



### First Log Truck Driver Assessor Training held in Prince George

The first log truck driver assessor training was held at the BC Forest Safety Council office in Prince George last month. Eight Log Truck Driver Assessors in training, from around the province, attended the day long training which was instructed by Greg Shorland.

Assessors are Professional Log Truck Drivers who are selected through a review process and then complete a training process that includes online learning resources for assessors, in-class training, and demonstration of the ability to complete competency assessments to the standards.



The log truck competency program was developed by subject matter experts including members of industry working groups such as the Log Truck Technical Advisory Committee (LTTAC) & the Trucking and Harvesting Advisory Group (TAG) and led by Greg Shorland who is an expert in developing competency standards.

The decision to develop a Log Truck Driver Training Program was developed as a response to industry asking for more training and standards specific to log truck drivers. In the 2016 log hauling survey, distributed at log hauling safety seminars throughout the year, 99% of participants said they would like to see driver training specific to log hauling on resource roads.

The initial intent of the Log Truck Competency program was to assess new drivers coming in to the log truck hauling profession. As the program has developed in consultation with industry, the program has evolved to include the assessment of existing drivers. SME from industry continue to work on recommendations for how often and what may trigger an assessment. The goal of the program is to reduce incidents and provide industry with a tool to assess new and existing drivers to a recognized certification. The program will be piloted this fall.

The competency-based training and assessment process recognizes outcomes, not the path taken to achieve those outcomes. Competencies defined, in part, as the ability to do an activity multiple times in a variety of contexts to a standard defined by industry. While competency does not have a time component, it is generally recognized that competence is achieved over time, and the amount of time required varies from individual to individual. Competent workers are both safe and productive.

A competency-based training and assessment process is not designed to fail candidates. It is designed to verify that the candidates have the necessary underpinning knowledge, skills and attributes, demonstrated through evidence, to perform the routine tasks performed in the work place in a safe and effective manner. As well as to identify and address strengths and weakness in knowledge skills and attributes.

Industry's commitment to this initiative continues to expand and further details about how operations will use the assessment tool are expected in the next issue of Rumbblings.

### Hazard alert: Downed power lines

BC Hydro urges public safety, avoidance

**Location:** Anywhere energized powerlines may be downed, in contact with objects/ ground

**Date:** July 13, 2017

#### Details of close call / serious incident:

In the past few months BC Hydro workers have come across several situations where caution tape had been applied either directly to downed power lines or to poles or trees that were in contact with power lines.

They also discovered numerous instances where members of the public, in an effort to clear debris from a road, had cut trees that were in contact with power lines. In at least one of those instances the person suffered an electrical contact and was rushed to hospital.

It is important to remember that power lines often remain energized while on or near the ground and that anything touching a power line can provide a path for electricity. First responders and members of the public should maintain a distance of 10 meters from any downed line and anything that is in contact with a power line.

#### Key messages from BC Hydro:

- Never approach a power line. Always assume that it is energized. Never touch anything that is in contact with a power line and always assume that it is energized too.
- Look up and identify overhead hazards. Know your distances and plan your work to allow for inadvertent movement.
- Follow safe excavation practices. "Call before you dig" by contacting BC One Call at 1-800-474-6886.

**For more information on the incidents that occurred and the full alert go to:**

<http://www.bcforestsafe.org/node/2988>

**For more information:** Marc Spencer, Public Safety, BC Hydro

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## Q & A on 9-Axles

Questions By Peter Bueckert of the Log Truck Technical Advisory Committee (LTTAC)

Answers By Jan Lansing, Manager, Commercial Transport, Commercial Vehicle Safety and Enforcement (CVSE)

At the May 25th log truck technical advisory committee (LTTAC) meeting, 9-axle use continued to receive a lot of questions. The group decided that it would be of a benefit to pose some questions that have gone unanswered. Peter Bueckert of LTTAC asked Jan Lansing, Manager of commercial transport for CVSE, to answer 10 questions to bring more clarity to the regulations and restrictions around moving from 8-axles to the newly proposed 9-axle configuration.

### Background:

The Reducible Load Overweight Policy (RLOP) is set out in section 6.5, Chapter 6, of the Commercial Transport Procedures Manual. The policy was developed to address a proposed case that where infrastructure and vehicle performance allow, it might be possible to use slightly increased gross combination vehicle weight (GCVW) to transport the same amount of freight in fewer loads, and thus reduce wear and tear on infrastructure (along with some other benefits).

The mechanism used within the policy to assess whether a proposed configuration will achieve the desired result is a requirement that the proposed vehicle must generate 5% less pavement damage to transport one million tonnes of freight than an 8-axle Super B would. Pavement damage is measured in Equivalent Single Axle Loadings (ESAL).

### 10 Questions on 8-Axles vs 9-Axles on Approved (-Axle routes):

#### 1. Full axle weights are allowed on the same trailer with a tandem tractor, why not with a tridem tractor?

*The weight allowed under the policy is as per each specific letter of authorization issued under the policy, in order to meet the required 5% ESAL reduction and vehicle performance analysis. For example, the current tridem drive version of the approved logging 9-axles gets less weight on the steer axle.*

#### 2. Full axle weights are allowed on the new 9-axle configuration, why not on the 8-axle?

*The weights allowed to an approved 9-axle configuration meet the requirement for 5% pavement damage reduction; and that's not the case with an 8-axle loaded to full axle group weights.*

#### 3. How much less impact would the lighter tare weight on the 8-axle vs the 9-axle have on the environment (less

#### weight driving empty)?

*Empty travel and detailed climate change impacts are not explicit parts of the RLOP. Arguments may be made for or against 9-axles vs 8-axles.*

#### 4. Has any information been gathered on how much harder the 9-axle pulls vs the 8-axle?

*Both combinations must meet the Commercial Transport Regulations requirements for minimum horsepower (no more than 150 kg to one horsepower), so more minimum horsepower would be required for the 9-axle.*

#### 5. Is any information available on how much road damage a fully loaded 8-axle would do compared to a 9-axle?

*The road damage is evaluated based on the 5% ESAL reduction requirement.*

#### 6. Has any data been gathered on how it would negatively impact the owners financially having to purchase new trailers vs being able to use existing trailers?

*No. We don't know whether the financial impact would be positive or negative, and CVSE is neutral on the issue.*

#### 7. How was the 63,500 kg limit arrived at for max GCVW, was it due to the road infrastructure?

*Yes, it's based on infrastructure (roads, bridges, culverts, etc.)*

#### 8. With the less steering axle weight on the 9-axle, has any study been done on the steering limitations on icy roads?

*Stopping distance could be greater with greater GCVW in conditions with less traction, but performance still needs to be within accepted parameters for Friction Demand and Lateral Friction Utilization.*

#### 9. Has any data been gathered on how an 8-axle configuration with the seasonal tolerances applied would perform compared to a 9-axle configuration?

*No. GCVW is still capped at 63,500 kg with seasonal tolerances.*

#### 10. To get approval, the 9-axle had to perform 5% better safety wise than other configurations, to what other configurations was it compared to?

*Safety of the 9-axle was evaluated through simulation with target values for performance measures, but it wasn't based on a 5% safety improvement. The comparison vehicle is an 8-axle B-train.*