



Logging Trucks in British Columbia

SAFETY BACKGROUNDER & STATISTICS

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Compiled by the BC Forest Safety Council on behalf of the Trucking Advisory Group.

HISTORY

Logging trucks have been on our Public BC Provincial and Private Resource Roads for many years, evolving with each technological advancement to be safer, more effective and efficient.



Photo credit: The Terrace and Region Archives

ROLE OF LOGGING TRUCKS IN FORESTRY

Logging trucks play a critical transportation role in moving logs from remote off road locations, to sawmills and other plants across the province. Without logging trucks the forest industry would grind to a halt, putting thousands of people out of work and costing our Province many millions of dollars in lost revenue and negative cascading economic effects.

58,000 people work in forestry in BC, with an average wage per employee (2012) of \$68,575. The approximately 2,800 log haulers are an integral part of making the forestry cycle work, moving wood to mills and markets.

HOW LOGGING TRUCK INDUSTRY WORKS

The BC forestry industry is made up of many small, mid-size and large companies. More than 85% of forestry companies in the Province are small operations employing five or less people or are owner-operators.

The same is true of logging truck operations. Some of the major companies own their own logging trucks, but the majority are much smaller contractors who contract their services to the major licensees. Many log truck drivers are owner-operators with one, two or more trucks, with their partner providing administration and other support – real mom and pop, back-bone of BC's economy small business people.

Some log truck drivers are second and third generation. Their rigs represent a major financial investment, given that the average price of a new truck and trailer costs between \$200,000 to \$250,000; annual maintenance and service costs can run between \$30,000 to \$40,000 (less on newer trucks); and insurance costs can run \$10,000 a year depending on age of truck, driver experience, history, routes travelled and loads carried, etc.

All log truck drivers are committed and focused to getting each and every load to its destination safely, because unsafe is not only unacceptable, a major safety incident often results in a major financial impact cost for the driver, his family and his company.

LOGGING LOADS BY THE NUMBERS

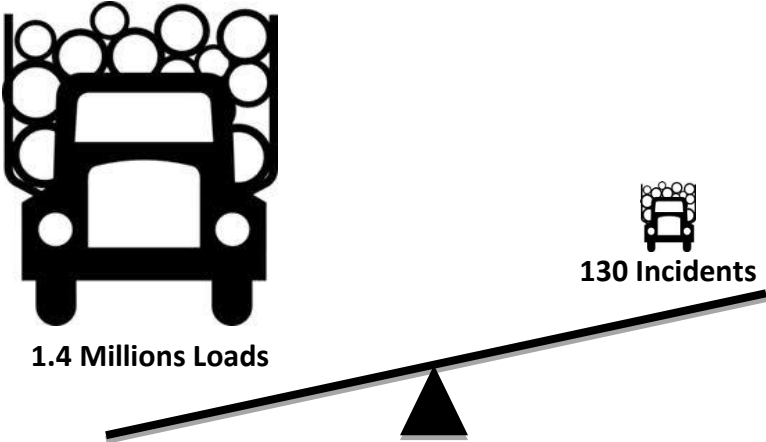
In 2014, the number of loads carried = approx. 1.4 million

In 2014, number of estimated logging trucks on and off public highways = 2,800

In 2014, that means about 500 loads carried on average by each logging truck

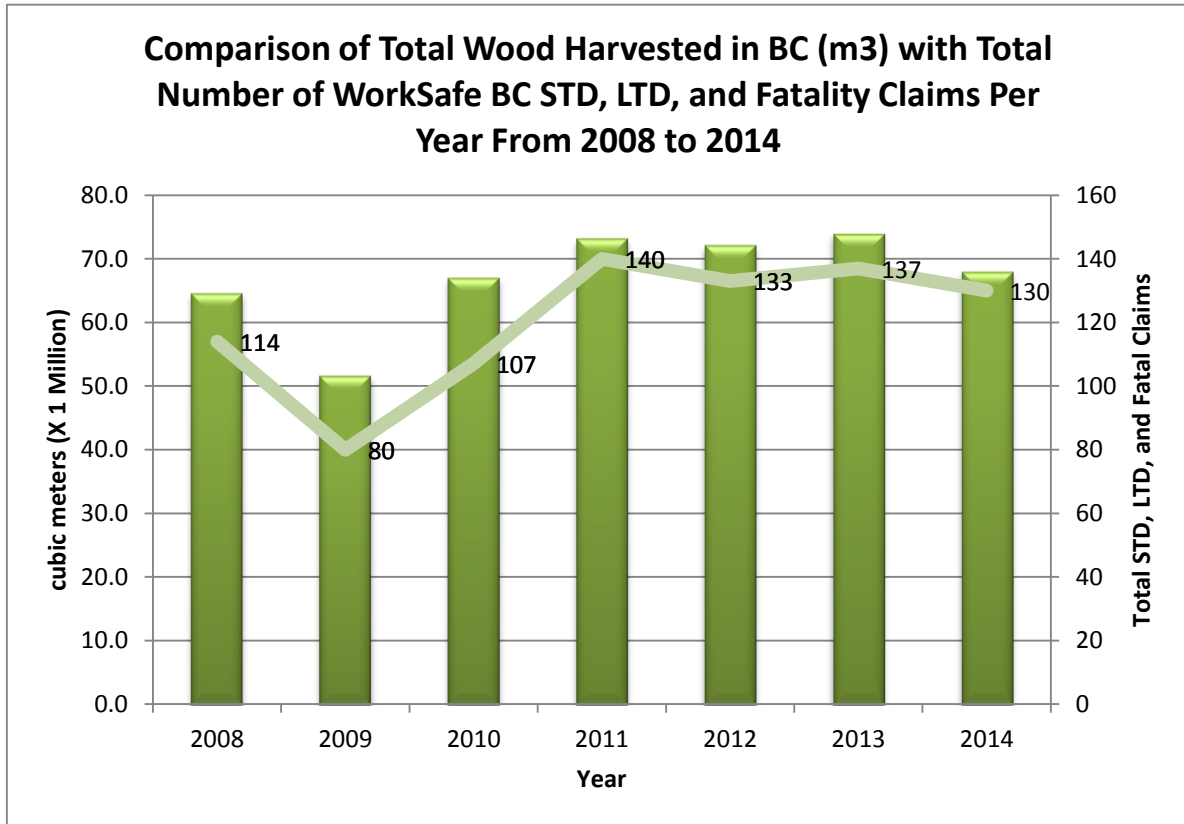
Amount of wood carried = approx. 68 million m³

The number of incidents reported both on and off highways that resulted in short term disability and long term disability claims to WorkSafeBC was approximately 130 in 2014. For the first time in many years there were no direct fatalities related to log hauling. This means that of the approximately 1.4 million loads of timber hauled in 2014, 99.99% were hauled without a short term disability or long term disability.



Infographic shows the small percentage of log trucks that are actually involved in an incident.

*STD, LTD and fatality WSBC Log Hauling CU data 2014



Rate of short term disability, long term disability and fatality claims per cubic meter of wood harvested for log haulers (WorkSafeBC Classification Unit No.: 732044)

TRUCKING ADVISORY GROUP (TAG)

TAG was formed in 2014 following a highly unusual number of unrelated logging truck incidents (five) over a couple of weeks in the fall of 2013. One such incident resulted in the death of a motorcyclist on a public highway near Whistler. An inquest into that death is scheduled to happen in 2015.

Industry was very concerned about the incidents and felt that it needed to take increased action to firstly understand what had caused these individual incidents and examine whether there was a need to better address any determined emerging issue.

TAG MEMBERS

TAG's 16 members include licensees, contractor associations, a log hauling contractor, a representative from the Log Truck Technical Advisory Committee, and a BC Forest Safety Council representative:

- Kerry Douglas, West Fraser
- Nick Arkle, Gorman Bros.

Mike Falkiner, BC Timber Sales
David Elstone, Truck Loggers Association
Larry Price, Interfor
Wayne Lintott, Interior Logging Association
Barry Gladders, Tolko Industries
Jerry Moonen, Tolko Industries
Ken Pederson, Canfor
Peter Baird, Canfor
Shawn Clerke, Gorman Bros.
Scott Marleau, West Fraser
Jason Stafford, BC Timber Sales
Marty Hiemstra, LoBar Log Transport
Vern Woods, LTTAC representative
Dustin Meierhofer, BCFSC

“Industry knows: safety is not only the right thing to do, it’s also good business. Profitability & reputation depend on every load being delivered safely.”

PURPOSE OF TAG

To determine the type, frequency and factors relating to log truck safety incidents and take appropriate actions to improve safety performance by reducing injuries and fatalities.

CURRENT FOCUS OF TAG

Safety data collection and analysis
Log Truck Overweights
Education/training of log haulers, loader operators and supervisors
Mechanisms to improve driver behaviors and safety performance
Improving communications within and outside of industry

REGULATIONS THAT GOVERN LOGGING TRUCKS AND DRIVERS

Log truck driving – or log hauling – is highly regulated. It falls under the jurisdictions of the following authorities:

CVSE – Commercial Vehicle Safety and Enforcement (Ministry of Transportation); Responsible for several key program areas promoting compliance of safety regulations for commercial transportation.

Through administration of the National Safety Code, Vehicle Inspections and Standards, Commercial Transport, Compliance and Enforcement as well as ITS Initiative (Technology) CVSE mandate is improve road safety, protect the highway infrastructure and promote economic growth.

CVSE’s authority and mandate does not include resource or industrial roadways.

RCMP – Responsible for compliance and enforcement of Motor Vehicle Act, the Commercial Vehicle Act, and other legislation and laws, including Criminal Code Offenses. NOTE: Impaired Driving and Dangerous Driving Causing Death (Criminal Negligence) are Criminal Code offenses. The RCMP usually won't attend an incident on a resource road unless there are Criminal Code offenses involved or suspected (drugs & alcohol, weapons, etc.)

WorkSafeBC (WSBC) – Responsible for compliance and enforcement of Workers Compensation Act and OHS regulations. Sections relevant to driving include Part 26, and the parts around mobile equipment, and worker supervision.

Insurance Corporation of BC (ICBC) – Responsible for licensing, insuring and registering commercial drivers and vehicles.

Ministry of Forests, Lands and Natural Resource Operations (FLNRO) – Natural Resource Officers (previously known as Compliance and Enforcement); responsible for monitoring and enforcement on BC's resource roads – speed, radio use, timber marking, vehicle/load weight, general road safety etc.

Ministry of Environment – Has regulations and requirements relating to spills, spill response, etc.

Transport Canada (under the Motor Vehicles Act) – Also has a hand in regulating truckers, including safe design regulations.

Additional compliance – Employers and Licensees have extensive safe work procedures that are practiced and enforced.

LOG TRUCK DRIVERS' DAILY REQUIREMENTS & ROUTINE

Start of day: Driver must do a **pre-trip inspection**.

He/she must walk around the truck, check brakes, stakes, bunks, lights, etc.; must note small things and report these to his/her supervisor; big things need to be fixed right away before the hauling day begins. Driver must sign off on log book that it has been done.

Log Book hours begin as soon as the pre-trip starts, and the key is turned. In addition to on-duty time, log haulers track their off-duty time in their log books so drivers can demonstrate they have not exceeded hours of service, and they have had an adequate rest period.

Wrappers, bunks and stakes must be visually checked before loading on the block. Weights must be checked using on-board scales as the truck is loaded or once it has been loaded.

Once loaded, the load needs to be wrapped. While many truckers are still throwing wrappers by hand (potentially causing shoulder injuries) an emerging practice is for the loader to drop

the wrappers on top of the load, secure the load and then let the driver grab them from below and cinch them up when it is safe to do so.

Once wrapped, the truck usually moves off the landing or roadside loading area, to the place where the stamp hammer is kept; the load is timber marked, and again, the driver checks wrappers, brakes, lights, etc.

From there, the next check is before leaving the resource road and entering the highway. This requirement is mandatory under regulation, section 10 of NSC Cargo securement, which states that the driver of a vehicle transporting logs, before the vehicle enters a highway from a private road, shall:

- (a) inspect the vehicle, the logs and the securing devices to ensure compliance with this Standard, and
- (b) make necessary adjustments to the securing devices, including adding more securing devices.

This is the basic legal requirement. But, depending on a variety of criteria, truckers need to check and tighten their wrappers more frequently than this – they have to maintain load securement for the duration of the trip, no matter how many stops that entails.

After 3 hours or 240 km (whichever comes first), the truck is required to pull off the road, and check wrappers again. It must also stop at all mandatory brake checks.

Once they get to the mill yard, and unload, trailers need to be loaded and secured on the truck.

After the work day is done, **a post trip inspection** is performed in order to determine if any maintenance or repairs are required prior to the following shift.

Got questions for the Transportation Advisory Group?

Or, would you like a presentation about logging truck safety, initiatives, economic impact to your municipality or community of forestry operations?

Please contact TAG at:

Transportation
BC Forest Safety Council
1-877-741-1060
or email TAG@bcforestsafe.org