



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.

MILL CLOSURES MEAN MORE TRUCKERS WORKING “OUT OF TOWN”

With the Abitibi and Canfor announcements of more mill closures this past week, we're likely to see the truckers from the affected areas seeking work in other places this winter. Drivers from out of town don't always get clear instructions- they're sometimes just told to show up at a certain block by a certain time. So this is just a friendly reminder to everybody to please take the time to orient “out of towners” (as we hear them being called) to the rules of the road in your area, whether it's what to call when, where the good pullouts are, or loading & mill yard procedures. It's going to be a tough year for everyone in the industry, and we're going to need to pull together to get through it safely.

NORTHERN TRAVELS – NORTHERN ISSUES

Last week Trucking Safety meetings were held in Fort Nelson and Fort St John. Between the two meetings approximately 100 contractors and drivers learned about upcoming regulation changes, safety statistics and other changes such as the radio frequency and calling procedures projects. They also had a chance to voice their concerns about driving in the north, and had some unique issues that result from the mix with strong oil & gas activity. The dominant issue identified by Fort St John drivers was school buses – where they stop, how they stop and when they stop. With so many wide loads and flashing amber lights on the highway due to large oil patch equipment moving, it's very hard to tell whether the flashing ambers they see ahead are a school bus or a wide load. One driver shared how he saw flashing ambers in the dark, noticed they were moving, and assumed it was a wide load coming towards him, only to find at the very last second, that it was actually a school bus, and that kids were crossing the road in front of him in the dark to get to the bus before it stopped and put on its red flashers! Talk about having your heart in your throat!

Other drivers echoed his concerns, enough so that Forestry TruckSafe staff will be connecting with the School Districts in the region to discuss their stopping and pick-up policies, in order to communicate the log truckers' concerns, and find some strategies to reduce the risk and stress. Stay tuned!

It's going to be a very short season in Fort Nelson this year – they won't be hauling til January 2. And so the issue of allowable hours of driving came up yet again. Not only that, but there is some misunderstanding about switching between hauling logs and lowbedding in the middle of the week. Section 37.15 of the Motor Vehicle Act clearly states that the Logger's variance for Hours of Service apply to trucks hauling logs or poles only –

37.15 (1) If a driver is driving a commercial motor vehicle designed *exclusively* for the transportation of logs or poles

Put anything else behind the tractor and you're going to Cycle 1 by default. And in terms of hours of driving, a local area can apply to CVSE to get a variance for their circumstances, but to our knowledge none of those applications have been approved.

QUESNEL ROAD MAINTENANCE ISSUES

Truckers and residents of Quesnel got together this past Tuesday night at a meeting co-hosted by the Central Interior Logging Association and Forestry TruckSafe to vent their frustrations with road maintenance in the area. Issues raised ranged from sanding and snowplowing in recent days to lack of grading and dust control this past summer. Many truckers were angry because earlier this week the only way they could get up Dragon Lake Hill (Highway 97, in town) was to chain up. There are no safe places to do that, and the RCMP were there issuing tickets.

The issue of school buses was raised at this meeting as well, by a couple of local bus drivers who were concerned about maintenance, and about sharing the narrow roads with logging trucks.

The main public roads focussed on by the folks at the meeting are the Blackwater, the Garner, the Hydraulic, Barkerville Hwy, and the Marsh Rd/Ernst Rd area. These are the main public road arteries into Quesnel, aside from Hwy 97. Several of the drivers gave real praises to the HMC crew who take care of the Nazko end.

A representative from the Ministry of Transportation attended the meeting, and said he was surprised at the volume and level of complaints, because they were not being raised at the monthly safety meeting attended by the Ministry, the road maintenance contractor, the city and the mills. It seems that somewhere the communications mechanism is breaking down and that's something that we'll be addressing from Forestry TruckSafe and the CILA, given that we have been fielding calls and complaints from the city, licensees, area residents and individual truckers who feel their concerns are not being addressed. There is also a lot of confusion around the contractor's contractual obligations, and people's expectations of what is supposed to be done.

Between the CILA and Forestry TruckSafe we'll be taking the concerns back to a joint meeting with MoT and the maintenance contractor, and hopefully will come up with some solutions. A follow up public meeting will be held in January.

UPDATE ON THE BAMFIELD ROAD

Last weeks storm activity and incredible amounts of rain and snow have made the situation on the Bamfield Road that much worse. To their credit, Western and Island Timberlands have been working hard to improve the situation, and the following two updates were provided by their staff.

As well, Western has applied to the Ministry of Transportation for additional funds to do capital repairs and upgrades to the road, which Bamfield residents are supporting through a letter writing campaign.

From Western Forest Products -

The following is a quick update on the Bamfield road after the latest storm (Dec 4)

- The Bamfield road has suffered more damage as a result of yesterday's rain or snow event
- Hayes crews are out assessing the damage and moving crews into place to rectify problems where it is safe to do so.
- I believe Island Timberlands has a washout at 9 km that they will be addressing
- A report I received from Hayes this morning was that the road was passable to pickup traffic through to Bamfield. There is a slide blocking access to Nitnat on the Carmanah Mainline. We have asked Hayes to update the radio station to get these messages out.
- People have to realize that in the Forest Industry we operate to a more strict set of rules for terrain stability and rainfall shutdown procedures. While MOT and BHydro might have crews out working we do not. WFP and our contractors will not be placing crews in areas where terrain hazards and water balance issues are still a concern. I know Island Timberlands will tell you the same.
- Hopefully with a drying trend later in the week the current saturation levels of the running surface are more

conducive to grading. Until that happens the focus will be on washout repair.

From Island Timberlands (Dec 4)

- Island Timberlands is currently working on the washed area at 9km. and is passable at this time. We will have to do something more permanent there. Also working on other culvert issues this morning and will start grading when it makes sense and has dried out a bit. Also working on the issue at the west side of the Link Mill site where the sheer volume of water created a slump on the low side into the creek. Please ensure all know to watch the area when going by. We have reduced the useable width of the road in that stretch. Like Western, we are on quite strict guidelines in regard to rainfall shutdowns.

SAFE Companies Individual Owner/Operator Program

Development of the Individual Owner/Operator Program is now underway and will be ready in the New Year. Companies already registered will be notified with details as they arise. But many company owners are asking, what is an individual owner/operator? Keith Rush, our SAFE companies senior advisor, explains: "The Individual Owner/Operator Program is for the ONE-person company. She or he might carry a chain saw, operate a backhoe, drive a truck, or work as a forestry professional, but they are responsible for themselves only and no one else on the worksite. The company may have someone offsite who does the books, but only one person ever works in the woods and that is you, the individual owner/operator."

YOUR VOICE

Hi MaryAnne

Your reader 'GS' writes "I have yet to see some form of information that is readily available to the driver that explains how an automatic slack adjuster works and how to adjust the auto slack adjuster.". You only have to look for it. This information is readily available on the CVSE web site. It was originally published in 2001 by ICBC when CVSE was part of their operations, but it is current information. Below is a link to take you (or your readers) directly to the booklet http://www.th.gov.bc.ca/cvse/references_publications/booklets1-6/pdf/PI221.pdf

In theory, an automatic slack adjuster should not need to be adjusted. The key is that it and all the other components of the braking system MUST be regularly checked and properly maintained with the recommended products. Depending on the particular manufacturer, there are different types of lubricants required to insure proper operation in all conditions. There are also procedures to follow to adequately cycle the slack adjuster enough to make it set itself. I suggest that operators consult the manufacturers for the correct information related to their specific systems.

On the topic of 'Off Road Lamps', there really isn't anything to address or 'legalize'. Off Road Lamps are already allowed by legislation. Here is the section from the Motor Vehicle Act Regulations-Off-road lamp

4.25 Despite section 4.04 (2) (c), a vehicle equipped with off-road lamps when on a highway must have the off-road lamps concealed with opaque covers

General maintenance

4.04 (1) Lighting devices required by this Division must be maintained in good working order.

(2) Lamps and reflectors required by this Division

(c) must not be shielded, covered or obscured by any part of the vehicle or load or by dirt or other material.

As you can see, they're already legal, but they have to be covered with an opaque material while operating on the highway (they can only be used off road, hence the name). The key statement is noted below and I think this where most operators have the problem-

General lighting requirements

4.02 (1) A vehicle on a highway must only be equipped with and use lamps, reflectors or other illuminating devices authorized by this Division or authorized in writing by the director.

(3) All lamps, lamp bulbs and reflectors required or permitted by this Division must comply with

(a) the approved standards established by the *Motor Vehicle Safety Act* (Canada) and the applicable SAE standards,

(b) the conditions of use described in this Division, and

(c) the requirements of Table 1 of the Schedule to this Division.

ALL lamps **MUST** be approved if they're mounted on a vehicle. An approved Off Road Lamp will have an SAE designation on it. It must be clearly marked on the lens as SAE - X (letter designation) - ### (3 digit designation number). For the record, these lamps normally don't offer as good a pattern or lighting as can be obtained with lamps that are approved for highway use. Most people are under the belief that there is a maximum wattage (candela) for vehicle lamps (headlamps, fog lamps, or driving lamps). This is not true. The legislation only has minimum requirements and the lens must be approved.

When I tell drivers that their lamps are not allowed, the biggest complaint is that other aftermarket auxiliary lamps just aren't bright enough. For the most part, this is true, **but they can easily resolve this with little extra expense.**

Replace the original bulb (usually a 50 watt) in a legal driving (SAE - Y - ###) or fog (SAE - F - ###) lamp with a more powerful bulb. The most popular illegal aftermarket lamp that operators install on their units comes with a 75 watt bulb. Other bulbs are also available in 100 and 130 watt versions. Make sure that driving lamps will only come on when the high beam is on and fog lamps must be wired so as to activate all the other running lamps (tail, clearance, and ID lamps; except headlights). It's that simple and no more problems with enforcement or designated inspection facilities!

Hopefully this will help. What are the issues or concerns regarding ABS on trailers?

Regards,

Ed Marshall, Cariboo Portable Scale, Williams Lake

EDITOR'S NOTE: Thanks, Ed, for taking the time to respond in such detail. A Quesnel truck owner spoke with CVSE Director Greg Gilks last week on the same issue, and was told that at this time, there are no off-road lights that have been approved with the SAE/DOT designation. For some reason the manufacturers are reluctant to go through the approval process. Ed has offered a simple, legal solution, which is much appreciated!

UP COMING EVENTS

Jan 17 & 18 – Truck Loggers Convention, Vancouver

Jan 17 & 18 – Natural Resources Forum, Prince George

Feb 7 & 8 – Western Silviculture Contractors Conference, Sun Peaks

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