

Transportation Safety

Mosaic's Marine Alert System

In 2017, Mosaic Forest Management implemented a water safety program in an effort to enhance on-water safety protocols for their marine forestry services. The trial program, using *Alert2 Man-Overboard* transmission technology, was initiated in remote camps in the Johnstone Strait. The initial trial was introduced in areas where Mosaic had one person on the water. Once the product proved successful through practical testing, the safety protocol was expanded in 2018 to all people working around and on the water in all marine-based locations.

The *Alert 2 Man-Overboard Alarm* system uses alert-sensor transmitter and receiver technology which immediately alarms land and/or vessel crews of a Man-Overboard situation. Mosaic implemented the safety technology to ensure remote crews have added safety on the water and the best chance of a successful rescue as time and secluded locations are elevated risk factors in marine-based camps.

The alert technology is simple but very effective. The receiver(s) is installed aboard a vessel or on land and a transmitter is attached to the crews' Personal Floatation



Devices (PFDs). Upon immersion in water, the transmitter instantly sends a radio transmission sounding a loud siren and illuminating a red "Man-Overboard" light. Mosaic enhanced the system with strobes as well to ensure visual signals are received if the audio alert cannot be heard due to hearing protection and/or worksite noise. The receiver can be directly wired to a 12-volt wiring system or connected via optional 110-volt power supply and also has the ability to be wired to automatically shut down a vessel engine and mark a position on a compatible chart plotter. The transmission signals work within two kilometers of a straight line of sight and are immediate as there is no lag time connecting with satellites.



This technology has been a great success for Mosaic's water-safety protocols. The technology was acquired and installed by North Island Communications. To date, only one unit out of eighty has been replaced by the manufacturer when it was triggered by heavy rainfall. The system is easy to install and is low maintenance but the biggest advantage is providing the added safety for crews working on or around water. 🚚



Marine Forest Safety

by Glenn Budden, Regional Senior Investigator, Fishing Vessels / Marine- Pacific, Transportation Safety Board of Canada

The Transportation Safety Board of Canada (TSB) would like to thank the Marine Forest Safety Advisory Group (MFSAG) and its members for all their efforts to improve safety over the past few years. The group, which was created following the 2016 release of the TSB's investigation report into the foundering and abandonment of the barge *Lasqueti Daughters*, (www.tsb.gc.ca/eng/enquetes-investigations/marine/2015/m15p0035/m15p0035.html) has been active in education and awareness activities and promoting safe operations within the marine components of forestry operations. For example, following the 2019 release of the TSB report into the girding and capsizing of the *George H Ledcor* www.tsb.gc.ca/eng/enquetes-investigations/marine/2018/m18p0230/m18p0230.html (and the release of the TSB's educational video on girding - youtu.be/VWHdg917hZ0), the group discussed the safety issues and disseminated the video within the marine forestry sector. As well, the BC Forestry Safety Council posted a link to the video on the marine safety page of their website (www.bcforestsafe.org/marine_safety). All of this promotion has resulted in over 87,000 views of the girding video to date. Well done!

Following the 2018 release of its investigation report into the grounding of the tug-barge combo *Nathan E. Stewart* (www.tsb.gc.ca/eng/enquetes-investigations/marine/2016/m16p0378/m16p0378.html), the TSB made recommendations to Transport Canada regarding the need for fatigue education and awareness and fatigue-management plans.

In response, Transport Canada has initiated free fatigue-management training sessions designed to raise awareness about the risks associated with fatigue and to provide attendees with mitigating tools and practices that can be adopted. Both the TSB and the Marine Forest Safety Advisory Group are encouraging mariners to participate in this initiative. For more information, contact Allie Clapham at (613) 991-3120, or by e-mail at: allie.clapham@tc.gc.ca. 

Self-Loading Working Group (SLWG) Established

In the first quarter of 2020, the BC Forest Safety Council (BCFSC) hosted three information sessions for self-loading log truck operators with the goal of establishing an industry-led Self-Loading Log Truck Working Group. The need for an industry working group was identified through discussions at the Forest Industry Forum (FIF) whose purpose is to provide an effective mechanism between the BC Forest Harvesting Industry and WorkSafeBC in addressing issues, building stronger working relationships, providing efficiencies for resolutions and communications, and improving safety standards and performance in the forest industry.

The information sessions provided attendees with current occupational issues and provided an opportunity for questions about the establishment of the SLWG. Participation of industry members to form the working group was encouraged to ensure a collaborative industry perspective in the development of solutions that will help reduce the risk of injuries and fatalities to operators.

The outcome of the first meeting of the SLWG, held in Vancouver on February 24, 2020, produced a collaborative Terms

of Reference (TOR). The working group continues to focus on actions that will protect workers of self-loading log trucks primarily during loading and unloading operations in both routine and non-routine activities. These actionable items include: assessment of the need and limitations of guarding equipment and its' implications, Safe Work Procedures (SWPs), inspections and competency of workers.

SLWG Members:

- Al Taylor - A R Taylor Loading and Hauling
- Trevor Bennett - T Bennett Trucking
- Gerrard Pagani - Stewart Systems
- Ray Hascarl - Galena Contractors
- Brent Giesbrecht - BG Self-loading
- Ken Fear - Fearless Contracting
- Steve Jackson - AH Jackson Corp.
- Earl Houlden - WorkSafeBC
- John Shearing - Mosaic Forest Management
- Mark Cookson - West Fraser
- Trish Kohorst - BC Forest Safety Council

Information about the group can be found at www.bcforestsafe.org/node/2523 or by contacting the BCFSC Transportation Safety Department at 1-877-741-1060 or emailing transport@bcforestsafe.org. 



CVSE Initiates Stakeholder Engagement on Electronic Logging Devices

In April of 2020, Commercial Vehicle Safety Enforcement (CVSE) invited stakeholders to provide feedback on the modernizing of safety regulations for Commercial Motor Vehicles (CMV's). Specifically, as of June 12, 2021, commercial vehicles that cross provincial borders must be equipped with an Electronic Logging Device (ELD). In response to these changes to the Commercial Vehicle Drivers Hours of Service Regulations, the province will need to decide what the requirements will be for CMVs operating within BC.

The Log Truck Technical Advisory Committee (LTTAC), an industry-based group comprised of log hauling contractors, provincial agencies, FP Innovations, RCMP and the BC Forest Safety Council (BCFSC) met via teleconference on April 21, 2020 to discuss the groups' perspective on the implementation of ELDs in the log hauling sector. Members unanimously supported the implementation of ELD's and their aim of improving safety in the sector.

Although there are some concerns regarding monthly subscription costs and data privacy, the members were primarily focused on the safety benefits. Working collectively with licensees to support contractors and drivers in compliance with Hours of Service (HOS) can only assist industry as it continues its commitment and collaboration to reduce log hauling incidents.

The LTTAC is committed to working with the Trucking Harvesting Advisory Group (TAG) to support drivers and contractors to reduce this risk. For log hauling, industry needs to adapt to support the notion that drivers should not be working more than 15 hours in a day, the maximum duty day for log hauling, and in fact, should be targeting fewer than 15 hours to be practical.

As an industry committed to improving safety in log hauling operations, we need to ensure drivers have plenty of time to fulfill their duty day even when things don't go as



planned without bumping into the 15 hour maximum. Pressure, resulting in rushing, can be a challenging problem in the sector. Until trucking contractors have confidence that cycle times will be realistically established, and not just under ideal conditions, and that they can approach the licensee with real data (such as is available from ELDs) with the expectation of cycles being adjusted accordingly, safety will continue to be an issue. ELD's will help support trucking contractors and drivers with these issues. 🚚

Mentors and Mentor Companies Play Key Role in Training New Drivers

The BC Forest Safety Council (BCFSC) is currently working with training providers to offer comprehensive quality industry recognized training based on the Professional Log Truck Driver Program and the Wood Fibre Hauling Safety Group (WFHSG) Driver program. These industry training programs are built to support the development of competent drivers and include a four to six week mentorship providing students with practical driving skills which support the knowledge component from their course instruction.

Both the mentoring companies and mentors play a key role in the training and professional development of new drivers. There is no substitute for the knowledge and skills that can be learned from an experienced driver, and the success of training relies on the participation of experienced industry drivers mentoring new ones. Companies willing to mentor new drivers understand the need for comprehensive training as shown by their commitment to these mentorship-based programs that focus on creating safe, professional drivers.

Mentors have unique competencies and are willing to work with a student and assist them in obtaining the necessary practical skills built from the knowledge and attributes learned from course instruction. While there are many highly skilled and knowledgeable Professional drivers out there, mentoring a new driver requires an additional and unique set of competencies combined with a willingness to share their cab with a student. Mentors should possess;

- Professionalism in all aspects of the occupation,
- Effective communication skills to help support the student through the learning process,
- Patience to work with an individual
- Willingness to adjust to working more slowly in order to accommodate the students' learning,
- And the commitment to working with students for four to six weeks to develop the skills required of a Professional driver.

The Okanagan College Program with groups of students in Oliver and Salmon Arm was the first Professional Driver Program to utilize the resources developed by the Log Truck Technical Advisory Committee (LTTAC) with support from the Trucking and Harvesting Advisory Group (TAG), and the Wood Fibre Hauling Safety Group (WFHSG). The commitment by members of the LTTAC, TAG and the WFHSG was exemplified by their willingness to mentor students. Students were placed with mentors from Munden Ventures Ltd., R&A Logging, Arrow Transportation Systems Inc., Valley Carriers, Sutco Contracting Ltd., D. Jones Trucking Ltd., Inwood Trucking and Agri-Trans Services. Additional opportunities were provided by DCT Chambers.

Building on the success of the Okanagan College Program, the BCFSC is collaborating to deliver similar programs with the College of New Caledonia in both Quesnel and Fort St. James. The current enrollment of six displaced forestry workers in the program at CNC Quesnel is a great indication of how the programs can support retraining of forestry workers impacted by mill closures.

If you are interested in learning more about mentoring, please contact the BCFSC Transportation Safety Department at transport@bcforestsafe.org 🚚