

# FOREST SAFETY NEWS

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## In the Know

BCFSC is adding a couple of new items to Forest Safety News. In this issue, we have included a new column titled **What's New** which features links to all the new safety resources and information BCFSC has developed for industry to download and share with employees, industry and safety peers as well as information from industry partners.

In December, we are also adding a new **Ask Me Anything** article where BCFSC Safety Advisors or Subject Matter Experts (SMEs) will answer your safety-related questions. If you have a question you would like to submit, simply email us at [editor@bcforestsafe.org](mailto:editor@bcforestsafe.org) or connect with us on [Facebook](#), then look for your answer in the next issue of Forest Safety News. If your question can't wait, contact any of our Safety Advisors by phone or email and we will be happy to talk to you. 📞

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

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**SAFE Companies**    [safeco@bcforestsafe.org](mailto:safeco@bcforestsafe.org)    **1-877-741-1060**

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#### Falling Safety Advisors - covering all of BC

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## What's New

**What's New** is a new feature in Forest Safety News that will provide readers with the latest news, resources and information BCFSC and industry partners have rolled out since the previous FSN issue.

You will find direct links to new safety alerts, industry-specific resources, industry information and more for you to download and/or share with employees, industry and safety peers. We also share this information in real-time as it becomes available by posting it on [Facebook](#), [Instagram](#) and [LinkedIn](#) as well as [tweeting](#). **Follow us on our social media accounts to stay up to date with the latest news.**

Take a look at the latest list of what we have to offer since May 2020.

**COVID-19 Webpage** – since the global pandemic announcement in March 2020, the BCFSC developed a dedicated webpage for industry to access COVID-19 resources and information. As BC moved throughout its four-phased approach, we

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revamped the page accordingly providing Restart Planning information by organizing information by sector including Harvesting, Transportation, Manufacturing, Silviculture, Contractors and Auditors. This page is updated regularly as new information becomes available.

## Best Practices in Managing Combustible Gas

– The Wood Pellet Association of Canada (WPAC)'s Safety Committee has produced an educational video to help operators minimize the risks associated with syngas. The video describes how and where combustible gas will accumulate during the pellet manufacturing process and gives recommendations for reducing risk. We encourage everyone involved in wood pellet manufacturing to take the time to view the video as part of our collective commitment to a safer wood pellet industry.

**Phase Congestion** – There is a new online training resource for Phase Congestion and Safe Phase Integration now available on our Phase Management Resource Page.

**COVID-19 Psychological Support Toolkit for Workers and Supervisors** – COVID-19 has redefined the workplace and brought unprecedented psychological and psycho-social impacts to workers and organizations. The BC Municipal Safety Association has partnered with several Health and Safety Associations including the BCFSC to deliver a FREE Psychological Support Toolkit that includes information packs, checklists, quality resources and access to the Five-Part Virtual Summit and online discussion forums. This new toolkit will allow workers and employers to develop skills to better manage the stressors of COVID-19 by learning how to address problems, apply simple tools and access additional resources and education.

**Submitting SAFE Audits** – SAFE Companies has provided a dedicated webpage to explain the process for submitting audits during COVID-19 safety protocols.

**Training Calendar** – Check out our upcoming online and in-classroom courses. Classroom participants must follow BCFSC COVID-19 safety protocols.

**Safety Alerts** – Alerts provide timely information on incidents and issues which cause, or result in, serious or fatal injuries. The alerts we send by email and

post on our website are intended to raise awareness and educate industry so we can learn from each other's experience and effort. Here are the latest alerts from BCFSC and industry.

- BCFSC Alert - [Dusty Conditions on Forest Service Roads](#)
- BCFSC Safety Alert of the Month - [Wildfire Hazards](#)
- Industry Alert - [Silviculture Operations Hazard](#)
- [Manufacturing Weekly Safety Alert](#)

**To subscribe to our safety alert emails – [Click Here](#)**

**Safety Resources** – BCFSC continues to develop online safety resources for industry. All our resources can be accessed from our website to download and share with employees and crews.

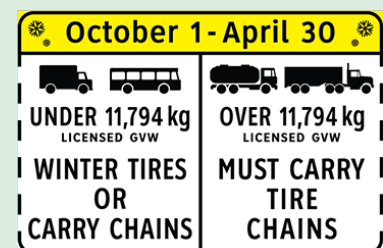
- **MAG Crew Talks** – Our double-sided pdf crew talks are sent out weekly with different topics to support your safety conversation at the beginning of meetings, pre-job/shift meetings and/or JOHSC meetings.
- **Healthy Worker Resources** – BCFSC has developed a series of resources with Dr. Delia Roberts. Our posters, crew talk sheets and backgrounders offer information on various topics to help encourage workers to maximize their health at work and at home. So far, we have rolled out six key topics on Vision and Hearing, Balance and Agility, Components of Fitness, Blood Pressure and Cardiovascular Health, Diabetes and Fatigue and Sleep Health with four more topics under development.
- **New Falling Resource: Trap Tree Resource Package** – The BCFSC Falling Department has just completed a resource package for Fallers and Falling Supervisors working on trap tree projects.

**BCFSC 2019 Annual Report and Ombudsman Report** – our 2019 Annual Report and Ombudsman report is now available on our website.

**WorkSafeBC** – since March 2020, WorkSafeBC has been providing employers and employees with vital COVID-19 safety protocols to help keep workers and workplaces safe, resuming operations and providing updates to employers and employees on regulations, reporting and submission deadlines for industry.

- **Forestry Safety: COVID-19** – visit this page to find protocols and guidance for employers in forestry field work.
- **COR Certified Employers** – Information update for COR certified employers.
- **WorkSafeBC Announcements** – check here for the latest information on WorkSafeBC policy and regulation updates, resource development, risk advisories and more.
- **Enews** – subscribe to Insight; WorkSafeBC's policy, regulation and research division e-Newsletter, Health and Safety Enews, Young Worker Enews and more.

**Shift Into Winter** – Winter driving regulations come into effect on October 1, 2020. As we head out of the summer months and into fall and winter, be sure you are prepared for changing road conditions. Visit the [Shift Into Winter](#) website to access safety information and tips on how to keep safe on the road this winter. And don't forget, winter tires or chains are required on most routes in BC from October 1 to March 31. Learn more about winter driving information by [clicking here](#).



# Best Practices in Managing Combustible Gas

Wood pellet plants produce syngas – a highly explosive mix of carbon monoxide, methane, hydrogen and other volatiles – during various stages of the pellet manufacturing process. This combustible gas is produced whenever biomass is subjected to high temperatures in a low-oxygen environment. It often accumulates within enclosed areas such as dryers, ducts, cyclones and piping. If not managed properly, syngas can cause catastrophic fires, explosions and deflagrations and resultant injuries, loss of life and equipment. This phenomenon is equally true for wood and agricultural biomass.

As a result of several recent syngas explosions, the Wood Pellet Association of Canada (WPAC)'s Safety Committee has developed a new educational video titled *Best Practices in Managing Combustible Gas* to help operators minimize the risks associated with syngas. Several partners including the University of British Columbia Biomass and Bioenergy Research Group, BC Forest Safety Council, BiomassCanada Cluster and Agriculture and Agri-food Canada provided technical and financial support to help produce it.



The [seven-minute video](#) is packed with vital information. It describes how and where combustible gas will accumulate during the pellet manufacturing process and gives recommendations for reducing risks such as:

- using back-up power during power outages to maintain extraction fans
- considerations for plant design

- determining locations and components that require inspections and regular cleaning to avoid syngas build-up
- using monitoring and alarm systems
- and operator training

We encourage everyone involved in wood pellet manufacturing to take the time to view it as part of our collective comment to a safer wood pellet industry. 🌱

## WPAC research director wins the 2020 Glen Downing Award

Article reprint from Canadian BioMass Magazine  
Women in Forestry Feature  
by Ellen Cools, July 10, 2020

The Canadian Society for Bioengineering/La Société Canadienne de Génie Agroalimentaire et de Bioingénierie (CSBE-SCGAB) council has awarded Fahimeh Yazdan Panah, the research and technical development director for the Wood Pellet Association of Canada (WPAC), the 2020 Glen Downing Award.

Panah received the award for her contributions to engineering for bioenergy and biological systems through her research and leadership activities. The CSBE-SCGAB council noted that in addition to her academic and professional qualifications, she has demonstrated the business acumen, technical expertise and skills necessary to succeed in all of her endeavours.

She was recognized at the CSBE-SCGAB council's virtual annual general meeting on July 21 and will be recognized during the rescheduled CSBE/CIGR conference next May in Quebec City. 🌱



Fahimeh Yazdan Panah presents at the Wood Products Safety Summit in Prince George, BC on June 12, 2019.



# Log Truck Driver's Safety Preparedness Saves Pick-Up Driver from a Fiery Crash

On July 22, 2020 emergency crews responded to a two-vehicle collision near the Nanaimo airport at Cedar Road. At around 6:00am, log truck driver Carl Wilson was hauling his fully loaded truck north on the Trans Canada Highway when he felt a “big bang” at the back of his truck.

After pulling over, Carl soon discovered a pick-up truck had slammed into the back of him and was wedged between the load. Mosaic Forest Management employee Darryl Slater, was driving southbound at the time and came across the accident just moments after impact.

A fire had started underneath the pick-up's hood and Carl quickly engaged his on-board safety equipment using his fire extinguisher to exhaust the flames with help from Slater who also assisted using the extinguisher from his own vehicle. Once the flames were under control enough to safely extract the driver, Carl, Darryl and two workers from the nearby Schnitzer Steel Recycling Facility proceeded to assist him to a safe location and administer a first aid assessment. The driver was coherent and apparently uninjured and able to wait for paramedics to arrive.

Carl then decided it was safe to return to the vehicle and attempt to extinguish the flames further. Darryl assisted Carl once he determined the driver was safe and they attempted to extinguish the fire until the extinguishers were exhausted. The fire began to grow shortly afterwards, and people were directed to move back. Emergency services arrived quickly and extinguished the fire completely and the pick-up driver was taken to hospital.

According to a [CTV news report](#), the North Oyster Fire Captain, Kristopher Hill, said Wilson “Definitely saved his life. The scene might have looked a lot different if he hadn’t done what he did.”

Many factors played a part in turning this accident into a good news story. Thanks to Carl's years of experience, his alertness to his vehicle's behaviour, his level-headed assessment of the situation, his quick reaction to access his on-board safety equipment and the teamwork between Carl, Darryl and the two other men from the Schnitzer Steel Recycling Facility, a driver was saved from a life-threatening and potentially fatal incident. 🙏



Source: Darryl Slater, Mosaic



# Supporting Industry Through Improved Digital Communications

By Michele Fry, BCFSC Director of Communications

Whether you embrace social media or not, it is a powerful communications tool. Its widespread influence allows us all to reach out whenever we have something to say, 24/7, to anyone with digital connectivity. But social media platforms are only part of the digital revolution we are witnessing. In the first half of 2020, many organizations, including BCFSC, were required to transform the way our business was conducted by changing the way we communicated. Even in isolation we were able to continue to operate and conduct our day-to-day business by using technology to communicate with one another and share information.



During this time, BCFSC used many digital tools in conjunction with one another to share information. We developed a number of digital resources for COVID-19 safety protocols which were shared on our dedicated COVID-19 webpage and used email blasts and social media messaging including Facebook, Twitter, Instagram and LinkedIn to communicate with industry and encouraged companies to share information with employees, industry peers and across their own social media platforms.

We also made the decision to stop printing our quarterly Forest Safety Newsletter and publish it digitally from hereon in directing people to our website through email messaging and direct links from social media posts, industry shares and digital industry news forums such as [Tree Frog Forestry News](#).

The idea of using social media to just reconnect with high school friends seems quaint now. The impact of using digital communication methods to share information is not just a growing trend but has become the norm for a lot of businesses. The beauty of using digital methods to share information is, that for an organization such as ours, our members have opted to receive this information either by subscribing to receive emails or by following us on social media which means the information we send out is reaching a very targeted audience who are very keen on receiving it.

Using digital communication, we can speak directly to industry, in real time, and are able to share information from industry partners such as WorkSafeBC, Road Safety BC and the BC Wildfire Service. It also opens the door to broadcasting breaking news and sharing information more quickly from advisory groups like MAG, CHAG, WPAC and more. These coordinated efforts of sending information out collaboratively with forestry companies, advisory groups and industry peers help extend our reach on key safety messages and industry news and promotes the consistent application of safety practices across the province.

Social media is changing traditional media: it's an honest fact. Information has shifted to crowd-based influencers interested in information specific to their interests and willing to share this information with their peers. The challenge is finding those influencers who are willing to share your message. As technology grows and expands, our range of communication via social media and beyond is becoming a vital tool for daily social interaction. Digital communication creates opportunity for people to interact with each other in a way that is both helpful in sharing the message and essential to making an impact to Ensure Every Forestry Worker Goes Home Safe. Every day.

If you haven't done so already, subscribe to our email alerts, follow us on Facebook, Twitter, LinkedIn and Instagram and subscribe to our YouTube channel to stay informed on industry-related news, safety information and new resources that will help keep you and your co-workers stay safe. 🍄

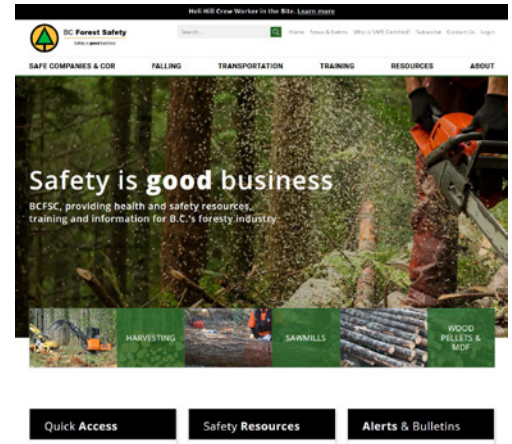
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## A New Face for the BCFSC Website

Back in December 2019, we announced we were working on a new website for 2020. We engaged a website design firm to re-develop our existing website with a new updated look that will be easier to navigate with simplified, filtered search options for easier access to resources and improved navigation tools for a better user experience. The anticipated launch date is still targeted for 2020 as we continue to load in content from our old website to our new one.

The revamp of our website was part of our 2020 communications strategy to improve distribution and awareness of industry current best practices, guidelines and standards and be recognized as an industry leader for value-added health and safety and training resources. The development of this new website was a large undertaking but a necessary one to be more mobile friendly and provide better functionality for desktop users. With the integration of our website and our new Customer Relationship Management (CRM) system, we will now be able to offer our website visitors and users a better way of accessing information on their mobile devices or desktop computers. Stay tuned for more on our website launch. 📱



## WorkSafeBC Virtual Public Hearing on Proposed Amendments to the Occupational Health and Safety Regulation

WorkSafeBC will be holding a public hearing on Wednesday, September 30, 2020 on proposed amendments to the Occupational Health and Safety Regulation that affect the forestry industry.

Due to the COVID-19 restrictions currently in place, the public hearing will be held virtually and will be available by live stream in two sessions.

The first session will take place from 11:00am to 1:00pm and the second from 3:00pm to 5:00pm. Details on how to view or participate in public hearings will be posted on [worksafebc.com](https://www.worksafebc.com) and communicated through e-news by September 1, 2020.

[Click here](#) to view the proposed amendments with explanatory notes relating to the following:

- Part 6 - Restricted entry intervals for pesticide application
- Part 8 - High visibility apparel
- Part 8 - Safety headgear\*
- Part 16 - Mobile equipment
- Part 18 - Traffic control
- Part 21 - Blasting operations

*\*Public consultation for this item closed on July 31, 2020 and WorkSafeBC is reviewing the feedback. Proposed amendments will be posted prior to the public hearing.*

### How to provide feedback

WorkSafeBC welcomes your feedback on the proposed amendments by written submission or by participation at the virtual public hearing. Written submissions will be accepted until 4:30pm on Friday, October 2, 2020.

All feedback received will be presented to WorkSafeBC's Board of Directors for their consideration.

For more information on how to provide feedback on the proposed amendments, please visit [WorkSafeBC](https://www.worksafebc.com). 📱

## Cone Zone Campaign Urges Drivers to Slow Down and Pay Attention at Cone Zones

The annual Cone Zone campaign is well-underway to improve the safety of people working along the roadside. The on-going campaign, supported by WorkSafeBC, Work Zone Safety Alliance and the RCMP Lower Mainland District Integrated Road Safety Unit, is in its tenth year and urges employers, workers and drivers to do their part to prevent injuries and deaths of roadside workers.

Roadside work is a dangerous job. Last year, one roadside worker died as a result of being hit by a motor vehicle and 19 were injured. Between 2010 and 2019, 13 roadside workers were killed and 204 were injured.

The risks to roadside workers are high in the summer months as roadside work and traffic levels across the province increases. Traffic is much busier this year as well as many British Columbians are travelling within the province due to the COVID-19 pandemic.

This campaign reminds drivers to slow down when approaching a Cone Zone and to pay attention to instructions from traffic control persons, temporary road signs and traffic control devices. Every worker deserves to go home safely at the end of their shift.

In addition, under the "Slow Down, Move Over" law, drivers should be prepared to reduce speed and move over to an open lane when driving near a vehicle with flashing amber, red, or blue lights (tow, fire, police, ambulance).

As part of the campaign, a traffic enforcement blitz will occur at roadside work zones. Tickets will be issued for violations, such as speeding, disobeying a flag person, or using an electronic device while driving.

Cone Zones are work areas set up by roadside workers to protect themselves and the driving public. Road-maintenance crews, tow truck operators, first responders, municipal workers, traffic control persons, construction crews and other roadside workers all depend on drivers to respect the Cone Zone to keep their workplaces safe.

Look for these major provincial projects that are underway:

- Hwy 91/17 Deltaport Way Project
- Hwy 1 Lower Lynn
- Hwy 4 Kennedy Hill
- Massey Tunnel Project

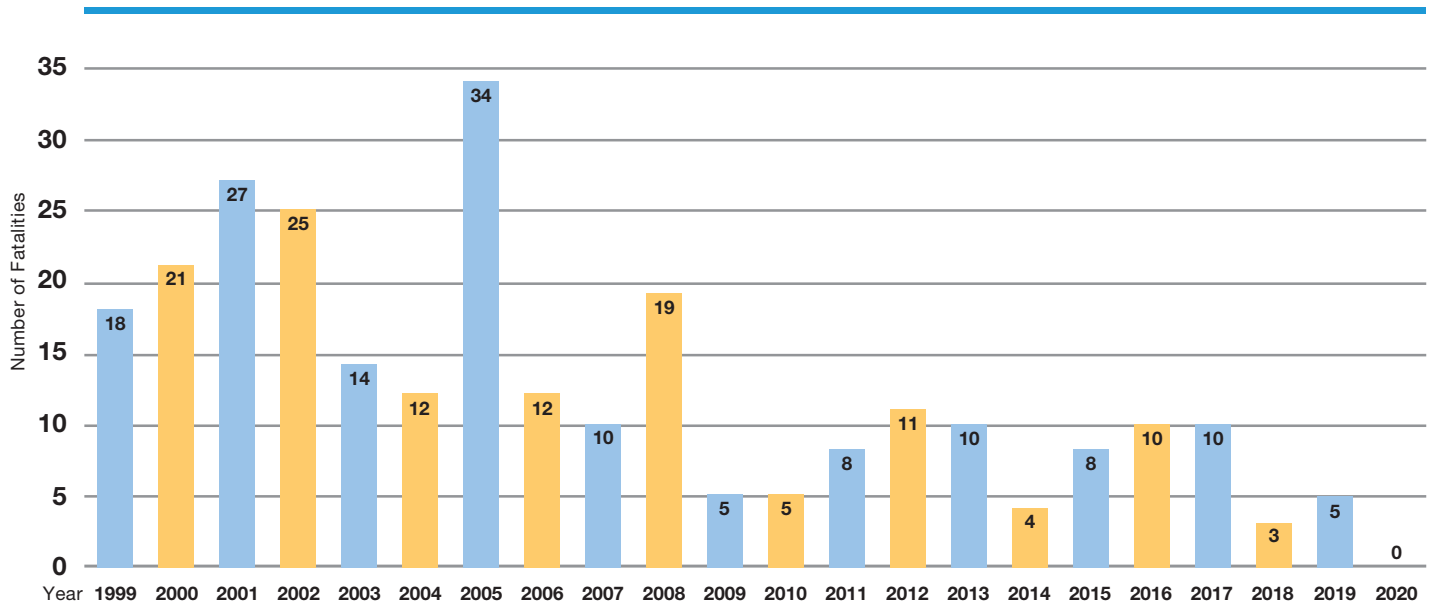
To learn more about the Cone Zone Campaign, visit [WorkSafeBC](https://www.worksafebc.com). 📱





**For 2020 year-to-date, there have been no work-related deaths in the BC forestry industry.**

## WSBC Accepted Harvesting Work-related Death Claims



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

## 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 arm  
**Core Activity:** Integrated forest management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Jul  
A young worker was climbing a small-diameter maple tree to install the rigging line. The worker was at a height of about 35 feet and was starting to clear limbs with a chainsaw when the chainsaw kicked back.

**Injury:** Lacerations (1 worker); Contusions (1 worker)  
**Core Activity:** Tree services (not directly related to the forestry industry) / Manual tree falling and bucking  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Jun  
Near a remote worksite, two workers were riding on a single-seat all-terrain vehicle (ATV) on a narrow, off-camber trail. The ATV went off the trail and rolled about 30 metres down a steep (80-90%) slope, landing on railway tracks. The workers, who were thrown from the ATV, fell about 10 metres down the bank. Emergency services responded and transported both injured workers to hospital.

**Injury:** Close call  
**Core Activity:** Logging road construction / Integrated forest management / Field work services  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Jun  
An excavator was constructing a logging road in a remote forestry operation. The road construction activities caused a landslide estimated to be 30 metres

(100 feet) wide and 60 metres (200 feet) long. The excavator was caught in the landslide. The excavator operator jumped out of the excavator and escaped with no reported injuries.

**Injury:** Lacerated arm  
**Core Activity:** Integrated forest management  
**Location:** Lower Mainland  
**Date of Incident:** 2020-May  
A worker was clearing out the brush of a cedar tree using a chainsaw. The saw contacted a branch and kicked back, striking the worker. The injured worker was transported by helicopter to the base of the operation, where an ambulance was waiting to transport the worker to hospital.

**Injury:** Multiple fractures  
**Core Activity:** Helicopter logging / Manual tree falling and bucking / Integrated forest management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Apr  
A worker of the hill crew in a remote heli-logging operation was cutting (splitting)

*Continued on page 8...*

# Work-Related Deaths & Injuries

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a large-diameter log into halves for a helicopter to fly. When finishing the cut of the log, the worker lost balance and one of the two halves of the split log struck the worker. The worker was attended to by on-site first aid, flown out by helicopter, and transported to hospital by ambulance.

## MANUFACTURING

**Injury:** Fractured leg  
**Core Activity:** Planing mill  
**Location:** BC  
**Date of Incident:** 2020-Jul  
A millwright had finished changing out the blades on a wood-chipper and powered up the machine. An upset condition caused the millwright to turn off the wood-chipper and try to open the access door while the chipper was still rotating. It appears that the access door was struck by the chipper blades and thrown against the millwright.

**Injury:** Internal injuries  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2020-Jul  
A worker was conducting maintenance on a lumber sorting machine. The worker fell about 17 feet landing on the concrete and take-away chain.

**Injury:** Close call  
**Core Activity:** Pressed wood product manufacture  
**Location:** Northern BC  
**Date of Incident:** 2020-Jun  
An undetermined event that began near the hammermill at a pellet plant resulted in a fire. The local fire department responded and extinguished the fire that extended from the fan stacks, bed dryer and conveyor system to the hammermill. Some explosion vents in the conveyor delivery system deployed during this event. The bed dryer and two of four fan stacks were destroyed. No injuries were reported.

**Injury:** Close call  
**Core Activity:** Sawmill  
**Location:** Interior BC  
**Date of Incident:** 2020-Jun  
A fire occurred on the lower section of a utility pole in the outdoor log yard of a sawmill. The local fire department put out the fire, and the utility company disconnected and isolated the electrical energy. The cause of the fire is being investigated.

**Injury:** Close Call  
**Core Activity:** Sawmill  
**Location:** Interior BC  
**Date of Incident:** 2020-May  
A fire occurred in the dust silo that feeds the cogeneration plant. No injuries or property damage were reported.

**Injury:** Close call  
**Core Activity:** Pressed wood product manufacture  
**Location:** Interior BC  
**Date of Incident:** 2020-May  
A fire occurred on a conveyor, causing significant damage to a vent stack. The local fire department responded and extinguished the fire.

**Injury:** Close call  
**Core Activity:** Sawmill  
**Location:** Interior BC  
**Date of Incident:** 2020-May  
A flash fire ignited in a sawmill when an arbor bearing of an eight-inch gang saw catastrophically failed. The fire started when shrapnel from the failed drive components cut a one-inch high-pressure hydraulic oil line and oil sprayed onto an ignition source. Workers were evacuated from the building and no injuries were reported. The heat detectors, alarm and fire suppression system fitted in the edger saw room functioned as designed and the fire was suppressed by the automated system. The local fire department responded and secured the fire scene.

**Injury:** Burns  
**Core Activity:** Sawmill  
**Location:** Lower Mainland  
**Date of Incident:** 2020-May  
A worker was operating a front-end loader when it suddenly caught fire. The worker escaped the loader but sustained burns.

## TRANSPORTATION

**Injury:** Soft tissue injuries to leg  
**Core Activity:** Log hauling / Integrated forest management  
**Location:** Interior BC  
**Date of Incident:** 2020-Jun  
A loaded logging truck left the road and rolled over and down a steep embankment. The driver's leg was pinned until workers were able to free the driver from the truck. The driver was treated by the first aid attendant on site, then transported to hospital by ambulance.

**Injury Type:** Undetermined injuries  
**Core Activity:** Log booming or marine log salvage / Integrated forestry management  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Jun  
During a log-booming operation along a river, a log bundle got hung up on a boomstick. A boom boat (side winder) moved toward the bundle to release it. Reverse current (back-eddy) and river velocity pushed the boom boat against and under the hung-up bundle. The submerged operator was able to grab a cable and pull himself onto the boomstick. A tugboat operator rescued the boom boat operator.

**Injury:** Close call  
**Core Activity:** Log hauling / Wooden post or pole manufacture  
**Location:** Interior BC  
**Date of Incident:** 2020-Feb  
A logging truck driver used a trailer loader (hoist) to load an empty trailer back onto the truck, then pulled away without detaching the hook from the trailer loader. The trailer was pulled off the truck, swung back, and struck the support structure of the trailer loader, causing significant structural damage and shock-loading to the trailer loader.

**Injury:** Fractures and lacerations (1 worker)  
**Core Activity:** Log hauling  
**Location:** Interior BC  
**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:** Cable or hi-lead logging  
**Location:** Vancouver Island/Coastal BC  
**Date of Incident:** 2020-Apr  
A loaded off-highway low-bed truck carrying a line loader contacted and brought down all three phases of a 138kV power line. A two-pole cross-member structure was severely damaged. ⚡





## 2020 Audit Update

The due date for recertification audits are back to their usual due dates. Maintenance audits are due by year-end but should be submitted as close to your normal time as possible to line up for your next re-certification audit.

WorkSafeBC has released an [update for the COR program](#). It contains the plans and methods for auditing for the balance of 2020.

Regular COR and SAFE Companies audits are expected for the remainder of the year with appropriate COVID-19 safety protocols. This applies to recertification and maintenance audits. Any company that has delayed their regular audit and is now able to conduct and submit one, should do so at their earliest opportunity. Companies typically auditing in the fall of 2020 should attempt to audit in their normal month.

The WorkSafeBC waiver program, where eligible companies were able to receive a one-year extension on their COR and SAFE certificates, ended on August 31st, 2020. Companies that received a waiver will retain it, but no new waivers were processed after August 31st.

For BASE employers, remote video interviews are now permitted as a secondary option when in-person interviews present:

- A risk to the worker or the auditor
- Unusual and significant logistical challenges
- Require an in-person visit to worker's homes
- Or are otherwise restricted by the community or applicable First Nations.

Remote video interviews will NOT be recorded. Virtual observations have been reviewed by WorkSafeBC and will not be allowed by WorkSafeBC in lieu of on-site observations as they cannot be relied upon to confirm or deny that observed tasks meet audit criteria.

If performing a normal audit is unsafe or technologically impractical for your company, please contact our office for advice on maintaining your SAFE certification and/or COR incentive. Email us at [safeco@bcforestsafesafe.org](mailto:safeco@bcforestsafesafe.org) or call us at 1-877-741-1060. 📞

## New BASE Auditor Training Workshop Format

Over the summer, the SAFE Companies and BCFSC training team developed a revised format for the BASE auditor workshop. The update was not only necessary for pandemic control, but also reduces the time requirements for the course by removing the need for student travel.

Several years ago, the course moved from three consecutive classroom-based days to an online, self-paced, fifteen-hour course which included a one day in-person requirement for interview and writing practices. The most recent course update eliminates the in-person requirement. The course has now been changed to seven hours of remote-based learning over the course of three days with small groups and one-on-one remote learning sessions with experienced BASE auditors/instructors. With shorter daily sessions, students will be able to discuss course material learned during their online course and complete course assignments during remote learning sessions and still have time for most of their regular daily duties during their workday. In addition, new COVID-19 safety protocols for auditing and how to effectively perform remote interviews will be covered in the course outline.

Initially, students will be scheduled on a first-come, first-served basis but there will be ample opportunity for flexibility and swapping time slots once participants are provided their initial schedules.



The removal of student travel requirements not only enhances safety, but also reduces additional costs such as mileage, accommodation, meals and extended losses of work time. Auditor students are typically a company's safety coordinator with many other duties to perform, both routine and unexpected. The nature of this session-based course will allow for those safety coordinators to continue reducing the risk of serious injuries and fatalities at their company more effectively.

For more information please visit the [BASE Auditor course](#) on our website. 🌐



## Entry Level Forest Worker Training Update

In the March 2020 issue of Forest Safety News, BCFSC featured an article about *Entry Level Forest Worker Training*, a project funded by Province of British Columbia Ministry of Advanced Education, Skills and Training Sector Partnerships Program.

Since then, amid the COVID-19 pandemic, our world has changed. All universities and colleges across BC and Canada shut down for in-person classes affecting tens of thousands of students, including those in Selkirk College's Entry Level Forest Worker Program and creating uncertainty around future post-secondary programs.

As post-secondary pandemic planning continues, the Ministry of Advanced Education, Skills and Training is working closely with all 25 public post-secondary institutions in BC to support their planning for the 2020/2021 academic year. Some of the strategies they are currently developing include:

- The post-secondary sector is developing broad health and safety guidelines.
- Once guidelines are set, each institution will develop individual plans for program delivery which consider the health and well-being of students, staff and faculty.

Many institutions have decided to continue with mostly online course delivery this fall, with hands-on, experiential training where required while practicing physical distancing. Returning and prospective students are encouraged to visit their post-secondary institutions' website for the latest information. Regarding the Entry Level Forest Worker Program, the following are being considered.

### Program Update:

- Revelstoke (Okanagan College) – program completed January 2020.
- Grand Forks (Selkirk College) - paused classroom deliveries due to COVID-19 in March 2020. Information will be available once further options are considered.

Funding is available 2020-2021 to deliver pilot programs at the following post-secondary institutions:

- Vanderhoof (College of New Caledonia).
- Terrace (Coast Mountain College).

Vancouver Island University and North Island College, who are also members of the steering committee guiding this project, have similar programs. At time of publication, Vancouver Island is planning for a 2021 delivery in Woss, BC and North Island College is planning to start October 5, 2020 in Campbell River.

Steering Committee member Jim Magowan, Interfor, Adams Lake highlighted the forest industry is a key sector of the British Columbia economy and it is deemed an essential service during the COVID-19 pandemic response. This entry level training program is critical for the industry's continued contribution to the health and welfare of British Columbians.

BCFSC CEO Rob Moonen comments "This project is a fantastic opportunity to develop and test forestry learning and assessment materials for new workers", adding "this initiative relies heavily on active employer participation and feedback in multiple parts of the project."

To help support this training program, or if you are a potential student looking for information about this funded opportunity, contact any of the post-secondary institutions offering this training directly to find out more.

If you have any questions about the Entry Level Forest Worker Training Program, please contact Allison Thompson, BCFSC Manager Training & Standards.

Learn more about the Entry Level Forest Worker Training Program, visit [www.bcforestsafesafe.org/files/fsn\\_2020Mar\\_Training.pdf](http://www.bcforestsafesafe.org/files/fsn_2020Mar_Training.pdf).



*Funding provided through the Canada-British Columbia  
Labour Market Development Agreement.*

# A&G Reforestation Pilots Resource Road Light Truck Assessment Materials

When Sara Keay, Operations Coordinator at A&G Reforestation in Squamish, BC, heard about the work industry members have been doing to develop worker training and assessment materials while she attended our BCFSC Forest Supervisor course, she volunteered to pilot new assessment materials for Resource Road Light Truck driving.

Despite challenges with COVID-19 restrictions this past spring, A&G used the existing assessment materials from the supervisor course and adapted them to their needs to assess the knowledge and skills of 10 A&G drivers. Sara noted A&G has always had solid worker training and assessment practices in place, but the new materials she adapted provided a way for A&G drivers to demonstrate more

depth. For example, those with very basic knowledge know that four-wheel drive (4WD) should be engaged when driving on a resource road. For those with more advanced and practical knowledge, they can illustrate the difference between the two traction modes and expand on why they are important. The competency evaluation allowed for a deeper conversation about high vs. low traction, muddy road conditions, etc.

The competency evaluation is a great tool for indicating where a driver sits on the spectrum of knowledge, skills and attributes. And the assessment summary is great for building gap training programs to address weakness areas and determine where to focus efforts to improve and enhance future training.

"With the additional tools," says Sara "the driver assessments are now easier for crew leaders to use as the assessment data is captured and tracked using iPads. Information is then summarized for the owners for record keeping and enhancing training plans for A&G workers."

Through this pilot project, Sara was able to provide valuable feedback to improve the BCFSC course materials. She indicated that overall, these materials hit the mark and A&G plans to continue to use them for future knowledge and skills assessments.

If you are an employer who would like to use these materials, contact Allison Thompson, Manager, Training and Standards at [thompson@bcforestsafesafe.org](mailto:thompson@bcforestsafesafe.org) for more information. 📧



## Safe Re-start of Classroom Training

By Allison Thompson,  
BCFSC Manager Training and Standards

In mid-March, BCFSC paused in-class training in response to COVID-19 to help reduce the risk of possible exposure. Since then, we have worked diligently with our course trainers and venue providers to develop enhanced safety protocols to return to in-class training. Our first classroom session resumed July 25, 2020.

To ensure our client's and trainer's safety, we established basic precautions such as physical distancing, hand washing procedures, surface sanitizing and health checks encouraging people to stay home when sick. We also created a flexible refund policy.

The new world of training during a pandemic has resulted in some adjustments to our schedule and venues to meet our strict requirements. As we move forward into more regularly scheduled classroom training, behind the scenes, BCFSC staff is working session-by-session to ensure our venues have solid COVID-19 Safety Plans in place and our trainers, who are safety professionals, are comfortable with all the required provisions. These plans are also shared with our participants when they enroll in classroom courses.

So far, we have delivered two in-class sessions as part of our restart phase. Our Basic Supervisor and Falling Supervisor courses were delivered over the summer. Our Basic Supervisor Training instructor in Campbell River, delivered our first session



after the pause and was pleased with the venue's COVID-19 safety measures and noted the venue provide sufficient room to ensure physical distancing amongst participants. As part of the new procedures, the instructor provided a daily orientation overview on COVID-19 protocols and Provincial Health Guidelines before starting the training demonstrating best practices from other BCFSC training.

As we move forward, we will continue to monitor each classroom delivery and adjust plans accordingly. We are also currently working on adapting some training courses to offer more virtual and online options where possible. Check out our upcoming [courses and training schedule](#) or contact us directly if you have any questions at [training@bcforestsafesafe.org](mailto:training@bcforestsafesafe.org) or call 1-877-741-1060. 📞





# Winter Driving

by Chris Walker, Overlanding BC

It won't be long before winter is upon us again, creating often-challenging driving and road conditions. In this article, we'll share some tips for driving in these conditions, dispel a few myths and remind everyone of some ways to safely negotiate while driving resource roads and highways.

Winter driving requires the same safety attitude as it does when driving in any other season. Right from the outset, it's important to approach any driving activity in a methodical and considered manner following safe operating protocols set out by your company and WorkSafeBC. As a driver, you need to take responsibility for your vehicle, its occupants, its load, other road users and the environment - no matter the driving task or season.

Winter brings unique challenges including cold temperatures, fewer daylight hours, more challenging conditions for the vehicle's mechanics, less traction, longer stopping distances, less distance travelled due to slower speeds, equipment requirements such as chains and so on. These challenges are not the only limits to winter driving but should be highly considered as we approach the winter season.

## Preparation

There are several considerations to take into account when preparing for winter driving. Not only should vehicles be equipped and ready to handle winter conditions, but companies and individuals should also prepare themselves. Winter brings fewer daylight hours and often that means vehicles are operating in reduced visibility with poor, dark conditions. This can lead to greater fatigue which ultimately can affect the safety of the driver, other road users and impact production efficiency. A good safety culture and operational planning will take adverse conditions, like reduced daylight hours, into consideration providing more time for journeys and operations with the aim of reducing fatigue and the stress of trying to maintain targets that may be challenging during winter conditions.

Preparation Tips: Ensure your vehicle is properly equipped for winter conditions which will vary depending on your location. Consider the following:

- Correct temperature-rated oils, fuels, lubricants, coolants, fluids and windshield washes
- Supply of de-icers and windshield scrapers
- Cleaning supplies for lights, windows and licence plates
- Winter emergency supplies such as water, food, blankets, etc. for more remote journeys
- More scheduled oil changes and vehicle service maintenance
- Correct winter tires
- Correct size chains and traction aids
- Good working battery

## Safety

When operating in remote locations, especially in winter, it is worth considering the risk factor and whether a journey is necessary at that moment. Before you go, ask these questions:

- What is the weather forecast?
- How are the road conditions?
- What are avalanche conditions?
- Have the roads been plowed / maintained?
- What is the driver's experience level for the conditions ahead?
- Should the driver travel alone?
- Should we send two drivers?
- Can the load be lighter?

Many operations that work in mountainous winter conditions enact protocols for lone drivers that require shorter check-in durations, GPS tracking, further driver training, a higher degree of experience, satellite communications, cold weather gear and equipment, etc. These safety protocols ensure workers are as safe as possible during the journey and during work operations occurring in more exposed weather conditions such as cold temperatures and snow fall. The environment workers are being placed into should be a vital consideration and adapting plans and operational procedures will assist in keeping them safe on their journey. The reality is, if environmental conditions make it harder for workers or an



operation to travel, it also makes it harder for Emergency Transport Vehicles and other rescue services to travel as well.

## Tires & Traction

Using the correct seasonal tires is extremely important. When winter conditions are upon us, vehicles should be equipped to handle driving conditions. Using winter tires or studded tires/chains is imperative. Regular all-season, mud-terrains and all-terrains are not specifically designed to operate in colder conditions, typically below 7 Celsius. The compounds in these tires have far less ability to provide traction on colder surfaces; they stiffen and have less capability to mold to the ground and provide the traction needed. When considering the weight distribution of the entire vehicle is spread amongst four contact patches (the part of the rubber contacting the ground), there is actually very little surface area for the vehicle to gain traction and control. The rubber compounds in winter tires are built for colder temperatures and more difficult road conditions and it is important to use the correct ones. Consider this data: at 30km/h a winter tire will stop 6m shorter on loose snow and 9m shorter on ice than non-winter specific tires. Those numbers increase exponentially with speed. Studded tires can be a great solution but are more suited to compact snow, iced snow and ice.

Tire chains are one of the best solutions in industry and for those travelling regularly in winter conditions. They do come with challenges though and good training in tire chaining is essential for safety. When it comes to chains, consider the following:

- V-bar ladder-style chains often seem to be the best, most durable and most effective. However, they are heavy and more expensive.
- Four is better than two and frankly a must. If you only have two, consider where you should put them – on the rear for climbing hill (for drive traction)? on

*Continued on page 13...*

the front descending (to aid steering and braking)? The challenge of making that choice is that terrain always changes and by not having four chains, or only using two, there may be loss of traction when you need it most. For example, chains on the front tires will cause the rear of the vehicle to break traction and spin around, fast. Two chains on the rear tires can greatly reduce steering and stopping distances.

- Ensure the chains are the correct size for your tires.
- Ensure chains are installed correctly. Secure extra chain and ensure there is no conflict with brake lines, axles, wheel speed sensors and so on.
- When driving with chains, drive slower and don't manoeuvre as tightly or at least try and have the vehicle moving slowly when steering.

## Driving

In winter driving, conditions change quickly and we need to adapt our driving style to suit them. A key aspect in adapting to winter conditions is driving slower than we normally do. Levels of traction can change very quickly, our stopping distances are increased and our ability to react in an emergency situation can be dramatically affected. As a driver, we need look even further ahead, braking sooner when negotiating the roadway, being smoother and gentler on applying the brakes and throttle to avoid any kind of wheel spin or slide. It is good technique to slow the vehicle down well before entering a corner so the weight of the vehicle is distributed more evenly across the four tires, giving it more overall traction. Braking in a corner loads the front tires with more weight, which means a greater chance of traction loss and control in winter conditions. The same can be said with accelerating. Wait until you are clear of the corner to avoid tire spin and oversteering/understeering.

Roadway positioning is an important consideration while driving in winter conditions. Think about the camber / pitch of a road and where your vehicle might deviate in poorer conditions. When travelling straight, the flatter the vehicle the better, and on a corner, a little correct (not adverse) camber can help negotiate the corner.

Other road users are also important to think about while travelling. Evaluate oncoming vehicles, the vehicles in front and behind you and at intersections and

act appropriately to give them space as necessary and to allow them to stop and negotiate terrain in relation to their size and weight.

## Four Wheel Drive & Traction Control / ABS & Other Aids

The conversation around using four-wheel drive or staying in two-wheel drive is very common. In a nutshell, any time you are travelling on a surface with lower traction, you should have your vehicle in four-wheel drive. High or low range depends on how steep or complex the terrain is. Low range is for deep snow, steep terrain and where you require greater control allowed by the lower speeds in low range. There is a common misconception that four-wheel drive is tough on the vehicle and doesn't allow as much control. Modern vehicles are designed to operate in four-wheel drive in all conditions, at most speeds, other than on good traction surfaces such as pavement. The modern drivetrain is built to handle these conditions. By using four-wheel drive, you have all four tires providing traction to propel you AND more importantly, four wheels slowing you when using the transmission correctly to slow you down or descend grades. Another misconception is that Traction Control and ABS (Anti-Lock Braking System) are not good systems. To the contrary, they will far outperform any human in terms of dynamics and effectiveness when propelling or slowing a vehicle. Traction Control is a system designed to redistribute drive torque to tires with better traction than those that maybe starting to spin. When you have mastered its use in your vehicle, it is a brilliant tool. ABS will slow you far faster than cadence or on/off (pumping) braking manipulated by your foot. ABS actually achieves the same outcome but at a far faster rate, and as modern vehicle technology improves, so do these systems. ABS essentially ease up on individual brakes if it senses loss of traction, allowing the tire to rotate again and regain traction before re-applying brake force. This happens hundreds of times a second. ABS can also assist with steering under heavy braking by modulating brake force across each brake independently depending on steering direction input.

One important feature that many light trucks and four-wheel drive vehicles are equipped with is a locking differential. This mechanical device, usually locking the rear axle as one, can allow for more traction.

However, it is important to understand and use this only in straight lines, in deep rough terrain and only when needed, and PRIOR to the moment you might need it. Driving with the differential locked on a winter road as a matter of common procedure can be very dangerous as it dramatically reduces steering capability in low traction environments. Only use it when needed!

## Hazards

Winter driving and summer driving have similar hazards but with their own characteristics that need to be managed. Such hazards may include, but are not limited to:

- Terrain, camber, steep hill grades, reduced sight line distance from snow encased trees or full foliage trees
- Frost lines in corners / shadows
- Low sun level causing potential blinding
- Avalanche or slide paths
- Sudden warming, run off, softening of road surface, pooling of water
- Blinding from oncoming lights and glare of snow / ice
- Lack of visibility in snowstorms, snow or flying debris, or dust clouds behind vehicles
- Less traction, longer stopping distances
- Less experienced road users
- Debris falling from other vehicles (ice accumulation or mud on mud flaps, etc.)

## Other Considerations

Whenever you drive, an important reminder is to ensure pre & post-trip vehicle inspections are thorough and should include any additional equipment and/or supplies necessary for winter driving conditions or any conditions with challenging conditions.

Take into consideration the load you are transporting. If conditions are severely adverse, distribute the load across more units to lighten it which will allow for shorter stopping distances and more chance of success on variable grades.

Lastly, as with any skill, good driver education and prior planning is recommended for a successful trip.

Learn more about the [Resource Road Light Truck Driver Program](#) or visit the BCFSC website for more information on [Winter Driving](#). 🚗



## Lloyd Inwood Shares his Insight about Inwood Trucking Mentoring New Drivers in the Professional Log Truck Driver Program

By Lloyd Inwood

In January 2020, Inwood Trucking Ltd. took on a mentorship role with the Professional Log Truck Driver Program by mentoring a new driver. Tyler Baker was taking the Okanagan College Professional Driver Program in Salmon Arm and needed a place to complete the six-week mentorship portion of the program.

The program, funded through an agreement between Okanagan College and Project Based Labor Market Training, included the theory resources developed through the Log Truck Technical Advisory Committee (LTTAC), and a six-week mentor program supported by BC FSC's Transportation Department.

Inwood felt Tyler would be a good fit for this profession based on his sense of adventure, his respectful attitude and willingness to learn. Tyler successfully earned his Class 1 license and completed the in-class portion of the program at the Okanagan College in December 2019.

We had two senior drivers, Raven Gordon and Blake Lawlor, who were willing to commit to the BCFSC mentor guidelines to qualify them as driver mentors. Tyler alternated his mentorship weeks between Raven and Blake. Both had an abundance of knowledge to pass on and combining their 44 years of experience in the trucking industry, gave Tyler an invaluable amount of information to get started in his career as a professional log hauler.

Tyler started riding along as an observing passenger, learning radio procedures, loading and unloading procedures as well as many other valuable pieces of information. Next, he advanced to the driver's seat where he got comfortable driving an empty logging truck before hauling his first load. Tyler was hard-working, putting in 15 hours most days and hauling in some of the worst winter conditions during his six-week mentorship giving him a true picture of what hauling logs really looks like in winter months. For someone with no background in trucking, he came to us with a good understanding of the industry thanks to the in-class program and found the mentoring portion vital to understanding the full scope of the job demands.

Historically, a hauling career was passed on from father to son and prior to this mentor program, very difficult to get a start in. But this doesn't seem to be the norm any longer. Having a program like this in place where mentors can pass along their knowledge to the next generation of log truck drivers is crucial. There is no doubt that the right mentors and right candidates are the keys to the success of this program. I like the idea of BCFSC certification for a new hire. I would like to see more companies get involved with this program and more mentors trained. As an industry, we need to do a better job attracting new drivers to our profession. There are many great careers available as a professional driver with good wages to support families. Without programs such as this, our industry is going to see a serious deficit of drivers in the coming years.

It was a great day at Inwood Trucking when Tyler went out on his Practical Assessment. We had reports of his whereabouts the entire day. Everyone was looking out for him and excited for him to be out there on his own. We are happy that this worked out for him and for Inwood Trucking as we now have a new professional driver. Way to go Tyler!

- Lloyd Inwood

Overall, I would recommend the professional log truck driver training program to anyone wishing to become a log truck driver. For me, this opportunity was a great experience as I learned valuable industry and safety-related material. I was glad to have all the support I did throughout the course from my teacher Ted Dillman, to both of my mentors, Raven Gordon and Blake Lawlor. Having two mentors was invaluable as I learned from both of their different training techniques and knowledge. I would like to thank Inwood Trucking for giving me the opportunity to complete my mentorship with them. The best part of this course was the day I got to put my knowledge to the test and go out on my own.

- Tyler Baker

I believe it's beneficial for new drivers to spend time with a mentor to get a good head start learning what to expect versus finding out by trial and error. Six weeks



was a good amount of time to spend with a new driver. It was advantageous to have both Blake and I mentor Tyler as each driver has a different approach which can be helpful to a new driver. Being in the seat beside Tyler for four of the six weeks gave me a good idea of what he was able to handle. Tyler put in the long fifteen-hour days hauling during some extreme winter weather conditions. He drove when we felt he could, and we encouraged him when he felt unsure. Being a mentor is both rewarding and challenging. Always expect the unexpected, like the truck tipping over on over plowed roads. It's good to see someone take what I've taught him and be able to apply that knowledge to get the job done and return safely back home at the end of the day. I feel confident that Tyler will have a long successful career.

- Raven Gordon

Sitting in the passenger seat is difficult, especially when you are used to being by yourself for fifteen hours a day. But mentoring Tyler for two weeks was a great experience. Sharing the mentor role with Raven over the course of the six weeks was a good way to go. Each guy focuses on different areas such as where your wheels are on the road or some other hazard. Mentoring is not only restricted to driving, we also focused on radio communication, being a team player and driver etiquette. I felt part of my role as a mentor to Tyler was to have him work on those three things. Once the other drivers and loader operators found out Raven and I were mentoring Tyler, we received nothing but positive feedback from them. They were all willing to help out, give advice and quite happy to see Tyler was getting the proper training to become a qualified log hauler. I am pleased to see Tyler has taken the skills I've shown him and is using them to thrive in the log hauling industry.

- Blake Lawlor 🚚





## Professional Log Truck Driver Program – College of New Caledonia

After several months of work by the College of New Caledonia to complete an application for funding, a total of eight students will be provided the opportunity to participate in a Professional Driver Program at the College of New Caledonia in Fort St. James. Great news for a community that has been hard hit by the downturn in the forest sector.

The curriculum, developed by the forest industry, includes Class 1 Driver Training and essential skills training and theory. The intended outcome is to ensure that students have been trained to a standard that reflects the extensive skills and knowledge drivers need to safely and proficiently operate commercial trucks in British Columbia. The program is being funded through an agreement between the College of New Caledonia and the Government of Canada and the Province of British Columbia's Project Based Labor Market Training. The recruitment for selecting students began August 4th and will continue to September 11th.

Support from licensees, contractor associations, contractors and mentor drivers will be integral to the success of the program. Mentors play a key role in the training and development of new drivers. There is no substitute for the knowledge and skills already learned by experienced drivers and success of the Professional Driver Program relies on participation by those experienced in the industry to mentor new drivers.

The program seeks to work with local contractors and employers in the forestry or trucking industry who have or may have vacancies. Mentors will help students develop their skills, learn safe work procedures, and establish relationships that will increase the opportunity for employment upon completion of the program.

Information about student recruitment is available through the College of New Caledonia's Academic Advisor Wendy Clement at [clementw2@cnc.bc.ca](mailto:clementw2@cnc.bc.ca) or 250-567-3211.

Industry members and stakeholders looking for more information about the project should contact Project Planner Erin Siemens at [siemens1@cnc.bc.ca](mailto:siemens1@cnc.bc.ca) or 250-567-3201.

Contractors and licensees who are interested in participating in the mentor program can contact Trish Kohorst, Transportation Safety Program Manager at [tkohorst@bcforestsafes.org](mailto:tkohorst@bcforestsafes.org).

Resources available to industry through the Professional Log Truck Driver Program are available on the BC Forest Safety Council website [www.bcforestsafes.org/node/3331](http://www.bcforestsafes.org/node/3331).

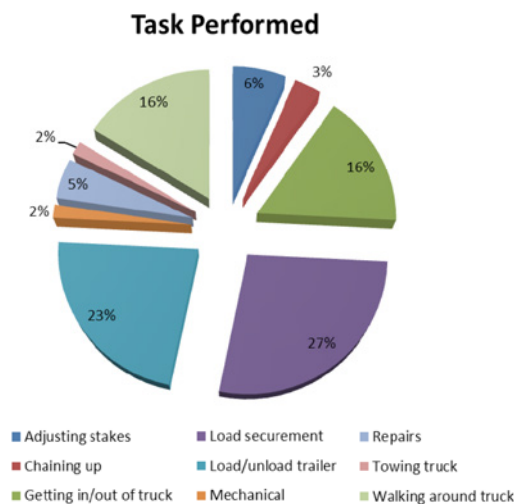


Funding provided through the Canada-British Columbia Labour Market Development Agreement.

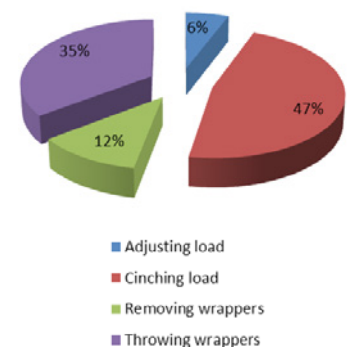
## Load Securement Working Group to Focus on Initiatives that will Reduce Load Securement Injuries

The Trucking Harvesting Advisory Group (TAG) and the Log Truck Technical Advisory Committee (LTTAC) are collaborating to better understand injuries that occur 'Outside of the Truck'. LTTAC and TAG have determined that a focus on load securement will assist industry in identifying solutions that will reduce injuries and have established a Load Securement Working Group. The working group is a subject matter expert group initiated by, and reporting to LTTAC and will focus on initiatives that will reduce the risk of injuries to log truck operators during loading and unloading operations in both routine and non-routine operations. This will include assessment of risk, safe work procedures, training, existing and new technology, alternative practices and procedures, and potential impacts to industry.

Data collected from 2016 to 2019 provides some initial insight into identifying the tasks being performed when injuries occur.



**Load Securement Sub Categories**



With increased focus on load securement by industry and WorkSafeBC, it is important to recognize how and where industry needs to focus initiatives. Somewhat surprising is the number of injuries related to cinching the load. The Contractor Innovation in Load Securement Safety article from the October, 2019 issue of Forest Safety News featured the Inwood Cinch that may help reduce the risk of cinching related injuries to workers.

# Fatigue Project Data Compares Fatigue Events and Predictive Fatigue Scores

The 2019/2020 fatigue study included eight drivers from five fleets in both the log hauling and wood fibre hauling sectors. Seeing Machines in-cab technology was installed in vehicles and drivers were provided with Fatigue Science Readibands.

The purpose of the study was to further understand opportunities the Seeing Machines technology might provide to fleets to prevent fatigue related incidents. Additionally, Readiband data and daily journals were used to identify trends in shift times, duty durations and fatigue events.

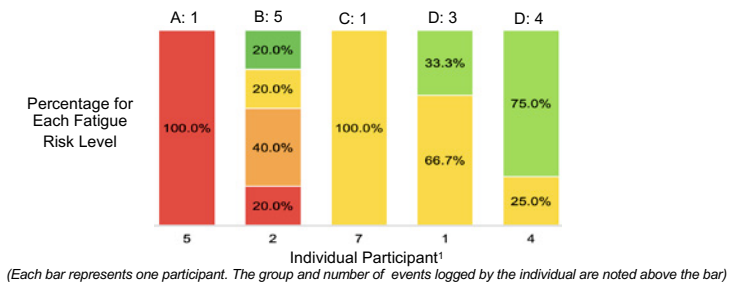
The initial review of the data collected indicated that predictive fatigue scores available through wristband technology can be an indicator of high-risk fatigue events.

## Individual Fatigue Risk Profiles: Fatigue Events



### Distribution of Fatigue Risk: Daytime Fatigue Events

7:00-19:00, 14 Events



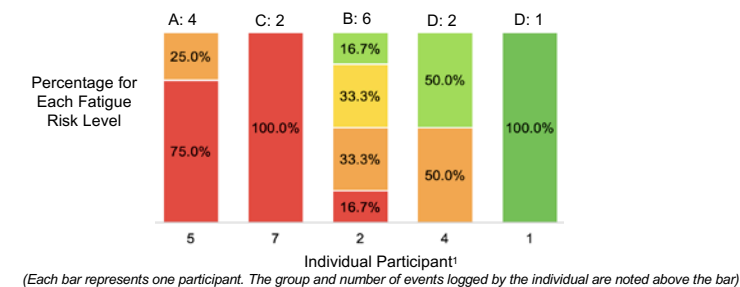
**4 of 14** events during day-time hours registered ReadScores below 70 by **2 of 5** drivers.

**10 of 15** events during night-time hours recorded driver fatigue-impairment for **4 out of 5** drivers.



### Distribution of Fatigue Risk: Night-Time Fatigue Events

19:00-7:00, 15 Events



<sup>1</sup>In order to protect your users' identities, their individual data has been de-identified, and their names replaced by a study ID.

ReadiScore:	0 - 60	60 - 70	70 - 80	80 - 90	90 - 100
Fatigue Risk:	Very High	High	Elevated	Low	Optimal

Over 3,400 hours of cross comparison (Readiband and Seeing Machines) data is currently being analyzed to support industry in identifying opportunities to reduce the risk of fatigue-related events. The final report is expected to be completed by November 2020. 🌱



# Falling



## We're Back!

As of June 2020, our Falling Safety Advisors have been in the field performing various activities including Faller Certifications and company reviews while following strict risk assessments and COVID-19 safety protocols.

To date, the Falling Department has assisted 246 individuals in our falling community for 2020. It has been an unusual year and far from business as usual, however, through some creative thinking and various means, we have managed to continue to support industry where possible.

Our Falling Safety Advocacy Program continued throughout these unprecedented times offering the following services.

- Certifying Falling Supervisors
- Faller & Falling Supervisor visits
- Upgrade training for fallers
- Confidential company reviews
- Critical Incident Investigation support
- Danger Tree Faller Blasting support
- Contract Supervisor Awareness training
- Quality Assurance visits

We continue to offer safety advocacy services from BCFSC Falling Safety Advisors at no charge. Services for other industries may be provided on a fee-for-service basis.

If you are interested in any of the advocacy services listed above, please complete an Application Falling Safety Advocacy Form accessible from our [website](#).

### FALLING

#### Safety Advocacy Program Information



## Falling supervisor training in Campbell River

Certified Falling Supervisor, John Jacobsen, recently led a Falling Supervisor training session in Campbell River this past July.

A total of eight participants spent five days learning and practicing the skills required to supervise falling activities including:

- how to develop and update a block falling plan,
- legal requirements of supervising fallers,
- managing and training fallers,
- how to properly complete inspections on fallers using the BC Faller Training Standard,
- and safe coordination of phases within the worksite.



Photos submitted by John Jacobsen

## Trap Tree Resource Package

BCFSC has recently developed a resource package designed for Fallers and Faller Supervisors to safely implement bark beetle trap tree management programs to help mitigate devastating mountain pine beetle infestations. The package provides information on:

- What a trap tree program is.
- What is required to fall trap trees.
- How qualifications to fall trap trees are determined.
- What needs to be in place before work begins.

It is available to download from Resources and Forms in the Falling section of the [BCFSC website](#). 📄







## Coping with the pandemic; staying healthy in times of great uncertainty

By Dr. Delia Roberts

COVID-19 is like nothing we have come across before. It has affected every aspect of our lives, from work to leisure activities, from relationships with family and friends, to our children's education. Even the most basic tasks like shopping for groceries or filling up the gas tank can be unnerving and feel unsafe. None of us could have imagined that we would be facing uncertainty anything like what this pandemic has created. And while here in BC we have managed to keep the pandemic relatively at bay, just a short distance away across the US border, death rates from the virus have reached almost one American every minute!

**All this uncertainty adds up and can affect our health in more ways than one.**

Uncertainty is not unusual in the forest industry. The economic and political ups and downs of harvesting, processing, exporting and preserving BC forests have always presented challenges. So why has everything been more difficult this year? For many, the effects of the pandemic have tipped the scale to the point that we feel overwhelmed and out of control.

Too much stress is never a good thing, but difficult times can also present an opportunity. With the fast pace of normal life, it's often hard to find the time and energy to focus inward and work on our perspective. Yet, most of us can benefit from developing healthy ways of dealing with the anxiety, fear, anger and sadness that can accompany uncertainty. And the great advantage of building those skills is they can be used anytime, anywhere, whether the stress is financial, work-related, personal, driven by poor health or stems from COVID-19.

**Reducing uncertainty in uncertain times: Understand the situation.**

One of the best ways to reduce uncertainty is to seek-out high-quality information about the situation to make good decisions about how to react to the world around you. But we have to be careful about where we get our 'facts',

especially when using social media or searching the Internet. Unfortunately, anyone can create a website, which can sometimes make it difficult to determine whether the information is valid or not. Even sources we normally rely on, like the news, can be distorted these days. When searching for medically-related information, such as how COVID-19 is transmitted, how to protect yourself and your family from catching the virus, how serious the disease actually is and whether or not a safe vaccine is available, websites like the [BC Ministry of Health](#), the [BC Centre for Disease Control \(BC CDC\)](#) and the [Public Health Agency of Canada](#) can be relied upon to present solid, science-based information. If your stress is work-related, talk to your manager. It's much better to know the real situation rather than to rely on rumours. For information about childcare, schools and other community resources, check with your local council, school board or BC government websites.

**Reducing uncertainty in uncertain times: Gaining control.**

Once you have good quality information, you can make a plan of action. It really helps to break the big problem down into small pieces. You most likely won't be able to solve it all at once, but if you can find even a small part that you can act on, you can gain some control. Managing uncertainty is about finding these small measures where you can take positive action. You can't control the economy, world politics, the decisions of your young adult children or other people from spreading COVID-19, but you can control your own behavior. Choose to follow social distancing rules, wear a mask and wash your hands. These things will have an impact in not only reducing your risk of catching COVID-19, but also support your community by reducing the risk of transmitting the disease.

Another great place to gain control is choosing to eat a healthy diet, getting some exercise at least 3 times/week and building good sleep habits. Though



it might be satisfying in the short term, excessive junk food, bingeing on video games or TV, and using alcohol, recreational drugs and tobacco/nicotine will only provide very short-term distraction and can damage your health in the long run. Instead, focusing on keeping yourself physically and mentally healthy will increase your reserve to deal with stressful situations in a positive way. For more information on each of these topics, check out the new [Healthy Worker series](#), past [FSN issues](#) and the other resources available on the [BCFSC website](#). You will find up-to-date quality information on diet, physical activity and many other health-related topics relevant to forestry workers.

If you've been laid off, are working from home, or have lost your usual childcare, the loss of the regular routine can be very undermining. One way to regain some control is to set up a schedule so your day has some structure. Planning your week with time set aside each day for chores, leisure, learning, job hunting, exercise and so on, helps maintain a feeling of accomplishment and being able to influence what is happening in your life.

**Mental Health Check-up**

Mental health is greatly affected by increased uncertainty, even for people who are used to the normal ups and downs life throws at them. It's also a topic that remains sensitive and many people are still uncomfortable talking about feeling sad or anxious or angry. The isolating conditions created by COVID-19 social distancing rules have made this much worse. You might normally live or work in the bush alone but taking away the small social interactions that occur on a daily basis, let alone being able to see and hug loved ones and

**Continued on page 19...**

good friends, has made it much harder to process the uncertainty and keep a balanced perspective. Thoughts seem to get trapped inside our heads and without any of the usual interactions with people, even small problems can circle round and round until they become overwhelming.

It's extremely important to recognize that you may not be as resilient as usual. Take action against isolation by deliberately reaching out to friends and family when you are feeling down, anxious, afraid or angry. You'll most certainly find that you are not alone, and that others are also feeling similarly challenged. Sharing your feelings can help reduce anxiety and break up negative thought cycles. And offering support to others is a great way to feel strong and capable and this giving will come back to you tenfold.

There are times when it is necessary to work with a professional but there are many good resources available to help you develop good skills for managing anxiety. Here are a few suggestions that can help you reduce the amount of anxiety that you experience due to COVID-19.

- Stay connected while self-isolating. There are many ways to connect including phone, video conferencing, email and face-to-face at a distance.

When you can, hug those who are in your close circle. Take time to check in with people you know who live alone and might be more isolated.

- The opposite can be true too. With kids and a partner at home all day, it may be important to find ways to create space from those you live with. Too little room can also increase anxiety and make it difficult to maintain positive relationships. Go for a walk, head to the garage, sit in your car, find a secluded corner or even a closet where you can retreat for a bit of personal time.
- Consider your coping mechanisms. If you need to stop worrying about something that you can't directly affect, talk it out with a friend, put it down on paper, meditate, get some exercise, do some chores, read a book or watch a show (for no more than an hour). If you've found yourself turning to alcohol, recreational drugs or tobacco, [contact one of the help lines available 24/7](#), free of charge. Drugs and alcohol are not solutions, they build dependency and create much larger problems with more serious consequences than the problems they seem to provide an escape from.
- Consider what is really important. Times of uncertainty are good times to think about what really has value to you. How is your health and the health of

people who are important to you? If you have had to cancel your vacation plans, determine which experiences are important to you and whether you create them closer to home. Sometimes social media and society can pressure us into thinking that we actually have to have much more than we actually need or even want. This might be a time to revisit which values are truly important to you and seek out ways to live out those values.

The changes that have occurred because of the pandemic reach every aspect of society. It's doubtful that our lives will ever go back to the way things were; there are many challenges yet to come. Take care of yourself and those around you; together we can get through these difficult times, and hopefully, come out the other side stronger, more resilient and if not better, then at least not seriously damaged by the effects of COVID-19.

- [BCFSC Covid-19 Resources](#)
- [COVID-19 – Psychological Support Toolkit for Workers and Employers](#)
- [Managing COVID-19 Stress, Anxiety and Depression](#)
- [BC CDC](#)
- [Free on-line anxiety management program](#) from Anxiety Canada. Based on well-established Cognitive Based Therapy techniques. 🧠



## Depression: Facing It Head On

By Martin Ridgway,  
Supervisor, SAFE Companies Quality Assurance

My name is Martin and I have depression.

There. I said it out loud. It was scary to say. But it shouldn't be. I don't know why it's different than saying I was doing a stupid stunt and broke my leg, but it is. I'm still me either way.

Late last year, I officially received my diagnosis, but looking back I had symptoms for over a decade. Those of you who have dealt with me are probably very surprised to know I have depression and take meds for it. A few of you are probably thinking it explains my sense of humour. I've been thinking about writing this for four months, but now, in light of everything going on in the world, I felt it was finally time.

What is depression? Well, basically my brain doesn't make a particular chemical (serotonin) as quickly as it needs to, so things don't work as smoothly as they should. It's sort of like diabetes in a way, but for the brain. To help even out their insulin levels, a diabetic person may take several insulin shots a day that vary each time depending on how much and what they eat. For me, I just need to take one small pill daily at roughly the same time each day. It sounds easy when you look at it that way, and it is. Except,

until you start taking the pill, or doing any other treatment, EVERYTHING is hard. Brushing your teeth, explaining why your idea is good or even adjusting the car seat from the last person can be a problem.

Some people find counselling works best for them over medication and some need both. For me, medication worked better but counselling helped in the beginning. You will carve out your own path and might have a different journey from me because your brain is not my brain.

So why am I sharing this with everyone? I want one person to read this and see themselves or someone they care about. Talk to your doctor, call the nurse, connect with your Employee Family Assistance Program (EFAP), tell anyone you trust that you think you might be depressed and would like some help to not feel so lousy all the time. It was both the hardest and the easiest thing I ever did.

Then, when you get through to the far side, and you'll know it when you get there, try to help someone else through too. Someone helped me and now it's my turn. Here is a list of resources:

- [MindHealthBC](#)
- [Bounce Back](#)
- [Mental Health Digital Hub](#)
- [Heads Up Guys](#) 🧠



## The BCFSC Kid's Corner and Colouring Contest

Thanks to everyone who entered our summer colouring contest. **Congratulations to Zyana, age 10**, whose name was picked from our random draw. Zyana submitted her own drawing telling us some cool ways to stay safe in the summer sun. Zyana wins the STIHL Toy Chainsaw and we will be sending a special gift pack to everyone else just for entering!



As we head back to school, for this month's contest, we're focusing on school safety tips like washing your hands! Colour the picture of our Hand Washing Hero! Or submit your very own drawing showing some safety tips on how you can stay healthy at school this year. 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 Hand Washing Hero 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@bcforestsafesafe.org](mailto:editor@bcforestsafesafe.org)
- Submit your entry by 4pm, Monday, Nov 2, 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. 🌱



## Be a hand washing hero!

Fight germs by washing your hands often with soap and water for at least 20 seconds.  
Sing the Happy Birthday song twice in a row while you wash!

## ABOUT Forest Safety News

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