



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.

Logbook Clarifications Again

This week we've had some questions coming in about who can ask to see your highway logbook. The answer is any Peace Officer. CVSE officers and RCMP members are Peace Officers, and can legally require you to produce your logbook. As well, since May 1, 2008, WorkSafeBC Occupational Safety Officers can request to see a logbook with the criteria outlined in Part 26.71:

Daily log

- 26.71.2(1)** In this section, "hauling cycle" means the time allowed for each round trip.
- (2)** The operator of a log transporter must maintain a daily log into which must be entered the following information:
- (a) the date of the entry;
 - (b) the printed name of the operator;
 - (c) the truck licence plate or unit number;
 - (d) the odometer reading of the truck at the beginning of the day, if the truck has an odometer;
 - (e) the name of each contractor or employer for whom the operator worked during the day;
 - (f) the start and stop time of each trip the operator makes;
 - (g) the distance driven for each trip the operator makes;
 - (h) the total distance driven by the operator during the day;
 - (i) the total driving hours during the day;
 - (j) the hauling cycle.

The above 10 items are the only parts of your logbook that WorkSafeBC officers can check. The other parts, like your pre-trip, your graph, legal hours of service, etc. only fall under the jurisdiction of a Peace Officer.

We have also had confusion about which integrated logbook template to use. The one from last fall/winter had a checklist of "WorkSafeBC & MOFR requirements" on it. Those are still requirements from each of those agencies, but they are not required to be on the logbook page. The new space that shows Contractor and cycle times is mandatory for WorkSafeBC requirements. Lots of people liked the checklist and are finding other ways to include it, such as printing it on the cover or the folding flap – which is great – but it's not mandatory to be included on the log page. And once again, the integrated log book, and the WorkSafeBC log book section only apply to logging trucks hauling logs. If you're running a lowbed or gravel, you need to use a regular CVSE

logbook and stay with Cycle 1 or Cycle 2 regulations.

Please make sure you're using the right logbook. WorkSafeBC's "education period" will end at the end of July and enforcement will begin. Download the correct one from our website or give us a call and we'll fax you one. The Forest Safety Council will be producing some for sale in the near future, so give us a call. 1-877-324-1212

Air Care on the Road (ACOR) on the move

The Ministry of Transportation (MOT) AirCare On-Road Program (ACOR) has been Prince George this week, checking trucks for emissions. ACOR is a mobile inspection program to enforce B.C.'s diesel emission standards. ACOR will be conducting tests at the scales on an educational basis. Originally we were told this would happen in the fall, but looks like the agenda has been moved up. The ACOR team will be travelling around the province over the summer and fall. To find out when they are going to be in your area, check with your local scales.

Fuel theft

Raising the issue of fuel theft in Rumbblings has opened the doors to a cascade of calls and emails, from people who have had fuel stolen, and from the media wanting to know what's going on. Interestingly, when reporters started checking into it, they found more and bigger thefts than what we'd heard about. For instance, in northern BC, one road building contractor told a reporter he's had more than \$20,000 worth of fuel stolen in the past 3 months out of his equipment. Several more loggers let us know that they've lost fuel from their equipment in the bush, vehicles, and tidy tanks. We issued a safety bulletin on this last week. It has some tips that might help, and things to watch for. You can download it at http://www.bcforestsafe.org/content-nav-alerts/2008/alerts-08-07-01-fuel_bulletin.pdf.

Drivers' Licencing and Vehicle Reporting Requirements

In response to a lot of questions about what licence is needed to drive what vehicle, who has to report to scales, do log books etc, we have developed basic information about various licenses, National Safety Code requirements, age restrictions and a whole lot more. You can access the document by downloading it from www.bcforestsafe.org and click on Forestry TruckSafe, or we can fax it to you. Call Kathleen at 1-877-324-1212 if you want a copy faxed or mailed.

Women in Trucking

As driver shortages loom across the trucking industry, more and more women are getting behind the wheel. Now there's a website dedicated to women in trucking, www.womenintruck.org, which is organized by Women in Trucking Association (WIT). Their mission statement says they organized "to encourage the employment of women in the trucking industry, promote their accomplishments and minimize obstacles faced by women in trucking."

Their goal is "to provide a greater understanding of some of the special challenges women face on the road. From restroom parity at loading docks, to ergonomically designed cabs in the trucks, women often find themselves faced with obstacles that might not be obvious to those who found them acceptable in the past."

Most of our logging communities have a few female drivers, and they are widely respected by their male counterparts. The Women in Trucking website is full of interesting articles and tips for women truckers, including health and safety issues specifically for women, such as tips on building body strength to handle the physical requirements of the job, or issues that might not even pertain to men, or that male supervisors and shippers wouldn't naturally think about. Here's a source of support and information for our women drivers. And hats off, ladies! You are truly, as the WIT slogan says, "redefining the road".

Knights of the Road

Another neat website is the home site of "KnightTime" radio, and the Knights of the Road, found at www.truckerdoc.com. This website, radio program and podcast are all geared towards truckers, and helping the public understand what truckers are all about. They also share lots of stories of "trucker heroes" who have stopped on the highway to help out and have often saved lives or made a difference out there. Truckers can nominate other truckers to be "Knights of the Road", recognized for their efforts and their professionalism.

Imagine my surprise to find I've been made a Knight of the Road! Whoever nominated me, thanks so much! Your support and acknowledgement just makes me work that much harder to make things safer out there for all of us.

Driving Championships Test Questions



Two weeks ago we watched the BC Truck Driving Championships in Abbotsford, which consists of 3 elements – driving, pre-trip and a written knowledge test. I got hold of the written test (120 questions) and thought it would be interesting, maybe even fun, for you all to see the questions. As professional drivers, these are things you should know, too. Some of them are pretty straightforward, and some will make you scratch your head. For the next few months, we're going to put a few in every issue of Rumbings, and the correct answer will be in the following issue. We're not going to make a contest out of it, but if you like, we can keep track of your score. Just email us your answers, and we'll keep them on file and tally them up at the end.

1. **What is a driver required to do when emerging from a private driveway in a business or residential district?**
 1. Sound his horn and drive slowly
 2. Stop before crossing any sidewalk area
 3. Stop only if other traffic is coming
 4. Drive faster to enter the street before other traffic reaches hi

2. **Which statement is true?**
 1. Backing accidents are classified non-preventable if all the backup lights on the vehicle are working
 2. All backing accidents are preventable
 3. If you use a guide while backing up and you have an accident, the guide is responsible, not the driver.

3. **Caffeine is useful in keeping one alert**
 1. Anytime for anyone
 2. When used sparingly and then its effect is short-lived
 3. When used repeatedly and has no bad effects

YOUR VOICE

Got this email in response to last issue's question about road user groups:

"There seems to be three groups: Road Builders, Road Maintainers, and Road Users. The first two groups have learned that their job is a whole lot simpler if they do not talk to the third group. Sad but true."

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UPCOMING EVENTS

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| Aug 3, 4 | Vancouver Island Truck Show, Saanich |
| Oct 23, 24 | Work Drug Free Conference, Prince George (BC Council on Substance Abuse) |
| Nov 1 | Vancouver Island Safety Conference, Qualicum Beach |

If you have a trucking related event you'd like us to post for you, email arcand@bcforestsafesafe.org with the details.

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