

FOREST SAFETY NEWS

JUNE 2020 • Issue 2 / vol. 7



Stay Safe; Stay Well

By Rob Moonen, BCFSC CEO

In the December 2019 issue of FSN, I wrote an article titled “Using the past to predict the future...”. One of the points conveyed in the article was that it was safe to conclude that applying science to predict the future of the perfect storm facing our industry was leaving many of us to ask the question of “what’s next?”.

At the time, none of us could have predicted the answer to “what’s next?” was going to be a global pandemic that would change every aspect of our lives.

In possibly one of the first times in the last century, the pandemic has resulted in a global effort to prioritize and protect the well-being of the general public at all costs. Countries have been put into lock-down, schools closed, industries shuttered, millions working remotely from home and emergency funds released. No economic cost has been too large to reduce the transmission of the virus.

For many of us, the pandemic and resulting isolation have forced us to look at ourselves and the world differently – some for the good and some for the bad.

While the long-lasting effects of the pandemic will be felt for years to come, the coordinated, collaborative response where governments, businesses and individual citizens work together and cooperate to effectively control the greatest public health crisis in the past hundred years provides some positive insights.

As an industry, we have worked hard to improve our safety record. These efforts have required similar efforts where government, businesses and individual workers work together and cooperate to ensure the safety of forestry workers. While we have made positive strides in reducing the number of injuries and work-related deaths, there are some important key takeaways for all of us.

While it’s too early to predict when this pandemic will end and when we will see operations resume, let’s take the opportunity to learn from this life-altering event and remember that when we work collectively and collaboratively, our goal to ensure every forestry worker returns home safely at the end of every workday becomes one step closer to becoming reality. 🌲

Welcome to the Summer 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@bcforestsafety.org or call 1-877-741-1060.

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Manufacturing Advisory Group (MAG) Comes Together During COVID-19

As soon as COVID-19 was declared a pandemic by the World Health Organization in early March, the Manufacturing Advisory Group (MAG) started to work together and share resources to support each other in slowing the transmission of COVID-19.

In support, the BC Forest Safety Council created a dedicated COVID-19 webpage for MAG members to share and access these resources. Individually, MAG companies dedicated a lot of time, energy and resources into developing safe work practices for their worksites and workers. When the BCFSC asked if they could use the shared material to build a resource webpage to share with the rest of the forest industry, they were met with total support and a resounding “yes”.

“How quickly our MAG members and BCFSC staff responded to COVID-19 has made me think back to the tragic

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2012 mill explosions. Back then, MAG was a more casual group and only loosely tied to BCFSC resources. Each MAG operation scrambled to figure out how to address the issue within their own organization. There was no time or structure to share the burden amongst peer-to-peer safety professionals. Solving the combustible dust problem evolved into a community-shared process since each of us had a stake in tackling the issue. Industry, operations, unions, HSAs, regulators and government forged trusting relationships while learning how to address combustible dust risk together.

When the COVID-19 pandemic hit, MAG members already had a solid collaborative structure in place and effectively used the BCFSC as the means to share the necessary resources amongst stakeholders. Collectively,

we have been better prepared with information to face this dynamically changing issue rather than keeping to our silos and each 'reinventing wheels.'" says David Murray, Corporate Safety, HR & Environment Manager, Gorman Group and MAG Committee Chair "

A dedicated BCFSC team worked diligently behind the scenes and around the clock to expand these resources and make them available to the rest of industry as soon as possible, all while addressing their own challenges learning to work effectively and efficiently as a team while working remotely. Rob Moonen (BCFSC CEO) led the team which included Michele Fry (Communications Director), Cherie Whelan (SAFE Companies Director), Bill Laturnus (Senior Safety Advisor, Manufacturing), David Murchie (IT Support), Teresa Hansen (IT Support) and Tammy Carruthers (Administration Support) to review and compile the industry-shared resources and post on a dedicated webpage for 24/7 industry and public access. The group researched and used safe practices from the BC Centre for Disease Control, Canadian Health, World Health Organization, WorkSafeBC, other industry stakeholders and other health & safety associations to further enhance the resources provided by the MAG Group.

"Developing a collaborative portal where forestry companies have access

to shared information has been critical to the success of our response measures during these unprecedented times. The BCFSC continues to support and promote collaboration and information sharing amongst safety representatives of MAG to identify best practices for the various phases of this pandemic." says Kristen Gammel, Vice President & General Manager Corporate Services, Conifex Timber Inc.

BCFSC COVID-19 Webpage:
www.bcfscsafe.org/node/3460

Posted resources on the dedicated BCFSC COVID-19 webpage are checked daily to ensure all links and information are current. Content is updated as required with current directives from the BC Public Health Officer.

"COVID-19 has created so many unknowns, uncertainties and added anxiety for everyone around the world. One certainty I have realized from this unprecedented situation is knowing how responsive and adaptable industry is and how we are able to deal with just about anything that is thrown our way when we work together" says Cherie Whelan, Director SAFE Companies.

The BCFSC is also providing additional support to help companies use the information to create safer workplaces. To contact the BCFSC for assistance or for more information, please email us at info@bcforestsafesafe.org.



Wildfire on the Worksite

By Douglas MacLeod, MacLeod Forest Services

You are well into a two-week hot spell, the twigs on the ground crunch and snap as you step on them and you can smell the bush drying out. Everyone is talking about when the worksite will shut down. You are thinking maybe you might get a summer holiday this year.

Once or twice in your career you will get the dreaded call on a forestry worksite during these conditions: "I have a fire here...." Hearts race, voices rise, minds go blank and people start to move fast. Forestry crews and supervisors may have to take action on a worksite fire for hours or even days with minimal BC Wildfire Service (BCWS) support. Pre-planning is essential to ensure adequate preparedness, to verify

prevention measures are in place, and, if necessary, a safe and effective response.

The following are some regulatory requirements and good practices I recommend. It is not a complete list and some information may not be applicable to all areas.

Pre-Work Planning and Fire Season Preparedness

A predictable fire season is a thing of the past. The fire season should now be considered to be any time critical fire weather is occurring. In addition to inconsistent weather patterns, factors such as fuel, topographical conditions and

proximity to communities will also increase the risk.

The pre-work plan must take into account the risk of fire and what your company will do in the event that one occurs. Some considerations for planning are as follows:

- "High Risk" worksites (i.e. sites with mechanized equipment) must have a water delivery system or other method of suppressing a fire. The Wildfire Act and Regulations say the system must be able to "deliver a sufficient volume of water to effectively fight a fire of a reasonably foreseeable size" (reference Interpretive Bulletin). The type and capabilities of the required water system will vary considerably depending on the terrain and type of work. For instance, a coastal yarder site will require different water systems than an interior harvest site. If working in close proximity to higher



values or during periods of elevated fire danger, the response time will need to be reduced accordingly. Falling and bunching often take place well ahead of other activities. Assess the risks and ensure an adequate water delivery system is available to these activities.

- The pre-work plan during fire season should include identification of water supplies. If natural water is limited, additional measures, such as water trucks, portable tanks or rock trucks with removable tanks will need to be planned.
- Pumps should be pre-connected if possible, checked regularly and have required hose, nozzles and other fittings attached and ready for use. A spare pump, extra hose and fittings should be kept in the shop truck or other central location.
- Nozzles must have a shut off and variable opening. Red fog nozzles do not allow for reducing the volume of water used and should be avoided unless a very large water supply is available. For pumping from a tank, use a Hansen-style nozzle or econo hose and nozzles to increase the efficiency and extend the duration of the water supply.
- All workers operating equipment during fire season must have fire extinguishers, backpack pumps or other water system and hand tools on board their machine, in good condition and readily accessible.
- Prepare your Emergency Response Plan and ensure that all workers know what the plan contains and what they are expected to do.
- Train your crews appropriately, including the S100 and S185. Conduct crew training and drills to practice response and identify any possible opportunities for improvement.
- Communicate annually with local BCWS staff to ensure any interactions during a response go as smoothly as possible. Share your capabilities and limitations.
- Obtain BCWS safety alerts from the previous season for review with your crew. Request information on any determinations or penalties from person-caused wildfires.
- Check your insurance and update if necessary.
- Develop and enforce a smoking policy.
- Ensure a preventative maintenance program is in place and document machine inspections, cleaning and repairs.

- Ensure that all radios in all heavy equipment have RR channels.
- Assess tool and water delivery requirements based on the *Fire Danger Rating*, site conditions, risk assessment and limiting factors. Improve as necessary.

Prevention

Many workers and contractors who have experienced large worksite wildfires comment on how fast the fire grew and exceeded their capabilities to suppress. There are all kinds of pressures that may encourage work to continue as fire danger increases. However, if fire prevention isn't prioritized, any gains may quickly be eroded even by a small worksite wildfire. Lost production, damage to equipment and adjacent values, and time spent any investigation can all lead to substantial costs even if there are no actions by regulatory bodies.

- Worksite fuel and topographic conditions need to be assessed and evaluated for their effect on ignition potential and control difficulty. Document this process.
- In recent years, work has been taking place closer to communities and other values. Proximity to structures, utilities, equipment, felled and standing timber, regenerated stands, etc. should be part of the risk assessment and increased prevention and preparedness measures established as necessary.
- The daily *Fire Danger Rating* should be monitored and required restrictions fully implemented as outlined in the Wildfire Regulation. Subscribe to the BCWS weather group for regular updates including Fuel Moisture Codes and Fire Behavior indices. Review the critical thresholds as per the S100 manual.
- Recognize critical weather and worksite conditions. Take on-site weather readings through the day, especially where the work is occurring. Don't be lulled into complacency by recent weather. Slash, grass, brush and diseased stands can dry to dangerous levels in a few warm days. The *Fire Danger Rating* may not reflect these conditions.
- Maintain equipment and keep machines clean and leak free, inspecting the undercarriage(s) regularly.
- As fire danger increases on-site, adjust operations and hours as necessary and minimize work on the forest floor. Avoid starting new blocks away from the crew and fire suppression system and check

the previously worked area regularly for smoke. Conduct fire watch when required.

Suppression/Response

If a wildfire starts on or near your worksite, the first few minutes will be crucial. Swift, coordinated actions will improve the chances of keeping crew safe and the fire manageable:

1. Engage your Emergency Response Plan and immediately broadcast an initial report to the site supervisor and all site workers
2. Verify that all workers have received the message and have stopped operations
3. Determine if you and the site workers are at the head or above the fire. If you think the fire exceeds your capabilities or you are unsafe, move all workers to rear of the fire. Watch for increasing flame length, increasing smoke volume, smoke turning from white to grey / black and igniting spot fires.
4. Report the fire to BCWS as soon as possible. Provide as much information as possible including location, size, rate of spread, values at risk, directions, on-site radio frequencies, current suppression activities, water supply location and low bed staging area information.
5. If the fire is small enough to safely manage, immediately attack it with your containment resources such as your water delivery system, on-board backpack tanks, smother it with dirt, surround it with a control line and extinguish any spot fires. Constantly evaluate it and go to Plan B if necessary.
6. Develop and communicate a safe plan. Identify who is in charge, Lookouts –**Anchors- Communications-Escape Routes (2)-Safe Zones**, hazards/risks/controls, current situation, current and expected fire behavior, objectives, individual work assignments, first aid and emergency procedures.

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7. Continue to assess the fire and report details to the site fire crew and the BCWS as they become available or as change is observed. Monitor and anticipate changing conditions and revise plan and operations as required. Most entrapments occur within 20 minutes of a wildfire starting to blow-up.
8. When BCWS arrives, give them a briefing. Limit discussions to the fire response activities and discuss a decision regarding turnover of the fire to BCWS.

Resources

Fire Prevention Information for Industry and Commercial Operators:

www2.gov.bc.ca/gov/content/safety/wildfire-status/prevention/for-industry-commercial-operators

Restrictions on Industrial Activities based on the Fire Danger Rating:

www2.gov.bc.ca/gov/content/safety/wildfire-status/prevention/for-industry-commercial-operators/high-risk-activities

Wildfire Ranking:

www2.gov.bc.ca/gov/content/safety/wildfire-status/about-bcws/wildfire-response/fire-characteristics/rank

Wildfire Response Page:

www2.gov.bc.ca/gov/content/safety/wildfire-status/about-bcws/wildfire-response

Working on Wildfires:

www.bcfirestaysafe.org/node/3352

Wildfire Risks:

www.bcfirestaysafe.org/node/2992

BC Wildfire Interpretive Bulletin:

www2.gov.bc.ca/assets/gov/public-safety-and-emergency-services/wildfire-status/prevention/prevention-industry-comm-ops/bcws_wildfirereg_interpretivebulletin.pdf

A 43-year forestry industry veteran, Douglas MacLeod has experience in silviculture, harvesting, planning and wildfire. His experience ranges from wildland fire response officer for a volunteer fire department, forest service fire warden, contract fire crew supervisor, line locator & heavy equipment supervisor and wildfire instructor specializing in preparation, prevention, suppression, operations and crew training. 📍

Bear Mauling During an Archaeological Field Assessment Near Williston Lake, BC

By Kyle Belanger and Lucas Towstego, Circle CRM Group Inc.

Like others in the BC and Alberta forestry industry, archaeologists spend much of their field season assessing vast forestry blocks in remote areas where wildlife encounters are almost a daily occurrence. Bears are high on the list of animals we come across. As a safety coordinator for my organization, Circle CRM Group Inc., I teach bear awareness to our staff and to other organizations. Our organization ensures all field staff are trained for these encounters. We carry the proper personal protective equipment such as bear spray, air horns, and one of our biggest assets, our loud voices. Most often, these encounters are innocent enough; the bear moves off faster than you can get a good look at them. However, there are occasions when these encounters can become too close for comfort.

Last fall, two of our workers had a serious encounter with a black bear while working near Mackenzie, BC. One of the workers was surprised and mauled.

The Incident:

On September 29, 2019, Lucas Towstego was completing an archaeological field assessment with co-worker Duncan Trippel. As they were making their way back to their crew vehicle, they unwittingly headed into a precarious bear encounter. Lucas explains:

I have worked in the BC interior for six years conducting ground surveys of forestry blocks for archaeological potential west of Williston Lake and have most often been without incident. On this particular day, the weather was sunny and clear, slightly overcast, but no wind. Duncan and I had finished for the day and were making our way back to the truck at around 3:45 pm. We were heading along the northern project boundary, climbing over some deadfall. I stopped for a moment to check our location. As I did so, I heard several loud huffing sounds coming from behind an alder bush approximately 5-10 m away. I warned Duncan that there was a bear, then took a step or two backward away from the bush and reached for my bear spray. By that time, the bear had emerged from the bush and rushed directly at me. I was holding a shovel in the hand that was nearest to my bear spray so I could not easily get to it, but frankly there was no time to grab it as the bear was closing in fast. Without thought, I grabbed my shovel with both hands as the bear was coming down on top of me. I directed the shaft of the shovel into its mouth to deflect a direct bite; but this left me unable to defend myself against its front paws. The bear clawed the back of my head and my survey vest. During this, my co-worker was too far back (approximately 10 m with several fallen trees in between us) to be of any physical assistance, so he started shouting at the bear. This prompted me to shout as well (I was mainly just repeating "holy #\$%!" before that!). I then gave the bear a forceful shove using the shovel to try and push it away. This, combined with our shouting, was enough for it to take off back the way it had come. The entire incident, from when I heard the initial huffs to when the bear ran off, all occurred within a span of about 10 seconds.

In the first moments after the attack, Duncan and I prioritized several things. First, we both drew our bear spray in case of a second attack and then made a lot of noise to further scare it off. Duncan then administered some rapid first aid to my most severe injury, a large gash along the back of my head. With some rough bandaging applied, we quickly discussed our next course of action. We decided it would be quicker to continue on our planned course east to the road, but this

would take us along a similar path that the bear had gone. In light of that, we chose to cut south to the creek and follow it east to the previously harvested block where our truck was parked. This doubled our distance but put us in the opposite direction of the bear.

What followed was a bit of a harrowing 1.5 km walk. I was bleeding heavily from my head wounds and we were both on high alert for the bear returning. We made a lot of noise, shouting and banging our shovels, and tried to be aware of any sounds of the agitated bear. I was forced to stop several times along the way as I was dizzy. Due to this, we discussed that should I lose consciousness, Duncan would set off our SPOT device and continue making noise and administering first aid as needed. We managed to make it back to the truck where Duncan re-administered first aid, thoroughly bandaging me as best he could.

We drove back to the main road, discussing our response plan and getting in contact with family and co-workers on the way. To be honest, my first text was to my wife: "Don't freak out, I'm ok, but I was attacked by a bear." Next, I called my direct supervisor to let him know about the attack. It was agreed that Duncan would drive me straight to the Mackenzie Hospital & Health Centre as the first-aid administered was managing the injuries well and we determined paramedic assistance was not immediately required. This decision is the only slight error we made in my estimate. When we checked distance to the hospital from our location on Google, the results showed it was closed and did not indicate there was a 24/7 emergency room. Thinking the hospital was closed, we drove to Prince George instead. Although it turned out fine in the end, had my injuries been more severe, the extra time to get to Prince George could have been costly.

We arrived at the Prince George Hospital at approximately 7:00 pm, three hours after the attack. They got me in right away and cleaned up my wounds. I had a large gash along the back of my head, another above my right ear, a puncture on the top of my head and several gashes on my forehead. I received approximately 40 stitches and staples all combined. I related my story to a conservation officer in the ER who was kind enough to keep me company while I was there as my co-worker was busy booking hotels, making phone calls, and sending texts to family and co-workers.

The physical injuries were relatively minor considering. We spent the next several days recovering from the incident at a Mackenzie hotel and trying to determine our next steps. Our decision was made when my co-worker had an anxiety attack while walking out behind our hotel which is backed by a small wooded area. This spurred us both to address our mental health due to the incident. Duncan drove home and I spent a few more days physically recovering at a company townhouse in Williams Lake before making my way home to Vancouver Island. Since then we have both been seeking counselling through WorkSafeBC's Critical Incident Response program.

We are both happy to be home with our loved ones and our company has been incredibly supportive. There are a few takeaway points from our story.

1. No matter how much experience you may have in the woods, incidents can happen in the blink of an eye, at any time, and you need to be prepared. Have an Emergency Response Plan (ERP) in place with specific instructions on



what to do when someone is injured and how to best access emergency medical services. A complete first aid assessment for the worksite will identify any barriers to getting first aid and medical help in case of an injury.

2. You can't control these incidents but you can control your response. For us, we had safety measures in place before entering the woods; our company knew where we were going to be that day and we always carry a SPOT device for emergencies. We both have extensive emergency situation training through our employer including bear aware and first aid. Also, level-headed, critical thinking was important; we didn't panic, we took it all one step at a time and relied on our training and experience to make the right decisions.
3. Lastly, it was critical that I was not alone when the incident played out. I may have been seriously injured or killed, or unable to get myself to safety had I been on my own. We always work in pairs but sometimes it "makes sense" to separate for short periods of time. Had this been the case at the time of the attack, it would have ended very differently.

I want to shout out to my co-worker Duncan, without whom I would've never made it out of there. His calm and collected response to the situation saved the day. I'd like to thank my family and co-workers for their moral support through my recovery. Lastly, I'd like to urge everyone who works in bear country to brush up on your bear awareness and make sure you're staying safe out there.

The Outcome

After the encounter, Circle CRM Group Inc. called for a safety stand-down and all field operations in that area were suspended until further notice. An incident investigation was carried out to understand the root cause so we could implement corrective actions and procedural changes.

If your organization works in remote areas where there is a risk of wildlife/bear encounters, learn more about bear safety:

BCFSC Bear Safety: www.bcfestsafe.org/bear_safety.html 🐻



The First Quarter of 2020 Ends with No Work-related Deaths in the BC Forest Industry

Recent work-related incidents reported to WorkSafeBC

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

HARVESTING

Injury: Multiple injuries

Core Activity: Mechanized tree falling / Integrated forest management

Location: Northern B.C.

Date of Incident: 2019-Dec

An equipment operator was servicing a feller buncher in a turnaround at the end of a spur road. A dead spruce tree fell from the standing timber and struck the worker. The employer's emergency transport vehicle (ETV) transported the injured worker from the logging block to first aid at the local sawmill. The worker was then transferred to an ambulance and taken to hospital.

Injury: Fractures and lacerations (1 worker)

Core Activity: Log hauling

Location: Interior B.C.

Date of Incident: 2020-Jan

An empty log hauler was travelling on a forest service road to a logging operation. The log hauler failed to negotiate a corner and rolled over an embankment, injuring the driver. The prime contractor for the logging operation transported the driver to hospital.

Injury: Close call

Core Activity: Integrated forest management

Location: Interior B.C.

Date of Incident: 2020-Jan

As mobile logging equipment was being walked down a forest service road, the machine contacted the neutral line of a high-voltage power system and broke a power pole. Snow loading may have caused the power lines to sag.

Injury: Multiple fractures

Core Activity: Manual tree falling and bucking / Integrated forest management

Location: Vancouver Island/Coastal B.C.

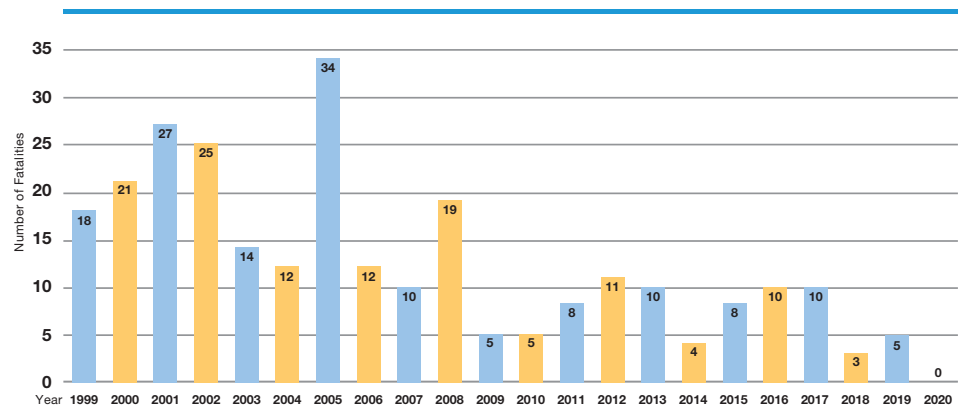
Date of Incident: 2020-Apr

A faller who had felled a hemlock tree (14" in diameter) was struck and injured by the top of a dangerous tree that was limb-tied to another adjacent standing tree. The faller was treated on site by Level 3 first aid and then transported to hospital by helicopter.

Injury: Close call

Core Activity: Integrated forest management / Tugboat service

WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in BC, up until April, 2020.

Location: Interior B.C.

Date of Incident: 2020-Mar

Two workers on a 30', 4 tonnes tugboat were positioning a floating raft of logs. The tugboat became unstable and sank. The two workers were not injured and were rescued by co-workers.

Injury: Injuries to head and arm

Core Activity: Integrated forest management

Location: Northern B.C.

Date of Incident: 2020-Mar

A heel boom log loader was on a steep slope hoe-forwarding full-length felled trees to the road edge. The log loader slid 30 to 40 feet down the slope, lost stability, and flipped over, coming to rest onto the boom side. The operator, who had been wearing the seat belt, escaped through the main access door. The operator was treated by the first aid attendant at the work site, then transported to hospital.

Injury: Fractured arm

Core Activity: Manual tree falling and bucking

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2020-Mar

A faller was removing dangerous trees in a silviculture block before scheduled thinning activities began. The faller had completed the falling cuts on a dangerous tree and was travelling down the escape trail when a limb struck his upper body. The faller received first aid on site, and was then transported to hospital by ETV (emergency transport vehicle).

Injury: Multiple fractures

Core Activity: Manual tree falling and bucking / Integrated forest management

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2020-Mar

A hand faller was trying to overcome a falling difficulty when a previously cut-up tree (a hemlock, 12 inches in diameter) fell in an unintended direction and struck the faller. The faller was treated by first aid on site, then transported to hospital by helicopter.

Injury: Burns

Core Activity: Integrated forest management

Location: Lower Mainland

Date of Incident: 2020-Mar

A worker in a logging camp had returned to the employer-provided accommodation (a fifth-wheel RV) after the work day. The worker was inside the RV when an explosion and fire occurred, injuring the worker. The worker was transported by boat to a town, transferred to a waiting ambulance, and taken to hospital.

MANUFACTURING

Injury: Concussion

Core Activity: Chip hauling

Location: B.C.

Date of Incident: 2020-Feb

A wood chip truck driver was struck by the top swing door while unloading wood chips from the trailer. The driver, who temporarily lost consciousness, received first aid on site before being transported to hospital by ambulance.

Injury: Injury to head

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: 2020-Mar

A sawmill worker was discovered collapsed at a work station moments after being observed standing at the station. The worker was transported to hospital by ambulance.

Injury: Smoke inhalation (3 workers)

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: 2020-Mar

A fire started in a compressor room. Workers evacuated the building and the fire department extinguished the fire. Three workers experienced smoke inhalation.

Injury: Crush injury to finger

Core Activity: Sawmill

Location: Interior B.C.

Date of Incident: 2020-Mar

A worker was changing a saw blade when a piece of the equipment moved, pinching the worker's finger. 🚫



Safe Work Procedures (SWPs)

What is a Safe Work Procedure (SWP)

An SWP describes the outcome of a hazard assessment completed on a singular work activity (usually of higher risk) with all the hazards identified for the work activity and how each hazard is to be managed to ensure the worker(s) safety.

SWPs are part of the annual SAFE Companies audit survey. In both the Individual Owner Operator's (IOO) and the Small Employers SAFE Companies audit, companies are asked to list the SWPs they use in daily work activities and submit one or two for review with their annual audit.

What are the SWPs I should list in my audit?

The list of SWPs and the submitted SWPs in the audit survey should support the work tasks or activities for a company's annual reporting year, but should also reflect the Classification Unit (CU) number assigned to a WorkSafeBC (WSBC) account.

As an example, if a company's CU is for log hauling (#732044), but it also runs a ranch, then both the ranch activities as well as the log hauling SWPs should be listed in the audit. All work activities reported for insurance coverage through its WSBC account are required to be reported in the annual audit if the company wishes to access COR* for all business activities.

An IOO could have upwards of 10 SWPs (for each CU or work activity they engage in throughout the reporting year). A small employer could have upwards of 40 SWPs for an Integrated Forest Management CU.

In harvesting work activities, the list of SWPs may include:

- Working in Weather
- Driving General
- Driving Resource Roads
- Wildlife Encounters
- Radio Communications
- Entering an Active Logging Show
- Fatigue Management
- Walking in the Woods

For Log Haulers, SWPs may include:

- 3 Point Contact
- Working Alone or in Isolation
- Log Truck + Lock Out
- Steep Slope Descent
- Working Around Heavy Equipment
- Load Securement
- Mill and Dump Sites

If you also run a ranch, here are more SWPs which may apply:

- Tractor + Lock Out
- Livestock – Care/Maintenance/ Husbandry
- Confined Space
- Transportation of Workers
- Fall Protection
- Pesticides / Herbicide - Use and Application

What should be present in an SWP?

The identified hazards and written instructions on how to manage each hazard in a singular work task is an SWP.

You must first create an inventory of the jobs and work tasks and then assess and prioritize the hazards in each of the inventoried jobs or work tasks. A written plan should then be created to manage all the identified hazards.

The following lists some examples of work tasks that may require assessment when determining the individual hazards in any work activity:

1. Is the worker exposed to weather conditions?
2. Do tools, machines / equipment or commercial vehicles present any hazards?
3. Can the worker be harmed when in contact with other objects?
4. Is contact possible with ground workers and equipment or commercial vehicles?
5. Is slope or grade a problem?

6. Can the worker slip, trip or fall?
7. Can the worker suffer strain from lifting, reaching, pushing or pulling, or from repetitive movements?
8. Is there a danger from falling / overhead objects?
9. Is noise or vibration a problem?
10. Can fatigue affect safety?
11. Can members of the public become hazards in the workplace?
12. Are other workers/contractors a potential hazard?

Companies often list their policies, parts of WSBC Regulations or even parts of their own Occupational Health & Safety program in place of the requested list of SWPs in their audit tools. It is important to remember that the requested SWP list and SWP submission should be provided based on daily work activities as each hazard may have several different ways in which it can be successfully managed.

For example: Personal Protective Equipment (PPE) is not an SWP, but PPE is often a means to manage hazards in many different SWPs. In manual tree falling, an identified hazard is a saw blade that could contact a faller's legs. One way to manage this hazard is with mandatory PPE, wearing bucking pants to protect the faller's legs. Other ways to manage the same hazard may be mandatory chain break/hand guards on the saw, extensive training in correct saw grips or hand holds, and the positioning of the feet for the task at hand.

For more information about SWPs and which SWPs may apply to you and your work activities, contact a BCFSC Safety Advisor at 1-877-741-1060. 📞

COR - If the company declares they do not wish to submit all information on a particular work activity, the company may submit a "targeted" audit which may not be eligible for COR, but can still allow the company to remain SAFE Certified.*



COVID-19: SAFE Companies and WorkSafeBC COR Audit Requirements for 2020

During this global pandemic, the SAFE Companies team is committed to working with your company to navigate these uncertain times. We are here to provide guidance on your company's safety management system and audit requirements.

As a Certifying Partner (CP), the BCFSC continues to work closely with WorkSafeBC to help administer the COR Program. The following provides information on COVID-19 as it relates to 2020 audit requirements.

	RECERTIFICATION	MAINTENANCE
IOO ISEBASE SEBASE	<ul style="list-style-type: none"> Companies with certification expiring up to August 31, 2020 may apply for a one year waiver. Approved waivers require a 2021 recertification audit and a commitment to work the Corrective Action Log from the last audit in the meantime. Companies with certification expiring between September 1, 2020 and December 31, 2020 are not eligible for a waiver at this time. 	<ul style="list-style-type: none"> All maintenance audits are extended to December 31, 2020. It is recognized that employers may not be in normal operating mode this year. Companies should follow all public health protocols while conducting their audit.
BASE	<ul style="list-style-type: none"> Companies with certification expiring up to August 31, 2020 may apply for a one year waiver. Approved waivers require a 2021 recertification audit and a commitment to work the Corrective Action Log from the last audit in the meantime. Waiver does not apply to optional early recertifications. Companies with certification expiring between September 1, 2020 and December 31, 2020 are not eligible for a waiver at this time. 	<ul style="list-style-type: none"> All maintenance audits are extended to December 31, 2020. It is recognized that employers may not be in normal operating mode this year. Companies should follow all public health protocols while conducting their audit.



In April, information was sent to companies with certifications expiring up to August 31, 2020 outlining their audit requirement options for 2020. If you did not receive notification and believe you qualify for the waiver, please contact us at **1-877-741-1060** or visit our website to complete a waiver application.
survey.bcforestsafef.org/index.php/558889?lang=en

Our company is not eligible for a waiver at this time. How should our company proceed with its 2020 audit requirements?

Small companies (IOO, ISEBASE, SEBASE) are encouraged to submit their audit, if they are able, by following good hygiene practices with social/physical distancing to obtain documentation.

Large company (BASE) audits are not currently permitted due to public health orders and social distancing requirements.

Currently, the option to request a 2020 audit waiver is not available to companies due for a maintenance audit or whose certification is expiring between September 1 - December 31, 2020. BCFSC and WorkSafeBC are reviewing the COVID-19 outbreak over the next few months and if there are continuing or

additional restrictions, the waiver program may be extended or other action(s) will be taken.

As mail submissions may be delayed due to prolonged office closures, the best way to ensure your audit is received is to submit it electronically:

- Website Upload
- Via email audits@bcforestsafef.org
- By fax (250) 741-1068

If you are unable to make an electronic copy of your audit documentation, you can mail your submission to 420 Albert Street, Nanaimo, BC, V9R 2V7. At this point in time (May 2020), the BCFSC office is currently closed and is unable to accept courier deliveries as staff are working remotely from home.

If approved for a waiver, will our company receive a COR incentive for 2020?

Yes, upon approval, WorkSafeBC will issue a one year COR Certificate and consider 2020 Occupational Health & Safety and Return To Work (if applicable) COR incentives.

Will COVID-19 affect payment of 2019 COR incentives?

No, WorkSafeBC is scheduled to issue 2019 COR incentive cheques to eligible employers in late May 2020.

Will our company receive a SAFE Certificate?

A SAFE Certificate will be emailed upon successful Certification / Recertification. A paper copy is only provided upon request or to companies without an email address.

For companies requesting a COR certificate, WorkSafeBC has suspended issuing printed COR certificates. However, a company's COR certification details can be verified on WorkSafeBC's website

Both sources of certificate information should fulfill any requirement to provide proof of certification when bidding for work.

Who can we call for safety questions?

Although BCFSC staff are working remotely, we are still open for business and are available by phone and email for any support or questions you may have:

- **SAFE Companies:** safeco@bcforestsafesafe.org or call 1-877-741-1060
- **BCFSC Training:** training@bcforestsafesafe.org or call 1-877-741-1060
- **BCFSC Faller Department:** faller@bcforestsafesafe.org or call 1-877-741-1060

BCFSC will provide your company with any updates as they become available and will update the website as required. As information is changing rapidly, please check our website for the most recent information at www.bcforestsafesafe.org. 📡

QR Codes



Waiver Application:
survey.bcforestsafesafe.org/index.php/558889?lang=en



Audit Website Upload:
<https://mail.bcforestsafesafe.org/upload/>



WorkSafeBC COR Verification:
<https://corcp.online.worksafefbc.com/Home/EmployerSearch>

SAFE Companies IOO Training Now Online

All required training for SAFE Companies Certification programs are now available online through the BCFSC Learning Centre. Up until last month, the Individual Owner Operator (IOO) course was offered only through a teleconference on the last Saturday morning each month. Now this new online offering allows the learner to start their training as soon as they are registered to reduce the amount of time required to obtain SAFE Certification.

"We have heard many concerns about IOO's not being able to potentially bid on work because the training was only available once a month. This new online option removes this potential barrier allowing our clients to complete all the requirements for SAFE Companies Certifications in a timely manner" says Cherie Whelan, Director SAFE Companies.

Some of the benefits of the new online IOO training are:

- available 24 hours a day / 7 days a week and can be completed at your own pace and timing,
- it saves your progress so you can come back to where you left off,
- it includes relevant videos, imagery and activities to support the written information,
- the information is specific to whatever business you are in (falling, trucking, harvesting, consulting, etc.),
- it has step-by-step instructions for completing the SAFE Companies IOO audit,
- there are valuable resource links to support your business, and
- you can complete both initial and recertification training online.

We are still offering the instructor-led IOO course for those that want to interact with an instructor. It has also been updated to be a more interactive experience for the learner. The previous version of the teleconference has been replaced with an online meeting format where the learner can see the content being delivered by the instructor. Some highlights/benefits of this updated format are:

- an online video presentation combined with student manual deliver effective, individualized training,
- instructor-led format and student engagement provides a personalized experience, and
- the instructor can answer specific questions on information or situations.

For those clients that are not comfortable using the online meeting format, they can still dial in on a dedicated toll-free conference line and follow along with their student manual. For more information, please go to www.bcforestsafesafe.org/node/86. 📡



Gearing-up for a Successful Season

By Richard King, BCFSC Program Development Manager

There have been significant challenges to the industry recently with disruptions in work for many people across our province. After the recent reduction in volumes, the coastal labour dispute and COVID-19, companies will be eager to start gearing up again.

Starting up work again is an exciting time with new opportunities and a return to normalcy. However, because there is an increased risk of injury when gearing-up, it is very important to have a solid plan in place. Regardless of the size of your operation, ensuring personnel, equipment and resources are ready to go when things get busy not only makes a safer workplace but a more effective and efficient one.

Following the resolution of the coastal labour dispute in February, the BCFSC released a Safety Alert with *Top Tips on Starting-Up Safely*. It was intended to address the challenges of returning to work for those affected by the strike. But now, as COVID-19 has forced companies to make modifications to their worksites, the safe start-up information bears repeating.

This article provides useful resources to help **prepare, assess, monitor and communicate** for safely starting up work again after a period of inactivity.

February 2020 Safety Alert of the Month – Top 10 Tips for a Safe Start Up
www.bcforestsafesafe.org/node/3449



Prepare:

As activities resume, companies should assess/reassess their plans to maintain social distancing and ensure that procedures and the appropriate PPE are available. The BCFSC has been maintaining a comprehensive webpage of COVID-19 resources that companies should review to ensure that their plans are up to date.

BC Forest Safety COVID-19 Resources and Links

www.bcforestsafesafe.org/node/3460



Reviewing and refining Safe Work Procedures (SWPs), developing Emergency Response Plans (ERPs) and training workers are just some of the things needed prior to starting work. It is also important for workers to be mentally and physically fit for the work ahead.

Pre-developed templates can give companies a good starting point for developing SWPs, ERPs and other pre-work tools. Companies should adjust these templates to meet their specific needs. The BCFSC has developed many templates for SWPs (ranging from “Working Alone” to “Loader Operator”) as well as an ERP development guide and template. Additionally, templates for worker orientation and risk assessment are also available.

Forms and Templates

www.bcforestsafesafe.org/node/2650



ERP Resources

www.bcforestsafesafe.org/node/2585



“Fit for Work” resources provide excellent information for active work like falling and tree planting as well as more stationary work like log hauling. These resources include nutrition, sleep and physical fitness tips. Workers are encouraged to use these

tools to ensure that they are fit enough to do their job. The fact is, returning to work fit and ready to go will reduce the chance of injury.

Fit for Work page

www.bcforestsafesafe.org/node/3013



It is also important for workers to take care of their longer term physical and mental health. The BCFSC has developed and collected a number of resources to support healthy workers. In addition to the following links, there is more information on mental health included on the BCFSC COVID-19 webpage.

Healthy Worker Resource Package

www.bcforestsafesafe.org/node/3435



Mental Health Resources

Tips for Challenging Conditions:
www.bcforestsafesafe.org/node/3430



Managing Stress in the Workplace:
www.bcforestsafesafe.org/node/3354



Good Mental Health:
www.bcforestsafesafe.org/node/3101



The BCFSC also has online and in-person safety training courses. These courses are aimed at both new and experienced workers and cover subjects ranging from an introduction to the forest industry to incident investigation training.

Training Page

www.bcforestsafes.org/training.html



With wildfire season underway, it is also important to ensure companies are prepared by ensuring their pre-work and ERPs address the wildfire risk. In the *Industry Section* of this issue of Forest Safety News, you will find a contributed article by Douglas MacLeod on preparing for a wildfire on a worksite. Additionally, the BCFSC has some Safety Alert links on wildfire below:

Training Page

Working on Wildfires:

www.bcforestsafes.org/node/3352



Wildfire Risks:

www.bcforestsafes.org/node/2992



Assess:

Assessing workers is important to ensure they are doing their jobs effectively and safely. Individual worker assessments can help supervisors determine if someone has gaps in their knowledge or skills that can be resolved with the right training. Without an assessment it is much more difficult for supervisors to identify potential issues that may lead to dangerous incidents.

The tools developed by the BCFSC as part of the competency-based system for training and assessment provide supervisors and employers a way to measure their employees' knowledge and skills to ensure they are competent in their role. These assessment tools were developed in conjunction with subject matter experts to meet the needs of the industry for a variety of occupations including yarding and log truck driving with more occupations being developed all the time.

Occupation Resources

The BCFSC Occupational Resources will soon be available on the BCFSC website.

Stay tuned as we will be making an announcement on our Facebook, Twitter,

LinkedIn and Instagram pages with a direct link to these new resources.

The BCFSC is dedicated to transportation safety. In addition to the competency-based assessment tools, we also offer a professional log truck driver training and endorsement program. The program was developed to ensure new drivers use a consistent set of standards that reflect the extensive skills and knowledge a professional log truck driver needs to safely and proficiently operate in BC.

Log Truck Driver Assessment and Endorsement Program

www.bcforestsafes.org/node/3331



Monitor:

Ensuring that your worksite meets minimum safety standards is critical at all stages of operations, but it is especially important immediately following start-up. The BCFSC has developed a number of resources to help with workplace and vehicle inspections, and conducting risk assessments. These tools are intended as starting points for companies to independently adjust to meet the specific needs of their worksites.

Small Employer Safety Forms

www.bcforestsafes.org/node/149



The BCFSC can provide personal support to companies in a variety of health and safety services using our industry Safety Advisors. Our advisors provide many services from helping to develop health and safety programs, to providing incident investigation advice.

BCFSC Health and Safety Support Services

www.bcforestsafes.org/safety_info.html



Communicate:

Communication is the key to safe and effective operations but it means more than just simply talking - it means taking care to

ensure that accurate and timely information is shared and understood. Tools available to support effective communication include reading materials, videos, posters and more. The BCFSC has created a number of new resource packages including light truck use and maintenance, working under equipment, winch assist harvesting and worker health. These resource packages offer guided crew talks, videos, information overviews and posters.

The BCFSC, WorkSafeBC and Safer have created YouTube pages that feature some excellent videos to support effective communication in the workplace and are a great source to find and share information with your crews.

Resource Packages

www.bcforestsafes.org/safety_info/resource_packages.html



BCFSC YouTube Channel

www.youtube.com/user/BCForestSafety



WorkSafeBC YouTube Channel

www.youtube.com/user/WorkSafeBC



SAFER Council

www.youtube.com/user/SAFERCouncil



Final Thoughts:

As work begins to ramp up, care and attention must be taken to ensure workers are coming back ready and able, and worksites are prepared for a safe start-up. The BCFSC is here to support companies and workers with resources, training and tools to set themselves up for success. While the past 12 months have been challenging, with proper planning and care, the future can be successful and safe. 🙌

BCFSC

Online Training Courses

In keeping with COVID-19 social distancing practices, the BCFSC has postponed classroom training until it is safe to get back into the classroom. Alternatively, there are many online courses we offer which provide companies and employers with a safe option for training during the COVID crisis.

We have free, high-quality web-based training you can do from home designed for owner/operators, supervisors and employees to get back to work safely.

Forestry Safety Overview

Do you have workers new to the forest industry?

This course offers forestry basics and includes the importance of incorporating safe practices into forestry work.

Originally developed to support companies seeking SAFE Conversion for their Certificate of Recognition program from other certifying partners, the Forestry Safety Overview training course is also valuable for workers new to forestry.

After completing this **FREE** online training (approx. four hours), participants will be able to:

- Describe basic BC forest sector business operations, such as:
 - Forest industry size, structure and economic impact on BC
 - Land ownership, First Nations consent
 - Bidding processes
 - Regulations pertaining to forestry operations in BC
 - Safety management system implementation
- Recognize safety culture in the forest sector and the role of the BCFSC

A certificate of completion is provided after finishing the course. For more information and to access the enrollment form, visit www.bcforestsafes.org/node/2904

Serious Incident and Fatality Investigation

If the worst happened, are you prepared to conduct an investigation that would meet WorkSafeBC requirements?

Do you know what's involved?

The BCFSC offers a **FREE** online Serious Incident and Fatality Investigation course that provides instruction on how to complete investigations for incidents involving serious injuries or fatalities.

These types of incidents often involve different agencies such as the RCMP and Coroners Service. Employers should understand the roles and responsibilities of these agencies at the workplace.

Upon completing this course, participants should be able to:

- Follow the BCFSC's five-stage Incident Investigation Model
- Describe serious incident or fatality investigation skills
- Describe the roles of outside authorities in an investigation



- Understand the initial response steps to a serious incident or fatality
- Describe WorkSafeBC's reporting requirements following a serious incident or fatality
- Identify and describe helpful resources available to support you and others affected by a serious incident or fatality in the workplace

A certificate of completion is provided after finishing the course. For more information and to access the enrollment form, visit www.bcforestsafes.org/node/3179

Supervising For Safety from WorkSafeBC

This **FREE** online course is aimed at supervisors in any industry. It is designed to help supervisors understand their responsibilities and discover how to be more effective by championing workplace health and safety. It is designed for participants to learn at their own pace and select topics they want to explore including:

- Safety management systems
- New and young worker education and training
- Impairment
- Incident analysis
- Claims and disability management, and more.


For more information, visit the WorkSafeBC website www.worksafebc.com/en/resources/health-safety/interactive-tools/supervising-for-safety-course?lang=en

Below is a full list of BCFSC's online training courses.

- Combustible Dust Hazard Training for Workers
- Managers and Contractors
- SAFE Companies - Individual Owner Operator (IOO)
- Occupational Health & Safety
- SAFE Companies - Small Employer (SEBASE/ISEBASE)
- Occupational Health & Safety

We also offer knowledge units for:

- Log Truck Driver
- Entry Level Forest Worker
- Grapple Yarder Operator
- Hook Tender
- Landing/Utility Person
- Tower Operator
- Rigging Slinger
- Chokerperson

For course information and registration details, visit www.bcforestsafes.org/training.html. 



Inspection of Light Duty Pickup Trucks

By Christopher Walker, Owner and Lead Instructor,
Overlanding BC Professional Training

Light duty vehicles, typically pickup trucks, are regularly used in forestry and especially on resource roads across BC. As road surfaces change, moving from paved to unpaved roads, these vehicles experience high mechanical stress throughout their lifecycle.

Vehicle inspections are vital and every vehicle operator should perform daily inspections at the start of their shift AND an abbreviated inspection at the end.

We all know it is important to perform a pre-trip inspection on any commercial work vehicle. It is the driver's responsibility to conduct and record a thorough walk around to determine whether the vehicle is safe to operate on public roads and is within the standards set by the Motor Vehicle Act and **WorkSafeBC's Occupational Health and Safety (OHS) Guidelines**.

The employer is also responsible to make a record of these inspections and safely store these reports for future reference for record keeping, maintenance purposes and/or, if required, inspection by relevant authorities. We recommended downloading **BCFSC's Vehicle Inspection Check-list** to assist with pre-trip inspections.

An inspection will determine whether the vehicle is fit for purpose and safe to use. Designated individuals, typically the vehicle operator, within a company can perform these inspections. The operator does not have to be a certified automotive mechanic, but should be trained in-house, or complete the BCFSC Resource Road Light Truck Driver course. During the inspection, look for defects that would render the vehicle unsafe or out-of-service until the faults are fixed by either the vehicle operator or a certified automotive mechanic (if required). Also look for easily remedied defects such as dirty lights, low coolant levels and so on and resolve them.

After the pre-trip inspection is done, we often miss the need to conduct further vehicle inspections during the course of a shift or day. The operator should continue to make ongoing assessments throughout any period the vehicle is in use.

If there is a change in the vehicle's performance, for instance, unusual and unfamiliar noises, feeling things change,

wobble or shake, warning lights and so on, it is important to remain focused on the driving task but still monitor its "health" while driving. Any change that falls outside of the vehicle's "normal condition" should be inspected before a possible defect leads to a dangerous situation. Pull over to a safe, flat area, secure the vehicle from moving and set up your safety zone using warning triangles, etc. to alert others of a vehicle on the roadside. Communicate your situation via radio on the relevant RR channel and engage your response plan. When safe to do so, inspect the vehicle. Any defects that can't be rectified by the driver or passengers safely would require calling for further assistance from the company, a third-party mechanic or a tow service.

Further Check and Inspections

Aside from the initial pre-trip inspection, further checks are recommended and can be performed in moments. These checks will help ensure your vehicle is as safe as possible for the upcoming trip conditions that may evolve throughout a shift such as weather changes. Consider the following:

1. When leaving a paved surface and driving onto an unpaved road:
 - Ensure that you are on the correct RR or VHF channel.
 - Re-check all secured loads inside and on the bed of the vehicle, including things like open fluid containers.
 - Engage locking hubs (if equipped) and four-wheel drive (4wd) (if required) and ensure the 4wd mode selected is working with no warning or blinking lights.
 - If 4wd is required, engage high- or low-range as necessary for greater control and to reduce wear-and-tear of drive train and tires.
 - Ensure tire pressure is correct for the resource road conditions. It may be necessary to slightly reduce air pressure for better traction and ride quality.
 - Install chains if icy or snowy conditions are encountered.
 - Turn on daytime running lights for added visibility of your vehicle.
 - Deploy warning whip flag if required.
2. When returning to the paved road:
 - Re-check all secured loads inside and on the bed of the vehicle.
 - Ensure all lights are working and clear of dirt, dust or debris.
 - Ensure all windows & mirrors are clear of dirt, dust or debris, and are not cracked / chipped in a condition that could impede the driver's vision or violate the regulations of the Motor Vehicle Act.
 - Ensure license plates are clear of dirt, dust or debris.
 - Re-inflate tires to road / manufacturer's recommended pressure.
 - Thoroughly check tire integrity including inspecting inside sidewalls for damage.
 - Ensure mirrors are re-adjusted after road vibrations.
 - Re-torque lug nuts if a spare tire was required.
 - Disengage 4wd for greater control and to reduce wear-and tear on the drive train and tires and ensure the 2wd mode is working with no warning or blinking lights.
 - Ensure brakes and wheels are free of dirt or debris that may impede braking efficiency and / or change the balance of the wheels causing dangerous vibrations and potential vehicle control issues.
 - Ensure the mud flaps are clear of dirt and debris so it is not flung across the road or highway creating danger to others.
 - Ensure floor mats are clear of dirt and debris so the pedals are not operationally hindered.
 - Stow warning whip flag if deployed.
 - Do a mental check. Are you still ok to drive? Is there another occupant who could drive if you are too tired, etc.?
3. Post-trip/shift inspection. Conduct a full vehicle walk around to inspect the following (but not limited to):
 - Dashboard warning lights.
 - Check the integrity of mirrors, windows and vehicle lights to ensure they are working properly and are not cracked / chipped in a condition that could impede the driver's vision or violate the regulations of the Motor Vehicle Act.
 - Re-check tire integrity for damage, including inside sidewalls. Do not forget the spare.
 - Check fuel levels.

Continued on page 14...

Continued from page 13...

- Check for leaks, smells and vibrations.
- Inspect the body, chassis and bumper integrity.
- Clean out and secure the interior.
- Roll up windows.
- Inspect and re-secure loads within the vehicle and in the bed.
- Do an inventory of safety equipment such as warning triangles, firefighting equipment, etc., and check it is functioning.

A post-trip inspection from one worker is not designed to replace a regulated pre-inspection from another. It is a cursory inspection aimed at detecting any obvious faults or issues. Any defects found should be recorded and fleet maintenance informed so they can fix it.

Checks may seem cumbersome but are crucial in maintaining the safety and integrity of the vehicle, its occupants and other road users. By performing these inspections, we reinforce good safety culture. On occasion, time-sensitive production and operations can quickly push vehicle inspection checks to the wayside. Taking 10-15 minutes to perform a vehicle

check will greatly reduce the likelihood of a dangerous situation stemming from an unsafe vehicle. A good operator will make it a habit and a routine and a good employer will make it a necessary operational procedure.

WorkSafeBC regulations indicate companies and operators are responsible for the upkeep of vehicles and more importantly, the safety of the workers that travel within them.

Look at it pragmatically. If you are tasked to drive a vehicle you may not have driven before, or for a while, you want to ensure it is not only fit to drive but is also safe for occupants and other road users. The beauty of a post-trip inspection is you have done your due diligence in terms of health and safety of the vehicle. If a fault is found, it can be fixed by the company fleet mechanics, or a replacement can be found in advance of the next day's operations reducing potential down time and loss of production. Also consider you may not be driving that same vehicle on your next shift, you may be off sick, the vehicle may be re-assigned to another work-site, and so on. In good faith, you want to leave your assigned

vehicle in a good, safe condition so the next operator can do their pre-inspection without finding fault(s) and use the vehicle safely during their shift.

A good driving safety culture is imperative both with a company and the operator. Pre- and post-inspections and other checks are a great way of ensuring the health and safety of workers and maintaining the quality reputation of a company's safety culture. 🚧

QR Codes

WorkSafeBC's OHS Guidelines:



www.worksafebc.com/en/law-policy/occupational-health-safety/searchable-ohs-regulation/ohs-guidelines/guidelines-part-17

BCFSC Vehicle Inspection Check-list:



http://www.bcfscsafe.org/files/files/safety_info/fallers-08-05-06-vehicle_ins_chklist.pdf

Transportation Safety

Mosaic's Marine Alert System

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

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

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



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



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



Marine Forest Safety

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

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

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

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

Self-Loading Working Group (SLWG) Established

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

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

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

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

SLWG Members:

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

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





CVSE Initiates Stakeholder Engagement on Electronic Logging Devices

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

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

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

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

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



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

Mentors and Mentor Companies Play Key Role in Training New Drivers

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

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

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

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

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

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

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



Falling Safety Advisors (FSAs)

While our regular field activities and in-person activities are on hold due to the current COVID-19 situation, the government has recognized the forest industry to be an essential service, and as such, any field visit requests will be reviewed on a case-by-case basis. As always, FSAs are available by phone or email for any questions you may have with respect to falling and faller supervision.

Scott Rushton	srushton@bcforestsafe.org	250-735-2850
David Adshead	dadshead@bcforestsafe.org	778-349-5084

Applications

The BCFSC is still accepting applications for Faller Certification Skills Assessments and Certified Falling Supervisor evaluations. Applications will be processed as they are received and field activities will be scheduled at a later date. Please check our website for applications or email faller@bcforestsafe.org to request an application.

BC Faller Certification Card Replacement and Renewals

The monthly renewal of BC Faller Certification cards will continue to be printed and mailed to Fallers whose cards are expiring.

If you have lost or misplaced your current Faller card, please contact us to request a replacement. If you have moved and have not provided us with your new address, please contact us with your current information. A card will be reissued if you did not receive the initial card sent.

Please note that 'physical' cards will only be printed once a month. In the meantime, an electronic copy will be provided until a physical card can be printed and mailed.

Falling Technical Advisory Committee (FTAC)

Work is continuing on workplan items that were generated from the Faller Survey (January 2019). Due to COVID-19, the FTAC group was unable to meet on March 13, 2020 for their quarterly meeting. However, they are continuing to meet remotely, working on finalizing resource packages and other supporting materials.

Work plan items include:

1. Emergency Response Planning (ERP)
2. Support for current New Faller Trainees in the 180 Day Training Period
3. Block Layout
4. Small Crew Supervision
5. Phase Congestion

Resource packages and supporting materials will be available on the BCFSC website in the coming months. Stay tuned!

New Faller Training

Due to COVID-19, the course scheduled for April 20, 2020 was postponed until further notice.

BC Faller Training Standard – Competency-based System

Work continues on the Standard with final revisions being applied to learning resources, student manuals, instructor guides and assessment tools. WorkSafeBC is requiring the new faller training course (30 days) be piloted once more before a final review and approval.

Please be sure to take a look at all of the industry relevant COVID-19 resources available on the BCFSC website www.bcforestsafe.org. Updates are ongoing.

If you have any comments or questions, please feel free to contact our office at **1-877-741-1060** or email faller@bcforestsafe.org. 





Intermittent Fasting; Can it provide good health?

By Dr. Delia Roberts

The COVID-19 pandemic has affected the health and economic security of everyone, regardless of profession, culture or citizenship. It's brought our focus towards health in way that has never been seen before in North America. As we move forward from this worldwide crisis, it's a good time to consider the choices we make to practice (or not) healthy behaviors. Intermittent fasting has gained huge media attention as a cure-all, but once again, it's hard to separate out fact from fad, reality from wishful thinking. Here is a look at the current research about the health benefits of fasting and the pros and cons of this approach to feeding.

There are three main ways of using fasting for weight management and health. The first type uses alternating days of fasting (ADF) though a small amount of food (less than 500 calories per day) is sometimes allowed on fast days, alternating with days where there are no restrictions at all. The second type of fasting allows five days of unrestricted feeding, followed by two days of fasting or very low calorie intake (5:2). The third regimen is known as time restricted feeding (TRF), where food intake is allowed only for an eight to ten hour window early in the day, and the individual fasts for 14-16 hours. Often food intake is stopped in the later afternoon or early evening. Right away we can see one of the benefits of intermittent fasting; you don't have to count calories or avoid your favorite foods, the rules are very simple. You can either eat whatever you want, or you can't eat at all.

Animal Research Shows Positive Outcomes

In a 2019 publication in the *New England Journal of Medicine*, the results of numerous animal studies are presented. Each and every one of them pointed towards fantastic health outcomes when rats and mice are fed strict diets at certain times of day. In these studies the total calories are often quite low and the intervention begins when the animals are quite young. It all sounds pretty convincing - you get to eat your cake, be healthy and live longer too! Unfortunately though, human studies are far less numerous, often conducted with small numbers of people, for short periods of time, with varying protocols, and not surprisingly, show very mixed outcomes. At the very least, it's hard to conduct diet-based studies on humans who engage in all kinds of different behaviors and who don't always stick with the diet that they are supposed to be eating.

Human Research Shows Mixed Results

Overall, regular periods of fasting seem to shift the body's metabolism away from a reliance on carbohydrates towards burning fats, at least during periods of fasting or very low calorie intake. In obese people, insulin sensitivity is improved, which helps to prevent type II diabetes. Cardiovascular disease risk



factors are also better, including lower blood pressures and in some cases, improved blood lipid profiles. The switching back and forth between burning fats during fasting and carbs during feeding seems to create a tighter control of these processes, increasing the production of antioxidants and lowering the inflammation that can lead to inflammation and atherosclerosis. Fasting also seems to help with basic protein and cellular maintenance; old cells are refreshed, damaged ones removed and their components recycled. This effect has been particularly apparent in the brain, where age and disease-induced damage is reduced and regeneration is improved.

Sounds pretty good, doesn't it? But when we look a little closer, we find that there are problems with reports that sing the praises of fasting. For one, they cite many small studies, and have conveniently glossed over the numerous studies that have not had positive outcomes. For example, if the tests are run on the day after fasting, the results are much better than if they are run after the day where the person binged on pizza and ice cream. And in many of the studies that show weight loss and health benefits, non-fasting days are not actually feast days. In these studies, participants followed a controlled calorie intake, Mediterranean style diet rich in unprocessed fruits and vegetables on non-fasting days.

The Benefits are the Same as Seen with Any Weight Loss

Metabolically, most overweight or obese people lose weight when on a fasting regimen, which is a good thing! Many of the poor health outcomes that go away with fasting are actually due to the constant intake of excess calories. The problem is, the amount of weight lost is not actually more than people lose when following standard calorie restriction diets – and like with any severe diet, they don't keep the weight off. As soon as normal feeding is resumed, the weight comes back on. At first intermittent fasting it sounds easy; getting to eat what ever you want most of the time, and all you have to do is be really 'good' for a short period of time. But it's really tough to stick with fasting, and it can take a month or two before the hunger, fatigue, confusion and irritability felt with fasting goes away. In fact, up to 40% of participants drop out of these studies, let alone continue on with the fasting protocol beyond the couple of months required by the study. And for forestry workers in high risk situations, any condition that leads to increased fatigue, loss of concentration, confusion, or poor attention can be downright dangerous!

The effects also seem to differ between people who are obese and people who are a healthy weight or even overweight, with the health benefits being tied to the weight loss. In non-obese women, fasting has been shown to cause an increase in insulin resistance, a worsening of blood lipid profiles and severe irritability! In studies with healthy-weight men and women, the stress hormone cortisol also increases. High cortisol has been shown to be linked to poor immune function, muscle mass losses and negative changes in the brain. In addition, in non-obese individuals, food intake following the fast was increased to compensate for any caloric deficit preventing significant weight loss.

Time Restricted Feeding May Provide a Healthy Alternative

Time Restricted Feeding (TRF) may provide a good alternative to the more difficult programs that require a full day of fasting. In TRF, food is only consumed during an 8-12 hour period, coinciding with daytime and the usual portion of the day where physical activity takes place. The approach is simple to implement and can be introduced in stages to allow for a period of adjustment. At first food can be eliminated following the evening meal, then gradually, the evening meal moved up to the late afternoon or as soon after work as possible. Weight loss is often achieved by the single step of avoiding late night meals or evening snacking. In addition, the few reports that have been published on TRF and weight loss in humans seem to suggest that muscle mass is preserved better than when the weight loss occurs by caloric restriction or fasting.

Metabolic benefits are also achieved with TRF, because many of the body's processes fluctuate with different daytime/nighttime levels (circadian rhythm). This is especially true for the various hormones and functions that result in growth and repair, digestion and in energy production and storage. For example, the insulin response to glucose is different during the daytime when feeding is expected than at night, when at least evolutionarily, people did not eat. This is one of the reasons that workers on night shift often gain weight and have poor health outcomes. Although most of the research is once again from animal studies, the indications are that by using TRF to limit nighttime food intake, many of the metabolic benefits of fasting are achieved. These benefits include improved insulin sensitivity, lower body fat, better cardiovascular health, reduction of neurodegenerative diseases, and less inflammation and better immune response.

PROS	CONS
Simple, you either get to eat what ever you want, or you don't eat at all	Starvation leads to bingeing, and hunger encourages foods that are high in calories and low in nutrients
Higher satisfaction ratings because you get to eat what ever you want	Hunger and restrictions on fast days/hours very hard to stick with (up to 40% drop out rate)
Effective weight loss (3-10% body mass loss)	No difference in the short term from calorie restricted diets, in the long term weight is regained when you stop fasting
Improved health within 2-4 weeks	Changes lost within 2-3 weeks once normal eating is resumed
Animal studies show large improvements in protection against oxidative damage, better tissue repair, improvements in cardiovascular health, diabetes, high blood pressure, cancer, neurodegenerative diseases	Rodents show changes much faster than humans, many of these studies start the treatment with young animals and are consistent as the animal ages. Human trials not as constant
Cultures that include fasting are healthier	Cultures that include fasting have far less obesity. Can't distinguish between body composition and fasting per se
Adaptation to hunger, irritability, fatigue and confusion within 1 -2 months	Hunger, irritability, fatigue and confusion during periods of fasting for up to 2 months
Overfeeding leads to obesity and both lead to poor health outcomes. For people who find it difficult to stick with a balanced diet rich in unprocessed fruits, vegetables and whole grains and low in sugar fasting can be a way to improve health	Doesn't teach normalization of eating.
Periods of energy deficit produce positive cellular adaptations that improve health and slow aging	Exercise is another way to create an energy deficit.

In addition, the different populations of bacteria in the gut also appear to change towards a healthier profile with TRF. Some of the good bacterial species can only flourish in the empty gut and TRF allows sufficient time for them to grow. Not only does this diverse population of bacteria keep the gut healthy, but it seems that they are necessary for gut production of small proteins that have positive signaling effects all over the body. These small molecules act like hormones, improving the health of the heart and lungs, the liver and even in the brain.

Taken overall, there really hasn't been enough good research to say for sure whether fasting lives up to the hype as a dietary strategy for good health. However, what we can say for sure is that running a slight deficit in caloric intake relative to output has many strong health benefits. Fasting is just one way to help balance that equation. What is important though, is that the extreme restrictive nature of fasting makes you more aware of what you eat. If used to improve the nutrient quality of your diet, that's a good thing. If used to become obsessed with food, or to binge on high calorie junk food (high fat and sugar), it's a bad thing. If your body fat levels are high, you have high blood pressure or diabetes, start by giving TRF a try. You might like the results. 🍌



The BCFSC Kid's Corner and Colouring Contest

Thanks to everyone who entered our colouring contest. We had over 50 entries! **Congratulations to Gunner, age 8**, whose name was picked from our random draw. Take a look at his drawing. Gunner wins the STIHL Toy Chainsaw and we will be sending a special gift pack to everyone else just for entering!



For this month's contest, show us how Sun Smart you are. Colour the picture below and circle five Sun Smart tips the pelican is using to help him keep safe in the sun. Remember slip, slop, slap, seek and slide. Or submit your very own drawing showing safe sun tips you use in the summer. Have your mom or dad, grandma or grandpa or guardian email us a photo of your artwork with your first name and age and we'll put your name into the draw to win another of our STIHL toy chainsaws!

How to Enter:

- Colour the Sun Smart picture or make you very own drawing
- Have an adult take a picture of your artwork and email it with your name, age and your mom/dad's email address to editor@bcforestsafesafe.org
- Submit your entry by 4pm, Monday, July 20, 2020
- Kids aged 3 – 12 are eligible.
- All entries will be put into a draw to win the STIHL Toy Chainsaw. The winner will be contacted via their parent's email address. Contest draw will be made Tuesday, July 21, 2020 at 9am. 🍀



ABOUT Forest Safety News

Forest Safety News is published 4 times per year, in March, June, September and December.

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. 13,200 copies of each edition are distributed via mail or email. Additional copies are distributed at industry events.

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