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Planer safeguarding project a safety success story

Industry's Manufacturing Advisory Group (MAG) has completed its planer safeguarding project to improve safety performance.

Forest Safety News first reported in December 2017 (http://www.bcforestsafe.org/files/ForestSafetyNewsletter_2017December.pdf, page 1) that MAG was working with one of its member sawmills, Conifex's Fort St. James operation, the BC Forest Safety Council (BCFSC), and a system integrator, UBSafe Inc., to test the feasibility of a Control System Isolating Device (CSID). The objective was to determine if a CSID was a viable alternate form of lockout for specific maintenance tasks in BC sawmills, such as clearing obstructions in planers.

MAG believed that it would be possible to demonstrate how improved safeguarding technology results in a higher degree of safeguard performance and personal safety.

The project, made possible by funding from WorkSafeBC, is complete, commissioned and in operation. Testing was performed in the last two weeks of 2018 and on February 14, 2019, WorkSafeBC representative, Occupational Safety Officer, Mike Tasker, and BCFSC's senior safety advisor, manufacturing, Bill Laturus, reviewed the safeguarding system in operation.

Continuous improvement in safety performance is a shared goal for all MAG members and WorkSafeBC welcomed the opportunity to collaborate directly with industry in exploring how technology could improve the health and safety of workers in a shared goal with industry to minimize serious injuries in wood products manufacturing.

There are over 190 sawmills in BC employing approximately 17,000 workers. Planers are key pieces of equipment in all these mills that workers have frequent interactions with, as they clear pieces of wood from the flow. Data from WorkSafeBC shows that in five years (2010-2015) 26 serious incidents occurred.

The project successfully established that CSIDs can elevate worker safety using an engineering control which minimizes or eliminates human factors. The alternate lockout which is an administrative control has associated human factors that have led to serious injuries.

The CSID includes four pre-determined specific functions for regular maintenance activities, controlled by fobs. Activities such as sizing lumber and jointing side heads and top/bottom heads can safely and reliably be handled in this way. Production activities such as clearing blockages in the planer and bridge; removing nuisance slivers and knots require a push of a button. A lock is applied to the entry point to ensure the CSID system is not re-activated.

Maintenance activities such as planer knife changes, replacing side heads, mechanical repairs to planer or bridge or any other related activities are

Welcome to the June edition of Forest Safety News, covering news about safety topics in forestry. This is YOUR safety newsletter. We look forward to your input and feedback! Email the editor at editor@bcforestsafe.org or call 1-877-741-1060.

not appropriate for CSID. These require additional lockout.

"The bottom-line is this system eliminates people being caught up in machines," said Darren Beattie, Conifex's Safety Manager. "The variance that WorkSafeBC provided us allowed us to demonstrate that CSIDs significantly improve worker safety by reducing the potential for human error. A 124 second lock-out procedure dependent on human compliance is replaced by a 24 second system isolation, with redundancy, monitoring and a fail-safe default, making everyone safer by providing a higher level of control."

Continued on page 2...



From left: Bill Laturus, BCFSC, Ian Rood, UBSafe; Mike Tasker, WorkSafeBC; and Darren Beattie, Conifex after observing the CSIDs in operation at Conifex's Fort St. James sawmill operation.



Continued from page 1...

Part of the success is in the relative ease of using the system as well as how intuitive and simple the system is which reduces time to perform simple tasks and also removes worker frustration caused by alternative procedures and tools. CSIDs are widely used in other industries and jurisdictions and are of particular benefit in situations where there is a need for frequent clearing of minor obstructions along a production line like a planer.

“We were really pleased with the results and I want to thank WorkSafeBC, the MAG members, the Conifex team and UBSafe for all the work and support in making the end goal a reality – a big win for improving safety for workers. We have played the long game and it has been worth it,” said

Darren of the project that got started in 2016.

“Technology improvements in safeguarding such as this can bring real safety benefits to sawmills and other manufacturing facilities. This project is an example of what is possible when industry and WorkSafeBC partner together to reduce risk for BC workers,” said Mike Tasker, CRSP, Occupational Safety Officer, Prevention Field Services, WorkSafeBC.

“Next steps will see more implementation of other CSIDs where appropriate within industry. WorkSafeBC will need to review and adjust some regulation to allow this type of technology to be implemented,” said Darren.

The last word has to go to Conifex’s workers who have used the system. “They say it is a better tool to keep them safe,” said Darren.

And for the health and safety association perspective, Bill said: “The significance is taking safety to a higher level for workers, from an administrative control to an engineered control. Reducing the potential for injuries, benefits everyone.”

Creating awareness and shared understanding

MAG representatives will be presenting to WorkSafeBC occupational safety officers to explain and demonstrate the technology and show how workers are best protected in applying safeguarding technology.

Part of this new understanding is sharing common terminology to clarify the differences and similarities between safeguarding and lockout; and normal production and maintenance. 🚫



Part of the CSID system, showing magnetically controlled gates tied to operation of the planer.

BC Government to assess WorkSafeBC’s implementation of worker safety recommendations related to 2012 sawmill explosions

On April 11 this year, the BC Government announced that it had hired a Vancouver lawyer, Lisa Helps, to assess how WorkSafeBC implemented worker safety recommendations following the two sawmill explosions at Babine Forest Products and Lakeland Mills.

See the full press release here: <https://news.gov.bc.ca/releases/2019LBR0004-000613>

The United Steelworkers has welcomed the review. See the full United Steelworkers’ response here: <https://www.usw.ca/news/media-centre/releases/2019/usw-welcomes-bc-government-review-of-worksafebc-actions-in-sawmill-explosions>

Globe and Mail story: <https://www.theglobeandmail.com/canada/article-bc-government-opens-new-inquiry-into-2012-forestry-mill-explosions/>

Prince George Citizen story: <https://www.princegeorgecitizen.com/news/local-news/lawyer-to-review-worksafebc-followups-to-sawmill-explosions-1.23806101>

WorkSafeBC has released updated prevention resources re hearing loss in all workplaces

Noise-induced hearing loss is a serious, preventable workplace injury. Consistently, WorkSafeBC officers are finding that employers and workers need to improve hearing protection measures.

Hearing loss can occur gradually as a result of prolonged exposure to noise levels greater than 85 decibels. This new bulletin outlines how to use the hierarchy of controls to reduce noise in your workplace and protect workers from occupational noise-induced hearing loss: <https://www.worksafebc.com/en/resources/health-safety/hazard-alerts/preventing-noise-induced-hearing-loss-at-work?lang=en>

New videos

1. What does workplace noise do to your ears & how to prevent noise-induced hearing loss: <https://www.worksafebc.com/en/resources/health-safety/videos/protect-your-hearing-what-noise-does-to-your-ears?lang=en>
2. How intensity and duration of noise damages hearing: <https://www.worksafebc.com/en/resources/health-safety/videos/protect-your-hearing-intensity-and-duration-of-noise?lang=en>
3. How to use earplugs: <https://www.worksafebc.com/en/resources/health-safety/videos/protect-your-hearing-how-to-use-earplugs?lang=en>

Other resources

How to build a hearing loss prevention program: <https://www.worksafebc.com/en/resources/health-safety/interactive-tools/hearing-loss-prevention?lang=en>

More information: <https://www.worksafebc.com/en/health-safety/hazards-exposures/noise>

Seven years of progress in combustible dust mitigation and control 2012-2018

• From 42% compliance to 100% compliance

Following the two tragic sawmill explosions over seven years ago that took the lives of four men, the significant risks associated with wood dust in manufacturing propelled the Forest Products Manufacturing Industry, Labour Unions and WorkSafeBC to come together and work on strong mitigation and control measures from 2012 to 2018.

During this time, the number of BC Sawmills that underwent inspections and responded to WorkSafeBC recommendations rose from a 47% compliance rate to 100% compliance and industry-wide support for combustible dust inspection initiatives.

In 2019, there are well-established, significant mitigation and control practices in place to eliminate wood dust risk. Such practices involve monitoring operations for potential hazards, staff training, an annual review of combustible dust programs, and an external audit every three years.

For instance, all engineered ventilation systems are monitored and maintained on a regular basis to reduce wood dust accumulation. Manufacturing sector employees are trained on combustible dust hazards, safe cleanup methods, their right to refuse unsafe work, and reporting procedures for any observation of excessive wood dust accumulation to ensure immediate and appropriate actions.

Industry programs began with an initial information package on combustible dust mitigation and control in 2012. The following year, the Manufacturing Advisory Group (MAG) developed and implemented the Wood Dust Mitigation and Control Audit. Over 2014 and 2015, a Combustible Dust Control & Mitigation Initiative saw 36 mill operations receive support and expertise about the hazards and recommended controls.

The Safety Advisory Foundation for Education & Research (SAFER) also supported combustible dust awareness and training. In May 2014 United Steelworker (USW) members located in four regions of BC were provided education, hands-on training and tools to perform wood dust inspections to support Joint Occupational Health and Safety Committees and act as SAFER Combustible Dust Advisors.

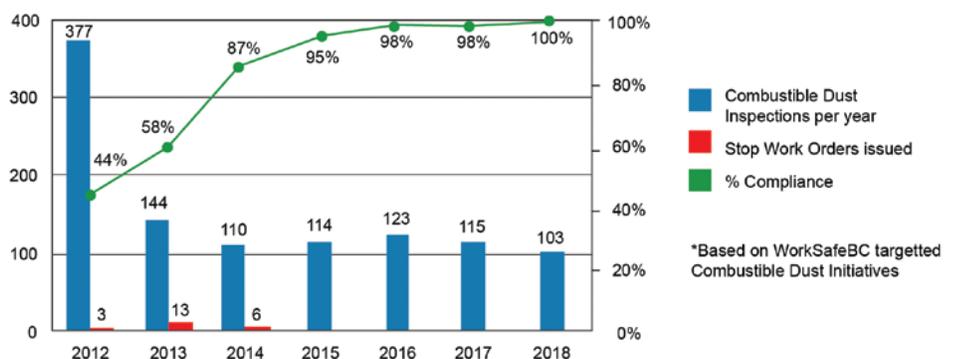
In February 2015, the Wood Pellet Association of Canada (WPAC) and BC Pellet producers developed a combustible dust standard for wood pellet mills using the MAG Wood Dust Control and Mitigation Audit and BCFSC BASE Audit Pellet Industry Addendum. In the same year, key information and targeted training modules went live on the BC Forest Safety Council website.

In addition, WorkSafeBC-sponsored combustible dust education and training resources were made available online and as information sessions.

More recently in 2018, the WPAC developed Wood Fibre Storage resources for online access— including Risk & Mitigation and a gap analysis form. And in 2019, the MAG SAFE Audit was implemented to include a Combustible Dust High Risk Module.

Overall, industry invested more than \$100 million over three years (2013-16) in mitigation and control measures for combustible dust hazards. Industry knows there can be no complacency in safety and remains focused on maintaining its excellent compliance rates and seeking continuous improvements in overall safety performance.

A set of materials sharing the MAG safety story will be posted on the MAG section of the website here: <http://www.bcforestsafec.org/node/2866>





WCS 2019: Mental health, Cannabis impairment, behavioural driver training, making safety sticky and more

The 24th annual Western Conference on Safety (WCS), in Vancouver in April attracted 1,200 participants, with diverse topics from mental health, making safety strategic, behavioural driver training, and cannabis impairment to communicating effectively about safety.

In opening remarks, gold sponsor WorkSafeBC's VP of Prevention, Al Johnson, shared that today's safety challenges were not just the traditional ones, but increasingly included mental health, violence in the workplace, and impairments like fatigue.

Making safety messages stick

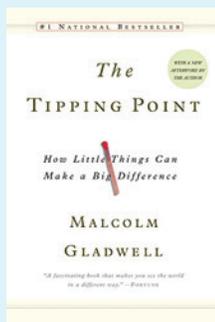
Eldeen Pozniak's keynote address on making safety stick showed that success in saving lives depended on how we communicate. Effectively talking safety means speaking the right language – "their language", taking context into consideration as well as the diverse values and definitions individual workers in different roles and places with different life experiences, bring to the conversation.

While some people need stats and facts, others need stories from people they like and trust – and it's ok if that isn't "you" but you need to find those people in your workplace who can influence the changes needed – whether about safety, or health and wellness. She said that starting with the "why" was critical before getting to the how. People need to be inspired in words that resonate with them.

"What we say and how we say it can make a difference," she said.

Eldeen recommended two books that demonstrate the power of sticky:

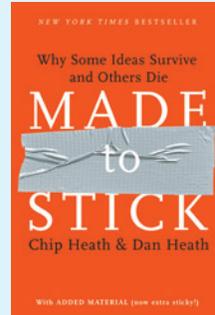
1. The Tipping Point – how little things can make a big difference by Malcolm Gladwell contains three sections that focus on the right context; the right people; and the stickiness factor.



2. Made to Stick by Chip Heath & Dan Heath, showing how a sticky idea is one that people remember and act on; one that is retold and is memorable; and has the potential to permanently change our behaviour.

In summary Eldeen said useful and lasting safety sticky messages are: simple, unexpected, concrete, credible, emotional, and often in the form of memorable stories.

All safety messages must make people pay attention; be easy to understand and remember; and empower people to act.



Cannabis in the workplace remains a hot topic

Both WorkSafeBC's Director of Regulatory Practice, Tom Brocklehurst and the Canadian Centre for Occupational Health and Safety's senior technical specialist, Jan Chappel, presented on cannabis / impairment in the workplace given it had been six months since cannabis was legalized in Canada.

There were no surprises, with messaging being consistent that impairment regulations have been in place for a long time, and that the priority is still ensuring that work places are safe and that workers are fit for duty/ fit to work, regardless of what caused or is suspected of causing the "impairment". While tests can test for cannabis, no tests exist that can measure impairment which is what makes cannabis so much harder to manage.

Training and good supervision are key in effectively preventing and managing impairment in the workplace. Supervisors need the skills and confidence to know and feel comfortable in how to handle suspected impairment; they must know exactly what their employer's policy means and how to apply it fairly and consistently; the process and paperwork required; and, they must always ensure confidentiality, never be accusatory or breach anyone's human rights.

Research has shown that impaired behaviour from acute use differs between occasional users and long-term cannabis users. There is good evidence that chronic frequent cannabis users exhibit less impairment from acute THC than do occasional users, but the degree to which impairment is mitigated is unclear.

A new 42-page white paper, Workplace Strategies: Risk of Impairment from

Cannabis, is available for free on the CCOHS website: <https://www.ccohs.ca/products/publications/cannabis/>



Other impairment recognition training courses suggested (no endorsement implied by the CCOHS) are:

CANN/AMM Occupational Testing Services: <https://cannamm.com/services/training/drug-and-alcohol-awareness-training/>

DriverCheck online supervisor training: <http://www.drivercheck.ca/online-supervisor-training/>

Leavitt Machinery, substance abuse awareness for supervisors: <http://www.leavittmachinery.com/training/online-training/online-training-canada/substance-abuse-awareness>

Ontario Trucking Association alcohol and drugs training: <http://ontruck.org/ota-online-training/alcohol-drugs-training/>

Safety Courses International alcohol and drug awareness: <https://www.bistrainer.com/index.cfm?action=store.CourseDetails&ProdID=80&category=91&Language=1>

SureHire supervisor reasonable suspicion training: <https://www.surehire.ca/supervisor-reasonable-suspicion-training/>

Alberta Construction Safety Association: https://10058.cyssecure.com/cart_builder.cfm?ProductID=1261

The applicable workplace regulations in BC are here, namely sections 4.19 and 4.20 (see <https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-04-general-conditions#SectionNumber:4.19> for both), the former dealing with broader application covering physical and mental impairment and the latter with impairment by alcohol, drugs or other substances.

For more WorkSafeBC information and links to bulletins and other items related to impairment, please see: <https://www.worksafebc.com/en/health-safety/hazards-exposures/substance-use-impairment>

And for general information re resources, policy development and a template, please see: <http://www.bcfestresafe.org/node/2226>

Making the case for behaviour-based driver training: It's all about attitude!

Spencer McDonald, president of BC's Thinking Driver Fleet Safety and Ryan Jacobsen, CEO of the Saskatchewan Safety Council, co-presented on why they believe defensive driver training – which most have taken to pass their driving tests, fails drivers and safety – because it does not address the behavioural attitudes to support drivers making the right decisions. Without a constant monitoring system in place (in-cab assessor/observation), people let bad habits, emotions and other behavioural reactions take over. When people are trained to recognize how their emotions impact their driving – e.g. that they choose to speed to meet a deadline or choose to let others bug them – and how to effectively manage those types of responses, incidents are reduced.

“The four most important inches in driving are between your ears.”

– Spencer McDonald

“The four most important inches in driving are between your ears,” said Spencer, because there is always a reason why drivers do what they do. “We can only control our own thoughts and actions,” he said.

So the next time someone cuts you off, self-identify that you've done the same thing before looking for a turn-off you've never used before ... give the other driver the benefit of the doubt and don't let their actions be the trigger for you to be THAT road rage ass. Ask yourself, what is the other driver's story? Ideas might include: does he have a pregnant woman about to give birth in the back seat; did his boss give him a crappy route or a reprimand; is her child dying of cancer; or tell yourself that his/her bladder must be really, really full that they are driving like a crazy person to get to a washroom ... use humour to diffuse your own anger and you'll improve your own safety and everyone else's on the road.

Thinking Driver Fleet Safety's website for example shares the experience of clients who have achieved a 60% reduction in

incident rates and an 80% reduction in at-fault incidents after putting their fleet drivers through the training (online and infield options).

Defensive driver training only takes one so far. The added components needed to reduce incidents include training on emotions, attitude and risk.



Bryan Lundale, Safety Leader at BC Safety Authority and Regional Vice-President for Canadian Society of Safety Engineering explains the 60% reduction in incident rates achieved using Thinking Driver. The savings achieved by BCSA were **three times** the cost of program implementation!

Screenshot of a testimonial video link on the success of behavioural training for drivers in reducing incidents. See: <https://www.thinkingdriver.com/> to learn more and to test-drive their training.

With more than 60% of Canadians experiencing some kind of mental health issue, significant stress or anxiety, more awareness and support is key

Stuart Ellis-Meyers (www.itwitch.com) spoke on mental health safety, something he knows a lot about. He lives and works safely with the rare neurological disorder Tourette Syndrome, anxiety, bipolar, clinical depression, OCD and ADD.

He said that 60% of workers are currently either experiencing, hiding or observing heightened levels of anxiety, depression and mental illness issues. Too many people still do not talk about their challenges and prefer not to ask for help because they will be judged; fear being fired or sidelined.

We need to continue to create and sustain environments where everyone is comfortable asking for and receiving help related to mental health. It's ok to not be ok.

What can you do?

If someone seems not themselves, don't let it pass. Consider the best words to use, at the right time and in the right place (in private). It might be one of the following:

- You don't look as well as you usually do ... is everything ok?
- You seem upset and distracted ... let's talk

- Are you feeling ok?
- I may have this wrong, but I sense you are not feeling great. Is now a good time to talk? If not, how about I check in with you later today?

It can take several follow-ups for someone to start to really talk. We are all programmed to give “I'm ok” responses when we are not ok. And, when people do start talking, the best advice for you is to keep quiet. Say nothing. Just listen.

- Don't try and say I know what you're going through – because you don't
- Don't say that's like when I felt depressed ... this is about them, not about you!
- Don't give advice
- Don't try and fix the problem
- Don't tell someone to look on the bright side, or that it could be worse ...
- Don't make judgements
- And don't tell someone to snap out of it ... mental health illnesses are not a choice, just like people don't choose to get the flu or cancer.

Do say and do:

- It's ok to not be ok
- There are qualified people who can help and give them the EAP/local health number(s) they can call
- Check in regularly over the coming days and weeks

Nutrition for your noggin – feed those trillions of pet microbes in your gut!

According to a registered dietician, Jennifer Howker:

- Restorative sleep is key
- Manage stress because most people turn to the three things in excess that are most damaging to gut bacteria: sugar, caffeine and alcohol
- Eat more fruit and vegetables
- Buy organic when possible as foods contaminated with pesticides or herbicides are toxic to gut bacteria
- Eat/drink fermented foods
- Include more plant-based proteins in your diet
- Eliminate processed foods as emulsifiers used in them are particularly harsh on gut bacteria
- Exercise for improved mood and cognition. 🧘



Work-Related Deaths & Injuries

There have been three direct harvesting fatalities and one indirectly related to manufacturing in 2019, year to date

On April 28, 2019, a faller was fatally injured in an incident near Holberg, Vancouver Island. Please see the safety alert: <http://www.bcforestsafe.org/node/3322>

On April 18, 2019 a faller was conducting forest road right-of-way falling when he was struck by a tree felled by an adjacent faller, south of Kitimat. Please see the safety alert: <http://www.bcforestsafe.org/node/3320>

On April 15, 2019, a sawmill worker was fatally injured when the car he was travelling in as a passenger was hit by a train. Please see the safety alert: <http://www.bcforestsafe.org/node/3323>

On February 11, 2019 a worker was fatally injured when the pickup truck he was working on moved unexpectedly and he was run over. The incident occurred in the 100 Mile House area.

This is the fourth fatality in the last three years where a worker has been struck or run over by a vehicle that they were working on. Please see the safety alert: <http://www.bcforestsafe.org/node/3280>

Our condolences go out to the families and friends of the deceased and our sympathies to all those affected by these incidents.

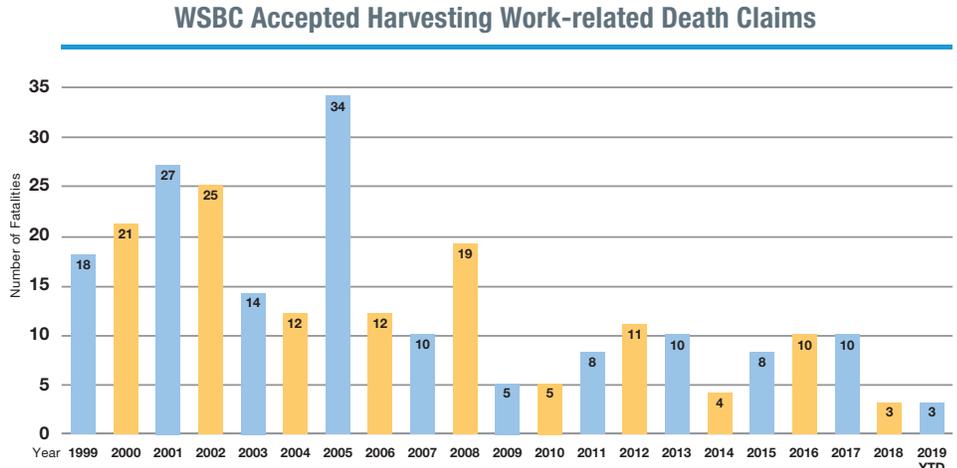
Recent work-related incidents reported to WorkSafeBC

The following sample of work-related incidents recently reported to WorkSafeBC may help you to prevent similar incidents in your workplace.

HARVESTING

Injury Type: Injuries to head
Core Activity: Manual tree falling and bucking
Location: Vancouver Island/Coastal B.C.
Date of Incident: 2019-Apr
A manual tree faller was processing a cedar tree (26 inches in diameter) he had just felled. As he was removing the limbs with his chainsaw, he cut into a limb under considerable tension. The limb broke free from the stem of the tree and struck the faller. The faller was treated on site by a first aid attendant, then transported to hospital by helicopter.

Injury Type: Injuries to legs
Core Activity: Manual tree falling and bucking / Integrated forest management
Location: Vancouver Island/Coastal B.C.
Date of Incident: 2019-Mar
As a faller stepped on the side of a previously bucked root wad (from a 48-inch-diameter balsam), the root wad suddenly started to stand up, pinching the faller's leg momentarily. When the root wad stopped moving, the faller was seated on top of the stump with his other leg pinned between the stump



This information represents the number of work-related deaths by year in harvesting in BC, up till May 10, 2019.

of the root wad and another previously bucked log. The faller was transported to hospital by helicopter.

Injury Type: Close call
Core Activity: Logging road construction or maintenance
Location: Interior B.C.
Date of Incident: 2019-Feb
An excavator contacted a 25 kV power line while travelling to a logging worksite. The 25 kV power line was severed and whipped up into a 60 kV overhead power line, tripping both circuits.

Injury Type: Close call
Core Activity: Log hauling / Integrated forest management
Location: Vancouver Island/Coastal B.C.
Date of Incident: 2019-Feb
A loaded log transporter travelling through a town flipped onto the driver's side while navigating a sharp corner. The driver was not injured. A passenger vehicle was struck by logs that spilled from the truck but the occupant of the vehicle was not injured.

Injury Type: Injury to upper body
Core Activity: Mechanized tree falling
Location: Northern B.C.
Date of Incident: 2019-Feb
A worker had just finished refuelling a feller-buncher from a tank mounted on a pickup truck. The worker went to move the pickup truck and it would not go into gear. The worker crawled under the truck (engine running) to see if there was a problem. As the worker made adjustments, the pickup went into gear and the undercarriage struck the worker.

Injury Type: Fractured rib and finger
Core Activity: Integrated forest management
Location: Northern B.C.
Date of Incident: 2019-Feb
A heel-boom log loader overturned while heeling a 64-foot hemlock to the bucking skid. The machine came to rest on the boom side.

Injury Type: Laceration, bruising
Core Activity: Integrated forest management

Location: Vancouver Island/Coastal B.C.
Date of Incident: 2018-Nov
A forestry worker (hooktender) involved in cable yarding operations was struck by a yarding grapple. The hooktender was checked by first aid on site, then driven to hospital.

MANUFACTURING

Injury Type: Close call
Core Activity: Pressed wood product manufacture
Location: Northern B.C.
Date of Incident: 2019-Apr
A wood pellet plant was working to resume regular production after a five-day annual shutdown. A fire was observed in the silo bucket elevator system that transports the wood pellets. The wind blew embers from this fire onto the roof of a nearby building, which houses electrical components, and started a second fire. The fire department responded and extinguished both fires. There was extensive building and equipment damage as a result of the two fires but no workers were injured.

Injury Type: Crush injury to lower body (1 worker)
Core Activity: Sawmill
Location: Northern B.C.
Date of Incident: 2019-Mar
Two workers were connecting a hydraulic cylinder to a log kicker gate. The lead worker instructed the second worker to pull the lever that activates the hydraulic cylinder. The second worker pulled the lever but the cylinder did not move. The lead worker then entered the area behind the gate to investigate, and the hydraulics activated, resulting in the kicker gate pinning him against a wall.

Injury Type: Amputation injuries to fingers
Core Activity: Wooden component manufacture
Location: Northern B.C.
Date of Incident: 2019-Mar
A chop saw line operator reached under the saw blade guarding to push a block of wood onto the outfeed conveyor. While reaching, the operator inadvertently contacted the foot pedal power control and activated the saw. ⚠️



Talkin' SAFETy with Mike Sexton:

Treating sub-contractors like employees reaps safety and performance benefits



Mike Sexton,
Supervisor,
SAFE Companies
Field Services

Hi all,

It's been a while since I've done a column as we are giving all of the Safety Advisors a chance to share their vast knowledge and observations from the field.

In this issue, I want to talk about the benefits of treating your sub-contractors like your employees, as much as possible. Doing this has several benefits. Everyone feels part of the team, and if everyone is getting the same information, things always run smoother. I was a supervisor for a company in two different divisions where our contractors generally worked side by side with the company employees. Since everyone worked together, quality, safety and production were at their peaks.

We recently had one of our Safety Advisors doing some Site Visits near the central part of the Province. The majority of the contractors visited worked for the same Prime Contractor (PC). All spoke so highly of this PC and they were treated like employees, like team members. They talked about the level of communication, including supplying documentation to make their own SAFE Certification paperwork so much simpler. They felt really happy to go to work and do a top notch job.

To quote the brilliant Mr. Murphy of Murphy's Laws: "If you try to make everyone happy, nobody will like it", but if the majority of people are happy, you have a high quality, high producing, and safe workplace. 🍌

Check these simple steps to submit an audit

1. Who will perform the audit? - Is the person a Permanent Employee? Have they taken the appropriate auditor training or refresher training in the last three years?
2. Gather the company's safety documents.
3. Get the audit form for the size of the company from the BCFSC website: <http://www.bcforestsafesafe.org/safeco-audits>
4. Answer every question. If a question is blank it scores zero. Passing is 80%. If score is above 70% but less than 80%, the company has the opportunity to address the deficiencies.
5. Review and include Corrective Action Log (CAL) from last year's audit.
6. Submit completed audit with supporting documents via upload: App.bcforestsafesafe.org/upload For assistance, call toll-free **1-877-741-1060** or email audits@bcforestsafesafe.org. If sending a paper audit, keep sheets loose. No staples, tabs, or paperclips.

Following these steps means faster processing = SAFE faster! 🍌

Tyler Bartels joins BCFSC as Regional Safety Advisor in Prince George



Tyler Bartels.

The BC Forest Safety Council (BCFSC) has a network of Regional Safety Advisors to assist contractors and companies who have safety questions or concerns, are looking to develop safety programs or want to prepare for SAFE and COR certification.

Safety Advisors are located and provide these services in the Thompson/ Okanagan, Cariboo/Chilcotin, Bulkley Valley/north coast and Prince George/north-eastern BC. Regional Safety Advisors focus on providing practical and straightforward safety-related operational advice, support and assistance to all types and sizes of forestry companies. If they don't know the answer to any question, they know who will know and connect you.

Think of the Safety Advisors as your personal team of experts, ready to provide information and help you solve safety issues to maintain a safe workplace. In addition to providing face-to-face meetings, we also offer consultation via telephone or email, or even text.

Tyler Bartels has joined SAFE Companies, succeeding Graham Venechuk who has left the BCFSC to pursue other opportunities. Tyler is a regional Safety Advisor and is based out of Prince George. He has more than 10 years of experience working in the forestry industry, in many different areas from log hauling, harvesting, silviculture and manufacturing. For the past seven years Tyler has been actively involved in building safety programs, delivering safety training, and conducting SAFE Companies audits across BC as a SAFE Companies External Auditor.

In the past he has also supported SAFE Companies as a contractor doing desktop quality assurance audit reviews. Having a Safety Advisor in the Prince George east region will help us to better serve the northeast part of the province.

If you'd like to reach Tyler, please call him toll-free at **1-877-741-1060** or email him at bartels@bcforestsafesafe.org. To schedule an appointment with an advisor in your area, please feel free to contact them directly or call the 1-877 number above and our receptionist will transfer your call to them. 🍌



Transportation

UPDATE:

Professional log truck driver training & endorsement program



Michael and Scott of Munden Ventures, are son and dad. Michael recently completed his training having piloted the Professional Log Truck Driver Training and Endorsement Program, thanks to his employer Munden Ventures. Scott was his mentor. Read what they had to say about the experience here: <http://www.bcforestsafes.org/node/3331>

The training, assessment and supporting documents and tools will be completed later this summer for a fall launch of the Professional Log Truck Driver Training and Endorsement Program for industry.

Over the past several years, the content has been developed, tested and refined by industry including; subject matter experts, the Log Truck Technical Advisory Group (LTTAC), log hauling contractors and training institutions. The intended outcome is to ensure there is a consistent standard that reflects the extensive skills and knowledge a log truck driver needs to safely and proficiently operate log trucks in BC. The key objective of the program is to improve safe performance and recognize professionalism in log hauling.

The program has options for:

1. new drivers
2. experienced commercial drivers new to log hauling and
3. experienced log truck drivers.

The materials have been tested in several pilots with current and future log truck drivers and all feedback has helped shaped the launch version of the materials. Feedback and annual review will continue to refine the materials as part of continuous improvement and to ensure the materials reflect the current practices and requirements of log hauling in BC.

Please see the first-hand testimonials from one of the pilot champions, Munden Ventures, a trainee, mentor and assessor who share their experiences with the training and hope to inspire many more drivers and prospective drivers to sign up to become endorsed professional log truck drivers in BC.

See <http://www.bcforestsafes.org/node/3331>

MSI prevention resources available for log truck drivers

A series of videos and posters are now available to assist log truck drivers with musculoskeletal injuries (MSIs) prevention, identification and management. The videos are available here: https://www.youtube.com/user/BCForestSafety/videos?view=0&sort=dd&shelf_id=1 and the posters are here: <http://www.bcforestsafes.org/node/3192>

The need for these resources was identified by the Log Truck Technical Advisory Committee based on data collected through the Trucking, Harvesting and Advisory Group which showed that 20% of log hauling injuries occur while drivers are outside of the cab. In addition, WorkSafeBC's injury claim data indicates that 17% of 2018 injury claims are attributed

to ergonomic claims, with 45% of these injuries resulting in recoveries greater than 10 weeks.

The resources were developed by Total Physio, who have a depth of experience in various forestry sectors. They specialize in industrial MSI prevention, treatment and management. The resources cover knees,

lower back, neck and shoulder injury prevention and management as well as safe handling of tire chains and wrappers, and warm up exercises for log truck drivers.

Total Physio has also delivered six training sessions on Log Hauling Ergonomics during industry safety seminars in April and May.

WorkSafeBC Injury Claim Data

Measure	2014	2015	2016	2017	2018
% Ergonomic Claims	14%	21%	15%	17%	17%
% of Sprains and Strains that are Long Recovery (>10 weeks)	50%	44%	38%	47%	45%

Findings of WorkSafeBC investigation into 2017 Kelowna millworker drowning released in 22-page report

According to a Global News story, the main cause of the incident was an improperly-closed engine hatch. The story indicates that contributing factors to the fatality included an improper and non-functional personal flotation device, failure to identify hazards when working alone or in isolation and failure to implement a drug and alcohol policy in a timely fashion.

See <https://globalnews.ca/news/5209630/non-functioning-life-jacket-kelowna-millworker-drowning/> and http://www.kelownadailycourier.ca/news/article_b4742dc2-6aa0-11e9-a3b9-33a399e88d41.html 📄

Slips, trips and falls – new video series from WorkSafeBC

Slips, trips and falls from trucks and machinery remain a serious safety challenge for all industries. 3-point contact is key. Visit this link for several new videos produced by WorkSafeBC. The first video focuses on Arvind, who falls while exiting the cab of his long-haul truck:

<https://www.worksafebc.com/en/resources/health-safety/videos/arvinds-story-long-haul-truck-driver-safety?lang=en>

See BCFSC resources here: <http://www.bcforestsafe.org/node/2142> 📄

Press clippings worth noting

Profile on Squamish log hauling business that appeared in the Squamish Chief:

<https://www.squamishchief.com/community/about-a-squamish-trucker-on-loggers-lane-1.23782130>

Two Weyerhaeuser contractors honoured with Good Samaritan award: <https://www.summerlandreview.com/news/okanagan-man-who-wrestled-unconscious-toddler-from-submerged-car-a-modest-hero/> (and for more forestry heroes helping out members of the public please see the back page of this edition.)

In the USA: state trooper killed when two wheels detached from a logging truck trailer

<https://bangordailynews.com/2019/04/05/news/bangor/key-question-about-detective-campbells-death-why-did-wheels-detach-from-logging-trailer/>

While the above incident is under investigation, consider the following information:

Check your Nuts! Always re-tighten wheels within 50 to 80 kms after a service. This includes any brake or other work that requires the removal of a wheel. 📄

Light truck activity peaks in summer!

June generally means that traffic on resource roads will climb to its highest levels as tree planting and other seasonal work activities peak in the forest management sector. With the increase in 'light truck' traffic combined with log hauling and harvesting operations ramping up after break up, it is the time to remind all resource road users of the increased risks.



Road safety for workers

- Follow the rules of the road
- Drive with your headlights on at all times
- Stay on your own side of the road
- If you have a radio, make sure you're on the right frequency and follow calling procedures. If not, follow a vehicle that has a radio
- Expect the unexpected. Always be prepared for oncoming traffic including ATVs
- Have a safety check-in plan in place.

Road safety specifically for silviculture and forest management

- Ensure the vehicle, passenger and load do not exceed the Gross Vehicle Weight (GVW)
- Make sure the load is distributed to maintain the centre of gravity as low and centred as possible
- Ensure drivers are trained and competent (including towing trailers where applicable). Light truck training and competency assessment tools are available through the BC Forest Safety Council to assist. Please see <https://www.bcforestsafe.org/node/2541>
- Be aware of increased fatigue when commute times exceed 45 minutes. 📄

Women in log hauling: Dorothy shares her experience

Dorothy Teichroeb is a Professional Log Truck Driver based in Vanderhoof and has been hauling logs for three years.

"What inspired me to go into this industry is my dream to fly.

I received all of my training with E and R Professional Driving Center, a local driving school (which I highly recommend!). Acquiring my class one was the easier part. Thankfully I was fortunate enough to have great bosses and an extremely patient brother to give me hands-on training. The first three to four months I had my hands full and sometimes felt slightly overwhelmed.

For trucking industry safety I feel that there should be a training period after you have passed your test. That is the most important thing I would stress! Just to have "professional" written on my driver's license did not give me the training I needed for driving off-highway, or extreme road conditions.

As I mentioned before mentors have helped "smooth the road" with everything from throwing wrappers, fixing air lines, how to come around a switchback, etc. I worked with Blue Valley Enterprises a lot over the last three years and the other drivers have been incredibly helpful and after a while, becomes family out there. The CVSE officers are happy to answer my questions and show me what they expect for the rig as well as paperwork.

Remembering that I am a professional helps conquer frustrations on the job. I am there to get the job done as safely and as smoothly as possible. The hours are incredibly long and nights are short so safety is a huge part. I have made many new friends and I enjoy my job.

Cheers to all the female drivers out there!"

Thanks for sharing your story Dorothy! Next edition, we will share Charlene's story. 📄





Supervisor Talk:

Good communications skills critical to be an effective supervisor

By Gerard Messier, RPF, CRSP



*“ Dear Supy,
What would you say is the most important skill for a supervisor?
Manager Mike ”*

Hi Mike, that’s a good question and a difficult one since we rely on our supervisors for so many things – direction of the actual work being done, training and motivation of workers, quality assurance, troubleshooting and solving problems, and working with contract managers and other stakeholders, just to name a few. However, when you drill down into all of these, there is a common element and that is communication. A supervisor with good communication skills is more effective at all of their tasks.

Let’s start with explaining the difference between information and communication. Providing information is just giving out data while communication is getting through to your audience and having them understand the message. It also involves listening to them and understanding their feedback so that you can adjust your communication to be clear, well understood and not open to misinterpretation. Think about meetings you have attended and maybe even meetings that you’ve run. Was the audience engaged or not? Did they quickly forget about what was talked about? Did lots of people put on their sunglasses so you couldn’t see them close their eyes? That’s happened to me!

In the examples above, it was mostly about just giving out information – a talking head. As a supervisor you really want to be effective, so consider the following tips to help increase engagement during any communication – be it an email, text, one on one conversation or a crew meeting:

- Capture their attention – Explain how the information is immediately useful to them. People need to know why they need to learn something or how it solves a problem that they have or how it will prevent them from having to deal with issues down the road.

- Timing is everything – Get to know your crew’s schedules and communicate when they are ready to listen. Late Friday afternoon or when everyone is hungry or tired are not good times.

- Location, Location, Location – Don’t try to have a conversation in a noisy or distracting environment or when it’s pouring rain. Hop into the cab of a pickup if possible to have a quiet and comfortable conversation. And always choose the right place for the right conversation. Give positive feedback publicly, and other feedback privately.

- Right tool for the job – Supervisors have lots of options: face to face, radio, cell phone call or text. Think about the importance of the message, complexity of the topic and how much feedback you need from the other person before choosing your communication tool. Use visuals where you can, maps and photos can work really well too.

- Choice of language – Use the right words that will be easily understood. Don’t rush your message and avoid jargon or slang. No one will ever complain if you make something too easy to understand.
- Take some time to plan out difficult conversations. Think about how the other person or group is going to react to your message and how best to respond to that.
- Pay attention to your body language which speaks way louder than any of the words that you say. If you don’t believe your message, your body will say so even if your words don’t.
- Repetition can be a good thing sometimes. People need to hear a message several times before it sticks so don’t be afraid to cover the same ground with your communications.

No one will ever complain if you make something too easy to understand.

I’ll leave you with an interesting quote that should motivate you to focus on improving your communication skills:

“The single biggest problem in communication is the illusion that it has taken place.”

George Bernard Shaw 🌟

Forest Supervisor training continues to be a popular course across the province

At a Forest Supervisor – Leadership and Professionalism Course earlier this year, one silviculture company sent five of their staff to attend. Discussions included what makes for a good leader and the skills that when perfected help support effective supervision, improved safety and operational performance. 🌟



WHAT IS A LEADER?

- PROVIDE INSTRUCTION
- ~~HOW~~ MOTIVATING - COLLABORATIVE
- VERSATILE
- KNOWLEDGEABLE
- GOOD LISTENER
- PATIENT
- ORGANIZED
- CHARISMATIC / GOOD SPEAKER
- CALM UNDER PRESSURE / CONFIDENT
- LOGICAL
- UNDERSTANDING / COMPASSIONATE
- APPROACHABLE

Recent Prince George Small Employer Occupational Health and Safety training session



Trainer and regional safety advisor, Mike Pottinger, leading a recent occupational health and safety training day for small employers in Prince George. 📍

Preventing collisions with wildlife webinar recording available to view

More than 200 participants registered to join the hour-long webinar on April 24, 2019 on preventing collisions with wildlife, hosted by Road Safety at Work and with additional presenters from the BC Forest Safety Council and the Wildlife Collision Prevention program. To view a recording of the webinar (1 hour) and see other links to helpful supporting materials, please see: <https://roadsafetyatwork.ca/workshops-and-webinars/webinars/preventing-collisions-with-wildlife/>

You may also view and/or download the presentation slides here: <https://roadsafetyatwork.ca/wp-content/uploads/2019/04/Preventing-Collisions-With-Wildlife-V5-Apr-23-19.pdf> Note: slide 16 provides the highway routes with the highest frequency of wildlife crashes.

The illusion of the open road

Straight stretches
Good road conditions

False confidence
Increase speed

Reduce vigilance
Increase complacency

As speed increases:

- reaction and stopping distances increase
- more severe consequences if collision occurs

Photo credit: Gayle Ingers

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Upcoming training

If you would like to see how a training course can meet your organization's needs, please let us know. We are committed to working with you to find the right training solution. We may be able to tailor a program to your specific needs and deliver it in a way that is most convenient for your operations.

Scheduled training for the next few months

(does not include tailored sessions):

Falling Supervisor training	October 17	Castlegar (2)	
June 10	Campbell River	October 18	Castlegar (3)
October 21	Vernon	October 24	Prince George (1)
Basic Incident Investigation training	October 24	Kamloops (2)	
June 12	Langley	October 25	Kamloops (3)
September 20	Kamloops	Internal Auditor BASE 4 Workshop	
September 23	Campbell River	June 13	Richmond
October 8	Prince George	Individual Owner Operator OHS and Refresher training	
Forest Supervisor training	Module 1: Due Diligence: 2 days (1)	June 22	Teleconference
Module 2: Communications: 1 day (2)	Module 3: Leadership & Professionalism 1 day (3)	July 27	Teleconference
June 10	Langley (1)	August 24	Teleconference
June 13	Cranbrook (2)	September 28	Teleconference
June 14	Cranbrook (3)	October 26	Teleconference
July 11	Prince George (2)	Joint Health and Safety Committee training	
July 12	Prince George (3)	October 7	Prince George
July 18	Vernon (2)	October 9	Langley
July 19	Vernon (3)	Small Employer OHS and Refresher training	
September 12	Kamloops (1)	June 4	Castlegar
September 26	Campbell River (1)	June 6	Vernon
October 3	Castlegar (1)	July 11	Langley
October 10	Langley (2)	August 8	Williams Lake
October 11	Langley (3)	September 12	Campbell River
October 17	Campbell River (2)	October 17	Prince George
October 18	Campbell River (3)		

View the 2019 training calendar here: www.bcforestsafef.org/fscapps/calendar/calendar.php. Please check back often as course dates may change if there is insufficient participant enrollment. All training is offered on a not for profit, cost-recovery basis. Email training@bcforestsafef.org or call toll-free **1-877-741-1060** for general information, or email Gary Banys at banys@bcforestsafef.org to answer any questions you might have about course content and/or about tailoring courses to meet your company's needs at a location of your choice. 📍

Key take-aways:

- There is significant under-reporting of collisions with wildlife
- Estimated 24,400 wildlife collisions each year costing millions of dollars
- Most crashes happen in Southern Interior of the province followed by Northern Central and Vancouver Island
- 76% of reported crashes are deer; 7% are moose followed by elk and bear
- North Central has the highest moose incidents at 28%
- Don't be trapped by the illusion of the open road – more severe crashes happen on straight stretches of good roads
- Fall – dawn and dusk are the highest risk periods for incidents
- Help all your workers who drive by doing reminders spring and fall, identifying high risk locations and reinforcing good driving practices and wildlife awareness tactics. 📍



Falling

Two fallers died in April 2019

It is with great sadness that the BC Forest Safety Council falling team learned of two faller deaths in April.

While the incidents are still under investigation, please see the preliminary fatality alerts on page 6.

For media coverage of the first faller fatality near Kitimat, please see CKPG Today, Castanet and the Vernon Morning Star links below:

<https://ckpgtoday.ca/article/558717/police-investigating-workplace-fatality-near-kitimat>;

<https://www.castanet.net/edition/news-story-254708-3-.htm#254708>;

<https://www.vernonmorningstar.com/news/man-killed-in-northern-b-c-logging-accident/>

For media coverage of the second faller fatality near Holberg on Vancouver island, identified by media as a Quesnel father of six, please see: <https://www.mypowellrivernow.com/22537/investigation-into-death-of-father-of-six-in-logging-accident-will-take-longer-than-weeks/>

<https://www.timescolonist.com/news/local/man-dies-in-workplace-incident-at-logging-site-on-northern-vancouver-island-1.23806054>

<https://vancouverisland.ctvnews.ca/man-dies-at-north-island-forestry-operation-1.4400291>

<https://www.vernonmorningstar.com/news/quesnel-man-leaves-six-kids-behind-after-port-hardy-logging-incident/>

<https://www.timescolonist.com/news/local/logger-killed-on-the-job-identified-as-46-year-old-quesnel-man-1.23808962>

<https://www.castanet.net/edition/news-story-255256-3-.htm#255256>

<https://vancouverisland.ctvnews.ca/victim-in-fatal-north-island-logging-accident-identified-as-father-of-six-1.4404122>

<https://www.cheknews.ca/quesnel-father-of-six-identified-as-man-killed-in-logging-accident-on-northern-vancouver-island-557067/>

The BCFSC extends its sincere condolences to the families, friends and colleagues of the deceased and sympathies to all those affected by both these falling incidents. At the time of going to print the BCFSC was working on the best ways to effectively gather input and have peer to peer discussions with fallers to determine what actions might best support industry in light of these recent incidents.

If you are a faller and not already subscribed to the BCFSC fatality alert email service, please subscribe here by entering your email address: http://www.bcforestsafe.org/safety_info/alerts_bulletins.html or keep checking the BCFSC website for updated information as investigations are completed into both these incidents, and updated information shared in the hopes of preventing similar incidents in the future. 🙏

Update on revised New Faller Training Program

Piloting of the New Faller Training Program by all three WorkSafeBC approved administrators (the BC Forest Safety Council, Energy Safety Canada, and BC Wildfire Service) took place in 2018. Feedback was gathered during this time from all involved via interviews, surveys and workshops.

The feedback received from the pilots and from an initial WorkSafeBC review is currently being applied to the program and should be completed by the end of this month for review and approval by the administrators before being submitted to WorkSafeBC for final approval.

WorkSafeBC will review the training program starting next month (July) followed by a final pilot this fall, with anticipated final approval and rollout to industry in 2020.

All three administrators will be adopting and using the new training materials and assessment tools once approved by WorkSafeBC, ensuring a standardized approach to training and certification of Fallers in BC.

How does this impact current certified Fallers?

There is no impact to current certified Fallers. However, if a Faller is engaged with a new faller trainee who has completed training in the new program, there will be

small changes to how the trainee's work experience will be documented. iTrak is an easy-to-use online reporting system that allows trainers and supervisors to complete weekly reports on their new faller trainees.

How does this impact current trainees?

Trainees who have completed 30 days of one-on-one training in the current program will be required to follow the current process; minimum 20 weekly reports, with the last five meeting the Standard, recommendation from their Supervisor and a minimum of 75% on the BC Faller Training Standard Field Examination and Evaluation assessment. There are currently 123 trainees who have completed the 30 day one-on-one program, but have yet to be certified.

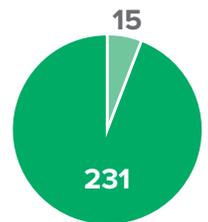
How does this impact future trainees in the new Faller Training Program?

Starting in 2020, those trainees trained in the new program will need to meet the outcomes of that program and be certified in that system. This will include weekly reports, a recommendation from their Supervisor, and completion of a Competency Conversation and Practical Assessment. 🙏

2019 FTAC Faller Survey Update

Thank you to the 246 fallers (10.22% response rate) who completed and returned the 2019 Falling Technical Advisory Committee (FTAC) Faller Survey. Your time and feedback is greatly appreciated. All responses and comments will be considered by FTAC and discussed at their June 2019 meeting, before the committee decides on next steps.

Of the 2,408 surveys mailed out, 246 surveys were completed and received back. Of these, 231 were mailed in while 15 were completed online. 🙏



2,408 surveys were mailed out. Just over 10% (246) were completed and returned – 231 on paper and 15 online.

23 faller addresses out of date

23 of the surveys mailed out were returned by Canada Post due to outdated addresses. To ensure you receive your faller card renewals and other important mail outs, please keep your contact information current. Email faller@bcforestsafe.org or call the falling department toll-free at 1-877-741-1060 with any changes. 🙏

Recent new faller training session on Vancouver Island



John Jacobsen (right) instructs four new faller trainees on undercuts and backcuts in stumps, in April 2019. 🍏

Health and Wellness

Increasing your physical activity levels & the 10 minute in-your-machine workout

By Dr. Delia Roberts



Over the past few years claims have been made that sitting is as deadly as smoking. While this isn't quite true, there is no question that a lack of physical activity substantially increases

the risk of developing diseases like obesity, and all the associated metabolic problems including type II diabetes. Large studies have shown that the more you sit (especially hours spent watching TV or movies), the greater your risk of dying by cardiovascular disease or cancer. There is also an increased risk of knee and back problems, depression, and even autoimmune disease. Unfortunately, this is a very serious issue for most drivers and equipment operators, as when the total time sitting per day exceeds 8 hours, the risk is at its highest level. The good news is that increasing your physical activity levels by even a small amount can help lower this effect.

For those of us that spend our workdays in a machine, truck, or at a desk, finding ways to break up the periods of sitting is critical. Simple tricks include things like standing and stretching for a minute every half hour, walking the long way around when you need

to pick up a file, visit the washroom, or get a cup of coffee – but these kinds of things aren't realistic when you have to find a safe place to stop your truck or interrupt the loading process to take a break. So here are some key areas that need to be addressed, and a few exercises that you can do in your cab anytime as well as a few more to do when you can dismount safely.

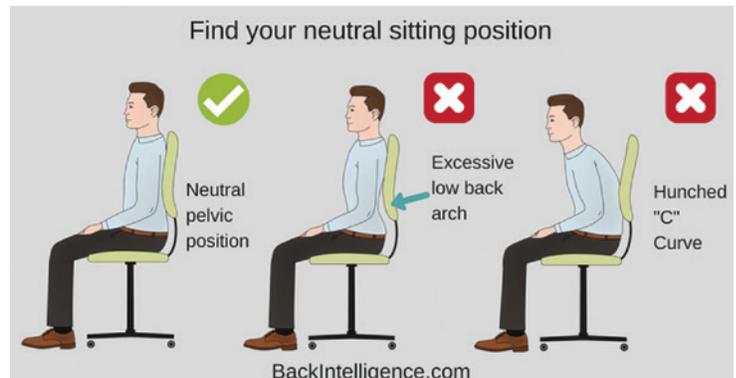
Correct your posture and activate your core first

Before you start exercising it's critical to support your lower back and neck. This is especially true after sitting for a long time, and when exposed to vibrations. Sitting posture and vibrations both act to change the normal signals that your joints send back up to your brain about pressure, tension and load. So a quick realignment is essential for your muscles to be able to support your joints.

Finding neutral posture can seem awkward and complicated at first, but it only takes a few seconds once you've learned how to dial it up and activate your core. It's important to make a habit out of checking your posture regularly. Good ways to do this are to cue it up every time you pass a mile marker or start a new load. It takes a little thought to find the right posture until you get used to it, but soon it will become as easy as calling in your kms. And once your posture is in neutral it will really help reduce neck, back and shoulder pain!

1. Sit tall with a small inward curve to your low back, eyes straight ahead, and your pelvis in neutral. If you keep anything in your pockets, empty them out – especially your wallet in your back pocket. Both butt cheeks/sit bones should be touching your seat evenly, and if you drew a plumb line

Continued on page 14...





Health and Wellness

Continued from page 13...

from your ear downwards it should pass through the center of your shoulder and the center of your hip.

2. Once you have your spine and pelvis in neutral, draw your belly in and up ever so slightly without collapsing or tightening your chest. All the tension is in your lower abdomen, your head and spine are still stacked up over one another and your chest is free to expand with a deep breath or move freely if you rotate your body.
3. Add the pelvic floor. This is the sling of muscles that supports your bladder and runs across the bottom of your pelvis. To activate it, sit up tall on a chair and feel the seat where it touches the area between your legs, then draw your pelvic floor up off of the chair. It should feel as though you are tightening your testicles or trying to hold your pee in when you need to urinate but don't have access to a toilet.

To avoid disease do 10 minutes of physical activity at least three times per day

In your machine (stationary and safety brake on)

At least twice a day choose one exercise from each category below for an in-the-cab workout. One workout consists of 10 reps of each of your chosen exercises, then go back to the beginning and repeat the whole thing again. Mix it up so that you don't do the same exercises every day.

Breathing

- Breathe in as deeply as you can for a count of 3, hold for a count of 3, breathe out for a count of 3
- Breathe in slowly (count of 4) trying to expand your ribs as much as you can. Then reverse it, focusing on squeezing your ribs down as tight as you can (count of 4)
- Breathe in for a count of 2 pushing your belly outwards, breathe out for a count of 2 pulling your belly inwards (ribs shouldn't move much)
- Breathe in for a count of 2, hold for a count of 2 then blow the air out on a count of 1 (it will feel fast but make sure to draw the air all the way in to the bottom of your lungs)

- Breathe in for a count of 2 by expanding your ribs (movement of your chest is only sideways, not up and down). Reverse by pulling your ribs in for a count of 2.

Head

- Drop your chin all the way to your chest, then keeping your chin down roll your head to the right, let your chin come up as you continue the circle to tilt your head to the back, and then roll your left ear to left shoulder and chin back down to your chest to complete the circle. Shoulder and spine stay put, only your head moves
- Repeat the above but make the circle to the left rather than to the right
- Drop your chin down to your chest on a count of 2, drop your head to the back on a count of 2. Shoulder and spine stay put, only your head moves
- Drop your right ear to right shoulder, then left ear to left shoulder. Shoulder and spine stay put, only your head moves
- Turn your head to the right as far as you can, then back to the left as far as you can. Shoulder and spine stay put, only your head moves
- Turn your head to face the right, drop your chin down and roll your head across the front and up to face the left. Then reverse. Shoulder and spine stay put, only your head moves
- Do the half circle described in the exercise before this one, but use your hand to gently pull your head down so that you get a little stretch. Go slowly and when you find a sore spot, spend at least 30 seconds in that position before moving on.

Shoulders

- Shrug your shoulders up to your ears and then back down. Keep your postural alignment, only your shoulders move
- Lift your shoulders up to your ears, then roll them as far forward as you can, then press them down and lengthen your neck up, and finally squeeze your shoulder blades together before returning to neutral.
- Reverse the above
- Put your hands against the steering wheel or dashboard and push slightly to contract your arm muscles. Keep the forward pressure on while you roll your shoulders forward and then squeeze your shoulder blades together
- Hold on to the steering wheel, arm rest or handle. Keeping your shoulder down and in neutral posture, pull against the wheel to contract the muscles on the outside of your arm for 10 seconds. Then push against the wheel to contract inwards. Repeat with the other arm

- Keeping your shoulders down, raise your arms up over your head and press your hands against the roof of the cab. Hold for a count of 10, then drop your arms and press down against the seat for a count of 10
- Put a Lacrosse ball into an old sock and place it behind your shoulder. Lean back against your seat as you roll the ball across your upper back. Hold for 30 seconds when you find a sore spot.

Waist/hips

- After setting your posture rotate at the waist as far to the right as you can go. Tighten your core and pelvic floor and bend forward as far as you can without letting your low back round up. Return to upright and then lift your chest and lean back keeping your head lined up with your spine. Return to center before twisting at the waist the other way and repeating the forward and backward bends. Lastly, while facing front, bend at the waist as far as you can to the right, return to center and then as far as you can to the left. Note: It's likely that space constraints in the cab will prevent you from bending forward or sideways on the left side, but do the best that you can within the space available. If you put your hands behind your head this will be harder
- Sit tall and set your core and pelvic floor. Lift one butt cheek off the seat, then return to center and lift the other. Try not to collapse at the waist but rather keep your ribs lifted and move your hips underneath you. After returning to center, gently round at the low back and then tilt your pelvis forward to arch your low back – again keeping your ribs lifted and your core activated.

Legs

- Sit tall in your seat with your back off of the seat back. Make sure your lower back is in neutral and your core and pelvic floor are activated. Lift your right leg off of the seat with the knee bent – don't let your hips twist even a little. If they do twist, lower your leg, focus on your core and pelvic floor and try again. Hold for a count of 5 and lower your leg back down, repeat with the left leg
- Same exercise as above but after lifting your leg off of the seat, straighten it as much as you can before holding for the count of 5. Return to the bent position before lowering
- Same exercise as above but rather than holding for a count of 5 in a static position, straighten and bend your leg 5 times before lowering back down
- Same exercise as above but after lifting your leg off of the seat move your knee out to the right (on the right side), or left (on the left side) so that you use the muscles on the inside and outside of the thigh to control the movement Open and close the thigh 5 times before lowering the leg and repeating on the other side
- Alternate right side, left side on a count of two for any of the above exercises instead

of holding the static position. In other words, lift the right knee, put it back down (don't drop it, but lower it deliberately), then immediately switch to the left side, then back to the right and so on until you have lifted each side a total of 10 times

- With your feet squarely on the floor, put your hands on the seat beside your hips, press your upper back into the seat back and lift your butt off of the seat. Your arms are mainly for balance, don't use them to support your weight. Hold for a count of 5-10.

Feet

- Lift one leg off of the seat and straighten it to about 45 degrees. Point your toe and then flex your foot as much as your boots will allow, 5-10 times. Repeat on the other side
- Repeat the exercise above but instead of point and flexing your foot, make a circle with your toe. In other words, from the flexed position turn your toes inwards as far as you can, then point towards the floor, then to the side and back up to the flexed position. Repeat circling around to the outside first
- Place your feet flat on the floor and lift your heels off, then lower them back down
- As much as you can inside your boots, curl your toes, wiggle them up and down, or stroke the sole of your boot for a count of 5
- Put the toe of your left foot on top of the toe of your right foot, pull up with the right as hard as you can. Adjust the pressure that you put on your left foot so that your right toes can move up and down slowly, while contracting hard. Switch to the left foot on the bottom and right foot on the top
- This exercise is the same idea as the one above, but instead of up down, try to move your foot inward and outward.

On the ground

- Once a day do an on-the-ground workout. One workout consists of ten reps of each of your chosen exercises, then go back to the beginning and repeat the whole thing again. The walk around is a great time to do this. You have to get out of your truck anyhow, so take an extra 5-10 minutes and move!
- Walk around your machine 5 times. As you do so focus on keeping your posture in neutral and your core and pelvic floor activated the whole time. Bend with squats when you need to inspect lower areas
- Face your machine somewhere that the ground is reasonably even and not icy. Step back about 4 foot lengths away and put your hands on the machine at shoulder height so that you are leaning against the machine with a straight body and straight arms. Bend your arms to lower your body forward in a standing push up, then straighten them again to raise your body. If you have the strength you can do these off of the lower step of your machine, so that your body is almost fully horizontal

- Use some resistance banding, an old bicycle inner tube or a bungee cord that is tied off to a handle on your machine. Standing with your right side closest to the machine, grab the elastic, bend your elbow to 90 degrees and tuck it into your waist. There should be a little bit of pull from the elastic. Resist the pull as you open your arm so that your right hand moves closer to the machine. Then pull as you move your hand across to your waist on the left. Return to the middle and after your 10 reps, switch the elastic to your left hand (your right side is still closest to the machine). With your left elbow bent 90 degrees tucked in close to your side, pull on the elastic to open your left arm to the left, then resist the pull as your left hand moves across to your waist on the right
- Repeat the above exercise with your left side closest to the machine
- Hold onto the handle for 3-point contact. Lift one foot up onto the lower step of your machine. Using your leg (arm is only for balance), push up as though stepping up onto the platform. Fully step onto the upper step before lowering yourself back down. Complete your 10 reps, then switch sides
- On a reasonably smooth surface with good traction step straight forward with a big step, then keeping your weight even between your two legs, lower into a lunge. Your front knee should not drop inwards, keep it lined up with your foot and pointing straight ahead. Extend your legs and push off your front foot to return to standing. Repeat on the other side
- This exercise is similar to the one above, but the step is out to the side instead of to the front. As before control your knees to make sure they are lined up with your feet and do not drop inwards. You can bend both knees or keep the left leg straight when stepping to the right, and the right straight when stepping to the left. Both kinds of side lunges are good, as long as your lower back stays in neutral and your bent knee is lined up with your toes. Repeat on the other side
- Touch your machine for balance and raise yourself up onto your tiptoes, then lower. If you can control this on two feet, try it one leg at a time
- Jumping jacks and skipping are great ways to raise your heart rate when you don't have much space. Start with 30 seconds at a time and increase by 30 seconds every third day until you can do 10 minutes.

Stick with it and reap the rewards!

- When you first start moving it's going to be hard. It will feel awkward and you'll likely experience some muscle soreness. The people around you might not be supportive. But if you keep it up for a couple of weeks it will feel better! You'll start to see how much easier it is to perform daily tasks, you'll sleep better and have more energy – the benefits are endless. So start today, make

the commitment to yourself and your family, and reap the rewards of improved health ten-fold! 🙌

Breathing yourself to calm

A presenter at the 2019 HarvestTECHX steep slope logging conference in Richmond, BC shared some excellent tips on managing stress.

Lance Burdett, of WARN International, out of Auckland New Zealand, took participants through breathing exercises and tips to not only calm oneself but to get to sleep quickly.

Do check-out his 6-page tip sheet on step by step activities you can try to help you better control your fight-or-flight-response so that the next time you feel yourself getting angry or afraid you can take back control through how you breathe.

Spoiler alert: Take a long slow deep breath (always through your nose) to fill your lungs and hold it for at least three seconds (count inside your head as you hold your breath) before slowly breathing out. Do it once or twice. Don't do it more than that as you could hyperventilate. Do it now and feel the change.

See www.warninternational.com to learn more and to download the tip sheets. 🙌

Managing an aging workforce for health, safety and performance

As industries across the world focus on rethinking workplaces to attract Generation Z and Millennial workers, more attention is also being paid to keeping aging workforce members at work for longer – leveraging their many years of experience, work ethic and reliability.

Here is a recent article on the topic with tips for workplaces to consider in supporting improved health and wellness among an aging workforce and a link to a Q&A on aging workers from the Canadian Centre for Occupational Health and Safety:

<https://www.safetyandhealthmagazine.com/articles/18302-managing-an-aging-workforce> and https://www.ccohs.ca/oshanswers/psychosocial/aging_workers.html 🙌



Your take on Safety

Silviculture workers assist injured horseback rider

By Dr. Jordan Tesluk,
silviculture safety advocate

On April 7 this year, shortly after 4pm, a crew of tree planting workers spotted a woman by the side of the road near Northwest Bay Logging Rd in Parksville, Vancouver Island. The workers learned the woman's riding partner had fallen from a horse and was in need of medical attention. The crew promptly assisted by delivering aid and ensuring medical services could reach the injured rider. The crew received the following thank you:

“ To the tree planting crew I flagged down ... thank you! You didn't hesitate when I told you my horse riding partner was injured and I needed a blanket. You offered up a crew member to stay with me to help with the horses. Then you returned, waited until the paramedics were ready and all helped carry the clamshell stretcher to the waiting wheelie stretcher. The fella helping with the horses braved walking the anxious one out with me so we could keep them together.

– Teresa Shields ”

It is no surprise that the supervisor leading the workers is no stranger to emergency response. Only two months earlier, Liz Rhodes of Brinkman and Associates Reforestation was picked from the audience to participate in a live demonstration of first aid and emergency egress at the Western Forestry Contractors' Association annual conference. Liz provided an excellent demonstration of skills and has been a leader in conducting safety drills in her company. With this preparation, she was able to respond to the emergency with full confidence in her crew's ability to work as a team.

This is not the first time a forestry crew has aided the public. More than 10 years ago, Bill Spensley of Zanzibar Holdings provided life-saving emergency first aid to a woman injured in an ATV crash near Harrison Lake, and was awarded a commendation for his actions. Many others have helped members of the public in road incidents. Forestry workers travel many highways and resource roads where incidents may occur. Having a well-prepared crew and adequate equipment can be a life-saver not only for workers, but also for members of the public.

Emergency drills are a critical component for ensuring a calm and effective response. Employers are required to do emergency drills as part of SAFE Companies audit standards, and in accordance with Section 4.14(3) of the Occupational Health and Safety Regulation. However, the benefit of drills extends far beyond the workplace, and helps build skills and qualities in workers that serve them well throughout their lives.

In British Columbia, those who stop to provide aid are protected by the BC Good Samaritan Act that states people providing emergency assistance to an injured, ill, or unconscious person are not liable for death or injuries that they may inadvertently cause in their attempts to help. There are exceptions in that people providing aid must not be grossly negligent, and it assumes that the Good Samaritan is not employed specifically for emergency response or gaining profit from the rescue.

In other words, if someone needs help, and you do your best to try, you won't be punished if things do not turn out well. In this most recent case, things turned out well and the injured horseback rider is expected to recover after surgery. The grateful public member commented further: "I'm sure the crew was at the end of their day and wanted

to be done but they didn't hesitate to step up. I'm a retired RN. It's team work that makes this life easier. This crew personified team work and grace."

Congratulations and thanks to Liz Rhodes, Bill Spensley, and all the many other forestry workers who have been there when needed and have never hesitated to help. 🙌



A Brinkman silviculture crew conducting a drill.
Photo: Robin McCullough.

Getting ready for a safe career in forestry



Two-year-old Artur, son of a SEBASE SAFE Certified company owner, has his PPE all figured out and is a Forest Safety News fan. Thanks to his Dad for sending in the photo! 🙌

ABOUT Forest Safety News

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