



# 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.

### RADIO CALLING PROCEDURES SURVEY – You all have a lot to say!

Whoa! Since the radio calling procedures survey was sent out a week or so ago to our Rumbings readers and SAFE Companies newsletter recipients almost 1,000 of you have responded. The survey responses themselves are 700 and counting, and we've received over 100 emails with comments from folks all over the province.



We've had some technological challenges with the survey for some companies whose network sends all their employees' emails out from the same IP address, so if more than one person from a company wants to fill it out, the survey site tells them that they have already submitted. Unfortunately there's no way around this, because if we put an open web link to the survey, there's no way of ensuring that we don't get multiple submissions from the same person, which would corrupt the data. We need the information to be intact so we know it's accurate. However, we are also accepting hard copies by fax (250 562 9237), and also receiving a lot of emails with comments, so you can do it that way too. ([arcand@bcforestsafe.org](mailto:arcand@bcforestsafe.org))

We'll keep taking surveys until next week Friday, one week from today (February 8), and get the results tabulated, so the next issue of Rumbings will publish the results and open up a discussion about what it means.

In the meantime, this edition of Rumbings is devoted to some of your comments. Thanks to all of you who took the time to fill out the survey, or email me or both.

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*Hi, I would not normally reply but the big one every one is forgetting is a civilian vehicle full of kids without a radio can easily be sandwiched between the reporting traffic and harmed by those trying to make it to their respective passing area.*

*I have seen it and it has happened many times, try to keep it simple it looks to me like the working group is made up of professionals instead of day today practical people*

*Good Luck, Lorne*

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Hi Mary Ann,

Thanks for giving me the opportunity to complete your survey. I just don't know if I agree with the rate of importance for the proposed off highway calling procedure. I would think that maybe it should go the type of vehicle, the kilometer, and then the direction. Just incase the driver does not key the mike right away at least others should get the info that

there is something at such kilometer, they will know what direction it is going by either calling up or down, and then can prepare for whatever it is that is coming. So I guess what I am saying is my ranking of importance would be the km is #1, direction is #2, and type of vehicle is #3. I would hope that any driver would be prepared or with the thought that whatever vehicle is coming to be that of a large size and adjust accordingly whether it ended up to be a large vehicle or not. If they know ahead of time that is just an added bonus. I think that it should be stressed that the radio is not to chatter, that you just get on say your call and get off so that everyone can call.

Also maybe the thought of calling if you have to stop, and make sure that when they do they are pulled off to the side of the road so that traffic can get by.

Another thought that I have is that should someone have to talk on the radio, for instance, a loader operator wants to know a time of arrival or needs a truck driver to bring a part from a shop for him that a company has a separate channel to switch over to for chat purposes. They can ask to have a driver to switch over to the chat channel to talk, but if that happens the driver should have to stop his vehicle and make his call that he has stopped before switching over to the chat channel. I know some may not like this as it means more time added for chat purposes but for safety it makes sense. I could see this as a way of cutting down on the chatter over the radio and it going back as to being used as a tool for the job.

Leanne

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*I do agree that standardizing a radio use system make sense, but I am not sure if it will accomplish the desired effect. In my opinion, radios will let someone down eventually (out of range, out of power (many foresters/engineers use mobile units that double as a field radio), forget to use, miss a call point, etc.), and that someone usually pays with their life.*

*Big trucks own the road, no question. One of the problems is that too many drivers of those big trucks drive like they do own the road. We are all responsible for our own safety and the safety we can provide for others. Better educating, training is a place to start. Make sure those training new drivers have the right attitudes! Some level of enforcement is needed. Photo radar (good or bad) accomplished one thing - people knew that it ticketed everyone and they slowed down. I'm not saying that we need photo radar - just saying that if people know they are not being watched (ever) they will push the limits.*

*Public education is also needed. How many time do you drive down a logging road and there is no signage or the sign that is up was erected 20 years ago or three companies/contractors ago. Better signage, recent signage, signage that is applicable all would help. If someone drives in ten areas with a sign that warns of logging and the areas are lifeless, chances are they will ignore the eleventh one that have 5 loaded trucks around the next corner. Companies/contractors need to do a better job of indicating active areas. Also, if it is the responsibility of a crew of guys to ensure signs are up (or down), chances are someone will remember - unlike a radio where everyone is individually responsible, and we all can forget or miss a call point.*

*Kids and other inexperienced drivers in the industry. Young people have trouble on our urban roads and highways. Throw in loose gravel, dust, icy, snow, etc. - Maybe a different driver's classification for workers in the industry.*

*I realize all of these options are expensive and probably wouldn't be the solution either, but I don't think the radio solution (on its own) is the solution either!*

Thanks for reading my rant!  
Mike

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Maryanne

I recently did the survey on road calling procedures. The survey was too simplistic and did not allow to tell you the problems and possible solutions for road calling problems in our area. But I commend you on the fact that you are trying to get users info, not just big business, government input.

In our area, Houston BC. One of the biggest problems is there is insufficient air time for all the user to call according to procedures. We have a 60km section, much one lane on one frequency with a 100 vehicles, which are suppose to call each km. ( impossible time constraints) So the users cannot follow the procedure.

One of the solutions is to change the frequency every 30km or so with mandatory calls at frequency changes.  
Steven

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Hello Ms. Arcand:

I filled out the survey but there wasn't anywhere to add a comment or three.

There are many times on not busy roads when calling too frequently is dangerous: when listening to a few people calling constantly and all going the same direction it's easy to miss the important call of someone going the opposite direction - especially bad if it is a wide load.

Calling on roads shared with residents and tourists can lead to complacency thinking the road is clear since no one is calling - on roads shared with the public everyone should drive as though there are children, tourists stopped to look at wildlife, etc. around every corner. Calling can alert others to these hazards but cannot be counted on.

Up and down is the easiest way to indicate direction - however, there are any number of "loop" roads where heading to the highway the numbers increase. Is this taken into account?

Sorry to bother you, but I've been bothered for years by these problems,

Mike

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I completed the survey but wasn't satisfied with some of the answer options. In relation to what information to give when calling, I don't think the type of vehicle needs to be said every time you call as you figure it out as you listen and every extra word from every driver will clog up the airwaves but it is good to know whether you are meeting a loaded truck or a pickup.

Calling kilometers every 2kms on a busy radio when you are on a section of road away from the busy section of road does not help. When you know the you are in an area that has much less traffic than where the congestion is you should call every 5kms.

The best system I've participated in to identify logging trucks vs pickups is for pickups to call up and down and logging trucks to call loaded and empty. It is simple and requires the least amount of talking on the valuable airwaves. You need more time and room to clear a loaded logging truck than a pickup and in some cases do not require pulling over, just slowing down to pass a pickup which helps reduce congestion.

Lowbeds should identify when they are travelling up loaded so they can be cleared appropriately.

thank you, Tom

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Hi MaryAnne,

I completed the survey as requested, and my comments were with 2 thing, 1 was with regards to the order of calling. I think the survey, put the order as road, kilometre, direction, type of vehicle. So if I was on the Georges FSR, according to your procedure, I would call "Georges 4 empty pickup". I disagree with this, I think the first thing should be the kilometre, then direction, then road, then vehicle, so it would be "4 empty Georges pickup". If you are travelling on the road, the first thing you want to know is if they are close to you, then if they are coming at you, then if they are on the same road, or on another road. This is the standard way of calling around Kamloops.

The second disagreement was with the procedure of calling up from the highway and down to the highway (or something like that, I can't exactly remember, and I can't go look at the survey, because I have already completed the survey). This is great where there is only one highway, but we have highways everywhere, we have trucks hauling loaded in both directions to different highways, trucks empty in both directions coming from different highways. In some cases, we have operating areas with highways on all four sides, with trucks hauling in all four directions to different mills, for different licences. How about it goes with the mileage markers, if the numbers are counting up, you are going up?

Richard

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Just get rid of all the radios, end of problem.

Bob

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From MaryAnne,

We knew when sending the survey out that it would raise a storm of responses. I want to acknowledge all of you who responded, some with criticism, about the survey itself, about how it's being done, about the questions (and answers), about who is on the provincial working group, and so on. Some of you say the questions are too simple, the answers too limited. Fair enough. We had a more detailed and complex survey ready, but the feedback was that it was too complicated and would create confusion, rather than give clear direction. With such a variety of procedures and conditions around the province, there's no "cookie cutter" that will cover it all.

Our efforts to get your feedback and put your voice into the decision making process are a direct result of the recommendations made to us by the Forestry Coroner last June at the inquest into the death of trucker Frank Leroux in 2006.

Industry Canada, the Ministry of Forests, and BC Timber sales had been meeting and working on the radio frequency reduction project for more than half a year before the inquest. Industry Canada initiated their part of this project several years ago, and if you hold a radio licence, you should have received a letter from them more than two years ago, warning you that this was coming. It just makes sense to get it all done in harmony – frequencies, signage, calling procedures – so we don't spread all the changes over years, creating more confusion and unsafe conditions.

Over the coming months the final standards for calling, signage, channels etc will be developed and distributed, with a schedule and framework for implementation throughout the entire province. Whether you like the final decisions or not, at least you'll have had a chance to have input on regulations or procedures you have to deal with every day. And when's the last time that happened?

## UPCOMING EVENTS

February 6, 7 & 8 – Western Silviculture Contractors Conference, Sun Peaks  
February 21 & 22 – Association of BC Forestry Professionals Conference, Penticton  
April 17 & 18 – COFI Annual Conference, Kelowna

## FEBRUARY TRAINING

February 2 – Safety Advocate Workshop, Terrace (Cal Hill)  
February 4- 5 – Basic Supervisor training , Duncan and Nanaimo  
February 6-8 – Faller Supervisor training, Nanaimo  
February 11 – 13 – Internal Auditor Training, Vernon  
February 14 – 15 - Basic Supervisor training, Vernon  
February 14 – 15 -Small Employer OHS, Kamloops  
February 16 – Safety Advocate Workshop, Campbell River (Dave Mullet)  
February 18-19 – Small Employer OHS, Campbell River  
February 21-22 – Small Employer OHS, Nanaimo  
February 25 – 29- External Auditor Training, Kamloops  
February 25-26- Basic Supervisor Training, Terrace  
February 25-26 – Small Employer OHS, Nelson

***If you know someone who would be interested in receiving TruckSafe Rumblings, 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)***