



# Rumblings



A Publication of Forestry TruckSafe ~ A BC Forest Safety Council Initiative  
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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.**

### **HOURS OF SERVICE CHANGES AND LOGGING EXEMPTION**

There's a lot of confusion and mixed messaging about the Hours of Service changes Jan 1/07 and where that leaves us with logging. So here's the bottom line: we are getting a variance from the federal regs for logging – no increase in the hours of driving (same as federal regs, **maximum 65 hours driving per week**), but 2 hours duty time per driving day, and a 5 hour period on a non-driving day, for servicing the truck. So for loggers the total will be 80 hours per week on duty time – **13 hours per day maximum behind the wheel driving + 2 “on duty”**, which will include time spent loading, unloading, checking wrappers, brake checks, fueling, pre-trip and post trip inspections, **for a total of 15 hours per day**. Drivers must **have 9 hours consecutive rest in a 24 hour period, and 24 hours consecutive in a 7 day week**.

We are just waiting for the final Order In Council on the exemption, and the Ministry of Transport anticipates it will take effect at the same time, or shortly after, the federal regs kick in January 1.

Other key features of the reg changes that everybody needs to understand – **all drivers will be required to fill out log books**, no matter how short your trips, whether off highway or highway, and how close to home you're operating. The proposed WorkSafeBC Section 26 revisions also require log books.

A special edition of Rumblings and a package on Hours of Service for Log Haulers in BC will be issued next week Friday, Dec 8, to help clarify all the ramifications, including camp shifts, how to do the graphs etc. As well, Forestry TruckSafe will produce a log book/graph pages package that will be compliant both to NSC and the proposed WorkSafeBC requirements, and make it available for printing through our website.

So stay tuned! This is going to have a major impact on interior and northern haulers especially. But fatigue kills people. And the government has decided to deal with fatigue in trucking across the country by reducing the number of driving hours for all truckers, not just

loggers. Whether you agree with it or not, it's going to be the law, and we all have to adjust to it.

### **WORKSAFEBC Section 26 Regulation Review**

WorkSafeBC has put its proposed amendments to Section 26 out for public consultation and comment. From the Forestry TruckSafe perspective, there is substantial improvement in sections on road building and maintenance, log hauling, loading and unloading procedures, which you can tell were the result of past fatality investigations.

Submissions for changes and comments can be made to WorkSafeBC until January 31, 2007. To see the recommendations, visit our website, [www.bcforestsafe.org](http://www.bcforestsafe.org) or go to WorkSafe's website, <http://www2.worksafebc.com/forms/regrev/061106/update061106.htm>

### **FATALITY COUNT FOR 2006 HITS 11**

Since the last issue of Rumbblings, three more forest industry workers have died, one in log hauling, one in harvesting and one in a sawmill. While the numbers are still way down from last year this time (42), that's still 11 families whose Dad or Grandpa isn't coming home- and that's still too many. These are people, not numbers. Rod Williamson, from Quesnel, is the trucker who was killed near Wells 3 weeks ago, while checking his brakes. He was run over by his own truck. Daniel Heck, originally from Vancouver Island, died when the arms of the processor he was working on activated, near Mackenzie. And Jagir Singh Gill was crushed working on a quad at a Mackenzie sawmill.

The profile of this year's fatalities is quite different from last years—last year we had fallers, truckers, in harvesting, and to and from work. This year, trucking or trucking-related counts for almost half the fatalities. Several folks have said that we shouldn't really "count" the ones like the driver who had a deer come through his windshield back in February, the graderman who was helping a trucker get his load straightened out, or the driver who was killed a few weeks ago when the trailer of a Super B carrying steel crushed him in his cab, or the Clusko gravel truck driver in August. But being on the road with other traffic, wildlife, and road building are part of the log hauling environment. We refuse to not show respect and honor to our working colleagues by not "counting" them in order to make our safety numbers look better.

You all count! You all matter! You all have families, friends, coworkers, and communities to which you make a difference. And we will continue to work together to make our work environment and conditions safer for everybody in the industry and those who drive around us.

### **CRAZY WEATHER AND MILL SLOWDOWNS**

The weather has been wreaking havoc throughout the province the past few weeks, and that, coupled with slowdowns or actual closures at some sawmills, means a lot of truckers haven't been working much this fall. The soft US market for lumber, the high dollar, and other

factors have slowed production in a lot of areas. It's looking like another very compressed season until spring break-up, and it's going to be a challenge for some outfits to make a profit this season, especially with the cut in allowable driving hours. One trucker said that all these changes are going to "make liars out of honest men". There are challenges out there, that's for sure. But the bottom line still is that there's not a log or a stick of lumber worth dying for! So please, drive carefully. The extra 5 minutes you take may save a life – maybe even yours!

### **YOUR VOICE – Drugs Anyone?**

Hi. Are you ready for another season of mayhem? So far, so good for us, but do you think the mill, when they moved the hauling to 24 hr, made sure that there were enough sand/plow trucks and graders WITH operators to go 24 hrs also? Do you think that they all realize that the changes in trucking hours of work will also apply to these guys also?

My reason for writing is that with the info that has recently come out about drugs and alcohol being a factor in some of the accidents, I thought we might see some information being made available to employers. Right now my biggest source of info is my kids because they get all this stuff taught at school. I thought WCB would have something for employers, but no luck there. I did get a number from them for a guy at Action North who gave me some good websites. Apparently they do some programs also, but you need a number of people and its an all day thing. That effectively cuts out a lot of people who can't commit that much time. Do you think that we can do a session for employers on this? Do you think that COFI / WCB/ BC Forest Safety Council might put something like that on? Anyways just a thought.

### **GOOD GUYS SPOTTED!**

Just wanted to give credit to Ed Proteau of FERIC, for an excellent and informative day in Campbell River last week, at the Strategies to Improve the Safety and Competitiveness of Coastal Operations workshop. More than 90 people listened and learned about improvements in heli-logging, steep slope hauling procedures, road user agreements and technological developments that help increase safety. Good Job, Ed!

And to all the guys who haul into Weyerhaeuser Princeton; we understand that you have gone months without a single reportable incident. Great work!

### **MAGAZINE SAFETY ARTICLES**

Watch for trucking safety articles in upcoming editions of Pro Trucker, Western Woodlands, OH & S, Interior Logging, and the Metis magazine, Whispering Winds.

### **CONTRIBUTIONS TO RUMBLINGS**

If you have something you believe will improve safety in forestry transportation, please send it in for distribution through Rumbings. We'd ask that you keep it to 250 words or less, and include a reference to where people can get further information. Just send it to MaryAnne at

[arcand@bcforestsafe.org](mailto:arcand@bcforestsafe.org)

### **Upcoming Events**

- **Dec 2** – Williams Lake area truckers breakfast meeting – Oliver St Grill, 9:30 am
- **Jan 17, 18 & 19** – Truck Loggers Convention, Vancouver
- **Jan 31, Feb 1 & 2** – Western Silviculture Association Conference, Prince George

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

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