



Safety in Forestry Transportation

TruckSafe Rumbings 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.

FOREST SAFETY OMBUDSMAN COMMENTS ON INQUEST RECOMMENDATIONS (by Roger Harris)

Recently, the Forest Safety Ombudsman Office announced its intention to undertake a review of the resource roads in the Province of BC. A number of factors contributed to our decision to review resource roads: First, log truck driver fatalities are the number one occupation for people losing their lives in the forest sector. Second, the amount of vehicle traffic on resource roads across the province is continuing to increase and finally enquiries concerning road maintenance, regulatory jurisdiction issues, road construction specifications and cycle times make up the largest percentage of calls our office receives.

The recently completed Coroner's Inquest into Joseph Leroux's fatality looked a number of similar issues and has made a number of recommendations directed at the Ministry of Forests & Range, WorkSafeBC, BC Forest Safety Council and ICBC. The recommendations brought forward are well thought out and address many of the areas that our review would be considering. Over the course of the year our office will be following closely how those recommendations are dealt with by the respective organizations and incorporating any changes into our review.

The Recommendation to ICBC in the Coroners Inquest is of special interest to our office; this recommendation calls on ICBC to implement a forestry logging truck driver endorsement for all commercial drivers. It echoes a Recommendation that came out of our first report released in January 2007 titled "Not Out of the Woods" calling on the BCFSC to develop a province-wide competency certification model for log truck drivers employed in the forest industry. It also called on ICBC to develop a provincial approach to a truck driving certification/endorsement model.

There are 29 different trailer configurations for logging trucks. Our paved highway system includes hills with 10% grade while it is not uncommon to find off-highway logging roads with 20-25% plus adverse. The range of expertise required to operate the numerous configuration of vehicles in the wide variety of operating conditions is extensive requiring a unique set of skills. During the course of our review in 2006 it became apparently clear that there was a disconnect in the industry between the level of certification/experience required to operate a loaded logging truck and the minimum level of certification/licensing required to acquire employment. It was something that was identified by licensees, contractors, log truck drivers, training institutions and many agencies that fund truck-driver training programs.

From the development of inland ports in Prince George, to expanded activity across all of the resource sectors, the demand for truck drivers is only going to grow over the next decade. A properly trained professional truck driver force is dependent on a clear identification of the range of skills required to operate specific truck units in specific applications. Without those clear endorsement requirements developing training programs that will result in a provincially recognized level of training/expertise will not be possible.

Our report recommended that the BCFSC with ICBC look to develop a certification/endorsement system that looked at the full range of vehicles and trailer configurations that can be operated under the Class 1 license. The user groups of the resource roads in the province goes well beyond forestry to include mining, gas, oil, tourism, agriculture and general freight cargo to name a few. For some communities, especially first nations, resource roads are their only access to the publicly paved highway system. It is for that reason that our office believes an endorsement system must go beyond the forest sector to include the entire trucking industry to be effective.

The Coroner's investigation, like our report, is focusing on how we make the resource roads in our province safer to drive on for everyone; whether as a member of the work force or as the general public. I would like to commend the Coroner's office for bringing this recommendation forward and would again urge ICBC consider the views that have been raised, take the lead and move forward on this issue.

Time is not our friend.

LOTS OF NEW SAFETY ALERTS

A lot of new Safety Alerts have been added to the Forest Safety Council website in recent weeks – so many that the Council issued an Alert to the Alerts. Safety Alerts arise from incidents, with the idea that if companies know about situations experienced by others, they can address the risks and reduce injuries in their own operations. Here are some of the ones relevant to trucking and driving.

All of the following Alerts are in .pdf format. If you have problems viewing the files [please click here](#) to download the latest version of Adobe Reader.

[Logging Truck Driver Injured While Re-loading Trailer](#)

Thanks to Tolko Industries for providing this Alert

[Bent Door Handle Results in Injury](#)

Thanks to Blackwater Construction for providing this Alert

[Close Call: Rear Trailer detaches from B-Train](#)

[Logging Truck Driver Seriously Injured while Loading Truck](#)

Thanks to Weyerhaeuser for providing this Alert

[Fatality: Skidder-operator killed when equipment rolls](#)

Thanks to West Fraser for providing this Alert

[Collision on Radio Controlled Road](#)

[Close Call: Brake Failure](#)

Thanks to BC Timber Sales for providing this Alert

[Close Call: Stop sign being ignored](#)

Thanks to Dunkley Lumber for providing this Alert

[Near miss for two logging trucks](#)

Thanks to Weyerhaeuser for providing this Alert

[Trailer Tie Down Leads to Load Sliding Off Bed](#)

Thanks to Surespan Construction for providing this Alert

[Close Call while unloading a machine off a lowbed truck](#)

Thanks to CopCan Contracting LTD for providing this Alert

[Truck Drivers - Important Information when Negotiating the Turn from Highway 1 onto the Squilax Anglemont Road](#)

Thanks to HaulSafe for providing this Alert

[Fatality - Drivers Killed when Trucks Not Secured from Inadvertent Movement](#)

Thanks to WorkSafeBC for providing this Alert

[Moose and Wildlife Driving Hazard](#)

Special thanks to Clusko Logging Enterprise LTD for providing this Alert

There are lots more on our website, so check 'em out. And if you have something that would benefit others, please send it in to armstrong@bcforestsafe.org

SHARING THE ROAD CONFERENCE 2007

October 16 & 17 are the dates set for the Sharing the Road Conference, in Prince George. The conference will bring members of the public, industry, regulatory bodies, First Nations, professional drivers, pedestrians, cyclists, reps from the tourism industry and all road users together face to face to work together towards resolving common issues and making the roads safety for everyone. This conference is in follow up to the CrossRoads conference of 2005. For further info, email meise@bcforestsafe.org

YOUR VOICE

Hello,

I read your publication regularly. It's really good to have a publication that is dedicated to advancing the safety of those who use and who share the road with large trucks.

Unfortunately, the news that I'm writing about is not a good thing. As someone who has lived in Northern BC my whole life, I can tell you that my perception of truckers in general is that because they consider themselves to be professional drivers, they can take more risks than normal, and that as a non-professional driver, I have no right to be critical. I drive a lot (half a million kms in the last 10 years), mainly back and forth to Prince George. I have had my share of close calls with motorists of all kinds. To say truckers are any worse than everybody else would not be fair, but certainly those incidents that I've had with large trucks stick with me a lot longer than any others. I drive a Volkswagen. If I get hit by another small car, I've got a chance. If I get hit by a logging truck, I'm DEAD.

The reason I'm writing you today is that I have noticed two less-than-stellar examples of professional driving in the last week. Dunkley is doing harvesting on a chunk of their own private land, immediately adjacent to the office where I work. Earlier this week they started to haul. Yesterday there was a fresh set of skid marks on the pavement where they are turning off to load. This indicates to me one of two things - failure to look ahead and slow down in time, or faulty brakes. Both scare me. Today, we met a loaded truck coming from that site. We had just turned onto FFI road heading towards Abitibi when we saw the truck coming around the last corner on the road. He was less than 200m from the stop sign. The truck was practically right on the centerline, and leaning heavily towards the oncoming lane. It was obvious to both of us in the car that he was speeding (the limit here is 70km/h). This is the second time we've seen that happening, the first was with a truck filled with newsprint from our mill which was well over the centerline and ran us off the road, and just kept on going.

I really hope that one day, we can have safe, well maintained roads. I have grown up since I learned how to drive 26 years ago. I used to be one of those guys that thought I was invincible and sped on a regular basis. It's just not worth it though. I pay attention, and ask that those who I share the road with have a little consideration for me too. I'm afraid that as long as I get tailgated, passed in an unsafe manner while doing the speed limit (or the customary 10 over), crowded or run off the road by large trucks, that my perception of truck drivers will not change, and their complaints about everything except their own shortcomings will fall on my deaf ears

UPCOMING EVENTS

- Island Truck Show – August long weekend – Saratoga Speedway, Black Creek
- Sharing the Road Conference – October 16 & 17, 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

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