

FOREST SAFETY News



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Safety is Good Business

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FEATURE STORY:

HEMS saves lives and money

- **Faller with serious spinal injury in recovery**
- **First forestry mission by TEAAM**

To protect the privacy of the faller, Forest Safety News is not publishing his name. We wish him well and thank him for sharing his story.

On October 19, 2018 a faller working on a right of way in Sloquet Creek in the Sea to Sky Corridor, was severely injured when he was struck by a rotten 60 foot fir tree, more than 10 metres away from where he had just felled a large maple tree, five seconds earlier.

"I remember October 19 was a beautiful day and it was between 10 and 10:30 am. I was in good second growth. A mix of fir, cedar and maple in a steep gully area and had my day planned out. It was a dense stand and there were a lot of snags (dangerous trees) so I was paying a lot of attention, taking my time, assessing and planning" said the faller.

"I fell a maple, went up my planned escape trail, watched the canopy, see the maple bounce up from hitting the forest floor, then boom. I was slammed to the ground. My saw was knocked out of my hands, my mic ripped off my suspenders and my hardhat thrown off. I was face down, just gasping for air and seen blood dripping off the tip of my nose. I was trying to squirm and reach the kill switch on my saw because the noise was really bugging me, but my back hurt so much and I just couldn't get to it. I thought that maybe I could crawl out but I couldn't. I couldn't really move and I knew something was wrong."

He managed to take off his wedge belt to access his radio and call for help. He estimates about seven minutes after being struck.

In the meantime, within earshot, but some distance away, uphill, his bullbucker and foreman were discussing work, aware of the faller's chainsaw. They had both seen the top of the large maple fall and shortly thereafter

Squamish-based Technical Evacuation Advanced Aero Medical Society (TEAAM) in flight in a Blackcomb helicopter. (From left) TEAAM member, Paul Windsor, TEAAM president, Miles Randell, and TEAAM vice president Jordan Lawrence.



Welcome to the February 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 or call 1-877-741-1060.

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HEMS saves lives and money

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the top of the fir tree, but hadn't thought too much of it at the time. Minutes passed and then they heard him on the radio asking for the bullbucker. As soon as they heard the faller's voice they knew something was up. What, they didn't know, but his voice conveyed something was wrong.

Adrenaline kicked in, radio communication peaked and soon a whole crew was on the move to get to the injured faller knowing only he was conscious and in trouble.

"I was cold and in a lot of pain. Then I heard people calling my name, getting closer, I tried to yell as much as I could but even that hurt. It was so surreal, seeing face after face staring down at me, hearing voices talking, some talking to me and others talking to each other deciding on the best next steps to get me out ... what if we cut down that tree, what if we do that, what if we do this ... while first aiders started doing an assessment of my injuries, giving me oxygen, putting blankets on me and putting me on a spine board, telling me to stay still, stay still. I was in a lot of pain and so cold I just wanted to close my eyes ... and the first aid attendant kept telling me to stay with him, to stay awake, to stay with them ... and all I could think of was I want to go home ..."

"Then I heard the helicopter and saw a guy in red. He gave me a shot of morphine and all my anxiousness and panic went away," said the faller. The faller had sustained a very serious spinal injury – burst fracture, several broken ribs and multiple lacerations. Immediate advanced medical support was critical, and every minute mattered.

Good ERP means a workable plan for the worst case scenario

Less than three weeks earlier, the faller's employer, Lizzie Bay Logging, had signed up as a patron of Squamish-based Technical Evacuation Advanced Aero Medical Society (TEAAM), an advanced life support Helicopter Emergency Medical Services (HEMS) non-profit that responds to remote wilderness and industrial settings outside of the current scope and capability of the British Columbia Ambulance Service. One of Lizzie Bay Logging's neighbours, a local run of river power entity, Innergex, had told them about TEAAM and that they had signed up to be a patron, and thought Lizzie Bay might want to consider that option too.

Patronage means that for an annual fee of \$100 a year per high-risk worker (\$3,600 / year in the case of Lizzie Bay Logging), if an employee needs a helicopter evacuation, there is one call to make to TEAAM. The most suitable helicopter from the Blackcomb fleet (20 to choose from including long-line and hoist capabilities) is deployed along with two suitably qualified and highly experienced

helicopter extrication and medical trauma paramedics, doctors and nurses, using the latest technologies. *(Editor's note: there are less than a handful of private medical helicopter services available in the province trying to find a sustainable operating model to fill the void created by a lack of suitable publicly-funded HEMS services for remote workers, residents and communities in BC.)*

Lizzie Bay Logging sees its annual investment in TEAAM as insurance. "We hoped we would never have to use it, but knew that if something happened – as it did – we would have the right resource in place to potentially help save a life and/or ensure that an injured worker accessed the most appropriate advanced medical care in the fastest time possible," said Sandy Cochran, Occupational Health and Safety Manager for Lizzie Bay Logging. He said that fallers had provided feedback prior to their TEAAM arrangement that it would be challenging to pack a guy out and that TEAAM offered solutions that might work well for their settings.

The firm reviews its ERPs regularly, and hot pink laminated 8x11 sheets are a big part of both orientation and review training which show step by step what to do for any emergency situation and specifically what to do for heli- and non-heli-extractions.

Research and experience fully supports that the faster, the smoother a patient's access or transfer to appropriate care, the better the recovery, long-term prognosis and the best use of tax and other dollars in securing the lowest total costs in health care, support, lost revenue and lost production. Then there is the all important human cost – the pain, the physical and mental healing and impacts on the patient, his family, friends and community. Everyone wins when people receive the most appropriate care in the most appropriate timeframe.

"Every worker deserves to go home safe every day and when something happens to them, they need to know, people have their backs and will get them the best care possible as quickly as possible in the safest manner possible," explained the injured faller. "I am very grateful for the treatment I received and know that it has and will continue to make a difference in my quality of life and the length of my recovery. I really believe every worker in BC who works in high risk environments needs to have the peace of mind that if something does happen, they are going to be well taken care of."

"A lot of our employees and contractors and their family members have told us how much they appreciate that we have the TEAAM patronage in place. We have received a lot of thanks and comments that it brings our employees' families a great deal of comfort

and confidence that in a worst case scenario, their loved one is going to be well taken care of. It would be a really good thing if every worker in BC could go to work every day and have that same peace of mind," said Sandy. "Miles and the TEAAM crew are absolutely awesome. I like that we make one call to them so no-one is confused when help is needed," he said. "It is fair to say that it is extremely rare to see anyone with the kind of spinal injury our faller sustained come away without neurological damage and/or paralysis. I have no doubt that the best possible outcome was achieved because of the initial efforts of our crew and most importantly the TEAAM service," said Sandy.

Following the incident, Lizzie Bay Logging conducted a review of their emergency response, both internally and with Miles from TEAAM, to evaluate what was done well

and identify possible improvements to the plan and process. One outcome of this review is that Lizzie Bay Logging now provides TEAAM with geo-referenced maps of new cut blocks at the pre-work planning phase.

These maps can be pre-installed into TEAAM's navigation tablets. This simplifies the process of location identification and provides the responders with a wealth of information about the setting.

About keeping TEAAM on call, Sandy says: "It is a no-brainer for us, the peace of mind knowing that TEAAM is able to respond to an emergency so quickly and so well-equipped is worth every penny to Lizzie Bay Logging."

TEAAM has been operational since July 2018, and the October 19 call was their first forestry HEMS response.

TEAAM president, Miles Randell, said the call came in on TEAAM's emergency contact number and then the loggers also called his personal cell. Call info was collected on an 8 Line Medevac Request form which helped inform which aircraft got prepared and dispatched. "I was already at the base and the briefing to TEAAM members was performed via phone while one of the aircrew was driving to the base. "We knew the faller had suffered a serious back injury after being struck by a log in a remote logging site. We were provided the injury type, location, on site radio frequency and the contact person prior to launching," said Miles.

TEAAM launched with one pilot and an aircrew of two advanced life support paramedics, one of whom was Miles, who has 21 years of paramedic experience and 28 years of search and rescue (SAR) experience. The other medic, John Willcox, has 37 years of paramedic experience and 35 years of SAR experience.

"Time from initial call to launch was 35 minutes as one air crew member had to respond from home as we are currently on an on call basis. The flight was 30 minutes in duration and we had fueled the aircraft to allow us to fly direct to Vancouver if required," explained Miles.

He said that as the aircraft neared the site, the logging crew on scene requested they not fly

"I was in a lot of pain... all I could think of was I want to go home."

- Injured faller



One of TEAAM's training sessions.

close to the injury site until they had assessed and mitigated any overhead hazards. "We jointly determined that we could put down on a freshly cut road close by and walk in. The aircraft type we use, although twin-engine, is small enough to land in tight spaces if a hoist or longline rescue isn't appropriate as in this case."

Lizzie Bay Logging crew and first aiders did excellent job

"The logging crew and first aid attendants had done an absolutely excellent job of initial care, putting a collar on the faller and positioning him lateral on a spine board with blankets to keep him warm. We assessed the patient, started an intravenous medication port and administered medications to control his pain, and nausea, and control his blood pressure. We then provided warmth with heating blankets and positioned him on a vacuum spine board to better immobilize him while keeping him comfortable and warm," said Miles.

"It took eight burly dudes to carry me out, with a couple of breaks, and I am 160 pounds, even with the morphine it was quite painful. Once we got to the helicopter they moved me onto another board – it vacuumed around me and was real snug, they then administered more drugs. Let me just say there is a time and a place for the right drugs and this was it, all the pain and everything went away. I was beginning to feel much more comfortable to say the least," said the faller.

Miles said that time on the scene was prolonged due to "access and egress time on foot, 20 minutes for treatment and 40 minutes for the stretcher carry and pre-flight reassessment (blood pressure, ECG, pulse oximetry, ultrasound etc.) and packaging".

En-route, the TEAAM crew continued hypothermia care, pain control and vital sign monitoring, ensuring the faller's blood pressure was maintained within appropriate parameters for his spinal cord injury. "We utilized medication strategies that both controlled his pain, sedated him, and maintained a safe blood pressure for his injury type," explained Miles.

"We flew him to meet a BCAS air ambulance at Squamish Airport. Once we transferred care to BCAS he was flown to VGH for trauma care, including surgery," said Miles.

Text book HEMS rescue cut six hours off transportation

Reflecting on the response, Miles said it "was a textbook case to show the need for HEMS and advanced life support in remote worksites. We cut six hours off the patient's transport time versus traditional ground responses. We also provided two-on-one patient care en-route, ensuring optimal medical care in flight."

Why time and quality of transfer matters

The faller's injury type often results in paralysis due to injury aggravation during extrication and transport. "There is a very high likelihood that the traditional extrication and lack of advanced spinal injury management would have resulted in paralysis for this patient," explained Miles.

"In this case, we resolved his pain, managed his hypothermia, and ensured safe and rapid transport to a trauma center. This resulted in his rapid access to surgery, letting him leave the hospital without paralysis, and eventually will allow him to return to normal life and work."

"Life altering injuries like paralysis mean firstly a life forever changed and secondly WorkSafeBC and the BC health care system would spend \$10,000,000 for care over the duration of the rest of his life," said Miles. Compare those costs with the mission costing the employer the annual patronage fee and the actual extrication of just under \$5,000 and the estimated healthcare system cost of \$100,000.

For TEAAM, this mission was "an incredible experience." "We got to help a worker in need. Patient care is what drives us and knowing the impact we had on this faller's life is second to none. We not only received messages from the patient, but also from loggers' wives on our social media that honestly made the challenges of building this program so worthwhile," said Miles.

TEAAM has spent the past couple of years working really hard to prove the concept. This rescue adds more proof that proper HEMS makes a real difference, both in patient care outcomes and financially to all parties involved.

"It was an absolutely incredible feeling to see a life's dream come to fruition at the same time as giving an injured worker his best possible chance of walking again," said Miles.

Surgery took place the following morning. "I think one of the longest waits was in the hospital. I had to have two scans – a CT and an MRI – and they couldn't let me eat or drink and at that time I was really thirsty and hungry. All they let me do was lay still, breathe and stare at the ceiling. I just remember them asking me so many questions about whether or not I was claustrophobic."

"Later that night I was told I would be having surgery the next morning. I was in shock. At that point I didn't think I was that badly injured." Through the drugs that were providing him some relief, he says it was weird being in a large hospital emergency room on a Friday night. Sleep was impossible. He had a blindfold on and all he could hear were distorted noises and voices of a major city's very busy Emergency Room operating in a peak period.

His surgery proceeded and he spent several more days in hospital before being released. "Looking back, I am thankful for the treatment I received and that I work with a good crew. We had just watched a video a couple of weeks before about the TEAAM service and while we all know that we have an ERP, we never expect to have to use it. We have tight-knit crew who all live and recreate nearby in the same place and you see them around town. I really feel because of that we do have each other's back more than most."

What is the future?

The injured faller is taking one day at a time. He is realistic about his recovery goals. While he wishes for a fast track button, he is committed to working hard to regain the strength and stamina needed to head back and do what he loves – falling and being outdoors.

His best advice to all other fallers after his incident is simple: "We have to be humble and stay humble and always be vigilant. Make sure you work for employers that have proper ERPs in place if something goes wrong ... because shit happens. I wouldn't wish what I have been through on any faller," he said. "But the whole TEAAM thing is pretty awesome, from the ability to administer drugs to reducing time to the hospital to full trauma care."

TEAAM is slowly gaining support from industry. The company's first patron, Innergex, provides enough funding annually to pay TEAAM's insurance. Other patrons who have signed up are from logging, silviculture, energy and adventure tourism. "We do, however, need much more support to have staff and helicopters available for the rapid response times we intend to achieve," said Miles.

The long-term plan is to build enough of a patron base that TEAAM does not need to

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HEMS saves lives and money

Continued from page 3...

generate a bill for a mission. Ultimately they would like to establish five bases across the province to ensure province-wide coverage. From their Squamish base – weather permitting – they can already cover a huge swath of the province within 60 minutes flight time, allowing them to reach as far as Tofino, Princeton or Williams Lake and return to trauma hospitals without refueling. “We can travel much further if we refuel, as our aircraft can average 2 hours 20 minutes flight time prior to refueling,” explained Miles.

WFCA is a supporter of the program

“The Western Forestry Contractors’ Association (WFCA) has been a huge supporter of our program. They are helping us to secure more patrons,” said Miles.



Western Forestry Contractors’ Association executive director, John Betts.

WFCA’s executive director, John Betts, said there had been long-standing interest in services like TEAAM because “we feel we have exposure, a great vulnerability, given the remoteness of our worksites, and being a long way from help.”

“I think getting advanced medical services to anyone injured where they are injured is the model of healthcare for the future. It makes a lot of sense. One is seeing it happen in other parts of the world even in cities like London. If you’ve had the experience of being badly injured, the last thing you want is to suffer further injury and additional negative consequences because you faced delays in receiving appropriate treatment, no matter where you are injured. For us on remote worksites, it is even more challenging because being bumped around on uneven terrain and

along rough roads for hours is not conducive to good patient outcomes. We would like to see services like TEAAM become the industrial standard across the province,” John said.

TEAAM has also had great support from charity donations from TB Vets for equipment and training, volunteer time from staff (as currently they only receive pay when on a mission), as well as from Blackcomb Helicopters which supplies training for the crews and equips the helicopters with stretchers, hoist and fixed line equipment, the medical industry who have provided significantly expensive equipment as they see the need for the service and want to support it, and of course industries who are seeing the benefits.

The Canadian Forces Joint Rescue Coordination Centre (JRCC) also uses TEAAM as an asset for closest available response, and highest level of medical care if required. “Being an asset to JRCC is a huge honor and one of our board members is a retired Canadian Forces SARTech which lets us align training and response capabilities,” said Miles.

Just the kind of HEMS response Forestry Safety Ombudsman believes every BC resident deserves

The BC Forest Safety Ombudsman, former provincial cabinet minister, logger and faller, Roger Harris, conducted a special investigation published in 2016 on HEMS (see: http://www.bcforestsafes.org/files/HEMS_Report_jan31.pdf) and called on the government for significant improved access to HEMS in all remote communities across BC so that TEAAM-like services are accessible to all injured workers and residents in remote communities or on remote worksites.

Endorsed by the Union of BC Municipalities, his report was then reviewed by the BC Government. The official response from the Ministry of Health was the following:

“BC Emergency Health Services (BCEHS) and the Ministry of Health both understand the importance of providing emergency care when and where it is needed, while keeping emergency services staff and patients safe in the delivery of that care. Although distance, weather and a number of other factors can affect emergency response, air ambulances are dispatched according to the care needs of each patient, and the level of urgency required.”

TEAAM has received charity donations from TB Vets for equipment and training as the sign (left) says on the helicopter: “TB Vets: arming frontline medical heroes.”



“In June 2017, the BCEHS started utilizing a fixed-wing air ambulance based in Fort St. John to better serve north-west communities, enabling long distance emergency transports to the major trauma facilities in Kelowna and Vancouver. In August 2017, BCEHS announced that the contracted provider for three of its four dedicated helicopters will be adding night vision technology. It is expected that this technology when installed next year will mean at least 140 more patients a year can be transported via helicopter.”

“BCEHS provides excellent pre-hospital and patient transfer care by air, and has implemented training for all front-line staff on how to approach high-risk remote situations, Search and Rescue (SAR) operations are the responsibility of more than 80 SAR volunteer groups across the province. These groups maintain the requisite skills, equipment, and other resources to access remote locations that BCEHS paramedics are not able to. BCEHS coordinates with SAR groups to transport patients from remote areas to care facilities. WorkSafeBC requires employers operating in remote areas, like those operating commercial enterprises in the logging, mining, fishing and ski resort sectors, to be responsible for transporting out patients injured in remote locations.”



BC Forest Safety Ombudsman, Roger Harris.

Speaking at a recent Falling Technical Advisory Committee (FTAC) meeting in December 2018, Roger said that British Columbians should be outraged about the current status of HEMS in our province. He said that the extrication experience shared above is exactly the type of service every resident should be able to depend on – for the best outcomes at the least cost both human and monetary. “Compare the \$8,600 (the patron and mission fees) against what the actual treatment and rehabilitation costs would have been for a paraplegic outcome, it would have cost the healthcare system millions of dollars. The greatest disappointment is that the government won’t even take the time to investigate the cost benefits of providing a service that many jurisdictions nationally and internationally take for granted.”

Update: The BC Forest Safety Council is presently working with Roger Harris to develop a strategy to engage mining, oil & gas, and transportation sectors to determine if there is a collective interest to consider a funding model to support HEMS. Part of this strategy will involve approaching WorkSafeBC and the Ministry of Labour to determine if there is an appetite to contribute financial support for a resource sector HEMS pilot to determine the viability for a HEMS model in the BC resource sector. 🌲



MAG shares best practices for mobile equipment-pedestrian interactions

Industry's Manufacturing Advisory Group (MAG) is in the process of rolling out best practices for all manufacturing plants to consider, review, adapt and use in workplaces where there are mobile equipment-pedestrian interactions.

According to different study statistics sourced between 2007 and 2015 in the USA and North America, someone dies in a forklift related incident every three to four days.

The best elements of any safety management system include policy, safe work procedures, engineered solutions to support better safety outcomes, training, coaching, compliance and regular communications reinforcing the importance of compliance to keep everyone safe.

MAG identified the opportunity to collectively share best practices in 2017 and with additional input and support from Canfor, worked on the development of a best practice tool kit that includes an audit document for sites to do their own specific site risk assessments to tailor safety solutions best suited to their unique work spaces.

Detailed resources from this initiative, led by MAG member and Canfor Safety Manager Wood Products Operations, Matt Franks, may be viewed, downloaded and customized here: <https://www.bcforestsafesafe.org/node/3228>.



Screenshot of the resources available at <https://www.bcforestsafesafe.org/node/3228>.

"There is no competition in safety. When we collaborate and share best practices, we all benefit," said Matt. "We look forward to feedback on this initiative as it will help shape development of other best practice resources that all industry participants can use, to help ensure continuous improvement in safe performance."

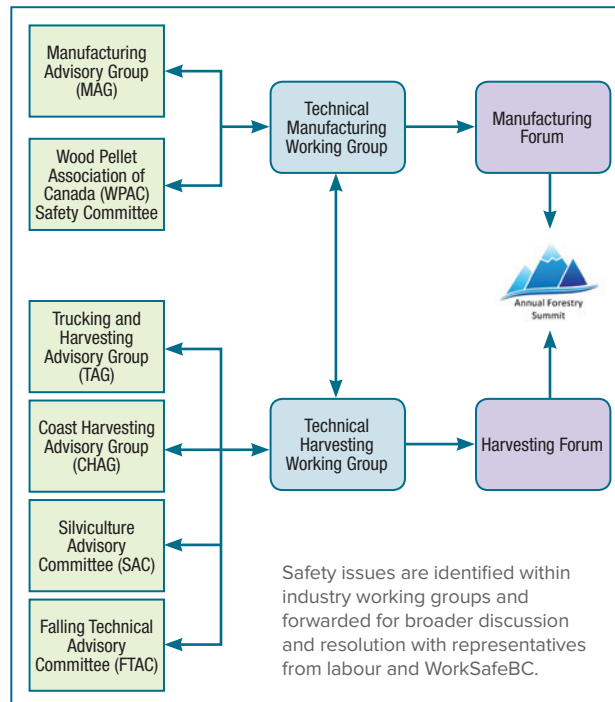
Forestry Industry Forum allows for improved collaboration, better safety outcomes

Industry via the Manufacturing Advisory Group (MAG) worked with WorkSafeBC and the BC Forest Safety Council (BCFSC) to develop a framework for what improved collaboration could look like, focusing on the shared goal of achieving a safer industry, and eliminating fatalities and serious injuries.

The result was the creation of the Forestry Industry Forum to provide an effective mechanism between the BC Forestry industry and WorkSafeBC to address emerging issues, build a stronger working relationship, provide efficiencies for resolutions and communications, and improve safety standards and performance.

Framework

To better identify safety issues within the Forestry sectors, two Technical Working Groups were set up in 2018 to represent BC's Harvesting and Manufacturing interests, respectively.



Each Technical Working Group consists of Safety Leaders from the respective industry safety advisory groups, BCFSC staff, Labour and WorkSafeBC. Industry safety advisory groups identify issues and concerns to be raised at the quarterly Technical Working Group meetings.

A BCFSC representative provides support, logistics and other planning required to each

Technical Working Group to help ensure that all required activities are completed as planned.

Each industry safety advisory group has identified members to participate and depending on the topic might have additional subject matter experts attend the quarterly meetings.

WorkSafeBC representatives have been selected from three departments: Industry and Labour Services, Field Prevention Services, and Prevention Practices and Quality.

Labour is represented through SAFER and SHARP, and those organizations have identified members to participate in both Technical Working Groups.

Topics so far

Three meetings were held in 2018.

Harvesting topics to date have included fatigue, load securement, self-loading truck guarding and phase congestion and manufacturing topics focused on safeguarding, high risk strategy updates, wood fibre storage, first aid and post-traumatic stress, processing fire-damaged wood and process safety.

Meetings have been scheduled for 2019 as follows: <http://www.bcforestsafesafe.org/node/3092>

Bottomline

"We believe that more heads are better than one. With considered input from all stakeholders and working together collaboratively to find the best solutions, we will be closer to making sure that every worker goes home safe at the end of each day. That is our shared goal. And, if we remain focused on that, we can achieve anything. We

believe that with the willingness WorkSafeBC has demonstrated to hear industry and labor's input – and really listen – we will all make better decisions going forward," said Rob Moonen, BCFSC CEO.

To view the terms of reference see: www.bcforestsafesafe.org/files/Forestry%20Industry%20Forum%20Terms%20of%20Reference.pdf



Work-Related Deaths & Injuries



2018 year in review and look ahead

By Rob Moonen,
BC Forest Safety Council CEO

January is the month of resolutions where we commit to getting in better shape and start eating healthier, all in the name of self-improvement.

Supporting this theme, the forest industry has continued to demonstrate new levels of self-improvement in worker safety.

Over the last two years, positive progress has been made on a number of fronts. In 2017, the overall harvesting injury rate was 4.7 which is the second lowest injury rate on record. 2009 was the only year with a lower injury rate of 4.2, which was strongly influenced by the 2009 financial crisis and record low harvest volume of 51.7 million m³. The injury rate for manual tree falling was 22.7 in 2017 and also represents the second lowest injury rate on record behind 2009's rate of 18.8. While still very high, industry's continued focus on manual tree falling is generating positive results. (Note: Injury rates for 2018 will be available in Q2 2019.)

In 2018, there were three direct harvesting work-related deaths. While this number represents the lowest number of work-related deaths on record, it also represents three individuals that did not make it home to their families. What these improvements demonstrate is that getting to zero work-related deaths is achievable.

Critical mass culture change point now being reached

The critical mass culture change point in the BC industry is now being reached to where discussion on the importance of reducing injuries to improve business results and to attract new employees occurs regularly in industry leadership and association meetings. The integration of injury reduction with good business process is also occurring. These efforts support the principle that injury prevention is most effective when the overall industry owns and leads the change.

2019 focus will be on log hauling and manual tree falling activities

Looking ahead in 2019, the BCFSC will be focusing its efforts on log hauling and manual tree falling activities. Between 2013 and 2018, these activities accounted for 60% of the total number of work-related deaths (26) and 50% of the total number of serious injuries in 2017. These efforts will include working with industry to support the use and implementation of the competency-based training, assessment tools and best practices developed by industry for industry.

Thank you for your efforts to support safety

On behalf of the BCFSC, I would like to thank you for your individual and collective efforts to ensure that everyone goes home at the end of every workday and wish you a healthy, safe and prosperous 2019! 🍀

2018 work-related fatality rate is lowest on record for BC forestry industry

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.bcforestsafe.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.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>.

The BC Forest Safety Council extends sincere condolences to the families, friends and colleagues of the deceased, and deepest sympathy to all those affected by these events.

Recent work-related incidents reported to WorkSafeBC

The following sample of work-related incidents recently reported to WorkSafeBC may help you to prevent similar incidents in your workplace.

HARVESTING

Injury Type: Bruising, soreness
Core Activity: Dry land sort
Location: Vancouver Island/Coastal B.C.
Date of Incident: 2018-Dec

A worker was strapping a bundle of logs when a log dislodged, striking and knocking the worker to the ground.

Injury Type: Fractured vertebra
Core Activity: Log towing / Integrated forest management
Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Dec
 A tugboat was operating in log dewater/reload grounds when its mast contacted an overhead anchor cable under tension. The mast snapped and hit a worker on the deck of the tugboat.

Injury Type: Fractured leg, soft tissue injuries
Core Activity: Manual tree falling and bucking
Location: Vancouver Island/Coastal B.C.

Date of Incident: 2018-Nov
 A worker was falling a tree. As the tree started to fall and the worker was moving uphill to a predetermined safe location, the worker was injured when his leg slid into a hole. He was transported to a higher level of first aid by helicopter and then to hospital.

Injury Type: Concussion, lacerated hands
Core Activity: Log hauling
Location: Interior B.C.
Date of Incident: 2018-Nov
 A loaded conventional log hauler experienced a mechanical failure as it was travelling on a forest service road. The compensator's camshaft pulled out of the trailer's reach, and the trailer detached from the tractor unit. As the log hauler travelled around a sharp corner, the tractor and trailer assembly separated. The load of logs slid off the trailer and struck a parked pickup truck, injuring a worker inside.

Injury Type: Close call
Core Activity: Logging road construction or maintenance
Location: Lower Mainland
Date of Incident: 2018-Oct
 As a blaster was conducting a post-blast inspection, a blasting agent detonated on the surface of a muck pile. No injuries occurred.

Injury Type: Multiple injuries
Core Activity: Log hauling
Location: Interior B.C.

Date of Incident: 2018-Oct
 A worker was operating a mobile crane when the crane boom dropped about 1 foot and struck the worker.

MANUFACTURING

Injury Type: Amputated fingers
Core Activity: Wooden component manufacture
Location: Northern B.C.

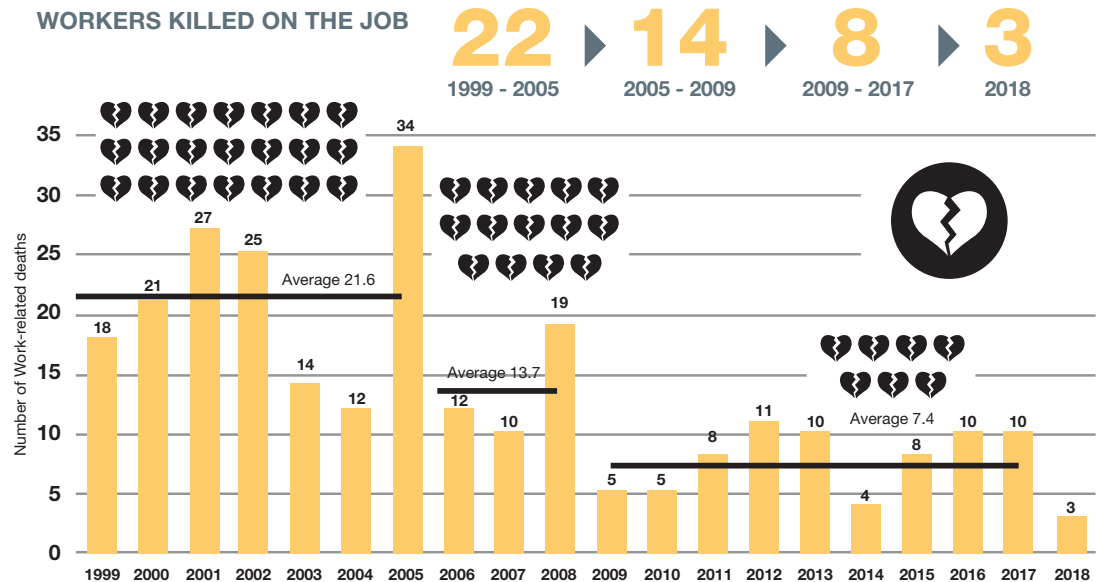
Date of Incident: 2018-Nov
 A worker was clearing a jam in a planer when the worker's hand contacted an energized rotating cutting head.

Injury Type: Undetermined injuries
Core Activity: Sawmill
Location: Interior B.C.
Date of Incident: 2018-Oct
 While performing clean-up duties inside a sawdust and shavings bin enclosure, a young worker was engulfed and buried to about head or chest depth. The worker was extricated by a co-worker.

Injury Type: Various injuries (17 workers)
Core Activity: Commercial bus, shuttle operations, or public transit / Sawmill
Location: Northern B.C.
Date of Incident: 2018-Nov
 During a snowstorm, a chartered coach transporting sawmill workers to their workplace left the road and ended up in a ditch. 🚗

WORK-RELATED DEATH CLAIMS

WORKERS KILLED ON THE JOB



As of 2014, the work-related death claim stats reflect the fatalities that occurred during the calendar year. This information represents the number of work-related deaths by year in harvesting in BC, up till December 31, 2018. There have been no work-related deaths in 2019, as at January 10, 2019.

- 3 work-related deaths in harvesting in 2018
- No work-related deaths in manufacturing in 2018
- One death is still too many
- Every worker must go home safe at the end of each work day



New MAG-SAFE audit tool launching in 2019

The BC Forest Safety Council (BCFSC) is pleased to announce a new safety audit specifically addressing the needs of forestry manufacturers in BC will be rolled out to industry in 2019. It will be known as the MAG-SAFE audit tool. The audit has been successfully piloted after 18 months of development, input and testing by the Manufacturing Advisory Group (MAG), supported by technical experts.

MAG companies recognized that WorkSafeBC's Certificate of Recognition (COR) program is effective in supporting the development and improvement of safety programs across multiple sectors in British Columbia, including the wood products manufacturing sector. However, MAG did feel that if the industry was to achieve further continuous improvement in safety performance, COR was no longer a high enough bar for sawmills in BC. MAG believes that using an industry audit tool that places greater emphasis on risk across the sector will better help secure meaningful improved safety performance.

"COR was first introduced to manufacturing in 2006, so MAG had 10 years of experience with the system. As MAG had successfully developed, tested and implemented an excellent dust audit tool – which allowed industry to achieve a 98% compliance rate in WorkSafeBC inspections – we felt MAG was in a strong place to ask ourselves how do we as an industry further improve safety in BC sawmills, and what do we need to do to get there," explained Matt Franks, MAG member and Canfor Safety Manager, Wood Products Operations. "The answer was developing an audit tool that could consistently, effectively and efficiently measure our sawmill safety performance particularly in high risk areas

that is also aligned with WorkSafeBC's high risk strategy," he said.

Building the new MAG-SAFE audit tool

MAG set up a project team with John Bulcock (Western Forest Products) as Project Champion to work with the BCFSC to build an audit that would enable them to maintain SAFE Companies certification, and allow them more flexibility to take a "deeper dive" into their high risk areas. The objective is to secure the most relevant measurement of safety management systems in a process-driven manufacturing environment, consistent with the high-risk strategy elements identified by both industry and WorkSafeBC.

"The MAG-SAFE Companies audit tool development was a collaborative process. We consulted and worked with MAG company representatives, BCFSC staff, subject matter experts, and experienced manufacturing sector external auditors," said Cherie Whelan, Director SAFE Companies. "We constantly analyzed, tested and refined the tool in repetitive cycles with the MAG project team providing us with direction and oversight on an on-going basis to ensure that we built an audit that met MAG's objectives."

Principles applied to the new audit tool included:

1. Maintains third party certification by the BCFSC
2. Risk-based, moving away from a compliance based tool to a risk based audit program aligned with WorkSafeBC's High Risk Strategy

3. Increased audit activities focused on high risk areas and activities and increased emphasis on observations and interviews with less reliance on documentation
4. Increased efficiencies in auditing to add more value and minimize bureaucracy
 - a. Integration into SAFE Companies existing programs to reduce administrative and bureaucratic burden while supporting continuous improvement of MAG safety management systems and safety culture
 - b. Reduced auditing requirements with ability to focus on corrective actions for maintenance years (Alternative Maintenance Action Plan)
 - c. Combustible Dust audit requirements are integrated into the new MAG-SAFE Audit cycle
 - d. Audit program will be scalable and flexible so that it works for any size wood products manufacturing organization with equivalency considerations for employers with well-established audit programs.

The new audit consists of 10 Fundamental Elements and a rotation of High Risk Modules that are aligned with WorkSafeBC's High Risk Strategy. The table beside shows the management system elements and the first four high risk areas that will be part of the first 3-year audit cycle.

The new audit provides detailed instructions to the auditor on how to conduct and record the audit to ensure that the results are the best match to reality. For example, there are mandatory times of day and times of week to include in the audit that ensure night shifts (cleanup and maintenance), as well as weekday and weekend shifts to be audited. Other mandatory requirements include specific physical areas of the facility and target activities that must be observed.

MAG Audit Development Process



This diagram shows the activities that were part of the audit development process.

Different format of audit tool

The new MAG-SAFE audit tool is also in a different format, Excel, rather than Microsoft Word, allowing for auto scoring, graphs and statistics as well as multiple outputs best suited to diverse end-user needs – management, operations, safety officers, supervisors, JOHSC, etc.

A two-page PDF Executive Summary for Management includes a “heat-map” that shows where the operation did well and where additional energy and resources are needed to further improve safety performance overall. (See heat map sample below.)

There is also a six-page PDF Summary plus Corrective Action Log (CAL) for Operations; 100+ page PDF full report for Safety departments and auditors who want those details; Excel CAL for transfer to company’s safety management systems for their own tracking, and a full Excel file.

New scoring methodology

The audit focuses on tracking non-conformance rather than numeric score like the current SAFE Companies BASE 4 audit tool. The scoring methodology has timelines included for addressing non-conformances, and is geared towards driving continuous improvement of MAG’s safety management systems. Companies that have any major non-conformances will not become SAFE Certified until those issues are addressed. This is similar to the BASE audit concept of having every question need at least 50% to pass, and continues to move further above the COR requirement where a company can pass with only 50% of an element.

Pilot was successful

The audit was piloted at three sawmills in Q3-Q4, 2018 with positive experiences all round.

“Our Gorman Group Lumber mill in Westbank was the third mill to participate in the pilot and I couldn’t be happier with the audit process and rigor. This new audit launches off the foundation of historical safety program administrative findings through the previous audit processes, and without redundancy or constraints, focuses the auditor into the categorical areas where serious injury and fatality risks may be lurking,” said David Murray, Corporate Safety, HR and Environment Manager at Gorman Group.

“I am convinced that companies will get a lot of value out of this MAG-SAFE audit tool,” said Martin Ridgway, BCFSC SAFE Companies Supervisor, Quality Assurance who observed each of the pilot audits. “No previous audit tool has had mandatory requirements for the auditor to look at the ‘off’ shifts and the ‘back’ and ‘under’ sides of the operation. It takes the best practices of highly experienced auditors and how they approach the risks of company activities and transfers those methods to benefit all auditors and companies using the tool.”

MAG Safety Management System Elements

1	Leadership, Commitment and Communication
2	Effective Supervision
3	Safety Program Administration
4	Management of Change
5	Hazard Assessment & Control
6	Education, Training and Competence
7	Workplace Inspections & Monitoring
8	First Aid & Emergency Response
9	Investigation of Incidents and Occupational Disease
10	Contractor Safety Management

High Risk Modules

A	Work at heights and elevating devices
B	Safeguarding
C	Mobile Equipment Operation and Pedestrian Safety
D	Lockout

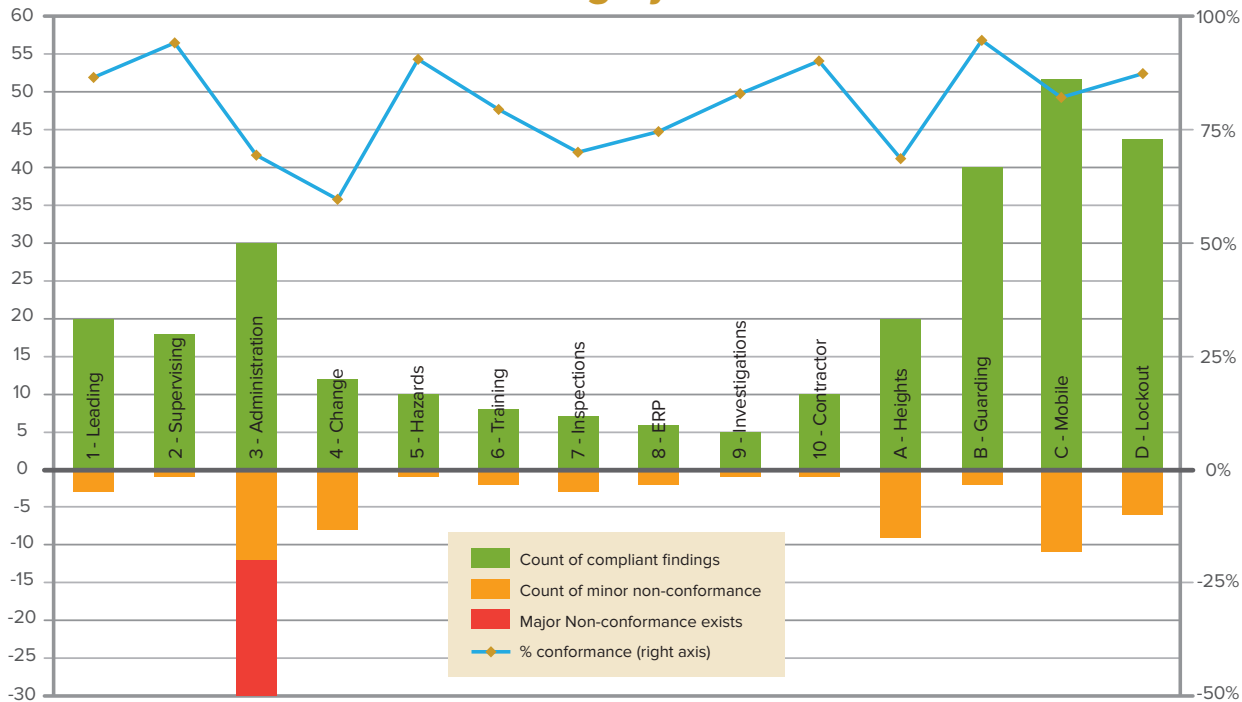
Next Steps

To help with the implementation and ongoing requirements of the MAG-SAFE audit program, the BCFSC has hired Bill Laturus as a Senior Safety Advisor, Manufacturing, effective January 2019. He was one of the auditors who helped MAG develop and pilot audit the new tool.

“Bill’s experience is a tremendous asset to industry, specifically both his work on the new audit pilot as well as his work in the development and testing of dust audits,” said Cherie.

Bill will be working with the MAG-SAFE audit team to identify the skills, experience, and/or educational requirements that a MAG-SAFE auditor will need. Once this assessment is complete, the BCFSC will be sending out an Expression of Interest for auditors who would like to conduct these audits. Any interested auditors should check the MAG resource web page for updates in February and March. 🌱

Risk Rating by Element



Hypothetical sample of heat map graph.



NEW: Safety advisors share what they see & hear:

Roads and maintenance #1 concern

BC Forest Safety Council Safety Advisors spend many days each year in field visiting SAFE certified companies, whether to do verification audits, assist with initial audits, or provide specific safety management system development and enhancement advice, tools and resources.

As a result, they gather a great deal of grass-roots information that collectively is representative of province-wide experiences and conditions. The safety advisors have agreed that there is benefit to sharing that information back with industry on a regular basis, twice a year.

The following raw comments were gathered at forestry operations during the second-half of 2018.

1. Observations

The good

- Overall good planning, layout and communication observed considering the amount of sorts and multi-phase activities.
- Some very good mentorship going on with the few young workers in industry.
- Seeing newer equipment, and new technology being implemented.
- Seeing some very good supervisors who understand the business and really care about their workers.
- An increase of daily journal use by supervisors.
- An increase in hazard reporting and communication.

The bad

- Contractors still asking for road standards and also enforcement of safety standards on roads.
- Some old, incorrect or no radio channel signage on some roads.
- Some companies are wishy-washy on SAFE requirement, particularly with log hauling.
- Some companies forced to accept sub-standard drivers due to a serious lack of qualified workers.
- Many FSRs in poor condition due to lack of maintenance.

2. Feedback

The worst

- Roads and road maintenance continues to be the number 1 complaint and safety concern from industry operators of all sizes of companies across the province. In some areas it is worse than others. Generally everyone is frustrated. Complaints include that the private company contracted to maintain the roads does nothing, not even when they are called and bad unsafe road conditions are reported to them.
- One FSR is so bad near Quesnel for example that operators have complained to the province and the contractor and nothing has been done. A safety advisor has written up the same FSR in a hazard report.

- Many BC Timber Sales area roads are in poor condition or not being upgraded. Contractors are repairing the roads at their own cost for the safety of their workers and log haulers.
- Slips, trips and falls are seen as the second biggest hazard after driving.
- The BCFSC is still seen negatively by some and certification as a bureaucracy they have to endure. Others greatly appreciate the service, help and support and appreciate the value of having safe operations.
- Need more operators and drivers to keep production going.
- Wildfires, wildfire response, beetle kill, lumber prices, fibre shortages, supply-demand chain and Canada-US-China relations seen as biggest threats to the whole industry.

Getting better

- In some areas, road conditions are improving when maintained by the licensee. Improvements are noted as being division-specific.
- GPS has helped reduce speeding significantly on certain routes.
- Increased usage of emergency communication devices such as satellite tracking/texting is being used more consistently.
- A summary of feedback from the first six months of 2019 will be shared in the August edition. 📍

WorkSafeBC updated COR policies, effective January 1, 2019

WorkSafeBC has approved new policies for the Certificate of Recognition Program (COR). No action is required by anyone participating in COR at this time as the policies are the top-level documents that guide the broad principles for WorkSafeBC, the Certifying Partners like the BC Forest Safety Council (BCFSC), companies and auditors involved in the program.

WorkSafeBC staff will now proceed with developing draft Practices, Procedures, Standards and Audit Tools based on these new policies. While timelines have not yet been announced by WorkSafeBC, the BCFSC intends to participate with other Certifying Partners as the operating documents are developed, and will keep all SAFE Companies regularly informed of progress and any future actions which may be required going forward. While

not all SAFE Companies are also COR certified, the coming COR changes may help some SAFE-only companies gain COR.

Please note that the new policies apply to all decisions made on or after January 1, 2019, except for financial incentive decisions relating to a violation of the Workers Compensation Act (“Act”) or the Occupational Health and Safety Regulation (“OHSR”) that occurred before January 1, 2019. Those cases will use the old interim policies.

For reference, to access WorkSafeBC’s 14-page PDF document containing the policy changes, please see:

<https://www.worksafebc.com/en/resources/law-policy/board-of-directors-decisions/bod-20181122-01-cor-program?lang=en> 📍

A SAFE certified company has been decertified

In December 2018, the BC Forest Safety Council (BCFSC) decertified a company for submitting false and/or misleading information in their ISEBASE / SEBASE audit package. This is a rare occurrence with records indicating this is only the second time since the inception of the SAFE Companies program that such action has been taken.

The SAFE Companies Certification Program Terms and Conditions is Appendix A of the SAFE Companies registration form that all companies sign when they join the program. Item 2.3 states:

“No Participating Company will make or give any false or misleading representation,

statement of fact, or opinion to the BCFSC or to an auditor or in a SAFE Companies Program Registration Form, nor will it do so to a third party (including WorkSafeBC) about a matter relating to Certification. It will not omit to state a fact necessary to make or give its representations, statements of fact, or opinions accurate to the BCFSC, an auditor, or third party (including WorkSafeBC).”

While the exact details of the infraction and company name will not be disclosed for confidentiality reasons, the false and/or misleading information involved using the same operating records in two consecutive years with different dates on the forms.

As part of normal Quality Assurance, current and past audit submission histories are reviewed to allow for better safety improvement recommendations. The review can, however, lead to these rare circumstances where it is clear either false or misleading information is being submitted.

The company was given 45 days to provide a response including a full recertification audit without false or misleading information before their SAFE certification was removed. The company did not dispute the QA findings and chose not to provide any audit. Therefore SAFE certification was removed. 🚫

Simple ways to improve your annual SAFE Companies audit submission



By Stacey Sproule, safety advisor and trainer

Over the next few editions, we will look to share simple ways to help ensure your successful audit reporting. I am going to cover the basics of completing the audit tool, with all fields, forms and questions answered. This installment will cover some background and the company profile.

The small employer audit tool is 11 pages (<https://www.bcforestsafesafe.org/node/2650>) and the IOO audit tool (<https://www.bcforestsafesafe.org/node/2649>) is 6 pages long. These documents need to be downloaded from the BC Forest Safety Council website prior to each year's audit as these forms can change slightly from year to year. You want to ensure you are submitting the most current version of the documents for each annual audit submission. If you cannot access the forms, please call our office and we will send you one.

There is also an Explanation for both the IOO and Small Employers audits. These explanation documents are designed as a guide to assist anyone who isn't sure of what is required. These documents should not be used for an actual submission. There is also a video on how to complete your audit.

Background: your 12-month reporting period

Your audit consists of reporting based on your previous 12 months of operations (12 months prior to the annual submission date),

and therefore it is important to ensure all documents submitted are dated within that current audit reporting period. For example, if your audit due date is February 28, 2019, this would mean all supporting documents should be from the 12 months prior to the submission date, or from March 2018 – February 2019.

With the long summer wildfires over the past two years, many SAFE companies were given extensions until the end of Sept 2018 to get 2018 audits in. Don't let the date change confuse anyone. Remember the rule: your annual submission reporting months are always the 12 months prior to your submission date. For example, if your annual audit was due May 31, 2018 but you were given an extension and didn't submit your 2018 annual audit until the end of Sept 2018, your reporting months would be October 2017 – September 2018.

Company Profile

Both the IOO and ISEBASE / SEBASE audits start with a two-page Company Profile, which gives the company's operations, location, work activities, worker count monthly, and trained auditor, etc.

Current contact names, addresses, business numbers, cell numbers and email addresses open lines of communications with you. If there is ever a problem with your audit submission, we do our best to contact you immediately. Please list the most current information and if a change occurs, please let us know so we can update our records.

The Company Profile paints a picture for the rest of the audit. For instance, if you report in your Company Profile you have a Classification Unit (CU) number for 732044 or Log Hauling, then the audit submission documents must support this as your work activity. This is required for us to recommend your company for the COR rebate.

Classification Units in the Profile

A Classification Unit number or CU number is a six-digit number assigned to your work activity by WorkSafeBC, which determines the cost of the insurance coverage for each \$100.00 assessable payroll dollars. Your CU and insurance premium information can be found on your annual assessments letter issued to you by WorkSafeBC, usually in the late fall of each year.

If a company has been assigned more than one CU by WorkSafeBC, then in the Company Profile you list all of the CUs your company has, and just below that, which CUs you will be including in your annual reporting. In order to be eligible for COR, all CUs should have supporting documents present in the annual audit submission. You can report on fewer CUs than your WorkSafeBC account has been assigned, but this would also give you a lower COR rebate.

It is common for a WorkSafeBC account to have only one CU assigned to it, but the company participates in more than one work activity. For example, you may haul logs part-time for the winter months but are the owner /operator of a ranch fulltime. WorkSafeBC may have assigned you just the CU for Log Hauling, but in order to be eligible for the COR rebate, you need to report on both your log hauling and your ranch activities in your audit. This can be done by including the ranch work activities in the audit question where the company is asked to list all Safe Work Procedures associated with your work activities. i.e. Log Hauling, Steep Slope Descent, Mill & Dump Site, but also Crop Harvesting Operations, Animal Husbandry, etc.

Next Issue – Audit Contents. If you have any question about your audit submission, please call our office at toll-free 1-877-741-1060 and ask to speak to a Safety Advisor. We are here to help industry reduce the risk of serious injuries and fatalities. Part of that is helping you prepare your audit so you have effective safety systems to support you at work. 🚫



Falling

Decision coming in late Spring 2019 on whether fallercams are effective for evidence gathering in two scenarios



Field testing of fallercams continues prior to a decision being made this spring as to whether they are effective tools for evidence gathering for supervisor certifications and training.

A decision will be made later this quarter on whether fallercams are effective for evidence gathering by QSTs during CFS certification and for quality assurance of QSTs conducting the initial 30-days of new faller training.

“There seems to be some confusion that we are using them to audit fallers, but that’s not true,” explained lead safety advisor Scott Rushton.

He said that for the past six months he and fellow BC Forest Safety Council (BCFSC) falling safety advisors have been in-field

testing the technology for very specific uses in just two scenarios:

1. Supervisor to wear on day two of CFS certification and
2. Quality assurance of QSTs conducting training of new faller trainees.

“This all came about in response to the June 9, 2017, expiry of a BCFSC variance that had allowed the BCFSC QSTs to be within 2-tree lengths of active falling during day two of CFS certification and also to perform QST QA

during the 1st 30 days of new faller training,” said Scott.

“To be able to continue to obtain the required evidence for these activities and be able to observe how the supervisor is interacting with his faller and how the trainer is interacting with his trainee it was suggested that the BCFSC try having the supervisor and trainer wear body cameras and take a short video. The video could be later reviewed by the BCFSC QST who could provide feedback and recommendations,” he said.

In July of 2018 the BCFSC entered into a fallercam project plan with FPIInnovations and lotatel Inc. to test the equipment and see if it would be effective for gathering the needed evidence. The BCFSC falling department was provided with a field kit which includes a camera, chest mount and tripod to use in the testing scenarios.

The BCFSC falling safety advisors have been and will continue to do field testing with the equipment as well as participate in or attend fallercam field demonstrations.

“We are pretty confident in the technology so far and we have received positive feedback when supervisors understand what we are doing and why and how it helps support effective feedback and opportunities to point out things immediately after they happen to help improve performance and safety,” said Scott.

A final decision on whether or not the fallercam will be an effective tool going forward for the BCFSC’s needs will be made in late Spring this year. 📷

Concerns over glading-related death and opportunities for improvements

Several fallers contacted Forest Safety News about some concerns they had around glading practices in the province, following the death of an Energy Safety Canada certified faller while glading for an outdoor sport tour resort in the Golden area.

The same topic had also recently been raised with BC Forest Safety Council falling safety advisors and with members of the Falling Technical Advisory Committee (FTAC), which led to discussions with WorkSafeBC and others on what needed to be done.

There is recognition that there has been some improvement overall, but the heightened concern is for the smaller outfits that are just putting chainsaws in the hands of people who show up to work.

As a result, the BCFSC, the WorkSafeBC dedicated falling team and some industry folks will be working together to help raise awareness and support for planning and

supervision of glading, trap tree and fall and burn projects.

While the coroners’ and WorkSafeBC investigation reports into the specific incident are still pending (the BCFSC will issue an alert based on the findings of those investigations in due course), there is enough general feedback from fallers and others in industry that they feel there is a lot more that can be done to ensure all folk doing this kind of work are properly qualified – having the necessary training and skills and certification to do it – and most importantly have the proper supervision in place.

“We will be working with WorkSafeBC and industry participants to have open discussions on the topic to help shape the right tools and support to achieve better safety outcomes in these situations,” said Scott.



Scott Rushton.

If you would like to discuss, please call Scott toll-free at **1-877-741-1060** or email him at rsrushton@bcforestsafesafe.org. 📧

FTAC receives information on latest safety performance stats and other updates

The December 2018 Falling Technical Advisory Committee (FTAC) meeting included discussions on the latest safety performance statistics as well as status updates on BC Forest Safety Council (BCFSC) work plan items, directed by FTAC.

As at the beginning of December 2018, the BCFSC Falling Safety Advisors had completed the following during the year:

- 10 Faller Certifications (8 NFT, 2 Challenge)
- 4 Falling Supervisor Certifications
- 216 Faller Visits
- 26 CFS Quality Assurance Visits
- 33 CFS Visits
- 15 Trainer Quality Assurance Visits

BCFSC CEO, Rob Moonen, provided an update and overview on recent falling injury statistics, some of which is shared below.

Between 2013 to 2017, the types, source and nature of injuries to manual tree fallers were as follows:

ACCIDENT TYPE	#
Struck by	230
Fall from elevation	110
Fall on same level	97
Overall % of time loss claims	63%

SOURCE OF INJURY	#
Trees, plants	224
Working surfaces	119
Power tools	109
Overall % of time loss claims	66%

NATURE OF INJURY	#
Other strains	218
Fractures	124
Lacerations	102
Overall % of time loss claims	65%

BODY PART	#
Knee	115
Wrist, fingers and hand	81
Back	73
Shoulders	57
Other, lower extremity	57
Ankle, toe and feet	52
Overall % of time loss claims	63%

Update on the New Faller Training pilots

FTAC heard that the New Faller Training pilots had now been run with industry, Energy Safety Canada and BC Wildfire Service.

Eight participants completed the industry NFT pilot – one run in May and one in September with the same trainers in each pilot to maintain consistency. All participants were successful and are working in industry. Each company that took on a trainee in the subsequent 180-day training period was offered access and licensing to iTrak to be able to easily complete assessments and submit reports on the trainee's progress.

John Jacobsen, one of the trainers in the pilots, provided his experience with the new training content, process and materials.

Trainer's Insight to NFT Pilot

- Old vs New System - pros & cons
- Totara & Student Manuals - pros & cons
- iTrak vs Paper Reports - pros & cons
- 4 Day Basic Chainsaw Course & 26 day NFT Course



GST John Jacobsen, a lead trainer of new fallers who has been piloting the revised New Faller Training program, content, materials and reporting.



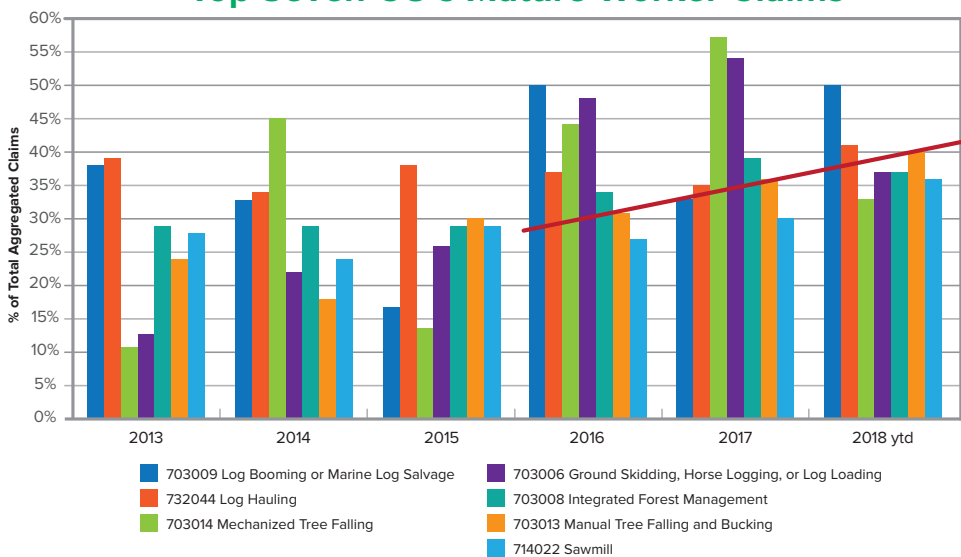
FTAC members and observers listen to a presentation at the group's last meeting in December 2018.

He said that there were pros and cons to both the old and new system. What hasn't changed is the training at the stump, but that the rest of the training and online options have improved.

He said that trainers have put a lot of time in to the program. The old materials were poor and it is good to get positive feedback which is then passed on to the BCFSC. He said that the new system piloted also mirrored industry better re style of reporting and working under supervisors.

A member of FTAC involved in the BC Wildfire Service pilots tested over the summer said that supervisors liked iTrak, and the benefits included having one go-to place to get data fairly quickly.

Top Seven CU's Mature Worker Claims



Mature Workers Claims: STD/LTD/Fatal Claims where the workers are aged 55 or older at the time of injury.

Red line highlights the increase from 2016 to 2018 in mature worker claims in the Manual Tree Falling and Bucking classification unit (703013). Mature worker claims are up 50% between 2013 and 2017. The BCFSC is looking at materials for development in 2019 to address including physical conditioning tips and tools for older workers, as well as recovery best practices for older workers. 🧑🏻‍🦺

Continued on page 14...



Falling

Continued from page 13...

John said that for trainers, iTrak meant that they could cut two hours to about 20 minutes a night after training from the reduced burden of paperwork that previously needed to be completed on each trainee at the end of each day of training.

He said that for young, new trainees, online training is important to them and allows them to start the 30-day training far better prepared and with basic knowledge versus starting cold in the old system and facing a firehose of four days of one-way pushed information. "They already have their head wrapped around a lot of content which is much better and helps keep all the trainers a lot more focused, not buried in paperwork."

"I think it is a good fit for industry ... and we can take off more of the rough edges as we get more feedback," he said.

FTAC heard that over \$1 million had been spent to date on the development of the new system. One of the biggest benefits of the system will be the portability of fallers across industry, oil and gas, and wildfire.

The three standards had previously each been accepted by WorkSafeBC on their own merit. Now the new system is essentially melding those systems' content into one so that there is a uniform standard and consistency. At the end of the day, the new system still has to be approved by WorkSafeBC.

There will be finalization of the standard and submission to WorkSafeBC by industry, oil and gas and wildfire in about April 2019.

To be ready for this review, the following items still need to be completed before then:

- The FTAC subcommittee's further feedback after a second review of the learning resources needs to be incorporated
- Units of competency have to be mapped to the learning resources and assessment tools
- Instructor guides and student manuals need to be finalized
- Interactive learner activities and updated visual learning content (pictures and videos) need to be produced.

Dazy Weymer, Jack Miller and Neil Campbell are the FTAC subcommittee members reviewing the system and materials on behalf of FTAC.

Neil told FTAC that the old learning resources were problematic. The new learning resources provide a lot more structure and direction to trainers to ensure consistency. "Trainers will not be improvising. In the past, often trainers were so confused flipping backwards and forwards that you threw it over your shoulder and then taught how you had learned to fall a tree," explained Neil.

He also said that perfecting the minute details was really important and that iTrak needed some work and there needed to be some training to help people troubleshoot so that they can be successful right off the bat. Managing expectations, Neil said that what had been put together was a good thing, but it was still a little bumpy until it was cleaned up further.

Jack agreed about the frustrations of the past and said they had now gone from two binders down to one, removing a lot of repetitive stuff. "It is easier to use and understand and I think it is going to work well," he said.

Dazy agreed with both Jack and Neil and said that now that he had been involved he had a lot more faith in the new system. "There certainly have been improvements made. I appreciate that it has been a long and convoluted process to get us here." 🙌

Vancouver Island's Don Cleaver retires from FTAC



Don Cleaver at a recent fallercam demonstration.

Don Cleaver has retired from the Falling Technical Advisory Committee (FTAC) after many years of dedicated service that has helped make the falling profession a safer one.

"He will be missed for sure," says Scott Rushton, BC Forest

Safety Council lead falling safety advisor. "Don is well-known on the coast and well respected. When he shared an opinion, people listened. In regards to faller safety he is the most passionate person I've ever met. He has been an amazing mentor. His experience was also invaluable in helping to shape discussions. He was able to see the whole picture and knew the difference between what could work in theory and what would actually work at the base of a tree," said Scott.

One of the founding members of FTAC, and a legend to many in the forestry industry on Vancouver Island, Don's passion for safety and for bullbucker certification in particular, are two of many stand-out memories about Don and his contributions.

In paying tribute to Don, Dazy Weymer said that Don, who has had a long career in the falling industry, and been involved with the

FTAC from the beginning "has been a great guy to have along for the ride as the FTAC has gone through its various incarnations."

"He's always had something to say, always been worth listening to, and was usually pretty funny too. A big bonus at a long meeting. We used to joke with each other that if the two of us shut up, the meetings could be done in half the time. The thing that has most impressed me about Don, is that while he came to the meetings as a management representative, he always voiced his own opinion, loudly, strongly, and passionately, on whatever he thought was really and truly important to the actual fallers and their safety. The industry is for sure, better and safer because of his participation. We all owe him a thank you," said Dazy.

Jack Miller added that he really appreciated "his dedication and commitment to not only the FTAC, but his tireless pursuit of safety in the forest industry as well" and wished Don all the best going forward.

A scribe for FTAC meetings for many years, Allison Thompson, recalls that Don was consistently a very active participant in discussions and was a strong advocate for faller safety.

"He contributed a great deal. Whether discussing new fallers, the faller standard, danger tree management, bullbucker certification or other topics like qualified assistance or dangerous tree management, he

always had something valuable to add," said Allison.

She said that a particular passion of Don's was bullbucker certification. He participated in the development and early testing of the bullbucker certification process. "His approach to good faller supervision was fair, friendly and firm." 🙌

FTAC sent all fallers another survey in January 2019

Surveys have been mailed out to all current BC Forest Safety Council certified fallers by the Falling Technical Advisory Committee (FTAC).

All feedback received helps inform FTAC's work plan priorities for the BCFSC's falling department. In addition, any emerging issues that are identified by fallers are discussed by FTAC and action plans developed to address them.

If you have not received your survey in the mail by the middle of February 2019, please email faller@bcforestsafe.org. 🙌



Transportation

Transport Canada's latest insurance requirements for all water vessels carrying passengers/workers

Effective January 11, 2019 (and published in the Canada Gazette on December 12, 2018), Regulations Respecting Compulsory Insurance for Ships Carrying Passengers may be viewed here: (<http://www.gazette.gc.ca/rp-pr/p2/2018/2018-12-12/html/sor-dors245-eng.html>).

All commercial and public purpose ships engaged in the domestic carriage of passengers are required to maintain liability insurance for death or personal injury in a minimum amount of \$250,000 multiplied by the passenger capacity of the ship. These changes help ensure that all passengers and/or their families receive financial compensation in the event of an incident, while protecting vessel operators against catastrophic losses and possible civil actions from passengers; and provide consistency with other modes of transportation that currently require liability insurance cover for personal injuries or death.

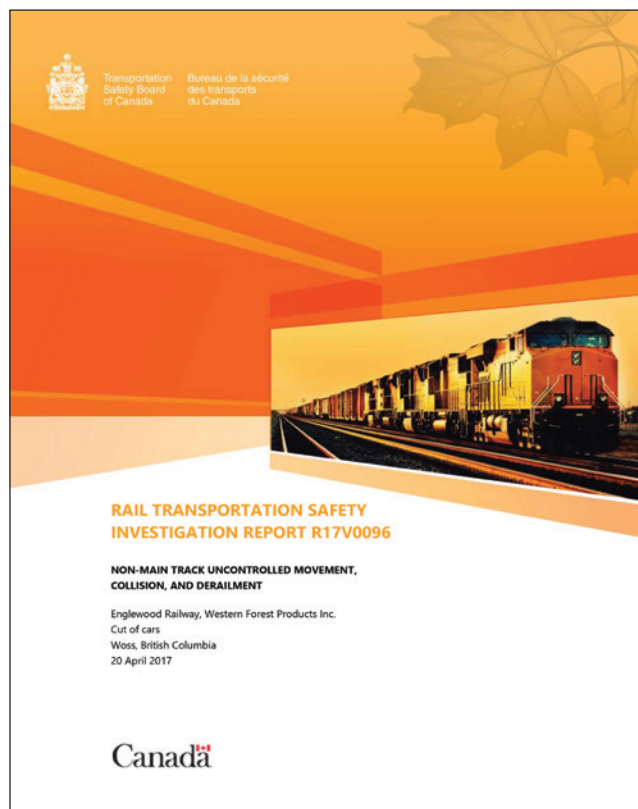
A Ship Safety Bulletin has also been issued on the Regulations: <https://www.tc.gc.ca/eng/marinesafety/bulletins-2018-13-eng.htm>.

To obtain a copy of the Certificate of Insurance template, please send an e-mail to marinesafety-securitemaritime@tc.gc.ca.

TSB releases Woss train investigation report

On December 12, 2018, the Transportation Safety Board of Canada (TSB) released its rail transportation safety investigation report (R17V0096) into the April 20, 2017 incident that resulted in the deaths of three workers and the serious injury of two others at Western Forest Products' Englewood Railway in Woss. The railway has since closed.

The 61-page report may be viewed and downloaded: <http://www.tsb.gc.ca/eng/rappports-reports/rail/2017/r17v0096/r17v0096.asp> and a TSB news release on the report is here: <http://www.tsb.gc.ca/eng/medias-media/communiqués/rail/2018/r17v0096-20181212.asp>



Resource road discussion at the ABCFP conference this month

A breakout session at the 2019 annual Association of BC Forest Professionals (ABCFP) conference taking place February 6-8, 2019 in Kamloops will focus on resource road infrastructure: the policy and practice of ownership and maintenance.

According to the ABCFP conference program: "BC's resource road infrastructure has become a growing liability that lacks ownership and adequate maintenance. Who owns and should maintain our infrastructure? What is a reasonable level of expectation? Join us for an evidence-based discussion of policy and professional practice that links legal obligations, liability, fiscal costs, and public expectations.

"If we were to change the view of our provincial resource road infrastructure from being a liability to being an asset, what might that look like and what is our greatest challenge in doing so? How can we work together to overcome this challenge and are we meeting expectations and commitments?"

For discussion is the draft **Resource Road Maintenance Guideline** which was piloted in 2018. Feedback during the pilot has been consolidated and a final revised guideline is scheduled to be update during Q1 2019 for broad forest industry use.

Speakers on the topic, which will be moderated by Ray Crampton, RPF, District Manager, Okanagan-Shuswap, Ministry of Forests, Lands, Natural Resource Operations and Rural Development (MFLNRORD) are:

Marty Hiemstra, RPF, Lo-Bar Log Transport Co. Ltd.; **Justin Kumagai**, RPF, Manager, Contract Services, Western Forest Products; and **James Neuman**, RFT, Senior Policy Analyst, Resource Roads, MFLNRORD.

Forest Safety News will report on the discussion in the next edition.



Transportation

BC Auditor General releases audit on commercial vehicle safety

The 60-page independent audit report on commercial vehicle safety in BC has been released by the BC Auditor General. Highlights are shared below. For the complete report, to view or download, please see: http://www.bcauditor.com/sites/default/files/publications/reports/OAGBC_CVS_RPT.pdf

- Inconsistent approach across province for enforcing rules. Auditor recommends a review of governance
- Inspection and enforcement activities have prevented an estimated 1,100 incidents, four fatalities and 260 injuries, with a cost saving of about \$130 million in social costs and \$18 million in insurance costs
- Heavy commercial vehicles = 3% of all vehicles registered in BC
 - » Involved in 19% of fatal collisions
 - » Majority of these incidents the commercial driver is not at fault
- Be Truck Aware safe driving tips: <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/road-safety-rules-and-consequences/be-truck-aware>

REPORT HIGHLIGHTS

Road safety is EVERYONE'S RESPONSIBILITY	Safety education and awareness programs can PREVENT CRASHES	CVSE OFFICERS: → highly skilled → extensively trained → difficult job → could do more with better supports
19% of fatal collisions involve a heavy commercial vehicle. Usually NOT commercial driver's fault	B.C.'s programs on safe driving in and around commercial vehicles are LIMITED	Inspection and enforcement activities SAVE LIVES — and — PREVENT INJURIES by preventing crashes
3% of registered vehicles in B.C. are HEAVY COMMERCIAL	Driving a commercial vehicle in B.C. DOESN'T REQUIRE SPECIALIZED TRAINING	Government needs to do much more to ensure commercial vehicle safety
Everyone needs to be MORE AWARE OF COMMERCIAL VEHICLES when using the roads		

- Important messages for passenger vehicle drivers included:
 - » leaving enough room for trucks to stop and to turn
 - » merging at the right time, with enough space
 - » being visible around trucks
 - » anticipating wide turns

For truck drivers, messages included:

- » ensuring brakes and tires are in top condition to minimize stopping distances
- » adjusting speed and driving for poor weather and road conditions
- » staying alert by getting enough rest and avoiding distractions
- » making sure loads are well balanced and secure 🚚



You must keep your greatest asset safe!

The above advertisement, a joint initiative between Road Safety at Work and the BC Forest Safety Council's transportation department is intended to remind all log hauling employers of their greatest asset – people, and employers' responsibilities to protect them when they drive for work. Free resources are available here: <https://roadsafetyatwork.ca/> 🚚



New drivers change their habits when a sensor is on board

Drivers in a three-month study by ICBC on driving sensor systems in 2018 said young drivers felt the experience was like having a personal driving coach in the vehicle with them, with 40% of the 125 drivers who participated in the study saying that the experience improved their driving. Read more in the Vancouver Sun story: <https://vancouversun.com/news/local-news/new-drivers-change-their-habits-when-a-sensor-is-on-board> 🚚



Training

Supervisor Talk:

Getting to grips with “fit for work”



By Gerard Messier, RPF, CRSP

“Dear Supy,

Some days my crew are just not ready to work. Some days, I'm not really into it either and I worry that I'm missing something that is going to lead to a big mistake or incident with me or my crew. I could just chalk it up to being tired with the long days that we're working but I want to make sure that I've got all the angles covered. What might I be missing?

Walter Worried”

Hi Walter, thanks for your question. Currently, there is a lot of discussion and information out there about impairment at the workplace and it can be overwhelming for a supervisor. Most resources are about drugs and alcohol but there can be many other things that can cause us to not be “fit for work” and a supervisor needs to be aware of all of them. A supervisor needs to identify it in their crew but they also need to keep an eye on themselves. Often supervisors feel they always have to be available when it comes to the operation of the business and will go to work no matter what. Sometimes the smartest and safest thing to do will be to rest, take the day off and not go to work when you're not fit for work.

So what does that term “fit for work” mean anyway? Being fit means:

- Mentally aware and able to focus on the job at hand. This includes being alert and not distracted but can also include mental health. One in five people in Canada will experience a mental health problem or illness so chances are it is affecting you or someone on your crew right now.

- Emotionally stable and not going through personal problems that cause distraction. We all have relationships within and outside of work that can cause stress, anxiety or emotional upset. The impairment caused by this can be just as distracting and dangerous as any other source.
- Physically healthy, well- rested and fit enough to do the work including eating and drinking water appropriately to maintain energy levels. Forestry is an industry of early risers and hard workers. When time is short and production pressures are high, short cuts are usually taken with sleep and nutrition. Keep an eye on this and support your crew in making good decisions about their physical health because we're all in it for the long haul and eventually those fast food and five hour sleep decisions will come back and bite us.
- Drugs and alcohol at work. This is still an important issue to keep on top of and having a policy and program to address it is very important. In fact, starting to talk about and manage drug and alcohol impairment often opens the door to discussing other types of impairment that are hurting operations.

So how does a supervisor manage all of this to make sure everyone is fit for work? The first piece of advice is to “be there”. This may sound simple but if you don't spend enough time on site and with your crew, you're just not going to see when things are going downhill and when you need to have

a one-on-one with one of your workers. That one-on-one contact is very important, getting to know your people on a personal level will help when it comes to judging if they are fit for work or not. You'll just know when someone is not themselves because you have consistently talked with them and seen their work and will be able to pick up on the clues that something is not going well.

No matter the cause, it is the supervisor's responsibility to investigate what is causing a worker to not be fit for work. This investigation doesn't have to be formal but should always be documented. Even if the supervisor doesn't find out the reason for the impairment, they should never allow the worker to go back to work until the situation has been resolved and the worker is safe to work. This can be as simple as sharing your lunch because someone forgot theirs or it can be as complicated as implementing the steps in your drug and alcohol program. The main thing is that a supervisor should never “walk by” and not act on a potential impairment problem when they get the feeling that something isn't right.

Looking for more information? Check out the following:

Fit to Log – Nutrition and Hydration Information: <https://www.bcforestsafesafe.org/node/3013>

Drug and Alcohol Programs in the Workplace: https://www.bcforestsafesafe.org/Workplace_Alcohol_And_Drug.html

Canadian Mental Health Association: <https://cmha.ca/>

Robertson retires, and Messier appointed, as director of training and program development

After four years of successfully leading training and program development at the BC Forest Safety Council (BCFSC), Russel Robertson has retired, and Gerard Messier has moved into the role as Director of Training and Program Development.

Russ was instrumental in the research and development of a competency-based training and assessment system for forestry occupations and his retirement plans include continuing to do some consulting work to support industry as operators adopt these systems.

Gerard has worked for the BCFSC for the past seven years as a Training Advisor and then as Manager of Program Development. He has been very involved with the development of new training, the production of industry resource packages

and alerts, and the organization of safety conferences.

Gerard is a Registered Professional Forester and a Canadian Registered Safety Professional. Prior to joining the BCFSC, Gerard worked as a logging supervisor, planning forester and silviculture forester with West Fraser in BC and Alberta.

“It's an exciting time to be working with industry to build programs that meet their training needs. In particular, I'm looking forward to helping companies implement competency-based training and assessments in their operations” said Gerard.

Gerard will also focus on leading the training team to maintain the high level of quality in classroom and online training course delivery.



Feedback on training sessions from around the province

Continuous improvement in the content and delivery of training courses to industry is a key objective of the training department at the BC Forest Safety Council (BCFSC). Ensuring consistency of training delivery across multiple trainers, venues and topics is also an important aspect that is considered during the quality assurance process. Industry needs to rely on the most effective and efficient training (least time out of the work schedule) available to support competent, safe workers who are confident, capable and productive.

To that end there is regular review of all feedback received from course participants and trainers during the year to ensure that improvements can be made to content, delivery methods and formats going forward.

The following is a small selection of feedback from participants in a variety of courses offered by the BCFSC during 2018. All feedback was reviewed and helps shape continuous improvement in courses and course delivery in future years:

Forest Supervisor, due diligence

Overall rating

Excellent: 45 Very good: 55 Good: 7

Summary comments

Easy to understand materials, lots of usable information, great examples; helpful open discussions.

How course could be improved

No improvement needed; less video; more video; maybe more time; more interaction and to get up and move.

Forest Supervisor, communication

Overall rating

Excellent: 44 Very good: 38 Good: 14

Summary comments

Lots of good information, well delivered; very useful info; clear and well organized.

How course could be improved

A lot of info to take in; more group discussions.

Forest Supervisor, leadership and professionalism

Overall rating

Excellent: 39 Very good: 41 Good: 18 Fair: 1

Summary comments

Good info; very informative; reasonable pace; good materials and examples.

How course could be improved

Spend more time on DISC; too much info to take in; more interaction; some videos hard to hear.

Falling Supervisor training

Overall rating

Excellent: 20 Very good: 19 Good: 5 Fair: 1

Summary comments

Very good advice and knowledge; passionate instructors; great group discussions; excellent content.

How course could be improved

Update content on some slides; more individual focus if possible; more field work; more defined pre-reqs.

Auditor BASE 4 training

Overall rating

Excellent: 5 Very good: 11 Good: 2

Summary comments

Great dialogue and conversations; examples and sample practise questions were very helpful.

How course could be improved

Cover more online materials and improve the online experience.

Incident Investigation training

Overall rating

Excellent: 58 Very good: 65 Good: 11

Summary comments

Lots of opportunities to participate and discuss the information presented; good supporting documents; easy to understand; practice exercises very helpful.

How course could be improved

Even more hands-on practice and leading an investigation; maybe a little more in-depth.

Joint Occupational health and Safety Committee Training

Overall rating

Excellent: 36 Very good: 52 Good: 20

Summary comments

Good information and materials; lots of real life examples.

How course could be improved

Do online module at home before attending and remove from course; improve video clips; some WorkSafeBC info very vague; more interaction.

Small employer OHS training

Overall rating

Excellent: 49 Very good: 25 Good: 2 Fair: 1

Summary comments

Very good examples; very informative and clear; great details; easy to ask questions and good interaction and participation of attendees.

How course could be improved

More interaction; more info up front; update first 2 videos; have on weekends so don't lose a work day; maybe longer; maybe shorter; less generic YouTube videos, more specific to issues discussed.

Quality of trainers for all courses

And finally, perhaps one of the most important feedback elements is about the trainers themselves.

Course participants uniformly report that their trainer made the course for them in large part due to their many years as industry operations folk who are passionate, articulate and can walk the talk, providing meaningful, practical applications and examples relevant to participants' workplaces whether silviculture, falling, logging, planning, supervising and/or applying regulations in the real world work settings. 🌲

New posters:

Increasing knowledge about dangerous trees and qualifications needed

Working with the Wildlife/Dangerous Tree Committee, the BC Forest Safety Council has created two new posters to help increase awareness around wildlife/dangerous trees and the type of training and qualifications needed to do proper assessments based on the risk.

See: <https://www.bcforestsafesafe.org/files/files/Tree%20Characteristics.pdf> for a poster on dangerous tree characteristics and tips for working safely and <https://www.bcforestsafesafe.org/files/files/Assessment%20Training.pdf> for information on how to easily determine the type of dangerous tree assessment training required.

More and more forestry workers are exposed to dangerous trees as a result of increased wildfire action and insect-killed trees. Increased awareness around disturbance levels, risks, work activities and training level required to safely and competently deal with the hazard, is key. 🌲



Upcoming training: Increasing awareness in the TLA magazine pull-out

www.bcforestsafefirst.org
training@bcforestsafefirst.org

Need Quality Training for Your Crew? TOLL FREE 1-877-741-1060

2019 TRAINING CALENDAR: <http://www.bcforestsafefirst.org/fscapps/calendar/calendar.php> | CUSTOM TRAINING: Ask us about a custom training session delivered at your site.

AVAILABLE TRAINING: INCIDENT INVESTIGATION • FOREST SUPERVISOR • FALLING SUPERVISOR • JOINT HEALTH AND SAFETY COMMITTEE
SAFE COMPANIES INTERNAL & EXTERNAL AUDITOR AND OCCUPATIONAL HEALTH AND SAFETY • RESOURCE ROAD DRIVER • BASIC CHAINSAW OPERATOR

"Every supervisor should have this training."
"Very happy as I could use what I learned at work."
"Trainer understood my work and our challenges."
"Will help me improve safety and production."



BC Forest Safety
Safety is good business

- ✓ industry-developed
- ✓ not-for-profit, at-cost
- ✓ delivered by qualified, experienced industry operators
- ✓ 20,000 seats of training since 2005
- ✓ online, onsite or requested

The above advertisement was placed in the Truck Logger Association (TLA)'s BC Logger magazine centrespread calendar pull-out to help remind all contractors and other TLA members that trusted training is available.

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):

BASE 4 Internal Auditor training
Apr 25 Richmond

Falling Supervisor training
Mar 18-22 Campbell River
Apr 8-12 Prince George

Forest Supervisor training
Module 1: Due Diligence (1)
Feb 20-21 Nanaimo (1)
Mar 11-12 Haida Gwaii (1)
Mar 27-28 Castlegar (1)
Apr 10-11 Vernon (1)
Apr 24-25 Prince George (1)

Module 2: Communications (2)
Module 3: Leadership & Professionalism (3)
Mar 21 Nanaimo (2)
Mar 22 Nanaimo (3)
Apr 15 Castlegar (2)
Apr 16 Castlegar (3)

Incident Investigation training
Feb 22 Nanaimo
Mar 13 Haida Gwaii
Mar 29 Castlegar
Apr 12 Vernon
Apr 26 Prince George

Individual Owner Operator OHS training & Refresher training

Feb 23 Teleconference
Mar 30 Teleconference
Apr 27 Teleconference

Joint Occupational Health and Safety Committee training

Apr 1 Nanaimo

Small Employer OHS training & Refresher training

Feb 7-8 Langley
Feb 7-8 Campbell River
Mar 14-15 Haida Gwaii
Apr 11-12 Prince George

View the 2019 training calendar here: www.bcforestsafefirst.org/fscapps/calendar/calendar.php. Please check back often as course dates may change if there is insufficient participant enrollment. All training is offered on a not for profit, cost-recovery basis. Email training@bcforestsafefirst.org or call toll-free 1-877-741-1060 for general information, or email Gary Banyas at banyas@bcforestsafefirst.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. 🌱

Health and Wellness

Winter Doldrums...



By Dr. Delia Roberts

Winter brings the challenges of wet and cold, icy roads and short daylight hours. Everything seems a little harder to do, but for some, grey skies can also contribute to a downward shift in mood. It can be hard to stay positive in the face of uncertainty at work, home and on the world stage at the best of times, but if you find yourself feeling especially sad, hopeless and low in energy from the fall through to spring, you may be suffering from Seasonal Affective Disorder (SAD).

Seasonal Affective Disorder (SAD)

SAD is a form of depression, and while it typically occurs during the winter, some people can experience it in other seasons. SAD affects about 2-3% of the Canadian population but another 15% of people

experience a milder form of SAD that leaves them feeling depressed but still able to carry on with their lives. Roughly 10% of all depression is thought to be caused by SAD. Risk factors for SAD include a family history, living further north where the daylight hours are shorter, age (adults) and gender (women are more likely to report SAD than men). Risk factors for depression in general also include major life changes and any kind of stressful event.

Whether you experience consistently low and overwhelming feelings in the winter or all year around, or know someone who does, it's important to be aware of the symptoms of depression as well as where you can go for help. The sooner depression is treated the more likely the symptoms can be resolved and the greater the probability of restoring a normal positive outlook on life. Men in particular are often reluctant to speak about feeling depressed, for many, there is still a stigma associated with asking for help with mental health. If you, a family member, friend or colleague is showing some of the signs of depression, being open to speaking about it is the first step towards feeling better.

How to recognize depression

Depression is characterized by feeling some of the following symptoms. Not everyone feels all of them, but the difference between a short-term response to stress and true

depression is the consistency of the symptoms, and a longer duration of more than a few weeks.

- Feeling sad, anxious, or empty
- Hopelessness, or feeling like things will never get better
- Being irritable, easily annoyed or angry
- Feelings of guilt, worthlessness, or helplessness
- Loss of interest or enjoyment in hobbies and activities that used to be fun
- Withdrawing from friends and family
- Feeling tired and not wanting to do anything
- Finding it hard to concentrate, remember things, or make decisions
- Difficulty falling or staying asleep, or waking up in the early-morning
- Sleeping more, not wanting to get out of bed
- Increase or decrease in appetite and/or weight changes
- Thoughts of death, planning for suicide, or suicide attempts

Getting help

It's important to understand that everyone has times where life seems to be extra hard. Being able to reach out to others to talk things through, share feelings and get support is essential for getting through the tough times. Asking for help does not make you weak or vulnerable, it is a necessary part of navigating life. If you don't feel that you can confide in

Continued on page 20...



Health and Wellness

Continued from page 19...

a friend or family member follow the links at the end of this article to find confidential resources that can help. Either way, a great place to start is with your family physician. Your primary care doctor is trained to help recognize depression, ensure that there isn't any underlying illness and manage your care in a comprehensive way. They can direct you towards the right kind of treatment which can include any of the following:

1. Get some exercise every day, ideally out doors in natural light. Take even a 10-minute break, get out of your machine or away from your desk. Walk, breathe, look around you and empty your mind of the worries and stresses. Physical activity has been shown over and over to reduce depression rates across the board. Find an exercise buddy and commit to meet 3x week for 30 minutes of any form of physical activity that gets your heart rate up and your breathing to the point where it is hard to carry on a conversation. On the days that you don't feel like going, they can motivate you to get out. Another day, you will do the same for them.
2. Consider talking to a mental health professional. Certified counselors are trained to help you re-focus your mind, problem solve and develop effective coping strategies so that when life presents you with hurdles you have the skills you need to get through them. They won't make your problems go away, but they can help you figure out how to deal with them. Unfortunately, most of us have never been provided with this information, we don't get taught it in school and unless we have been exceptionally fortunate to have great role models, we've never learned how to manage all the stress that life can throw at you.
3. In some cases depression is the result of chemical imbalances in the brain. There are a number of different types of medications that can be useful in helping with depression, anxiety and inability to concentrate. Your family doctor can determine if one of these can help you. It doesn't mean that you will always need this medication, but when your thoughts and

feelings are overwhelming and control your behavior, they can help you get back in the driver's seat. Be careful of self-medicating, whether you choose herbal remedies, alcohol or other substances. Although they might make you feel better in the short term, they have other effects on your body and are not going to make your problems go away.

Self-help

If you don't feel comfortable reaching out, or your job and lifestyle prevent you from being able to work with anyone else, there are some good self-help programs available. Ideally, they will provide you with more information so that you can understand how depression affects you, and step by step instructions and exercises to help you learn how to manage your thoughts. Here are the links to two:

<https://www.walkalong.ca/explore/MoodGYM>

<https://www.keltyskey.com/courses/depression/>

More Resources

Mood Disorders Association of BC

Visit www.mdabc.net or call 604-873-0103 (in the Lower Mainland) or 1-855-282-7979 (in the rest of BC) for resources and information on mood disorders. You'll also find more information on support groups around the province.

Canadian Mental Health Association, BC Division

Visit www.cmha.bc.ca or call 1-800-555-8222 (toll-free in BC) or 604-688-3234 (in Greater Vancouver) for information and community resources on mental health or any mental illness.

BC Partners for Mental Health and Addictions Information

Visit www.heretohelp.bc.ca for info sheets and personal stories about seasonal affective disorder. You'll also find more information, tips and self-tests to help you understand many different mental health problems.

HealthLink BC

Call 811 or visit www.healthlinkbc.ca to access free, non-emergency health information for anyone in your family,

including mental health information. Through 811, you can also speak to a registered nurse about symptoms you're worried about, or talk with a pharmacist about medication questions.

Crisis Lines

Crisis lines aren't only for people in crisis. You can call for information on local services or if you just need someone to talk to. If you are in distress, call **310-6789** (do not add 604, 778 or 250 before the number) 24 hours a day to connect to a BC crisis line, without a wait or busy signal. The crisis lines linked in through **310-6789** have received advanced training in mental health issues and services by members of the BC Partners for Mental Health and Addictions Information.

Depression in Men

<https://headsupguys.org/mens-depression/>
<https://www.bchealthyliving.ca/what-we-do/working-on-wellness/healthy-minds/>

Taking the time to learn good coping skills is a great way to improve everything in your life, and the lives of the people around you. While it can often take a crisis to motivate us to start on this kind of work, it need not be the case. Learning to self-reflect and manage stress and our emotional responses to life's challenges is the best kind of preventative maintenance we can do. Check out some of the links above and get started today. You won't regret it. 🍏

Canadian pilots critical of new safety rules to address fatigue

At the end of last year, Transport Canada announced new rules to address pilot fatigue through reductions in duty hours and to further prohibit alcohol consumption before flying.

Pilots may not consume alcohol for 12 hours before a flight, an increase of four hours over the previous eight-hour ban.

Canada's largest pilot association with more than 4,000 members, the Air Canada Pilots Association, however, was profoundly disappointed and said that the changes were substandard and inconsistent with international best practice that should see at least two more hours cut from duty hours.

See this CBC article for more information: <https://www.cbc.ca/news/politics/garneau-pilot-safety-airline-regulations-1.4942385> 🍏

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:

The editor
Forest Safety News
420 Albert Street
Nanaimo BC V9R 2V7

Call 1-877-741-1060 or
email editor@bcforestsafesafe.org 🍏



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