



# Transportation

## Wood Fibre Hauling Safety Group (WFHSG) provided with opportunity to see new auto-tarping system



Valid Manufacturing's patented AutoTarp system.

Members of the Wood Fibre Hauling Safety Group were provided with an opportunity to see the latest in auto-tarping innovation. Valid Manufacturing of Salmon Arm, BC released a new, retrofittable AutoTarp system for the bulk-hauling industry at the Canada North Resources Expo (CNRE). The company decided to tackle the challenge after meetings with BC Forest Safety highlighted the frequency and severity of tarp related injuries across the industry.

After more than a year of engineering, prototyping and field testing, Valid's patented AutoTarp system is now available for purchase. The retrofittable system nests inside the cap of a trailer so it meets CVSE regulations without adding height, length or width, while still able to arch above 50 inches of mounded chips. Designed to integrate with the standard bulk-hauler rigging equipment and procedures, the button-controlled system allows drivers to keep their boots on the ground and avoid falls and stumbles. The system is only available for B-trains at this point but they are working to develop a similar system for 53 foot trailers. 🚚

### Ministry of Transportation and Infrastructure Looking at New Class 1 Training Requirements

"Safety on our highways is our top priority and advancing the skill development of new commercial drivers would make roads even safer for everyone," said Claire Trevena, Minister of Transportation and Infrastructure. "That's why we're exploring what a practical and consistent mandatory training program for new commercial truck drivers could look like in B.C."

The Province will gather input from the trucking and driver training industries and other stakeholders to see how a Class 1 driver training program in B.C. could align with recently introduced entry-level Class 1 driver training standards in other Canadian jurisdictions.

Consultations will also look at how a B.C. program could incorporate the entry-level training guidelines under development by the Canadian Council of Motor Transportation Administrators for inclusion in Canada's National Safety Code Standard.

Consultations on Class 1 mandatory entry-level training will be led by the Ministry of Transportation and Infrastructure, with support from ICBC and the Ministry of Public Safety and Solicitor General.

BC Forest Safety is intending to participate in the consultation process and will be specifically highlighting the provincial Log Hauling Training and Assessment Standards developed by the forest industry through the Log Truck Technical Advisory Group whose members are comprised of log hauling contractors, provincial agencies, industry representatives, RCMP, not-for-profit agencies and the BC Forest Safety Council.

Consultations to help develop mandatory entry-level training for Class 1 commercial driver's licences will begin this summer.

Link: <https://news.gov.bc.ca/releases/2019TRAN0118-001384> 🚚

### Spring Safety Seminar Wrap-Up

This past spring, industry licensees hosted 16 safety seminars attended by over 650 log truck drivers, harvesting and maintenance contractors and licensee operations staff. These sessions were held throughout the Kootenays and Interior featuring presenters from several companies:

- Log Hauling Ergonomics – Presenter: Total Physio
- The Truth About ELOGS – Presenter: Greg Munden
- Switchback – Presenter: Steven Falk
- Anatomy of a Rollover: Advantage Fleet Services
- Standard of Care: Advantage Fleet Services

As part of the ongoing industry initiative to better understand the safety issues affecting log haulers, drivers were invited to complete the *Log Hauler Survey*.

The data collected from the survey is used to inform the Trucking and Harvesting Group (TAG) and the BC Forest Safety Council Transportation Department about key safety issues and trends, which can then be

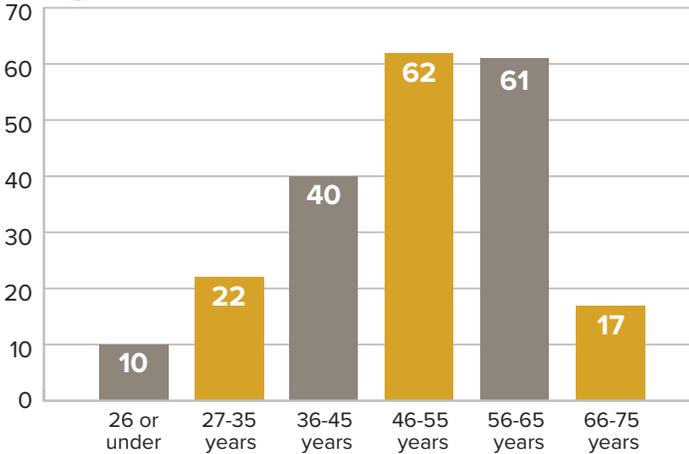
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# Transportation

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## Age of Drivers



## Women in log hauling: Part Two... Sharlene shares her story

What was the drive to becoming a truck driver? The pay and the independence!

Before I became a truck driver, I worked only part time and my job was going nowhere. The pay was OK but the days and hours prevented me to from making a decent pay cheque or getting another job to fill in the blanks.

I ended up with an opportunity to hang around a shop full of trucks and was persuaded to take my license. I borrowed the money and took my license through E & R Professional Driving and got my Class One with Air. My instructor Ernie was awesome and very highly recommended.

But having a Class One didn't mean you got a job right away. Nobody wanted to hire a woman, especially a new driver. Even the shop I was hanging around at were not willing to take me on and they were pretty desperate. So I ended up moving away, all the way to Fort Nelson, and got a job no questions asked! For two months, I mostly drove a gravel truck and got some great experience on a few other trucks and equipment.

After some time in Fort Nelson, I returned home and the company who initially wouldn't hire me now wanted to hire me in the middle of winter to drive a B train lumber truck so I gave it a try and blew everyone's mind, including my own, of the accomplishment I made. I could back up the trailers better than the guys! The pay was terrible but they were "giving me a chance!" I kept telling myself that I proved myself to everyone, even people in town that saw me driving.

After feeling as though I was being taken advantage of for 10 months, I moved on. Not long after, I got a job hauling logs and was shown the ropes, which makes a big difference, and to this day I'm still going strong, working for a reputable company. Having my Class One combined with the experience I have gained, I feel pretty confident that I will never be without work!

As a working woman in trucking, you need to be physically fit and have a strong mind as there are a lot of things to think about when driving a big rig. More and more women are joining this industry, which is great to see. The mechanics love us because we are easier on the trucks and don't break stuff.

Thanks for reading - Sharlene 🚛

addressed through specific actions and initiatives.

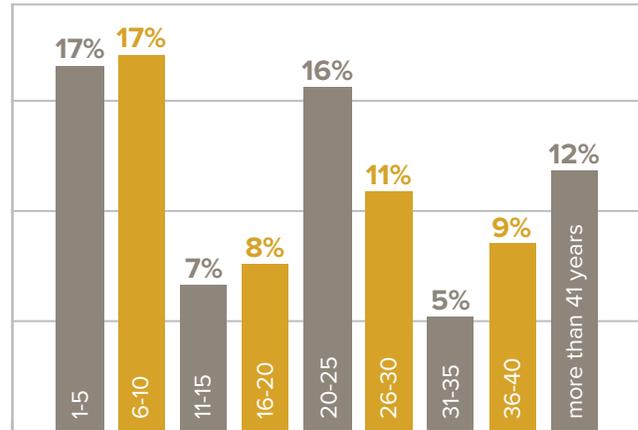
Drivers indicated that some of the bigger safety issues include:

- Road conditions/maintenance (still a primary concern for drivers)
- Speed

Data collected shows (left) that the majority of the drivers are 46-65 years of age, further supporting the need to attract new workers to train in log hauling operations.

Years of log truck driving experience varies amongst participants. (below)

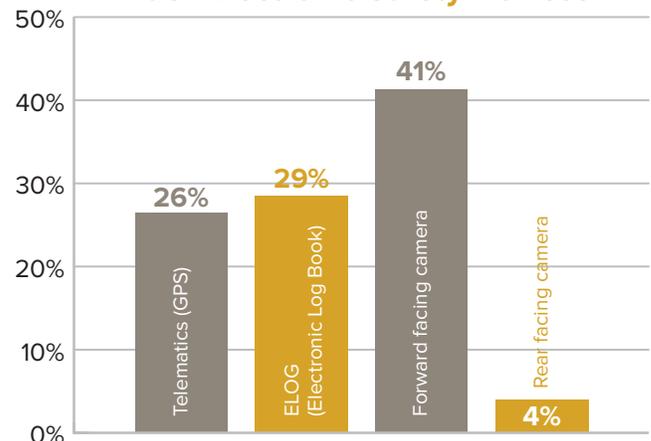
## Log Truck Driving Experience (yrs)



Participants indicated that electronic devices are becoming much more widely used in logging trucks. 79% of the respondents indicated there is a positive impact to use of new electronic technologies. The graph below indicates which technologies are currently in use by respondents.

- Telematics
- Electronic Log Book (ELOG)
- Forward Facing Camera
- Rear Facing Camera

## In Truck Electronic Safety Devices



A total of 213 surveys were submitted and have been compiled. Thank you to all who participated for sharing your knowledge and opinions.

The Resource Road Maintenance Guideline is available to drivers and licensees. The guideline provides details regarding acceptable standards for safe log hauling activities. <http://www.bcforestsafef.org/files/Resource%20Road%20Maintenance%20Guideline%20-%20Feedback%20from%20Pilot%20included.pdf>