



# 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.**

**MORE LOG BOOK STUFF...**We've had several questions about different kinds of log books over the past couple of weeks- which one is the "right" one? Drivers or companies can choose which format they want to use, but need to know **that in order to use the log hauling exemption, it must state somewhere on the log page that the driver is "operating under log hauling exemption", and not Cycle 1 or Cycle 2. It also must account for all time – off duty, on duty and driving.**

We've also been hearing about drivers refusing to fill out log books because "somebody" told them they don't have to. **In order to utilize the log hauling exemption, a log book must be filled out, no matter how close to the home terminal the driver is hauling.** The 160 km log book exemption only applies when a driver is operating under Cycle 1 or Cycle 2.

The Integrated Log Hauling template developed by Forestry TruckSafe and its industry partners is a suggested way of handling the log book question, is compliant with CVSE and future WorkSafe requirements. It is also not mandatory, but is there for drivers and companies to use or modify for their own use.

### COMMERCIAL VEHICLES OVER 5000 KGS

Recently, a heavy-duty mechanic was fined at a weigh scale for not completing a service vehicle pre-trip check. He was also told he could be fined for not maintaining a log book, and that he must follow the new trucking hours of service regulations.

Previous Transport Canada regulations stated vehicles that exceed 14,600 kgs. gvw were subject to commercial vehicle regulations. Those rules were changed in 2005 to cover vehicles larger than 5,000 kg. gvw, which includes heavier service trucks. These service trucks are subject to the federal regulations – they can't use the log-hauling variance.

### CHANGES AT THE CENTRAL INTERIOR LOGGING ASSOCIATION

Congratulations to Roy Nagel on his retirement next week. His eight years at the helm of the Central Interior Logging Association have steered the Association through many changes in the industry, and he leaves the CILA in great shape. And welcome to Rick Publicover, the new Executive Director for the CILA. Rick is a Registered Professional Forester, with a broad background and experience in the industry.

Roy will be accompanying Rick to the COFI and ILA conferences during the next couple of weeks, so

please take the opportunity to introduce yourself to Rick and get to know him.

## **YOUR VOICE**

Hi MaryAnne,

I just wanted to thank you for coming down and doing such a great job at our meeting. I have only heard one negative comment and I think we can just say that figures. The radio chatter today was all about the meeting and how positive everyone felt. I was pleased with the numbers that came out especially on a work night. I think I speak for all of us when I congratulate you and everyone at Truck Safe for caring and doing a great job of supporting us. DR

Hi MaryAnne,

I want to tell you about an incident that happened between one of our logging trucks and a pickup. The truck was proceeding loaded down the Eagle. He was calling his kms and called loaded at 18km. The truck ahead of him called both ways at 14km. At 16.5 km as the driver came around a blind corner, in front of him was a pickup on the inside of the of the corner. The driver ran the tractor through the ditch on the far side but the corner is too tight and the pickup hit the back of the trailer.

The pickup driver could not understand how the log truck driver managed to avoid him with the truck but not the trailer. The driver tried to explain that the trailer does not bend in the middle. The pickup told him that he heard the truck call 18km on his radio. There are pullouts on both sides of that corner that the pickup could have utilized.

This guy is local and obviously was familiar with the road. There was no excuse for him to meet the loaded truck on the inside of a blind corner. ICBC left a message saying that they were applying 100% to the truck driver because he crossed over the centre line. We offered to take ICBC out to the site but they declined. There is no way that the truck driver should be held liable.

It seems that everyone wants to blame the trucks. You hear about an accident between a truck and car and automatically everyone thinks it was the truck driver's fault. Sure, sometimes it is but not as often as people assume.

LW

Editor's Note: *we've had several calls this winter about incidents between pickups and log trucks where ICBC has assigned the blame to the logging truck, even though there were admissions of speeding, not using radios and other mitigating factors on the pickups' side. If you've had that happen to you, we'd like to know about it.*

## **UPCOMING EVENTS**

- COFI Conference, Prince George April 12 and 13
- Adams Lake/Interfor Safety Day, April 17, Squilax
- ILA Conference, Vernon April 19-21
- SAFER Conference May 7 & 8, Penticton
- FERIC Mountain Pine Beetle Workshop, May 11, Grande Prairie
- Trucker Appreciation Day, Williams Lake Apr 27
- Canfor Safety Day, Quesnel May 4
- Trucker Safety Day, Weyerhaeuser Princeton May 16
- Trucker Safety Meeting, Castlegar Apr 23 6pm Sandman In
- Trucker Safety Meeting, Oyster River May 28

- Trucker Safety Meeting, Canfor Ft St John, June 5

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