



## Five Professional Industry Driver Training Programs to be Offered in Northern BC

Starting this fall, the College of New Caledonia will be offering Professional Industry Driver Training in five locations across northern BC. The program will offer professional driver skills training in the transportation industry with a focus on logging truck driving and chip trucks.

“We’re delighted to be partnering with the BC Forest Safety Council (BCFSC) and integrating their Professional Industry Driver (PID) training into the programs we will be offering in Vanderhoof, Quesnel, Burns Lake, Prince George and Mackenzie,” says Erin Siemens, Project Planner with College of New Caledonia.

Each of the five programs has room for up to 12 students which means within approximately one year, about 60 new truck drivers will be trained in safety performance and driving professionalism and will be ready to work in northern BC.

“Companies have been telling us that with so many senior drivers retiring, they’re having a hard time finding good drivers to replace them. Based on positive remarks from companies that have hired previous graduates, students who complete this training will help fill the gap,” says Dustin Meierhofer, BCFSC Director of Transportation Safety.

The project is funded in cooperation with the Government of Canada and the BC’s Project Based Labour Market Training initiative. Each 24-week program will provide students with Mandatory Entry-Level Training (MELT) necessary for a Class 1 licence plus theory, essential skills training, and industry certificates (e.g., WHMIS, First Aid, etc.).

Perhaps the biggest bonus of this program is the mentoring piece. Each student will receive 160 hours of invaluable behind-the-wheel training with an experienced mentor. They

get to ride along with a veteran truck driver and watch how log hauling, chip hauling or lowbedding are done with the mentor explaining why and how they do things. Students can ask questions and get valuable feedback from seasoned drivers. Once the students are ready, they will start driving under the watchful eye of their mentor and apply the mentor’s guidance in their hands-on practise.

“Student recruitment has begun, and we’re getting an impressive range of applications - males, females, young people looking to start a rewarding career, and experienced people looking for new challenges,” says Erin.

If you’re interested in this program, contact Erin Siemens at [siemens1@cnc.bc.ca](mailto:siemens1@cnc.bc.ca) or 250-567-3201. To learn more about the PID program or participate as a mentor, contact Rick Walters at 250-562-3215 or [rwalters@bcforestsafe.org](mailto:rwalters@bcforestsafe.org).

## Adjust Your Driving for Back to School and Fall Road Conditions

As kids start heading back to school, the transition from warm summer weather to cooler fall days and nights should prompt you to think about what changes and adjustments you need to make in your driving skills to ensure you and others stay safe on the road.

### Back to School

Schools are reopening which means more pedestrian traffic, changes to speed zones and increased traffic on the roads. It’s always good practice to expect the unexpected and look out for kids darting from cars, cycling or

walking to school and getting on and off buses.

School Zones – Remember the school zone speed limit is 30 km/hr between 8AM-5PM on school days unless otherwise posted. Slow down, drive cautiously cautious and pay extra attention in school zones.

School Buses - Across BC, over 110,000 children ride the bus from September to June each school day. As a driver, you need to abide by the law and come to a complete stop when approaching a school bus with its red lights flashing.



Every time someone doesn’t stop for the bus, a child’s life is at risk. Be patient, be courteous and respect the rules of the road.

- In BC, drivers must stop for school buses with flashing lights whether approaching from the front or rear.

*Continued on page 13...*



# Transportation Safety

Continued from page 12...

The vehicle may not proceed until the school bus moves on or the driver turns off the lights or pulls in the stop sign.

- If approaching from the front, stop at a safe distance to let children cross the road. Don't move until the lights stop flashing and the bus moves forward.
- All school buses must stop at all railway crossings, so be prepared to stop yourself. The bus does not use its flashing red lights for this, so exercise caution.

School Crosswalks - Yield to all pedestrians at marked crosswalks and stay extra vigilant at school crosswalks. In BC, almost 20% of all pedestrian accidents involve children under 15 and about 60% of those accidents occur during the morning, noon and afternoon peak school hours. Understand that kids perceive traffic differently than adults and young children may:

- Assume cars can stop instantly
- Think if they can see a car, the driver can see them
- Have difficulty judging speed and distance

- Have a field of vision one-third narrower than an adults
- Have difficulty figuring out the direction of sounds
- Be easily distracted, lost in thought or impulsive
- Have no sense of danger
- Cannot perceive complicated traffic situations
- Overestimate their knowledge and physical strength and speed

## Changing Weather and Road Conditions

As fall leads into winter, rain, fog, wind and the start of the snow season will be common conditions on BC roads. No matter what part of the province you live in, it is almost certain that you will be required to drive your vehicle in rainy, foggy, windy or even snowy conditions at some point. Unpredictable weather patterns are becoming the norm so be prepared to drive in adverse weather conditions.

Shift Into Winter is a joint provincial initiative supported by organizations including the BCFSC. Shift Into Winter

provides valuable information and resources to the general public, employers, supervisors and employees who drive for work to help improve the safety of drivers in winter conditions. Visit [Shift Into Winter](#) to access tips and information on preparing yourself and your vehicle for changing road conditions. Learn about winter tires, your legal obligations as an employer, access commercial trucking safety resources or take an online course in supervising employees who drive for work. It's all there at your fingertips.

## Distracted driving

Simply put – distracted driving is against the law. It's not just your phone though. Eating, drinking, adjusting radio or vehicle settings can contribute to distracted and inattentive driving. So leave the coffee cup in the holder and your cell phone tucked away so you can pay close attention while driving. When you're behind the wheel your only focus is on the road and always drive responsibly to ensure not only your own safety but the safety of other drivers and road users. 🚗

# Resource Road Safety Resources – The BC Forest Safety Council

By Chris Walker, Overland Training Canada

In our last article titled “New and Improved - Resource Road Driver Training Program” in the March 2022 Forest Safety News, we talked about the structure of the new Resource Road Driver Training Program.

In this article we want to reflect on the importance of transportation safety, in particular Resource Road Safety, and its importance within the BC Forest Safety Council (BCFSC).

A key area of BCFSC's overall approach to forest safety is a focus on transportation safety and training. The BCFSC Backgrounder states the following in relation to these topics:

*Transportation Safety* – BCFSC promotes and supports safer drivers, vehicles and roads in BC forestry including ground,

air and marine transportation. The focus is on advocacy and outreach, information and education, and collaboration with partners inside and outside forestry.

*Training & Development* – BCFSC supports the development of a confident, competent, and well-trained work force, where safety is integrated into every action and process to maximize safe, effective and efficient performance. Thousands of workers have received training from the organization since BCFSC's inception.

BCFSC uses a multi-pronged approach to advocate for resource road safety which is led by the Transportation Safety & Training Departments:

- Online materials
- Hard copy materials
- Social media
- Critical content videos
- BCFSC website resources
- Forest Safety News articles
- Infield (in-cab) training
- Continuing program development
- Statistical analysis via WorkSafeBC and incident data from industry members of related incidents / accidents on Resource Roads and other transportation networks.



# Transportation Safety

Continued from page 13...

- Use of subject matter experts and advisory groups to provide consultation and training opportunities
- Community outreach

Each of these approaches are designed to work together in harmony as a broad spectrum of accessible resources for multiple levels of user groups. Today, we see a large variety of user groups using resource roads. They vary greatly between industrial users and an ever-increasing broad demographic of recreational users – especially those close to urban interface zones where day and overnight recreation users flood into the resource road network to enjoy recreational opportunities. This increase in traffic inevitably increases the likelihood of incidents and reduces overall resource road safety.

BCFSC has made significant progress over the past few years to broaden its approach to safety resources made available to both the public and to industrial users with an intent to equip as many people as possible with the tools available to operate safely on resource roads.

## Online Materials

BCFSC created the [Resource Road Knowledge Unit \(RRKU\)](#) as a mandatory component to the Resource Road Driver Training Program. This FREE online learning unit is also available to anyone who would like to utilize it.

## Printed Materials

Resource Road Driver Training Program uses a bound training manual during all in-field (in-cab) training courses. This manual supports the in-field training activities by giving students a theoretical reference during and after the course.

## Social Media

Social media is an important channel in modern society. The BCFSC uses social media channels to share and promote information, articles and training opportunities to its followers and subscribers. It is worth following these channels as another way of gathering relevant information.

## Critical Content Videos

BCFSC and industry partners have produced a series of videos as another means of engagement and as an important training tool. These public videos are available on the [BCFSC YouTube Channel](#) and are also embedded

within the online learning modules such as the Resource Road Driver Knowledge Unit (RRDKU). These videos can also be included in your own internal company training programs as a useful and engaging method of sharing relevant safety information.

- [Resource Road Driver Training Program](#)
- [Work Here, Play Here, Stay Safe Here](#)
- [Radio Use and Road Calling Procedures](#)
- [Switchback – Planning, Layout and Construction](#)

## BCFSC Website Resources and Online Training

BCFSC has a comprehensive website and online learning centre that offers a large source of industry information and training opportunities. There is a dedicated [Resource Road Safety](#) page with information on Resource Road Training, Radio Channels, Winter Driving, Safety Tips and Public Use of Resource Roads. The [BCFSC Online Learning Centre](#) has over 30 FREE forest safety online courses.

## Forest Safety News

A quarterly digital newsletter, produced by BCFSC, is a great tool for forestry safety updates, articles, best practises, research results and links to relevant forestry information. The newsletter is sent out by email in March, June, September and December. [Subscribe today.](#)

## In-field (In-cab) Training

The Resource Road Driver Training program has been featured in several articles recently. This in-field training is a highly successful component of resource road safety advocacy. The opportunity to teach and share relevant skills for safe resource road use is an effective way of passing information to drivers and highly recommended for all resource road users.

Click on the links below for more information:

- [Resource Road Safety Training – 1 day](#)
- [Resource Road Driver Training – 2 days](#)
- [Resource Road Driver Internal Training](#)

## Continuing Program Development

Continually developing and evolving any program is imperative to its ongoing success. BCFSC conducts a yearly review of the Resource Road Driver Training program internally, through quality assurance as well as an annual

review of their training providers. They also conduct a yearly internal train-the-trainer session and thoroughly review participant feedback from every course. These reviews and quality assurance sessions help guide the development of the program to ensure it stays relevant, rewarding, and effective.

## WorkSafeBC and Industry Reports - Resource Road Incident Statistics and Analysis

Understanding the current status of resource road use, the types of incidents that occur including the locations, frequency and causes are crucial data sources used by the BCFSC Transportation Safety and Training Departments to improve on where to focus on safety resources and educational resources to support resource road user groups.

## Use of Subject Matter Experts (SME), Industry Partners and Advisory Groups to Provide Consultation and Training Opportunities

BCFSC uses a wide variety of SME's, typically based in industry, or directly related to specific forestry fields, and advisory groups such as the Trucking and Harvesting Advisory Group, Silviculture Advisory Committee, Log Truck Technical Advisory Committee, as well as industry partners in log hauling and government to provide input on resource road safety and feedback on the development of safety initiatives for industry and the public.

## Community Outreach

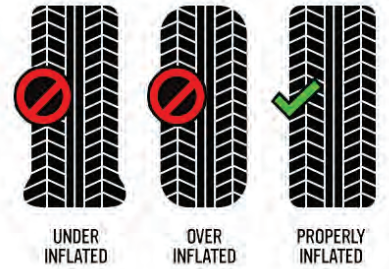
BCFSC has ensured all resource road safety resources are accessible to all those using resource roads, including the recreational community. This outreach and sharing of correct industry safety information is important to increase the awareness and safety on resource roads. BCFSC's resource road safety videos, in-field training opportunities and everything discussed so far has been shared actively with BC medio outlets, local ATV clubs, snowmobile clubs, the Four-Wheel Drive Association of BC, BC AdventureSmart and many more targeted user groups.

The resources are there to be used as tools for your workforce in all levels of industry using the resource road network and equally important, the recreational users using that same network.

For more information on Resource Road Safety, visit the [BCFSC website](#). 📍



# The Importance of Tire Pressure



Tire pressure is vitally important when it comes to vehicle performance and your safety and the safety of others while driving. Not only is it a key component of supporting a vehicle's weight but it greatly influences vehicle performance such as driving comfort, directional stability, cornering and braking grip, fuel efficiency and general handling.

Tire pressure is measured in pounds per square inch (PSI) and is based on your vehicle's total weight, size, towing weight capacity and recommended tire size as determined by both the vehicle manufacturer and the tire producer. The vehicle operating manual will provide the optimal tire pressure, but it can also be found inside the driver door jamb, the fuel door or inside the glove box as well as on the tires themselves.

If the tire pressure is not checked regularly, it can drop very quickly. One of the easiest ways to maintain tire pressure, is to conduct a monthly check of your tire pressure when the tires are cold. Do not wait until the Tire Pressure Monitoring System light illuminates before checking your tire pressure. By then, damage to the tire may have already occurred. Tire pressure can drop by about two PSI per month so conducting a monthly check will not only keep your tires in good condition but will also help you save money and uneven wear on your tires but most importantly, help ensure a safe journey.

## Tire Pressure and Driving

Both over and under inflation have a significant impact on vehicle performance and can impact safe operation of your vehicle.

### Low pressure

Low tire pressure causes more tire surface area to connect the ground causing increased friction between the tire and the road. This can lead to uneven tire contact with the road surface and excessive wear on the inside and outside of the tire tread leading to premature wear.

Inadequately inflated tires can also cause an increase in rolling resistance, increasing fuel consumption and carbon emissions. But most importantly, driving on underinflated tires greatly raises the likelihood of a major vehicle incident by almost 300% according to the National Highway Traffic Safety Administration by greatly increasing the braking distance and affecting steering and handling.

### High pressure

Alternatively, with excessively high tire pressure, the load is unevenly distributed and transferred to the centre of the tire. This results in less contact with the road which leads to a loss in traction and a reduced stopping distance which is a great safety risk, not just for you but other drivers.

When you drive with over-inflated tires, you risk reduced traction affecting handling and braking as well as rapid and uneven tire wear greatly reducing the lifespan of your tires with an increased risk of blowouts.

## The impact of weather, driving distance and road conditions

A good rule of thumb to follow is to check your tire pressure more often when there is a change in outside weather temperatures. For every 5.6° Celsius change in temperature, tire pressure can drop by one pound per square inch (psi).

Tire pressure increases as you drive so the tire pressure inside of warm tires is always higher. But once they have cooled down, the pressure will balance if the tires are initially inflated to the recommended PSI.

### Winter

When the temperature drops, air contracts and as the molecules get closer together, the reduction in volume causes tires to lose their pressure. Before you know it, your tires are under inflated. Be sure to check your tire pressure regularly during the winter months.

### Summer

Just as cold outside air causes the air inside your tires to contract in winter, warm outside air causes the air inside your tires to expand in summer. The rule of thumb is that tire pressure will go up approximately one pound per square inch (PSI) every 5.6° Celsius increase in temperature. On hot summer afternoons, your tire pressure could be somewhere near 40 PSI. But it is also important to consider that hot roads at high speeds for long stretches can also contribute to increased tire pressure.

To learn more about tire pressure and road safety, visit [Road Safety at Work](#) and [Shift Into Winter](#). 🚗