nations communities. Road upgrades and dust control, for example, might help ease any tensions over access to resources in the area.
- **Increase resource road standards for new configurations and safety:** Review the Ministry of Forests engineered road standards and appraisal system with a focus on how to incorporate the need and cost of safety.
- **Improve signage:** Increase signage clarity and volume including radio protocols, pullouts, culvert markers, kilometre markers, mandatory empty call sites, high-risk crash sites and narrow bridges.
- **Improve paint quality and longevity on the roads:** Improve the product expectations on reflectiveness and longevity. Since environmentally friendly paint (no lead) was introduced, increased wear results in no fog lines or centre lines to follow at night, during inclement weather conditions or where motorists apex (cut) the corners.
- **Signs:** On heavily used two-way roads, all turnouts should be marked with large reflective signs visible from several hundred metres, as is the case on one heavily used road in the Vanderhoof-Fraser Lake area. Loop or one-way roads should be well-marked, not only at the entrance and access points, but periodically along them. Older, non-reflective or faded stop and yield signs should be replaced.

Group Six—Engagement and Communication



The sheets above are examples of the charts used by these groups. The full text is set out in **Appendix C**.

This group considered how best to engage workers and key stakeholders and communicate with them.

Engagement of stakeholders: The need for coordination and collaboration among key agencies was a theme reiterated here. If agencies aren't coordinating their efforts and communicating with one another, clear external communication is difficult. This consideration of roles and responsibilities should involve a broad spectrum of groups, including:

- All the various sectors affected, including oil and gas, silviculture, bridge builders and road builders.
- All the agencies, including, ICBC, WCB, ministries of Forests and Transportation, Coroner's Office and RCMP.
- All community groups, including, municipalities, regional government and land-use committees.

Work should start immediately, and all need to be involved.

Connecting with the driver at the local level: Effective communication with workers/drivers is best if it's in writing and clearly relevant, such as official circulars or as part of an OHS standard or document.

This should then be reiterated through ongoing contacts including safety meetings and regular assessments.

Getting to drivers can be difficult; not all belong to associations. Communication needs to go where they are, at work or home, including:

- At the Scales, when notices can be posted and information made available
- Local consultation meetings
- Industry-led safety meetings
- Personal communication, including using the paycheque as a means to get information out
- Recognition events where good performance is acknowledged
- Encourage and reward self-monitoring

Encouraging engagement: A number of points were made in terms of gaining engagement through incentives:

- **Monetary incentives:** Recognition of safety performance is needed, and this should affect a driver's take-home pay and a company's bottom line.
- **Quality of life:** Personal well-being and family is the most important incentive, as well as setting an example for co-workers and friends.

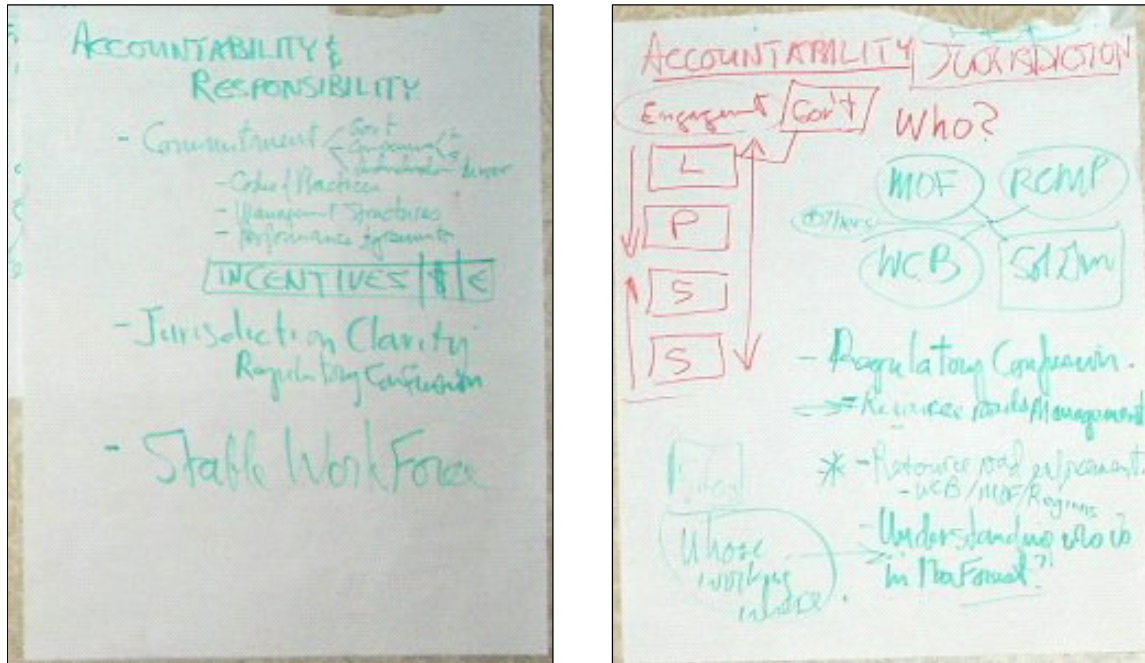
Measuring success: How do we know if we are making progress? This group also considered how to monitor safety performance. Key indicators mentioned were:

- Speed (reductions in the rates and averages)
- Incident rates (fewer crashes)
- Compliance rates (through inspections)
- Maintenance records and weights (trends in compliance)

Means of engagement: How to start this engagement was the final area considered. Suggestions included:

- Immediate (this year) consideration should be given to using, where appropriate, the means available through the Internet, fax, posting at Scales, newspapers, signage, etc.
- In the longer term, engagement needs to be encouraged through:
 - Road-use committees
 - Interagency committees
 - Career awareness programs in schools
 - Development of specific awareness programs using training, television and community colleges, for example.

Group Seven – Responsibility and Accountability



The sheets above are examples of the charts used by this group. The full text is set out in **Appendix C**.

This group considered how responsibility and accountability for safety should be managed in the forest sector.

The initial group discussion focused on how to ensure there was commitment generally within the sector to promote safe workplaces and safe workers, particularly given the continued pressures on industry and the ongoing restructuring. This was then related to TruckSafe.

While concern was raised in some discussions on the need for commitment at senior levels within large companies, it was concluded that it had to be both “top down” and “bottom-up” if the cultural change required is to be made.

Relating this to TruckSafe, the group set out three areas of commitment:

- Developing a culture of safety within the sector
- Jurisdictional clarity
- A stable and professional workforce.

Commitment to a culture of safety: It is not enough to put “safety” into a mission statement or list of company objectives. The commitment to safety must be manifested in support for measures and programs that promote safety and discourage unsafe conduct or circumstances.

This commitment must be made at all levels – government, companies and individuals – and should be set out in a number of ways, including:

- Developing effective means to collaborate and cooperate
- Creating management structures to support safety and accept responsibility for safety performance

- Using performance measures to ensure responsibility is shared and roles and responsibilities are defined, understood and acted upon. Dealing with cascading responsibility was part of this discussion.

Commitment to jurisdictional clarity: Areas exist where it is fair to say that “no one is responsible”. The issue is not that jurisdictions overlap, but that there are large gaps between them.

- **Roles and responsibilities:** At a minimum, a better understanding of roles and responsibilities between the major agencies is needed. This then needs to be spelled out for the industry and other related parties, and would include the following areas:
 - ***Responsibility for the design, maintenance and upkeep of resource roads:*** Two questions should be asked: “Who is responsible for what now?” and “If we were going to design the system today, given current and emerging circumstances, would we do it this way?”
 - ***Responsibility for compliance and enforcement on resource roads:*** This is similar to the above. With the increasing use of resource roads by many “non-traditional” users, compliance mechanisms that can be used within the industry only solve part of the problem. As well, here the question should not be “Who is responsible?” but “Is anyone doing anything?” Assigning responsibility without requiring that it be acted on is not effective.
 - ***Responsibility for the interface between the resource roads and the public highways:*** This is also an area that requires updating. With resource vehicles increasingly using municipal roads and highways as part of its infrastructure, and with the public more and more using resource roads, a better understanding is needed of “Who is out there?”, “Where are they going?” and “How do we keep everyone safe?”

Commitment to a stable and professional workforce: This was the most difficult area discussed, and probably the most important. The group debated what it meant to be a professional in any area, and a number of the issues were raised.

A stable and professional work force is not possible unless the occupation is meaningful in a number of ways. Normally, this would involve a degree of skill that required both training and experience. It should also: be the principal means of livelihood for the worker; occupy most of the worker’s time (not be unduly seasonal or short); allow for a reasonable wage or revenue. A commitment to a stable and professional workforce involves recognition of each of these elements.

This means a commitment in the following areas:

- **Commitment to creating and sustaining well paying jobs:** To retain current drivers and attract new ones, industry economics must support reasonable working conditions and revenues.
- **Commitment to a reasonable season:** Everyone understands that many of these jobs are influenced by seasonal impacts. What is needed, however, is to ensure there are enough working days in a year to sustain the workforce. The concern here is that the seasons have been getting shorter, and this is an area that requires attention.
- **Commitment to a reasonable work week:** When there is work, it should be manageable and, to the extent possible, ‘hills and valleys’ should not be artificially created.

Actions to consider:

- As part of the Summit and its follow-up, the engagement and support of major companies and the government is important. This commitment would be to major elements of the program essential to the TruckSafe initiative's long-term success. How this will be done needs to be considered, including specific actions in a number of areas, and needs to be developed further for the next Summit meeting.
- A high level and concerted effort is required to sort out jurisdictional issues and to identify areas where: there is overlap and the need for coordination; there are gaps; there are opportunities to look at different models and approaches. This would involve all agencies currently with safety responsibilities for roads generally, including:
 - Ministry of Forests
 - Solicitor General
 - RCMP
 - Ministry of Transportation

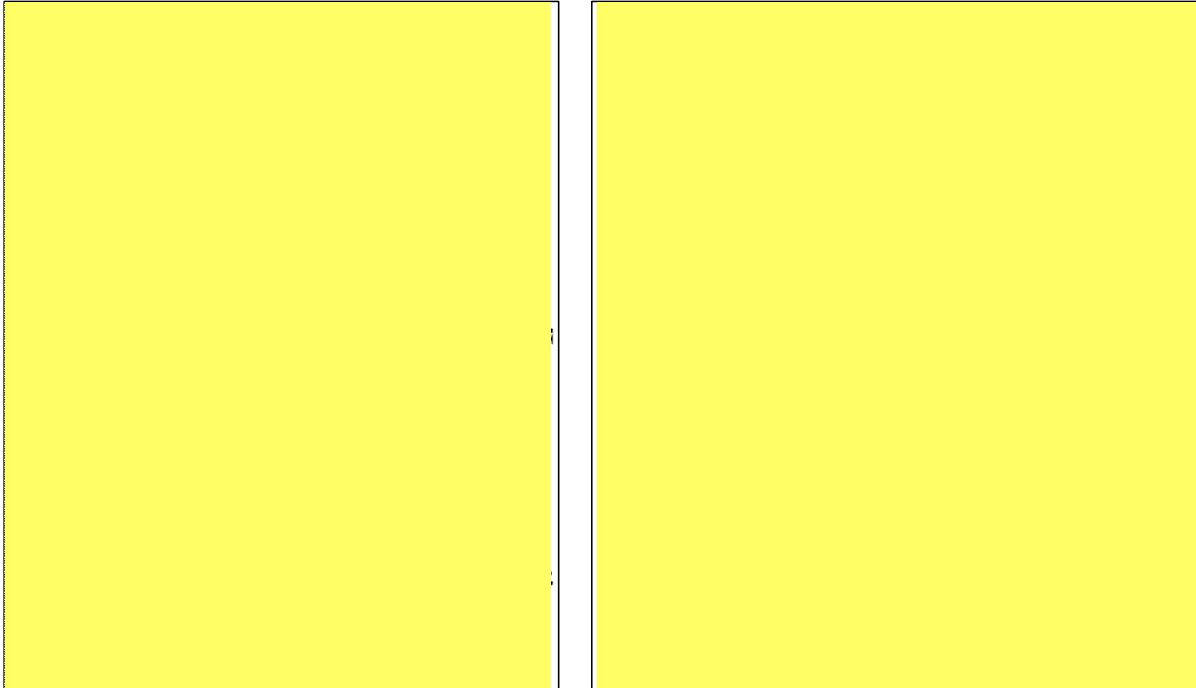
Also included would be representatives of the “owners” and “users” of the roads, including:

- Licensees
- Remote communities
- New users (tourism interests)
- Municipalities, etc.

In terms of a timeframe, this needs to be reviewed and discussed with various stakeholders, with the intention that clarification of jurisdiction management and responsibilities in a number of areas will be well underway by the fall.

- Issues around ensuring a reasonable season – and a reasonable work week within the season – need to be examined with the appropriate agencies to determine what can be done. Discussions with the Ministry of Forests should be considered.

Group Eight – Enforcement and Jurisdiction



The sheets above are examples of the charts used by this group. The full text is set out in **Appendix C**.

This group considered the role of enforcement and compliance to ensure the safety of drivers, vehicles and roads.

Who is responsible for what? Clarity of jurisdiction was very much an issue here and many points made in other presentations were reiterated. This lack of clarity is a major impediment to effective compliance and enforcement.

The need to know – one stop shopping: With the number of different requirements and regulations, there is a need to provide the means for drivers and companies to understand the requirements and have a reasonable way to access this information.

Develop a clear enforcement policy: Building on themes from the previous day, it is important to target enforcement and compliance to be effective. If dealing with someone who “doesn’t know”, the approach is different than with someone who “doesn’t care”. Focus on prevention, wherever possible, with inspections and audits to catch problems before they become more serious.

Build-in incentives: Encouraging compliance through financial incentives is useful. Poor safety performance should not be rewarded through inaction. Drivers and companies with proper safety programs in place and good safety records should be acknowledged through lower insurance and WCB rates.

Getting information to the right people: Information on infractions should not go just to the driver, but be shared with the driver’s company.

Additional ideas considered include:

- **Specific efforts to reduce and control speed:** A major enforcement challenge is the control of speed on resource roads. Currently no one enforces speed limits or requirements. The problem is not just limited to resource vehicles. Until there is clarity around responsibility, enforcement will continue to fall between stools.
- **Law enforcement presence on resource roads:** A system to allow for greater presence of the RCMP and Solicitor General road patrols on resource roads needs to be developed, starting in areas where traffic is heavy and crashes occur.
- **Seatbelt usage:** This is another enforcement/education issue. Why are drivers not wearing seat belts? This is an area where it needs to be determined if they “don’t know” or “don’t care”, or if they have a legitimate reason to not buckle-up. Clearly understanding the reasons behind the lack of seat belt use is the first approach needed, followed by building an education and enforcement program that gets results.
- **Driver abstracts that show all driving infractions:** To increase industry and driver accountability, educate and enforce annual driver abstract submissions to employers and include maintenance infractions on driver abstracts.
- **ICBC involvement:** Greater involvement of ICBC is needed to promote enforcement and compliance programs for resource roads, similar to existing programs for regular highways.

Once the group reports were completed, the session broke for a short lunch.

1:00 PM – Reflecting and Extending on What We Have Been Saying: How do we move from issues to an Action Plan?

Janine Elo provided a PowerPoint presentation that had been built during the sessions, taking key issues and incorporating them under the headings that had been developed. Information from that presentation and points made in pre-Summit consultations is set out in **Appendix D**.

A discussion followed as to how everything could be pulled together and Summit momentum maintained.

The need for the clear commitment of major companies to the process and to ensuring that action is taken with the full involvement and input of the many groups around the table was raised and discussed.

The need to ensure not just logging trucks are dealt with was underlined. There are many other resource road users, including crew cars, pick-up trucks and ATV’s, that must be part of the review. On highways, lumber and chip truck need to be considered.

The role of the BC Forest Safety Council to ensure the strategy is developed and there is follow-up was restated.

1:30 PM – Summation from Participants

After Janine’s presentation, the Chair invited each participant to provide an “end of meeting comment”, with an opportunity to deal with any items of concern.

About half the participants had comments, while others simply endorsed statements already made. Comments fell into several categories, briefly set out here:

On the Summit Process

Participants expressed support for the Summit process and the value of bringing such a diverse group together. Several indicated they felt there was a real commitment from the people in the room to ensure future progress and that it would not get side-tracked or derailed. “Everyone stayed respectful and on task,” said one. Several indicated they believed the Summit can overcome the current inertia and build momentum.

The Council was urged to ensure continued communication with the various groups. Cynicism arises from not closing the loop on communication. All participants were urged to remain involved. “We need to follow-up,” said one. Another added: “We can not let this fall flat!” Several comments were directed at the need for all organizations and participants to start to make improvements now.

Some concerns were raised at the magnitude of the task ahead and the expectations that have been raised. Comments included: “Expectations are high and people are expecting results,” and “A huge shopping list has been put together, what we do with that foundation is important.” “Don’t reinvent the wheel” was mentioned more than once.

It was noted there are limited resources in several areas, including government, and that it’s important to be disciplined and mindful of the capacity of government agencies. “We need to prioritize the work into bite-size pieces that can be accomplished,” was one comment.

Several participants also underlined the need to use a systems approach, rather than issues approach, to change. “If we don’t change the underlying systems and procedures, then any improvements will be short term,” said one.

Concerns were also expressed with the current make-up of the Summit and the need to address these as we move forward. It was noted there was a definite Northern Interior bias to the meeting, with weak representation from the Coast.

There were also concerns that the “working driver” was not as well represented at the meeting. It was pointed out, however, that in addition to several independent truck drivers who attended, the logging and hauling associations represent more than 1,850 truckers, while the BC Trucking Association represents another 13,000.

Timing was also mentioned. Some improvements need to be made before the winter hauling season.

On Commitment

Several participants mentioned the importance of the commitment of larger companies and agencies. “Are the top executives of companies going to drive this?” was asked.

Others urged commitment at all levels. “It’s not us against them, but all in this together!” said one, noting this is a different approach for this industry.

Several representatives from large companies and key agencies indicated support for the initiatives and the willingness of senior people to continue to work together with all key parties.

There was also concern that where commitment requires change on the part of government programs or legislation, it will not be acted on in Victoria. The Summit needs to secure the support of key ministers.

On Education, Training and Information Sharing

A number of participants outlined the importance of focusing on education and improved information sharing as key to long-term success. “The best education is to be mentored by a safe driver,” said one.

On training, several participants urged the Summit to focus on the importance of supervision as an important element in changing attitudes.

Involving the education system in TruckSafe was also urged.

A number of participants commented on the amount of information that is available and that is must be made accessible. “We need a simple and accessible system to keep ideas flowing,” said one. The Alberta Forest Products Association indicated its willingness to share templates and systems on their approach to safety.

On Specific Issues

Participants focused on broader areas that potentially affect safety.

Trade: The current trade dispute with the US came up often in group discussions, and was largely dismissed as something that could not be dealt with by the Summit and that was largely beyond industry control. What was clear, however, is Summit participants feel the continued dispute is having serious, adverse impacts on the industry, and this includes a negative impact on safety.

It was suggested that uncertainty around the duties and the length of time this has been going on was affecting the industry and, in a general way, making it less safe. “When our money is returned it should be invested in roads and safety and in the industry in BC,” said one.

Restructuring of industry: Industry restructuring and the impact it has on the industry and safety as also mentioned. Comments included: “We need to stop the race to the bottom and look at the need to support quality jobs with a decent wage,” and “We need a healthy industry as well as a safe industry.”

The coordination and sorting out of who does what was underlined as a key issue to be dealt with.

The beetle kill: Issues related to the beetle kill clearly will have an impact on the management of Forestry TruckSafe in affected areas, particularly around Prince George and the North. It is also clear the beetle kill will impact many other areas and there will be efforts to try to come to grips with these effects as we move forward.

This raised the issue as to how the TruckSafe initiative should take the beetle kill into account as it develops its strategy.

On the Role of Specific Agencies or Branches of Ministries

Several participants used this opportunity to express the interest of their organizations to remain involved, and provided information on some initiatives being pursued. This was then related to specific programs.

2:15 PM – Charting Next Steps: How we are going to work and plan together

The meeting manager, Glenn Sigurdson, led a discussion on the suggested approach to developing the Action Plan. At this point the group was nearing exhaustion, and it was clear much of the detailed effort to produce the plan would come after the Summit.

Glenn raised a number of points.

Ensuring a collaborative effort going forward

- **Ground rules:** First, Glenn circulated a more detailed set of ground rules to be reviewed by participants as the basis for moving forward together.
- **A continuing process:** He emphasized the Council would be looking to involve all stakeholders in developing the Action Plan, and moving immediately in some areas. An important aspect of this is to ensure ongoing consultation, evaluation and accountability in the plan's development. This can be achieved in several ways, including:
 - Establishing work groups and committees to move the work forward. The Council would take the lead in organizing this, and the responsibility to ensure all participants are kept aware.
 - Encouraging immediate movement in as many areas as possible, while developing the broader Action Plan for the fall.
 - Ongoing consultation should also take advantage of community resources focused on this area, and wherever possible use electronic means to ensure broad and ongoing input.
- **Completing the Summit:** What additional work needs to be done to ensure the right groups are at the October Summit and that we will be in position to approve and finalize a rigorous plan of action?
 - It was noted that more participants, in terms of numbers, were from the central Interior and North than from the southern Interior and Coast. We need to consider how to correct this as we move forward.
 - We need to consider how we move within the organizations and agencies represented at the summit. How can we empower our participants to best engage their organizations?
 - We also need to consider how to involve elected officials at both the municipal and provincial level.

All of this must be addressed by the Council in its follow-up to participants.

Building the Action Plan

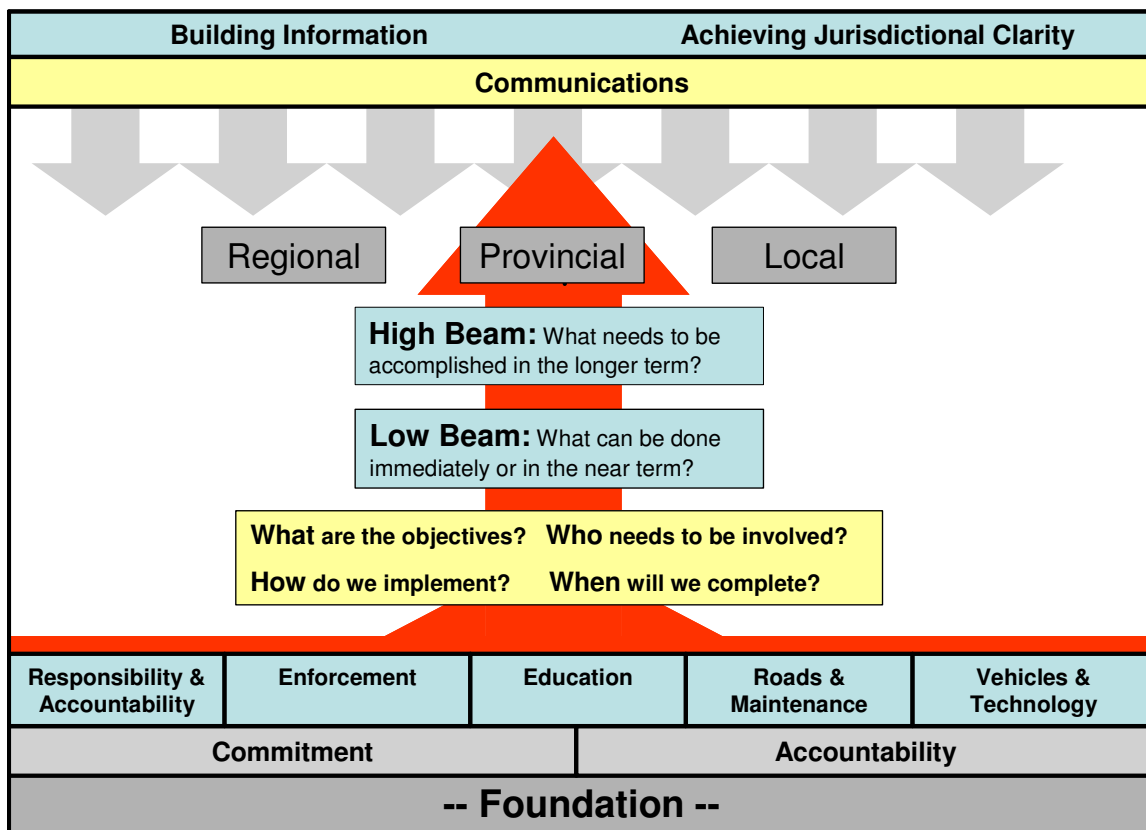
Building the Action Plan needs to be done soon with broad involvement of participants.

- **Immediate action:** Much discussion ensued on what can be moved forward immediately. It is important, however, to ensure everyone is informed, that clear criteria are developed to determine what can be done in the near term, and to clearly understand how they relate to the overall plan.

- **Milestones are important:** As we move forward, we need to constantly consider the resource requirements and the time initiatives will take. Milestones can be used to ensure discipline and understand how the various activities fit together, and how long it will take – October is not very far away.
- **A process for moving ahead:** In terms of developing the Action Plan, Glenn presented a diagram that has since been refined and can act as a guide for the Summit going forward.

The following diagram sets out:

- The foundation of commitment and accountability needed for the Action Plan to be successful.
- The major areas that should form part of the plan and probably be pursued as specific projects.
- The questions that need to be asked as we move forward on each of them.
- Consideration of what can be done now, and what will require more time.
- The extent to which initiatives are province-wide, regional or local.
- The need to constantly be communicating with one another and key agencies and stakeholders.
- The need to build our information and understanding of the area, and to be constantly clarifying roles and responsibilities.



A draft Action Plan is to be further developed and refined in the near term to guide action and to prepare for the October meeting of the Summit. The Council will take the lead, but the Action Plan will be a collective and collaborative effort.

2:45 PM – Concluding Remarks and Summation

Keith Playfair, the Summit chair, made concluding remarks and asked for the continued support and commitment from all participants.

NEXT STEPS

Follow-up

Once the dust settled from the Summit, the Forestry TruckSafe team reviewed the materials and has initiated the following steps.

- **Documenting the Prince George meeting:** A complete record of the Summit that captures the discussions of the two days will be prepared and distributed to all participants and related organizations. This will be treated as a draft and comments on content will be welcomed and incorporated.
- **Continuing the Summit process:** A timetable leading up to the next meeting of the Summit will be prepared. This will include:
 - Establishing the dates and place for the fall meeting of the Summit.
 - Dealing with any gaps in representation at the Summit.
 - Finalizing the Summit ground rules.
- **Developing a draft Action Plan:** A draft of the Forestry TruckSafe Action Plan will be prepared and circulated. This will initiate the task of translating the many ideas and thoughts of participants into an overall plan with clear timelines and directions.
- **Taking immediate action in some areas:** Consistent with the need to move forward in some areas, specific actions will be initiated.

Each of these is considered in turn.

Documenting the Prince George Meeting

This report attempts to capture both the content and the spirit of the Prince George meeting, respecting that participants agreed not to specifically attribute comments to individuals or organizations. Given the amount of information that was shared, we know some points will be missed. This document will be treated as a draft, and additions and corrections are welcomed.

The draft and all attachments will be made available on the Council's website.

Continuing the Summit Process

Setting the date for the next meeting: From the outset, the Summit was expected to continue for several months across several meetings. The next meeting of the full Summit was planned for October with the Coast or Vancouver Island a likely location. Tentative dates and location will be established in the near future and reviewed with participants.

Dealing with gaps: A number of gaps were identified in participation at the Summit. Steps will be taken to deal with these as we move forward. This will include:

- Do we need to have regional meetings in the southern Interior and the Coast on TruckSafe to consider the needs of these regions and to ensure input into development of the Action Plan?
- How do we ensure that working drivers are well represented at the Summit? While there was solid representation, perhaps more needs to be done to ensure the perspectives and concerns of drivers are clearly represented.
- How do we ensure the commitment of major companies and government agencies in the Summit? With the recent provincial election, new ministries and a new allocation of responsibility in the area, steps need to be taken to generate commitment and support for Forestry TruckSafe.

Finalizing the ground rules: Going forward, participant guidelines need to be finalized into a set of ground rules that will govern the Summit's work.

Developing the Action Plan

A draft Action Plan needs to be developed and reviewed with all participants. This plan will be the principal focus of the fall Summit meeting. It will set out:

- **A vision:** A vision for Forestry TruckSafe will describe the results we expect to achieve.
- **Guiding principles:** The principles that will guide future action will be set out.
- **Strategic directions and objectives:** The Action Plan's four or five strategic directions will be set out and described in some detail, including the assigning of responsibility for implementation.
- **A timetable:** The Action Plan will also provide a tentative matrix of actions, with objectives, goals and dates for completion.
- **Follow-up:** Finally, a process for the ongoing review of the Action Plan and reporting on progress will be developed.

In developing the draft Action Plan, the various key areas identified by the Summit will be incorporated. Also, consideration will be provided as to how the Forestry TruckSafe Action Plan "fits" with the overall TruckSafe Initiative and with other safety initiatives within the forest sector, as well as policy initiatives in other, related areas.

Taking Immediate Action

A number of specific areas were identified for possible immediate action. The TruckSafe team will consider how best to move immediately on a number of matters in a manner consistent with the overall initiative.

Every effort will be made to ensure all participants are kept informed and involved in any of these immediate efforts.

APPENDICES

Appendix A – Participation

Appendix B – Summit Agenda and Supporting Materials

This appendix contains:

- the Draft, Annotated Agenda for the meeting
- the Draft Participant Guidelines agreed to by participants to guide discussion

Appendix C – Group Presentation Sheets

Appendix D – Supporting Materials