



New video addresses planning, layout and construction of resource road switchbacks.



As the forestry industry moves into steeper terrain across the province, forest planners, layout and engineering staff, and road construction

The video was produced by the Trucking and Harvesting Advisory Group (TAG), in partnership with the BC Forest Safety Council (BCFSC) as a collective message to the public and industry to demonstrate the intricacies involved in planning, designing, building and using switchbacks to ensure resource road safety.

View the [new video on YouTube](#).

Learn More – Road Safety Resources

The latest resource road video, [Switchback – Planning, Layout and Construction](#), illustrates key components for the correct planning, layout and building of a switchback and the value the forest industry places on ensuring resource roads are safe for all users.

contractors are playing a crucial role in ensuring the roads that lead us there are safe for their intended use. Resource roads are busier than ever with industry and recreational users and incidents continue to occur causing great concern for many industry, recreational and other users.

- [Radio Use and Road Calling Procedures Video](#)
- [Resource Road Orientation Video – Work Here, Play Here, Stay Safe Here](#)
- [BCFSC Resource Road Safety](#)
- [Government of BC – Resource Road Safety Information](#)
- [Overland Training Canada](#) 🇨🇦

New and Improved - Resource Road Driver Training Program

BCFSC Resource Road Driver Training Program (RRDT) aims to reduce the risk of Motor Vehicle Incidents (MVI's) by providing comprehensive training related to safe operation of light trucks on resource roads. Resource roads are busier than ever. Industry and recreational users drive on these roads across BC and incidents continue to occur causing great concern for many forestry, oil and gas, government and other users.

BC Forest Safety Council's RRDT originated with one course, Resource Road Light Truck Driver, several years ago. This course was designed with industry, using materials provided by the Western Silviculture Contractors Association, to offer training suitable to drivers who operate on the resource roads of British Columbia. The concept was to equip drivers with the skills and experience to operate their light duty vehicles safely on these roads over a standardised two-day course. Over the years the course has been well received and very effective.

It was recognised after a successful duration spanning several years that the program and course needed updating and renewing to bring it into line with current industry operations, and to make a more dynamic and modern program.

Over the past 18 months, the BCFSC and Overland Training Canada partnered in the development and launch of the updated program, which includes 4 new courses. In rebuilding the program, work was undertaken to improve resources that can be utilized to support a range of training delivery models.

The new program offers two principal options, a one-day Resource Road Safety Training course and a two-day Resource Road Driver Training course both conducted on resource roads. In addition, there is an online Resource Road Driver Knowledge Unit that is available:

- As the prerequisite for the one-day and two-day courses, or
- As a standalone course

Lastly, a Resource Road Driver Internal Trainer course is currently in the pilot stage. All in-field courses allow some customization for organizations / companies to ensure that the content is appropriate to their operations – however, all core competencies and standards of the course are maintained throughout each course.

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Course Information:

Resource Road Driver Knowledge Unit (RRKU) - Online

This free online course provides the learner with the theoretical knowledge required to operate vehicles on resource roads. This course is available as a standalone course for companies and contractors wishing to support their internal training and assessment needs, or as a prerequisite to the RRST and RRDT courses. This online knowledge unit reduces the need for these discussions during the in-field training, allowing the focus to be on the practical elements of the course.

Successful participants receive a Record of Completion issued by BCFSC.

Note: This course is not intended for heavy commercial vehicles. The BCFSC Professional Industry Driver Program supports operation of industrial vehicles including log truck, lowbed and chip truck.

Resource Road Safety Training Course (RRST) – 1 day

- In-field training course of basic safety and decision-making skills designed for driving primarily on resource roads in British Columbia. The training is also suitable for out-of-province resource road users.
- Day one:
 - 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)
- Successful participants receive a Record of Completion issued by BCFSC

Resource Road Driver Training Course (RRDT) – 2 day

- In addition to the RRST course content, this course includes in field techniques for addressing hazards commonly associated with working on resource roads.
- Day one (same as RRST)
- Day two:
 - Vehicle recovery
 - Trailer towing
 - Cargo securement
 - ATV/ORV loading/unloading
 - Driving strategies for deactivated roads (optional)
- Successful participants receive a Record of Completion issued by BCFSC

Resource Road Driver Internal Trainer (RRDIT) – 3 days

A pilot was conducted November 2021. This program is expected to be launched spring 2022.

More Information:

Both the RRST and RRDT are typically delivered as private courses based on a ratio of 1 instructor to 6 participants. Several times a year there may be open courses for individuals or smaller companies that want to send fewer employees to the training. The training takes place on the resource roads of British Columbia and further afield and is delivered using a practical approach, utilizing appropriate vehicles and equipment for the course (light to medium duty trucks). Courses can be run year-round.

For more information, or to arrange a session, click on the individual course pages:

- [Resource Road Driver Knowledge Unit course \(online\)](#)
- [Resource Road Safety Training - 1 day](#)
- [Resource Road Driver Training - 2 days](#) 🚚



Standardized Radio Channels on Resource Roads Help Enhance Traffic Safety

Innovation, Science and Economic Development Canada (ISED) and the Ministry of Forests, Lands and Natural Resources Operations have been working with stakeholders across BC to standardize radio channels for use on resource roads to enhance traffic safety. In response to requests from stakeholders and road safety groups, **an additional 9 Loading channels are being added to radio licence appendix RR – British Columbia Resource Road Channels.** This will allow for 14 loading channels and 35 road channels for a total of 49 resource road channels. The new channels are labeled LD-6 to LD-14.

Implementation: The new Loading Channels are now available for use and may be programmed into radio equipment that is licenced with Appendix RR.

Definitions

Resource Road (RR) Channels: RR channels are used for calling kilometers on radio assisted roads. The specific RR channel used will be posted at the entry point of the road. Visit the [Ministry of Forests, Lands and Natural Resources Operations](#) webpage to view the most current maps indicating where each channel is used.

Loading (LD) Channel: LD channels are used for the co-ordination of temporary site-specific field work. The loading and unloading of resources or equipment and short-term field work within a cut block are two possible examples. The selection of the specific LD channel to use is up to the person in charge of the site. When a channel is selected, be sure to listen for a period of time to ensure you are not interfering with other operations.

Technical Details

Radio Channels: There are a total of 49 unique channels - 35 road channels and 14 loading channels.

Radio Transmitter Power: Output power has been standardized to 30 watts maximum on all channels.

Bandwidth: All channels are simplex narrowband (11 kHz).

Channel Designations: The channel labels are RR-1 to RR-35 and LD-1 to LD-14.

Radio Channel Programming: All channels should be programmed into a separate bank. NON-RR/LD channels should not be mixed in this bank. Only RR-XX or LD-XX label should appear on the radio display since this is what will correspond to the road signs. No other channel information should be displayed.

Radio Licencing: Two-way radios require a valid radio licence. **Apply online** or by submit a **Mobile Radio Station Licence Application** to ISED.

Radio Equipment: Radios must be approved under RSS-119 issue 5 or later and must be able to accommodate narrowband channels. The use of amateur, marine or user programmable radios are not permitted.

Note for radio suppliers:

This is a good time to confirm your clients are properly licenced and programmed. No further action is required for users whose mobile licences are already authorized with Appendix RR. If your client does not yet have Appendix RR on their licence, a request must be made to ISED to have this added. Clients can email their request to ISED, quoting their company name & licence number, or suppliers can make the request to ISED on their behalf.

Appendix RR requests should be sent to your local ISED Office.

Questions:

Contact your **local ISED Office** or call 1 (800) 667-3780 📞

Appendix RR:

Road Channels			
Frequency MHz	Label	Frequency MHz	Label
150.0800	RR-1	150.7700	RR-19
150.1100	RR-2	150.8300	RR-20
150.1400	RR-3	151.0100	RR-21
150.1850	RR-4	151.1300	RR-22
150.2000	RR-5	151.1900	RR-23
150.2450	RR-6	151.2200	RR-24
150.2600	RR-7	151.3100	RR-25
150.3200	RR-8	151.3400	RR-26
150.3650	RR-9	151.3700	RR-27
150.4100	RR-10	151.4300	RR-28
150.4400	RR-11	151.4600	RR-29
150.5000	RR-12	151.4900	RR-30
150.5300	RR-13	151.5200	RR-31
150.5450	RR-14	151.5800	RR-32
150.5600	RR-15	151.6100	RR-33
150.5900	RR-16	151.6400	RR-34
150.6800	RR-17	151.6700	RR-35
150.7100	RR-18		

Loading Channels	
Frequency MHz	Label
151.7000	LD-1
151.7450	LD-2
151.7900	LD-3
151.8050	LD-4
151.8500	LD-5
150.4850	LD-6
153.2150	LD-7
154.6650	LD-8
152.3300	LD-9
153.6350	LD-10
157.5900	LD-11
159.7500	LD-12
164.0100	LD-13
165.9600	LD-14

Electronic Load Slips

- Improving Efficiency and Enhancing Safety

Falls are the most common on-the-job injury and are the leading type of injury claim in the forest harvesting sector. WorkSafeBC data shows slips, trips and falls (from elevation or on same level) account for over 26% of all claims. Many of these injuries occur when log truck drivers are entering or exiting their truck but there are also long-term health risks associated with repeated entry and exiting a vehicle. Over time, as bones, joints and muscular tissue absorb the strain and potential impacts of this repetitive action, it can result in recurrent strain injury.

The use of Electronic Load Description Slips (eLDS) can help reduce or eliminate the need for a driver to exit their vehicle while visiting the mill scale site and the need to interact directly with the loader operator in the bush, thereby reducing the driver's risk of slips, trips and falls and other associated injuries.

Recently the Timber Pricing Branch of the BC Ministry of Forests, Lands, Natural Resource Operations and Rural Development posted [new requirements intended for software developers and scale sites](#) that will create Electronic Load Description Slips (eLDS) for Industry use and by Scale Sites using the eLDS process.

These requirements are effective as of December 15, 2021. Each type of eLDS software must meet all the requirements outlined below and be approved for use by [Timber Pricing Branch](#).

If an update to the software is made it must be retested to ensure all requirements are met and there are no unintended consequences because of this update.

[The document](#) must be followed when electronic means are used to meet the requirements of the Timber Marking and Transport Regulations for Land transport and the Forest Act.

1. Requirement to produce records

- eLDS must be able to be produced for inspection while enroute to the place it will be scaled and must be able to be disseminated in a consistent manner to those parties with an interest in inspection or audit.

2. Requirement to retain Electronic Load Description Slips for a period of time

- An eLDS must be retained by each person required to retain a copy for a minimum of 6 years as per the retention requirements outlined in the Forest Act (s. 142.3) and the Scale Site Authorization. It is not acceptable for a person or entity required to carry or retain a record, to rely on another person or entity in order produce records for inspection but must be able to do so independently.

3. Requirement for Versioning and Corrections

- The first version (Version 1) of the eLDS is considered to be the original. The version number must be displayed on the eLDS document and this document must be signed by the transport operator before leaving the harvest area.
- The software must ensure that a new version of the eLDS is created upon editing. If an edit must be made to eLDS the Transport Operator must re-sign to indicate their verification of the change.
- eLDS must be saved sequentially. If more than one version of the eLDS exists, subsequent versions of the eLDS must be recorded as Version 2, Version 3, etc. and retained as directed by regulation. This will ensure that the integrity and history of the eLDS will be maintained for audit. December 2021 Timber Pricing Branch 2 Electronic Load Description Slip Requirements

4. Requirement for Signatures

- An electronic signature must be verifiable by identification if requested. Transport Operators must accept the eLDS into their device which constitutes agreement with the eLDS data.

5. Requirement for Scale Sites where eLDS will be used

- Scale Site Authorizations must use the specific Scale Control System eLDS Condition in their Scale Site Authorization. That is: eLDS software must meet all of the Requirements for eLDS and must be approved by Timber Pricing Branch

6. Requirement to use eLDS

- If electronic load description slips are the format chosen to satisfy the requirements of the TMTR, they must be used for the entire transport process, from harvest site to the place of scaling. A person may change between electronic and paper load descriptions slips only where extenuating circumstances exist and this change should be documented on the paper LDS and include the unique serial number of the original eLDS.

7. Expansion of the eLDS program

- Currently the eLDS program is only to be used for land transport of timber to scale sites where there is infrastructure for eLDS at the site. Water transport is also under consideration, depending on uptake and the ability for auditability equal to current practises.

For more information, contact the [Timber Pricing Branch](#). 📞