



# 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.

### RCMP WON'T ACCEPT ELECTRONIC ONLY LOGBOOKS – THEY WANT PAPER!

RCMP members will not be climbing into the cab of logging trucks to review electronic logs, according to Cst Ken Sidall, the officer in charge of training RCMP members in “commercial vehicle interdiction”. It’s against their policy to put members in a vulnerable position, he told us. **If you want to use an electronic logbook (which is legal and acceptable under Sect 37 of the Motor Vehicle Act), you’ll need to have the previous 14 days’ worth of daily logs printed out and with you at all times, or have a printer installed in the truck. If you are not able to produce printed logs, the RCMP will make you sit there and fill out 14 day’s worth in a paper logbook, a process which takes about 2 ½ hours for most guys.** We have already had cases of this happening, which resulted in the driver missing the scales, being over hours, having to wait until the next day to dump his load, and a huge cost because of the delays.

Electronic log books use falls under the Motor Vehicle Act, Section 37.18.03. The sections highlighted here show the challenges of relying on electronic log books only:

#### Use of electronic recording devices

**37.18.03** A driver may use an electronic recording device for recording his or her duty status if

(a) the information contained in the electronic recording device is the same as the information that would have been provided if it had been submitted as a daily log in paper format,

**(b) when requested to do so by the director or a peace officer, the driver can immediately provide the information for the previous 14 days by producing it on a digital display screen of the electronic recording device or in handwritten form or on a printout or any other intelligible output, or any combination of these,**

(c) the device is capable of displaying

(i) the driving time and other on-duty time for each day on which the device is used,

(ii) the total on-duty time remaining and the total on-duty time accumulated in the cycle being followed by the driver, and

(iii) the sequential changes in duty status and the time at which each change occurred for each day on which the device is used,

**d) the driver is capable, if so requested by the director or a peace officer, of preparing a handwritten daily log from the information stored in the device for each day on which the device is used,**

(e) the device automatically records when it is disconnected and reconnected and keeps a record of the time and date of these occurrences,

(f) the device records the time spent in each duty status of the driver,

(g) any hard copy of the daily log that is generated from the information that is stored in the device is signed on each page by the driver attesting to its accuracy, **and,**

## **(h) the carrier provides blank daily log forms in the commercial motor vehicle for the driver's use.**

[en. B.C. Reg. 36/2007, s. 3.]

According to Cst Siddall, the police are looking for a specific set of issues when they look at logging trucks. Cst Siddall is currently the trainer for North District (100 Mile north), but told us that all of E Division (whole of BC) will be adopting North District's policy:

- **Inspections** - RCMP members' are being trained to do Level II inspections, which consist of a walkaround looking for general vehicle defects, load securements, tires (checking for bulges, separation, tread depth) obvious cracks in the frame, and load heights (not weights)
- **Log books** – they are looking for accurate accounting of time, and staying within the Hours of Service; on the log book locations in the notes, it doesn't have to say "BC"; the big one is failure to produce a log book – it will mean an instant 72 hours out of service.
- **Truck Lights** - Lite Force, "roof lights" and other **off road lights** are not legal for highway use. If they are on the truck, NOT COVERED, on a public highway, it's a \$109 fine and you'll be made to take them off. This fine for unauthorized lamps will be noted as an "illegally equipped vehicle".
- **Tail lights** have to be visible at all times. The new LED tail lights don't generate enough heat to melt snow, so the driver has to ensure that his taillights are clear.... A challenge at this time of year. Cst Siddall's advice is to clear your taillights at every brake check, load check, and at entry to the highways. If there's lots of loose or fresh snow, or mud, better check more often.
- **Load security** – they'll be looking for loose top logs, belly wrapping on tiered lumber and so on- and indications in the log book that the load was checked at least every 240 kms or 3 hours on the road.
- **Speed**- the main concern is driving too fast for conditions
- **Brake Checks** – brake checks for vehicles over 5500kgs are mandatory. If RCMP spot a truck that hasn't stopped at the brake check, or the log book doesn't show that you've stopped at a brake check, the ticket will be "disobey traffic control device" and the fine is \$121.

The RCMP's job, according to Cst Siddall, "is to make sure everybody gets home safe at the end of the day". He reminds drivers that the difference between RCMP and CVSE enforcement of regulations is that the RCMP officer goes by the letter of the law, with an attitude of enforcement, where CVSE goes by policy, with an attitude of gaining compliance. The difference in approaches needs to be recognized by truckers – otherwise it's going to cost them a lot of money!

## **SPEED LIMITERS BEING INTRODUCED IN ONTARIO & QUEBEC IN 2008 – CAN BC BE FAR BEHIND?**

- The Quebec government has passed a bill that includes several new traffic safety measures, including further restrictions on speeding, banning cell phone use at the wheel, drinking and driving, and the introduction of traffic control devices like red light cameras and photo radar. They've dropped their legal BAC (blood alcohol content) to .05, and excessive speeding will result in doubling of fines & points, and an immediate 7 day suspension. The Act will come into effect April 1.
- Quebec's government is intending to introduce speed limiters as well, but is waiting to see how many other provinces will do the same.
- In neighboring Ontario, where the idea of speed limiters was first drafted and promoted by the Ontario Trucking Association, Transportation Minister Jim Bradley is on the verge of introducing similar legislation in the New Year. There are some challenges with how to apply the law to trucks older than 1995, which don't have engine governor technology. The intended speed limit will be 105 km, which many industry and government stakeholders say should be the maximum allowable for transport trucks across the country.

## **YOU GOTTA BE KIDDING! (reprint from the Times Colonist)**

**Man rolls up to police roadblock with joint hanging from mouth- Rob Shaw, Times Colonist** Published: Thursday, December 27, 2007

When Saanich police set up a roadblock just days before Christmas, they said they weren't surprised to see a man drive up with a joint hanging out of his mouth. He'd tried to finish it before he reached the officers, but apparently didn't make it in time.

It's not just drunk drivers that Vancouver Island police say they've been catching this holiday season - increasingly people behind the wheel are high on some sort of drug, as well.

The night the Saanich man and his unfinished marijuana cigarette rolled through the roadblock on Dec. 18, police issued the same number of 24-hour licence suspensions for drivers impaired on drugs as they did for drivers intoxicated on alcohol.

They also caught a woman who was "absolutely whacked" on drugs and who was found nodding off while driving and slumped over the steering wheel just up the street from where officers were running their roadblock, said Staff Sgt. Mike Irwin, who co-ordinates roadblocks for Saanich police.

"We're probably averaging two or three or four [drug impaired suspensions] a night," he said.

Generally, police say they still see more drunk drivers than people they suspect to be high. Partly this is because officers say it's easier to spot alcohol use than it is to identify a person who is under the influence of cocaine, ecstasy or marijuana.

"Predominant is the alcohol," said Irwin. "It just hits you, the smell. Unless you have guys opening up the window after smoking a fatty ... it's far more difficult to establish whether they're [drug] impaired."

The federal government introduced a bill in November that will let police demand roadside sobriety tests and body-fluid samples from drivers suspected of drug impairment and raises minimum fines and jail time for those people who drive while impaired on drugs. Police say they are excited to use the new legislation, but the bill is still being debated in the Senate.

A study by the Canadian Centre on Substance Abuse in 2006 found the number of Canadians who admitted to driving after smoking drugs has doubled since the 1980s.

## LOOK FOR US AT THE TLA and the Natural Resources Forum! – Come try on the beer goggles...

The Forest Safety Council booth at the Truck Loggers Convention at the Pan Pacific Jan 17 & 18 will be well worth stopping by- and a whole lot of fun. There's a quiz and prizes, lots of good information, and most fun, skill testing activities like golf putting wearing the "beer goggles". Beer goggles simulate vision and judgement impairment that comes with different levels of alcohol consumption... and testing your skills at golf and other motor skills while wearing them. There's a popular country song that says, "the more you drink the better you think you are"... So come and check it out!



We'll be doing the same with a booth at the Natural Resources Forum in Prince George those same days. So whichever show you're at, come on by!

## UPCOMING 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

Feb 21 & 22 – Association of BC Registered Forestry Professionals Conference, Penticton

## JANUARY TRAINING

Small Employer	Williams Lake	Jan 17 & 18
Internal Auditor	Nanaimo	Jan 21, 22, 23
Basic Supervisor	Courtenay	Jan 21, 22
Faller Supervisor	Courtenay	Jan 23, 24, 25
Small Employer	Prince George	Jan 21, 22
Small Employer	Nanaimo	Jan 28, 29
Basic Supervisor	Courtenay	Jan 28, 29
Basic Supervisor	Courtenay	Jan 31, Feb 1

You can register for courses or check times and dates at [www.bcforestsafe.org](http://www.bcforestsafe.org)

*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](mailto:arcand@bctrucksafe.org)*