

FOREST SAFETY News



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Safety is Good Business

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State of Emergency in BC:

SAFE Companies audit due dates extended for those directly affected by wildfires



Welcome to the October 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@bcforestsafesafe.org or call 1-877-741-1060.

THANK YOU

To all industry, BC Wildfire Service, national and international crews who worked to help put out the fires: **THANK YOU!**

Many operations as well as auditors (internal and external) were directly affected by work shut-downs and evacuations related to the wildfires; or were actively participating in firefighting efforts.

As a result, the BC Forest Safety Council made the decision to extend SAFE Companies audit due dates to September 26, 2018 to give companies additional time to complete their audits. Operations that were not impacted by the fires were asked

to still complete audits by their original due dates so that SAFE Companies staff would be able to serve those who might need extra help when the state of emergency was over. The plan at the time of going to print was that if the state of emergency was extended beyond the second extension (September 12, 2018), audit due dates would be adjusted accordingly. If you need to talk to us about your audit submission, please email us at safeco@bcforestsafesafe.org or call toll-free 1-877-741-1060. 📞

A Nanaimo area forestry worker and a water tank driver, Darrell Drake, died from a medical emergency while supporting local firefighting efforts on the Nanaimo Lakes wildfire (above). Forest Safety News extends sincere condolences to his family, friends and colleagues and appreciation to all industry workers, volunteers and BC Wildfire staff and contractors who answer the call to fight fires each year. Photos of the Nanaimo Lakes wildfire (above) courtesy of Clare Craig.



WorkSafeBC has issued a new risk advisory: Exposure to ash during logging operations after wildfires

Workers conducting forest harvesting activities can be exposed to ash particulates and increased levels of ash dust during work activities following wildfires. The 2-page risk advisory issued late August 2018 provides the steps employers must take to assess the risk to workers and provides the following guidance as to how wood ash/dust exposure may be reduced by:

- Educating workers on the hazards of wood ash and how exposure can be prevented
- Providing face- and handwashing facilities to remove ash/dust from workers' skin
- Providing personal eyewash units
- Ensuring that vehicle and equipment cabs

are properly sealed (door and window seals are present and in good condition) and operated with the windows closed and cab air filtration systems in place

- Considering the use of respiratory protection and disposable coveralls for workers who spend most of their time outside of vehicles.

For the full risk advisory, please see: <https://www.worksafebc.com/en/resources/health-safety/risk-advisory/exposure-ash-logging-operations-wildfires?lang=en> and for more information on how WorkSafeBC identified this risk, see www.worksafebc.com/emergingrisks. 🚩

Recent incidents involving powerlines: STOP work and call BC Hydro!



Visit www.bchydro.com/safetytraining for free online or in person training about electrical safety.

In their most recent (August 2018) public safety update document, BC Hydro lists a total of 36 safety incidents across all industries,

three of which are related to forestry/tree work as follows:

- A non-utility arborist was trimming a tree when he lost control of it and it fell on a high voltage line, breaking the line
- A crew was called to a tree on wire with customers out. A tree had hit the line and knocked it off of its insulator. A feller-buncher was working close by and may have caused the incident
- A crew found three spans of neutral down in a logging area.

In forestry settings it may be the first aid attendant who is first on scene where a downed powerline might be involved. Knowing what to do and what not to do could save your life and others' lives.

BC Hydro provides free electrical safety awareness training both online and in person for workers, first responders and members of the public who may have interaction with their facilities. For more information please see: www.bchydro.com/safetytraining. 🚩

Government announces next phase of forestry contractor sustainability review – facilitating solutions

A former BC premier and provincial government cabinet minister, Dan Miller, has been hired by the provincial government as the independent, third-party facilitator for the next stage of the logging contractor sustainability review. See the press release here: <https://news.gov.bc.ca/releases/2018FLNR0237-001612>

The initial contractor sustainability report, drafted by George Abbott, earlier this year made 13 recommendations. These included making better use of technology, improving communications and information-sharing, and ensuring best practices for setting contractors' rates of pay and dispute resolution mechanisms.

Miller is scheduled to report back to the Ministry of Forests, Lands, Natural Resource Operations and Rural Development before the end of October 2018. 🚩



New Record: More than 3,000 companies SAFE certified

Reflection of how far industry travelled on its safety journey

As at the beginning of September this year a total of 3,012 forestry operations had successfully completed SAFE Certification. Previously the record for the total number of SAFE Certified companies was just over 2,900 this time last year. Before that, it has hovered between 2,500 and 2,700 each year. The new record is due in part to the Ministry of Forests, Lands, Natural Resource Operations and Rural Development's requirement (effective April 1, 2017) for all contractors who want to bid on infield forestry work contracts to be SAFE Certified.

The other reason for the record number is that fewer numbers of companies are coming off the SAFE Certification list. In the past well over 100 companies came off the list on June 30 each year, for either not submitting their annual maintenance audit on time or because they just chose to not recertify as they were no longer working in forestry settings in BC.

"I believe we will continue to see the number of SAFE Certified companies grow over time," said Cherie Whelan, Director SAFE Companies. "Our commitment is to be responsive to the needs of forestry operations and make all our processes less paper-intensive, simpler and easier to use. The new technology options that are currently in development will be available to companies in 2019 and further enhance our service and response platforms. I think these continuous improvement measures will make it even easier for companies to not only maintain SAFE but to support improved safety performance with less time spent on paperwork." 🚩

Check out WorkSafeBC's bulletin on blade guard replacement for table saws

Employers are responsible for ensuring all saws are equipped with effective safeguarding.

View or download the 2-page PDF bulletin here: <https://www.worksafebc.com/en/resources/health-safety/hazard-alerts/blade-guard-replacement-options-table-saws?lang=en> 🚩

Screenshot of the recent WorkSafeBC health and safety bulletin on blade guard replacement options for table saws.



Wildfire season update: 2,017 fires as at August 30, 2018

By the numbers, according to data released by the BC Wildfire Service:

Current Statistics

Aug 30, 2018	TOTAL	Coa	NW	PG	Kam	SE	Car
New Lighting-Caused Fires	3	1	0	1	0	0	1
New Human-Caused Fires	1	1	0	0	0	0	0
Total Fires to Date (<i>current fiscal year</i>)	2,017	279	154	436	417	426	305
Total Area Burned (Ha.) (<i>current fiscal year</i>)	1,281,203	162,641	815,196	149,673	51,711	52,438	49,544

Coa = Coastal
 NW = Northwest
 PG = Prince George
 Kam = Kamloops
 SE = Southeast
 Car = Cariboo

New fires are those that were discovered on Aug 29, 2018.

The current fiscal year is from April 1, 2018 to March 31, 2019.

Wildfire Averages

The current 10-year average*, taken from 2007 to 2016, is 1,692 fires, 42.7% caused by people and 57.3% caused by lightning.

The following table shows the number and percentage of person and lightning-caused fires for last year and the 10 preceding years.

Year	Total Fires	Total Hectares	Total Cost (millions)	Average Hectares per Fire	Person Caused	Person Caused (%)	Lightning Caused	Lightning Caused (%)
2017**	1,353	1,216,053	\$568.0	898.8	552	(40.8%)	773	(57.1%)
2016	1,050	100,366	\$129.0	95.6	564	(53.7%)	486	(46.3%)
2015	1,858	280,605	\$277.0	204.9	617	(33.2%)	1,237	(66.6%)
2014	1,481	369,168	\$297.9	249.3	664	(44.8%)	817	(55.2%)
2013	1,861	18,298	\$122.2	9.8	564	(30.3%)	1,297	(69.7%)
2012	1,649	102,122	\$133.6	61.9	708	(42.9%)	941	(57.1%)
2011	653	12,604	\$53.5	19.3	444	(68%)	209	(32%)
2010	1,672	337,149	\$212.2	201.6	680	(40.7%)	992	(59.3%)
2009	3,064	247,419	\$382.1	80.8	881	(28.8%)	2,183	(71.2%)
2008	2,023	13,240	\$82.1	6.5	848	(41.9%)	1,175	(58.1%)
2007	1,606	29,440	\$98.8	18.3	687	(42.8%)	919	(57.2%)
Average*	1,692	151,041		94.8	666	(42.7%)	1,026	(57.3%)

* The average does not include the most recent year.

** Figures for the most recent fire season are preliminary estimates.

Media coverage of the 2018 wildfire season has included stories of anger, frustration, fear, thankfulness, determination, illness, unquantified short and long term health effects, tourism, carbon and economic impacts. A diverse sample of stories follow:

August 29, 2018: <https://www.cbc.ca/news/canada/british-columbia/emotions-running-hot-in-areas-ravaged-by-b-c-wildfires-1.4802263>

August 26, 2018: <https://vancouver.sun.com/opinion/op-ed/anthony-britneff-ministers-forest-panel-should-embrace-these-reforms>

August 23, 2018: <https://vancouver.sun.com/news/local-news/b-c-wildfires-2018-prime-minister-visits-wildfire-crews-as-hundreds-of-blazes-burn>

BC Wildfire smoke crosses Canada and Ireland: <https://globalnews.ca/news/4406758/bc-wildfire-smoke-canada-ireland/>, while Seattle and Portland struggle with smoke from BC wildfires: <https://vancouver.sun.com/pmn/travel-pmn/wildfire-smoke-blots-out-mountains-skylines-across-us-west/wcm/65fa437b-8556-451a-aa59-86f0a42d4c74>

August 22, 2018: <https://www.myprincegeorgenow.com/82464/more-resources-needed-to-make-bc-communities-fireproof-bcafn-chief/>

Mental health concerns and impacts: <https://www.cbc.ca/news/canada/british-columbia/forest-fires-smoke-mental-health-1.4792195> and <https://vancouver.sun.com/news/local-news/mental-health-a-concern-as-wildfire-smoke-continues-to-choke-province>

Forest fuel work needed to slow wildfires says premier Horgan: <https://www.vernonmorningstar.com/news/forest-fuel-work-needed-to-slow-wildfires-b-c-premier-says/>

Medical issues surge: https://vancouver.sun.com/news/local-news/wildfires-2018-medical-issues-surge-as-air-quality-advisory-becomes-longest-on-record?video_autoplay=true

August 20, 2018: <https://www.timescolonist.com/smoke-from-b-c-wildfires-prompts-air-quality-advisories-across-western-canada-1.23405804> and <https://www.opb.org/news/article/wildfire-smoke-oregon-washington-california-northwest-emergency-room-visits/>

Fires negatively impact watersheds, quality of water: https://www.huffingtonpost.ca/2018/08/19/british-columbia-wildfires-water-supply_a_23505054/

Experts' concerns: <https://www.theglobeandmail.com/canada/british-columbia/article-bc-wildfires-renew-experts-concern-over-hectares-of-dead-or-dying/>

More fires burning now than in 2017 record-breaking season: <https://globalnews.ca/news/4384377/b-c-wildfire-update-monday/>

Grim future: <https://www.theweathernetwork.com/news/articles/british-columbia-wildfires-grim-future-stagnant-weather-climate-change-factor/110199>

What do you think? How do we prevent fires and promote safer, healthier outcomes for all in industry and our communities? Share your thoughts: editor@bcforestsafesafe.org or call toll-free 1-877-741-1060. 🗣️

The early days of legalized marijuana may prove to be a bumpy ride



Screenshot of recent Vancouver Sun story on potential drug-detection device challenges.

A recent Vancouver Sun story has two BC lawyers making the argument that the proposed system of road-side testing is not what it should be, while the manufacturer of the testing equipment refutes their claims: <https://vancouver.sun.com/news/local-news/roadside-drug-detection-device-to-face-court-challenge> 🗣️



Work-Related Deaths & Injuries

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

WORK-RELATED DEATH CLAIMS

WORKERS KILLED ON THE JOB

22

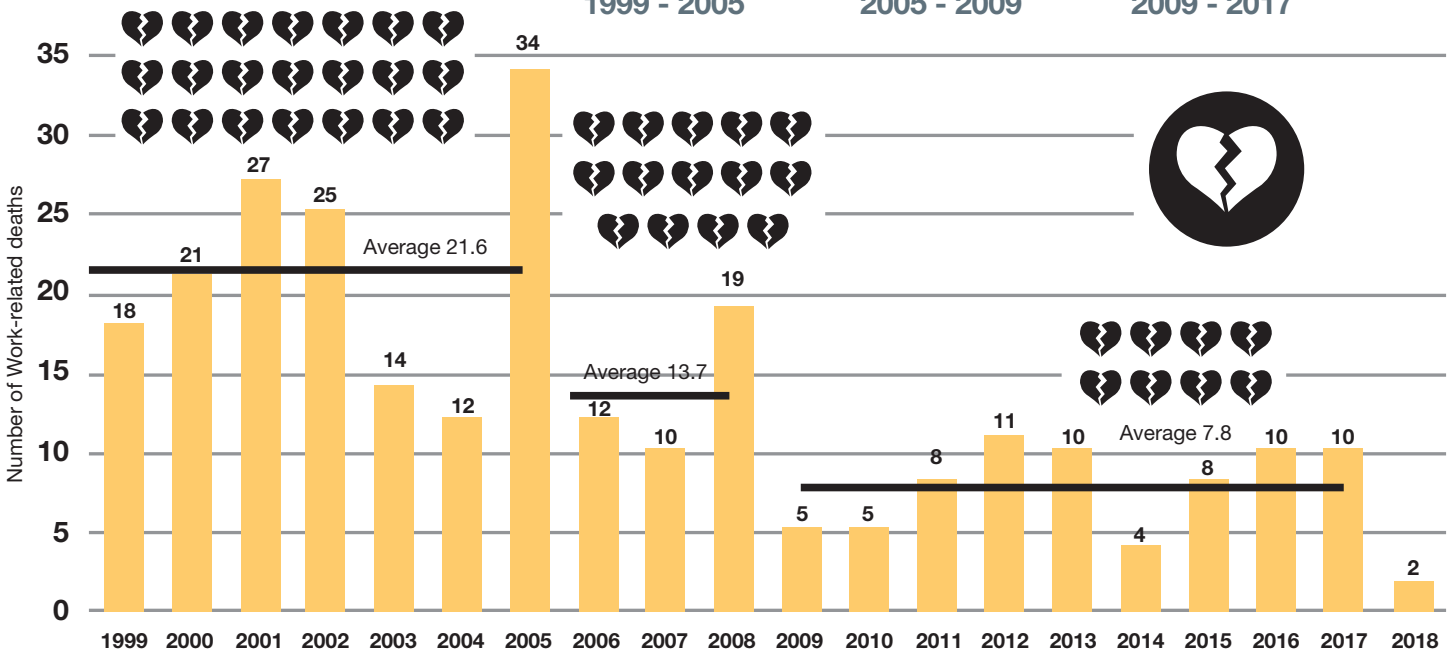
1999 - 2005

14

2005 - 2009

8

2009 - 2017



This information represents the number of work-related deaths by year of occurrence in forest harvesting in BC, up till September 5, 2018.

There have been two work-related deaths in harvesting this year and none in manufacturing, as at September 5, 2018.

August 28, 2018: The driver of a loaded logging truck was fatally injured when his truck over turned on a forest service road in the Cranbrook/Fort Steele area. See safety alert: <https://www.bcforestsafe.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.bcforestsafe.org/node/3087>.

Five natural cause deaths

There have been five deaths of forestry workers attributed to natural causes in the past year. Please see page 15 for health and wellness information.

We extend our sincere condolences to all the families, friends and colleagues of the deceased.

As we head into colder, wetter, icy conditions for many operations, remember we are entering our highest risk months for two of our highest risk forestry operational areas – log hauling in the interior and falling on the coast.

Make good decisions for you and your crews, and stay safe. No haul or tree is worth a life – not yours or anyone else's!

Work-related deaths in log hauling in BC (2013-2018 YTD)

- 18 fatalities
- Represents 40% of total number of fatalities in harvesting
- 53% of fatalities occur in the first quarter (Q1) of the respective years
- 80% of fatalities occurred in Q1 and the fourth quarter (Q4)
- 80% of these fatalities occurred in the Interior

Recent work-related incidents reported to WorkSafeBC

HARVESTING

Injury Type: Fractured ribs, soft tissue injuries
Core Activity: Manual tree falling and bucking
Location: Interior B.C.

Date of Incident: 2018-Aug

A faller was struck by a hung-up dead Jack pine tree (12 inches in diameter).

Injury Type: Close call

Core Activity: Logging road construction or maintenance
Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Jul

During road construction blasting work, fly rock from a quarry struck nearby machinery. Workers in the vicinity took cover under the machinery to avoid being struck. No injuries were reported.

Injury Type: Multiple fractures

Core Activity: Ground skidding or log loading / Integrated forest management
Location: Northern B.C.

Date of Incident: 2018-Jul

A worker was conducting maintenance on a grapple skidder when it rolled backwards over the edge of a landing, causing the worker to fall off the top step. The worker was treated at the site by a Level 1 first aid attendant and transported to hospital by helicopter.

Injury Type: Soreness

Core Activity: Log hauling
Location: Lower Mainland

Date of Incident: 2018-Jul

A worker was driving a loaded log transporter on a highway. The transporter failed to navigate a sharp corner and flipped onto the driver's side, remaining on the highway.

Injury Type: Fractured leg

Core Activity: Manual tree falling and bucking
Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Jul

A faller was struck by the top of a danger tree that fell after it was brushed by another falling tree.

Injury Type: Fractured leg

Core Activity: Log towing
Location: Lower Mainland

Date of Incident: 2018-Jul

A worker was standing on a log boom being moved into position against a stationary boom. The worker jumped from the moving boom to the stationary boom and lost his balance. The worker fell backward into the water but was able to pull himself onto the stationary boom.

Injury Type: Leg injury

Core Activity: Tree planting or cone picking
Location: Interior B.C.

Date of Incident: 2018-May

A worker in a tent heard a bear outside. The worker exited the tent with a shovel and tried to return to the main camp. When the worker reached the road, the bear charged and struck the worker. The worker used the shovel for defence and the bear retreated.

Injury Type: Multiple fractures, internal injuries

Core Activity: Manual tree falling and bucking
Location: Lower Mainland

Date of Incident: 2018-Jul

A worker felled a dangerous tree in a helicopter logging site. The falling tree struck a tree that had already been felled as well as an old wind-fallen tree. The worker was struck by debris from the wind-fallen tree. The worker was evacuated by helicopter.

Injury Type: Fractured wrists

Core Activity: Cable or hi-lead logging
Location: Interior B.C.

Date of Incident: 2018-Jun

As a turn of logs was being yarded at a downhill yarding logging operation, a young worker was struck by a piece of debris that was thrown by the running lines. The worker received first aid on site and was transported to hospital by emergency transportation vehicle (ETV).

MANUFACTURING

Injury Type: Lacerated wrist

Core Activity: Sawmill
Location: Lower Mainland

Date of Incident: 2018-Aug

A worker was injured while operating a powered hand-held grinder.

Injury Type: Amputated fingers

Core Activity: Sawmill

Location: Northern B.C.

Date of Incident: 2018-Aug

A new and young worker was injured while using a trim saw.

Injury Type: Soreness

Core Activity: Wood chip mill

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Jul

The operator of a hydraulic log loader fell 1.5 metres off the tracks and was found by a co-worker on the ground, unresponsive.

Injury Type: Crush injuries to hand

Core Activity: Wooden post or pole manufacture
Location: Interior B.C.

Date of Incident: 2018-Jul

A young worker was injured while clearing a jam on the feed conveyor drive assembly of a post peeler.

Injury Type: Amputated fingers

Core Activity: Shake or shingle mill

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Jul

A young worker's hand contacted a head saw in a mill.

Injury Type: Upper body injury, contusions

Core Activity: Sawmill

Location: Northern B.C.

Date of Incident: 2018-Jun

A worker walking out from the front of a building at a sawmill inadvertently stepped into the path of an oncoming forklift, which struck the worker.

Injury Type: Close call

Core Activity: Hog fuel transport / Sawmill

Location: Interior B.C.

Date of Incident: 2018-Jun

During a load delivery, the raised trailer of a hog fuel carrier contacted an energized 25 kV overhead power line. Upon contact, two tires exploded (through pyrolysis). The driver exited the vehicle without injury.

Injury Type: Close call

Core Activity: Veneer or plywood manufacture

Location: Interior B.C.

Date of Incident: 2018-May

A worker was performing hot work on a glue-mixing tank located in the glue room of a plywood plant when a fire occurred. The fire was contained inside a dust collection duct on the tank and was extinguished by plant workers and the fire department.

Injury Type: Close call

Core Activity: Sawmill

Location: Interior B.C.

Date of Incident: 2018-Apr

A worker was performing hot work on equipment inside a filing room at a sawmill. Sparks generated by the hot work entered a space between a plywood wall and a structural I-beam and caused a fire within the plywood wall. The fire was extinguished by sawmill workers and the fire department. 🚒

Work-related deaths in manual tree falling in BC (2013-2018 YTD)

- 8 fatalities
- Represents 20% of total fatalities in harvesting
- 56% of fatalities occur in the third quarter (Q3)
- 78% of fatalities occur in Q3/Q4
- 100% occurred on the Coast



BCFSC has sent off feedback to WorkSafeBC on their proposed changes to COR

Talkin' SAFETy with Mike Sexton:

Reflecting on seven years of safety progress



Mike Sexton, senior safety advisor.

At the time of the publishing of this Forest Safety News, I am no longer with the BC Forest Safety Council (BCFSC), as I've taken on a position in our industry with a large SAFE Certified company. But before I moved on I wanted to reflect on safety and what I have witnessed in the almost seven years I have worked at the BCFSC.

What has changed?

Well, lots! The audits have gotten more streamlined for efficiency and effectiveness.

They pack no less punch but cause a lot less stress for companies (mostly!). Version 4 for BASE has been a success. Version 3 for SEBASE, ISEBASE, and IOO have been tinkered with and improved to reduce redundancies.

Auditor training for all levels of audits has become increasingly available online to cut down on costs and travel for SAFE Companies. This also allows for consistency of delivery and the amount of material delivered.

Less people get us confused with WorkSafeBC now. Part of this is because of the increase in Site Verifications we've accomplished. When I started at the BCFSC, we had a goal of around 150 site visits. Now the target is 350 and we have exceeded that in both of the last two years, and expect to again this year.

And the help is getting better!

We have a Safety Advisor on call every working day of the year to help you out over the phone. And we have some Safety Advisors that will take calls in the evening and on weekends to accommodate companies that don't have phone access during the day, all in the name of Quality Service!

And Safety Advisors are going through regular training to stay up on important subjects. But we don't know everything. When we don't, we do our best to find the information needed and get back to you as soon as possible.

What are the new goals?

NOTHING! The goal will always be the **elimination of all fatalities and serious injuries**. This must and can, or should I say **WILL** happen!

We all are starting to realize that no job is worth getting hurt for, or worse, killed. Working safely also drastically improves efficiency, which in turn improves a company's bottom line. And, high morale is a good thing to have too. Nobody getting hurt makes everyone happier! So everyone, please keep your eyes on the goal. Healthy, safe and happy workplaces for everyone!

I bid you adieu, ciao, arreviadirci, aloha, or goodbye. Take care, Mike.

Forest Safety News wishes Mike every success in his new role back in industry. Future SAFETy columns will be written by different safety advisors on a rotation basis to address some of their in-field observations, shared safety learnings, tips and answers to the questions they get asked about the most during verification audits and advocacy visits. 📍

The BC Forest Safety Council (BCFSC) has reviewed the proposed changes and provided a summary of the top five major changes below. The changes are extensive, so we have only focused on the material highlights.

Please read the full documents for a complete picture at: <https://www.worksafebc.com/en/law-policy/public-hearings-consultations/current-public-hearings-and-consultations/proposed-policy-amendments-practice-materials-regarding-cor-program>. WorkSafeBC released these proposed changes to the COR program for 60-day public consultation, ending October 01, 2018.

The BCFSC has sent a summary submission of feedback from the forest industry to WorkSafeBC. To ensure industry's views on the changes were accurately reflected, we conducted a survey of all SAFE Certified companies, asking for input on the changes. We then reviewed that feedback with our SAFE Companies Advisory Committee before summarizing feedback into our final submission to WorkSafeBC. To view the feedback summary and what was sent to WorkSafeBC, please see http://www.bcfrestsafe.org/content-program-safeco/program-safeco-31-cor_rebate.htm.

We also encouraged our advisory groups and SAFE Companies to provide their own input directly to WorkSafeBC through their website.

The five major proposed changes are:

1. External Certification Audits for all companies, regardless of size

Current requirement: Only BASE size companies (20 or more workers) require an external certification audit every three years.

Proposed new requirement: All sizes of companies would now require an external audit every three years to increase the confidence that certified companies meet all requirements. This means all companies will require an external auditor for certification / recertification audits.

The effect: Would be similar to expanding the successful verification audit program to all SAFE Companies. There would be a process allowing companies needing SAFE Certification to work before an auditor could be arranged.

2. Focused Maintenance Audits

Current requirement: Every audit, every year is essentially the same.

Proposed new option: Companies would be given the choice to audit only their Corrective Action Log from the previous external audit.

The effect: Would significantly reduce the effort required for a maintenance audit, allowing the company to focus on improving safety.

3. External Auditors provided and paid for by the certifying partner, the BCFSC

Current requirement: External auditors are paid by the company they are auditing, in a free-market system.

Proposed new requirement: External auditors would be selected and paid by the BCFSC to reduce the perceived potential conflict of interest caused by auditors being paid by the employers they are auditing. There may be user fees for larger audits, but it is understood that to be feasible there would be a zero user-cost increase to any employer (compared to the current system.)

The effect: Would reduce the perception of conflict of interest of auditors being paid to give favorable reports.

4. Single COR audit standard for all size companies

Current requirement: There are four distinct audit tools depending on the size of a company.

Proposed new requirement: There would be one audit tool. To remove the issue of a step between SEBASE and BASE Companies, there would be a single audit tool with a spectrum of interpretation depending on the size, risk and complexity of the employer's work activities.

The effect: This is expected to particularly benefit the companies that are at the smaller end of the BASE spectrum. It will also remove a barrier to a company successfully growing from 19 to 21 people.

5. Certificate date changes from audit date to the date QA is completed

Current Requirement: The date of a COR certificate is the date the auditor finishes collecting data (BASE) or the date that the company submits the audit package (non-BASE).

Proposed new requirement: The date of a COR certificate would be the date that Quality Assurance (QA) is completed by the BCFSC, to standardize certification information for all employers.

The Effect: This will result in audits performed in November and December NOT being eligible for the COR incentive in the year they were performed, but delayed a year.

As you can see, there are some significant changes to the program which will result in changes to companies who want to participate in the COR program, and to the BCFSC, as a Certifying Partner for WorkSafeBC's COR program. We will continue to monitor the changes and keep you up to date on any new developments and any actions that may be required by companies. 📞

Tips for preparing your audit for the December rush

December is traditionally one of the busiest times for audit submissions. The BC Forest Safety Council estimates that between November 1 and December 31, we will receive over 800 maintenance audits for review with the bulk arriving after December 15, 2018.

Here are some things to keep in mind to meet your deadline:

1. The deadline to have the annual maintenance audit sent in via email, upload, mail or courier stamp is on or before December 31, 2018. The official date is the date you send it, rather than the date we receive it. If this is a recertification year, your audit is due on or before the expiry date on your SAFE certificate.
2. Don't wait until the last minute. While it can only take a few hours to put together a good SEBASE audit, you may not realize that one critical piece of paper is 12 hours away until you start to put it together.

New handbook for JHSCs from WorkSafeBC

Joint Health and Safety Committees (JHSCs) play a key role in workplace health and safety, and can assist employers with reducing injuries and disease in workplaces.


WorkSafeBC has recently published a Handbook for Joint Health and Safety Committees to support effective joint committees in the province.

Content of the 72-page handbook includes detailed information in the following categories:

Role and scope of joint committees; committee meetings; activities; recommendations; records and statistics; effective communication; annual committee evaluation; education and training; resources and support, as well as templates to copy and tailor to your specific needs.

Page 20 of the document provides details on how employers are required to respond to formal recommendations from the committee and provides this usual hierarchy of controls diagram – from most effective to least effective:

Hierarchy of controls from most effective to least effective

	1. Elimination	<ul style="list-style-type: none">• Eliminate human interaction from the process• Eliminate pinch points• Automate material handling
	2. Substitution	<ul style="list-style-type: none">• Replace a hazardous product, process, or piece of equipment with one that is less hazardous
	3. Engineering controls	<ul style="list-style-type: none">• Mechanical hard stops• Guards• Interlocked guards• Presence-sensing devices• Two-hand controls
	4. Awareness controls	<ul style="list-style-type: none">• Warning signs and labels• Lights, beacons, and strobes• Computer warnings• "Restricted Space" painted on floor• Beepers• Horns and sirens
	5. Administrative controls	<ul style="list-style-type: none">• Safe work procedures• Equipment inspections• Training• Lockout
	6. Personal protective equipment (PPE)	<ul style="list-style-type: none">• Safety eyewear and face shields• Hearing protection• Gloves• Respirators

📖 See the appendices for a sample committee recommendation.

On page 36, there is a useful link to WorkSafeBC's OHS mobile app, available for iOS and Android, allowing you to be able to review and search the Workers Compensation act, OHS regulations, guidelines, policies and standards, on your phone or other handheld. You may download the app via the WorkSafeBC website or from the iTunes or Google Play app sites.



Please see: <https://www.worksafebc.com/en/resources/health-safety/books-guides/handbook-for-joint-health-and-safety-committees-bk160?lang=en> to view, download and print the complete JHSC handbook. 📄

3. Call us if you feel you are stuck, toll-free at **1-877-741-1060** from 0800-1700 Monday to Friday and ask to speak to a safety advisor about your audit question or email safeco@bcforestsafef.org. We can also send forms and documents to your email address faster than by mail.
4. Send it electronically if you are able to. This is faster and cheaper for you as well as being tracked in case there are questions about when you sent it. All companies are encouraged to upload directly on our website. While we accept emails (only for files that are smaller than 10MB), uploads are preferred. Follow the instructions on the second page of the audit package:
 - upload directly: <http://app.bcfestsafe.org/upload/>
 - e-mail to audit@bcforestsafef.org (only for files under 10MB)
 - give each file a logical name, including your company name such as 'ABC Logging SEBASE 2018' and 'ABC Logging question 3'.
5. If you have to send it physically, we recommend using a tracked method, such

as a courier, or via one of Canada Post's tracking methods in order to provide proof of when it was sent.

6. Your last audit's success letter has your Corrective Action Log pre-started for this year. If you do not have this in your company files, we can re-send it to you if you call us toll-free at **1-877-741-1060**.
7. First in, first out. A company that sends in their audit at the end of November, before the rush, gets their results back much faster than a company that submits on December 31. The same is true for advice. Calling in November gives you more time on the phone AND more time to follow through with the advice that is given.
8. Offices (and advice lines) are closed for Christmas and Boxing Day on Tuesday and Wednesday December 25 and 26, 2018. Electronic submissions and emails will be accepted until midnight on Monday December 31, 2018.
9. Some post offices and couriers close early (or will not be open) on December 31. Check service hours with your local outlet. 📞



Transportation

Preparing for winter driving

Whether you are hauling logs, driving to and from the bush to operate a machine or conducting forest management activities, preparing for winter driving conditions is a must.

Winter tires

Tires marked with a mountain/ snowflake symbol on the sidewall offer the best traction on snow and ice and in cold weather and are therefore recommended.

Tires marked with an M+S are compliant with current highway regulatory requirements and offer better traction than summer tires, but are less effective than mountain/snowflake tires in severe winter conditions.

Legally, winter tires must have a tread at least 3.5 mm deep. Check for wear before installing the tires and check tire pressure frequently, as it decreases in cold weather.

Studded tires

Studded tires provide superior grip and traction on icy roads. Stopping distance can be reduced by 15-20% and traction on icy and compact snow is improved. If you are using studded tires, you should have them on all four wheels for even traction. If using studded tires on the front of the vehicle they MUST be used on the back of the vehicle as well.

Stopping distances

Rain, slush, snow, ice and cold temperatures are all part of winter driving. Stopping your vehicle in these conditions can be challenging, as your tires have less traction on cold and often slippery road surfaces. For example, if you're driving on a set of all-season tires on a rain-covered road at 80 km/h, you'll need twice the distance to stop than you would when driving at 50 km/h. Not surprisingly, snow and ice covered roads create even longer stopping distances.

Chains

When tire chains may be necessary for safety, don't wait until it is too late! If in doubt, chain up! Especially on resource roads where traction can change significantly with industrial use and volume of commercial traffic.

Chain up in a safe location

Always remember to chain up in a safe place and to communicate effectively to other resource road users. If unable to move to a safe place, use triangles to warn other drivers. A fairly recent incident occurred when a log truck, being chained up, was struck by another vehicle resulting in a log truck driver fatality.

Chaining up requires increased physical exertion

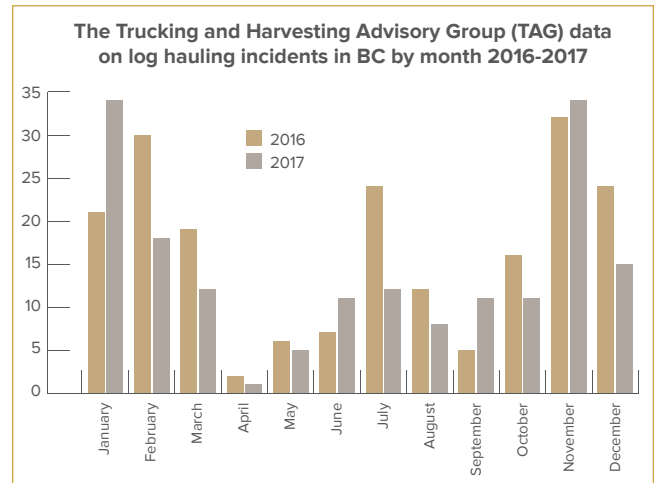
Keeping healthy is always important but especially when your work requires sudden increased physical exertion. Know your heart health by having regular medical check-ups. Talk to your doctor about exercise and cardio-strength building activities that best meet your health, work and lifestyle. Remember to keep it simple: Don't smoke; eliminate/reduce alcohol consumption; sleep better; eat smaller meals more frequently made up of more non-processed foods – fresh vegetables, fruits, whole grain carbs; and always keep well hydrated, with water.

There are consistently more incidents in the winter months than in the summer months.

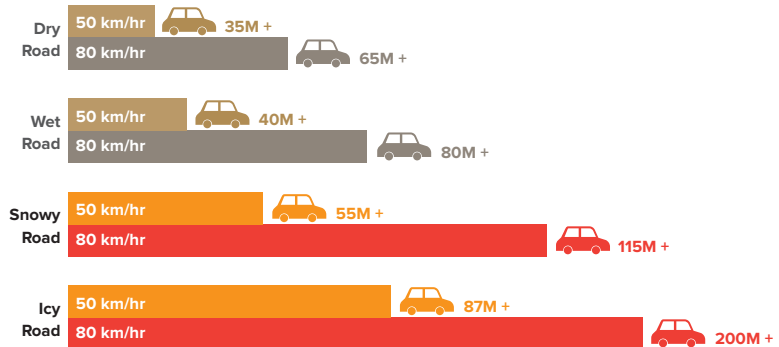
Winter months = highest risk of incidents

Year after year, incident data provided by log hauling contractors to the Trucking and Harvesting Advisory Group (TAG) shows increased incidents throughout the winter months. This is not surprising given the challenging conditions, but making the decision to drive to the conditions and chain up where required can reduce the risk of an incident.

There is a safe speed for every load and road condition, including not going at all! 🚧



Passenger Vehicle with All-Season Tires: Approximate Stopping Distances in Metres



(Note: this table assumes consistent reaction times).
Source: ICBC Unsafe Speed Fact Sheet www.icbc.com, Forensic Dynamics.

Winterizing your safety plan

The Shift into Winter driving safety alliance has released updated information for all commercial carriers in all industries on "winterizing your safety plan".

The 6-page brochure includes employer responsibilities, dispatch/supervisor duties, drivers' responsibilities, proper vehicle preparation and maintenance, pre-trip inspections as well as the roll of joint health and safety committees or worker representatives.

To learn more, visit www.shiftintowinter.ca. The 2018 campaign resources will be posted here: <https://shiftintowinter.ca/campaign-resources/> 🚧



Commutes put workers at higher risk of fatigue-related MVIs

The BC Forest Safety Council's transportation and northern safety manager, Trish Kohorst, recently attended a Fatigue in Transportation Forum (end of June 2018) to learn about the latest developments, information and tools to assist industry in better preventing and managing workplace fatigue. The key objective is to support policies, training, programs and tools that help prevent the impacts of fatigue on workplace performance and safety.

Trish said that Dr Imelda Wong, of the National Institute for Occupational Safety and Health (NIOSH), focused her presentation on nonstandard schedules and commuting motor vehicle incidents.

Commuting increases the risk of fatigue-related incidents

"In the forest industry, nonstandard schedules, such as early mornings and long work hours, rotating and irregular shifts are the norm for some sectors. Whether operating equipment, planting trees, or supervising workers, it is important that company owners, supervisors and workers understand that driving to and from the worksite is a critical time for potential fatigue-related motor vehicle incidents (MVIs)," said Trish. Forestry is not alone. A total of 25% of all Canadians work nonstandard schedules.

She said that Dr Wong explained that there is an increased risk of drowsy driving and MVI risk when working nonstandard schedules (outside regular 9-to-5 hours). Dr Wong shared some of the whys; factors that increase risk; and some things that industries and individuals may consider in providing solutions that are appropriate to their workplaces*:

Why?

- Commuting is a routine activity resulting in less vigilance and attention

- Drivers are more easily distracted during commuting, and are often focused on thoughts of work / life demands.

What factors increase the risk?

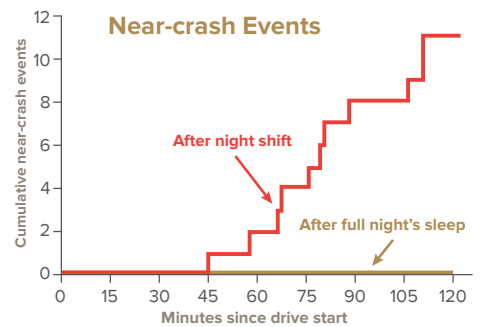
- Length of commute (distance and time)
- Time of day (e.g. early morning and late nights)
- Age:
 - 25-34 years of age
 - Men older than 55 have a greater risk for fatal MVIs
- Sleep problems (sleep disorders, impaired sleep)
- Night shifts
- Extended work hours / how long you have been awake
- Work stress / time pressure.

What can be done?

- Provide appropriate resources for workers (group transportation, training)
- Improved shift scheduling (duty duration, start times)
- Obtain regular sufficient (minimum seven hours recommended) quality sleep
- Use in-vehicle monitoring / sensors to make drivers aware when they are becoming drowsy
- Pair workers to help keep each other vigilant.

Dr Wong also shared that in a recent closed-track study (Lee 2016, see *Near-crash Events* figure), researchers found that after workers obtained a full night's sleep (i.e. eight hours), there were no near-crash events (i.e. deviation from laneway). However, after a full night shift, the first near-crash event happened after only 45 minutes. In addition, almost half the study participants were required to stop the experiment because they were too drowsy

to drive safely. Those who completed the two-hour driving test were removed from the track every 15 minutes for additional tests. This change in tasks – between driving and additional tests – kept drivers alert longer than if they were allowed to continue driving without stops. Therefore, the results may be overestimated, and a near-crash event may occur earlier under "real-life" situations. Also, it was a closed track so there were no influences of traffic volume or related distractions, etc.



Time to near-crash event after a night shift and after a full night's sleep. Adapted from: Lee ML, Howard ME, Horrey WJ, Liang Y, Anderson C, Shreeve MS, O'Brien CS, Czeisler CA. High risk of near-crash driving events following night-shift work. *Proceedings of the National Academy of Sciences*. 2016 Jan 5; 113 (1): 176-81

"The Trucking and Harvesting Advisory Group will be provided with all the latest information presented at the conference to consider if and how it might best be used to inform industry-wide safer driving practices regarding fatigue," said Trish.

(Footnote: *Dr Wong credited other research papers supporting her analysis, namely work done by Elfering, Brosschot, Grebner, Gold, Di Milia, Scott, Swanson, Kirkcaldy, Barger, Charbotel, Hours, Chiron, Carter, Lee, Zepf, and Akerstedt.)

MFSAG materials finalized for marine operators carrying forestry workers

The Marine Forestry Safety Advisory Group (MFSAG) has finalized two documents and a sticker to help support better safety outcomes when forestry workers are transported by marine vessels to and from forestry operations.

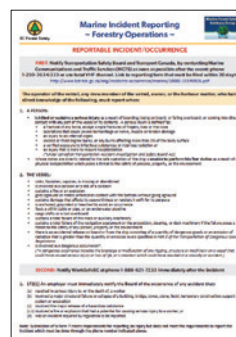
The group was formed following the Lasqueti Daughters incident (foundering and abandonment of self-propelled barge at Sutil Point, British Columbia on 14 March 2015 (see Transportation Safety Board report: <http://www.tsb.gc.ca/eng/rapports-reports/marine/2015/m15p0035/m15p0035.pdf>).

The focus of the group is to support the prevention of fatalities and injuries to forestry workers being transported to worksites by marine vessels.

The latest tools developed by the group include a two-page Marine Incident Reporting summary sheet; a one-page summary sheet of key information for all marine vessels transporting forestry workers; and a sticker for

quick reinforcement for any captain, crew or passenger members who might need support to operate a radio system to send a distress signal in a worst-case scenario.

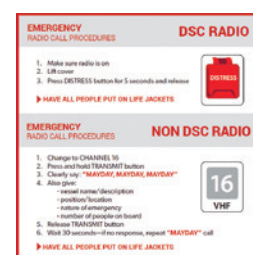
All vessels that carry workers on waterways must be licensed as commercial vehicles and meet all the regulatory requirements for operational, crew and passenger safety. Learn more by reviewing the summary documents and applicable regulations (there are links in the documents).



To view and download the 2-page reportable incident/occurrence procedure document, see: https://www.bcforestsafesafe.org/files/ps_MarineIncidentReporting.pdf



To view and download they key information for small commercial passenger vessels carrying forestry workers document, please see: https://www.bcforestsafesafe.org/files/ps_KeyInformationForSmallCommercial.pdf



To view or download the sticker see: https://www.bcforestsafesafe.org/files/ps_MarineEmergencyRadioCallProcedureSticker.png

If you are a marine operator and would like to order the sticker, please complete the order form here:

https://www.bcforestsafesafe.org/files/ps_InjuryPreventionResourceOrderForm.pdf



Falling



ERP testing turns plans into workable actions

By Scott Ruston,
Lead Falling Safety Advisor.

It's never a bad time to review the Emergency Response Plan (ERP) and first aid plans for the worksite. It can often get taken for granted – assuming that proper procedures are in place and that everyone knows what to do in the case of an emergency. Running emergency evacuation drills are a great way to test your ERP, and to make sure there are back-up plans when something the plan relies on is not available or workable due to weather or mechanical breakdowns, for example.

Apart from keeping everyone safe and ensuring the best response when something does go wrong, ERPs help ensure that WorkSafeBC requirements are also met. These first aid requirements are in regulation:

3.16 Basic requirements

(1) The employer must provide for each workplace such equipment, supplies, facilities, first aid attendants and services as are adequate and appropriate for:

(a) promptly rendering first aid to workers if they suffer an injury at work, and

(b) transporting injured workers to medical treatment.

As we move out of the warmer dry weather and into fall, we become more prone to adverse weather conditions that may hinder the ability to properly initiate the ERP. In many remote locations air transportation is commonly used as the primary source of evacuation for medical emergencies. WorkSafeBC has specific regulations to be mindful of regarding air transportation, as follows:

3.17.1 Air transportation

If air transportation is the primary or only method for transporting an injured worker, all of the following requirements must be met:

(a) before the start of operations in a workplace, arrangements must be made with an air service to ensure that an appropriate aircraft is reasonably available to the workplace during those operations

(b) the arrangements in paragraph (a) must include procedures for

(i) the employer to determine the availability of appropriate aircraft before the start of each work day, and

(ii) the air service to notify the employer if an appropriate aircraft ceases to be available

(c) a system must be provided that enables the pilot of the aircraft and the first aid attendant attending to an injured worker to communicate at all times when the aircraft is in transit to the location of the injured worker and during transport of the injured worker to medical treatment.

3.18 Communication and availability

(1) The employer must provide an effective means for

(a) communication between the first aid attendant and the workers served, and

(b) the first aid attendant to call for assistance.

(2) The employer must not assign, and the first aid attendant must not undertake, employment activities that will interfere with the attendant's ability to receive and respond to a request for first aid.

Satellite phones are often the most common means of emergency communication in areas without cell service. It's been proven that they cannot always be a 100% reliable source of communication. There are other satellite texting devices on the market now that may be better suited for your ERP needs. If you are using a satellite device as your primary emergency communicator, be sure to test it daily.

Also make sure that qualified assistance is in place. See: <http://www.bcfestsafe.org/QA>

It's never the right decision to go to work if you're at all uncertain whether your ERP will work or not. Stay safe and make good decisions. 🚧



Update on new faller training pilots

John Jacobsen, QST (left) leads a pre-work meeting ahead of a day of piloting the new faller training materials in the first pilot run in Northwest Bay earlier this year. The second pilot was postponed due to heat and wildfire shutdowns. It started on September 5, 2018 in Holberg (North Vancouver Island) before final review by WorkSafeBC, and roll-out of the revised new faller training materials to industry in 2019. The Falling Technical Advisory Committee (FTAC) sub-committee will continue to be involved in the process and will be reviewing the resources one more time before submission to WorkSafeBC. 🚧



Falling Safety Advisor, David Adshead, refelling a cut up tree scenario in a tall stump as part of a faller field evaluation.



Falling safety advisors provide diverse support to fallers and contractors

The BC Forest Safety Council (BCFSC)'s three Falling Safety Advisors (FSAs) have diverse days, weeks and months in-field. Since the beginning of the year, FSAs have conducted over 200 in-field visits across the Province providing support to fallers and contractors.

One day they may be testing fallercams; another day doing an advocacy visit to support a faller who has been issued a WorkSafeBC order for faller performance upgrade training; another, carry out quality assurance of Qualified Falling Trainers and Certified Falling Supervisors, watch falling supervisors coach new fallers and provide additional support and tools.

They also help train basic chainsaw and faller supervision courses; and share best practices that they see across the province at falling operations, bringing back critical information to the BCFSC on the key concerns and opportunities to better help support fallers and faller safety to get everyone home safe.

All the services above – and more – are provided free of charge. Please call toll-free **1-877-741-1060** to ask to speak to a falling safety advisor.

Here are a few photos from recent field visits. 📷

Falling Safety Advisor, Jeff Mackenzie, points out a hazard tree during a falling supervisor course.



(Two photos above): Lead Falling Safety Advisor, Scott Rushton (not in photos), doing QST quality assurance on Doug Harrison.



Introducing a **NEW SERIES**, Supervisor Talk:

Tools and ideas to support supervisors



By Gerard Messier,
RPF, CRSP

This article is the first in a series, discussing the challenges that supervisors face and some potential solutions or efficiencies that exist, understanding that one size does not fit all. Every supervisor's work situation is unique but hopefully this series will uncover some new tools and ideas to support current supervisors and also help attract high performing workers into supervisor roles.

A supervisor shortage is a looming crisis in many industries; supervisors are spread too thin and the work demands keep increasing. Many workers look at their supervisors and are not motivated to take on those roles with that extra work and responsibility that comes with the title. This is not an easy situation to address but over the next few months, I am going to unpack some of the challenges and discuss efficient ways to fulfill all the responsibilities of supervisors.

I will also dive into some of the thorny areas of supervision such as discipline, alcohol and drugs at work, and building up teamwork and morale.

In order to find best practices and good ideas, I've looked both inside and outside of the forest industry. High-performing supervisors are developed in many industries such as aviation, oil and gas and emergency service sectors. I'll tap into some of their processes for how they are doing that. I'll share some of my personal experiences too and I hope to get feedback from supervisors out there about what has worked for them and what tactics have blown up in their faces.

To start off, I am going to talk about building a strong workplace culture.

“*Dear Supy,*

My crew is lazy! They don't know how good they have it with town jobs all the time and easy blocks. Every time I go out there, they are complaining, morale is down and the quality of the work is poor.

”

Help!

Wally Woodsman

Well Wally,

Step 1: take a good look at yourself and the type of attitude you bring to work. How do you present yourself at work? If the answer is “not great” then that can definitely rub off on your crew. Start polishing up your attitude. Don't be a fake but do have enthusiasm for the work that needs to be done and be a positive, optimistic influence on everyone.

Step 2: get the facts. Find out if the crew really does have something legit to complain about. Spend time on the project to observe and talk with your crew one on one to get the story on how things have been going. It may be that there are some small fixes that can be done to improve the worksite and attitudes. If problems can't be fixed right away, come up with a plan and timeline to fix them and let the crew know that steps are being taken to fix things. Caution: set realistic goals for these solutions; nothing lowers morale like not carrying through on promises.

Step 3: If everything is going fine with the work itself, then it's time to look at the people and personalities in the crew. Have you set yourself up for failure by grouping the wrong people together? Some people just won't get along together and changing how you mix up your crew can fix some of those issues. Maybe some workers have been doing the same job for many years and need a change. Perhaps you can move them to a different piece of equipment or get them to help you out with some of your supervisor responsibilities for a welcome change of pace. On the other hand, think about if you have been challenging and changing things up too much for a group that just likes consistency and no big changes at work.

Keep in mind that there is rarely an answer or tactic that works in all situations. However, there are always benefits to communication and getting to know your crew better. What starts out as a casual “how's it going” check-in with a worker can turn into a gold mine of opportunities to improve things at work. Embrace that part of the supervisor role. You need to be a communicator and a problem solver to do the job well. Talk with other supervisors, most are happy to share war stories about challenging situations and how they were eventually resolved.

As a supervisor, it's easy to think that it is all up to you to make the right decision and make sure production targets are met. However, if things are starting to go sideways, don't suffer in silence. Talk to your crew first – ask them for what they think the problems are and what will work better. Also be sure that you talk with your manager or owner of the company. Talk with them regularly, when things are going well and when problems occur. If you are a one person owner and supervisor type operation, build a good working relationship with your contract manager. They have a big interest in helping you succeed so use them as a resource to get you the information you need to make decisions and also ask them for some flexibility when the going gets tough. Again, good communication is your best tactic in these situations.

Next time on supervisor talk: What is a good leader anyway? Do supervisors need to be good leaders?

Talk among yourselves and email me your stories and ideas at Messier@bcforestsafesafe.org 📧

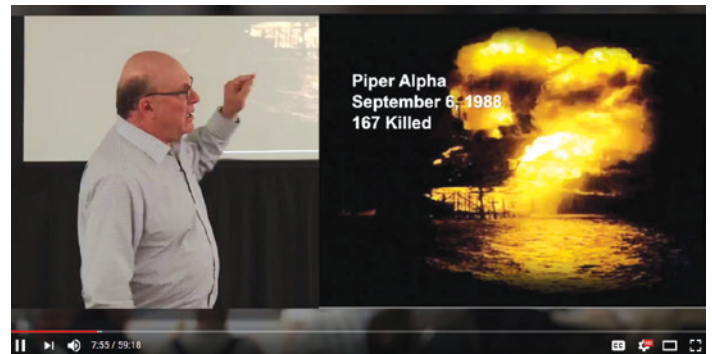
YouTube hits

Check out these two great videos from the 2018 Interior Safety Conference in Kamloops, if you haven't seen them already.

The first one is a heartfelt message from Tiffany Simard who lost her husband to a workplace incident: <https://www.youtube.com/watch?v=2DJywhLLCr8>



The second is a captivating presentation by Corrie Pitzer which will really make you think about safety programs and if they are leading to the outcomes that we want: <https://www.youtube.com/watch?v=1mwGSpCbpxU>



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):

Internal Auditor Theory BASE 4

Oct 3 Vernon
Oct 4 Vernon

Falling Supervisor training

Oct 1 Prince George
Oct 15 Vernon
Nov 5 Campbell River
Nov 26 Nanaimo

Forest Supervisor training

Module 1: Due Diligence (1)

Module 2: Communications (2)

Module 3: Leadership & Professionalism (3)

Nov 7 Nanaimo (1)
Nov 8 Nanaimo (2)
Nov 9 Nanaimo (3)

Nov 19 Prince George (1)
Nov 20 Prince George (2)
Nov 21 Prince George (3)
Dec 5 Vernon (1)
Dec 6 Vernon (2)
Dec 7 Vernon (3)

Incident Investigation training

Oct 1 Terrace
Oct 3 Houston
Oct 15 Prince George
Oct 18 Campbell River
Oct 25 Langley
Oct 29 Vernon
Nov 5 Williams Lake
Dec 3 Nanaimo
Dec 10 Kamloops

Individual Owner Operator OHS training & Refresher training

Oct 27 Teleconference
Nov 24 Teleconference
Dec 15 Teleconference

Joint Occupational Health and Safety Committee training

Oct 2 Terrace
Oct 4 Houston
Oct 16 Prince George
Oct 19 Campbell River
Oct 26 Langley

Oct 30 Vernon
Nov 6 Williams Lake
Dec 4 Nanaimo
Dec 11 Kamloops

Small Employer OHS training & Refresher training

Oct 18 Williams Lake
Nov 22 Langley
Nov 29 Prince George
Nov 29 Vernon
Dec 6 Nanaimo
Dec 13 Kamloops

View the full 2018 training calendar here: 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 or call toll-free **1-877-741-1060** for general information, or email Gary Banys at 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. 🌲



How what's in your sandwich can influence the decisions you make



By Dr. Delia Roberts

Most of us think about food in terms of satisfying hunger, adding to the fun of getting together with friends and family, and maybe, to either increase health or at least avoid disease. But have you considered how what you eat can impact the very way you think?

Every decision we make affects how good we are at our jobs, how well we behave in relationships, and what level of risk exposure we accept. So making sure that we provide our brains with the fuel needed to power up good decisions is one of the most effective ways to protect ourselves and ensure a long, safe, productive and enjoyable life.

Getting good information

Unfortunately, knowing what to eat isn't quite as simple as we were once led to believe. The good old Canada Food Guide has been questioned, and it seems that nearly every day there is an announcement of some food having magically beneficial properties. What we used to think of as 'scientifically-proven' may not have been true after all. It can all be a bit overwhelming, and leave you without the information that you need to feed yourself and your family. Here are a few basic rules you can use to help make sure that your brain gets the energy it needs, along with a little bit of background to show you why you can have faith in these recommendations.

Reaction times best when blood sugar is stable

Your brain only makes up about 2% of your body weight, but consumes about 20% of your daily energy needs. Of this, about 2/3 of the energy consumed goes towards neural signaling, and 1/3 to keeping the tissue healthy. Making sure this energy supply is maintained is so important that there is a very tightly controlled chemical and hormonal system to preserve the supply of glucose to your brain at all costs – including suppressing the immune system and breaking down muscle and other important molecules in your blood.

Tests with fallers, haulers, tree planters and other groups show that every measure of cognitive function including memory, reaction time, alertness and mood are better when blood sugar is stable. That means no highs or lows, which is best done by eating small amounts of food low in free sugars every 2-3 hours when you need your brain to be working at its best. The evidence comes from practical studies done in small numbers, but it's consistent across groups.

Ketosis effects on humans are still not all known

Newer research has shown that saturated fats and blood lipid levels do not actually cause heart disease. There is also quite a bit of evidence that high fat, low carbohydrate diets can improve weight loss and some of the health problems that are seen in obese people like type II diabetes and lipid profiles. There are also studies that show that ketosis is helpful for neurodegenerative diseases like Parkinson's and even Alzheimer's. But these findings don't necessarily translate into good health for the average person. First of all, it takes about four days of a very strict restriction of carbs to get into ketosis. During this time your brain is deprived of glucose but hasn't yet adapted to burn ketones, so moodiness, poor attention and slowing of reflexes are problematic. Stress hormones are also elevated and the immune system is suppressed. These symptoms go away if you stay in ketosis, but the diet limits many foods that are full of vitamins, minerals, and other healthful compounds not the least of which is fibre, absolutely essential for gut health. And the studies that show the positive effects of the ketogenic diet are often done on animals, partly because it's very hard for people to stick with the diet. Currently, we don't know what the long-term effects are in humans, or even what the short-term effects are on mental function.

Digestion time depends on what you ate

When you work hard your muscle burns fuel at a very high rate. Keeping both muscle and your brain supplied with enough fuel can be time limited. It's a bit like the difference between how much fuel is in the cache and how much is currently being fed into your engine! When the fat content of a meal is more than about 30%, the fat has to be emulsified before it can be digested, so the valve at the bottom of your stomach

closes until the fat can get broken down into little droplets and mixed with water and enzymes. It also takes time to break down fats that are already stored in your body, so any time you need energy to do something fast or powerful, you have to rely on carbs. The one exception to this rule is medium chain triglycerides or MCT, found primarily in coconut oil. These smaller fats can be absorbed and used much faster than other types of fat.

Tip: Check the label of your favorite granola bar or snack for the percentage (%) of calories from fat. If this exceeds 30% then it will take 3-4 hours to digest and absorb this meal.

Energy balance and inflammation

Many of the dietary factors that we know cause diseases are not simply due to eating either carbs or fats. Rather, they come from the inflammation that results from eating more than is needed for body functions, especially when the excess calories come from highly processed foods. Whether it's sugars or fatty foods, highly processed, cooked foods have a tendency to increase the level of inflammation in the body. Whole foods that are high in fibre, low in calories and nutrient-rich have a tendency to lower inflammation. And finally, people who are obese have higher levels of inflammation that are lowered if they lose weight.

Packing your lunch

If you pull all this information together there are a few clear messages.

Choose whole foods that are less processed and eat them in amounts that are in balance with your energy needs. Don't skip breakfast, and split your meals so that you eat smaller amounts more frequently when you are at work. High fibre foods that balance fats (less than 30%), complex carbs (high in fibre) and proteins (20% range) for a steady supply of fuel for your brain, will keep you alert and making good decisions all day long.

For breakfast, eggs and leaner meats with whole grain toast or cooked cereal (rolled oats, 7-grain, buckwheat) are good choices. Greek style unsweetened yogurt with fresh or frozen chopped fruit will also provide protein, fat, and carbs in the right amounts to start your day. Snack on cottage cheese, fresh veggies with humus, and whole fruit, or just a few nuts mixed with flaked coconut and a bit of dried fruit. Left over dinner can be hard to eat in the field, but sandwiches work any time. Choose from a variety of whole grain breads, bagels, buns or wraps. Add a thin smear of mustard, mayo, chutney, or humus for flavor, then pile on the veggies, beginning with the drier ones like lettuce or spinach, and finishing with moisture containing cucumber or tomato slices. Mix it up with peppers, zucchini, sprouts and thin strips of avocado, and then add your protein. Left-over chicken, turkey or thin sliced red

meats are a better choice than commercially prepared lunchmeat. It's less expensive and will keep the amount of salt and nitrites in your diet much lower. Tuna or salmon, beans mashed with spices or cooked eggs are also good. Cut your sandwich in half or even thirds and wrap separately to help you spread out your food intake across the day.

Time well spent

It takes a bit more time to make your lunch from scratch, but the payback is there in helping to keep your energy level high throughout the day. You'll concentrate better, react quicker to unexpected events, and even your mood will be more stable, something that is sure to be appreciated by your co-workers! Your immune system will be stronger and the levels of disease-causing chemical signals in your body will be lower. And best of all, it starts you on the path of making good decisions in every aspect of your life. So much goodness to be found in a simple sandwich! 🍷



Never ignore your health

Over the past year or so, we have seen the loss to families of five forestry workers involved in different occupations have who died on the job as a result of natural causes.

Please take care of you! If not for you, then consider doing it for the people who love you and want to grow older with you.

Three things that make a difference in everyone's health: Losing extra kilos by eating healthy, balanced meals and snacks and limiting food intake to meet your physical output; giving up smoking; and reducing alcoholic drink consumption.

Canadian Heart and Stroke have developed a quick risk assessment tool you can use online to test your risk factors for heart attacks and strokes. Please see: <http://www.heartandstroke.ca/> for good, simple advice; and for the assessment, see: <http://www.heartandstroke.ca/get-healthy>



Small changes will add years to your life. Start today! 🍷

Men's health focus in November

Whether it's Movember <https://ca.movember.com/> or any other health and wellness initiative, November is a good month for men – and their significant others – to help all the men in their lives take a serious health status check.

When last did you see your doctor? A year ago? Five years ago? 10 years ago? Don't remember? Quit stalling. Preventative visits to check blood pressure, heart, lungs, prostate, blood and urine screens – are all painless measures that can potentially save your life. In health as in life, you don't know what you don't know. Information is power and health awareness, early on = much better outcomes. Treatments have advanced so much in all medical fields that the earlier anything is caught or anticipated, the better the prognosis. Quality of life in your well-deserved retirement years, takes a little bit of effort now, starting with regular doctor's visits and your own increased awareness of your body and changes to it.

Some quick health checks that could save your life

Testicular cancer is the most common cancer in men 15-39 years of age

Did you know in Canada, testicular cancer strikes the young most? It is the most common cancer in men between 15 (yes, 15) and 39 years of age. Share these self-test tools with your kids and grandkids too: <https://ca.movember.com/mens-health/testicular-cancer> and consider signing up for the email health reminders accessible via the link above.

Simple blood test for prostate cancer saves lives

A simple blood test (PSA) for prostate cancer does save lives. In Canada, if detected early, there is a 98% chance of survival beyond 5 years. If detected late, this is reduced to 26%. Learn more here, and book that appointment today: <https://ca.movember.com/mens-health/prostate-cancer>. For more resources, see Prostate Cancer Canada: <http://prostatecancer.ca/Prostate-Cancer>.

Mental health is part of the total package

Whether it's stress related to work, change, money, health, home, relationships, fires, or depression, or a bit of everything, mental and emotional well-being is critical. If you ever feel you can't or don't want to talk to those closest to you, know you are not alone. There are many resources available to support you in your health recovery. Learn more here: <https://ca.movember.com/mens-health/mental-health>; <http://mantherapy.org/> and at the Canadian Mental Health Association <https://cmha.ca/>.

If you or someone you love is having a mental/emotional crisis, call 911 or go to your nearest hospital. If you just need to talk to a qualified stranger who will never judge you, or say the wrong thing, but be a good listener, call 310 Mental Health Support Line (province wide), a 24-hour crisis help line. Call **310-6789** (no area code required) or **1-800-SUICIDE** (1-800-784-2433). See www.crisislines.bc.ca 🍷

All's well that ends well for Tolko log truck driver after heart incident



Read his heart-warming story here: <https://meadowlakenow.com/article/613340/truck-driver-revived-tolko-employees-may-returns-work> 🍷

Screenshot from the Meadow Lake NOW (August 23, 2018 edition) about a Tolko log truck driver who got a second chance at life thanks to the quick action of coworkers.



Your Take on Safety

Western Forest Products and Island Timberlands employees successfully complete log truck driver training program



A number of local Woss area dignitaries, VIU staff and forestry licensee and contractor representatives attended the graduation ceremony for newly qualified log truck drivers.

Earlier this year 11 Western Forest Products employees celebrated their graduation from a log truck driver program putting them one step closer toward pursuing their new careers with the forestry firm, while another VIU student secured a permanent position with Island Timberlands after completing the program.

The seven-week training program, fully funded by Western for their employees and developed with Vancouver Island University's (VIU) School of Applied Trades and Technology, included nine former Greenwood train employees.

Balance of classroom teaching and in-field mentorship = success

"It was a steep learning curve," said participant Robin Kenny. "The VIU instructor was excellent. He was experienced, knowledgeable and patient. A critical piece of my success was the time I spent working with a mentor. Allowing the flexibility to spend extra time with an experienced driver if needed helped solidify my learning and increase my confidence. Hosting the program directly in the operations made a huge difference."

The training was based on safety and technical competencies that were developed by the BC Forest Safety Council's Log Truck Technical Advisory Committee.

Ted Dillman, VIU Chair of Forest Fundamentals and Driver Training, spoke at the graduation celebration in July in Woss and praised Western for its safety focus.

"In decades of teaching truck driving, I have never had a chance to work with a company like Western. They really put a focus on safety

first and this is so important particularly when you are training new drivers," said Ted. "If a driver wasn't quite ready, they immediately put them through more training and mentoring until they were. And so far this has resulted in a 100 percent pass rate and very happy, excited and safe graduates."

Participants in the program received three weeks of classroom learning and four to six weeks of mentoring with experienced log truck drivers followed by a final evaluation by a third party assessor.

Another participant was Chris Robinson, who had applied for his Class 1 training with VIU and was interested in becoming a log truck driver. "Choosing VIU for my class 1 Driver training and specializing in logging trucks was one of the best decisions I've made. I was in search of a new career and attended an information night on the logging industry at VIU. I was fortunate enough to meet some instructors who set me in the right path to apply for my Class 1. The trainers taught us what it takes to be a safe, skilled driver. After I passed, I enrolled in the specialty of logging trucks," said Chris.

Island Timberlands agreed to provide mentorship support to Chris. "They start off with the basics and through the course they expand into the greater scope of becoming a professional log truck driver," says Chris. At the completion of his training Island Timberlands hired Chris as a full time driver.

"The VIU team was very helpful in helping me find a fantastic job placement near my home, and after meeting the company's requirements and safety tests, I was very lucky to have a job offer," said Chris. He added that he was able to build his confidence, set goals, and find a great career doing something he loves to do. 🌲

ABOUT Forest Safety News

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