



RUMBLINGS

FOR SAFE ROADS, LOADS AND DRIVERS — ACROSS BRITISH COLUMBIA
FORESTRY TRUCKSAFE



BC **Forest Safety** Council

○ PRINTABLE VERSION

April 2012 – ISSUE 138



Our Deepest Sympathy to Lakeland Sawmill Workers



The BC Forest Safety Council extends our sincere and deepest sympathy to those injured and the families of workers killed in the explosion and fire at the Lakeland Sawmills operation on April 23, 2012.

This devastating event, the resulting physical and emotional injuries and the loss of loved ones is having a significant impact on the Prince George community, and the full weight of those burdens will be felt in the months and years ahead. The explosion and loss of life will likely serve to remind each of us how sudden and severe workplace incidents can be, and perhaps encourage all of us to re-double our efforts to ensure the safety of our workers and our workmates.





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Short-logger Configurations and L75 Bridges



In a presentation earlier this month in Kamloops, an MFLNRO Engineering rep indicated that there may be some risk that bridges on forestry roads might deserve a double check to confirm the load rating is appropriate for short-logger (7 and 8-axle) configurations hauling across them. While the research and analysis indicates that most bridges designed and built to the L75 standards should be capable of handling these short-log configurations, it pointed out that L75 bridges less than 10.5 metres (or 35 feet) and greater than 30.5 metres (100 feet) in length might not have sufficient capacity to accommodate heavier 7 and 8-axle short-log loads.

Most resource road bridges have been designed and built around a traditional 5-axle long logger configuration. But the axle groupings on tri-drive tractors and tridem trailer configurations distribute weight in a different manner than the tandem axles the design originally considered, causing different bending moments and shear forces.

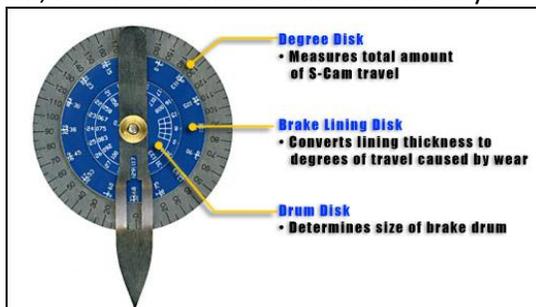
The presentation included two conclusions. First, if controls are in place to limit the probability of off-highway overloading, then bridges designed for the BCFS L75 design vehicle likely have sufficient capacity to carry the 82,100 kg 7 & 8 axle short logger configurations. Second, if load controls for off-highway haul on L75 road networks are lacking, then short spans less than 10.5 m (35 ft) and longer single spans over 30.5 m (100 ft) may not have sufficient capacity to carry the 82,100 kg 7 & 8 axle short logger configurations. MFLNRO is developing a new policy around these findings. In the meantime, it may be worth checking with a bridge engineer to confirm their inspection and analysis accurately consider the axle configurations and actual loads hauling across the bridges.



Have You Seen the Brake Analyzer?



[Hubtech Systems](#) claims its Foundation Brake Analyzer (FBA) is the transportation industry's "most accurate" tool to determine the size of the brake drum present or to establish actual camshaft travel at each wheel end. Because the tool can be used to determine if the brake drum meets manufacturer's specifications or is within legal standards without removing the drum, it can save valuable time and money.





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Inspection technicians say the system is simple and easy to use. It has three colored discs stacked on top of each other and a stainless steel pointer. The largest disc measures the total amount of S-cam travel evident in an S-cam brake assembly. The second largest disc converts the lining thickness you measure in that brake assembly into a number representing the number of degrees of S-Cam travel used up by lining wear. The smallest disc is used to determine the size of the brake drum.

During a four-year project, KPMG inspection technicians used the FBA to verify compliance on over 6000 commercial vehicles. It costs \$185.00.



Log Truck Driver Jailed After Fatality on NZ Forestry Road



A New Zealand judge has called for a "quantum culture change" among logging truck drivers on forestry roads after the death of a Taupo bushman (logger). Last April, Mark Reynolds was killed when a logging truck, driven by Shane Haskell and travelling on the wrong side of the road, slammed head-on into a work crew's ute (crew vehicle) in which Mr. Reynolds was a passenger. The ute's driver, Walter McKeown, of Kawerau, had his right leg amputated as a result of injuries he suffered. A third occupant, Benjamin Savage, suffered broken ribs. The three bushmen were returning home from work about 3 pm when the crash occurred.

Haskell, 35, was jailed for nine months and disqualified from driving for two years for aggravated careless driving causing death and injury. He was also ordered to pay \$4000 to victims' families.

Haskell, a driver for 11 years, admitted driving on the wrong side of the road, cutting across a right-hand bend and colliding with the ute. He told police he thought the road was clear because the driver in front had not told him by radio about the work crew in the ute.

In sentencing Haskell, Judge Chris McGuire said: "There is an absurd reliance in some cases that, if there is no radio call made to alert drivers to other vehicles, they assume there are no vehicles coming. This is an absurd proposition. The logging industry needs to lift its game." Judge McGuire indicated a similar fatal accident occurred five years ago. He said "Truck drivers are professional and are required to set high standards of safety. In this case it is regrettable that it was absent on the day of the tragedy."



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Sleep Apnea



Do your neighbors complain about your snoring? After 8 hours of sack time do you still feel as tired as when you went to bed? It could be you have a sleeping disorder.

Sleep apnea - what is it?

Sleep apnea (SA) is one of the most common sleep disorders; it occurs when your lungs don't get enough air. "Apnea" means a pause in breathing. There are a few different types of SA; the most common is Obstructive Sleep Apnea (OSA), so we'll discuss it here. A note before we do: **There are many types of sleep disorders and all can impact your sleep quality and ability to function your best throughout the day.** If you have trouble getting a good nights sleep make an appointment with or discuss it next time you see your doctor.

OSA occurs when a narrow or blocked airway prevents air from passing through to the lungs. When a person is standing up and/or awake throat muscles are engaged and gravity is working with the airway (not against it), but when throat muscles relax during sleep, and gravity pushes against the airway, the airway opening is reduced in size (or collapses) preventing air from consistently reaching the lungs.



Why is this important to me?



OSA may lead to accumulated fatigue! In the report Best Practices for Truck Safety, The Traffic Reseach Injury Foundation found that fatigue was a factor in 21 – 23% of accidents involving heavy trucks in BC. As a transportation professional you need to ensure that both machine and operator are maintained and operating safely and efficiently.

The Centre of Disease Control (CDC) website reports most adults require between 7 – 9 hours of **quality** sleep per night; OSA can prevent you from achieving quality sleep. Driving with insufficient sleep is dangerous and unhealthy. The CDC website also reports that insufficient sleep may lead to diabetes, depression, cardiovascular disease and obesity.

Take care of yourself so you don't endanger yourself or others on the road; take steps ensure you come home at the end of each and every day.



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Who can have OSA?

Anyone, of any age, of any fitness level can have OSA; various scientific studies estimate 4% to 24% of men aged 30 -60 have OSA. According to The Lung Association website, people with the highest risk of suffering from OSA are: obese, males over 40; and/or those who have large tonsils, a recessed (tucked in) chin, a big neck (over 17 inches for men and 16 for women) and/or a family history of OSA.

How do I know if I have OSA?

Signs and symptoms of OSA can differ from person to person - not everyone has all of them and not all people with OSA snore. If you do snore it doesn't necessarily mean you have OSA. Here are some of the signs and symptoms:



- Inconsistent breathing while sleeping (gasps, chokes or stops).
- Loud snoring.
- Daytime sleepiness, even after 7-8 hours of sleep; falling asleep during the day, or at inappropriate times such as driving, talking, eating, during meetings etc.
- Memory or concentration problems.
- Morning or evening headaches (not self-induced!).
- Nightly heartburn or a sour taste in your mouth.
- Swollen legs.
- Getting up to urinate throughout the night.
- Chest pain or sweating while asleep.

Ok, so now what?

Best bet - make an appointment with your doctor. Have your partner describe, or record the breathing sounds you make while sleeping, take note of how many hours of sleep you achieve each night (on average) and be able to provide a general description of the quality of sleep. After your appointment, your doctor may refer you to a sleep specialist if he/she believes you may have a sleep disorder. If you are referred, typically, you will be asked to pick up a testing device and wear it overnight; don't worry it's not too onerous and the cost should be (mostly) covered by BC Medical. After you return the device, the data is downloaded and the specialist will interpret the information and report back to your doctor who will then let you know if you have OSA, whether it is mild, moderate or severe or if you are referred you to a "sleep lab" for further testing. If you qualify for non-insured health benefits the process is a bit different, check with your doctor.



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Treatment for OSA includes:

- Lifestyle changes
- Continuous positive airway pressure (CPAP)
- Oral breathing devices
- Medicine (rarely)
- Surgery (in extreme cases)

No matter the severity of the OSA, your doctor will likely recommend the following LIFESTYLE CHANGES. You may notice this list sounds like all the other lists out there that recommend changes for your health and wellness!

- Eat healthy
- Be active – exercise
- Lose weight
- Get enough sleep
- Cut down or cut out alcohol
- Stop taking unnecessary medications or drugs
- Quit smoking
- Sleep on your side
- Raise the head of your bed 4 inches
- Treat other breathing problems promptly



Continuous positive airway pressure (CPAP) is generated by maintaining a continuous stream of air through the airway. The stream of air prevents the airway from collapsing and allows for unrestricted air flow through the airway to the lungs. The air stream is created by wearing a mask connected to a CPAP machine. The mask may be full face (covering nose and mouth) or a nasal mask (just covering the nose).

Oral breathing devices may be a suitable, or in some cases less expensive, alternative to CPAP, talk with your family doctor or your dentist about options available.

Next to lifestyle changes, CPAP is the most recommended treatment. If used consistently and properly it will help manage OSA, so you can get a great night's sleep. CPAP is not normally covered by BC Medical but it is covered or partially covered by some extended medical plans. If OSA is directly related to a workplace accident, incident or illness you may be covered by WorkSafeBC.

For more info click the links below:



HealthLinkBC
Center for Disease Control
The Lung Association
Canadian Thoracic Society

<http://www.healthlinkbc.ca/kb/content/major/hw49127.html#hw49129>

<http://www.cdc.gov/sleep/>

http://www.lung.ca/diseases-maladies/apnea-apnee_e.php

<http://www.respiratoryguidelines.ca/guideline/sleep-apnea>

Trucking Safety Best Practices http://www.worksafebc.com/news_room/news_releases/assets/nr_09_06_12/best_practices.pdf



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Upcoming Events

Central Interior Logging Association AGM	May 9	Prince George, BC
Ritchie Bros Auction	May 10	Prince George, BC
Weyerhaeuser Contractor Training Days	May 8 to May 11	Princeton, BC
Interior Logging Association Conference & AGM	May 10 to 12	Vernon, BC
International Bioenergy Conference and Exhibition	June 13 to 15	Prince George, BC
Working Truck Show	July 28 & 29	Cache Creek, BC

RUMBLINGS is produced to help keep you informed on what's happening in BC forestry transportation safety. If you have best practices you would like to share, concerns you want to discuss, or topics you and others would like to learn more about, please give us a call at **250-562-3215**.