



## Log Load Securement Regulation Changes Set for Dec. 1

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The process of securing a load of logs has historically involved the driver throwing and securing a cable wrapper around the load prior to transportation. In order to meet WorkSafeBC Part 26 – Logging Truck Load Securement Regulations, the load must have a minimum of two wrappers that have a Mean Breaking Strength of 12000lbs which usually consists of a 32 foot, 3/8-inch cable wrapper weighing 13 to 13.5lbs. This includes both short wood and long wood hauled on and off highway throughout the province.

In 2015, forest industry representatives approached WorkSafeBC to discuss the potential to amend Part 26 to better align with National Safety Code Standard 10 (NSC 10) - Cargo Securement. The intent was to align the regulations so log truck drivers were not subject to two separate and significantly different sets of regulations. The other benefit was to provide drivers flexibility in choosing load securement methods.

WorkSafeBC was open to discussing options for Part 26 and as a result the regulation went through a lengthy review and amendment process which is now complete. WorkSafeBC intends to implement the new regulation on Dec. 1, 2021 which means all log load securement activities within BC will have to meet these new requirements by that date.

Some key changes to the regulation include:

**Definition of a Wrapper:** Chain, wire rope, synthetic rope or webbing, together with a tensioning device, that

is wrapped securely around a log load on a log transporter, and not attached to the log transporter.

**Definition of a Tiedown:** A chain, synthetic rope or webbing together with a tension device that is placed over a log load and attached to one or more points on the log transporter.

**Definition of a Log Stack:** A log load that is a separate pile of logs of a least two layers lying lengthwise or crosswise on a log transporter.

**On Highway Transport:** A log load must be secured in accordance with the federal standards. NSC 10 as it is applied in BC requires the aggregate working limit of tiedowns/wrappers used to secure each log stack to be at least 1/6 of the weight of the stack. With a minimum two tiedowns/wrappers required for each log stack to ensure the logs are secured effectively.

Given the above, options for securement consider load/stack weight. This means that 5/16-inch wrappers will be a viable option for many short wood loads. For long wood, 3/8-inch wrappers will be necessary unless load weight dictates otherwise. Tiedowns are also now an option but must attach to anchor points on the trailer. Tiedowns and anchor points must also meet the working load limit requirements applicable to the log stack weight. The application of NSC 10 in BC provides flexibility in selecting load securement methods however it is critical that load stack weight and working load limit be considered when selecting securement devices.

**Off Highway Transport:** If the longest log to be secured by the wrappers or tiedowns is no more than 10.7 m (35 ft) long, at least two wrappers or tiedowns are required, each of which with a working load limit of at least 8.9 kN (2000lbs).

If the longest log to be secured by the wrappers or tiedowns is more than 10.7 m (35 ft) long, at least three wrappers or tiedowns are required, each of which with a working load limit of at least 13.3 kN (3000lbs).

Off highway options for securement are based on log length. When using cable wrappers, 5/16 inch will be a viable option for short wood loads while 3/8 inch for long wood loads. As they meet the 2000lb and 3000lb requirements respectively.

From an operational standpoint, the changes to Part 26 provide more flexibility in load securement options and provide an opportunity to identify and implement new load securement options, processes, techniques and tools that can be effectively utilized by industry and most importantly log truck drivers.

Read the [revised WorkSafeBC regulation](#).

If you are involved with the transport of logs on or off highway in BC, it's important to review both the NSC 10 and WorkSafeBC regulations in detail as there are other requirements that have not been discussed within this article. 🚧

# Addressing Driver Injuries Related to Log Load Securement

Load securement in log hauling is a critical step which must be done correctly to ensure the safety of workers and the public. The process of securing a load of logs has historically involved the driver throwing and securing tiedowns, or wrappers (in British Columbia), around the load prior to transportation.

A typical load wrapper used in BC consists of a long section of 9.5 mm (3/8 in) cable with lengths of chain on each end. The weight of these wrappers ranges from 5.9 to 6.1 kg. (13 to 3.5 lb.) for a 9.75 m. (32 ft) long wrapper. The wrapper is coiled, and the driver throws one end over the load. Both ends are secured together with a binder.

This method has been effective for securing log loads, but as shown by WorkSafeBC injury statistics, throwing the wrapper can result in driver injuries, primarily shoulders. These injuries are often caused by repetition, poor technique, weight of the wrappers, inadequate risk assessment, limited availability and/or understanding of load securement options and other human or operational factors. WorkSafeBC has recorded 89 overexertion injury claims from 2013 to 2018 that occurred when the driver was securing the log load. Of these, 60% occurred while throwing wrappers, 30% while cinching wrappers and 10% when removing wrappers. The overall cost of injuries related to log load securement has been more than \$4 million in the last 10 years (WorkSafeBC 2021).

In order to address the risk to drivers, the Load Securement Working Group has recently initiated a

project to investigate solutions to reduce or eliminate load securement related injuries. The project is being conducted in three phases with phase one now complete.

The objectives of phase one were to:

- Understand available load securement practices and technologies through a literature review and survey of contractors involved in log hauling activities.
- Present preliminary cost-benefit analysis of the most promising load securement solutions.

The goal is to improve the understanding of load securement practices and to identify the most promising solutions that have potential to reduce or eliminate load securement related injuries while still meeting operational and regulatory load securement requirements. Phase One findings indicate there are many options being used around the world to address load securement and injury risk. These options range from simple tools to fully automated systems that allow the driver to initiate the load securement process from the cab of the truck. Read the [Load Securement Phase One Report](#) developed by FP Innovations.

Phase Two and Three of the project is expected to be completed by summer 2022 and will look at the most promising options and trial them with log hauling contractors to ensure they meet both the drivers and BC's forest industry needs. 🚛

## New Resources for Internal Assessment of Drivers

New resources have been developed as part of the [Professional Industry Driver \(PID\) program](#) to assist contractors in assessing workers. These tools have been developed with support from the Log Truck Technical Advisory Committee (LTTAC) and can be used to support the [OHS Regulation Part 3.5](#) regulatory worker inspection requirements.

[The Contractor Internal Assessment Tool – Practical Component](#) and the [Contractor Internal Assessment Tool - Knowledge Component](#)

The contractor resources are based on the Professional Log Truck Driver Endorsement tools and can be used to assess the knowledge and practical skills of the driver and additional requirements for the company's safe operating procedures.

These user-friendly, fillable PDFs can be used with a smartphone, tablet or computer. They can be stand alone tools or incorporated into current assessment procedures. 📄



# School Bus Impaled by Logs After a Collision in Barrhead, Alberta

On November 2nd, 2021, a school bus was struck by logs from a log truck in Barrhead, Alberta. The media reports indicate overhanging logs on the back of the trailer swung out as it was turning left and struck the bus which was stopped at the intersection. The logs went through a window and dislodged some unoccupied seats.

The school bus occupants and the log truck driver were not seriously injured however one student was taken to hospital with a probable concussion. According to RCMP, the driver is facing charges for the vehicle being overweight and improperly loaded.



## Log Truck Safety Information:

- Ensure truck and trailer are in good working order with thorough pre-trip inspections and regular maintenance.
- Ensure each load is properly loaded and secured. Don't leave the loading area until you have inspected the load and are satisfied it is safe.
- Be aware of the in-tracking of trailers and any logs that may act like sweepers.
- Do not operate an overweight vehicle.
- Stop and check the load before entering public roads.
- Be vigilant, particularly on busy public roads.

Read the [CBC news report](#), [CTV follow-up report](#) or access the [BCFSC November Safety Alert](#) for more details. 📢

## New Professional Industry Driver Video

A new video highlighting the Professional Industry Driver (PID) Program is scheduled for release this January. The video is intended to help increase awareness of this industry-recognized training and attract new workers to the sector.

Robust training programs are important as more young/new workers enter the workforce. The PID program provides both the knowledge required to be successful in the role of a Professional Industry Driver as well as funded opportunities to work with a mentor to further develop skills.

The new video will include perspectives from both new drivers and mentors and will also include footage of drivers in the wood fibre sector, an important part of the industry with increased operations in many areas of the province.

Key partners in the video include BCFSC, Arrow Transportation and Excel and is produced by Case Communications who also developed the [Resource Road Safety](#) video. 📢



Jesse James – R Spence Contracting Ltd



## The Top 8 Reasons You Don't Wake Up Refreshed

Aside from sleep disorders, there are many sleep related reasons why you may feel fatigued. Here is a checklist with some tips to help you change your habits and develop good sleep hygiene.



### 1. Napping

Do you nap during the day? If you want to wake up feeling refreshed from a nap you need to avoid falling into slow wave sleep. This means you shouldn't nap for more than 15-20 minutes to achieve maximum alertness and energy when you wake up. A short nap will give you an energy burst of around 3 hours.



### 2. Weekend Lie-ins

Love a lie-in? Our circadian timer (the sleep clock in the brain) runs on a rhythm which functions optimally when it works to a regular routine. Unfortunately, we have some bad news for you weekend lie-in folks - this routine should be 7 days a week! Respect your bed time and get up at the same time on the weekend. The good news is that although you will miss out on your weekend lie-ins, you won't need them as much AND you will actually feel much better overall. Okay, at most, try and keep your extra lie in time to thirty minutes.



### 3. Watching TV and Social Media in Bed

Do you check emails and Facebook or fall asleep watching Netflix constantly? In the hour before bed, you should have a relaxing sleep routine. With today's 'always on' super busy lifestyles we tend to be stimulated right up until the moment we turn the lights off to sleep. Our brains and bodies need time to unwind and prepare for bed time. In order to get the most restorative sleep, you should avoid stimulating activities such as exercise, using electronic devices and generally blue light an hour before bed. Electronic devices emit light of a blue wavelength, which tricks our brains into thinking that it is daytime. This disrupts the brain's natural sleep-wake cycles, which are crucial for the optimal function of the body.



### 4. Caffeine After Tea Time

Enjoy an afternoon coffee? Avoid caffeine at least 4 hours before bed. This includes coffee, tea and even chocolate! It takes up to 6 hours for half the caffeine consumed to be eliminated. We advise that no caffeine should be consumed in the 4 hours before bed time.



### 5. A Couple of Glasses of Wine With Dinner

A couple of glasses won't do any harm, right? Drinking alcohol helps you fall asleep, however, it also fragments sleep and leads to more arousal overnight. This means there is a good chance you will wake up in the middle of the night after a few drinks. This will in turn cause you to be more exhausted the next day.



### 6. Eating Dinner Too Close To Bed Time

Working late, cooking dinner, before you know it it's 8pm! Eating suppresses melatonin production, the hormone necessary for getting us ready to sleep. We recommend eating 3-4 hours before bed time in order to sleep well.



### 7. The 20 Minute Rule

Something on your mind or just can't nod off? If you are not asleep within 20 minutes, get up! Make a cup of camomile tea, read for a while or listen to some relaxing music. Just don't put the TV on! Staying awake in bed and fretting about not sleeping is not conducive to falling asleep. It is much more effective to get up, reset and try again. On top of this, being strict with your time in bed and sleeping helps your body and mind link your bed with sleep.



### 8. Worry Time

Find yourself thinking of all the things you haven't done? Set aside 'worry time' in the evening and make plans and solutions, then go to bed with a clear mind.

## Happy Sleeping!