



Rumblings



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Safety in Forestry Transportation

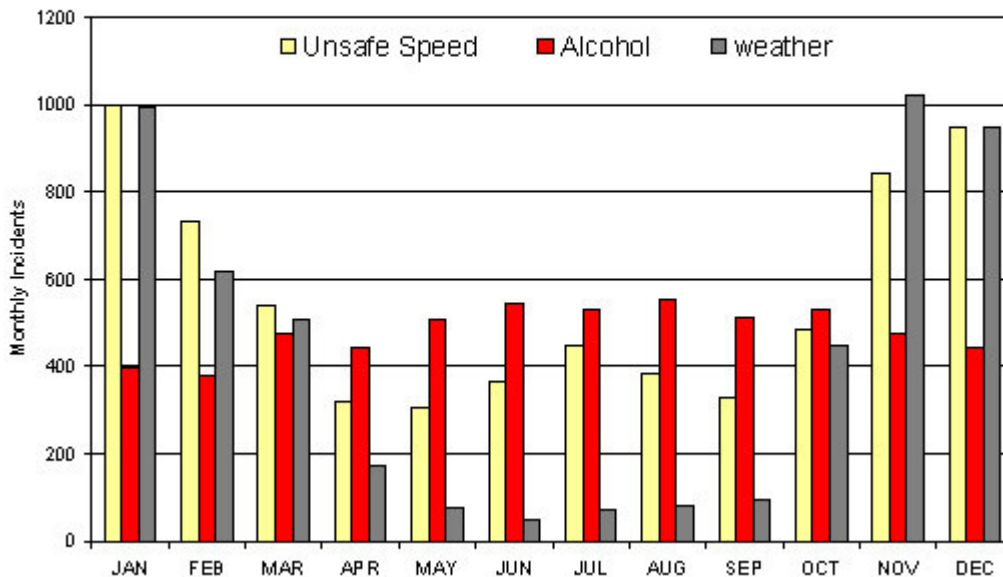
TruckSafe Rumblings is published biweekly to keep you informed on what is happening in forest hauling safety in BC. Call MaryAnne Arcand to provide input or get the news out on best practices and concerns in the industry.

TRUCKSAFE SUMMIT II COUNTDOWN –

This time next week approximately 80 people will be gathered together at the Pan Pacific Hotel in Vancouver for Trucksafe Summit II, at which we will compile all the information gathered over the past few months through discussion with leadership groups, research of good practices and meeting with truckers, industry and government, to come up with a comprehensive, specific, targeted plan of action.

Proceedings from the Summit will be available on the BC Forest Safety Council website by November 15, and your comments will be most welcome. Just email them to arcand@bcforestsafe.org

Top 3 Contributing Factors to Motor Vehicle Incidents during a calendar year based on 22,122 cases recorded from 1996 - 2005 in North Central BC



Contributing Factors:

During the period 1996 – 2005 there 22,122 Motor vehicle incidents in Northern BC where contributing factors were noted:

- **Unsafe speed** was noted as a contributing factor in 6704 incidents

- **Alcohol** was noted as a contributing factor in 5800 incidents
- **Weather** was noted as a contributing factor in 5084 incidents
- **Following too closely** was noted as a contributing factor in 1981 incidents
- **Ignoring Traffic Control** was noted as a contributing factor in 1248 incidents
- **Fatigue** was noted as a contributing factor in 1222 incidents
- **Illegal Drugs** were noted as a contributing factor in 83 incidents

Source: TAS Stats – July 2005 – ICBC Stats

“Overview of Forestry Truck Crashes in BC” Report – The Forestry TruckSafe team has compiled a “mini-report” on forestry truck crashes in BC, which will be released next week in conjunction with Summit II. The Report includes Crash Data (Who? What? Where? When? Why?) and provides an overview of contributing factors to crashes, as well as information about what is being done in other locations to address crash issues. The Report will be available online at the www.bcforestsafesafe.org on Thursday Oct 27. It is by no means exhaustive, but is useful as a tool that provides baseline data and outlines major issues

“There’s no such thing as an accident” – excerpt from CrossRoads: Report on Motor Vehicle Crashes in Northern BC

[Canadians] do not see the risk in their everyday lives. If they do not see the risk, they cannot take measures to navigate that risk in order to prevent potential injury.

Why can't Canadians see the risk in their lives?

The problem stems from a universal misunderstanding and misuse of the word 'accident.' Injuries sustained by falls or motor vehicle crashes are not seen as the result of predictable events but rather the result of 'accidents' or 'acts of fate'. Yet when someone suffers from heart disease or cancer, high cholesterol and smoking are identified as the predictable causes. It is time to acknowledge that injuries are predictable and preventable. Injuries are not accidents, and investing in injury prevention can save money and lives [italics mine]. - SmartRisk Foundation, 2004

Other sources also discuss the psychological implications of using the word “accident” rather than “crash”:

The opportunities to reduce harm will increase if we keep uppermost in our thinking that “the fault is not in our stars, but in ourselves” .

-British Medical Journal

Crashes are preventable. Many factors contribute to crashes occurring, but they, too, are largely preventable by making good behavioral choices – observing the rules of the road, driving at a safe speed, not consuming drugs or alcohol prior to driving, getting enough rest, having proper tires, etc. The risk from those factors over which a driver has no control, such as inclement weather, poor road conditions, unexpected appearance of wildlife, or dangers presented by other drivers can also be reduced with due care & attention.”

TRUCKSAFE TRIVIA: a “microsleep”, one of those naps that last 4 or 5 seconds, is long enough for you to travel more than the length of a football field (100 yds) at highway speed! Be careful out there!

References:

World Report on Road Traffic Safety, World Health Organization, 2004; Appendix C
 “Accidents? No Such Thing”, British Medical Journal, Vol. 307, Dec 1993; pp. 1438- 1439; Evans, Leonard

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