



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.

AN EPIDEMIC OF CRASHES

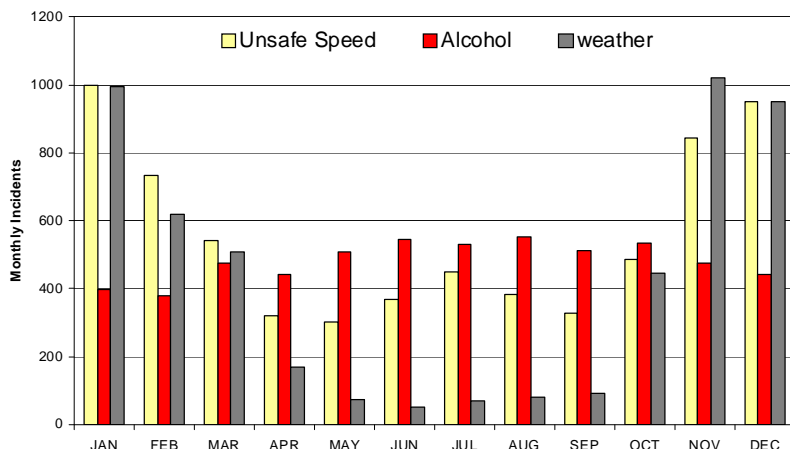
The past two weeks have brought stories of numerous crashes around the province, and makes you wonder what's going on. The interior and north had its first serious snowfall and winter road conditions last week, and we heard about log truck crashes throughout the Cariboo... a load dumped by Sheep Creek Bridge on Hwy 20, a truck that took out a power pole near Correlieu School in Quesnel (sent the kids from 4 schools home early that day), the one pictured on the right out by Lake Cowichan, and many minor ones and near misses. The Forest Safety Hotline lit up like a Christmas tree last week, with members of the public complaining about aggressive driving and speeding, and log truck drivers complaining about road maintenance on the highways, especially around Quesnel.

The driver of the truck pictured here was trapped in the vehicle for several hours and had to be cut out by Search and Rescue. The good news is that he had his seatbelt on, and was not seriously injured. The great news is about the emergency crews response – at one point there were more than 25 emergency response personnel on scene.



The chart below, based on ICBC numbers over a 10 year period, shows a direct correlation between unsafe speed (yellow bars) and weather (grey bars), especially in November, December and January.

Top 3 Contributing Factors to Motor Vehicle Incidents during a calendar year based on 22,1222 cases recorded from 1996 - 2005 in North Central BC



As we move into those months, all drivers need to exercise extra caution and drive to conditions. Make sure you have the right kind of tires, too. All that's holding your vehicle to the road is 4 rubber patches the size of your hand!

TAKE ADVANTAGE OF NEAR MISSES – Great Article from “Safety Smart”, Sept 6/06

“Taking Advantage of Your 'Free Shot' to Fix a Safety Problem

Close only counts in horseshoes and hand grenades.

You've probably heard that old saying. Maybe close *doesn't* count for most people. But for those of us in the world of workplace safety, close does count. A lot. The close I'm talking about is the “close call” or near miss. Let's talk about why it's so important and what we can do to take advantage of it.

The Significance of a Near Miss

Safety professionals in manufacturing and other industries do their best. But they're human like everybody else. And so are the people they work with and depend on. Flawed people produced flawed programs. What that means is that every safety program has some flaw somewhere. The important thing is to figure out where the flaws are and fix them. Unfortunately, it usually takes an incident to find the flaws.

But not all incidents injure people and damage property. The incidents where nobody or nothing gets hurt are called “close calls” or “near misses.” A near miss incident is thus a “free shot” to identify and fix problems in a safety program before they do actual damage. It could be anything from someone walking in an aisle and almost getting hit by an opening door to a screwdriver being dropped to the floor by the maintenance guy working on a ladder and narrowly missing the skull of a maintenance worker below. Incidents like this happen all the time.

Why We Don't Take Advantage of Near Misses

The problem is that near misses are the Rodney Dangerfield of the safety world. “They don't get no respect.” One of the reasons for this lack of respect is the tendency to confuse compliance for safety. The OSHA recordkeeping regulations require us to record and report all occupational *injuries and illnesses* in the workplace. But the recordkeeping requirements don't cover near misses. And if we don't have to report those near misses that we see happen everywhere, we tend not to pay them any attention. No harm, no foul.

So let's say a worker almost gets hit by a falling box. The safety director might take the following view: “Wow, that was a close one! Thankfully, there was no injury, no first aid, no lost or restricted time. I almost had a boatload of paperwork, investigation, corrective action and training to do on that one.”

Respect the Near Miss

Of course, that is a terrible mistake. The truth is that neglect of near misses is a missed opportunity for prevention and a recipe for future accidents. The fact that nobody got hurt or no machinery got damaged was an accident. What's important to realize is that something went wrong and it could go wrong again. So you need to fix the problem because the next time you might not be so lucky. And you need to be grateful the near miss happened because it gave you the chance to prevent an injury.

Doing Something about Near Misses

You may say that there's no way to address near misses since you don't know when they occur. After all, you can't be everywhere to see them happen. And you can't necessarily count on workers to report them.

Not knowing about near misses is a real problem. I'm not so naive to believe that all of the near misses that happen on the shop floor will get recognized and reported. But there are steps you can take to make it more likely for near misses to get reported. Establishing a safety conscious attitude throughout the company and explaining the importance of near misses will go a long way toward getting people on the floor to recognize and report them.

I know that that's easier said than done and that for many of us this may be the biggest challenge in establishing an effective safety program. This is especially true if your plant has that sports locker room code of “what happens in the shop stays in the shop.” But this is where the safety director can really make a difference. A good safety director can change that mentality. So there's your challenge: Go out and create that work environment atmosphere that has workers thinking safety every day, be visible, accessible, active and relentless; listen to your workers and use everyone as a resource.

Conclusion

The next time you get a call from one of your supervisors, foremen, lead persons or operators on the shop floor asking you to come and look at a potential problem, don't think – great, here comes a load of \$*#^\$%#@!! paperwork. Instead, think– hey, my safety program is working. They're telling me about a problem and giving me a chance to fix it before it

does real damage. If they're doing something right, I must be doing something right. And, if we're all doing something right, we must be on our way to a safer and healthier workplace. "

www.safetysmart.com

PROVINCIAL RADIO CALLING PROTOCOL SURVEY

Some time in the next few days all Rumbings and SAFE Companies Update subscribers will be receiving an online survey asking questions about the proposed provincial radio calling procedure standard. This comes as follow-up to the draft hammered out by September's working group. We need your feedback and input in order to develop a truly provincial "default" protocol, so no matter where you are in the province, you'll know what the basic calling rules are – and they'll be the same.

Please take the time to fill it out and click "send". As always, we welcome your feedback and email/fax responses at the Forestry TruckSafe office: arcand@bcforestsafe.org or fax (250)562-9237

VANDERHOOF AND AREA TRUCKERS WANT TO KNOW

Vanderhoof and area truckers have organized their own meeting with Forestry TruckSafe about radio protocols and other issues, set for this Saturday morning, Nov 10, at 9am at the Village Inn. All truckers and forest road users from the Vanderhoof, Ft St James and Ft Fraser/Fraser Lake areas are invited to come and give their input. Refreshments will be provided.

PRE-WINTER HAULING SAFETY MEETINGS IN THE NORTHEAST

Canfor Ft Nelson and Canfor Ft St John will be hosting Forestry TruckSafe sessions Nov 30 and Dec 1 respectively, where MaryAnne Arcand will be bringing information about log books, hours of service, fatigue, substance use, seat belts, aggressive driving, northern stats, radio protocols and the frequency reduction project, and the interface with oil and gas / mining, as well as SAFE Companies information.

The Ft St John meeting is set for the Super 8 Motel, 10 am to noon, Saturday Dec 1. The Ft Nelson meeting location is yet to be confirmed.

KOOTENAY TRUCKER MEETINGS COMING UP

Roger Harris, the Forest Safety Ombudsman, and MaryAnne Arcand, Director of Forestry TruckSafe, will be hosting meetings with truckers in Nakusp Nov 19 and Fernie Nov 20, at the request of truckers and trucker associations in the area. These are open meetings, providing log haulers and other interested parties the opportunity to raise issues, make suggestions for change, and address their local and regional concerns. The Nakusp meeting will be held at Kuskanax Lodge, at 6:30, Nov 19. In Fernie, the location is the Stanford Inn, Nov 20, also at 6:30pm.

YOUR VOICE

Hi MaryAnne:

I have been servicing log haulers and highway haulers for over fifteen years with radio communications. With the new Industry Canada frequencies being implemented in the future some aggravation regarding programming and licensing will be experienced by truckers.

I understand you will be conducting educational sessions regarding the use of two way radios on logging roads. I thought that through education the following may be of interest to you:

- frequencies will be narrow band & toned
- older vhf radios will not be compatible to these specifications
- Industry Canada has confirmed that the new frequencies can not be programmed into any radio that is not licensed
- Licensing can take a few weeks to complete

In order to avoid aggravation we suggest that preparation for future frequency changes be included in the educational sessions provided Forestry TruckSafe and the following be highlighted:

- apply for license now
(applying for license at time of programming will qualify for programming authorization)
- letter of permission for private frequencies - required prior to programming radio (customer responsibility)
- advise of possible new radio purchase (up-grade to accommodate new frequencies)

As a radio service supplier we can foresee some aggravation looming on the horizon. Through pre-implementation education a lot of inconveniences could be avoided.

Bill, BK 2 way Radio

UPCOMING EVENTS

Nov 8 & 9 Small Employer OHS Training, Abbotsford and Williams Lake

Nov 10 Truckers meeting, Vanderhoof re: radio protocols 9am, Village Inn

Nov 19 Truckers meeting, Nakusp re: trucker's safety concerns 6:30pm, Kuskanax Lodge
Nov 20 Truckers meeting, Fernie re: trucker's safety concerns 6:30pm, Standford Inn
Nov 30 Trucker Safety Information Session, Ft Nelson location tba
Dec 1 Trucker Safety Information Session, Ft St John, Super 8, 10 am

November and December are chock full of training opportunities around the province- Small Employer, Basic Supervisor and Faller Supervisor. Go to www.bcforestsafe.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