



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.

SPRING ROAD BANS ARE AROUND THE CORNER

With temperatures all over the interior reaching above freezing, it's time to keep watch and be prepared for load restrictions. The north central area highways and feeder roads (Williams Lake, Quesnel, PG and Vanderhoof) are starting to go to 100% legal axle loads but other regions are starting to see more restrictions, down to 70% or even 50%, including East Kootenays, West Kootenays, Okanagan, the Yellowhead and Valemount/McBride areas, Skeena & Bulkley Valley, etc. If the warm weather continues we'll see the limits go up pretty soon. All areas, even the Lower Mainland are now on advance notice.

For up to the minute information on the area you're working in, go to www.drivebc.ca and click on "Load Restrictions" on the left hand side.

WHAT THE CARBON TAX WILL MEAN FOR TRUCKERS

BC Finance Minister Carole Taylor calls the new carbon tax "simple". She's quoted as saying that the government is going to tax carbon-emitting fuels "to discourage their use, and give the money back to people, back to businesses, so they have control. They can make their own choices about how the tax affects them. At the same time, by making greener choices more commercially viable, it will stimulate innovation and open up new economic opportunities across British Columbia."

However, that isn't exactly the case for the trucking industry, according to BC Trucking Association President Paul Landry. He says that although the carbon tax is supposed to be "revenue neutral," truckers will still carry most of the burden because, unlike passenger car commuters, they don't have the option of scaling back their driving hours.

The BCTA estimates the carbon tax will likely cost the trucking industry tens of millions over the next five years. A single operator with one truck will have to fork over an additional \$1,000 for fuel this year alone, about \$3,000 in 2009 and \$6,000 in 2012.

"Carbon taxes may have a role to play in encouraging the reduction of greenhouse gases in some sectors and amongst consumers, but the trucking industry has no choice but to rely on diesel fuel to keep the economy moving," he says. "The trucking industry is largely responsible for the transportation of food, merchandise, parts and equipment each day --



breathing life into the province's economy and our individual well-being."

Also, he adds, **it will be extremely difficult to recoup the costs through rate increases** because the general freight industry and **forestry sectors, especially, are struggling in this economy.**

"Our members have clearly told us that a tax like this won't be easy to pass on," he says. "Some of them are bound by contracts. Other trucking companies are price takers because some of the industries we serve, **such as forestry**, are under extreme pressure."

The carbon tax may also negatively affect B.C.'s competitiveness. Diesel fuel taxes in the province will now be up to three times higher than in Alberta and almost twice as much as most other provinces. The new tax of 2.2 cents per litre will take effect July 1, and will increase by more than 8 cents per litre over the next 5 years.

SETTING A STANDARD FOR CLASS 1 DRIVING IN BC

A provincial committee planning a standard for Class 1 Driving in BC is submitting a proposal next week to the Industrial Training Authority. The group includes industry reps, training school reps, the BC Trucking Association and Forestry TruckSafe. Prior to the proposed standard's development, the BCTA put out a survey to truckers and trainers, to gauge support for the concept. A whopping 97% of truckers who responded said a training standard is necessary. 23% of the surveyed drivers said the current Class 1 on its own is not sufficient for new drivers. 31% believe that a good training standard will increase driver professionalism and competence. And on the plus side 68% of companies interviewed said they'd be willing to take on trainees for the practical experience that will be required under the new standard. The proposed program would be an 8 week instructional component followed by a 4 week on the job hands-on practicum.

As the proposal is developed and piloted we'll be able to give you more details, so stay tuned!

100 MILE AREA LOG HAULER GETS 24 HR SUSPENSION FOR POT SMOKING

A log hauler was caught out at a roadside check near Lone Butte this week by the Ministry of Forests and RCMP, impaired by marijuana. His actions during the inspection led the RCMP to suspect impairment, so they also searched the truck and found a stash in the glove box. He received a 24 hour driving suspension, the same as if he'd been drinking, and had to leave the truck right there.

This incident raises a lot of concern, not only about substance use, but about attitudes towards using, especially while operating machinery or vehicles. One of the cognitive effects of marijuana is a distortion of your perception of where you are in time and space, hugely important if you're driving or operating moving equipment. From a safety point of view, it's just not smart. And now the police and other enforcement bodies will be watching for it more.

For more information on Drugs in the Workplace, tips for employers, or drug identification, give the Forestry TruckSafe office a call at 1 877 324 1212. We have a couple of great booklets we can send you.

PRO TRUCKER MAGAZINE ORGANIZING "NORTHERN BC BIG RIG SHOW" AS PART OF FOREST & RESOURCES EXPO

John White and his staff at Pro Trucker magazine are teaming up with Forestry TruckSafe and the Forest & Resources Expo to put on the Northern BC Big Rig Show June 6 & 7 in Prince George. Pro Trucker already sponsors the BC Big Rig Show, which this year will be held July 4 & 5 in Chilliwack, and the Alberta Big Rig Show in Calgary in August. As well, Pro Trucker writer and associate editor Dennis Ruttan puts together the Island Big Rig Show on the August Long Weekend.

We're excited to have Pro Trucker coming to bring their expertise to putting this show together for northern BC and Alberta truckers. The other Big Rig Shows bring upwards of 100 trucks in a gathering which features judging, prizes, and lots of categories for everything from working trucks of all kinds to show trucks and collector models.

We'll have registration forms and details at the Forestry TruckSafe office by the end of March. Take pride in your ride,

guys, and plan to bring your truck to the Northern BC Big Rig Show!

Individual or Independent SAFE Company – what’s the difference?

To address the unique characteristics and business challenges of an independent company, the BC Forest Safety Council has established a registration option and program certification requirements that depend on what type of independent operation you are.

Determine which Company Make-Up applies to you in the following chart:

Who are you?	Company Make-Up
Individual Owner Operator Program Now Available Click here for more information	- 1 <u>on-site forestry</u> worker, and that is you - your company may have an off-site administrative employee who does not work on a forestry worksite Click here for program requirements
Independent Employer (no more than two peak season workers, including owner or principal)	- you hire an employee or a contractor that works for you on a forestry worksite Click here for program requirements

If your company does not fit in one of the above categories – please call Keith Rush at 604.696.3956 to discuss your situation. More than 30 training dates have been set already, and more will continue to be address. Check www.bcforestsafe.org and click on Training Calendar for the ones closest to you.

Your Voice

On Monday February 11/08 during the recent record snowfall on our city I was forced off the road into the ditch to avoid being in a head on collision. I was on my way to work on down the Chief Lake Road in an empty hayrack logging truck. (Thank God I was an empty or I and those three would just be another bunch of dead log truck drivers.) The problem was three logging trucks over the center line coming out of the corner hell bent for leather one right behind the other. And with the snowdust making it impossible for me to get my visual bearings as to where the road’s edge was. They should be driving slower (convoy style) leaving enough of a gap between each truck; and time for other motorists to react and catch their bearings. These drivers are showing absolutely no consideration or respect for other truck drivers or the motoring public. Driving in the middle of a road on hills; over the yellow line and cutting and diving corners is a dangerous habit that goes back to the old logger attitude that needs to be changed. These are not loggers’ roads. These are the public’s roads on or off the highway; and should be driven as such. You do not own the road and I do not have to clear the road for any truck. It is not a one way road it is a two way road; on and off highway. So use it as it was intended; slow down, stay on your side of the road on corners as well as straights and maybe share the whole road as a two lane and expect the unexpected to come your way. It is then and only then that the carnage and the loss of life will change.

Also ask yourself if most highway rigs are parked for bad road conditions. Why am I as a log truck driver expected to go out and risk my life as well as others for companies that tell me to go or they will replace me and get someone that will do it? They put each driver on the spot as we all need a job. And yet if something happens to go wrong; the blame and responsibility is always left on the drivers. It is not my truck; so why would I risk my life as well as others if I was not being forced to do so? It is the greed of the log truck companies that force us as drivers to push their rigs up and down the roads when a lot of us would prefer to sit safely out of harms way as do the highway trucks. I would like to do show you with a front and rear view camera driving in a compact car; how aggressive , dangerous and inconsiderate these so called professional drivers can be.

Thank you MaryAnne for your quick response to my message. I am glad to see your interest in making our lives important. I am also curious as to how much pressure is being put on the trucking contractors by the mills to push

those logs through? As these mills are the contractors' bosses. And as you know it is not only those drivers out there. It is everywhere; (The bush as well as our highways) Something needs to change before more friends and loved one lose their lives needlessly. MT

Hi MaryAnn. We have been wondering if your group is really interested in helping solve the safety issue on the forestry haul roads in this area? How many people have to die before something is done? I'm sure the family of the driver that died wished that someone in authority had enforced safety standards on this road.

The only thing that work-safe BC did after the accident was to post a speed limit sign that no one enforced or even bothered to monitor to see if it was adhered to. Which it wasn't.

The forestry in all their wisdom have sent the grader to spend 4 days widening the road now that the hauling is finished. Real smart. We needed the road widened when they were hauling to make it SAFE. Forestry says that they don't have the authority to tell the contractor to make the road safe. Well if they don't, then someone should be given the authority that will make the contractors look after the safety of everyone using the roads.

This is an issue that is not going to just go away so don't try sweeping it under the rug or burying your head in the sand and pretending it isn't there. We would hope you are as concerned with this issue as we are, as this situation should be resolved before any more hauling is done on these roads. Looking forward to hearing from you. KR

UPCOMING EVENTS

COFI Conference, Kelowna	April 16-18
Williams Lake Trucker Appreciation Day, Gibraltar Rm	April 25
ILA 50th Anniversary Convention & Trade Show , Kamloops	May 8-10
Forest & Resources Expo, Prince George	June 5-7
Northern BC Big Rig Truck Show, Prince George	June 6 & 7

Individual O/O SAFE Companies Training – now more than 30 course dates set!
Check www.bcforestsafe.org and click on Training Calendar to find the ones near you.

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