



Winch Assist Workshop

On March 14, 2019, WorkSafeBC and the BC Forest Safety Council (BCFSC) co-sponsored a workshop on winch assist logging at the UBC Research Forest in Maple Ridge, BC. The workshop provided the latest information on the safe operation of winch assist logging equipment. Trainers from Canada, New Zealand and the United States shared their industry experiences with classroom presentations and also provided training with in-the-field sessions focussing on:

- Wire rope use, inspection and maintenance
- Best operational practices for safe and productive steep slope and winch assist logging
- Results from the latest research and technology advancements

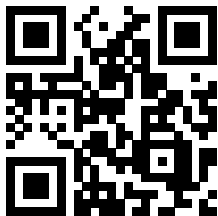
The BC Forest Safety Council captured these presentations on video and has posted them on our YouTube channel. Check out some of the excellent speakers from this event by visiting our YouTube channel www.youtube.com/user/BCForestSafety, by clicking on the hyperlinks below or by scanning your smart phone camera over the QR Codes.

Winch Assist* Workshop Videos

In the following two videos, Jim Hunt from FPIInnovations provides an overview of FPI's Steep Slope Initiative. In the first video Jim explains the results of a trial that compared tensions measured at the buncher to anchor tensions. In the second video, Jim introduces some of the best management practices that they have developed and are available through their website.

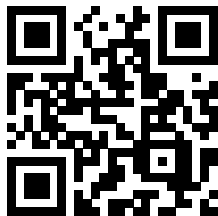
Jim Hunt (FPIInnovations) Video 1:

<https://youtu.be/BX8ojXIRYmM>



Jim Hunt (FPIInnovations) Video 2:

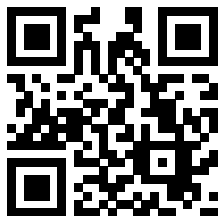
<https://youtu.be/pjwOTmgNyUo>



In the following video, Les Bak shares Nelson Forests Ltd.'s experiences implementing winch assist logging in New Zealand. Les describes how Nelson Forests started with winch assist systems in the early 2000s, and what they learned regarding safety procedures, planning, machine capability, and operator competency.

Les Bak (Nelson Forests Ltd.) Video:

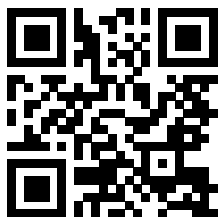
<https://youtu.be/dD2mnfBPycw>



In the following video, cable logging specialist, Brian Tuor describes wire rope maintenance and inspection. While not specifically targeted to winch assisted logging, Brian provides a thorough overview of wire rope, including type and makeup, inspecting for damage, maintenance, and strength testing of splices.

Brian Tuor (Cable Logging Specialist) Video:

<https://youtu.be/BX2lv3CmNJK>



Winch Assist or Cable Assist Logging*



Winch assist refers to the practice of attaching a cable or cables to a forestry machine to increase its operability on steep slopes.

The cable's tension increases the machine's traction in order to prevent slippage and, to a lesser extent, increases the machine's stability on slopes. The increase in traction allows the machine to work on steeper slopes while reducing ground and soil disturbance.

Winch-assist systems are relatively new to North America and are used to increase the operating range of ground-based equipment. They reduce the need for hand fallers and cable yarding crews, some of the most high risk jobs in forestry.

Benefits to using winch assist include:

- Reduced risk of incidents associated with hand fallers and yarding crews
- Increased harvesting productivity
- Reduced overall costs
- Reduced site disturbance 🌿



Adjust your vehicle speed relative to driving conditions

Submitted by
Overlanding BC - Resource Road Light Truck Driver Trainers

Driving a vehicle safely is part of an ongoing commitment to good safety culture both in, and outside the workplace.

When looking at driving speeds, it is important to understand that you need to adjust your speed relative to the driving conditions. Adjusting your speed to adapt to the current road conditions enables you to drive in almost all types of weather conditions throughout Canada.

Your focus while driving is very important. Distractions such as cell phones, being tired, the pressure of production schedules and stress all affect your ability to be fully aware of your surroundings and effectively assess the correct speed for the current conditions.



Knowing that you may experience hydroplaning in wet weather, slip on icy roads or get stuck in deep snow allows you to think about what adjustments you may need to make. Vehicle weight and tires also play a big part in deciding what adjustments to make. Knowing what your tires are made for and that your vehicle weight impacts how much traction the vehicle has, is critical for making these decisions.

In summer conditions, driving at the posted speed limit is usually quite easy. Some weather conditions may require you to slow down such as heavy rainfall, high winds or fog. Rain will also affect your stopping distance, and therefore, a greater following distance to the vehicle in front of you is highly recommended.

Once winter arrives, there are more adverse conditions that can affect your traction and require you to slow down. Snow-covered roads will have slippery sections and you'll need to adjust your driving speed and slow down for those



sections. A winter tire (unlike 3-season tires) is designed so that the snow collects in the grooves (sipes) and sticks to the snow it is rolling over (like building a snowman) - giving it grip. The rubber part of the tire is made to connect with the harder surfaces - either ice or cold pavement. Plan ahead by getting winter tires installed on or before the BC Ministry of Transportation and Infrastructure's deadline of October 1st.

So in the interest of self-preservation and perhaps avoiding a visit to your local repair shop - it's important to be self-aware and consider your speed based on what type of road you're on and the weather conditions that you're driving in. In the end, the goal is to keep it between the lines and keep the shiny side up.

Additional resources on Winter Safety:
www.bcforestsafesafe.org/node/1480

Additional resources on Resource Road Light Truck Drivers Training:
www.bcforestsafesafe.org/node/2541

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)

Felling Supervisor Training

October 21 Vernon
November 18 Nanaimo

Incident Investigation Training

October 8 Prince George
November 15 Vernon
December 4 Nanaimo

Forest Supervisor Training

Module 1: Due Diligence – 2 days

October 24 Prince George
November 13 Vernon
December 5 Nanaimo

Module 2: Communications – 1 day

October 10 Langley
October 17 Campbell River
October 17 Castlegar
October 24 Kamloops
November 28 Vernon
December 12 Nanaimo
December 12 Prince George

Module 3: Leadership & Professionalism – 1 day

October 11 Langley
October 18 Campbell River
October 18 Castlegar
October 25 Kamloops
November 29 Vernon

December 13 Nanaimo
December 13 Prince George

Internal Auditor BASE Workshop

October 3 Nanaimo

Individual Owner Operator OHS and Refresher Training

October 26 Teleconference
November 30 Teleconference
December 14 Teleconference

Joint Health and Safety Committee Training

October 7 Prince George
October 9 Langley
November 1 Kamloops
November 18 Campbell River

Small Employer OHS and Refresher Training

October 17 Prince George
November 14 Nanaimo
December 12 Kamloops

View the 2019 training calendar here: www.bcforestsafesafe.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@bcforestsafesafe.org or call toll-free 1-877-741-1060 for general information, or email Gary Banys at banys@bcforestsafesafe.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. 📍