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Safety in Forestry Transportation

TruckSafe Rumbblings 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.

Draft Standardized Provincial Radio Protocol hammered out

More than 30 stakeholders from industry, enforcement agencies and government gathered in Prince George this week to develop a draft Standardized Provincial Radio Protocol, in response to a recommendation to the BC Forest Safety Council made by the jury at the Coroner's Inquest into the death of Joseph Frank Leroux.

Half the group were log haulers from around the province, representing all the regions. Also in attendance were representatives of the regional logging associations, COFI and the Steelworkers-IWA. Ministry of Forests, BCTS, CVSE, and Industry Canada reps also took part in this historic meeting. The point of this exercise was to get as close as we could to a generic common denominator, to which local extras or specifics could be added.

Our goal is to have a common "default" protocol, so no matter where a driver is in the province, he/she has an understanding of what the basic rules are going to be, keeping everyone operating on the same page until the driver learns the local idiosyncrasies.

The draft protocol below is a PROPOSED minimum standard, which has allowance

for the addition of local calling procedures established by road user groups or licensees to address particular geographic or logistical issues. The protocol meets Ministry of Forests regulations for transmitting location on forest roads, as well as WorkSafeBC requirements for an effective road safety management system. The proposed protocol also harmonizes with the Radio Channel Frequency Reduction project being implemented province wide by Industry Canada in partnership with BC Timber Sales, and includes signage.

Next steps will see the broad distribution of this draft to all stakeholders for review and comment (and yes, we know that different areas will have different specific “rules”). Please review the draft protocol, and send feedback and comments to MaryAnne Arcand (arcand@bcforestsafe.org) or fax to (250)562-9237 in the next 30 days.

DRAFT STANDARD PROVINCIAL RADIO PROTOCOL

1. Use “Up” for going in to the bush, “Down” for heading to highway
2. “Up” traffic clears “Down” traffic
3. Call “Direction – Km – Road” (type of vehicle still up for discussion; oversize or wide loads should identify themselves as such)
4. Convoy Calling:
 - Lead vehicle calls for however many are bunched together
 - If the vehicles are spread over 3/4km to 1km the “caboose” also calls (the last vehicle in the convoy) so oncoming traffic knows how far the convoy is spread out
 - All vehicles notify lead vehicle of change in status (pulling over, falling behind, etc)
 - All vehicles catching up to convoy, becoming the new “caboose”, notify lead vehicle
 - Vehicles who get separated more than ¾ km from convoy, start calling for themselves
5. All vehicles call at road entry
6. Default Rule: if you don’t know calling procedures (whether empties call or not), call every km until you’re corrected by local traffic. And call what the signs say. Eg: “Up, 12k, Eve River”

7. Signage should be standard for province; reflective; placed along roadside or where headlights will catch them, not up in trees or high banks.
8. Incorporate WSBC passing rules (no passing allowed unless vehicle in front signals by honking or flashing lights that it's clear ahead; this applies to vehicles transporting persons as well as log trucks) OHS Sect 26.78



Implementation plans will be developed in consultation with the stakeholders once the feedback has been considered, and recommendations put forward. Special thanks go to Keith Playfair for his skilful facilitation of a diverse group on a challenging issue.

Stakeholder group begins to identify log hauler's core competencies

Truckers and other stakeholders met this week to begin development of a log truck drivers certification process, by identifying the core competencies or skills a log hauler needs. After hearing about how the Faller's Certification program worked from the head of that program, Bill Bolton, the group began fitting truck driver skills into the same type of evaluation framework.

The group worked together to identify step-by-step everything a driver does from the time he/she gets up to go to work, until they finally get home at end of the work day, and debrief with the boss, or deal with dispatching or mechanical issues in anticipation of the next work day.

It amazed most of the participants, when they listed item by item, how much a log trucker has to know and do in a day. What also surprised (and frustrated) many of the group, was how few of those skills are taught in Class 1 driver training under the current training regime. A lot of lively discussion developed about what having a "Class 1" should mean, and the skills a driver should have when he/she has that piece of paper, compared to today's reality.

This is only the first baby step in what is going to be a complex, long process. To be very clear, all we're trying to do is develop a standard which meets WorkSafe requirements for operators to be properly trained and to demonstrate competence with the equipment. Current Class 1 licensing alone does not do that. How the training, grandfathering and assessment process might work all needs to be determined. What was clear after this initial meeting is that we have

a long way to go and a lot of work to do. A smaller group made up of truckers only will be set up for the long haul, to advise the process and make sure the end result makes sense to truckers. If you're interested in being a part of that group, we still need committed representation from the Kootenays and NE BC, as well as the mainland Coast. Please call MaryAnne if you're interested (250)612-2267.

Third forestry transportation fatality of the year

A 29 year old logger died in a pickup crash near Bear Lake two weeks ago. He was killed when his pickup ended up upside down in Chuchinka Creek, 22 kms off Hwy 97 near Bear Lake. The pickup was washed downstream, and it took a helicopter search to find it. The driver was trapped inside. This is the first transportation fatality of a forest worker in northern BC this year. The other two were on the coast, both near Squamish. One was a pickup (another rollover) and the other a log trucker.

WorkSafe's data indicates that the vast majority of injuries and fatalities due to crashes are single vehicle incidents, and the highest number of those are rollovers. It's a good reminder to all of us to be alert and to watch our speeds and cornering, especially on gravel roads.

'Tis the season of change.... Or the change of seasons

Fall is certainly upon us, as the golden leaves of most of the interior clearly indicate. In the Prince George area, we've been scraping windshields for several weeks already. In Fort Nelson and Fort St John this week, they were shovelling snow already.

It's the season of weather changes, black ice, and constantly changing conditions. Yellow road signs blend into the yellow leaves. We see 20 degree temperature changes in a day. It's also time to start thinking about tire changeovers, and carrying chains. Wildlife is on the move, school is back in session, hunters are on the roads, and highway construction crews are racing to get finished before winter kicks in – all adding to the stresses and hazards on the roads. It's a reminder to all of us to get ready. Preparation, planning ahead and having the right equipment is half the battle.

Your Voice

Our eldest son works for the City of Edmonton Ambulance service. Last year he was involved in a project to install computers and locators into all of their fleet. I asked him if such a system could be used to locate logging trucks on the road, and he said yes. The way I see it, is that each truck would have a navigation screen showing a map, for which the scale would be easily adjusted. Each truck would also be fitted with a GPS locator so that its position would be continuously broadcast. An indicator would then show up on everyone's map, and the location be easily identified by other drivers on the road. The signal could contain identifying information, as much as would be necessary. Calling out would be rendered obsolete.

There are other uses that could be made of such a system, as estimating each trucks speed and ETA at a landing or mill. Perhaps an emergency button could identify a truck in trouble. My son gave me a contact, but I didn't get a reply to my E mail.

I suggest that some discussions with Edmonton might be interesting.

RF

Hi MaryAnne,

Once more thanks for your tireless efforts to bring all of us home safely from our work day in the woods. I never thought I would be present at a "history" making gathering of all the parties involved in the transport of forestry products and people. Looking around the table at drivers, industry, M. O. T., M.O.F., WorkSafe, First Nations and TruckSafe representatives I thought the fight would be on. To my surprise the consensus was that it was time for change. I have heard this before but when we broke into groups I was delighted to find that this spirit remained to unite us all.

On the first day dealing with changes to radio procedure and protocol on Resource roads I was constantly surprised at how all parties were open to "change". Imagine my surprise when the three groups brought forward their individual suggestions to find that allowing for differences in wording the message was common to all. As you know MaryAnne these groups were very diverse and to arrive at a consensus to formulate procedure and protocol was a huge step forward.

I told my wife that I felt the "Certification of Log Truck Drivers" would be a

pitched battle. Again I was surprised to find that the confidence and channels of communication from the day before had carried over to this discussion. Breaking into the three groups again brought out some "lively" debate but the underlying goal of Safety on our roads was evident. The presence of Bill Bolton, who could point out the statistics from the "faller certification" program gave us a sense of YES we can make a difference. With fatalities rising in the driver sector Bill pointed to the 22 months fatality free time in the falling sector. I think this gave us all a boost to show we could do as good a job in the "Driver Certification" program. I realise that at the end of the day we left with only a rough template of a program but we now have an agreed upon foundation to work from. Education to all involved will be a huge part of this program. This education will have to involve those of us "old timers" as well as the new driver but we can share this knowledge to make our work place a safer place to be.

Personally I think that "Unsafe is Unacceptable" is what we need to hear.

Thanks

Bill Bolton, Kathleen, and all of those present on my behalf for allowing me to be a small part of the process to make the work place safer. I wonder where we would be without Forestry TruckSafe B.C. and your tireless efforts. Thank you MaryAnne on behalf of all of us that you worry about and help protect.

Upcoming Events

Small Employer Training

- September 10-11 - Nanaimo
- September 13-14 - Campbell River
- September 17-18 - Kelowna
- September 20-21 - Prince George
- September 27-28 - Cranbrook
- October 1-2 – Castlegar
- October 22-23 - Vanderhoof
- October 25-26 - Prince George
- October 29-30 - Terrace
- November 1-2 - Houston
- November 5-6 - Kamloops
- November 8-9 - Abbotsford
- November 12-13 - Campbell River
- November 15-16 – Nanaimo

SHARP Conference, Prince George September 20 & 21 Coast Inn of the
North

Bamfield Town Hall Meeting for Road Users October 4

Sharing the Road Conference, Prince George, October 16 & 17 Civic Centre

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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