



# 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](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](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.* 📄

