



MAG Companies Establishing System to Predict and Eliminate High Severity Events

By Lana Kurz, RPF, Safety & Environment Manager, Interfor, Western Operations and David Murray, CRSP, Corporate Safety, HR & Environment Manager, Gorman Group

The forest industry needs to get ahead of the next crisis in safety. We need to predict injuries and proactively respond. One way is to look at how workers are getting hurt and to assess and respond to all recordable injuries, including minor injuries.

But what about those **incidents** that had potential to be much more serious but where no one was actually hurt? Do we go far enough to identify and investigate these events - where a life-altering injury or fatality was thankfully dashed? Or do we spend our time and resources investigating incidents where the worst possible outcome was only the relatively minor injury that actually occurred?

For years, the forest industry has paid close attention to the Medical Incident Rate (MIR) as well as the recordable injuries that contribute to this statistic. However, some Manufacturing Advisory Group (MAG) companies are looking at different ways to prioritize safety resources, based on Significant Incident Failure Potential events, or SIFp events.

"As an organization matures, they don't shy away from safety events that are downright scary. Treating SIFp events like any other incident is a mistake. Instead, if you treat SIFp events as if they did result in a life altering injury or a fatality, you will discover a deeper level of preventative corrective actions will result." - Andrew Horahan, Vice President, Western Operations, Interfor

What is a SIFp event? It's another metric intended to draw attention to significant events which may be overlooked or

excluded from the Medical Incident Rate (MIR) statistic. Identifying SIFp events is intended to red flag events which are categorically higher risk and deserve focus and attention through robust investigations on causal analysis and recommendations to prevent re-occurrence.

The difference is focusing efforts on high-risk EVENTS rather than on medical INJURIES.

To determine if an event falls into the SIFp category, answer positively to either/both of these two questions:

1. Had circumstances been slightly different, is it reasonable to believe that the event could have resulted in a significant injury or fatality?
2. If the situation was repeated one hundred times, is it reasonable to conclude the outcome could eventually be a significant injury or fatality?

If yes, then the event is an SIFp.

If yes, then the event is an SIFp.

Here are some examples:

Event in MIR Category, but not in SIFp	Event in SIFp Category, but not in MIR
Scratched arm against a metal railing burr while walking by, requiring two stitches. (Medical Treatment injury)	Hoist equipment falling when strap broke, narrowly missing crushing the worker who was scratched on arm during the event.
Strained back while pulling a board, 5 days off work. (Lost Time injury)	Strained back due to falling off deck of tugboat into icy winter water. Worker returns to work after first aid visit.
Twisted ankle due to loss of 3-point contact when exiting machine, requiring one day off work. (Lost Time injury)	Forklift spilled three lumber packages across the main designated crosswalk.
Broken rib due to slip and fall on ice at same level. (Medical Treatment)	Sore rib due to fall from height of 18 feet when fall protection lanyard failed. Worker returns to work after first aid visit.

Welcome to the Spring 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@bcforestsafes.org or call 1-877-741-1060.

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Industry News



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MAG companies are looking at “High Risk” areas of exposure and are putting potential SIFp exposures into categories to make identification, classification and tracking of SIF’s easier for their organizations.

“MAG’s mandate is to drive the risk of serious injuries and fatalities out of our industry. I have seen firsthand the alignment with that mandate through Gorman Group shifting how it measures and manages critical safety risk by using the SIFp process. I see the industry adoption of this metric as a continuity of MAG moving towards our risk-based MAG-SAFE safety audit from prior administrative-focused audits.” - David Murray, Gorman Group Safety Manager / MAG Chair

Here are some examples of SIFp categories being focused on:



Combustible Dust

1. Explosion or fire
2. Excessive accumulations of wood dust



Fire or Explosion

1. Hot work-related fire start or smolder
2. Fire or explosion requiring extinguishment, regardless of cause



Lockout

1. Failure to identify and isolate all energy source(s)
2. Disconnect labeled incorrectly allowing potential for isolation of wrong equipment
3. A lockout procedural error is made, and employee(s) enter the bite or restricted area



Lifting or Rigging

1. Crane tip-over, hoist failure
2. Use of damaged lifting/rigging equipment
3. Dropped load
4. Unsafe rigging



Fall from Elevation

1. Actual falls with exposure to unprotected work surfaces or edge
2. Potential falls with exposure to unprotected work surfaces or edges
3. Exposure to a fall



Water Activities

1. Fall into water
2. Marine or barge capsizes or evacuation event



Mobile Equipment

1. Collision with infrastructure or other mobile equipment
2. Speeding, tip-over, rollover, mechanical failures
3. Operating in a prohibited area
4. Carrying logs/product/materials beyond safe capacity, incorrectly and/ unrestrained
5. Carrying material not intended for equipment



Hazardous Materials

1. Hazardous chemical inhalation or contact with face/torso
2. Significant hazardous chemical spill or release
3. Exposed or engulfed by a hazardous product
4. Unintended injection of hazardous substance under the skin



Pedestrian

People outside a protective structure and exposed to these hazards:

1. Mobile Equipment – struck by/against/between risk
2. Overhead Hazards – struck from above risk
3. Unstable Material – load spill, engulfing risk



Electrical

1. Electrical shock
2. Arc flash or blast
3. Exposure to live electrical (unintended and/or open)
4. “Touching before testing” circuit



Safeguarding

1. Exposure to unprotected hazards or point of operation nip/pinch/crush points
2. Unguarded belt head and tail pulley
3. Exposure to uncontrolled release of product from equipment
4. Projectile risk



Confined Space

1. Entry without required permit
2. Condition requiring evacuation



Other significant incident involving the following:

- | | | |
|------------------------|-----------------------|---------------------|
| 1. Weather Illness | 2. Violence | 3. Natural Disaster |
| 4. Wildlife | 5. Aviation | 6. Railcar |
| 7. New or Young Worker | 8. Tools or Equipment | |

“Focusing on SIF potential brings more awareness to those connected to safety to remove the “we were lucky” from an incident. It now becomes: if the circumstances had only been slightly different, we could have experienced a fatality. It focuses all efforts on eliminating those root causes.” - Nick Arkle, Gorman Group CEO

These companies want to focus energy and resources on incidents that had potential to have much more dire consequences so that they can find ways to prevent a similar recurrence. Tracking SIFp events and determining incident trends aids in the development of resources to eliminate or reduce exposures to employees. They also want to share what they learn with others in industry. If one of these SIFp events has learnings that the rest of industry can benefit from, they can share it with BCFSC to distribute through the Manufacturing Safety Alert process. The Safety Alert includes a brief description of the incident, suggested actions and key takeaways. In this process, BCFSC reviews each incident and removes all identifying information to protect privacy.

“Using the SIFp metric within West Fraser has helped us by focusing our resources and activities on events that could have had much more serious consequences” - Troy Withey, West Fraser Safety Manager

If you would like to sign up for the weekly manufacturing safety alert distribution, please follow this link: www.bcfscsafe.org/node/3409

The Cary White Memorial Award for Commitment to Safety Excellence – Ron Judd

Leadership in Safety Awards are presented annually to celebrate safety achievements in the forest industry. Nominations are invited from anyone in industry, who knows someone – an individual, crew, contractor, company, supplier, consultant, etc. – who deserves to be recognized for their outstanding safety achievements. Someone who has made, or continues to make, a difference in supporting our shared goal to see every worker return home safely at the end of the day.

The Cary White Memorial Award for Commitment to Safety Excellence is awarded to an individual or company who demonstrates an unwavering commitment to improving awareness, expanding safety knowledge and developing safety skills on the ground in the forest sector. Above all else, this individual helps to build a lasting culture of safety for every worker in the industry.

It was created in honour of one of the BC Forest Safety Council's first Safety Advocates, Cary White, who passed away in 2008. With more than 30 years experience in the forest industry – including 23 years with WorkSafeBC (WCB), Cary was an individual often described as someone who had forestry and the safety of workers in his blood.

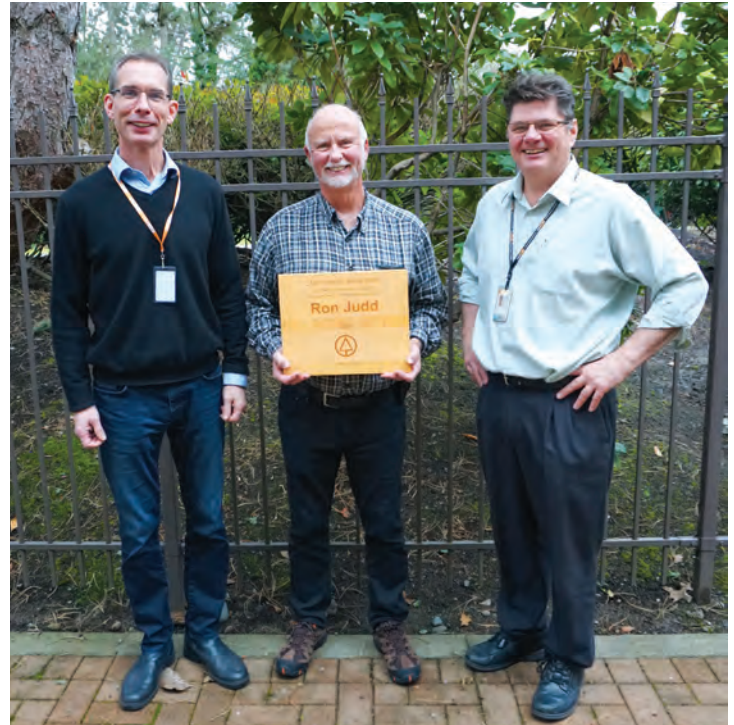
The selection criteria for the Cary White Memorial Award for Lifetime Achievement includes:

- A long-standing career in forestry safety
- Proven commitment to safety culture
- An established trainer/mentor/communicator

2019's recipient **Ron Judd** was nominated for this prestigious award by the Coast Harvesting Advisory Group (CHAG) for his contribution to improving safety for coastal logging and forestry operations. Ron has worked as an Occupational Safety Officer with **WorkSafeBC** for 29 years. CHAG members commended Ron on his willingness to work with employers to solve challenging safety issues.

Before Ron started work as a prevention officer with WorkSafeBC, he worked as a Logging Camp Manager on the Sunshine Coast. During that time, he was part of a group of collaborators who developed the *Fallsafe Program*, the precursor to the *Falling and Bucking Standard*. Ron knew and worked with Cary White, so receiving this award is especially meaningful. Ron met Cary when he did a safety audit on his logging operation and shortly after, Ron decided to join WorkSafeBC as a prevention officer.

Ron was unable to receive his award at the Vancouver Island Safety Conference



Shown L-R: Rob Moonen - CEO BCFSC, Ron Judd – WorkSafeBC, Mike Ross - WorkSafeBC

last October, so we caught up with him to present this prestigious award on December 19, 2019 in Victoria, BC

"I am honored to receive this award. I have always strived to communicate with workers, supervisors and owners in a respectful manner. With my officers, I tell them they have not been successful until employers and workers phone to ask questions without the fear of being judged. I hope that will be my legacy to them." 🙏

Workers Compensation Act - A new version comes into effect April 6, 2020

The new version of the Worker's Compensation Act does not fundamentally change the content of the existing Act, but it does re-organize the components, changes some wording and removes parts that have been repealed or are out-of-date. One area to note is the Occupational Health and Safety provisions previously in Part 3, will now be in Part 2 of the new 2019 version. This

change includes the sections on General Duties of Employers, Workers and Others, and on Joint Committees and Worker Representatives.

To find a summary outlining these changes, visit the WorkSafeBC website and download the *Link changes for OHS Provisions of the Workers Compensation Act 2019* document.

www.worksafebc.com/en/resources/health-safety/ohsr-searchable/link-changes-ohs-provisions-workers-compensation-act-2019?lang=en

If you rely on web links to access the Worker's Compensation Act, you will have to update these links or they will not work after April 6, 2020.

BCFSC will be updating our training materials and other publications to reflect these changes over the next few months. 🙏



Key takeaways from WPAC's bow tie analysis workshop

The Wood Pellet Association of Canada (WPAC), in co-operation with WorkSafeBC and media partner Canadian Biomass, held the Process Safety Workshop on Bow Tie Analysis at the Prince George, BC, Civic Centre on Nov. 13, 2019. Fifty participants, including pellet plant operators, maintenance personnel and representatives from insurance companies, universities, fire detection equipment suppliers, BCFSC and WorkSafeBC attended the event. The workshop was facilitated by WorkSafeBC's Jenny Coleman, ergonomist/human factors specialist, Mike Tasker, occupational safety officer, Geoff Thomson, occupational hygiene officer and Jennifer Fung, senior engineer.

Bow tie analysis is a method of predicting all the potential causes of catastrophic incidents and putting in place critical controls to prevent such catastrophes from occurring. The bow tie visualizes the relationship between an undesirable event, its causes, accidental scenarios, and the prevention and mitigation measures to limit their consequences. It also demonstrates the effectiveness of existing controls. A critical element of a successful bow tie analysis is to assemble a diverse team with varying expertise.

The workshop started with an introduction to bow tie analysis, followed by hands-on experience for all participants. They worked in small groups (under the direction of WorkSafeBC facilitators) to develop bow ties for some of the largest potential catastrophes that could occur in any pellet plants:

- Combustible dust explosions at the size reduction hammer mill equipment/pelletizing equipment
- Combustible dust explosions in conveyance (any after the dryer)
- Fire within a belt dryer
- Combustible gas explosion in a dryer or in the system downstream of the dryer/ID Fan failure

As seen in the figure below, in the centre of the bow tie is 'hazard,' which is an operational activity or materials that have the potential to cause harm. The hazard could lead to the 'top event.' The top event is the moment when control over the hazard is lost, releasing harmful potential. On the right side of the bow tie are 'consequences' that are direct outcomes of an accident sequence that results in harm. 'Threats' are also listed on the left side. They are initiating events that can potentially release a hazard and produce the top event. 'Controls' are listed in between the threat and hazard, as seen in the figure below.

Though they are extremely important, critical controls can fail. Consequently, continuous inspection, maintenance and training are very important. One way for getting the right level of detail for controls is to make sure they follow the 'detect, decide and act' guideline.

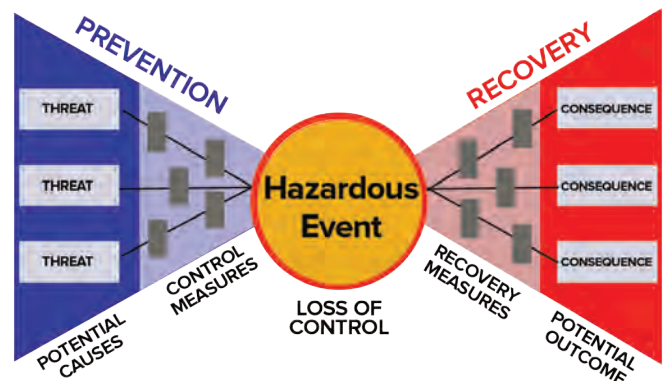
"We've done a lot of work at Lavington Pellet to improve our safety performance and I'm proud of this. This bow tie analysis helped me see where we need to be to take safety to the next level" said Eric Jarvis, Operations Team Lead for Lavington Pellet.



Jenny Coleman (left) and Geoff Thomson facilitate one of the groups developing bow ties for some of the largest potential catastrophes.



Jennifer Fung (left) and Mike Tasker facilitate the other group developing bow ties for some of the largest potential catastrophes.



To see examples of the bow tie analysis and to download the full WorkSafeBC presentation, visit: www.bcforestsafes.org/node/3433



Work-Related Deaths & Injuries

In 2019, there were five direct work-related deaths in the BC forestry industry

November 14, 2019

A 19 year-old worker was fatally injured when he was crushed by a piece of heavy equipment while working on a logging block near Creston, BC. See alert www.bcforestsafes.org/node/3414

July 15, 2019

A worker was driving to work in the employer's vehicle. The vehicle left the highway and the worker was fatally injured. See alert www.bcforestsafes.org/node/3375

April 28, 2019

A faller was conducting forest road right-of-way falling when he was struck by a tree felled by an adjacent faller. See alert www.bcforestsafes.org/node/3334

April 18, 2019

A faller was struck by a tree that fell unexpectedly due to its root system being compromised by active hand falling activities. The faller succumbed to his injuries. See alert www.bcforestsafes.org/node/3320

February 11, 2019

A worker at a forestry operation was underneath a pickup truck conducting maintenance activities. The worker was discovered pinned underneath the front driver's side tire. See alert www.bcforestsafes.org/node/3280

The BC Forest Safety Council extends our condolences to the family, friends and colleagues of the deceased and our sympathies to all those affected by these incidents.

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

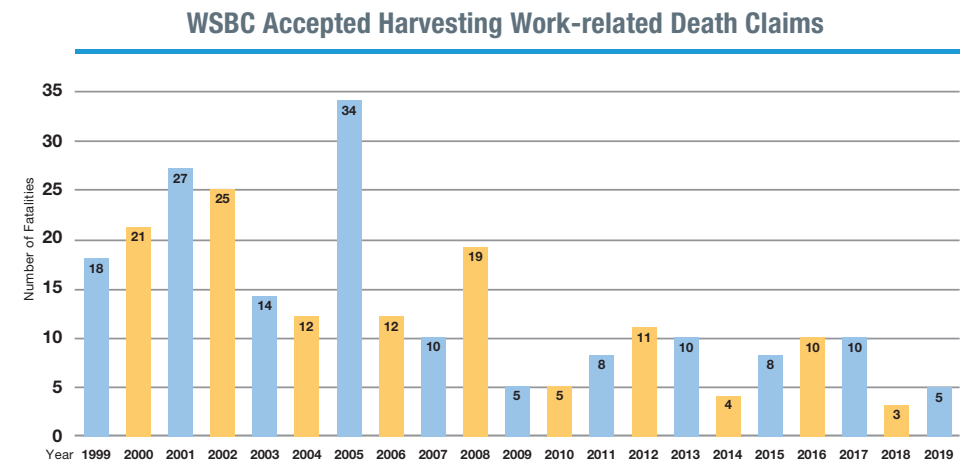
Injury: Lacerated leg (1 worker)

Core Activity: Log hauling / Integrated forest management

Location: Lower Mainland, B.C.

Date of Incident: 2019-Nov

A loaded log transporter and a service truck met at slow speed in a tight corner on a forest service



This information represents the number of work-related deaths by year in BC, up until December, 2019

road. The service truck moved to the uphill side of the road and the log transporter attempted to manoeuvre at slow speed past the service truck on the downhill side of the road. The shoulder on the downhill side of the road failed and the log transporter trailer rolled over the bank, pulling the tractor with it. The load of logs spilled, and the tractor and trailer rolled several times before coming to rest against several large fir trees about 50 feet down the bank. The operator was able to self-extricate and walk up the bank to the road. The operator was transported in the service truck to a location where they were met by an ambulance, which transported the operator to hospital.

Injury: Multiple fractures

Core Activity: Manual tree falling and bucking

Location: Northern B.C.

Date of Incident: 2019-Nov

A worker was conducting manual tree falling activities. While walking the escape route, the worker fell and was injured. The worker was transported by air to meet an ambulance, which then transported the worker to hospital.

Injury: Multiple fractures

Core Activity: Cable or hi-lead logging

Location: Interior B.C.

Date of Incident: 2019-Nov

After setting chokers, a worker was struck by a log that was knocked loose by the yarder carriage. The worker received first aid on site and was transported to hospital by helicopter.

Injury: Fractured leg

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

Location: Interior B.C.

Date of Incident: 2019-Oct

A certified faller attempted to fall two limb-tied trees. One of the trees did not fall in the intended direction and struck one of the faller's legs.

Injury: Concussion, injuries to lower body

Core Activity: Manual tree falling and bucking

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Oct

A faller was falling and bucking in a cedar salvage forestry operation. The faller was falling a sapling to overcome a falling difficulty, when he was struck by another tree. The faller was transported to hospital by helicopter.

Injury: Close call

Core Activity: Logging road construction or maintenance / Integrated forest management

Location: Vancouver Island/Coastal B.C.

Date of Incident: 2019-Sep

An excavator was being used to prepare a section of new logging road for blasting. A landslide (about 15 metres wide by 30 metres long) started and carried the excavator downslope about 30 metres. The excavator came to rest on its side next to a lake. Two fallers assisted the operator, who was not injured, to exit the cab.

MANUFACTURING

Injury: Close call

Core Activity: Pressed wood product manufacture

Location: Northern B.C.

Date of Incident: 2019-Nov

A fire and explosion occurred in a wood pellet cooler vessel at a wood pellet fuel manufacturing plant. The fire was quickly managed by the employer's staff but there was substantial damage to the cooler vessel, building structure, and surrounding equipment. There were no injuries.

Injury: Close call

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: 2019-Oct

A small fire broke out in the basement of a sawmill, below the log infeed deck. Crews quickly controlled the fire. The local fire department extinguished remaining hot spots. The incident was captured on video and the cause is under investigation. 🚒



Highest number ever of SAFE certified companies

By Cherie Whelan
Director, SAFE Companies

The BC Forest Safety Council (BCFSC) has reached a new milestone with the number of companies SAFE certified. 3,029 companies were SAFE certified as of December 31, 2019. Every year at year-end, the total number drops slightly with companies who haven't submitted their annual audit package and then rebounds later in the year; but the 2019 number is the highest number to date.

Over the last couple of years, BCFSC has made a number of administrative improvements to make it easier to obtain and maintain SAFE Companies Certification. These improvements will ensure that the program continues to be accessible and flexible to support the diverse needs of the industry. In addition, SAFE Companies training is now available online 24/7, with the exception of Individual Owner Operator which should be available in the second quarter of 2020. This means that anyone who wants to get SAFE Certified will be able to do their training anytime, anywhere with an internet connection.

Our "behind the scenes" administration team has been working hard to improve

how we accept, process and review the SAFE Companies audits. "Shaving off seconds in the process, turns into significant time savings when you are looking at tasks that need to be done over 3,000 times", says Cherie Whelan, Director SAFE Companies. "Just like the companies that we give SAFE Companies Certificates to, we are always looking at opportunities for continuous improvement. When we are able to free up time in these processes, it gives us time to do more value-added work".

This year, there was a focus on notifying SAFE Companies about their audit due date. "With competing business priorities and current industry conditions, we understand an audit date can be overlooked. We endeavoured to provide timely notices to companies to prevent a lapse in their certification and in some cases were able to provide an extension" says Laurel Laturnus, SAFE Companies Administrative Team Lead.

On top of the regular processing of SAFE Companies audits, the SAFE team has also been working hard to develop a



SAFE Companies online audit submission form. They are working with the vendor on the final configuration to ensure that it is intuitive, easy to complete and streamlines some of the current processes with the audit submission and review processes. "One benefit will be data to help guide us in planning which areas require deeper evaluation in verification audits. Knowing the challenges of the average IOO submission will allow us better target areas that help actual on the ground safety activities" says Martin Ridgway, SAFE Companies Quality Assurance Supervisor. SAFE Companies will always be able to submit their audits in paper, but online submission forms will provide more efficiency for the many of you who have been asking for this capability. More to come on that in the next Forest Safety News! 🚧



Getting Back to Work Safely

By Mike Sexton Supervisor, SAFE Companies Field Services

Break up, weather, market conditions, labour disputes. There are many reasons why your company can be off for multiple weeks. Getting back to work in a smooth and safe manner is essential for your business and your workers and good preparation is key. Start-up can be an upset condition, so any little stress that can be eliminated before you start is a good thing. The following are some ideas to help you get back to work efficiently and safely:

- Do your best to make sure that all equipment and gear is ready to go.
- Check all trucks and machines to ensure they are in good operating order, are fueled and start easily.
- Check portable radios and ensure they are charged and working.
- Check that saws are in working order and good to go.
- Do your best to give as much notice to your crews as possible. If people have been using the time off to catch up on their rest, they may not be in tip-top physical condition. Even a couple of days of extra notice can help crew members get themselves physically and mentally ready for back to work.



Acknowledgments to SAFE Company External Auditors

We would like to acknowledge several external auditors who retired this year or have notified us they are no longer available to perform audits for the BCFSC. For decades, these auditors have been instrumental in their support of the forest industry and we would like to take this opportunity to formally thank them for their service:

- Gary Veitch
- Kevin Bonnett
- Robert Volkman
- Scott Overland

The BCFSC would like to extend our deepest condolences to Ronald Tramer's family, friends and clients following Ron's passing in December 2019.

Due to additional external auditors taking full-time industry positions and are now auditing only part time, SAFE Companies is offering training to new external auditors in March 2020. Please visit our website for training dates. 🌲



79% Electronic SAFE Audit Submission

In 2019, 79% of all SAFE Companies audits were received electronically. This included the upload tool, emails and the occasional thumb drive or disc. The remaining 21% were received via mail, courier and some hand delivered packages. 100% of BASE audits and 100% of SAFE Conversion audits were electronic again in 2019. The planned start-up of the online submission tool later in 2020 will give people even more options for electronic submissions. 🌲



Orientation – You may not need to do a complete orientation again, but it's a really good idea if workers have been away for six weeks or more. New and/or young workers should be re-oriented regardless after that much time. A new online course that may assist in new young worker orientation to forestry can be accessed here: www.bcfestsafe.org/node/2904

Safe Work Procedure (SWP) – A SWP review is always a good thing. The BCFSC has a number of SWPs available online: www.bcfestsafe.org/node/2650#swp. Reminders and positive reinforcement of safe work requirements and expectations helps focus everyone after a break in normal routine.

Pre-work / Initial Safety Meeting – It's very important to review pre-work and safety procedures with all workers prior to starting back. Even the most experienced workers can forget some of the trickier parts of a worksite if they've been away for a while. Always share, discuss and practice the Emergency Response Plans (ERP) and ERP back-up. See resources: www.bcfestsafe.org/node/2585

Supervision – It's important all of the time but absolutely crucial at start-up time. Closely watch all workers until you are sure they are working well. Watch for fatigue or less than stellar physical condition.



The BCFSC has a number of resources for getting your crews fit for work at: www.bcfestsafe.org/node/3013. Watch for new / young workers that may have forgotten what they need to do. Make sure the company procedures are being followed. Remember, you're not going to make up the lost production in the first day or even the first week. Slow and steady wins the race. Every time! 🌲



Entry Level Forest Worker Training



Despite industry curtailments, a need remains for new forest workers in some areas of the province. BC Forest Safety (BCFSC) is working with selected post-secondary institutes to deliver fully funded Entry Level Forest Worker Training pilots. Part of the project includes developing learning materials that will be used during the pilots but also used by industry for on-the-job training. The work includes an evaluation component to confirm the program is successful and meets industry's needs. This 12-week program is focused

on producing workers that employers will want to hire and has a strong connection to industry. Forestry companies and contractors are involved at every step of the training:

- confirming that there is a need for training in their area
- selecting candidates
- providing field-site opportunities and
- being guest speakers.

The training includes a basic understanding of general forestry occupational skills, legislation and regulation, and hazard identification and control. It includes an introduction to forestry work activities such as yarding and mechanized harvesting, road building, heavy equipment mechanical systems, stand tending, light truck and basic chainsaw operation. It also includes industry recognized tickets like First Aid Level 1 with Transportation, S-100 and WHMIS.

The program aligns with the on-the-job competency training and worker assessment checklists developed by BCFSC allowing future employers to see what has been covered in their worker's training and what still needs to be taught on the job. Entry Level Forest Worker Training has already been delivered in Revelstoke (Okanagan College). Sessions are planned in Grand Forks (Selkirk College), Vanderhoof (College of New Caledonia) and Terrace (Coast Mountain College). Vancouver Island University and North Island College have similar programs and are also included in the project. If you would like to be involved and help support these programs, or if you know any potential students for this funded program, contact the Colleges for more information. If you have any questions about the program content, please contact Allison Thompson, Manager Training & Standards toll-free at **1-877-741-1060** or by email at Thompson@bcforestsafe.org.

Basic Vehicle Recovery: Getting Unstuck on Resource Roads

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

The very nature of the terrain that is travelled on for forestry work invariably leads to a potential risk of becoming stuck. This usually comes about by a variety of factors such as driver error combined with workplace pressures, terrain, road conditions, vehicle type, tires and geography. These incidents are not uncommon and a need to conduct a recovery process in a manner that allows you to walk away safely and with no equipment or vehicle damage is key. There is no reason for anyone or anything to get damaged if processes are followed correctly.

This article addresses basic vehicle recovery, some associated risks, correct equipment, the correct mind set and the correct technique to safely conduct a recovery.

So, let's say that a light truck has slid off the soft edge of a resource road into a ditch in wet and muddy conditions. The vehicle is safely stopped, upright, undamaged and all occupants are safe and well.

What can be done?

Firstly, let's introduce an acronym that will help lead you through the overall process of a recovery:

STOPA

Stop – take a breath, slow down.

Think – evaluate what has happened.

Observe – notice the surrounding terrain, weather, location, equipment, situation, individuals.

Plan – make a safe plan that is methodical and doesn't jeopardise people, equipment or vehicles.

Act – take methodical action of the plan. If it does not work, follow the **STOPA** process again and adjust accordingly.

In most recovery situations, a large percentage of people jump into action very quickly grabbing equipment, trying to drive a



IMAGE COURTESY OF REPLANT.CA

vehicle out on its own accord and so on. This will usually worsen the situation by damaging the vehicle, equipment or possibly causing injury.

What is needed is a workflow that allows for the highest degree of success. By following the simple acronym of **STOPA**, you can adopt a safer, more methodical approach.

The following information and knowledge is key in conducting an effective recovery:

1. Ensure that the scene is safe.
 - Warn other users of the situation.
 - Consider the location and current weather conditions.
 - Place traffic spotters up and down the road to warn of a recovery, and communicate the location on the posted Resource Road radio channel.
 - Call for assistance if needed via supervisor – a specialist recovery vehicle / service, recovery technician or a larger machine / vehicle within the operation.
2. Most often, the vehicle will be recovered via the path it took to its stuck location.
3. Reducing rolling resistance.
 - Use a shovel to dig out around the tires, underneath the vehicle frame or anywhere that the vehicle is hung up or has the possibility to be hung up.
 - Do this preparation for the entirety of the recovery path if possible.
4. Use equipment appropriate for the intended purpose, correctly marked and correctly rated.
5. Set up your recovery equipment and double check that it is correctly assembled.
6. Make sure everyone understands the plan.
7. Designate a recovery leader.
8. Everyone must stop everything they are doing if directed to, as everyone is responsible for safety.
2. Two screw-pin bow shackles (Crosby type) with 4.75 ton Working Load Limit (WLL).
3. A receiver hitch shackle mount.
4. A pair of good work gloves.
5. A pointed work shovel.
7. Ensure that your recovery path is clear.
8. Agree on communication signals between the two drivers and the recovery leader.
9. Ensure all other bystanders are at least two times the length of the recovery strap away from the vehicles, as both the strap and the vehicles lurching forward unexpectedly can present a danger.
10. The recovery vehicle should accelerate slowly to a maximum of about 10 km/h on the first try but no more than about 15 km/h on the third try (if needed). Build tension in the strap and provide a sustained pull. Once the slack is taken up, the stuck vehicle likewise applies acceleration in low gear to assist the pulling car. Neither vehicle should spin their tires.
11. Steady momentum is most effective, never resort to jerking, or attempting a long “run and jerk” approach.
12. Maintain tension throughout the pull, do not allow slack to develop in the strap at any point if at all possible.
13. Re-adjust the recovery vehicle as necessary to maintain a straight pull, dig more if required to reduce rolling resistance.
14. After three attempts to recover the vehicle, call for further assistance if the recovery is not successful.
15. Do not remove straps until both vehicles are fully stopped and secured.
16. Clean and dry out a recovery strap after use as dirt and moisture weaken the strap.

How to conduct the recovery

1. Run through the **STOPA** protocol.
2. Ensure the scene is safe, assemble spotters and make a call on the local Resource Road radio channel.
3. Assemble the correct equipment. The strap should be rated to about three times the GVW of the stuck vehicle. Any stronger and we do not gain any mechanical advantage from the nylon strap stretching and storing energy that releases to help recover the vehicle like an elastic band. Any weaker and the strap may exceed its MBS during the recovery.
4. Reduce rolling resistance by digging around the vehicle's tires and frame as necessary, creating ramps of material if possible, for the vehicle to roll out on.
5. Attach the straps to both vehicles using the screw-pin bow shackles, factory installed recovery points and / or the receiver shackle hitch. (Screw the shackle pins hand tight, minus a quarter turn so that you can undo them in the end.) Never tie a strap to a vehicle, you will never get it undone again and you significantly reduce the MBS of the strap. It is very important that the vehicle effecting the recovery has the strap attached to the rear of the vehicle. Towing backwards in the recovery vehicle puts excessive strain on the transmission and will likely cause damage.
6. Ideally, line up both vehicles in a straight line – this will reduce the chance of vector pulling the vehicles and potentially damaging them. The straighter the better, but ideally less than 10-15 degrees. There should be a neatly laid out portion of strap in an S shape on the ground, using approximately one metre of the strap. This allows the strap to “snatch” when becoming taught, storing energy like an elastic band before releasing it as it contracts and helps apply force to the vehicle being recovered.

Never:

- Attach straps to a ball hitch
- Stand between the vehicle being recovered and the recovery vehicle
- Snatch on the strap at any more than approximately 10 km/h
- Tie your strap to your vehicle
- Use a strap with hooks on the ends.

Conducting a safe recovery is a simple process yet can be extremely dangerous if taken for granted and not carefully considered.

An extra few minutes is well worth the effort to avoid injury to people and/or damage to equipment or vehicles. 🚧

What equipment should each vehicle carry to conduct a simple recovery?

1. A 20 foot nylon recovery strap, with a Minimum Breaking Strength (MBS) rated to approximately three times your vehicle's Gross Vehicle Weight (GVW). The strap should have looped ends, not hooks. Ensure it's in good condition with no cuts or excessive abrasion.

Fit to Work – A New Nutrition and Fitness Webpage

Created by Dr. Delia Roberts and based on over 30 years of research, the tools and information on this new webpage help forestry workers better understand how to improve their nutrition, hydration and fitness. Making these types of improvements increases work performance, safety and quality of life.

All these forestry specific resources are now in one place and include:

- Fit to Plant – For Tree Planters and Silviculture Workers
- Power Driving – For Truck Drivers and Equipment Operators
- Fit to Log – For Manual Tree Fallers and Field Workers

Here are some of the benefits:

- Improved alertness and faster reaction times
- Increased energy levels
- Reduced muscle and joint pain; restore lost function from previous injuries
- Improved work performance; do a better job and make fewer mistakes
- Improved overall health; lower blood pressure and sugars, improve sleep quality, enhance immune system, reduce depression and anxiety

Here's what you will find on the webpage:

- Top 10 booklets – quick, easy to read tips with the main points to follow
- Posters – visual reminders that are great motivation for you and your team
- Manuals - detailed information on nutrition, recipes, exercises and stretches

Some specific benefits of following these types of programs include:

- Improved alertness and faster reaction times
- Increased energy levels
- Reduced muscle and joint pain; restore lost function from previous injuries
- Improved work performance; do a better job and make fewer mistakes
- Improved overall health; lower blood pressure and sugars, improve sleep quality, enhance immune system, reduce depression and anxiety

Use this information for yourself and share with your co-workers, employees and family.

Visit www.bcforestsafesafe.org/node/3013 to learn more. 

Sharing Incident and Hazard Information Improves Safety in BC and Internationally

BC Forest Safety (BCFSC) has been collecting alerts from forest companies since 2006. These alerts are posted on the BCFSC website and provide details on incidents, close calls and hazards that, when shared with others, can provide information to help prevent similar situations. There are currently over 1,600 alerts available on the website, representing a wealth of safety knowledge that can be used during safety meetings, crew talks or one-on-one check-ins.

Safety alerts submitted by BC forest companies provide timely information, raise awareness and educate industry so we can all learn from each other's experiences and efforts. Submitting a safety/hazard alert is a positive source of collaborative information that might save someone else from the same situation in future. These safety alerts are viewed by local and international forest companies and relevant alerts from New Zealand and the US are often posted on our site.

Help build the culture of safety by sharing your alerts with forestry operations everywhere.

Submit an Industry Safety Alert using our templates

To help you create a Safety Alert, the BCFSC provides a harvesting template and a manufacturing template that can be downloaded and completed.

Looking for a previously posted alert?

Here are a few tips for searching the BCFSC's Industry Safety Alert Database:

Tips for Searching for Alerts

By Alert Type:
This column is scrollable. If you know the type of incident you're looking for, try starting here.

By Company, Location and Date:
Enter words in any combination of columns to narrow your search results. Use key search words or dates to further refine your search. For example: typing "Logging" in the Company field will search for all companies with "Logging" in their name. Typing "2019" in the Date field will display all posted alerts from 2019.

Industry Safety Alert Database

View SA	Alert Type	Company	Location	Date
Go	Manual Tree Falling	INTERFOR	Coastal BC	2019-11-12
Go	Other	BC Forest Safety Council	British Columbia	2019-11-05
Go	Hand and Power Tools	MacLeod Forest Services	British Columbia	2019-10-24
Go	Resource Roads	Gorman Bros. Lumber Ltd.	Resource roads of British Columbia	2019-09-30
Go	Log Hauling	WorkSafeBC	British Columbia	2019-09-30
Go	Weather	BC Forest Safety Council	All of BC	2019-09-17
Go	Mechanical Tree Falling	Mosaic Forest Management	Vancouver Island	2019-09-06

BCFSC Offers Specially Requested and Free Training Options to suit your needs

Safety-focused training for individuals and companies is a big part of what we do at the BC Forest Safety Council (BCFSC). We offer different methods to get the training you need and want through scheduled sessions in hub communities, requested training in your community, online learning and webinars.

We recognize that it's not always feasible to send employees out of town to attend training. We also acknowledge the challenges facing industry and forestry workers these days and the importance of keeping costs in check.

REQUESTED TRAINING

Did you know we offer our regularly scheduled classroom courses by request? We can work with your company or organization to bring our training to your location on a cost recovery basis. You'll

avoid the hassle and expense of sending employees out of town, and you'll be able to plan the training to meet your timing needs. Contact our training department if you'd like to learn more and receive a no obligation quote.

Toll-free: **1-877-741-1060** or by email: training@bcforestsafesafe.org

FREE TRAINING

Take advantage of savings while increasing your safety knowledge base with these no-cost training course options:

- Forestry Safety Overview
- Serious Incident & Fatality Investigation
- Prime Contractor Webinar
- Fit to Work Webinar – Nutrition and Fitness

Visit our training web page for details on available (including free) courses, workshops and webinars: www.bcforestsafesafe.org 



Truckers Emergency Response – Working Alone Procedures

Why an ERP for log truck drivers?

In the winter of 2017, a truck operated by a driver of a commercial vehicle in the forestry sector, left the road and rolled over on its side where it laid undetected for two days.

Police and search & rescue teams conducted ground and aerial searches but were unable to locate him. He was found two days later. Search & rescue worked intensely to free him.

Tragically, the 45 year-old professional truck driver with 25 years' experience succumbed to his injuries after an eleven-hour rescue following two days trapped upside down in the cab of his semi.

Emergency Response Plan (ERP) plan, for log truck drivers

Many of those responsible for the safety of log haulers including drivers, contractors and licensees assume that there is a 'check-in' for drivers that is inherent in the system. Common perception is that a driver 'checks-in' with the loader person and again at the mill when unloading. In most cases, this is informal, and if the driver does not show up at the loading site, or at the mill, assumptions are often made that the driver may have chosen to not take their next load, or missed a trip for some other reason. These assumptions can result in a tragedy similar to what occurred in the incident described.

But our trucks have telematics

The truck involved also had telematics but the GPS was damaged in the incident. Even with the use of telematics, a formal system must be in place for check-in.

If you have not yet established a routine check-in procedure (recommended for every two hours), the *Truckers Emergency Response – Working Alone Procedures* tool can be used to assist in meeting check-in requirements that will help to ensure safe log hauling operations.

Complete your ERP form for each location, including commute to camp locations, and provide a copy with mapping, when possible, to your check-in person(s). This will give you the confidence to know, that if ever there comes a time that you cannot summon help for yourself, there is a check-in person with all the information necessary that will ensure help is dispatched if you miss a check-in and you are found.

Link to the Truckers Emergency Response – Working Alone Procedures here: http://bcforestsafesafe.org/files/erp_TruckersWorkingAlone.pdf 📄



Improving Safety in the Floatplane Industry

By Dustin Meierhofer, Director, Transportation and Northern Safety

The North Star Practices is a safety program created by the Floatplane Operators Association (FOA) with support from the Northern Air Transport Association (NATA) and BC Forest Safety Council (BCFSC).



To facilitate this endeavor, the Air Carriers Safety Working Group (ACSWG) was established in consultation with the FOA, BCFSC and the Coast Harvesting Advisory Group (CHAG). Given some of the challenges associated with floatplane travel, it was felt that the highest operational standards were needed to achieve the greatest level of safety for crew and passengers. After all the most important goal is getting people home safely.

In order to address this goal, the ACSWG, in consultation with floatplane operators and forest industry members, developed the North Star Practices (NSP). The NSP is a set of operating standards and procedures with an auditing system that provides a level of assurance to clients, regulators and the public that an operator has not only met Transport Canada regulations, but operates above those regulations to a higher standard. It also provides guidance to clients and passengers, so that they may understand what their part is in creating a safe environment for floatplane operations.

For an operator, this program provides an opportunity to show to all their customers and potential customers that their operation has put safeguards in place that incorporate many lines of defense. For the operators and pilots, the NSP provides guidance on safe practices and assists them in making decisions that support and maintain the highest level of safety performance.

From a business perspective, the NSP is intended to improve business performance through enhancing safety in an efficient and effective manner. By assessing and fostering a culture of safety and increasing safety throughout the industry, operators can be at the forefront of creating the safest and most efficient air carrier services in Canada.

Piloting of the NSP was complete in the summer of 2019 and will be available to all interested parties by early 2020.

Key participants for the initiative include; Vince Crooks/Wilderness Seaplanes, Eric Scott/Harbour Air Seaplanes, Jim Hartwell/FOA, Gary Bauer/Interfor/CHAG, Nick Hawes/Lakes District Air Services, Bruce McDonald/Inland Air and Bob Bates/SeaAir Seaplanes.

For further information please contact
Jim Hartwell: jimhartwell@hotmail.com or
Dustin Meierhofer: dmeierhofer@bcforestsafesafe.org 📄



Professional Log Truck Driver Program – Okanagan College

A total of 15 students are participating in the Professional Log Truck Driver Program with Okanagan College. The curriculum includes theory from the forest industry developed program as well as Class 1 Driver Training and essential skills training. The program is being funded through an agreement between Okanagan College and The Ministry of Social Development and Poverty Reduction.

Pictured beside, students from the Salmon Arm cohort visited a harvesting site owned by Canoe Lumber (Gorman Bros.). Support from licensees, contractor associations, contractors and mentor drivers continue to be integral to the success of the program. The two groups of students are expected to complete the six-week mentor portion of the program by early to mid-April pending weather and safety considerations.

Information about the resources are available to industry through the Professional Log Truck Driver Program on the BC Forest Safety Council website www.bcforestsafe.org/node/3331 or by contacting the Transportation Department at 1-877-741-1060. 🌲



Photo: From left to right - Ted Dillman (instructor), Natasha Southoff, Shawn Ringrose, Paul Carpenter, Lee Gauthier, Aaron Baynes, Tyler Baker, Ian Murphy



Seeing Machines Project 2 – Technology Evaluation

By Trish Kohorst, Manager, Transportation and Northern Safety

As part of FPIInnovations' and BC Forest Safety Council's ongoing evaluation of fatigue management technology, Seeing Machines' Guardian Gen 2, an eye-tracking-based driver assistance system that monitors driver fatigue and distraction, was evaluated in Interior BC log-hauling operations, specifically with Tolko operations. Eight drivers from six log hauling fleets participated.

KEY POINTS

The key points from this study are as follows:

- The technology was found to be useful in identifying and alerting the driver during a fatigue or distraction event.
- Reduction in duration of "eyes off the road" due to drowsiness or distractions can be achieved with the use of this technology.
- The progression of the events (from yawning to drowsiness) that were observed in this study indicated that if real-time alerts were sent to the dispatcher, it could mitigate the risk if the driver does not take action.

- There were fewer distraction alerts in this study than in the previous study, which may be attributed to several variables such as: shorter study period, on duty hours, operating conditions, improvement in technology/system, etc.
- Some restricted behaviors were observed in this study, such as cell phone use while driving.
- For the drivers and fleet managers that replied to the survey, the following are some of their key points:
 - Drivers rated the technology favorably and all of them would recommend this technology.
 - 50% of drivers reported their driving habits changed as result of this technology.
 - 75% of the fleet managers were in favor of implementing this technology in their fleet.
 - Technical issues may have been a result of the software upgrade mid-project or system support, which includes software and hardware.
 - Three fleets (including drivers) requested access to the road-facing-camera recorded video footage to assist with incident investigations.

NEXT STEPS

The suggested next steps are as follows:

- Improve antenna and camera orientation and over-the-air (OTA) firmware upgrades to alleviate technical issues.
- Continue working with Seeing Machines to reduce false positives.
- Collaborate with Seeing Machines to improve system reliability, enhanced support and further system tweaking.
- Continue discussions with industry, fleet owners and drivers to determine parameters for alert settings.
- Continue to develop strategies that reduce the risk of fatigue and distraction-related incidents. This type of technology is a component of a program but is not the complete solution in managing fatigue and distraction. Some of the recommendations from Australia's fatigue management guidelines for developing and implementing a fatigue management policy in forestry (Dawson & Bowe, 2019) and from the North America Fatigue Management Program's guidelines (Thiffault, 2011) could potentially be utilized to develop best practices for fatigue management.
- Due to the short study period, it is recommended to study the effectiveness of Seeing Machines.

The full report is available on the BC Forest Safety Council website at www.bcforestsafe.org/node/3192 🌲



The History of *The Swanson Undercut*

One of the commonly used undercuts in hand falling today was created by two local BC fallers over five decades ago. George Swanson and his brother-in-law Harold Gienger, now retired fallers with over 30 years of experience, started their careers in 1957 working for their uncle in Spuzzum, BC.

We spoke to George about The Swanson Cut and he explained how it came to be. As George and Harold's falling careers progressed, they were falling in various cut blocks in Nitnat in the late 60's and on King Island in 1979/80's. They realized when they were up-slope falling in ravines that some of the wood they were felling was being wasted as the trees were breaking during the fall. They soon started to experiment with various cuts to try and find a method that would minimize the breakage and conserve the timber.

They developed a special cut, later coined the Swanson Cut, with the purpose of causing the base of the tree to slide off the stump and slow the top of the tree down during the tree's fall; therefore, minimizing breakage and conserving the fiber. Once George and Harold perfected the cut, they taught the fallers at King Island the method and it soon became common practice amongst fallers throughout BC. It is now a common method used in the BC Faller Training Standard.



The Swanson Undercut



George Swanson

We asked George how he came up with this method. He explained "We just looked at the problem and experimented with different cut techniques to try and make it easier and more efficient to try and save the wood."

Our BCFSC Falling Safety Advisors, Scott Rushton and David Adshead, said the Swanson cut is considered best practice today for upslope falling and said the cut acts to de-energize the tree. They agree the cut is a safe practice and that it helps to conserve the timber.

The Swanson Undercut is described as a Humbolt Undercut with a portion of the front face of the stump removed

that causes the butt to strike ground first. It removes the whipping action and holds the wood on steep slopes. To learn more about The Swanson Cut – watch the BC Faller Training Standard Video on Undercuts from WorkSafeBC.

www.youtube.com/watch?v=X1hHzJYUUSc



Healthy Worker Series Coming Soon

By Dr. Delia Roberts

Starting in 2020, BCFSC will be launching a series of resources to help encourage workers to maximize their health and longevity at work and at home. The series was inspired by questions from the Coast Harvest Advisory Group and BCFSC's Program Committee about the effects of aging on the forestry workforce and it soon became apparent that this information is important for all ages of workers, as well as their families. Developing good habits to maintain your health right at the start of your career will make a big difference in the long run. But even if you are well past your 30's, looking after your body will improve every aspect of your life at work and at home.

Prevention and early detection are key

As a society we tend to focus on fixing what is broken. Certainly, the health care system is geared towards treating disease, with far less effort spent on prevention. As a forestry worker, you know that poorly maintained machinery results in costly repairs that far exceed the upfront investment in a regular maintenance program. It's easy to fall into the mindset of "it-won't-happen-to me", and when funds and time are short, we often find ourselves cutting corners. But sooner or later, this kind of approach results in a failure where the cost to your business and even your life can be catastrophic. A preventative approach is also critical to your health and the health of those that you love. The choices that we make set the stage for the behavior of those around us, and ignoring health throughout your lifespan is a sure way to develop disease. This new *Healthy Worker Series* will provide you with quality information in plain language and a practical format so that you can use these materials to choose and maintain a healthy life.

Top ten topics

The following ten key areas were selected through a lens of improving workers' health. For each of these topics, a one-to-two page background piece will be provided with information on various health factors, a crew-talk sheet with suggestions for practical demonstrations and a poster to reinforce the importance of maintaining your health:



Vision and Hearing Crew Talk Sheet



Vision and Hearing Poster

1. Vision and Hearing
2. Balance and Agility
3. Musculoskeletal Injuries
4. Strength, endurance and coordination
5. Diet and Nutrition
6. Sleep and Fatigue
7. Blood Pressure and Cardiovascular Health
8. Diabetes
9. Cancer
10. Bone density

The first topic relating to Hearing and Vision has been completed and is available on our website.

www.bcforestsafes.org/node/3435

Stay tuned for more on the upcoming Healthy Worker Series with topics on Balance and Agility and Musculoskeletal Injuries which will be available March 15, 2020. If you have any requests or experiences that you think are important to share, contact Dr. Delia Roberts at FitSafe@gmail.com.

Stroke – A Life Changer

By Dak Giles (Stroke Survivor)

In support of increasing awareness related to health and wellness, we are sharing the following personal account from Dak Giles. Dak is one of BCFSC's external auditors who recently suffered a stroke and wanted to share his personal story to raise awareness of recognizing the signs and symptoms of a stroke and the road to recovery.

There I was – sitting with my four grandkids and their grandma at the movie theatre watching Toy Story 4. As it inevitably happens, one of the grandkids had to go the bathroom, so I volunteered to escort him. As I got up from my seat, I happened to scratch my right ear and noticed that my ear felt “numb”. I thought “that’s weird” but I left it at that.

My grandson finished his business, so he and I walked back to our seats and sat back down to watch the movie. After sitting for a few minutes, I noticed that my right butt cheek felt like it was “asleep”. I chalked that experience up to uncomfortable movie seats and continued to watch the movie.

After the movie, I drove the kids home and then drove to my house. I went to bed and got up the next morning. It only took a moment to realize something was not right – the entire right side of my body was numb from head to toe! I contacted my son who drove me to Emergency. I told the caregiver my experience and said that I thought I had a stroke... as it turns out - I did!

I was told at the hospital that it was too late to intervene with IV tPA treatment. Generally there is a 4.5 hour window after stroke symptoms have started that IV tPA treatment can possibly reverse some of the effects of a stroke.

The important take-away is to know the signs /symptoms of a stroke and to get medical attention if you suspect that you are having a stroke. Common stroke signs/symptoms are:

- Sudden weakness or numbness in the face, arm or leg on one side of the body.
- One side of face drooping.
- Abrupt loss of vision, strength, coordination, sensation, speech or the ability to understand speech. These symptoms may become worse over time.

- Sudden dimness of vision, especially in one eye.
- Sudden loss of balance, possibly accompanied by vomiting, nausea, fever, hiccups or trouble with swallowing.
- Sudden and severe headache with no other cause followed rapidly by loss of consciousness -- indications of a stroke due to bleeding.
- Brief loss of consciousness.
- Unexplained dizziness or sudden falls.

Five months after the stroke, recovery seems slow. Most of the right side of my body is still numb but right arm/hand motor skills are slowly improving. Handwriting and keyboarding with my right hand is still poor. I still can't play guitar – too “choppy” – bummer.

The biggest, potentially debilitating, complication post-stroke that I constantly think about is depression. Depression is a common experience for stroke survivors. It's often caused by biochemical changes in the brain. When the brain is injured, the survivor may not be able to feel positive emotions. Depression can also be a normal psychological reaction to the physical losses from a stroke.

Social support during the recovery stage is crucial. Depression goes hand-in-hand with lower levels of support. Look to your family, friends, a stroke support group or a combination of resources for help. Without support from my family and friends, major depression surely would have become a reality.

Recovery from a stroke will be quicker if you:

- Follow through with all prescribed physiotherapy.
- Take all medications at doses and intervals prescribed.



- Talk to your family and friends about your feelings – they care about you.
- Maintain a diet that focuses on:
 - Eating more:
 - Fruits
 - Vegetables
 - Whole-grain foods
 - Low-fat dairy foods
 - Fish, poultry, and nuts
 - Eating less:
 - Foods that are high in saturated fat, trans fats, cholesterol
 - Sodium, sweets, sugary drinks, and red meats

Stroke is a life changer – reduce the risk of having a stroke by learning more about strokes and by following proven stroke reduction regimes.

For more information on strokes and the recovery process, please visit:
www.heartandstroke.ca/stroke/signs-of-stroke 🇨🇦



The BCFSC Kid's Corner and Colouring Contest is Back!

Hey kids! Want to win this cool STIHL toy battery-powered chainsaw? It has an 18cm plastic bar with a realistic moving rubber chain with a recoil pull that makes a realistic chain saw sound effect!

To win, simply colour the logging truck below or submit your very own drawing showing safe work activities in forestry. 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 a draw to win this awesome STIHL toy chainsaw!

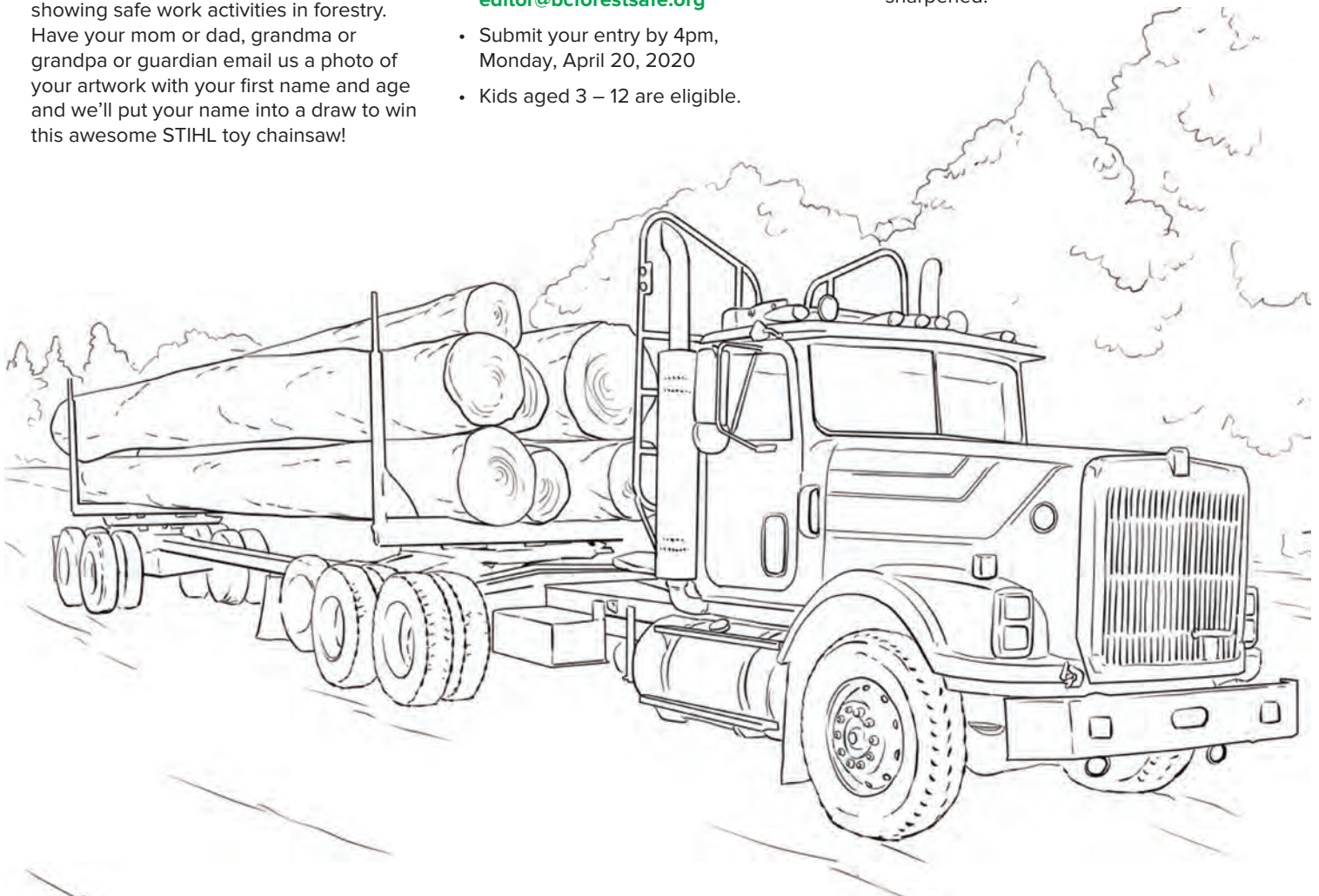
How to Enter:

- Colour the Logging Truck or make your 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@bcforestsafe.org
- Submit your entry by 4pm, Monday, April 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, April 21, 2020 at 9am.

The first winner will be showcased in the June edition of Forest Safety News with a picture of your drawing. We have four STIHL toy chainsaws you can win throughout 2020, so keep those crayons sharpened!



ABOUT Forest Safety News

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