

# FOREST SAFETY News



December 2018  
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Safety is Good Business

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## 354 industry delegates attended the 13<sup>th</sup> annual VISC in Nanaimo



The 2018 Vancouver Island Safety Conference (VISC) was a huge success, based on the feedback received from delegates who completed an online survey at the end of the day. Here is a 20-page pdf wrap-up newsletter summarizing the presentations and activities at the conference: <http://www.bcforestsafe.org/files/VISC2018WrapUp.pdf>

Each year, the free, day-long safety conference is made possible by the generous support of industry sponsors and volunteers who give freely of their time, money, expertise and services.



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Welcome to the December edition of Forest Safety News, covering news about safety topics in forestry. This is YOUR safety newsletter. We look forward to your input and feedback! Email the editor at [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org) or call 1-877-741-1060.



## Happy Holidays!

The BC Forest Safety Council wishes you and your family a safe and wonderful holiday season.

**Our offices will be open from  
8 am to 5 pm on:**

Monday December 24  
Thursday December 27  
Friday December 28  
Monday December 31  
Wednesday January 2

**Our offices will be closed on:**  
Tuesday December 25  
Wednesday December 26  
Tuesday January 1

Call toll-free: **1-877-741-1060**  
Website: [www.bcforestsafe.org](http://www.bcforestsafe.org)  
Email: [info@bcforestsafe.org](mailto:info@bcforestsafe.org)

Upload SAFE audits here:  
<http://app.bcforestsafe.org/upload/>

or email SAFE audits  
(if they are small files) to:  
[audits@bcforestsafe.org](mailto:audits@bcforestsafe.org)





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BC's Honourable Minister of Labour, Harry Bains.

This year delegates also heard from BC's Minister of Labour, the Honourable Harry Bains. He said that safety is not only his personal passion but also his number one priority as Minister. He is committed to making BC's workplaces the safest in Canada.

Videos of the presentations will be posted here on the BC Forest Safety Council's YouTube channel: <https://www.youtube.com/user/BCForestSafety>



Sample of pages from the 20-page pdf wrap-up newsletter accessible here: <http://www.bcforestsafesafe.org/files/VISC2018WrapUp.pdf>

## Annual safety awards: All 2018 BC wildfire response crews, John Bulcock and Ron Corbeil recognized at VISC

Please see page 11 of the Vancouver Island Safety Conference (VISC) wrap-up newsletter here, honouring all the safety efforts of everyone who participated in the 2018 wildfire firefighting season; John Bulcock and Ron Corbeil: <http://www.bcforestsafesafe.org/files/VISC2018WrapUp.pdf>

John was unable to receive his award at the ceremony due to prior travel plans. 🙏





# Timber poaching is a growing problem on Vancouver Island Crown land

- Many of the old-growth trees are being felled unsafely too



Magnificent trees that are hundreds of years old are being poached by timber thieves, sometimes just to turn a quick buck by reducing old-growth Douglas fir to firewood.

Screenshot from a Vancouver Sun story on night thefts of old-growth trees for firewood.

According to officials in the Ministry of Forests, Lands, Natural Resource Operations and Rural Development's compliance and enforcement branch, thefts of old-growth timber on crown land is on the increase on Vancouver Island. They note that in many instances the trees are not being felled safely either.

Read more here: <https://vancouversun.com/news/crime/timber-poaching-a-growing-problem-on-vancouver-island>

## Canadian Government supports innovation in better aerial wildfire fighting technology

- Almost \$3.4 million repayable investment to firm best known for the retired Mars Bombers
- Funding supports Coulson Aviation's pioneering conversion of a Boeing 737 into a dual-purpose aerial firefighting tanker and passenger aircraft

Canadians will benefit from a stronger aerospace industry and better aerial firefighting technology thanks in part to a new investment in a British Columbian firm specializing in firefighting aircraft.



Coulson created the first Fireliner, a converted Boeing 737-300 aircraft, in 2017. Derek Heyes Photo

Screenshot from SKIES magazine. (Photo by Derek Heyes.)

Read more here: [https://www.skiesmag.com/press-releases/coulson-aviation-to-receives-3-4-million-loan-for-firefighting-innovation/?fbclid=IwAR3-MN-cNMIza38oLRKx89fiweaP5xbcu3T3ndz\\_ZK3lxOUz-sXT4fWQOiq](https://www.skiesmag.com/press-releases/coulson-aviation-to-receives-3-4-million-loan-for-firefighting-innovation/?fbclid=IwAR3-MN-cNMIza38oLRKx89fiweaP5xbcu3T3ndz_ZK3lxOUz-sXT4fWQOiq)

### Vancouver Island company outfitting six Boeing 737s to fight wildfires

Port Alberni's Coulson Group has added six Boeing 737-300s to its fleet, joining its Hercules C-130s and Sikorsky S-63 helicopters in the fight against wildfires.

GORDON MCINTYRE Updated: October 30, 2018



One of the Boeing 737s purchased and retrofitted to fight wildfires by Port Alberni's Coulson Group of Companies during a test flight this year. COURTESY / P. COULSON

A half-dozen Boeing jets bought by a Port Alberni company last year will still be ferrying passengers after they've been retrofitted by the family-owned firm, but the planes will also be putting out wildfires.

Screenshot from the Vancouver Sun.

And here: <https://vancouversun.com/news/local-news/vancouver-island-company-outfitting-six-boeing-737s-to-fight-wildfires>

### Next edition, February 2019:

Update on the status of Helicopter Emergency Medical Services (HEMS), the Squamish-based Technical Evacuation Advance Aero Medical (TEAAM) service and a recent forestry worker extraction, and the Western Forestry Contractors Association proposal for a HEMS industrial ambulance service pilot for the south west coast and interior region.



# Work-Related Deaths & Injuries

## Three work-related deaths in harvesting; none in manufacturing, year-to-date

There have been three work-related deaths in harvesting this year and none in manufacturing, as at November 14, 2018.

**September 20, 2018:** On a resource road, a worker was repairing the front steering of his 1-ton truck when he was struck by the truck. See safety alert: <http://www.bcforestsafesafe.org/node/3195>

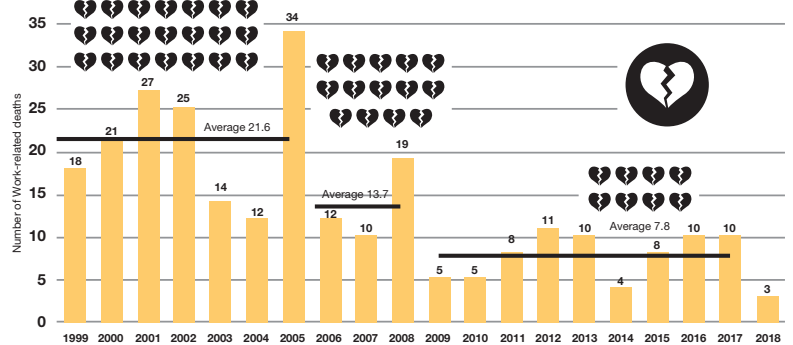
**August 28, 2018:** A log truck driver was fatally injured when the log truck he was driving overturned on a resource road in the Cranbrook area. See safety alert: <http://www.bcforestsafesafe.org/node/3182>

**March 7, 2018:** The driver of a loaded logging truck was fatally injured when the truck left the road and went into the ditch on the 100 Forest Service Road north of Fort St James. The impact caused the logs on the trailer to come forward, crushing the cab. See safety alert: <https://www.bcforestsafesafe.org/node/3087>.

### WORK-RELATED DEATH CLAIMS

WORKERS KILLED ON THE JOB

22 (1999 - 2005) | 14 (2005 - 2009) | 8 (2009 - 2017) | 3 (2018)



This information represents the number of work-related deaths by year of occurrence in forest harvesting in BC, up till November 14, 2018.

## Recent work-related incidents reported to WorkSafeBC

The more we share and learn from other's incidents, the better we become at preventing similar incidents at our operations and ensuring better outcomes for ourselves, our crews and our industry.

### HARVESTING

**Injury Type:** Fractured vertebra, head laceration  
**Core Activity:** Manual tree falling and bucking  
**Location:** Lower Mainland  
**Date of Incident:** 2018-Oct

While falling a bigleaf maple tree, a worker was struck by a dead Douglas fir danger tree located directly behind the maple tree. The danger tree fell toward the maple when the maple fell. The worker was airlifted to hospital by helicopter.

**Injury Type:** Upper body fracture  
**Core Activity:** Logging road construction or maintenance  
**Location:** Interior B.C.  
**Date of Incident:** 2018-Oct

A worker was removing chains from a grader in the dark and had parked a crew vehicle nearby so the lights could be used to light the work area. The standard transmission vehicle was left in neutral with the engine running and no parking brake applied. The vehicle rolled forward, pinning the worker against the grader. The worker was freed by a co-worker.

**Injury Type:** Fatal  
**Core Activity:** Manual tree falling and bucking / Outdoor sport tour  
**Location:** Interior B.C.  
**Date of Incident:** 2018-Oct

A faller was struck by a portion of the tree he was falling. The faller succumbed to his injuries.

**Injury Type:** Concussion  
**Core Activity:** Ground skidding, horse logging, or log loading  
**Location:** Northern B.C.  
**Date of Incident:** 2018-Sep

While a log truck stake extension (part of the bunk assembly) was being tensioned, tension was lost and the extension fell. The extension struck a young worker.

**Injury Type:** Fatal  
**Core Activity:** Integrated forest management  
**Location:** Northern B.C.  
**Date of Incident:** 2018-Sep  
On a resource road, a worker was repairing the front steering of his 1-ton truck when he was struck by the truck.

**Injury Type:** Fatal  
**Core Activity:** Log hauling  
**Location:** Interior B.C.  
**Date of Incident:** 2018-Aug  
A log transporter operating on a forest service road lost control and the vehicle came to rest on the driver's side, adjacent to the roadway. The driver sustained fatal injuries.

**Injury Type:** Injury to head  
**Core Activity:** Forest fire fighting  
**Location:** Vancouver Island/Coastal B.C.  
**Date of Incident:** 2018-Aug  
A young worker slipped and fell while traversing a rocky slope. A tree branch knocked off the worker's hard hat and the worker's head hit the ground.

**Injury Type:** Fatal (1 worker)  
**Core Activity:** Architectural drafting or design / Log hauling  
**Location:** Northern B.C.  
**Date of Incident:** 2018-Aug  
A worker driving on a public highway was fatally injured when the worker's vehicle collided with a logging truck.

### MANUFACTURING

**Injury Type:** Partial amputation of fingers  
**Core Activity:** Sawmill  
**Location:** Interior B.C.  
**Date of Incident:** 2018-Sep  
A worker was removing a jam in a planer. The top head was still rotating and contacted the worker's hand.

**Injury Type:** Crush injuries to upper body  
**Core Activity:** Veneer or plywood manufacture  
**Location:** Lower Mainland  
**Date of Incident:** 2018-Sep

A forklift carrying sheets of plywood was making a 90-degree turn in reverse near a worker at a plywood-strapping station. About 22 sheets of 3/4-inch plywood slid from the top of the load, pinning the worker between the sheets and a stack of plywood.

**Injury Type:** Laceration to upper body  
**Core Activity:** Shake or shingle mill  
**Location:** Lower Mainland  
**Date of Incident:** 2018-Sep  
A worker changed a 44-inch saw blade on a shingle saw machine. When the worker started the machine, the blade came off the saw and struck the worker.

**Injury Type:** Amputated fingers  
**Core Activity:** Wooden component manufacture  
**Location:** Northern B.C.  
**Date of Incident:** 2018-Sep  
A worker operating a chop saw (jump-up saw) to cut a board contacted the rotating blade.

**Injury Type:** Close call  
**Core Activity:** Wood chip mill  
**Location:** Lower Mainland  
**Date of Incident:** 2018-Sep  
A fire broke out in a wood waste pile at a recycling centre. Workers helped fight the fire from their equipment cabs and first responders attended the scene. No injuries were reported.

**Injury Type:** Crush injuries to fingers  
**Core Activity:** Sawmill  
**Location:** Vancouver Island/Coastal B.C.  
**Date of Incident:** 2018-Sep  
A welder was using a come-along and shackle while performing maintenance work on a bearing of a tail drum. The shackle failed, crushing the worker's fingers between the bearing and drum.

**Injury Type:** Exposure to fire extinguishing agent (5 workers)  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2018-Aug  
A worker was operating a loader in a chip barge loading area. The worker stopped the loader and disembarked, and the loader then caught fire. The fire was extinguished by on-site workers (two of whom were young workers), and the fire department attended and foamed the area.



## WorkSafeBC launches new online Notice of Project submission process

To address employer feedback and aging technology, WorkSafeBC has upgraded its Notice of Project (NOP) online submission process and it will be accessible to all employers before the end of this year (2018).

While there will be a grace period for employers to use the old forms, at some point in the future the old Notice of Project form will be retired.

In the past, there was just one form for the different types of notices of project required by regulation; the form timed-out after 30 minutes; and it was harder to use. The new forms are now customized for each of the six required notices – two of which are needed for certain forestry projects (see red oval highlights below for forestry projects expected to last more than five working days; and aircraft operations (forestry)). The other four new forms are for construction, diving, underground workings, and asbestos, lead or other similar exposure work activity.

### Submit a Notice of Project form

Before starting work activity on certain projects, owners, prime contractors, and/or employers are required by the Occupational Health and Safety Regulation to send us written notice. You can do this online with our Notice of Project (NOP) form. How much notice we require depends on the type of project you're planning.

Type of project	Notice required
Construction (OHS Regulation 20.2)	At least 24 hours
Asbestos, lead or other similar exposure work activity (OHS Regulation 20.2.1 (1))	At least 48 hours (as of May 1, 2017)
Forestry projects expected to last more than 5 working days (OHS Regulation 26.4)	At least 24 hours but not more than 30 days
Diving (OHS Regulation 24.9(1)(a) to (f))	At least 24 hours
Aircraft operations (forestry) (OHS Regulation 29.16)	At least 2 weeks
Underground workings (OHS Regulation 22.6)	At least 30 days

The Occupational Health and Safety Regulation requires that WorkSafeBC be notified of certain types of projects *before* they begin.

With the new forms, employers will be able to complete a customized form for each type of project that only asks relevant questions and includes help text using common industry language. In addition, if an employer submits more than one form during the same online session, some information will be pre-filled. Location entries will also be faster, offering valid address matches as you type, or a geo-location (identified by the longitude and latitude) can be used where no valid street address exists.

Users will be able to upload supplementary documentation at the time of NOP submission. For NOPs regarding asbestos, lead or similar exposure work activity, supplementary documentation is required and must be uploaded in order to submit the NOP and receive a confirmation.

Please note that employers will still need to contact WorkSafeBC's Prevention Support Services in writing to update an NOP if the project information significantly changes after submission.

For the full announcement, please see: <https://www.worksafebc.com/en/about-us/news-events/announcements/2018/October/changes-online-notice-project-submission-process>

## What the regulations say

### 26.4 Notice of project

(1) This section

(a) applies to a workplace in a forestry operation where the work is expected to last more than 5 working days, but

(b) does not apply where the work is limited to

(i) timber cruising,

(ii) forestry road or cutblock layout, or

(iii) surveying.

(2) Not more than 30 days and not fewer than 24 hours before the start of work at a workplace, the owner for whom the work is being done must ensure that a notice of project is provided to the nearest Board office.

(3) If it is necessary to do immediate work in order to prevent injury to workers or damage to property, work on the project may commence immediately, and the owner for whom the work is being done must ensure that a notice of project is provided to the nearest Board office at the earliest possible time.

(4) A notice of project under subsection (2) or (3) must be provided in a form and manner acceptable to the Board.

[Enacted by B.C. Reg. 20/2008, effective May 1, 2008.]

### 29.16 Notification

(1) The owner, or the person engaged by the owner to be the prime contractor, must give notice to the Board at least 2 weeks before commencing any operation involving aerial transport of logs or other products made of wood.

(2) The notice must provide the

(a) name of the principal contractor and of the person responsible for the operation,

(b) location, scheduled start date and expected duration of the operation, and

(c) type of logging activity to be done. 📍





## My company has just grown to over 20 workers...what do I do now?



By Lisa Banner, RPF, safety advisor.

### Let's first review the SEBASE criteria:

In order for a company to be categorized as SEBASE the employee count, including dependant contractors, must be between 6 and 19.

The SEBASE submission document is intended for companies with:

1. An average size in its operating\* months for the year of 19.99 or less.
2. A peak size for any month of the year of 24 or less.

(\*an operating month is any month that the company is at least 25% of its peak size. Companies at a 19.99 average and 24 peak may still use this package.)

### Now let's have a look at the most common questions companies ask:

#### What is my first step?

Contact the BC Forest Safety Council and talk with a Safety Advisor who will then work with your company to create a plan for success. Things that will be discussed include:

- Current activity – does the company have a busy season
- Timeline for certification
- Company's Classification Unit(s) and which of them want certification
- Resources – time, auditor, safety person, safety program.

#### What is my timeline to submit a BASE Audit?

The Company's timeline to have a BASE audit conducted depends on a few factors:

- activity of company i.e. a BASE Audit must be conducted during the busy season when operating at a minimum of 70% peak capacity
- If the company's SAFE Certification will expire before the company has enough work to audit in which case careful planning with our office will be essential to avoid any business impacts.

Timelines are also based on the needs, capabilities and requirements of the company and should be discussed with a Safety Advisor.

#### Do I have to hire an external auditor?

Yes, a BASE company is required to hire an external auditor to conduct all certification and recertification audits. We recommend that companies solicit several bids and review each auditor's qualifications and experience prior to hiring to ensure that the auditor has the necessary experience and competency to audit the client operations.

External auditors contact information is listed on our website at: <http://www.bcforestsafesafe.org/files/ExternalAuditorStatedExperienceMatrix.pdf>

#### Do I have to hire an external auditor every year?

No, a BASE company is not required to hire an external auditor every year. The company has the option of having a permanent employee, who is active in their company's business operations and has knowledge of their safety program participate in Internal Auditor Training. This training will provide the employee with the skills to be able to conduct an Internal BASE Audit in the two maintenance years of each cycle.

#### Do I have to have a Joint Occupational Health and Safety Committee?

If your workplace has 20 or more workers, you legally need a Joint Health and Safety

Committee. This includes any workplace where there are 20 or more workers employed at the workplace for longer than a month.

See <http://www.bcforestsafesafe.org/node/3041> for training options and see <https://www.worksafefbc.com/en/resources/health-safety/books-guides/handbook-for-joint-health-and-safety-committees-bk160?lang=en> for a WorkSafeBC Handbook for Joint Health and Safety Committees.

#### How do I know if my Safety Program will meet the requirements of a BASE audit?

One of the first things I tell companies is to download the BASE 4 Audit submission from the website: [http://www.bcforestsafesafe.org/files/frm\\_xBASE4AuditSubmission.docx](http://www.bcforestsafesafe.org/files/frm_xBASE4AuditSubmission.docx). This is a great place to start as you can review each question and compare it directly to your current Occupational Health and Safety program (OHS). Reviewing the BASE 4 Audit submission may identify gaps as well as revisions required to the company's OHS program in order to be successful. We suggest this review process be done in advance of the planned external audit as we want the company to have enough preparation time to be successful.

Another option that may be available is a Gap Analysis conducted on site by a BC Forest Safety Council (BCFSC) Safety Advisor. The Safety Advisor conducting the Gap Analysis will use the same BASE 4 audit tool that will be used during the company's External Certification audit. This Gap Analysis will provide the company with recommendations and continuous improvement suggestions to address prior External Certification Audit. A Gap Analysis is an effective tool in preparation of a BASE Audit.

#### What if I fail my BASE Audit?

If the company is not successful, they may be eligible for a Limited Scope Audit (LSA).

### Limited Scope Eligibility includes:

- the company receives an overall OHS score of 70% to 79%, regardless of question or element scores, OR
- the company receives an overall Injury Management Return to Work score of 70% to 79% with no element less than 50%, OR
- the company receives a score on any OHS question less than 50%, regardless of overall score, OR
- found evidence of an uncertified faller manually falling tree for, or on behalf of, the company during the scope of the audit, OR
- any combination of the above.

If the company is eligible, there are two Limited Scope Options:

- 1. Fast LSA:** This process is managed by the auditor and all actions and reports must be completed and incorporated into the final audit report due in 14 days of the last date of onsite activities. This is designed for very fast and very small technical difficulties.
- 2. Formal LSA:** This process gives the company 90 days after the closure of the audit report Quality Assurance (QA) and involves the BCFCSC in the active management of the corrective action process.

Both of these options provide the company with the opportunity to address the required deficiencies and to be successful in achieving the SAFE Certification of a BASE sized company.

Over the last 12 years of SAFE Companies, many companies have successfully transitioned from SEBASE to BASE. Some did use a Limited Scope Audit, but all were ultimately successful and now have stronger safety and business systems that fit their new larger and more complex operations. Some companies have contracted as business cycles changed and have deliberately kept the BASE systems operating simply because they are more effective. 🎯



## Reminder: first aid kit requirements have changed

By Martin Ridgway, CRSP, senior safety advisor.

On September 6th, WorkSafeBC updated Guideline G3.16 on Basic Requirements to meet Schedule 3-A.

This changes the requirements for what is in each First Aid kit, but does not change what kit is required in each circumstance. It is also important to note that the requirements are generic minimums. Forestry and other industries with high risk activities may often have additional supplies and services available based on company needs. For example, a level 2 or 3 kit only requires one blanket. Many attendants prefer multiple blankets so that they can be used under or around a person instead of just over them.

Key new items in the kits include, but are not limited to:

- Windlass style tourniquet
- Quick straps (a.k.a zap straps or fracture straps)
- A digital pulse oximeter with every oxygen kit

Companies or attendants can upgrade their old kits to the new standard by adding the extra items. Please note that there is no phase-in or grandfathering of old kit contents mentioned in the guideline.

The guideline containing the new inventory lists for personal, basic, level 1, level 2, level 3, oxygen kits, dressing stations and first aid rooms along with ETVs, industrial ambulances and mobile treatment centres can be found several pages down in the following link: <https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-03#998F33D891434F2D915491565A68E1F9>

First aid attendant training requirements also changed in September. The new training, among other topics, covers how to use the new equipment. As with all equipment, only properly trained individuals should use first aid supplies and equipment and use it only in accordance with their training. Improper use of first aid supplies and equipment can cause serious harm. 🚫



# Transportation

## Make the right decisions during adverse road conditions

For many in the province, you have already been dealing with adverse driving conditions for many weeks. Others are just beginning to experience their first freeze-thaws. Keeping safe requires making the right decisions every time regarding adverse road conditions. Please consider the following information.

It doesn't matter what you drive. All drivers are at risk during adverse road and/or weather conditions, as this recent incident involving sawmill employees reminds us: <https://vancouver.sun.com/news/local-news/four-seriously-injured-in-prince-george-area-bus-crash-12-others-stable>

### General good tips for drivers

- Drive at the appropriate speed for the conditions and unknown hazards
- Know your route and pay special attention to low visibility curves and blind hills
- When using the radio to transmit critical road safety hazards, like road blockages, confirm that road users have heard the message. Ask them to stop in a safe location and warn other traffic until the blockage can be cleared. Post safety triangles or flares to warn traffic of potential road safety issues as soon as possible
- Regularly inspect and maintain vehicles. Make sure important safety equipment like cab guards, wrappers, tires and brakes are all in good condition

### Tips for supervisors, contractors and licensees

- Establish mandatory chain up locations when road conditions are icy, including signage and a pullout location to put on chains

- Develop a plan for timely resource road inspections and maintenance
- Use the draft resource road maintenance guideline as a reference:
- [https://www.bcforestsafe.org/files/gde\\_resourceRoadMaintenance-pilot.pdf](https://www.bcforestsafe.org/files/gde_resourceRoadMaintenance-pilot.pdf)

### Benefits of chaining up for log haulers

- Reduces likelihood of truck incidents
- Assists in improving traction by roughening the road surface
- Sets a good example and eliminates peer pressure between drivers.

### Always chain up before it's too late

- When you feel tire chains may be necessary for traction and safety – don't wait until it's too late
- Not safe? Don't go! If conditions are treacherous, wait for conditions to improve.



### Protect yourself – follow safe work practices

- Follow company health and safety policies and practices
- Wear warm, waterproof, slip-resistant footwear and a compliant high-visibility garment
- Have multiple sets of gloves, waterproof clothing and a small kneeling tarp
- Use a headlamp at night or in low-light conditions.

### Handling tire chains

Handling tire chains is a common mechanism of injury for logging truck drivers. Two common types of injuries associated with handling chains are lower back injuries and shoulder injuries. It is important to maintain proper lifting, carrying and reaching techniques when handling tire chains:

- Get close to the tires to minimize overextending your reach
- Stay balanced – keep feet at shoulder width when crouching.

### Chain up location

- Stop in a designated chain up area if there is one available and if you can get there safely. If you can't, find an accessible pull-out. Avoid chaining up at the side of the road if possible
- Secure your truck – apply the parking brake and turn off the engine
- Activate hazard lights – make sure they're working and clear of mud and snow
- Use suitable non-slip wheel chocks to help secure the truck and trailer.

See <https://shiftintowinter.ca/employer-and-supervisor-tools/winterizing-your-safety-plan/> for more information. 📞

## WINTER DRIVING SAFETY

- Chain up
- Wear your seatbelt
- Slow down – drive to conditions
- Share the road
- Rest if you're tired – don't drive fatigued

## LIVES DEPEND ON IT



# Update on log hauling safety performance

The following information was shared by WorkSafeBC with BC Forest Safety Council trainers at a recent annual train the trainer session. Log hauling is one of five high risk areas in forestry that forms part of WorkSafeBC's forestry high risk strategy inspectional focus from 2018-2020.

In Q1-Q3 2018, WorkSafeBC officers have focused their inspections on the following elements of log transportation:

- Driving and road assessment
- Loading, offloading, and securing of load
- Best practices for maintenance work (lockout, access, and egress)
- Cab guards (bull boards) and seat belt use
- Three-point contact procedures.

The top five sections of the OHSR cited in orders during these inspections were:

- OHSR 16.35 – Securing tools and equipment
- OHSR 26.66(3) – Bunks and stakes (extensions and stake lines)
- OHSR 26.65(8) – Cab guard (markings and identification)
- OHSR 26.65(5) – Cab guard (record results of inspections before shift)
- OHSR 26.71.2(2) – Daily log.

In terms of claims summaries, WorkSafeBC shared the following information:

## Claims Summaries (CU732044 Log Hauling)

Injury Prevention	2013	2014	2015	2016	2017	2018 YTD
# Time-loss Claims	126	128	119	133	136	74
# Person Years	2,179	2,103	2,183	2,204	2,314	0
Injury Rate	5.8	6.1	5.5	6.0	5.9	
<b>Claim Summary</b>						
# Serious Injury Claims	32	36	27	39	45	17
Serious Injury Rate	1.5	1.7	1.2	1.8	1.9	

In terms of claims over the past five years (2013-2017), motor vehicle incidents, overexertion, fall on same level, fall from elevation and struck by were the leading types of incidents that led to claims in the log hauling CU.

## Claims Summaries (CU732044 Log Hauling)

Year Range: 2013 - 2017

Accident Type	Count	%	Source of Injury	Count	%
MVI	211	31.3	Vehicles	298	44.1
Overexertion	108	16.0	Working Surfaces	110	16.3
Fall on Same Level	76	11.3	Hand Tools	72	10.7
Fall from Elevation	75	11.1	Bodily Motion	35	5.2
Struck By	68	10.1	Trees, Plants	31	4.6
Exposure to Noise	29	4.3	Noise	29	4.3
Caught In	24	3.6	Metal Items	25	3.7
Struck Against	22	3.3	Miscellaneous	17	2.5
Involuntary Motion	20	3.0	Machines	13	1.9
Other Bodily Motion	14	2.1	Mineral Items	11	1.6
Others	28	4.1	Others	34	5.0
<b>Total</b>	<b>675</b>	<b>100.0</b>	<b>Total</b>	<b>675</b>	<b>100.0</b>

## Claims Summaries (CU732044 Log Hauling)

Year Range: 2013 - 2017

Nature of Injury	Count	%	Body Part	Count	%
Other Strains	252	37.3	Shoulders	89	13.2
Fractures	118	17.5	Other	83	12.3
Back Strain	71	10.5	Back	80	11.9
Contusion	59	8.7	Wrist, Fingers & Hand	68	10.1
Concussion	49	7.3	Other Head	49	7.3
Laceration	32	4.7	Knee	42	6.2
Hearing Loss	29	4.3	Face & Ears	38	5.6
Dislocation	12	1.8	Chest	36	5.3
Abrasion	7	1.0	Ankle, Toe & Feet	34	5.0
Tendinitis, Tenosynovitis	7	1.0	Other Lower Extremity	26	3.9
Others	39	5.8	Others	130	19.3
<b>Total</b>	<b>675</b>	<b>100.0</b>	<b>Total</b>	<b>675</b>	<b>100.0</b>

## Seeing Machines project update – measuring fatigue in log truck drivers

Earlier this year (April 2018), TimberWest initiated an evaluation of Seeing Machines, an in-cab fatigue and distraction monitoring and intervention system. Two of the company's log truck driver contractors volunteered to participate in the study managed by the BC Forest Safety Council's

transportation department. FPIinnovations took the lead in evaluating the fatigue monitoring technology.

The Seeing Machines system alerts drivers in real-time through an audible alarm and seat vibration when fatigue is detected (and audible alarm when distractions are detected). Additionally managers are alerted about driver fatigue in real-time if cellular connection with the device is established, or once the unit enters cellular range. Using Readiband wrist wearable devices, sleep and fatigue data was also collected to see if there was a correlation between fatigue events and predictive fatigue levels.

## The results

Distracted driving events were observed in almost all of the drivers that participated in the study. Some restricted behaviours (cell phone use, no seat belt) were also observed. Vehicle lane departure was observed during some distraction and fatigue events.

Some improvement was observed between baseline and active fatigue management periods. The glance away/distraction duration was considerably reduced during active fatigue management. Reduction in glance away duration was likely due to in-cab alerts.

*Continued on page 10...*



# Transportation

Continued from page 9...

## System overly sensitive

Driver survey feedback indicates that they consider the system to be too sensitive because of the frequency of false positive alerts. This belief is supported by the Readiband data. However, drivers thought the system was effective in managing fatigue and distraction. Feedback was also solicited from the two contractor principals. Both contractors support this system, however, successful implementation would require industry-wide implementation and they believed that some tweaking would also be required for the system to be adopted in logging operations.

Industry recognizes that driver fatigue can be a factor in motor vehicle incidents. One option to consider when implementing a fatigue management program is to have access to valid metrics using onboard technologies that alert drivers and fleet managers when the system detects driver

fatigue. By incorporating knowledge of fatigue management strategies, companies and drivers could implement appropriate measures to reduce the risk of fatigue-related motor vehicle incidents.

Technology like Seeing Machines could play an important role in fatigue and distraction management by creating awareness of driver behaviours. In-cab alerts have the potential to reduce the risk of incidents where fatigue or distraction are contributing factors. Seeing Machines seems promising as a tool for improving safety in the log hauling sector, provided barriers to driver acceptability are addressed.

## Next steps

The next steps include working with Seeing Machines to eliminate false positive alerts for distraction events which would address drivers' concerns and improve their acceptance of the system. Discussion and

awareness regarding driver fatigue and distraction needs to continue in consultation with industry, fleet owners and drivers to develop strategies that reduce the risk of fatigue- and distraction-related incidents. Technology can be a key component of a safety program but is not the complete solution in managing fatigue and distraction within the log hauling sector. Other components include education, training, best practice schedule planning, supervision, fatigue management systems covering policies and procedures, workplace culture, health, nutrition and hydration, and other support tools and solutions.

The study was conducted in 12 hour day shift operations. To better understand the effectiveness of Seeing Machines technology, a trial is being considered in other BC log hauling operations where there are longer duty hours and night shift operations. 🚚

## Kindness is a valuable driving skill to help keep everyone safe

*There is always a lot of social media and other media coverage over road rage incidents. Here's a look at kindness – a skill that can help keep us cool, focused on driving, and safe! The following content is printed with the approval of the author, a long haul trucker, Al Goodhall, of [www.truckingacrosscanada.blogspot.com](http://www.truckingacrosscanada.blogspot.com).*

Kindness isn't something we would normally discuss as a required 'skill' when it comes to driving. We discuss road rage a great deal, however, and recognize that anger sitting firmly in the mind of a driver is not something that leads to the skillful operation of a motor vehicle.

So, we are well aware that anger is a detriment to road safety and actively discuss its negative effects but we rarely, if ever, talk about kindness as a skill to be taught, which will enhance road safety.

Maybe teaching kindness is too much to ask. Perhaps talking about it is enough to get us to consciously include it as part of our daily lives. What would that look like out on the road? An example of this is the friction that exists today between the driving public and commercial vehicles, specifically logging trucks. Based on media accounts, we're well aware that in collisions between light vehicles and commercial transports, the result in many cases is those in the light vehicle are more often seriously injured or killed.

The big problem we face on all our roadways is a prevailing 'me first' attitude on the part of drivers. In a world where kindness, compassion, and courtesy guide how we interact with our fellow man, fault should not be a factor. Our responsibility is to keep others safe. Period.

To be kind as a driver is to adopt defensive driving skills and to put them into play 100% of the time when behind the wheel. This requires a great deal of introspection and self-accountability on the part of every person that holds a driver's licence. It's not an option. It is our moral obligation.

Obeying traffic laws and developing habits that leave ample space for other road users to make a mistake without killing themselves is a generous act. Bringing patience to your driving experience is the first step in becoming a kind and courteous driver. Putting time on the back burner of your mind is a necessity. If you are always in haste as a driver, a fatal mistake is always waiting in the wings.

Impatience is a sure way to elevate the level of risk to those around you and to yourself. Putting aside all your distractions, including thoughts of anything but driving, is an act of generosity and kindness.

As long as we are asked to eliminate road deaths and road violence by simply following the rules, we can't ignore our emotions and how they play out on our roadways and in our neighborhoods. Yes, kindness is a skill, and something we need to teach. 🚚



# Falling

## Employers can ask certified fallers to hold valid dangerous tree assessor certificates to work on their job sites

After Forest Safety News received information from a faller about concerns around some employers requiring certified fallers to hold valid dangerous tree assessor certificates; and another faller being written up by WorkSafeBC for leaving a tree, we asked the subject matter experts to clarify the situation.

Dean McGeough, coordinator of the Wildlife Tree Committee (WTC), explained that “the challenge is keeping to the regulations for context and application.” Key too is the fact that the Wildlife Dangerous Tree Assessor’s (WDTA) Course is the standard of care in BC for assessing possible dangerous trees.

He said that assessments are required in BC when, as per OHS Regulation 26.11(1b), a dangerous tree is encountered in a workplace and a faller chooses not to fall the tree. A faller is required to manage their quarter, and they do so as per their experience (qualified to determine their order of business), but they cannot bi-pass a dangerous tree while working (OHS Reg 26.26(1a)).

“For example, there is a tree with a widowmaker above a tree they just felled. They must remove the tree’s widowmaker (they will typically fall the tree) before bucking the felled tree. If it is unsafe to fall the tree with the widowmaker, then as per OHS regulation 26.26 (3) they can have the Dangerous Tree (DT) removed by other means (blasting, machine assist, second faller’s assistance, install a No Work Zone (NWZ), etc).

“Now, when the falling phase (hand or mechanical) is complete and the next phase is moving in (in an ideal world) and there are suspect trees within or along the boundary (trees with noticeable hazards) then a DT Assessment must be made to determine whether the suspect tree(s) is safe or dangerous for the workers,” said Dean.

“For example, a bear den tree is planned for retention. The experienced and qualified faller was sure it was safe to fall within

reach of this tree, but now that falling is complete someone must ensure it is safe for the yarding crew to work near this tree. The regulations require that a certified WDT Assessor makes this assessment (following all the steps, including communication and documentation) and sets out the safety plan for keeping this tree (OHS Reg 26.11(1b) and 26.11(2)) OR the tree must be felled (OHS Reg 26.11(1a)),” he added.

Dazy Weymer, seasoned certified faller and trainer agreed it is all about regulation and definition of dangerous tree. “As I see it there are two separate types of dangerous tree. Or at least, the use of the term ‘dangerous tree’. In the one case it describes a tree that will pose a risk to people that will be near it (along roads, in or around logging sites, etc.)”

“To make the determination that such a tree is safe or not, the assessor needs to be a certified Wildlife Dangerous Tree Assessor so that his decision can be legally defended,” said Dazy.

“The second use of the term, ‘dangerous tree’, would be a tree that may or may not be a hazard if left alone but would be dangerous to fall. Any faller can decide that a tree is too dangerous to fall, and then you can move onto getting a second opinion from qualified assistance, blasting, machine assist, etc., or ribbon the tree out of the area,” he said. “In many cases a tree will meet both these definitions.”

WorkSafeBC’s Terry Anonson also said an accurate shared understanding of dangerous tree is important and said everyone should stop calling dangerous trees “snags” as it isn’t helpful.

“Regulation 26.11 stands by itself and is not in the hand falling regulation. 26.26 is the hand falling regulation and covers all dangerous trees,” said Terry. Both sets of regulations apply at all times.

“If a faller is working an active quarter, he is not there to leave a tree. 26.11 only applies to trees that are being left that pose a foreseeable risk to the faller or others.

So if a faller is going to leave a tree that has dangerous tree indicators and poses a risk to him, a co-worker or anyone else’s safety, the faller needs to escalate that situation to his supervisor to have the tree properly assessed by a certified Wildlife Dangerous Tree Assessor,” said Terry.

“Keeping a faller safe is paramount,” he said.

### So what is the bottomline?

If a faller does not have the training and certification to assess a questionable tree to leave it to the standard of care required in BC – the WDTA certificate – then he cannot leave the tree at his discretion, whether planned retention or unplanned retention. The tree must either be fallen, or reported to supervision and properly assessed by a qualified WDT assessor.

Similarly, a faller should never fall a tree that he feels is unsafe to fall and no officer or supervisor has the authority to make a faller fall a tree that he feels is unsafe, no matter what. Rather, Qualified Assistance is required.

If you have an issue you’d like to discuss confidentially, please call any of our falling safety advisors at toll-free **1-877-741-1060**; or if you would like Forest Safety News to report on any issue, please email [editor@bcforestsafesafe.org](mailto:editor@bcforestsafesafe.org).

### Links to Dangerous Tree OHSR

26.1 Definition of dangerous tree: <https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-26-forestry-operations#SectionNumber:26.1>

26.11: General requirements, dangerous trees: <https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-26-forestry-operations#SectionNumber:26.11>

26.26: Falling dangerous trees: <https://www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-regulation/part-26-forestry-operations#SectionNumber:26.26>





# Falling

## Q1-Q3 2018 manual falling inspectional focus by WorkSafeBC

At a recent BC Forest Safety Council (BCFSC) train the trainer session in October, WorkSafeBC provided an update on officer inspections of falling operations, specific to the forestry high risk strategy.

### Forestry High Risk Strategy (HRS) manual falling inspection focus:

- Falling cuts
- Dangerous tree windfall assessment and plans
- Unnecessary brushing practices
- New faller training programs, new faller safety, and adherence to training requirements
- Roadside debris endangering workers
- Phase congestion.

### The top five sections of the OHSR cited in orders in Q1-Q3 2018 in manual falling and bucking were:

- OHSR 7.8(1)(b) – Hearing tests
- OHSR 26.2(2) – Planning and conducting a forestry operation
- OHSR 26.24(5)(b) – Responsibility for falling and bucking (undercut)
- OHSR 26.24(5)(c) – Responsibility for falling and bucking (sufficient holding wood)
- OHSR 26.22.1(2) – Falling supervisors for forestry operations.

The new (in 2018) WorkSafeBC hand falling team in the same period – Q1-Q3 2018, initiated 123 inspections, which included six new faller training sites.

### The WorkSafeBC falling team's top five sections of the OHSR cited were:

- OHSR 7.8(1)(b) – Hearing tests
- OHSR 26.2(2) – Planning and conducting a forestry operation
- OHSR 26.24(5)(b) – Responsibility for falling and bucking (undercut)
- OHSR 26.22.1(2) – Falling supervisors for forestry operations
- OHSR 26.26(1)(a) – Falling dangerous trees.

## Claims Summaries

(CU703013 Manual Tree Falling and Bucking)

Injury Prevention	2013	2014	2015	2016	2017	2018 YTD
# Time-loss Claims	131	141	134	127	107	67
# Person Years	500	488	454	465	471	0
Injury Rate	26.2	28.9	29.5	27.3	22.7	
<b>Claim Summary</b>						
# Serious Injury Claims	41	46	28	52	31	18
Serious Injury Rate	8.2	9.4	6.2	11.2	6.6	

## Claims Summaries

(CU703013 Manual Tree Falling and Bucking)

Year Range: 2013 - 2017

Accident Type	Count	%	Source of Injury	Count	%
Struck By	230	33.4	Trees, Plants	224	32.6
Fall from Elevation	110	16.0	Working Surfaces	119	17.3
Fall on Same Level	97	14.1	Power Tools	109	15.8
Overexertion	69	10.0	Bodily Motion	84	12.2
Involuntary Motion	36	5.2	Miscellaneous	32	4.7
Exposure to Noise	32	4.7	Noise	32	4.7
Other Bodily Motion	26	3.8	Logs, Tree Products	24	3.5
Struck Against	25	3.6	Mineral Items	15	2.2
Repetitive Motion	22	3.2	Vehicles	13	1.9
Caught In	10	1.5	Hand Tools	12	1.7
Others	31	4.5	Others	24	3.5
<b>Total</b>	<b>688</b>	<b>100.0</b>	<b>Total</b>	<b>688</b>	<b>100.0</b>

## Claims Summaries

(CU703013 Manual Tree Falling and Bucking)

Year Range: 2013 - 2017

Nature of Injury	Count	%	Body Part	Count	%
Other Strains	218	31.7	Knee	115	16.7
Fractures	124	18.0	Wrist, Fingers & Hand	81	11.8
Laceration	102	14.8	Back	73	10.6
Contusion	59	8.6	Shoulders	57	8.3
Back Strain	57	8.3	Other Lower Extremity	57	8.3
Hearing Loss	32	4.7	Ankle, Toe & Feet	52	7.6
Concussion	15	2.2	Face & Ears	48	7.0
Abrasion	12	1.7	Other	40	5.8
Tendinitis, Tenosynovitis	12	1.7	Chest	38	5.5
Dislocation	8	1.2	Other Upper Extremity	32	4.7
Others	49	7.1	Others	95	13.8
<b>Total</b>	<b>688</b>	<b>100.0</b>	<b>Total</b>	<b>688</b>	<b>100.0</b>

(Please note: for more information on other CUs within the forestry high risk strategy, please see the training and transportation sections.) 🚧

## WorkSafeBC issues 2018 bulletin for fallers on summoning qualified assistance

The 3-page bulletin covers the potential hazards hand fallers might face, the qualified assistance that must be available and the means to summon such assistance, in all work situations. The bulletin summarizes the information and then provides links to all the underlying regulations as well as links to additional information resources. Please see: <https://www.worksafefbc.com/en/resources/health-safety/hazard-alerts/safety-information-fallers-summering-qualified-assistance-ws-2018-13?lang=en>. For additional qualified assistance information, please see: <http://bcforestsafef.org/QA> 🚧



## New Faller Training Pilot course completed in Holberg



Four trainees have successfully completed the second New Faller Training Pilot course in Holberg, which ran from September 5 to October 7, 2018. The trainees are (back row, from left) Jeremy Stoward, Morgan Soderquist, Shawn Wheatley and Pat Brobeck. Front row are the trainers (from left) Wayne Miller, Pierre Gagnon, Trevor Herron and John Jacobsen. 🍷

## Falling Supervisor Course at Weyerhaeuser Princeton

Trainer John Jacobsen and BC Forest Safety Council falling safety advisor, David Adshead, recently did a two-day specialized Falling Supervisor course for Weyerhaeuser Princeton, in late October 2018.



Topics covered included general guidance for both licensee and contractors around hand falling supervision; responsibilities with regards to planning for hand falling and equipment in the same block; providing adequate qualified assistance; and ensuring all appropriate required documentation is completed. 🍷

## The application of qualified assistance can lead to misinterpretation

Recent reports from the field suggested that it might be acceptable for fallers to work alone in separate cutblocks while being designated qualified assistance (QA) for each other (within 10 mins flying time by helicopter). While the theory might meet regulatory intent in a perfect world, reality is not perfect. The likelihood of having a helicopter fail mechanically, be grounded by bad weather, or each faller be at the furthest opposite points of each of their cutblocks outside of the 10 minute window would not meet the regulatory intent of QA. There has to be certainty with QA being reliably available for all fallers. QA within 10 minutes is the regulatory requirement. Best practice is faster, and closer.

### Ask questions and plan ahead

What could go wrong? If there is bad weather, a sudden change in winds, a mechanical issue, a broken radio ... What is Plan B and has it been tested? Stay safe! 🍷

## What to do if WorkSafeBC orders are written up against you as a faller?

First, consider the order(s) carefully when you have cooled off. Step back and look at the situation objectively. Ask a trusted fellow faller and/or supervisor to discuss them with you, or discuss confidentially with a BC Forest Safety Council falling safety advisor.

Ask yourself if another faller got the same orders what would you want to know about the situation to understand whether or not the orders were/are appropriate? Write a list – why and why not. Wait 24 hours. If you still feel that they are totally unjustified, wrongly applied/interpreted and you've talked them through with someone else you trust, then don't hesitate to follow the WorkSafeBC provisions for asking for those orders to be reviewed.

On the bottom of any orders written by WorkSafeBC, is the following direction:

### **Right to a Review of Orders**

Any employer, worker, owner, supplier, union or a member of a deceased worker's family directly affected may, within 90 calendar days of the delivery date of this report, in writing, request the Review Division of WorkSafeBC to conduct a review of an order, or the non-issuance of an order, in this report by contacting the Review Division. Employers requiring assistance may contact the Employers' Advisers at 1-800-925-2233.

Reviews can take a few days up to several weeks depending on factors such as the nature of the orders, the circumstances, availability of people to interview to determine if there was human or procedural error or a greater potential for different interpretations of the application of the regulation in the individual circumstance.

WorkSafeBC has this challenge process in place to ensure that the system works as intended, is reliable, trusted and accountable. Remember, officers are humans too and we all make mistakes. The Employers' Advisers office comes highly recommended for the assistance they are able to provide in helping employers successfully challenge WorkSafeBC orders. They have a good success rate for the orders they recognize/agree should be challenged. 🍷



# Training

## Supervisor Talk #2

# Good leaders and supervisors are not born; they are taught



By Gerard Messier, RPF, CRSP

In the last edition, I promised to write an article that answers the questions: What is a good leader anyway? Do supervisors need to be good leaders?

“ Dear Supy,

*I think that I would make a good supervisor but I wouldn't describe myself as a natural leader. I know my job well and I'm good with the crew but I'm not confident that I would make a good supervisor. What should I do?*

Paul Potential ”

Let's look at this a more closely. What are some characteristics and skills of good supervisors and leaders?

### Characteristics of good supervisors and leaders

- Honest
- Accountable
- Decisive
- Determined
- Motivator
- Understanding
- Good listener
- Organized
- Disciplined
- Sense of humour
- Trustworthy
- Professional
- Respectful
- Doesn't play favorites
- Knowledgeable
- Problem solver.

### Skills of good supervisors and leaders

- Sets timelines and objectives, and clarifies expectations
- Plans and organizes work in advance
- Identifies job priorities
- Determines methods of evaluation and checks work
- Trains the employee how to do a specific task
- Closely supervises progress, and monitors and evaluates performance
- Listens and provides support and encouragement
- Asks for suggestions or input
- Explains why
- Encourages self-reliant problem-solving
- Encourages teamwork
- Involves the other person in decision-making.

I think that we can all agree that if we had supervisors with all these characteristics and skills, it would be a pretty well run operation. It's important to have both the personal characteristics and the skills to be a good leader and supervisor. You can know the job inside and out and have a lot of knowledge about what needs to be done, but if you can't motivate and support workers, the results are going to be poor. Similarly, you can be the best motivator and communicator, but if you don't know exactly what needs to be done, you won't be able to give good instructions or guidance.

Some of the things in the lists above are personality traits and some of them are skills, and I think that both can be taught. Sure, some of them may not be comfortable for you at the start but with practice, you can mold yourself into a leader. I think there are quite a few "supervisors in the rough" out there that have great potential but they hold themselves back because they don't see themselves as natural leaders

or knowledgeable enough. If you aspire to be a supervisor but think that you may be lacking in some areas, build a plan to develop yourself and get to where you need to be. Here are some ideas and resources to help get you there:

**Mentorship** – Identify a senior person that you think has the skills and characteristics that you want to develop. Ask them to sit down for a coffee and ask a few questions. Quite a few experienced supervisors are happy to share their knowledge and provide advice on specific situations or areas that you can work on. Make it an ongoing thing and your confidence and knowledge levels will soar.

**Take some training** – the BC Forest Safety Council (BCFSC) offers a one day leadership training course for supervisors and it is always run with another day of communications training. This is not a coincidence; good leaders are also good communicators.

**Check out the Wildland Fire Leadership webpage** for book and movie suggestions and other resources to help you learn about being a leader. Not just for firefighters, this webpage has good information for all supervisors. <https://www.fireleadership.gov/toolbox/toolbox.html>

**Competency guidelines** – If you need more knowledge about a particular job in the industry, the BCFSC is working on developing guidelines and training courses to help. Yarding, log truck driving, mechanized harvesting, road building and silviculture jobs will eventually all have guidelines showing the skills and knowledge workers need to be competent in a particular job.

That's it for now, next time we'll discuss impairment, being mentally and physically fit for work, and what that means for you and the workers you supervise. Email your stories and ideas to [Messier@bcforestsafe.org](mailto:Messier@bcforestsafe.org)

## Upcoming changes or new courses in 2019

### Forest Supervisor Training

Look for an updated Forest Supervisor Training course next year. The training materials in Module 1 – Due Diligence have been updated and improved to provide better tools to help supervisors be more efficient at work. The course length has been increased from one to two days to better cover all the responsibilities and roles of forest supervisors. More information will be available in early 2019.

### Serious Incident and Fatality Investigation training

The Serious Incident and Fatality Investigation training is online, free and ready for anyone to use. If you want to improve your investigation skills and learn about what to do when a serious incident happens on your worksite, check it out. This course replaces the Advanced Incident Investigation classroom course. For more information, please see: <http://www.bcfscsafe.org/node/3179>



# Annual train the trainers session: WorkSafeBC update on safety performance and emerging issues



BC Forest Safety Council training course trainers receive an update from WorkSafeBC's Darcy Moshenko and Terry Anonson.

Over the course of two days in late October 2018, BC Forest Safety Council trainers came together for their annual train the trainer session – an opportunity for trainers to receive updates on industry performance, discussion on sections of the Regulation, and emerging issues.

WorkSafeBC's Darcy Moshenko and Terry Anonson provided updates on WorkSafeBC activities including updates on WorkSafeBC's forestry high risk strategy, claims summaries, planning and conducting a forestry operation, phase integration/congestion, workplace impairment and ash exposure.

Look, Observe, See was a running theme through the presentation, with Darcy reminding everyone that research, external to WorkSafeBC, tells us that our eyes only see approximately 10% of what we are looking at due to how our brains function, so we have to focus and consciously seek out hazards to really see them.

Darcy reviewed the definitions of the *Workers Compensation Act (The Act)*, the Occupational Health and Safety Regulation (OHSR), the standards, the policies and guidelines structure – and which are enforceable and which are not.

*The Act* and OHSR are enforceable, and standards may be enforceable but only those standards that are written into *The Act* or OHSR. Policies clarify obligations of employers, supervisors and workers under specific sections of *The Act* and OHSR. Workplace parties cannot be written up for contravening policy provisions; however, if the employer has not followed the policy, it would be strong evidence that the party has contravened the related section of *The Act* or OHSR and may result in orders and penalties.

And, guidelines are not enforceable alone but can be referenced with *The Act* and/or OHSR. Guidelines are issued to assist with accurate interpretation of *The Act* and OHSR.

It is important to understand that collectively all of the above are in place to prevent workplace fatalities and serious injuries. The ultimate goal is the safety of workers, and creating and sustaining safe workplaces.

## Did you know there is prescriptive OHS regulation and performance based regulation?

- Prescriptive regulation sets the exact method of compliance that must be met
- Performance base regulation sets out a result that a workplace must attain without specific direction on how to attain the result

Standards related to the OHSR outline specifications and performance criteria for specific types of equipment and machinery which may be external standards or internal WorkSafeBC standards. These standards are only enforceable if the OHSR references a specific standard.

## Forestry High Risk Strategy 2018-2020

Darcy explained that WorkSafeBC's renewed forestry high risk strategy was intended to focus on the industry segments representing

exceptional risk to workers and to ensure that officers execute impactful inspections in these areas: manual tree falling, log transportation, cable yarding, mechanized harvesting and silviculture, with the goal to reduce serious injury and fatal injury rates.

When executing inspections on these areas, WorkSafeBC officers also focus on responsibilities of the owner, employer, supervisors and workers.

Overall, from Q1 to Q3 2018, the top five sections of the OHSR cited in orders for all of the forestry high risk strategy areas (namely manual falling and bucking, log transportation, cable yarding, silviculture, and mechanized harvesting) were as follows:

- OHSR 7.8(1)(b) – Hearing tests
- OHSR 26.2(2) – Planning and conducting a forestry operation
- OHSR 16.35 – Securing tools and equipment
- OHSR 3.16(1)(a) – Basic requirements (Occupational First Aid)
- OHSR 3.17(1) – First aid procedures

## It is estimated that only 27% of forestry workers get regular hearing tests

Lack of hearing tests was the leading order cited for several classification units (CUs). It is important for all forestry employers regardless of CU to:

- Measure or review noise levels by location and job role, and assess existing mitigation strategies and
- Complete hearing conservation program assessments of existing, new, and young workers to identify exposure areas and risk control opportunities.

For mechanized harvesting on steep slopes with a specific focus on tethered and traction assist machinery, inspectional focus was on:

- maintenance plan and lockout
- three-point contact procedures
- steep slope assessment plans
- safe operation of traction assist and tethered equipment.

The top five sections of the OHSR cited in orders for mechanized harvesting were:

- OHSR 26.11(1) – Dangerous trees
- OHSR 16.17(1)(d) – Escape from cab
- OHSR 3.17(1) – First aid procedures
- OHSR 3.16(1)(b) – Basic requirements (transporting injured workers to medical treatment)
- OHSR 26.4(2) – Notice of project.

For cable yarding, inspection focus was on:

- clearing the turn
- yarding angles and
- landing the log.

The top five sections of the OHSR cited in orders for cable yarding were:

- OHSR 7.8(1)(b) – Hearing tests
- OHSR 4.9(1) – Inspection and maintenance records

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# Training

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- OHSR 26.56(2) – Work area arrangement
- OHSR 4.3(1)(a) – Safe machinery and equipment
- OHSR 3.16(1)(a) – Basic requirements (Occupational First Aid).

In silviculture, the focus of inspections were on:

- Emergency Response Plan elements
- Planning and conducting operations
- Driver training and policies
- Musculoskeletal injury (MSI) risk assessment
- MSI program management
- MSI education of workers.

The top five sections of the OHSR cited in silviculture inspections in the Q1-Q3 2018 period were:

- OHSR 3.17(1) – First Aid procedures
- OHSR 3.16(4) – First Aid equipment, supplies, and facilities
- OHSR 5.38(2) – Handling and securing cylinders
- OHSR 3.16(1)(a) – Basic requirements (Occupational First Aid)
- OHSR 3.16(1)(b) – Basic requirements (transporting injured workers to medical treatment).

The claims summaries shared by Darcy covered 14 active forestry classification units and two transportation CUs for log towing and log hauling.

Injury Prevention	2013	2014	2015	2016	2017	2018 YTD
# Time-loss Claims	1,007	969	903	945	905	695
# Person Years	18,770	18,251	18,235	18,550	19,263	0
Injury Rate	5.4	5.3	5.0	5.1	4.7	
Claim Summary						
# Time-loss Claims	1,007	969	903	945	905	695
Serious Injury Rate	1.3	1.4	1.1	1.3	1.2	

## Claims Summaries for All Forestry CUs – Year Range: 2013 - 2017

Accident Type	Count	%	Source of Injury	Count	%
Struck By	863	17.1	Working Surfaces	853	16.9
Overexertion	776	15.4	Vehicles	781	15.5
Fall from Elevation	720	14.3	Trees, plants	752	14.9
Fall on Same Level	615	12.2	Bodily Motion	603	12.0
MVI	449	8.9	Hand Tools	348	6.9
Involuntary motion	218	4.3	Machines	322	6.4
Repetitive Motion	203	4.0	Power Tools	242	4.8
Exposure to Noise	197	3.9	Metal items	223	4.4
Struck Against	195	3.9	Noise	199	3.9
Other Bodily Motion	175	3.5	Miscellaneous	178	3.5
Others	633	12.5	Others	543	10.8
<b>Accident Type</b>	<b>5,044</b>	<b>100.0</b>	<b>Total</b>	<b>5,044</b>	<b>100.0</b>

Nature of Injury	Count	%	Body Part	Count	%
Other Strains	1,696	33.6	Wrist, Fingers & Hand	716	14.2
Fractures	701	13.9	Back	638	12.6
Back Strain	590	11.7	Knee	532	10.5
Contusion	453	9.0	Shoulders	489	9.7
Laceration	444	8.8	Ankle, Toe & Feet	424	8.4
Concussion	207	4.1	Other	353	7.0
Hearing Loss	200	4.0	Face & Ears	281	5.6
Tendinitis, Tenosynovitis	133	2.6	Other Lower Extremity	279	5.5
Abrasion	128	2.5	Chest	226	4.5
Dislocation	95	1.9	Other Head	212	4.2
Others	397	7.9	Others	894	17.7
<b>Total</b>	<b>5,044</b>	<b>100.0</b>	<b>Total</b>	<b>5,044</b>	<b>100.0</b>

## Emergency Response Planning (ERP) issues identified included:

- First aid assessment
- Lack of ERP practice and testing
- Daily plan for helicopter-only access
- ERP review: ERPs properly communicated to workers and service providers, and routinely practiced through realistic emergency drills.

## Industry needs to work on planning and conducting a forestry operation

Terry spent some time talking about planning and conducting a forestry operation as per OHSR Sec. 26.2 because it was a common order across all the high risk strategy classification units, specifically section (4) of the regulation below.

OHSR Sec. 26.2 Planning and conducting a forestry operation

- (1) The owner of a forestry operation must ensure that all activities of the forestry operation are both planned and conducted in a manner consistent with this Regulation and with safe work practices acceptable to the Board.
- (2) Every person who has knowledge and control of any particular activity in a forestry operation must ensure that the activity is both planned and conducted in a manner consistent with this Regulation and with safe work practices acceptable to the Board.

- (3) The planning required under this section must
  - (a) include identification of any work activities or conditions at the workplace where there is a known or reasonably foreseeable risk to workers,
  - (b) be completed before work commences on the relevant activity, and
  - (c) be documented at the time of planning.

(4) If, after any planning referred to in subsection (3), there is a change in the workplace circumstances, including the work activities and the conditions of the workplace, and the change poses or creates a known or reasonably foreseeable risk to workers that was not previously identified, then

- (a) the plan must be amended to identify and address the risk and provide for the health and safety of the workers at the workplace, and
- (b) the amendment must be documented as soon as is practicable.

“We don’t see change managed well. There needs to be better anticipation and understanding about how changes can create new risks,” said Terry. “One must ask the question of each change – has risk been created; how did you mitigate it; and how did you communicate and document it?”

This section of the Regulation allows flexibility and that’s a good thing “if used properly, will save a lot of lives,” said Terry.

## Multi-generation workforce impacts effective communication

They also shared the following video on the importance of effective communications in forestry workplaces: <https://www.youtube.com/watch?v=IYz1psQMqC>

(Note: please also see the falling and transportation sections respectively for information related to manual tree falling and bucking; and log hauling inspection findings.)

## OHSR is not changing to address legalized marijuana

The impact of legalized consumer sales of marijuana has not affected WorkSafeBC’s Occupational Health and Safety Regulation. Sections 4.19 and 4.20 already adequately cover the need for workers to disclose if they are impaired or unfit for work, supervisors need to ensure workers are fit to work and effectively managed, with employers removing impaired workers for the worksite so that they do not cause harm to themselves or others.

“It’s business as usual,” said Darcy. No worker can be impaired for whatever reason.

All workers must be fit for work and all workers and employers need to consider the effects of prescription and non-prescription drugs, and fatigue, as potential sources of impairment.

### Ash exposure focus after wildfire activity

Continued vigilance and greater awareness is needed around the potential risk for ash exposure to workers following wildfire activity. WorkSafeBC's position is that following wildfires forestry activities and workers are exposed to ash with potentially negative health effects.

#### Short term health effects:

- Eye, nose, and throat irritation
- Coughing and allergic reactions.

#### Long-term health effects:

- Lung disease
- Chronic obstructive pulmonary disease (COPD).

#### Employers must perform regular site walk-throughs looking for signs of exposure, including:

- Black residue on workers' hand and/or clothing
- Black deposits on workers' tools and equipment
- Black deposits in workers' vehicles
- Workers showing signs of eye, nose, or throat irritation.

Employers are ultimately responsible for ensuring safety procedures and practices are in place to control the risk and if any worker exhibits signs or reports symptoms of exposure, the employer must investigate and assess the potential for exposure. 🚫

### YouTube hit worth sharing



Nutrition and hydration play a huge role in how we perform and make decisions at work. Watch

Dr. Delia Robert's video for more information: <https://www.youtube.com/watch?v=1fXkKzYLCUM> 🎥

## Annual train the trainers session:

# BCFSC CEO pays tribute to trainers for role in improving industry safety

BC Forest Safety Council (BCFSC) CEO, Rob Moonen, thanked all the BCFSC trainers for the very important role they play in reducing injuries in industry.

"You are often the first face that anyone coming into our industry sees when they sign up for training to become a SAFE Certified company," said Rob.

A trainer agreed and said that trainees do see the trainers as members of the BCFSC and interact with them accordingly.

Rob said that trainers sharing feedback from the field during the training sessions was critical to the BCFSC continuing to be responsive in addressing emerging safety issues.

He also shared the current year-to-date fatality data. Three fatalities in harvesting and none in manufacturing. Two were log haulers and one was a worker working underneath his truck. Rob referenced a fourth fatality that had not been assigned to the falling certification unit.

A trainer shared that often people in industry don't understand how some fatalities are counted and some are not. "We share those safety alerts because we can all still learn from the circumstances to help prevent similar incidents even when those incidents are not attached to the classification units that pay into our organization," explained Rob. Because of how incidents impact the WorkSafeBC rates that employers pay, correctly attributing fatalities and other incidents to the right classification units is key to the fairness, accuracy and sustainability of the workers and employers insurance system in BC. Because rates vary so much based on numerous factors, it is critical that each incident be accurately attributed to the underlying classification unit so that the risk of that particular activity is properly accounted for.

Rob said that while everyone could pat themselves on the back for achieving the second lowest fatality rate on record in 2017 (outside of 2009), one cannot say this is the beginning of a new trend, yet. And he cautioned more work was still needed to be

done. He said that both log hauling and manual tree falling remained industry's two highest risk activities.

Russ Robertson, the BCFSC's Director of



Russ Robertson explains the competency-based training system to the trainers. The red blocks at the bottom represent the core curriculum modules that are shared across all forestry related occupations.

training and program development, provided an update on the competency based training model as well as the progress made on four successful competency-based training pilots: two new faller training course pilots; one fundamentals of forestry course pilot with Vancouver Island University (VIU) and Western Forest Products, and one log truck driver training pilot with VIU and Western Forest Products. In addition, 280 log truck drivers have gone through a new pilot competency assessment process and assessors continue to be identified and trained.

The BCFSC was directed by industry to develop and complete curriculum and training resources for 37 forestry occupations over the next two years, following a competency-based model. It is planned that these training modules will be provided to recognized training facilities (who have already been consulted and new ones will be added over time) to use in delivering the courses to a specified, consistent standard to help ensure industry has consistently qualified, competent, safe workers to fill an increasing need (up to 1,000 workers per year) across the industry in the next seven to 10 years. 🎯

## 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):

- Forest Supervisor training**
- Module 1: Due Diligence (1)**
- Module 2: Communications (2)**
- Module 3: Leadership & Professionalism (3)**

- Dec 5 Vernon (1)
- Dec 6 Vernon (2)
- Dec 7 Vernon (3)

#### Incident Investigation training

- Dec 3 Nanaimo
- Dec 10 Kamloops

#### Individual Owner Operator OHS training & Refresher training

- Dec 15 Teleconference
- Jan 26 Teleconference

#### Joint Occupational Health and Safety Committee training

- Dec 4 Nanaimo
- Dec 11 Kamloops

#### Small Employer OHS training & Refresher training

- Dec 6 Nanaimo
- Dec 13 Kamloops
- Jan 10 Langley
- Feb 7 Campbell River

View the 2019 training calendar here: [www.bcforestsafesafe.org/fscapps/calendar/calendar.php](http://www.bcforestsafesafe.org/fscapps/calendar/calendar.php). Please check back often as course dates may change if there are insufficient participants. All training is offered on a not-for-profit, cost-recovery basis. Email [training@bcforestsafesafe.org](mailto:training@bcforestsafesafe.org) or call toll-free **1-877-741-1060** for general information, or email Gary Banys at [banys@bcforestsafesafe.org](mailto: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. 🎯





## Knee maintenance for forestry workers



By Dr. Delia Roberts

Whether your work is field-based, in a machine, or at a desk, healthy knees seem hard to come by in the forest industry. Days of walking on uneven, unstable terrain, and carrying heavy and unbalanced loads take their toll and leave most of us with aching joints. Here are some tips on managing your knees and how to keep 'em functional for years to come.

### Prevent knee injuries for pain-free retirement years

Knees are one of the most frequently injured joints, and in later years are very prone to further deterioration and painful osteoarthritis (OA). To understand why, it helps to consider that the joint has to both allow a lot of movement and support the body's weight. The forces inside the joint range from two to three times body weight during walking, up to an estimated seven to eight times body weight during running, and may even be higher with jumping. If you think about how many steps you take a day, and multiply that times your body weight including gear, the numbers are astounding. Especially when you realize that all that holds this structure together are the connective tissue ligaments and tendons. In comparison, other weight-bearing joints like the hip and ankle have more tightly structured bony projections to increase joint stability. That the knee has no bony supports makes the actions of the muscles that surround the knee critical. If the reflexes are working properly, as soon as the loads on the joint begin to increase, very sensitive sensors signal to the muscles to contract and shorten in order to stabilize the joint and help carry the load. Unfortunately, pain, swelling and vibration can impair the reflexes, either slowing them down or sometimes even making the wrong muscle contract at the wrong time to inadvertently increase the forces rather than decrease them.

### Posture impacts the load on the knees

Another aspect of the joint that can create higher than normal loads is posture. Even

#### Knees have two functions:

1. Allow a lot of movement
2. Carry your body weight

#### Total loads on your knees:

- > 2 to 3 times body weight just walking
- > up to 7 to 8 times body weight when running and even more jumping

very small shifts in the alignment of the bones can create uneven loading inside the knee. Often, the shift is towards the inside of the joint, and because the force that would normally be distributed evenly across the whole knee is now directed towards one area, the cartilage and even bone can be damaged.

Cartilage is the smooth slippery material that lines the joint and allows the bones to glide over one another during movement. It's an amazing material, capable of withstanding very high forces, yet able to cushion repeated and heavy loads. In fact, in order for cartilage to remain healthy, it has to undergo cycles of compression and release, as this is the only way it can circulate joint fluid through the cells.

When the joint is not loaded regularly and appropriately the cartilage dies, this is why sedentary people develop OA – but it also explains why previous damage to a ligament or poor posture can also lead



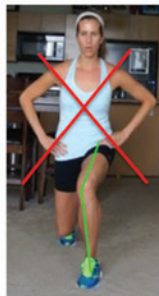
Fit to Log



## Knee Stability

In addition to reducing knee injuries, supporting the knee joint with a strong core and neutral pelvis will reduce chronic knee pain.

1. Align your spine and activate your core.
2. Place your hands in your back pockets. With your weight even on both feet the muscle at the top of your hip should be soft. A shift to the right or left, should make the glute med on that same side tighten up. If it's not contracting, poke it until it does.
3. Tie elastic banding around your knees and do a half squat while pressing outward against the banding. Imagine you are doing this exercise when stepping down out of the truck or before walking through slash to activate your glutes.
4. Step forward into a lunge, the knee should stay in line with the center of the hip and foot, and not drop inward. The greater the load (as when carrying a planting bag, a saw, or landing a jump) the more important this is.



5. These exercises will build control of your knees at the hip. Work up to 3 x 15 reps each side, 3 days/week.

a) Stand in a balanced stance with a neutral spine and activated core. Step one foot out to the side while using the glute med to control the supporting knee. Do not let it fall inward (valgus). Add elastic banding around your ankles for resistance.

b) Clam walks, this can be done in boots while waiting for your ride. Add elastic banding for more resistance. Step sideways as shown in #3 above. Focus on controlling the pelvis and knee to stay in neutral.

c) Single leg ¼ or ½ squats. Stand sideways (shoulder touching a wall) with the inside leg pressed slightly into the wall for more glute activation. Do not hike your inside hip, keep perfect posture.

Footnote: See this poster for info on how to have a neutral spine and how to activate your core: [http://www.bcforestsafesafe.org/files/ps\\_BackUpYourBack.pdf](http://www.bcforestsafesafe.org/files/ps_BackUpYourBack.pdf)

to degeneration of the cartilage and the development of OA. If the forces exerted on the cartilage are not directed along the lines of the cells, they are damaged and eventually disappear.

## Now that you understand how a healthy knee works, here are tips for keeping yours functioning for years to come:

1. Get regular exercise. Walking or riding a bike are ideal ways to refresh your cartilage by increasing the circulation of joint fluid. Maintaining a healthy body weight will also make a huge difference in keeping the load on your knees positive and not destructive. Remember that the force exerted on the cartilage is 2-3 times your body weight. With every step.
2. Make sure that your posture and

alignment are good. This begins with healthy feet in good boots and moves upward through your hip into your back. (See Fit to Log, Back up your Back poster here: [http://www.bcforestsafesafe.org/files/ps\\_BackUpYourBack.pdf](http://www.bcforestsafesafe.org/files/ps_BackUpYourBack.pdf)) In fact, the greatest predictor of knee injuries is the alignment of the hip. (see item 3).

3. Use the exercises provided in the poster (link below; screenshot on page 18) to wake up the muscles that support the knee. More than 50 high quality research studies have shown that doing these simple movements can decrease pain (including reducing the need for pain medications) and restore function in all people – right from the first signs of knee pain through to those who are waiting for joint replacement surgery. Even 10 minutes, two or three times a week will produce good results. To download the poster: [http://www.bcforestsafesafe.org/files/ps\\_KneeStabilityPoster.pdf](http://www.bcforestsafesafe.org/files/ps_KneeStabilityPoster.pdf)
4. See a physiotherapist that specializes in knees. Sometimes, knee pain can be caused by other imbalances. Spending a couple of hours with a professional who is trained to examine the way you move and who understands how to establish neutral posture and correctly activate the supporting muscles can go a long way to achieving pain free movement. 🙌

## Explanation of terms/ reminders:

The glute med/s are the muscles marked in red in the diagram beside.



### How to find a neutral spine:

1. Stand tall as though a string is pulling out the top of your head.
2. Look straight ahead (don't drop or raise your chin).
3. Keep your shoulders and chest relaxed, just lengthen through your spine.
4. Put one hand on the back of your neck to check that your neck is lined up with your spine (if your head is forward, the knobby 7th vertebra will stick out. Correct this by pushing your chin straight back with the other hand until the vertebrae all line up).

### How to activate your core:

1. Tighten your belly by drawing your lower abdomen in and up very slightly.
2. Make sure your upper body is still relaxed, only your lower belly is tight.
3. Tighten the pelvic floor (lift your testicles slightly to activate this core muscle) and hold for a count of 10, then do 10 contractions in a row.

## Fit to work trumps everything

October 17, 2018 might have been the big day for legalized marijuana sales in Canada, but for safety sensitive workplaces like forestry, it was just another business day – safety first!

Why? Because fit to work means zero tolerance for any kind of impairment, whether achieved by legal or illegal means. There can be no compromise.

Every worker has to be fit for work; every supervisor has to ensure every crew member is fit for work. Every workplace needs a fit to work, drug and alcohol policy, and needs to make sure all workers are aware of it, understand it and value why it is important to uphold the policy to keep themselves safe and be surrounded by colleagues who are all fit to work – not impaired by fatigue, by emotional stress, by alcohol or any form of drugs – whether prescription, legal or otherwise.

Here is a safety alert that the BC Forest Safety Council issued on October 18 to remind employers and workers of their obligations and responsibilities and to provide additional links to sample policies and other tools that can be used in the workplace, and how best to support workers who need help: <http://www.bcforestsafesafe.org/node/3198> 🙌

## Keep moving this holiday season

Having a wonderful, safe holiday season requires discipline. Indulge, but in moderation, and no matter what, keep moving – go for walks in the snow or rain, climb that hill, stroll that neighbourhood; walk the dog, explore a new park. Keep moving, and enjoy. 🙌



## One air to breathe

As 2018 comes to a close, and announcements in October saw some mills temporarily closed due to lack of logs and/or lumber prices, others moved into rotating strike positions with a focus on collective bargaining agreements; one cannot ignore the increasing pressures – worry about lost jobs, lay-offs, further stressed bottom-lines and increased production pressures, that result in an additional cost to both the mental and physical well-being of people. One culprit that impacts wood scarcity and messes with allowable annual cuts and proper sustainable forest management is of course, wildfires and wildfire response. Some 2018 media headlines have challenged all of us to properly consider and address climate change and also to better spend money on the appropriate prevention side of wildfire management so that industries like forestry, cattle ranching, fruit farms/wineries, tourism and other operators can survive but prosper

through the next 50 years and sustain employment and economic contributions to our communities and our province. A little less talked about is on the health and wellness side – the total cost of mental, emotional and physical ailments as a result of continued wildfire smoke exposures, firefighting, evacuations, and the long-term healthcare costs. And finally, an increasing concern by several industry observers that a “new normal” is being discussed as somehow making this all ok, when it isn't. As industry publications and upcoming industry conferences continue to cover stories on the need for better fireproofing, a reader sent in this link to a recent video posted by the Vernon Morning Star on what we were breathing during wildfire season. We have one air to breathe: <https://www.vernonmorningstar.com/news/video-a-close-up-look-at-what-you-were-breathing-during-the-wildfire-season/> 🙌





# Your Take on Safety

## Time to tell us what you think

And, stand a chance to win a gift card!

### Did you know:

- Forest Safety News has been produced for five years
- That's 30 editions, either 16 or 20 pages each
- One person works on FSN as part of their role at the BC Forest Safety Council (BCFSC)
- All other contributions are from industry volunteer writers/photographers
- Every BCFSC department provides input, content and approves their area's respective content
- Complete the survey for a chance to win one of three \$100, \$75 and \$50 gift cards

Forest Safety News was introduced five years ago as a means to share regular safety-related information with SAFE certified companies and workers in the forestry industry. While we receive anecdotal feedback regularly from readers, it is time to measure what people think and respond accordingly.

It's time for you to tell us what you think and what you'd like to see in future editions. Please follow this link to an online survey:

<http://bcforestsafesafe.org/node/3219>.

The survey will take you about 10 minutes to complete, longer if you would like to share any detailed comments. We encourage all feedback.

Know that your opinions will help shape how, what and when we communicate with you in future.

The ultimate shared goal of course is to help support continuous improvement in safety knowledge and performance, and to reflect our industry's social license to operate sustainably safe, innovative and respected companies in an industry we are all proud to be employed in. Because, every worker deserves to go home safe at the end of each day.

A summary of feedback received will be shared in a future edition of Forest Safety News and winners of the gift cards will be emailed or called directly via the contact details provided at the end of the survey.

Please note that all responses will remain anonymous and confidential regardless of whether you choose to enter into the draw or not. The link to enter the draw is completely separate from the survey content.

Thank you for taking the time to help shape future Forest Safety News editions. 🌲



Covers (from left) of the first edition of Forest Safety News in February 2014, April 2015, June 2016, August 2017 and October 2018.

### ABOUT Forest Safety News

Forest Safety News is published six times a year: February, April, June, August, October and December. All submissions – letters to the editor, safety tips, photos, safety stories, concerns etc. – are welcome. The opinions expressed in the newsletter are not necessarily those of the editor, staff or board of the BC Forest Safety Council. All decisions to publish materials rest with the editor. 12,000 copies of each edition are distributed via mail or email. Additional copies are distributed at industry events.

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Have a story, letter to the editor, safety tip, ideas or photos? Please send all submissions to:

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