



Early Adopters of ELD speak about their experiences in new ELD Video

As of June 12, 2021, commercial vehicles that cross provincial borders will be required to be equipped with an ELD. To comply with this regulation, ELDs must be verified and certified by a third-party certification body which is accredited by Transport Canada.

In response to these changes to the Commercial Vehicle Drivers Hours of Service Regulations, BC will need to decide what the requirements will be for CMVs operating within the province.

What is an ELD?

An electronic logging device (ELD) is electronic hardware that is connected to the electronic control module of an engine of a vehicle. It monitors the engine to capture data on whether the engine is in operation, if it is moving, distances it has driven and duration of engine operation. It then interfaces with software that can be displayed on various devices so that the

driver can view information in the vehicle, while a carrier or dispatcher can also view the same information remotely.

What you need to do

- Stay informed on Transport Canada's requirements by frequently checking Transport Canada's webpage, which has resources and information about ELDs.
- Fleets with existing ELDs or electronic on-board recorders should connect with their suppliers regarding Canadian certification of their devices. Note: as of November 2020, there are no certified ELD models and there is only one certification body accredited by the Minister of Transport.
- Start preparing your implementation plan. It's not too early to begin assessing



the impact implementation of a new technology will have on fleets.

To view the new "[Busting the Myths about ELDs](#)" video and hear log truck drivers and wood fibre haulers talk about their experiences with electronic logbook devices.

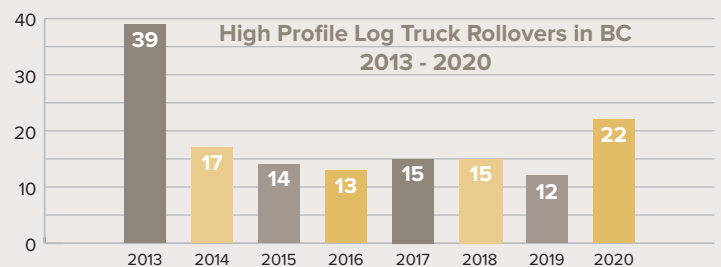


Forest Sector Commercial Vehicle Safety

A new committee has been formed to look at opportunities to improve commercial vehicle safety within the BC Forest Sector. Although we have seen a steady increase in safety improvements, commercial vehicles continue to be an area of focus. The committee was formed in late 2020 with the objective to provide an effective mechanism between the BC forestry industry and the Ministry of Transportation and Infrastructure (MOTI) in addressing safety issues, building a stronger working relationship, providing efficiencies for resolutions and communications, and exploring safety improvements for commercial vehicles operating within forestry.

Group members include representatives from MOTI, Commercial Vehicle Safety Enforcement, Forest Industry Associations, Forest Industry Safety Groups, FP Innovations and the BC Forest Safety Council. The group has met twice since its initiation and is currently focussed on several key issues specific to the log hauling sector. These include general road safety, antilock braking system performance, electronic logging devices (log books), and electronic stability control.

For more information please contact Dustin Meierhofer, RPF, Director- Transportation and Northern Safety, BCFSC - dmeierhofer@bcforestsafe.org



Incidents reported above apply to highways, municipal and public roads.

Members:

Organization	Representative(s)
BCFSC	Dustin Meierhofer Trish Kohorst
CVSE/MOTI	Samantha Eburne Jan Lansing
Trucking and Harvesting Advisory Group	Ken Pedersen
Log Truck Technical Advisory Committee	Greg Munden
Coast Harvesting Advisory Group	John Shearing
Interior Logging Association	Todd Chamberlain
Truck Loggers Association	Bob Brash

Resource Road Driver Training Updates

Operating motor vehicles, especially on resource roads, is the highest risk activity most resource sector workers do during a workday. The Trucking Harvesting Advisory Group data shows Motor Vehicle Incidents (MVI's) on resource roads are the most common incident type in forestry. Given this, appropriate training of workers using resource roads is critical. A cross sector of industries, including gas and oil and forestry have collaborated to update the resource road driver program, including a range of delivery models to support training for safe operation of light trucks on resource roads.

The new online training will include knowledge-based learning which will ensure a foundational base of knowledge to support the in-field training which focuses on essential driving skills.

NEW Resource Road Safety Training Course (RRST) - One-day in-field training course

Accreditation: BCFSC Certificate of Completion – Resource Road Safety Training Course

- Blind spots
- Pre-Trip Inspection
- Emergency manoeuvres
- Vehicle dynamics
- Driving techniques for safe operation on resource roads
- Radio use and resource road procedures
- Driving strategies for deactivated roads (optional)

REVISED Resource Road Driver Training Course (RRDT) – Two-day in-field training course

Accreditation: BCFSC Certificate of Completion – Resource Road Driver Training Course

- Day One (same as RRST one-day course)
- Day Two
 - Vehicle recovery
 - Trailer towing
 - Cargo securement
 - ATV/UTV loading/unloading
 - Driving strategies for deactivated roads (optional)

PILOT Train the Trainer Program (RRDT -Train the Trainer) – Three-day in-field training course

Train the Trainer Accreditation: BCFSC Certificate of Completion – Resource Road Driver Internal Trainer (RRDIT)

Participants in this course are trained as 'internal trainers' to provide training to their own employees utilizing BCFSC resources.

Post pilot (implementation 2022)

- Employees who are trained by a recognized Internal Trainer and meet the course requirements will receive the BCFSC Certificate of Completion.

Learn more about the [Resource Road Driver Program](#). 


Resource Road Orientation Video – Work Here, Play Here, Stay Safe Here

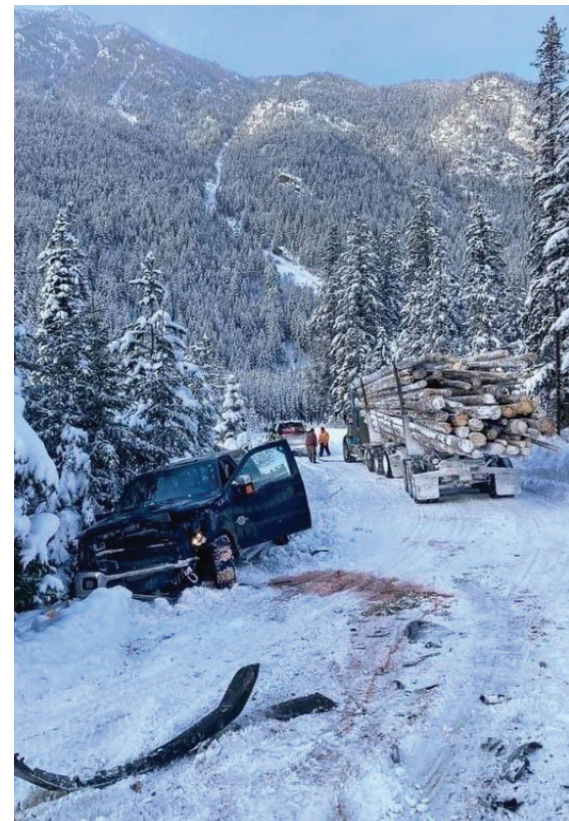
The safety of all resource road users is a key issue throughout BC. During the pandemic, there has been a large increase in public use of resource roads as people are opting for local recreation (camping, fishing, hunting, snowmobile etc.) for leisure activities / vacations.

To assist all users in understanding the risks associated with driving on resource roads and support safe use, a cross section of organizations has teamed up to support an **Orientation to Resource Roads Video - Work Here, Play Here, Stay Safe Here**. Contributors to this project include Mosaic Forest Management, Ministry of Forests Lands and Natural Resources, Coastal Gas Link, Canfor, Interfor, Weyerhaeuser, Gorman Bros, Tolko Industries, BC Timber Sales, Sinclair Group, Conifex, AdventureSmart (Search and Rescue).

This informative video will be available on the BCFSC website and integrated into the Resource Road Driver Program and the Professional Industry Driver Program. BCFSC will also share the video with recreational groups and promote it through appropriate media outlets.

Supplementary resources will be developed to support the training of resource road use and radio calling procedures.

If you would like to contribute or would like to learn more about this project, please contact the Transportation Safety Department at **1-877-741-1060**. 



Professional Industry Driver Program

Keen interest carries on in the Professional Industry Driver Program. Mentor companies, like Lost Creek Holdings, and mentors like Partner Schielke continue to make the program a success by contributing their time and support to new drivers.

Kathleen Joseph recently completed the Professional Industry Driver Program delivered at the College of New Caledonia (CNC) in Ft St James. Pictured with her mentor Partner, who obtained his Professional Log Truck Driver Endorsement, Kathleen was able to gain valuable insight and knowledge from Partner from his extensive experience as a professional driver. As a resident of Ft St James, Kathleen knew she wanted to become a log truck driver and the CNC program provided that opportunity.

The impact of COVID-19 on businesses in small towns compelled Doug Flynn to re-evaluate his career and make a change. He mentored with Stardust and is now employed as a full-time driver with the company after exemplary progress through the mentor program. Doug states “What other program prepares you to walk out the door after 17 weeks to a job where you can make over \$80,000 a year? “

BCFSC is working with several colleges throughout BC to deliver similar programs in 2021. The program is intended to support the training of Professional Industry Drivers to the standards identified by the Log Truck Technical Advisory Committee and the Wood Fibre Hauling Safety Group. The Transportation Safety Department is working with the



Trucking Harvesting Advisory Group (TAG) members to engage with contractors to use the same tools to train drivers with the support of licensees.

For more information about the [Professional Industry Driver Program](#).

Improving Log Hauling Safety

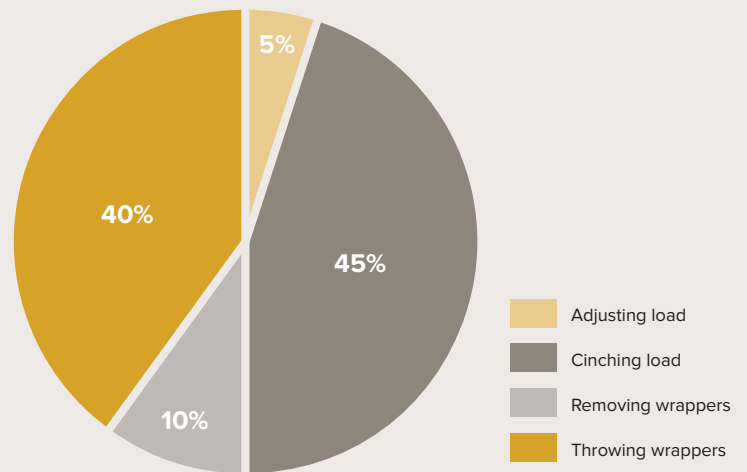
Load securement in relation to hauling logs is a necessary and extremely important task. However, this activity can result in short-and long-term injuries to log truck drivers. Upper body injuries to the back and shoulders are the most common injury type and can be serious in nature. But there are new and innovative ways to help reduce the risk of injury during load securement.

A new industry-based safety group, the Load Securement Working Group, was formed to help support licencees, contractors and drivers. The objective of the group is to collaboratively identify and engage in initiatives that reduce the risk of injuries to log truck drivers while securing log loads.

The working group is focusing on injury risk during loading and unloading operations in both routine and non-routine operations. The group will evaluate assessment of risk, safe work procedures, training, existing and new technology, alternative practices and procedures and potential impacts to industry. Communications and recommendations of the group will be reviewed by the Log Truck Technical Advisory Committee (LTTAC), the Trucking and Harvesting Advisory Group (TAG), the Coast Harvesting Advisory Group and the Forest Industry Forum (FIF).

For more information please contact Dustin Meierhofer, RPF, Director- Transportation and Northern Safety, BCFSC - dmeierhofer@bcforestsafe.org or visit the [LSWG webpage](#).

Load Securement Injuries



Members:

Organization	Representative(s)
BCFSC	Dustin Meierhofer
Trucking and Harvesting Advisory Group	Ken Pedersen
Bueckert Logging/Log Truck Technical Advisory Committee	Peter Bueckert
Coast Harvesting Advisory Group	John Shearing
WorkSafe BC	Tim Pride
FP Innovation	Mithun Shetty
Timber Services Inc.	Jerry Mooney