

FOREST SAFETY NEWS

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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 or by email to 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.

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 or call 1-877-741-1060.

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



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 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 | **Email:** 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! 🦌



Work-Related Deaths & Injuries

For 2022 year-to-date, there have been three work-related deaths in the BC forestry industry. We extend our deepest condolences to the families and friends of the deceased and our sympathies to all those affected by these tragic incidents.

FATALITIES

Injury: Fatal | **Harvesting**

Core Activity: Integrated forest management

Location: Vancouver Island/Coastal BC

Date of Incident: 2022-Apr

A forestry worker was seriously injured while clearing brush along a road near Woss, BC on April 13th. He was making falling cuts on an alder when it split and struck him. He was transported to hospital for treatment but succumbed to his injuries on April 25th. [Read the BCFSC Fatality Alert](#)

Injury: Fatal | **Harvesting**

Core Activity: Manual tree falling and bucking / Road construction

Location: Lower Mainland / Sunshine Coast

Date of Incident: 2022-Jan

A faller was falling a small-diameter, 86-foot-tall Douglas fir dangerous tree. As the tree fell, it broke about 40 feet up from the base. The top portion of the tree fell back toward the faller and struck them. The faller sustained fatal injuries.

[Read the BCFSC Fatality Alert](#)

Injury: Fatal | **Associated with Harvesting**

Core Activity: Helicopter logging / Shake block cutting

Location: Vancouver Island/Coastal BC

Date of Incident: 2022-Apr

A helicopter involved in flying shake blocks crashed, fatally injuring the pilot.

[Read the BCFSC Fatality Alert](#)

Injury: Fatal | **Manufacturing**

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: 2022-Jan

A sawmill worker was fatally injured after being impacted by a bucket loader at mill log yard.

[Read the BCFSC Fatality Alert](#)

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: Soft tissue injuries

Core Activity: Integrated forest management

Location: Vancouver Island/Coastal BC

Date of Incident: 2022-Apr

A grapple yarder was yarding a hemlock log when one of the two anchor (guy) lines broke, resulting in the yarder being pulled over. The yarding crew assisted the yarder operator to get out of and off the yarder.

Injury: Broken leg

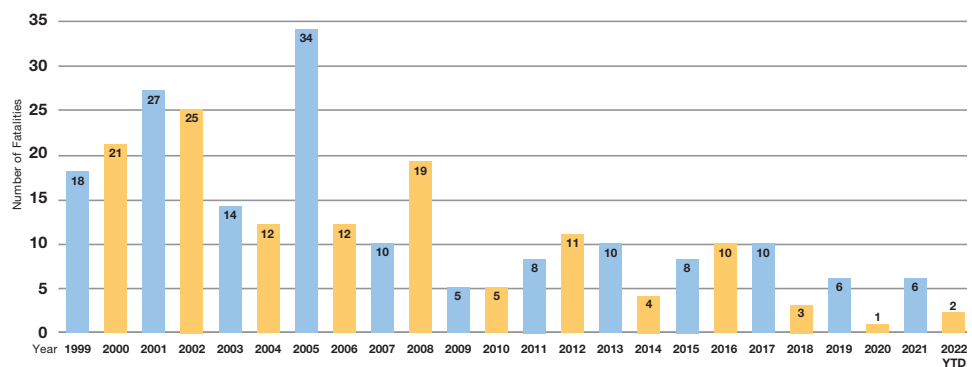
Core Activity: Logging road construction or maintenance / Integrated forest management

Location: Vancouver Island/Coastal BC

Date of Incident: 2022-Mar

At a logging road construction site, a blast resulted in a worker being struck by a piece of shot rock.

WSBC Accepted Harvesting Work-related Death Claims



This information represents the number of work-related deaths by year in BC, up until May, 2022.

Injury: Injuries to lower body

Core Activity: Cable or hi-lead logging

Location: Interior BC

Date of Incident: 2022-Mar

A worker was trying to release a choker from a yarded log. A tree was felled across the skyline the choker was connected to, resulting in sudden tension on the line. The choker struck and injured the worker.

Injury: Injuries to back

Industry: Forestry

Core Activity: Integrated forest management

Location: Interior BC

Date of Incident: 2022-Feb

As a worker opened a heavy steel access door to the engine of an A-frame hoist, one of the hinges supporting the door broke. The door struck the worker, knocking them down.

Injury: Injury to upper body

Core Activity: Manual tree falling and bucking

Location: Vancouver Island/Coastal BC

Date of Incident: 2022-Feb

A faller was manually falling a red cedar snag when the top of the snag broke off and struck the faller.

Injury: Head injury

Core Activity: Dry land sort

Location: Lower Mainland

Date of Incident: 2022-Jan

A loader operator was found lying on the ground near a parked loader. No one witnessed the operator fall.

Injury: Multiple fractures, lacerations

Core Activity: Log hauling

Location: Interior BC

Date of Incident: 2022-Jan

An empty logging truck lost control on an icy curve and left the road, colliding with trees. The driver was transported to hospital by ambulance.

MANUFACTURING

Injury: Close call

Core Activity: Sawmill

Location: Interior BC

Date of Incident: 2022-Mar

A fire occurred in the cyclone of a dust collection system at a planer mill. A spark from the cyclone made its way to the baghouse, causing an explosion that ruptured six explosion panels.

Injury: Close call

Core Activity: Sawmill

Location: Vancouver Island/Coastal BC

Date of Incident: 2022-Feb

A fire broke out near the head saw in a sawmill, resulting in severe damage to the open-walled building and partial collapse of the roof structure. Fire procedures were initiated, and two fire departments attended and extinguished the fire.

Injury: Close call

Core Activity: Sawmill

Location: Vancouver Island/Coastal BC

Date of Incident: 2022-Feb

The mast of a forklift caught overhead communications lines, snapping the utility pole and bringing down high-voltage electrical lines.

Injury: Amputated finger

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: 2022-Jan

A worker was injured while using a 3-foot-long pike pole to clear a jam under an energized conveyor.

Injury: Close call

Core Activity: Sawmill

Location: Interior BC

Date of Incident: 2022-Jan

A worker was conducting clean-up activities on a log infeed conveyor line when the line was activated. The worker was pinned between a push bar and the supporting structures of the conveyor line.

Injury: Fractured fingers

Industry: Manufacturing - All, Manufacturing - Wood & Paper Products

Core Activity: Sawmill

Location: Lower Mainland

Date of Incident: 2022-Jan

As a worker was using an air wand to blow down a debarker, one of the worker's hands was caught between the press rolls.

TRANSPORTATION

Injury: Multiple fractures, lacerations

Core Activity: Log hauling

Location: Interior BC

Date of Incident: 2022-Jan

An empty logging truck lost control on an icy curve and left the road, colliding with trees. The driver was transported to hospital by ambulance.

Injury: Fractured leg (1 worker)

Core Activity: Log hauling / Integrated forest management

Location: Northern BC

Date of Incident: 2022-Jan

The driver of a log transporter was adjusting the rear brakes while it was parked and running. A second worker was in the cab, in the driver's seat. The second worker put the truck in gear and moved forward. Wheels of the truck ran over one leg of the worker adjusting the brakes. Another worker driving by stopped and provided first aid to the injured worker, then transported the worker to hospital. 🚚



The First Stage of the BCFSC FIRS App (Forest Industry Reporting System) is Now Available.

In the March issue of Forest Safety News, we reported we were currently developing a new App to help streamline and consequently reduce the amount of safety-related paperwork and administrative work required in the field. The **BCFSC FIRS App** or **Forest Industry Reporting System** is a FREE resource available to all BCFSC Members. Its purpose is to assist supervisors in managing copious amounts of paperwork as part of their due diligence requirements, monitor worker training and certifications, and help manage SAFE Companies audit submissions using a measurable tracking system.

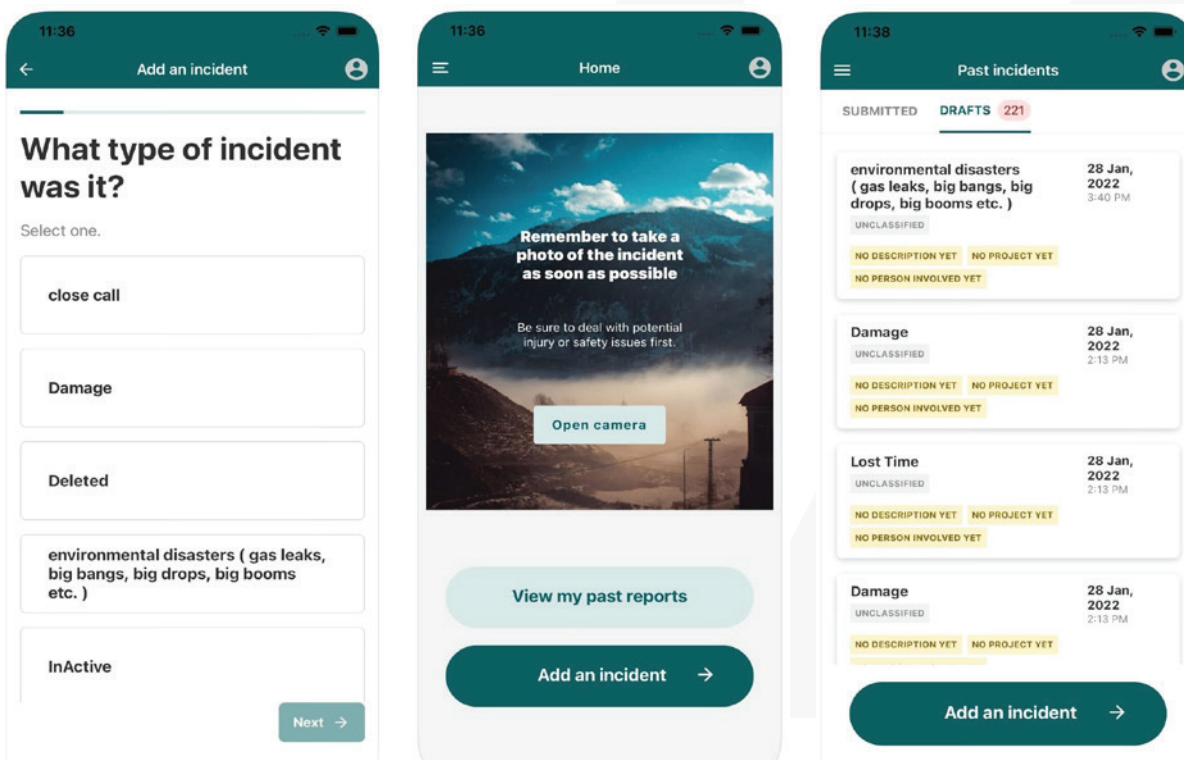
The first stage of the **BCFSC FIRS App** is a **lite version** of the App called **Quick Add**. This version is now complete and is live and ready to use. Quick Add allows companies to submit and track incident reporting by submitting answers to five simple questions and uploading supporting photos into the record. Incident reports can be entered into the App even if your device is offline. Once you are back online, the information will be automatically submitted. The Quick Add App also includes a Supervisor's Queue allowing supervisors, safety professionals, and company owners to review

submitted records and extract important information from the report such as the severity or nature of a reported injury.

The Five Questions for incident reporting currently available in the Quick Add App include

- Incident Type?
- When did the incident occur?
- Where did it occur?
- Who was involved?
- What happened?

The new Quick Add version of the BCFSC FIRS App is available through the App store for Android and iOS devices. Simply go to the App store on your device and search for BCFSC FIRS to download the FREE App. To access the BCFSC FIRS Quick Add App, you will require a FIRS account. For security purposes, BCFSC will need to confirm your SAFE Certified Company first by emailing your registration request to FIRS@bcforestsafesafe.org. Registrations will be reviewed by BCFSC and once approved, your account will be established. An invitation email will be sent to your inbox where you can then set up your FIRS account with your registration details.



Continued on page 11...

Using feedback from our industry survey and user review sessions, app developer EHS Analytics, is continuing backend development work on the Online Forms feature of the BCFSC FIRS App. The following is an overview of the SAFE Company forms and required activities that will support the Online Forms project:

- Close Call/Hazard/Incident report forms
- Commercial Vehicle maintenance
- Emergency Response Plan
- First Aid Assessment
- Falling checks
- Heavy Equipment maintenance
- Investigation
- Notice of Project
- Orientation
- Pickup maintenance
- Prework planning
- Safety meetings
- Site Inspection
- Supervisor notes
- Training Log
- Worker assessments

The key features under development are:

- Auto storage of SAFE Companies forms for record keeping and to support SAFE Companies audit documentation requirements
- Store company Safe Work Procedures so workers can access in field (available on and offline)
- Submit the records/reports to clients/stakeholders (only if wanted!)
- Available on iOS and Android devices
- Automated work flows to help manage work
- System generated notifications
- Talk to text enabled to reduce typing
- Able to take pictures in field to upload
- Role based access and tasks
- Due tasks highlighted
- Maintain training profiles and records for workers
- Available on and offline with auto sync
- Tips and tricks to help with completion of audit
- Support SAFE Companies Audit submission requirements

As the design and backend components for the FIRS App become finalized, we will be looking for volunteers to help with user acceptance testing, likely in Q1-Q2 2023. If you would like to participate in the user acceptance testing, or for more information about the project, please contact us at FIRS@bcforestsafesafe.org. 📧



Harvesting Equipment Regulation Update

By Martin Ridgway, SAFE Companies Quality Assurance Supervisor

On September 1, 2021, many requirements in Part 16 (Mobile Equipment) changed or were new. Someone in your company should have read through them by now. These are starting to appear in Inspections from WorkSafeBC. One of interest to people operating harvesting equipment is:

16.38 Rollover or tipover and fire

(1) This section applies to the following mobile equipment:

- (a) a feller buncher;*
- (b) a timber harvester;*
- (c) a timber processor with a significant risk of rollover or tipover when operating on a sloped forest worksite other than a road or a landing.*

(2) In addition to meeting the requirements of section 16.24 [note: “alternate escapes”], the mobile equipment referred to in subsection (1) must be equipped with the following:

- (a) attached to the inside of the cab, a powered cutting tool able to effectively cut through steel guard bars and polycarbonate windows in a timely manner to provide an emergency means of escape;*
- (b) attached to the mobile equipment, in a position that is outside of the cab, a fire extinguisher in good working order with a UL Rating of at least 4-A:60-B:C;*
- (c) if the mobile equipment is manufactured more than 2 years after September 1, 2021, an effective engine fire suppression system that will discharge when needed in the event of a rollover or tipover.*

There are some battery-powered cut-off tools that can meet this requirement. Sticking with the same brand as your Maintenance tools may be useful for battery swapping. Consider how many bars would have to be cut to make a hole for the biggest person in the company to get out, plus have enough charge first to cut through the polycarbonate window. You may need more than one battery. Talk with your tool supplier and/or maintenance people on how many cuts your exact battery would last for in your particular type of metal.

It is important to note that the Regulation says ‘attached’. They (tool and any spare batteries) need to be securely mounted so that they do not become a hazard if the machine is no longer upright. They also need to be able to be detached easily during the emergency. Battery checks on the tool would need to be added to pre-use inspections and/or a maintenance schedule for the machine it is mounted in.

A “4-A:60-B:C” fire extinguisher is commonly known as a red “10 lb dry chemical” extinguisher. It usually weighs about 8kg / 17 lb and is 12-15cm / 5-6” in diameter and about 45cm/18” tall. Note that the Regulation says “at least” for the minimum size.

Standard vehicle mounts are available from normal extinguisher suppliers to properly secure it. A brief visual check that the pressure gauge is still in the green should be added to the pre-use inspection for the machine it is mounted in as well as adding to the formal fire equipment inspection/maintenance schedule for the company.

This is only #38 of the 43 Regulations (plus 3 Schedules) in the revised Part 16. There are very few jobs in forestry that do not use mobile equipment, so Part 16 should be as much of interest as Part 26 (Forestry). Reading it, it’s Guidelines and asking questions will reduce the risk of serious injuries and of visits from WorkSafeBC becoming expensive. 🍷



The Importance of Regular Safety Meetings

By Stacey Sproule, Safety Advisor

When I review SAFE Companies small employer audits, I find the greatest level of inconsistency in submitted reports is the quality of content in monthly safety meeting minutes (Question 11). We get a wide variety of written answers from single word descriptions such as PPE, weather, etc. to full descriptions from companies who want to capture the details of their safety meetings and even feedback from workers on their own personal safety insights.

Creating a work culture where safety is a top priority for everyone requires a commitment from the top down. It is important to put your money where your mouth is and make sure you aren't just talking about safety but putting those words into action with structured safety plans and protocols to ensure workers feel their safety is a company priority.

Regular health and safety meetings are an excellent opportunity to get everyone involved in safety processes. Maintaining communication between owners, supervisors and workers is crucial for the success of the required WorkSafeBC occupational health and safety (OHS) program.

Here are the benefits of regularly scheduled comprehensive health and safety meetings:

- You collaborate with and enlist the help of all employees.
- You promote the importance of safety by showing the company's willingness to invest the time
- You give workers a forum to voice their concerns, share their insights or show their support because, after all, they are on the frontline and know firsthand which unsafe conditions and behaviors exist.
- You provide an opportunity to teach safety topics such as *3- Point Contact*, *Preventing Hearing Loss*, *Warning Signs of Fatigue*, etc. in a short effective conversation rather than long training sessions.

- You provide and promote a level of enhanced awareness, teamwork and community
- You provide an opportunity to quickly and consistently establish a strong safety-first culture by using an easy but crucial method to regularly and collectively maintain it.

Conducting effective monthly safety meetings:

- Hold monthly meetings regularly when possible or more frequently when necessary.
- Inform your crew on the monthly topic(s) for each meeting and develop / maintain an agenda - stick to it.
- Conduct productive, informative and results-oriented meetings. Encourage active participation by everyone present.
- Make health and safety a company priority. Promote and encourage sharing and identifying potential risks and discuss best practices to control identified hazards.
- During the meeting share inspection reports, recent close calls, incident investigations, recent first aid reports and review safe work procedures, recent industry safety alerts and safety publications like the Forest Safety Newsletter.
- Document meeting minutes and record actions taken and open items requiring further action.

Employers have a responsibility to keep workers healthy and safe at work. Fostering well-rounded and relevant monthly safety meetings not only meets your due diligence requirements but more importantly, demonstrates your commitment to getting workers home safe, every day. 🌲



BCFSC's Requested Training Continues to Grow and is in High Demand this Year

BCFSC requested training brings our courses directly to your preferred location at a convenient time that works for you. It is an excellent option for private groups and offering cost effective savings. Currently we offer the following courses:

- [Falling Supervisor](#)
- [Forest Supervisor Due Diligence](#)
- [Forest Supervisor Communication](#)
- [Forest Supervisor Leadership & Professionalism](#)
- [Basic Incident Investigation](#)
- [Joint Occupational Health and Safety Training](#)

Since May 2022, BCFSC has delivered over 26 requested training sessions, training approximately 200 training participants in locations spread right across the province including: Alkali Lake, Midway, Prince George, Campbell River, Golden, Barriere, Fort St. James and Duncan.

Getting trained on-site with your work peers gives participants the opportunity to ask relevant questions that everyone can connect with and the ability to resonate with the material and relate it directly to their workplace.

If you would like to inquire about requested BCFSC training, contact us as soon as possible. A minimum of three weeks' notice is required to plan and schedule your training. [Email](#) our training department or call 1-877-741-1060 for more information.

If you only have a few workers requiring training and requested training is not a viable option, visit our [training calendar](#) to see all our scheduled courses. 🌲

Upcoming Training with BCFSC

Classroom Training

The following in person courses have spaces available. Register early to save your spot.

June 7-8 | Forest Supervisor Due Diligence – Campbell River

This two-day classroom workshop will equip supervisors with knowledge of their legal responsibilities and how to prove due diligence.

June 10 | Basic Incident Investigation – Campbell River

This course provides a basic understanding of the methods, tools, and processes needed to conduct an incident investigation.

June 15-16 | Forest Supervisor Due Diligence – Prince George

This two-day classroom workshop will equip supervisors with knowledge of their legal responsibilities and how to prove due diligence.

June 23 | Forest Supervisor Communication – Vernon

This one-day classroom workshop will help supervisors and managers improve their communication skills at work.

June 24 | Forest Supervisor Leadership and Professionalism – Vernon

This one-day classroom workshop will help participants understand their strengths and weaknesses, and to recognize how their personal style impacts the workers they supervise.

Refer to the Training section of our website for more information on upcoming classroom training and costs.

Online Training

New Online Training – Two more courses have been added to the Wood Products Manufacturing Supervisor Training Program. **Orientation, Training and Skills 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](#)

Worker Assessment and Training - Each forestry occupation requires different knowledge and skillsets to perform the job at hand. BCFSC worked with



industry to develop competency-based standards, training and assessment tools to help employers evaluate workers and complete on-the-job training. [Worker Training and Assessment – BC Forest Safety Council](#)

Check out our FREE online training and assessment forms for Basic Forest Workers,

Yarding, Mechanized Harvesting and Road Building.

Requested Training

We also provide requested training bringing courses directly to your preferred location at a convenient time that works for you. Contact our Training Department for more information training@bcforestsafety.org. 🌲

Bringing Quality Individuals into the Forestry Sector

Article submitted from [Logging and Sawmill Journal](#)

The Interior Logging Association (ILA) is continuing to work on initiatives with the BC Forest Safety Council (BCFSC) and the Nicola Valley Institute of Technology (NVIT) in Merritt on workforce attraction and industry specific training, to bring quality individuals into the forestry sector.

The ILA, BCFSC and NVIT are collectively working on the development and delivery of a new program specific to the forestry industry called the Forest Workers Essentials Program.

This program will be delivered utilizing funding obtained by NVIT and is a six

week program with both classroom and in field instruction. Curriculum for this program will include guest speakers, certification courses, a mentoring program, First Nations education of respecting the land during logging processes, and equipment simulators where available.

At some of the planned sites, students will be exposed to all areas of forestry including logging operations, log yards, mill sites, road construction, silviculture, and possibly equipment dealers and repair facilities.

The goal of this program will be to produce individuals who are trained, engaged, and ready for a career in the forestry sector as soon as they have completed the course. Successful applicants will be interviewed and vetted prior to entry into the program to ensure long term employment success and retention.

In addition, students will be paired with businesses that require employees, and are willing to mentor individuals with the skills, abilities and desire to work in their areas of expertise. The goal is that at the end of the mentorship period, and upon successful completion of the program, the student will be retained for employment.

“We have good buy-in for the program from the contractor community in Princeton and Merritt,” said Chamberlain.

“Currently, we know there will be a shortage of more than 20,000 forestry workers in the industry in the next 10 years,” he added. “It’s our hope that our three bodies working together can begin to fill those gaps by attracting and retaining the right workers who want to remain in the industry long term.” If successful, the training program could be rolled out in other areas of the province. 🌲



Weigh2GoBC

Weigh2GoBC is a provincial initiative that offers truckers a network of Weigh-in-Motion (WIM) equipped facilities across the province that weigh commercial vehicles for compliance remotely, without forcing them to slow down from highway speed. The Weigh2GoBC program is free to join and allows commercial carriers to bypass inspection stations – saving time, fuel and money and reducing greenhouse gas emissions.

At a WIM equipped station, the vehicle is identified and checked for height, weight and safety credentials while travelling at highway speeds – without ever leaving the highway.

By reducing the number of vehicles that must report to inspection stations, inspectors have time to identify and focus on higher-risk carriers.

How to Join Weigh2GoBC

Weigh2GoBC is open to all Canadian and U.S. carriers with commercial vehicles licensed for travel in B.C. If you're not already registered, sign up based on where your carrier business is located.

[BC based carriers](#)

[Canadian carriers from outside BC](#)

[US carriers](#)

How Weigh2GoBC Works

Vehicles with a registered transponder communicate with Weigh2GoBC stations upon approach. At a weigh-in-motion (WIM) equipped station, the vehicle is identified and checked for height, weight and safety credentials while travelling at highway speeds.

If a red light signals, or there is no light and the station is open, check-in is required. A green light signals to continue driving. If the first station stop in a trip is an automatic vehicle identification (AVI)-equipped station, it always results in a red light. Vehicles may get a green light for the rest of the trip if they have passed inspection at a Weigh2GoBC station within the last 24 hours.

By reducing the number of vehicles that must report to inspection stations, inspectors have time to identify and focus on higher-risk carriers. Random checks do occur and you may have to report, even if your credentials are in order. Enrolment does not guarantee an automatic bypass at all stations.

[Learn more about Weigh2GoBC inspection stations technology](#)

Benefits

There are many benefits to joining Weigh2GoBC. Besides saving time, fuel and money, you'll be reducing greenhouse gas emissions as well.

Save Time

Here's an example of time savings for a carrier using Weigh2Go.

A truck driving from Vancouver to Calgary would stop at three inspection stations each way during the journey (Hope, Kamloops and Golden) for six stops in total.

Since each stop takes approximately 10 minutes per station, Weigh2Go would save 60 minutes per vehicle over the trip. If you had 20 trucks you would save 20 hours total per trip.

If 20 trucks make two trips per week, that is a savings of 40 driver hours per week, over 173 hours per month, or more than 2,080 hours per year.

Save Fuel

Here's an example of fuel savings for a carrier using Weigh2Go.

A commercial vehicle uses between 0.41 litres and 0.733 litres of fuel when reporting to an inspection station, including deceleration off the highway and acceleration back onto the highway.

Using an average of 0.5715 litres, and a conservative fuel cost of \$1.00 per litre, 20 vehicles driving from Vancouver to Calgary and back two times a week, pass six Weigh2GoBC stations. Bypassing each station would result in fuel savings of \$137.16 a week or \$7132.32 per year.

Verify Records

Each carrier has its own inspection station data. You can log in and find out things like:

- Whether or not a vehicle got a red light or a green light
- The screening result at each of those stations

The data can be used to verify paper log books.

Monitor Drivers

A random report percentage (RRP) is assigned to each carrier and each vehicle based on their on-road performance. If you are monitoring a driver, you can request their vehicle have a higher random report percentage than the rest of your fleet. For example, you may have a new driver that is still on probation, or a seasoned driver that has attained several infractions. Raising the random report percentage for that vehicle means they will report to stations more often. 🚚

New Commercial Inspection Station Near Terrace will Improve Road Safety

Information Bulletin from BC Ministry of Transportation and Infrastructure

Construction will begin this spring on a new commercial vehicle inspection station east of Terrace, which will improve safety for drivers along the highway corridor.

A construction contract was awarded to IDL Projects Inc. to build the inspection station, which will replace the former station that was decommissioned when a roundabout was built at the intersection of highways 16 and 37.

The new inspection station will incorporate intelligent transportation system (ITS) technology, including weigh-in-motion, making it more efficient than the former station.

Weigh-in-motion reduces reporting requirements while enhancing compliance on the Highway 16 corridor. This technology checks the height, weight and safety credentials of vehicles registered with the Province through Weigh2GoBC that are travelling at highway speeds, without vehicles having to leave the highway. This project includes one weigh-in-motion site on Highway 16.


Other ITS technologies will include automatic vehicle-identification to verify a vehicle's credentials and allow it to bypass the inspection station if certain requirements are met, as well as over-height detectors and a tire anomaly and classification system, which improves safety by detecting missing or underinflated tires.

Long-haul commercial drivers will also benefit from additional parking spaces and rest areas. Flush toilets with running water will be open during office hours, supplemented by pit toilets that are always accessible. Both local and commercial drivers will see improved mobility across the highway corridor and a decrease in traffic disruptions and delays with the new station located further away from the Highway 16 and 37 roundabouts.

The facility will include parking for the public, staff and oversized vehicles and will support multiple services, including:

- Short-term truck parking (five stalls)
- Overnight truck parking (10 stalls)
- Refrigeration unit plug-ins
- Wi-Fi
- Oversized vehicle staging for inter-regional transport trips.

The \$34.2 million project is jointly funded by Transport Canada and the Province, with Transport Canada providing \$15 million and the Ministry of Transportation and Infrastructure providing \$19.2 million.

The project is slated for completion in late 2024. Learn more about this project - [Terrace Commercial Vehicle Inspection Station](#) 



Veteran Log Hauling Driver Accident Free for over 20 Years

An interview with Steve Yanko from Gnarlylog Transport

Hauling wood fibre products from forest to market is an ongoing and critical component of BC's forest industry. These activities can be high-risk and span a vast range of trucking assignments from log hauling, transporting heavy equipment and road building materials, chip hauling and driving crews to worksites to name a few. Each driver, whether they work for a company or are contracted to drive, are responsible for the safe and efficient transport and delivery of their loads moving back and forth between the block to the yard while travelling on resource roads and public highways.

Log haulers and other industry drivers are required to possess a variety of skills traversing narrow and winding mountain roads, crowded highways, changing weather and surface conditions, and destinations that change daily. Every day offers new driving challenges.

Log hauling is undeniably a challenging but rewarding career choice for many. BCFSC spoke with a veteran log hauler, Steve Yanko, independent owner operator of Gnarlylog Transport to get his perspective on the challenges log haulers face and how putting safety first has been a key factor to his long-term success.

Steve has been hauling logs for 20 years. He carved his own path in the forest industry by gaining experience driving in the yard for a couple of years before he transitioned into a full-time professional log hauler. He has managed to maintain two decades of accident-free driving by sticking to his mantra of "Think Twice, Act Once".

We asked Steve what this mantra means to him and how he managed to accomplish such a commendable feat. He responded, "Safety is the key to success. Most incidents are preventable if you know what to look for. Before I start driving, I try and think through a number of possible scenarios and make a plan of action on how to handle them. When you're mentally prepared to deal with different scenarios then you can start your day with the right mindset – with safety top of mind." He continued, "If safety isn't the most important thing for drivers or for companies, then it's a lose-lose situation for everyone. When companies push drivers too hard to achieve company goals, then it's ultimately the driver's who ends up paying the price. It's never in anyone's best interest to push too hard, that's when mistakes are made - people lose their lives and bottom lines are affected."

In 2016, Steve and his wife Sheena bought their own truck. They wanted to continue with log hauling but with the freedom to do it on their own terms as an individual owner operator (IOO) and hence Gnarlylog Transport was born. But this decision was not without its own level of stress. "Trucks are expensive, and you need to make sure the money is steady with good contracts," he explains, "Some truck owners feel compelled to meet unmanageable demands and leave safety behind to make sure they are meeting expectations to bring home the money - but that is the opposite of what should be done. One of the biggest issues in industry right now is there is so much demand for drivers that some of these companies will hire anyone and won't even consider their track record or experience level as long as they can get in the seat and

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drive.” Steve says. “Safety HAS to be the most important issue for everyone behind the wheel. If I feel like a company is asking me to do something unsafe just to meet their targets, I’ll refuse the work, it’s just too risky. I want to get back to my family every night in one piece.”

When asked about the types of changes he’s seen in industry over the years, Steve says “With the heightened pressure from those with boots on the ground to protect their personal safety, there is a shift from mills and site owners to put in proactive safety measures to make sure hazards are identified and close calls are reported. A lot more companies are focussing on building a strong safety culture and if you’re a company that isn’t doing that – then you become a company with a reputation for putting people at risk just to make money.”

Steve also noted that log haulers are a close-knit community, and he would never put his extended family of fellow drivers at risk. Sharing even the smallest potential risk, no matter how trivial it may seem, is the right thing to do. “It’s unacceptable to hide close calls because you’re embarrassed to say something. If you have even the slightest feeling it could save someone from danger, then you have to speak up. No one will care about you confessing to a close call, but they will care if you don’t say something that could help another driver avoid a life-altering incident somewhere down the road.”

Resource roads have seen an unprecedented amount of increased traffic over the past few years. They are typically not built or maintained to public roadway standards and pose various risks for all users requiring drivers to exercise caution at all times. But not all users have the necessary knowledge and ability to safely navigate these roads. Steve shared

his insight on how to approach driving resource roads to ensure you reach your destination safely:

- Drive roads to expect the unexpected. Conditions change constantly, so make sure you are on high alert for things like wildlife, weather changes, recreational drivers that may not know how to navigate the road, and an increase in off-road vehicles. Now that the licensing rules have changed for ATV’s, there is a huge demand for these vehicles which means there are more and more heading into the bush.
- Be aware that driving on resource roads can increase your mental fatigue. You are constantly using all your senses to navigate the road and this can quickly drain you mentally and physically.
- The radio is a really important safety tool for drivers and everyone, including recreational drivers, should know how to use it and what the radio call signals mean but don’t solely rely on it. Not everyone has one or knows how to use it, so always be ready to react.
- Watch the BCFSC Resource Road safety videos to help you prepare for driving on resource roads.

As we wrapped up our final minutes together, we asked Steve if he had some safety tips he’d like to share:

1. Think twice, act once. Prevention is key – it’s the biggest part of the day.
2. Remember your Right to Refuse Unsafe Work! Know when to draw the line in the sand and don’t be afraid to say no. Nothing is worth risking your safety or the safety of others.
3. Do what makes YOU feel safe. Don’t feel pressured to do something that makes you uncomfortable.

4. Listen to veteran drivers. The knowledge they have accumulated is invaluable. A key factor to your success is to accept knowledge from those who know what they’re doing and use it to your benefit.
5. Ask questions – if you don’t know something, ASK. Most guys are happy to help so don’t hesitate. Asking is much better than trying to figure it out on your own.

We were very grateful to Steve for sharing his knowledge with us. If you would like to share your own experience with Forest Safety News (FSN) readers, please contact the FSN editor at editor@bcforestsafesafe.org.

For more information on BCFSC’s Resource Road Safety resources and or if you are interested learning more about the Professional Industry Driver Training Program, visit our website.

[Resource Road Safety](#)

[Professional Industry Driver Training Program](#) 📺



Why Men Suffer in Silence

In March, Dale Horth, author of “Why Men Suffer in Silence” was invited to the Falling Technical Advisory Committee (FTAC) meeting to share his story with the group. In July 1994, Dale suffered life-threatening injuries as the result of a falling incident when he was struck by a felled tree. Dale’s journey to recovery led him down a long path of mental health struggles with PTSD, depression, drug and alcohol use and despair. His courage to share his story not only through his book but also through a personal recount of his trauma at the FTAC meeting provided valuable insight on how Dale managed to face his anger and depression through determination, trust and perseverance to get his life back.

Dale is the first to admit that most men are taught to hide their feelings and put on a brave face. Especially those who work in a male dominated industry like

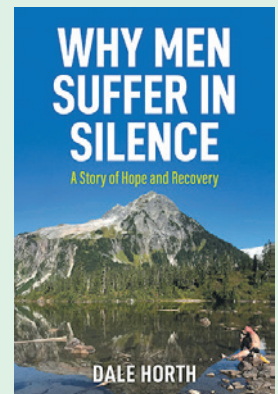
falling. The stereotype of these men as pillars of physical strength mixed in with a “man-up” mentality can lead to an “I’m Fine” culture and a head full of internal struggles. After listening to Dale’s truth, many FTAC members not only thanked Dale for his honesty and strength, but also acknowledged they personally resonated with some of his struggles.

The personal account of Dale’s trauma and rough road to recovery is relatable for many in forestry. His honest chronicle in his book about what worked and what didn’t, how long it took to find the support he needed and his methods of making peace with himself can hopefully help others find the strength to admitting their own struggles and give them a starting point on their own road to recovery.

If you or someone you know is struggling with mental health, you are not alone.

Get the help you need. Here are some resources you can access:

- [BCFSC Mental Health and Impairment Resources](#) – a list of support links and downloadable resources to help forestry workers access mental health information.
- Employee and Family Assistance Plan – reach out to your EFAP provider to find support through your employee program (if available).
- [HeadsUpGuys](#) – men’s health strategies for managing and preventing depression.
- Get a copy of [Why Men Suffer in Silence](#) by Dale Horth 📖



Escape Routes and The 5-15-90 Rule

At the March Falling Technical Advisory Committee meeting, a WorkSafeBC Occupational Safety Officer spoke to The 5-15-90 Rule. ‘90% of incidents happen within the first 15 seconds of the tree falling and within 5 feet of the base of the tree felled.’ This concept was one attendees had never heard before but it truly resonated with them. The rule focuses on the vital importance of establishing, testing and using an escape route/trail when falling trees.

The BC Forest Safety Council has a poster **Falling Injuries Within 10 Feet of the Stump** that reminds us that most serious injuries happen within 10 feet of the stump and escape routes must be well brushed out before falling begins. [Download the poster](#) from our website.

Look for more articles and information about The 5-15-90 Rule from STIHL and Arbor Canada.

- [The 5-15-90 Rule | STIHL PROLINE](#)

- [Technical Tree Falling - Faller Escape Routes, Understanding the 5-15-90 Rule \(Article 4\) - Arboriculture Canada Blog \(arborcanada.com\)](#) 📖



Falling Safety Advisor Activities

2022 Falling Safety Advisor activities (as of April 29, 2022):

- 8 Faller Certifications (4 New Faller Trainees, 4 Challenges)
- 3 Falling Supervisor Certifications
- 6 Certified Falling Supervisor Quality Assurance Visits
- 10 Company Reviews
- 113 Faller Visits

If you are interested in any of the safety advocacy services that the BCFSC Falling Safety Advisors offer, please reach out to us either by phone toll free 1-877-741-1060 or email faller@bcforestsafes.org. Check out the [Falling Safety Advocacy Program pamphlet](#) for more information on what services are available, free of charge. 📖



BCFSC Adds Two More Courses to the Wood Products Manufacturers Supervisor Training Program

BCFSC has released two more courses in the Wood Products Manufacturing Supervisor Training Program. Four of the six courses are now available through BCFSC's Online Learning Centre.

Currently Available

- **NEW Orientations, Training and Skill Development**
- **NEW Hazard Identification, Inspections and Incident Investigation**
- **Effective Communication**
- **Leadership and Professionalism**

Coming Soon

- Cornerstones of Supervision
- Due Diligence

Learning Outcomes for **Orientations, Training and Skill Development** are:

- Explain the requirements to provide orientations for new workers, returning workers, young workers and others
- Describe the requirements for training
- Assess and document a worker's competencies

Learning Outcomes for **Hazard Identification, Inspections and Incident Investigation** are:

- Identify hazards, assess risks and determine controls
- Explain the process of inspections and worker assessments
- Explain the importance of reporting incidents and close calls
- Describe reporting and investigation requirements

Visit BCFSC's website to learn more or to enroll in Orientations, Training and Skill Development and Hazard Identification, Inspections, and Incident Investigation. 📄

MAG SAFE Auditor – Sunshine Borsato

With hazardous equipment and machinery at every turn, wood fibre manufacturing is undeniably a high-risk sector of BC forestry. Large equipment, combustible dust, chemicals, mobile equipment, hand tools, environmental conditions, inclement weather or isolated work areas are just a few high-risk considerations in sawmill and other wood fibre manufacturing operations that can cause unsafe conditions and can elevate the risk for serious injuries or even fatalities.

The BC Forest Safety Council (BCFSC) is committed to promoting the need for a strong safety culture to help reduce the potential for injury or disease. We know it can be challenging to identify the best approach for motivating your crew to be more safety conscious but managing the risks and hazards in your workplace is crucial to ensuring every worker gets home safe, every day.

Lacerations, amputations, severed fingers, falls, slips and trips are only a handful of potential injuries sawmill workers are at risk from. Regular inspections to buildings, yards, tools, equipment, machinery and work methods

and practices can help prevent the development of unsafe working conditions. And engaging with workers in regular safety meetings, partnered inspections, developing an open culture that encourages near-miss and incident reporting and appointing an approachable safety champion is a good start to maintaining a health and safety program that can create a safer and more efficient workplace.

To assist wood fibre manufacturing build solid safety programs, the BCFSC has dedicated manufacturing safety advisors to help mitigate risks and identify potential hazards through a safety audit program. Our MAG SAFE auditors are experts in their field and have dedicated their careers to safety.

In this edition of Forest Safety News, we are featuring Sunshine Borsato, one of our three MAG SAFE auditors. She has 25 years experience working in safety within the forest industry, 15 of those as an auditor for the BC Forest Safety Council and other organizations. In addition to her role as a safety auditor, she also has a consulting firm with

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three other safety professionals. They work with clients in logging, silviculture and construction providing training, auditing and safety program development.

Sunshine is committed to creating health and safety programs to meet the specific needs of each company she works with and creating simple techniques for effective safety compliance. “My favorite part of the job is working with clients to implement safety improvements that will provide practical solutions and have a valuable impact. This is what my partners and I do best.”

We asked Sunshine about her Top Five Tips for keeping workers safe on the job and ensure a company’s safety program is realistic and manageable for everyone.

1. Promoting safety and production equally: The most important part of any safety improvement is to implement something that works for your company, so it becomes a tool that helps your company perform better, measure safety, practice due diligence, and hopefully create efficiencies that help your company’s production or reduce overhead costs as well. Safety and production should go hand in hand and provide more bang for buck should be a genuine business strategy when investing in safety.
2. Putting the super in supervisor: Not simply going through the motions of supervising but training supervisors to be even more effective when they are out watching the work. Supervisors should ask questions like why are they doing it that way? Why did they do this before they did that? What do they do when something goes wrong? It is amazing how often this leads to recognizing a weak work practice that has become common place or a missing training element prior to an incident occurring. Correcting work behavior and not assuming everyone knows the right way to perform safely is an important supervisor role.
3. Develop a system for persistent follow up: Following every action, recommendation, and suggestion to ensure they are complete and following up that safety measures are effectively working is such an important piece, but it takes a lot of time and diligence to persist. Adding these pieces into a system that already works for you like regular safety meetings can be an easier way of managing this task rather than developing separate tools for follow up.
4. Training, then more training, and still more training: There is no greater pay off for a company than a solid base of training and consistently providing more training. This clearly communicates expectations for performing the work and provides a way for supervisors to measure the work performance while engaging all personnel in performing better every time. Training also sets a tone for the company safety culture. Look at different forms of training, different training methods, and additional ways to deliver training based on employee feedback that will also engage employees while providing an abundance of due diligence. So often when good training is provided, attendees and supervisors will report that they were surprised at what they did not previously know. That makes the whole experience worthwhile. 🧠



EMDR; a way to cut the ties that bind emotion, pain and negative behaviors

By Dr. Delia Roberts

The world today is a complicated place. We've gotten through the pandemic, only to find ourselves faced with unprecedented cultural, financial and environmental pressures. And the cost is evident, with depression, anxiety, substance use disorders and other mental health issues rising exponentially. One in three Canadians will experience a mental illness that generates a level of distress high enough to challenge their ability to work, function well and maintain relationships. If you haven't experienced this directly, you most certainly know someone who has.

Why most people don't get help

While awareness of the importance of cultivating good mental health has increased, the stigma against it lingers on – especially in cultures like forestry, which remain largely male dominated and where strength and independence are highly valued. Even just identifying anxiety and depression can be difficult because they can present differently from the stereotypical symptoms. Depression is most often associated with feelings like overwhelming sadness, hopelessness, fatigue, and withdrawal, while anxiety symptoms most often manifest as excessive worrying, feelings of dread, panic and insomnia. Men who are struggling with anxiety/depression may instead demonstrate aggression, anger and angry outbursts, violence, and/or increased substance use. Additionally, due to socialization men can be hindered in identifying thoughts and feelings other than those that are more socially acceptable, like anger.

And even when people realize that a problem exists it's still hard to get help. Although most communities and worksites now have some type of support system in place, many of these resources are not covered by health insurance and require a long-term commitment. The expense of years of treatment is beyond the means of many. And for those who work on the block, time and access remain problematic. There may not even be cell coverage let alone the possibility of a face-to-face visit.

A new(ish) and effective treatment

Enter EMDR (Eye Movement Desensitization and Reprocessing) - a relatively new treatment available that is surprisingly effective, frequently lowering ratings of emotional distress significantly after only a few sessions.

First introduced in 1987, EMDR rapidly gained credibility as an extremely effective treatment for post-traumatic stress disorder (PTSD) arising from big 'T' trauma like a worksite fatality, war experience or natural disaster.

Continued on page 24...



Eye Movement Desensitization & Reprocessing

However, in many cases, the stressful experiences that haunt us are more diffuse and may be ongoing. As our understanding of the effects of trauma expanded, so did the realization EMDR could be effective in the treatment of other types of mental illness. In 2013 EMDR was recognized by the World Health Organization as having application in the treatment of different types of trauma and a broad field of mental disorders beyond PTSD including depression, anxiety, substance abuse and even chronic pain.

What happens in an EMDR treatment session?

In EMDR the individual first makes a list of events and situations that they find painful and difficult. This may include specific memories of experiences or more general descriptions of difficult situations. Unlike many other types of therapy, **there is no requirement to describe these experiences in detail**, they can simply be identified in general terms (for example, something bad happened at work). The practitioner uses this information to assist in identifying one or two key images and beliefs associated with the chosen memory, which the patient thinks about while focusing on an object that the practitioner moves from side to side. The patient then continues to follow the object with their eyes while letting their mind wander, open to whatever thoughts arise. After a few minutes, the eye movement is stopped and the patient takes a few moments to take stock of any emotions or physical perceptions, which they then discuss briefly with the practitioner. Trends are identified, which then become the focus for the initial portion of the next eye movement period. During the last focusing of the session, the patient replaces the negative memory with a positive belief. In this way the old memories, feelings and beliefs are processed in a safe environment in such a way as they shifted into a more normal memory pattern. This in turn allows the emotions and negative

beliefs that have been long associated with the memory to be disconnected and defused.

Restructuring memories without dissecting them

Although research into how EMDR works is still ongoing, there are a number of well-established theories that may explain why it is so effective. In general, it's thought that when very stressful or inappropriate events take place, the memory of these events is not processed in the same way as other memories – especially when there are feelings of helplessness associated with the stressful event (as there are for a child or person in a position without power to change the situation). These memories become supercharged, perhaps as a protective mechanism, in an attempt to avoid further harm. However, in many cases the painful memories cross over and become associated with other non-threatening situations. And because the emotions experienced are out of proportion and often not relevant to the present situation, they can lead to further stress and other negative coping behaviors.

Modalities like Cognitive Based Therapy (CBT) are commonly used to address depression, anxiety and other mental health challenges. They involve examining the memories and deliberately working to disassociate them from emotion and negative beliefs. These treatments can help, but the need to revisit the traumatic experiences in detail can be very painful, and since the underlying unprocessed memories remain it requires constant work to build new habits. In EMDR, the rapid eye movement is thought to move the memory into regular long-term storage, perhaps by 'rewiring' the neural pathways associated with the memory, and dissociating it from the strong emotions. There is even evidence of structural changes within the brain following EMDR treatment suggesting that physical changes do take place.

And this is in fact the way that patients describe how EMDR has changed their reaction to triggering situations; the memories or hurt might remain, but the attachment to the overwhelming feelings and emotions has been disconnected. The energy that was required to deal with the negative memory and all its associated feelings and emotions becomes available for other pursuits including work, family and fun.

Take the power out of pain

According to the Canadian Psychological Association, 76% of Canadians experience some kind of trauma within their lifespan and approximately 10% will develop long lasting emotional pain from the trauma. EMDR has been shown to be an effective treatment for repossessing memories that drive negative beliefs and behaviors. Furthermore, most people feel significant relief within only a few sessions. Rather than trying to learn behaviors to control the emotions, thoughts and responses resulting from traumatic experiences, EMDR therapy allows the memory to be re-filed in a way that diffuses the emotional connection, breaking the cycle of distress. So many of us are haunted by past events that suck up our energy and get in the way of fully enjoying our relationships, experiences and dreams. EMDR may be the tool that allows you to break free and be the best that you are.

For more information

<https://emdrcanada.org/>

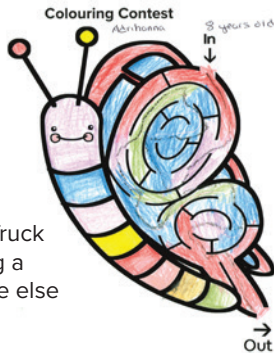
<https://www.emdr.com/what-is-emdr/>

[Find a local EMDR practitioner
https://emdrcanada.org/find-a-therapist/](https://emdrcanada.org/find-a-therapist/) 🌍



The BCFSC Kid's Corner and Colouring Contest

Thanks to everyone who entered our March Maze Colouring Contest. Congratulations to **Adrihanna, age 8**, whose name was picked from our random draw. Adrihanna wins the **DRIVEN Toy Logging Truck** and we will be sending a special gift to everyone else just for entering!



For our summer issue, colour the water safety picture and circle the items that can help someone out of the water in an emergency. Send us a picture of your artwork and enter to win a DRIVEN Toy Logging Truck. 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.

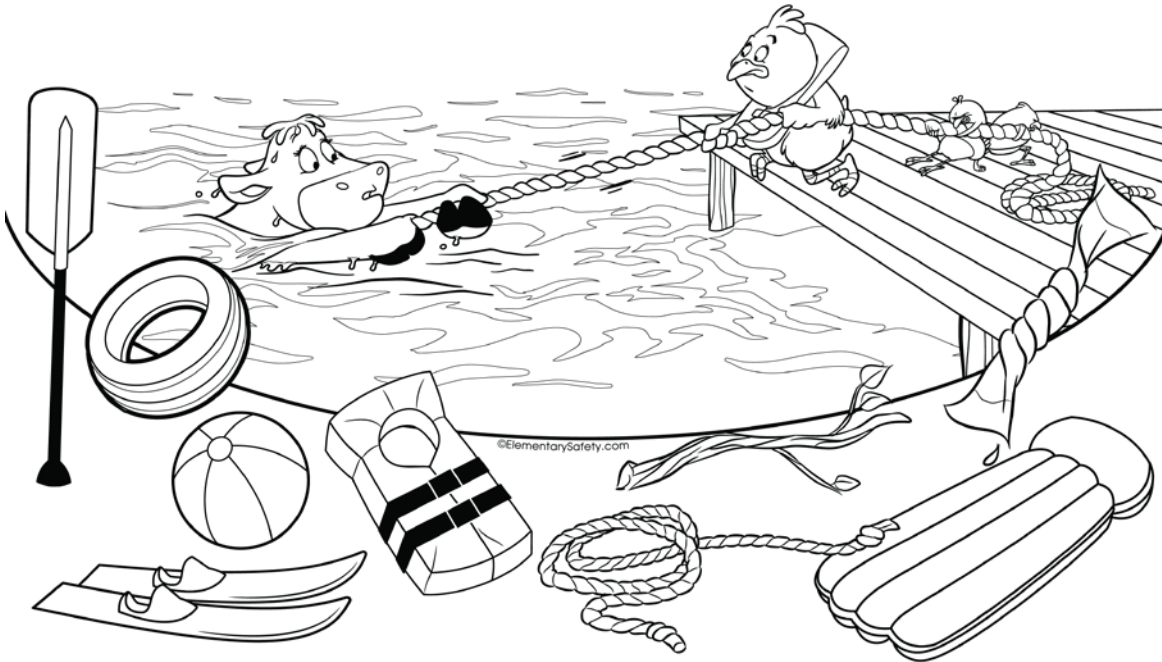


How to Enter:

- Colour the water safety picture and circle the items that can help someone out of the water in an emergency, or send us your own water safety drawing with your own list.
- 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@bcforestsafeg.org
- Submit your entry by 4pm, Tuesday, Aug 2, 2022
- Kids aged 3 – 12 are eligible.
- All entries will be put into a random draw to win the toy logging truck. The winner will be contacted via their parent's email address and the winning entry will be featured in the September 2022 issue of the Forest Safety News. 🌲



What things can you use to help someone out of the water in an emergency?



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