

# FOREST SAFETY NEWS

JUNE 2022 • Issue 2 / vol. 9



## WorkSafeBC to Host a Virtual Public Hearing on Proposed Regulatory Amendments to First Aid

WorkSafeBC is holding a virtual public hearing on proposed amendments to the Occupational Health and Safety Regulation.

The virtual public hearing will be streamed live on June 21, 2022, in two sessions. The first will be from 11am to 1pm and the second from 3pm to 5pm and will cover proposed changes to the following parts of the OHS Regulation:

- Part 3 – Minimum Levels of First Aid
- Parts 14 and 19 – Inconsistent Crane Misadventure and Zone-Limiting Devices in Tower Cranes

### How to participate in the public hearing process

#### 1. Submit feedback online or by email

Written submissions can be made online until 4:30pm on Friday, June 24, 2022, via [worksafebc.com](https://worksafebc.com) or by email to [ohsregfeedback@worksafebc.com](mailto:ohsregfeedback@worksafebc.com).

#### 2. Register to speak at the hearing by phone

To register, call 604.232.7744 or toll-free in BC at 1.866.614.7744. Each organization or individual will be permitted to make one presentation.

### An Overview of the Proposed Changes

The changes to the OHS First Aid amendments are the minimum levels of First Aid that WorkSafeBC is proposing that will directly affect forestry companies. To review the full scope of the proposed changes, visit [worksafebc.com](https://worksafebc.com).

Martin Ridgway, Supervisor of SAFE Companies Quality Assurance, scanned through the proposed changes. His quick analysis outlines some changes that forestry companies will need to consider:

1. There will be four new workplace “classes” defined by degree of accessibility. These range from Class 1 workplaces defined as fixed sites close to a registered hospital to Class 4 workplaces which would include remote sites with reduced access by emergency services.
2. Companies will need to consider both the risk and the class to determine first aid supplies, equipment, attendants (formerly referred to as first aiders) and transportation. There will still be three categories of hazard levels - low, moderate and high hazard ratings to determine which type of kits and attendants are required. Most harvesting and log hauling companies would fall in the high hazard category whereas silviculture and surveying

Welcome to the Summer 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@bcforestsafesafe.org](mailto:editor@bcforestsafesafe.org) or call 1-877-741-1060.

### What's Inside:

1 - 8	Industry News
9	Work-Related Deaths & Injuries
10 - 13	SAFE Companies
14 - 15	Training
16 - 19	Transportation Safety
20	Falling
21 - 22	Manufacturing Safety
23 - 24	Health & Wellness
25	Kid's Corner

companies would likely fall under moderate risk.

3. Based on your categorized risk level, larger companies requiring a first aid room and are two or more hours away from a hospital by ground transport will require two overnight first aid beds.
4. The term “people in the workplace” replaces “temporary people as part of a shift” incorporating temporary workers into the whole shift scope. For example – if you have 40 log hauling trucks but only three on site at once, they appear to count as three total on site not the total rotation of trucks moving to and from the site throughout the day.
5. For high hazard sites such as harvesting or log hauling, if you have two or more workers on site, you are required to have a Level 2 / Intermediate first aid attendant and supplies which is a shift from a Level 1. For moderate risk sites such

*Continued on page 2...*

as silviculture or surveying, this same requirement kicks in at 10 or more workers on site.

6. For high hazard sites such as harvesting or log hauling, if you have ten or more workers on site, you are required to have TWO first aid attendants (one level 1 attendant + Transport and an advanced level 3 attendant) and supplies. For moderate risk sites such as silviculture or surveying, this same requirement kicks in at 20 or more workers on site.

7. Both high and moderate risk level sites will require a

dressing station with hot and cold potable water supply for sites with 20 or more workers and emergency ground transport (or air) for sites with six or more people.

8. First Aid kit contents will be adjusted to align with CSA Z1220-17 standards.

The following table outlines the proposed changes for a Class 4 workplace based on hazard ratings and the number of workers on site. 📄

Workers present	Low hazard rating	Moderate hazard rating	High hazard rating
2 – 5	<ul style="list-style-type: none"> <li>• Basic first aid kit</li> <li>• Basic first aid attendant</li> </ul>	<ul style="list-style-type: none"> <li>• Basic first aid kit</li> <li>• Basic first aid attendant (transport)</li> </ul>	<ul style="list-style-type: none"> <li>• Intermediate first aid kit</li> <li>• Intermediate first aid attendant (transport)</li> </ul>
6 – 9	<ul style="list-style-type: none"> <li>• Basic first aid kit</li> <li>• Basic first aid attendant</li> </ul>	<ul style="list-style-type: none"> <li>• Basic first aid kit</li> <li>• Basic first aid attendant (transport)</li> </ul>	<ul style="list-style-type: none"> <li>• Intermediate first aid kit</li> <li>• Intermediate first aid attendant (transport)</li> <li>• Emergency transportation for one injured worker</li> </ul>
10 – 19	<ul style="list-style-type: none"> <li>• Basic first aid kit</li> <li>• Basic first aid attendant (transport)</li> </ul>	<ul style="list-style-type: none"> <li>• Intermediate first aid kit</li> <li>• Intermediate first aid attendant (transport)</li> <li>• Emergency transportation for one injured worker</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• Basic first aid attendant (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for one injured worker</li> </ul>
20 – 49	<ul style="list-style-type: none"> <li>• Basic first aid kit</li> <li>• Basic first aid attendant (transport)</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• Dressing station</li> <li>• Basic first aid attendant (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for one injured worker</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• Dressing station</li> <li>• Basic first aid attendant (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for one injured worker</li> </ul>
50 – 99	<ul style="list-style-type: none"> <li>• Intermediate first aid kit</li> <li>• Basic first aid attendant (transport)</li> <li>• Intermediate first aid attendant (transport)</li> <li>• Emergency transportation for one injured worker</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• Dressing station</li> <li>• Basic first aid attendant (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for one injured worker</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• Intermediate first aid attendant (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for 2 injured workers</li> </ul>
100 – 199	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• Dressing station</li> <li>• Basic first aid attendant (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for one injured worker</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• Intermediate first aid attendant (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for 2 injured workers</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• 2 advanced first aid attendants</li> <li>• Emergency transportation for 2 injured workers</li> </ul>
200 – 499	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• Intermediate first aid attendant (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for one injured worker</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• 2 advanced first aid attendants</li> <li>• Emergency transportation for 2 injured workers</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• Intermediate first aid attendant (transport)</li> <li>• 2 advanced first aid attendants</li> <li>• Emergency transportation for 2 injured workers</li> </ul>
500 or more	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• 2 intermediate first aid attendants (transport)</li> <li>• Advanced first aid attendant</li> <li>• Emergency transportation for one injured worker</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• Intermediate first aid attendant (transport)</li> <li>• 2 advanced first aid attendants</li> <li>• Emergency transportation for 2 injured workers</li> </ul>	<ul style="list-style-type: none"> <li>• Advanced first aid kit</li> <li>• First aid room</li> <li>• 2 intermediate first aid attendants (transport)</li> <li>• 2 advanced first aid attendants</li> <li>• Emergency transportation for 2 injured workers</li> </ul>



## What's New

Here is the latest on what we have to offer since March 2022. Find direct links to safety alerts, industry-specific resources, industry information and more to download and/or share with employees, industry and safety peers. And make sure to follow us on social media to stay up-to-date with the latest news. Follow us on [Facebook](#), [Instagram](#), [LinkedIn](#) and [Twitter](#).

WorkSafeBC is holding a virtual public hearing on proposed amendments to the Occupational Health and Safety Regulation covering proposed changes to the following parts:

- [Part 3 – Minimum Levels of First Aid](#)
- [Parts 14 and 19 – Inconsistent Crane Misadventure and Zone-Limiting Devices in Tower Cranes](#)

The virtual public hearing will be streamed live on June 21, 2022, in two sessions. The first from 11am to 1pm and the second from 3pm to 5pm. Learn more about [providing feedback to these proposed changes by visiting the WorkSafeBC website](#).

**New Professional Industry Driver Program Video** – Check out the latest video on the Professional Industry Driver Program. This video explains how this program is a key initiative to standardize the level of training and assessment for Professional Industry Drivers and Professional Log Truck Drivers.

**New Online Training** – Two more courses have been added to the Wood Products Manufacturing Supervisor Training Program. Orientations, Training and Skill Development and Hazard Identification, Inspections and Incident Investigation are available at no charge for BC forest companies. Click here to self-enrol: [Online Learning Centre – BC Forest Safety Council](#)

**Training Calendar** – Our 2022 Training Calendar offers both in-classroom and online courses. We also provide requested training bringing courses directly to your preferred location at a convenient time that works for you.

**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.

- **Fatality Alert** – On April 13th, a forestry worker was seriously injured. He was transported to hospital for treatment but succumbed to his injuries on April 25th.
- **BCFSC Safety Alert of the Month** – Wildlife Collision Prevention
- **Industry Alert** – Trailer Frame Structural Failure
- **Manufacturing Weekly Safety Alert** – Click on the link to see the latest weekly alert

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

**BC First Nations Forestry Conference** – the third annual BC First Nations Forestry Conference hosted by the BC First Nations Forestry Council is being held virtually June 22-23. This event brings together Nations, industry and government to discuss current changes and initiatives that support BC First Nations in becoming full partners in the BC forest sector. For registration information, visit the [BCFNFC website](#).

## Industry Links

WorkSafeBC has provided an information sheet on updates to regulations including blasting and load securement for log trucks. Read the details in [WorkSafe Magazine - January/February 2022 - Policy notes](#).

**WorkSafeBC Announcements** – check here for the latest information on WorkSafeBC policy and regulation updates, resource development, risk advisories and more.

**WorkSafeBC Enews** – subscribe to Insight; WorkSafeBC's policy, regulation and research division e-Newsletter, Health and Safety Enews, Young Worker Enews and more.

**WorkSafe Magazine** – WorkSafeBC publishes WorkSafe Magazine six times a year to inform, inspire and provide practical tips on a range of topical occupational health and safety matters. It's free to [subscribe](#) and available online.

**Road Safety at Work** – visit Road Safety at Work for resources, webinars, workshops and news relating to road safety for you and your employees. 🚧

# WorkSafe Update - OHS Regulations Part 8

WorkSafeBC has provided an update on the ongoing efforts to engage workers and employers on the amendments to OHS Regulation Part 8 (safety headgear), which took effect on September 1, 2021.

Since the regulation changed, WorkSafeBC has been helping employers to understand their requirements to take steps to eliminate or minimize the risk of head injury from thrown or falling objects, and workers to understand their rights and responsibilities. As part of WorkSafeBC's commitment to incorporating equity, diversity and inclusion into our regulations, policies, programs and processes, efforts have included building an understanding of the requirements for workers who wear religious headwear.

As part of these efforts, WorkSafeBC has posted new resources to their [website](#) and have started a multi-language outreach campaign.

## New information and resources

The [Safety Headgear](#) page has been updated with additional information on risk management, rights and responsibilities and choosing the right type of safety headgear. The page also includes links to the following new or updated resources:

- 1. Resource Guide | Safety headgear: Assessing and controlling risks of head injury:** A guide to a four-step risk management process that employers can use, in consultation with workers, to identify the most effective ways to protect them when there is a risk of head injury. Available in [English](#) and [Punjabi](#).
- 2. Risk management template:** A fillable template that can be used to identify the risks in the workplace and record the controls in place to manage these risks. Available in [English](#) and [Punjabi](#).
- 3. Safety headgear: Rights and responsibilities:** This resource has been updated with a process map to outline the steps workers can take if they have questions or concerns about headgear policies at their workplace. Available in [English](#) and [Punjabi](#).

**Guideline G8.11(1) Safety Headgear** has been revised to include updated language about the use of risk assessments, and to link to the resource guide, template and updated rights and responsibilities document. [New and revised guidelines](#) are posted for a 60-day preliminary period, during which time the stakeholder community can comment and request revisions. The preliminary posting end date for G8.11(1) is July 8, 2022.

## Outreach on the safety headgear requirements

In addition to continuing to address the regulation as part of workplace inspections and consultations, we have launched a multi-language digital campaign to help both workers and employers understand its application at their workplace.

The campaign will focus on creating awareness among workers of the regulation and encouraging them to talk to their employer about what this means for them in their specific jobs. Employers will also be targeted to create awareness of the change, and their responsibility to conduct a risk assessment before a worker starts an assignment in a work area where there is a risk of head injury.

Visit [worksafebc.com](https://www.worksafebc.com) for more information. 





# Updated OHS Amendments in Effect August 22, 2022

WorkSafeBC's Board of Directors approved amendments to the Occupational Health and Safety Regulation at its March 2022 meeting. These new amendments will come into effect on August 22, 2022.

The approved amendments refer to the following:

- Parts 3 - Reassignment of refused work
- Parts 1, 16, and 28 - Housekeeping amendments

Download the PDF explaining the [full scope of changes to Part 3.12.1](#) outlining the procedure for the refusal of unsafe work or download the PDF explaining the changes to [Parts 1, 16 and 28 relating to Housekeeping amendments](#). You can also review the stakeholder feedback recorded from the public hearing from the [WorkSafeBC website](#). 🗨️

---

## Return to Work Checklist

Although the risk of COVID-19 is not completely gone, most restrictions have been lifted and many employers have started returning to pre-pandemic capacity. If you are one of these employers, there are some key points to consider to help keep workers safe when returning to the workplace.

A good place to start is by inspecting the workplace for any hazards that may have developed over the course of your closure during the pandemic. You should also review and update your safe work procedures and your occupational health and safety plans.

Fire safety equipment should also be tested along with other equipment or tools which may have suffered from lack of use.

First aid supplies should be evaluated to ensure supplies are not past their expiry dates and kits are fully stocked. Employees should also receive a refresher on emergency and first aid procedures and emergency drills should be practiced.

You may need to conduct a thorough inspection looking for hazards like mold or bacterial build up which may have occurred in certain parts of the workplace, such as in the vents or in communal kitchens where cleaning may not have been as meticulous without the constant flow of workers.

You may want to consider implementing mental health policies especially related to anxiety or added stresses workers may face after having been away for so long. The return to in-person work may be a worrying adjustment for some and stressful for a lot of people; employers should regard these concerns and possibly consider a phased-in approach with a step-by-step plan to share with employees to help alleviate anxiety.

Many employers may continue with or encourage COVID-19 safety measures such as masks, vaccination requirements and social distancing. If this is the case, making personal protective equipment available and posting Communicable Disease Prevention signage in high traffic areas will help visitors and others understand the workplace policies.

There are other methods to help improve occupational health and safety in the workplace that can help improve return to work anxiety. For example, improving ventilation in the workplace by increasing air flow, cleaning and improving HVAC filtration or installing HEPA filters.

Although it's still early days of what will hopefully be the beginning of the end of the global pandemic, the situation is still fluid, and restrictions may return. Employers would be well advised to keep their written COVID-19 Safety Plan handy with a separate Communicable Disease Safety Plan to help maintain a safe and healthy workplace as we maneuver through an unpredictable time. 🗨️



## BCFSC is Moving!

We're relocating to a new location in Nanaimo. Over the summer we will be transitioning to our new office in Beban Plaza at 2220 Bowen Road. Our new location provides ample parking and is easily accessible located just off the Inland Island Highway.

Since the onset of the pandemic, BCFSC staff began working remotely and we will be continuing with a hybrid office working model which does not require as much square footage and reduces our operating costs.

We will be officially moved in by September 12, 2022. During our moving process throughout July and August, we will be fully operational with no disruption or delays in member services. Our phone system, website and emails will still be operational, and members can visit our offices at our current location until we permanently relocate on September 12th to our new address:

**Unit 8C - 2220 Bowen Road**  
**Nanaimo, BC**  
**V9S 1H0**



All other contact information will remain the same:

**Website:** [www.bcforestsafesafe.org](http://www.bcforestsafesafe.org) | **Email:** [info@bcforestsafesafe.org](mailto:info@bcforestsafesafe.org) | **Telephone:** 250.741.1060 | **Toll Free:** 1.877.741.1060

We look forward to welcoming you to our new location in September. Please feel free to contact us for more information. 🌲



# How to Conduct a Better Incident Investigation

By Gerard Messier, Training Program Development Manager

Investigating the causes of close calls and incidents is an important part of every safety program, regardless of company size. In fact, it can be argued that it is THE most important part because investigations can pinpoint where real improvements and changes should take place. Investigations allow you find out why something went wrong and then implement modifications to ensure it doesn't occur again. That's just good business. It doesn't even have to be a safety incident – you can investigate any problem – poor quality, lack of production, etc.

Here are some key tips to help with the investigation process:



1. There is always more than one cause for an incident. Don't simply look for "the cause" but determine all the reasons for the incident.
2. Ask why and ask several times for each cause. This is how you will get down to the root causes of the incident. Remedying these root causes will help eliminate the problem, not just provide a Band-Aid solution.

For example: Jill slipped and fell in the shop.

- Why? She was wearing worn out boots and there was oil on the floor.
- Why? New boots are expensive and the lift was leaking oil.
- Why? No boot allowance for employees and a cracked fitting was discovered on lift.
- Why? Employer not aware a boot allowance program could benefit workers and safety performance (perhaps the Safety Rep is not making these suggestions).
- Why? Maintenance inspections and reporting need improvement to spot and promptly fix the leak and other similar issues.

3. Don't assume that you know the cause of an incident. Keep an open mind when doing the investigation and you'll spot things you normally wouldn't.
4. People often take the easy way out when conducting an investigation. They don't ask tough questions or really dig to find the root cause. Often the easiest, least expensive fix is chosen which won't prevent the incident from happening again. If you're serious about operating a good business, you have to fix the problems to keep workers safe and equipment performing properly.
5. An investigation does not simply mean completing a form. Too many people let the investigation form guide their investigation process. Some people believe if they have done a good job of completing the form, then they've conducted a good investigation. It is important to remember that investigations are all about finding the root of the problem(s) and then fixing them. First, identify all of the root causes, how to fix them and then complete the form.
6. Get training – BCFSC offers two investigation courses to help get you on track! We recommend starting with the classroom-based Basic Incident Investigation course. And then take our free online course: Serious Incident and Fatality Investigation.

Learn more about these courses by visiting our website.

- Basic Incident Investigation Training
- Serious Incident and Fatality Investigation Training 📺





# Wildlife Collision Prevention

By Michele Fry, Communications Director, BCFSC

Wildlife collisions are one of many risks and hazards BC drivers are exposed to throughout the year and these collisions can cause serious injuries and fatalities for both people and animals. These incidents also result in millions of dollars in vehicle damage for vehicle owners and insurers.

According to the Wildlife Collision Prevention Program (WCPP), wildlife is one of the top 10 contributing factors to crashes in BC. There are approximately 11,000 animal-related crashes reported to ICBC yearly, resulting in an average of 870 injuries and four human fatalities. A large majority of these incidents are caused by drivers swerving to avoid animals and instead lose control of the vehicle or crash into another vehicle or roadside hazard.

Animals are at risk of unnecessary suffering and death. BC Ministry of Transportation and Infrastructure statistics show that over 5,700 animal carcasses are removed from BC highways annually. This figure is estimated to be under-reported by 65-75%, putting the true number of wildlife killed on BC roads around 16,400-23,000 each year.

Where human travel corridors and animal travel routes coincide, there is a high potential for a wildlife-vehicle collision. Due to the quick and unpredictable behaviour of animals, the potential for collision can happen anywhere, at any time however collisions involving deer, moose, elk, bear and caribou typically peak in May, June, November, and December.

Wildlife-vehicle collisions may not be entirely avoidable, but you can reduce the risk. There are strategies for preventing these incidents when



drivers are better prepared to avoid or respond to a potential collision with wildlife:

- Watch for the road signs – these road signs are installed where there are high wildlife use areas.
- Reduce speed – reducing speed gives drivers the ability to steer away from objects on the roadway, reduces stopping distance, and decreases the force of an impact.
- Drive defensively – drivers and passengers should actively watch for wildlife on the road, movement, shining eyes, or flickering lights or unexpected movement from cars ahead of you.
- Use your vehicle – keep your vehicle maintained (windshield clean and crack free, and lights in good working order), wear your seatbelt, and use your high beams when safe to do so.

If you drive to work, drive for work, or have employees who drive for work, visit the Road Safety at Work website and watch the webinar recording [Oh Deer! Driving Tips to Prevent Collisions](#) and learn:

- Why animals are attracted to the road
- The frequency and consequences of wildlife collisions
- When and where wildlife collision commonly occurs
- Practical measures that drivers and employers can take to anticipate and avoid collisions with wildlife
- Find out why deer really do freeze in the headlights and why deer whistles don't work! 🦌