



Supervisors and workers discuss how to control a roadside debris hazard.

Supervisors make phases accountable for hazards due to roadside debris

Companies should clarify standards for roadside debris – what is acceptable and what is not. These standards should be reinforced by checklists and safe work procedures. Supervisors should not sign off on work that leaves behind hazardous roadside debris.

Supervisors train workers to recognize and minimize potential roadside debris hazards

Owners, employers, supervisors and designated prime contractors have an obligation (under the Occupational Health and Safety Regulation) to prevent and remove roadside hazards. Supervisors must train and supervise workers accordingly.



Resources

Slideshow

A complete slideshow is available from the BC Forest Safety Council to help highlight the problems and solutions to hazardous roadside debris. Download or order a free copy and play the slideshow at your next safety meeting to help your employees understand their role.

Poster

Order posters FREE here:

bcforestsafes.org/node/2485

Posters are great for camp settings and shops.



OHSR 26.80 Creating additional hazards

Road or skid trail construction, including any blasting activity, must be carried out in a manner that prevents hangups, hanging broken tops or limbs, leaners, sidebind of pushed trees, or similar hazards which could endanger fallers or other workers.

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A faller assesses roadside debris hazards in his quarter.

What is Hazardous Roadside Debris?

A threat to those working below or travelling through

Hazardous roadside debris has been identified by many groups as a serious threat to their safety on the job. When material like shot rock, boulders, root wads, decked logs, pushed over trees, road spoil or processor debris are perched above a work area – usually on a steep roadside – all the workers who must work below or travel through are at risk.



What Can you Do?

Each phase from planning to engineering, falling, road building and harvesting can make an impact

This guidance should be followed by companies or contractors involved with any stage of road design, construction, right-of-way hand falling or harvesting in moderate to steep conditions.

Bullbucker, road building supervisor and contract/logging supervisor discuss the right-of-way (R/W) strategy together

Before activities begin, supervisors should coordinate the safest, most effective approach for falling the R/W, building the road and removing the logs.

Road builders and supervisors evaluate and communicate deviations from the planned centerline location beforehand

Because the centerline determines the R/W location, the road alignment with stream crossings, and even deflection for yarding crews, moving the centerline can have negative consequences. Machine operators planning to deviate from the centerline location should contact their supervisors ahead of time.



Full bench endhaul section under construction. Unless controlled, hazardous roadside debris will be present below the centerline.

Fallers manufacture (buck) R/W timber to manageable lengths

When fallers buck the R/W timber to manageable lengths, road builders can better organize log decks, and logs can be removed more efficiently.

R/W wood is loaded out prior to falling the setting

Decked logs perched at roadside, above a work area, can create hazards of runaway logs and unstable decks. To eliminate these hazards, remove wood prior to working below. To do this effectively, the R/W wood must be within reach of the loading machine. In addition, trees must be bucked to manageable lengths ahead of time.

All phases provide hazard documentation to the following phase

Engineers, fallers, road builders, and harvest crews must identify and communicate hazards to future phases. Written hazard reports are a legal requirement and an industry standard.