



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA
FORESTRY TRUCKSAFE



BC Forest Safety Council

PRINTABLE VERSION

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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.

You call that a road?

On October 4 ninety seven people packed the Bamfield Community Hall to voice their concerns about the safety and navigability of the road to Bamfield from Port Alberni. Given that Bamfield's population is approximately 150 in the offseason, the attendance clearly reflected the depth of the community's concern. Attendees included representatives from the area's licencees, First Nations, Regional District, Ministry of Transport, Ministry of Forests, RCMP, Vancouver Island Health Authority, the MLA, the Coast Guard, the Bamfield Marine Sciences Centre, and full-time and part-time residents of Bamfield and Headquarters Bay. The meeting originated from a call to the Forest Safety Ombudsman, Roger Harris, by the local regional district representative. Roger in turn contacted MaryAnne Arcand, who joined him in Bamfield and facilitated the meeting.

To say residents and business folks in the area are angry about the condition of the road would be an understatement. Everyone in attendance had a chance to speak, and one after the other they stated



how they've never seen it in such bad shape. Not only has the maintenance been poor, but the actual road bed needs serious upgrading, and the bridges and signage are in deplorable condition.

Speaker after speaker talked about near misses, drivers on the wrong side of the road (mostly industry pickups), crashes and a recent fatality. The road is the only access to the community for emergency services, business and tourists. Given the thousands of tourists, outdoors enthusiasts, students and researchers who use the road to access the West Coast Trail and the Bamfield Marine Sciences Centre, this particular road, even though it is a permitted road (not an FSR), needs to be managed as a public road. It's also the only access to the Huu-ay-aht First Nation.

Currently the Ministry of Transportation and Highways is not interested in dealing with this road. On the other hand, the Ministry of Forests is only accountable to the forestry aspect of the road – harvesting and hauling timber. There are several licencees and contractors involved, as part of the road passes through private land. It's as complicated a situation as we've seen on any resource road in the province and really emphasizes the need to resolve these jurisdiction and accountability issues.

The issues on the Bamfield Road are similar to those on other resource roads (poor maintenance, signage, bridging, crowning, brushing, aging road bed, etc), but are more complex because although it's a resource road, it is heavily utilized as a public road. It is so rough that freight haulers are refusing to deliver supplies to the community, bus companies are refusing to transport students to the Marine Sciences Centre, and community members' families and friends don't dare come out to visit. Emergency vehicles coming from Port Alberni take way too long, and the community has had to rely on the goodwill of the Coast Guard to transport emergency medical patients

The end result of the Bamfield meeting was the formation of a road user/management committee, made up of Bamfield residents, Band and various government agency and licencee representatives. Their mandate from the community is to work together to build a multi-stakeholder partnership which will oversee the maintenance of the road, as well as public education about the use of the road, and to work towards long-term road upgrading.

Hats off to the community for standing up and thanks to the officials who had the courage to face an angry community in order to work towards a solution.

DRAFT PROVINCIAL RADIO CALLING PROTOCOL DISCUSSION CONTINUES

We're continuing to receive feedback and questions about the draft provincial radio calling protocol. There's still time for you to respond, and we'll be sending out a survey to as broad an audience as we can in the next week or so. Please take the time to fill it in when you get it. We need to put this important safety component in place. Here's another couple of notes that bring up other considerations – stopping along the road, and ICBC's position:

Hi MaryAnne

I hope this isn't too late to comment on these proposed standards, but here I go anyways!

I put these out to our operations for comment and did not get much back. This means either everyone is too busy, or they looked and were okay with what they saw. I do have two comments that I would like to pass on from Weyerhaeuser's perspective, that I think warrant consideration.

Re #5 - in addition to calling at beginning of road all vehicles should call if they have stopped en route for long enough to be possibly out of touch as to where other road traffic is. Eg trucker gets out to tighten wrappers and check his load. This could take a number of minutes where by the traffic situation on the

road in front and behind him could have changed significantly.

Re #8 - Depending on the situation (season, weather) relying on hearing another vehicles horn (windows up) or seeing its flashing lights (dust, snow) may not be practical all that often. And thinking that most people that will know about these standards will be the "industrial" users that will typically have a 2-way radio at there disposal, I would suggest that using the radio when available would be a preferred way to communicate safe passing situations.

Hopefully these are helpful!

Kevin

And another...

Re: rule # 8 - this sounds very much like a radio controlled road - this is a major concern to me and should have everybody trembling in their boots. Obvious questions to this are;

- a) if someone looks like a tourist and acts like a tourist how do you deal with them?
- b) if they act like a tourist by driving in the middle road, wandering across the center line, driving obscenely slow with no care and concern, how should we deal with them?
- c) have you included ICBC in your discussions? If so, what is their position? If not, they need to be included.
- d) if my radio goes dead, switches channels etc. is my insurance still valid? Probably not.

Obviously, the above situations are high risk, high risk often translates to high cost. ICBC may not have an issue with any of the above, but I would certainly like to know their position regarding coverage in the event of an incident. Some of the potential scenarios and "as happened" occurrences cloud things up a bit.

For example - following a vehicle that is acting as though they are the only ones out there on a slippery windy road, can't get by him safely because he is busy looking for bears, having a great visit with an old hunting buddy, mirrors are all dirty and not looking anyway, camper on the back and can't see behind, comes around the corner and meets a loaded truck and does everything wrong and somebody piles into him - ICBC says oh well looks like 50-50 to us. You can play the scenario out a number of ways, but the bottom line is that there is no insurance coverage. Harry

Correction from Sept 21 Issue #61 re: radio calling protocol

WorkSafe BC has asked us to note that the draft Provincial Radio Protocol, is but one part of a road safety management system. They sent the following clarification. [The draft provincial radio calling protocol]...*"meets a part of WorkSafeBC OH&S safety management system for roads. The group felt that readers would receive the wrong impression that this is all there is, when in fact the management system entails so much more, such as; coordination and a system to ensure compliance"* We apologize for any confusion we may have inadvertently caused.

Workplace Wellness

The BC Human Resources Management Association just released the results of a survey regarding employee sickness, and what has been termed "Presenteeism", where a worker shows up sick and unproductive, as opposed to "absenteeism", where they don't show up at all. The results are interesting, as follows:

"A sick employee isn't likely to be productive and risks spreading the illness to co-workers. Why then, do

sick employees suffer through and show up for work anyway?

- Too risky to use a sick day (culture / office politics): **28%**
- Obligation and heavy workload: **54%**
- Saving sick days for other purposes: **6%**
- How-can-they-manage-without-me syndrome: **12%”**

Sound familiar? As flu season starts, many of us continue to work through. But think about it – is it really safe? Especially if you’re driving or operating machinery? If you’re not thinking clearly, your reaction time is slower, your alertness is lower....and many of the over the counter meds that we take to get us through actually cause impairment. Make good decisions about your health and state of mind. Unhealthy is unsafe.... and unsafe is unacceptable.

Giving Blood

If you knew that you could save 3 lives in one hour, would you do it? By taking one hour out of your schedule to go and donate blood you could save 3 lives.

As we are entering the season with the most vehicle crashes and the winter logging season is upon us, we need to be aware of how vulnerable we all are for the potential of needing blood.

Please call 1-888-236-6283 to book an appointment or locate a clinic with Canadian Blood Services to donate.

I’ve done it, now I’m challenging all of you to do the same.

Kathleen Meise

Your Voice

Hi Mary Anne,

Just thought I would drop you a short line on the road to Bamfield. Not much has changed in the condition of the road as of yet. They have had some spot grading on the road but due to its extremely poor condition due to this year’s lack of work and the companies involved disregard for safety, the maintenance done has all but been a waste. It’s just barely better. About 15% to 20% better at best. As they only pushed a bit of gravel into some of the worst of the pot holes and did no repairs, the gravel has long since washed or been pounded out by the increased forestry truck traffic. The industrial traffic is still having to drive on the wrong side of the road due to this lack of maintenance and the extremely dangerous driving conditions continue on to this day. The second or far side (My side) of the road from Franklin to Bamfield has not even been touched at all. Still the same deadly conditions as it has been all year.



There are a number of washouts on the road due to lack of maintenance and plugged culverts. There is bound to be more dangers on this road in the weeks to come once the weather changes and the freezing starts. You would think that as this road is the only existing emergency exit from the North Island area

and Port Alberni in the event of a natural disaster, that it would be kept up to at least minimum standards to accommodate an emergency evacuation flow of traffic should a event happen. The monies spent on looking at alternative emergency exits out of the area may well have been spent better on insuring that the existing way out is being kept up in a manner that would facilitate the exit of people or provide emergency response if necessary in such an event. I can't believe the Ministry of Transportation disregard for the people of Central and North Vancouver Island and lack of concern for them.

JP

UPCOMING EVENTS

Oct 26 Healthy Workplace workshop, Williams Lake for info: www.bchrma.org
Oct 29 & 30 Small Employer OHS Training, Terrace
Nov 1 & 2 Small Employerr OHS Training, Houston
Nov 5 & 6 Small Employer OHS Training Kamloops
Nov 6 Creating a Drug Free Workplace workshop, Kelowna for info: www.bchrma.org
Nov 8 & 9 Small Employer OHS Training, Abbotsford and Williams Lake
Nov 10 Truckers meeting, Vanderhoof re: radio protocols
Nov 19 Truckers meeting, Nakusp re: trucker's safety concerns

November and December are chock full of training opportunities around the province- Small Employer, Basic Supervisor and Faller Supervisor. Go to www.bcforestsafesafe.org and click on the Training Calendar.

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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